SECTION 4.3
STRATEGIC PRECINCTS

CONTENTS

4.3 Strategic Precincts

What is a Strategic Precinct?

Strategic Precincts are distinct areas supporting the Parramatta CBD and identified as having particular social, natural and built qualities or a particular function that should be preserved. Each of the precincts has distinct but complementary functions.

General Objectives

O.1 Development within each Strategic Precinct is to complement and reinforce the special attributes and qualities of the area.

O.2 Development is to be integrated with public transport.

O.3 Development is to conserve and enhance identified views, heritage items and the natural environment.

4.3.1 Camellia and Rydalmere

Desired Future Character

Camellia is a significant industrial hub, containing heavy industries such as the Shell Oil Refinery. It also contains sporting and convention sites at Rosehill Gardens and the Parramatta Raceway. The use of land for these purposes is expected to continue, as major destinations for visitors, tourists and the wider business community.

Rydalmere is defined by its wide range of complementary uses and functions that support the Parramatta central business district. Rydalmere is particularly notable because of the steadily expanding university campus (University of Western Sydney) and the adjoining light industrial uses.

Future development opportunities that mutually support the employment, industrial, educational and research functions of this precinct will be encouraged.

New industrial developments will need to comply with stringent environmental controls, and operate sustainably. Council will favour new industrial developments that improve water quality, the environment around the Parramatta River and the foreshore. A concerted effort will be made to create pedestrian links along the Parramatta foreshore.

The Parramatta River corridor will be enhanced as the major natural asset of the area, characterised by a healthy river and foreshore that provides public access opportunities while protecting vegetated riparian areas with appropriate setbacks. Sections 2.4.2 and 2.4.8 of this DCP are important controls for protecting and managing the river and the public domain. Properties adjoining the foreshore will address the aquatic gateway to Parramatta, with buildings displaying a high level of urban design quality and the less visually attractive elements of industrial development being screened by appropriate landscaping.

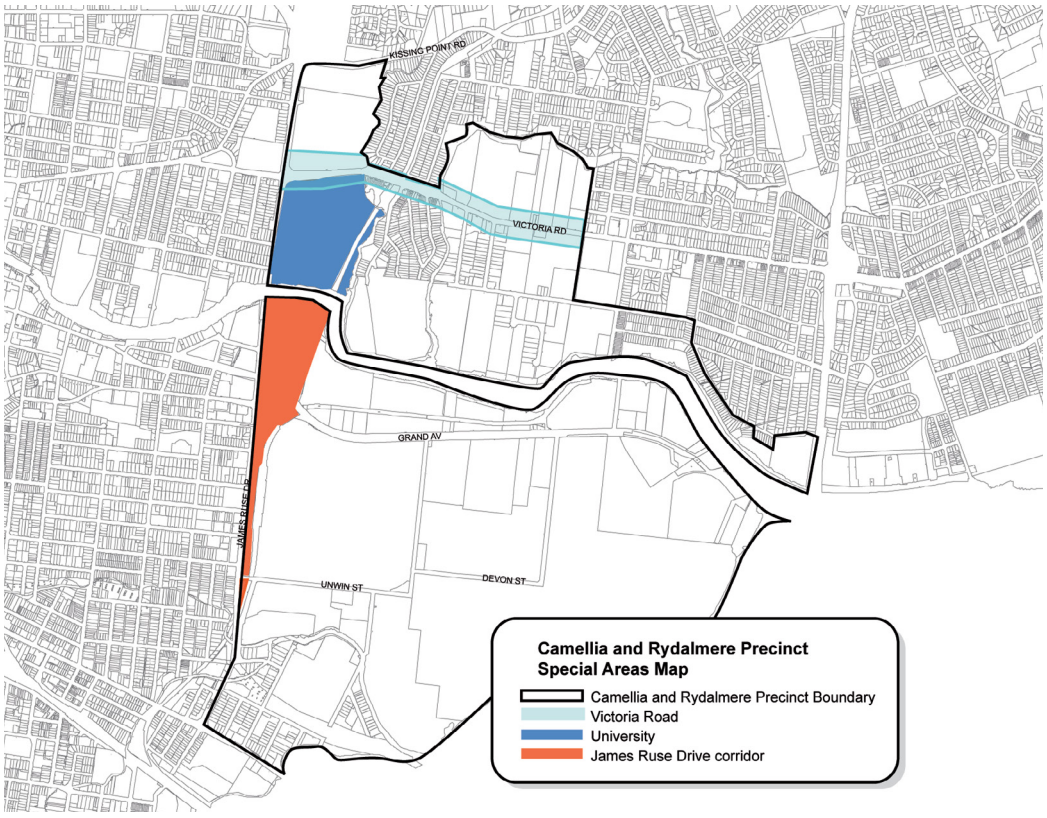


Figure 4.3.1.1
Camellia and Rydalmere Strategic Precincts

Overall Precinct Objectives

O.1 Protect and support one of Sydney's significant industrial and educational hubs.

O.2 Create a vibrant, attractive and mutually supportive industrial, educational and research precinct.

O.3 Maintain and improve existing access to major public transport links outside the area.

O.4 Encourage industrial development that is innovative and incorporates into its business best practice environmental management.

O.5 Require development along the foreshore to be of a scale and character that is in keeping with its foreshore location, protection and enhancement of the unique visual and ecological qualities of the waterways and foreshore.

O.6 Improve the access and circulation for local traffic flows accessing the employment areas while protecting the level of service of James Ruse Drive and Victoria Road.

O.7 Improve public access along the foreshore to create a regional pedestrian and open space network.

O.8 Conserve and enhance identified views and encourage the conservation and adaptive reuseof heritage items within the Camellia and Rydalmere Precincts and wider community use andaccess of these assets.

O.9 Maximise opportunities for new development to support tourism as well as the racing industry.

O.10 Require industry to operate using best practice environmental management techniques.

O.11 Minimise energy and resource use and reduce impact to off-site air quality or disturbance by noise, odour, dust, water, soil and contamination.

Planning Controls

Height of buildings

Objectives

O.1 That buildings and structures adjoining the Parramatta River contribute to the attractive appearance of the foreshore and do not dominate the skyline in views along the Parramatta River.

O.2 Buildings should make a positive contribution to the streetscape and the skyline.

O.3 To create a strong and unified character along the major gateways into Parramatta.

O.4 That buildings that not significantly overshadow the public domain, vegetated riparian areas, environmental protection areas or adjoining properties.

O.5 Conserve heritage sites, their settings, identified views and their visual interconnections.

Design Principles

P.1 Development must not have an adverse impact on significant or historic views from or of heritage sites along the Parramatta River when seen from river and nearby historic sites.

P.2 Any development within the Rydalmere Precinct and on land shown on the Camellia Design Control Map as "Area of Height Sensitivity" must demonstrate through survey and photo montages, that the height of the proposed development does not have a significant adverse impact on identified views to the Female Orphan School (University of Western Sydney Rydalmere Campus) and its emergent trees, the Parramatta River Corridor and Pennant Hills open space ridge line. The relevant identified views for the Camellia and Rydalmere precincts are provided in Appendix 2.

Landscaping

Objectives

O.1 Enhance the appearance of these precincts and the setting of heritage items or areas, particularly from the waterway, major thoroughfares, and any other public places.

O.2 Protect and enhance the riparian ecosystem along the Parramatta River and its tributaries.

O.3 Improve environmental performance, particularly in terms of water management, pollution control, the natural environment, biodiversity, energy efficiency and transport management.

O.4 Provide for recreational use of the foreshore and establishment of paths for walking and cycling where these will not diminish natural values.

Design Principles

P.1 Development must improve the foreshore landscape so that locally native vegetation andnatural geomorphology are preserved, restored and extended and in accordance with any Government-adopted catchment strategies.

P.2 Any fencing is to be set back from the property boundary and screened in front by locally native and local provenance trees and shrubs.

P.3 Except where identified as culturally significant heritage landscape, the proposed landscaping is to be consist of plants that are local to the area, especially for the foreshore of the Parramatta River and tributaries, and of local provenance, and are to be planted in an appropriate vegetation sequence.

P.4 Open storage areas, material handling areas and car parking are to be located away from any boundaries that border on public areas, particularly the foreshore of the Parramatta River and its tributaries, and major transport routes.

P.5 Vegetated buffers are to be provided around areas of open storage or material handling, to soften the visual impacts and reduce dust and stormwater runoff.

P.6 Redevelopment of land adjacent to waterways must make provision for landscaped corridors that enhance the natural values of the foreshore ecosystem.

P.7 The landscape set backs along major streets and riparian vegetation along the rivers and creeks are to be in accordance with the Camellia and Rydalmere Precinct Design Control Map, with the exception of any riparian vegetation area along the Parramatta River for the University of Western Sydney site, which may be varied provided there is a Conservation Management Plan for the site and the redevelopment achieves all the outcomes specified for the University Special Area.

P.8 A landscape management plan and strategy is to be developed to ensure continuity and attractiveness of landscaping.

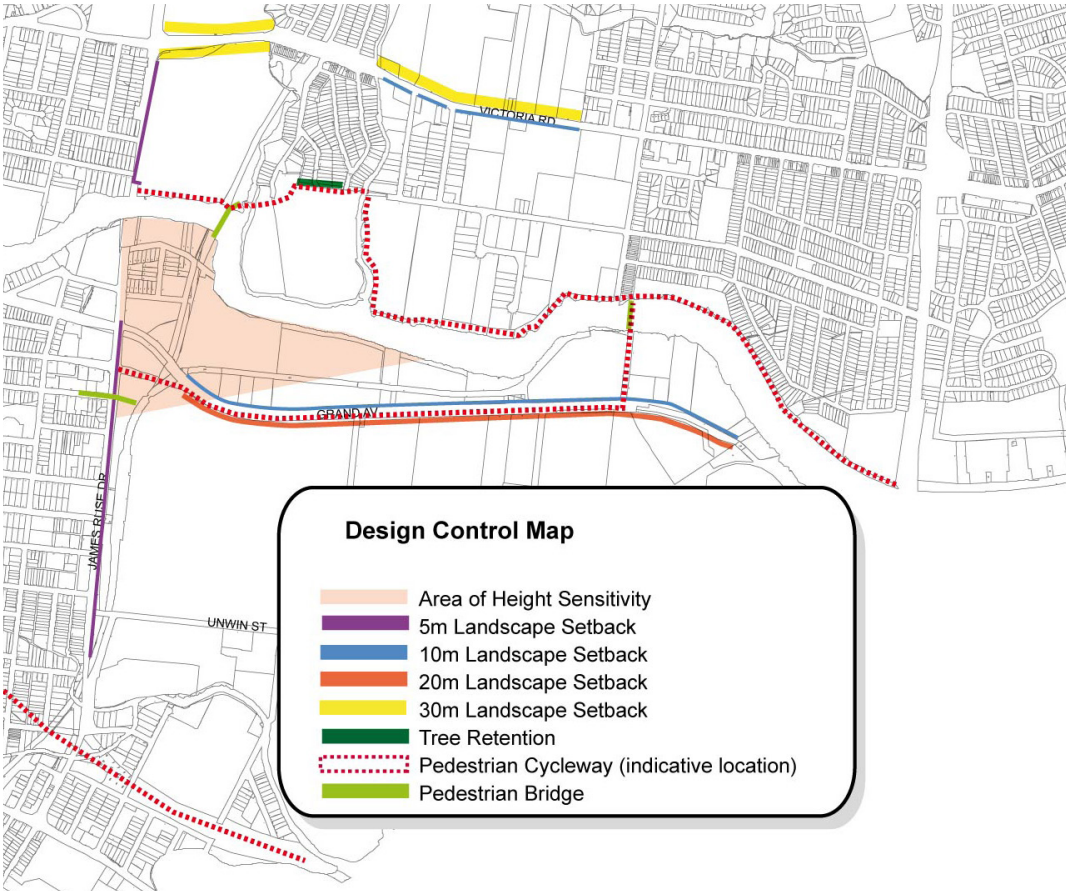


Figure 4.3.1.2
Camellia and Rydalmere Design Control Map

Travel Plans and Travel Information Guides

Objective

O.1 Increase opportunities to use public transport, to cycle or walk to work.

Design Controls

C.1 Development that contains 5000sqm of gross floor space or 50 or more employees must prepare a Travel Plan.

A Travel Plan is a package of measures designed to reduce car trips and encourage the use of sustainable transport. Where a Travel Plan is required as a condition of development, it must be submitted to the Consent Authority prior to the release of the Occupation Certificate. If the future occupant(s) is known then the Travel Plan must be prepared in co-operation with them. The condition of consent remains for the life of the development.

C.2 A Travel Plan must include:

a. Targets: This typically includes the reduction of single occupant car trips to the site for the journey to work and the reduction of business travel particularly single occupant car trips.

b. Travel data: An initial estimate of the number of trips to the site by mode is required. Travel Plans require an annual survey to estimate the travel behaviour to and from the site and a review of the measures.

c. Measures: a list of specific tools or actions to achieve the target.

NOTE: A copy of the Travel Plan must be available to Council on request.

C.3 All other developments may be required to prepare a traveller information guide that provides detailed information about all public transport services, pedestrian paths, cycle ways and ferry timetables in the area that would be used to actively encourage employees to use public transport to and from the Camellia and Rydalmere Precincts.

Building Design

Objectives

O.1 To provide opportunities for casual surveillance of the streetscape and public domain.

O.2 To improve architectural interest by minimising the bulk of buildings and to encourage articulation and modulation of development.

O.3 Development that respects, conserves and responds to identified views and the existing heritage character of the precinct.

Design Principles

P.1 Development is to contribute to improved amenity, safety and appearance of the public domain through landscaping, building setbacks, attractive and clearly defined entrances to sites and buildings, and clear and attractive signage.

P.2 Major facade and entries of buildings are to address major public places, including roads, parks and waterways.

P.3 Development is to have regard to adjoining building works and transition of height, massing and scale.

P.4 Building setbacks, design, materials, glazing and colours are to minimise the visual impact of the development, particularly if the development is visible from roads and the Parramatta River.

P.5 Buildings on sites adjacent to the Parramatta River and its tributaries are to be set back in accordance with any foreshore building line.

P.6 Building bulk created by large unbroken expanses of wall is to be reduced by articulation and modulation, particularly where facing a public place such as a street, a park or the Parramatta River.

P.7 Buildings are not to overshadow environmental protection areas or riparian vegetation areas.

P.8 Lighting is not to have adverse impact on the natural habitats.

P.9 Open storage areas, material handling areas and car parking are to be located away from any boundaries that border on public areas, particularly the foreshore of the Parramatta River and its tributaries, and major transport routes.

P.10 Building roofs and lift overrun structures are to be dark and have matt colours so as to be recessive.

Eco-Industrial Development

Objectives

O.1 Promote and achieve the principles of eco-industrial development in the Camellia Precinct.

O.2 Capitalise on the potential that exists in the Camellia Precinct for eco-industrial development.

O.3 Identify all opportunities to move from a traditional industrial system to a cyclical system whereby the energy, by-products or waste produced by a local industry are reused by another local industry.

Design Control

C.1 Identify the bio-products and/or waste produced by the proposal that can be reused by another local industry. Refer to Section 3.3.7 Waste Management.

4.3.1.1 Special Areas

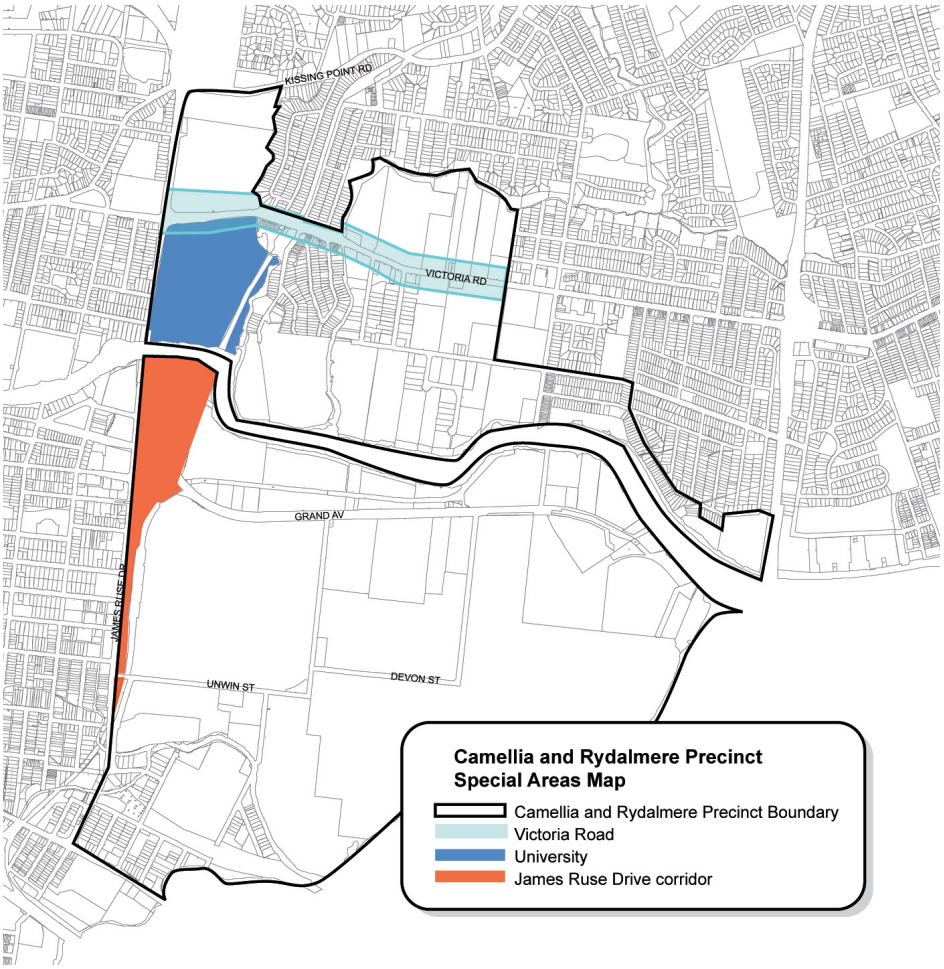


Figure 4.3.1.1.1
Special Areas

The James Ruse Drive Corridor Special Area

Character Statement

James Ruse Drive will be an attractive gateway thoroughfare to Parramatta supporting institutional uses, accommodation for visitors and business-related uses. The road will continue to be a significant regional transport artery. The corridor will be defined by well-designed buildings situated behind a significant landscaped frontage where possible, access to sites will be via adjoining local roads. View corridors will be retained to significant heritage buildings and the surrounding ridge lines.

Design Principles

P.1 Development must contribute to a strong, unified and visually attractive character for James Ruse Drive, enhancing its role as an important gateway to Parramatta.

P.2 Best available construction materials, design techniques, finishes and interior layouts should be used to minimise the potential environmental impacts arising from James Ruse Drive and the rail line.

P.3 Development has vehicular access via local roads and not directly off James Ruse Drive.

P.4 Management of the traffic impacts of development on James Ruse Drive.

P.5 Integration of development with public transport.

P.6 Land within proximity of the proposed Sydney West metro station is to be developed with consideration of the following:

- The impact of the development on the delivery of the Sydney West Metro Link;
- The impact of the proposed Sydney West Metro link on the development;
- The integration and interface between the development and any proposed station;
- The provisions of any relevant planning and development principles produced by Sydney Metro or its equivalent; and
- The potential for land use to respond to the Sydney West Metro link in the future (e.g. maintain large development parcels without further subdivision in the short term).

P.7 New development along this corridor needs to be carefully planned and based on the following design principles:

- improve interaction with surrounding streets and parks for improved passive surveillance and improved urban form;
- create permeable spaces that foster pedestrian movement throughout the site for workers and people visiting the site;
- where permitted, retail areas should address, and be directly accessible from surrounding public uses, streets or the foreshore;
- modulate buildings to improve views into the site from the river and James Ruse Drive; and
- underground car parking should be encouraged to create a better street address, allow more trees to act as shade and improve amenity and to create a linear form to be more easily crossed by pedestrians.

P.8 Any development undertaken for Rosehill Racecourse, will require the preparation of a detailed structure plan prepared by the proponent. Emphasis of the Structure Plan should be on meeting key tourism objectives, improving the physical appearance of development along James Ruse Drive, and to demonstrate positive measures to manage traffic issues and encourage public transport use.

The Victoria Road Special Area

Character Statement

Victoria Road will continue to be a significant gateway to Parramatta. The amenity and appearance of the area will be enhanced by high quality buildings, landscaping and public domain improvements. The high exposure offered by the location will strengthen the employment area. The area will focus on innovative and emerging technologies for production. The road will cater for access by public transport and significant freight and private transport movements.

Design Principles

P.1 Buildings must have high quality finishes where visible from the street and a high quality frontage with landscaping.

P.2 Signage has a high standard and provides clear information as to the use of the land, the street address and clearly marked entrance and exit ways and is of a scale and nature sympathetic to the building form.

P.3 Where a property adjoins a natural waterway, the land is revegetated with locally native flora where possible and any area adjacent to the foreshore is maintained so as to limit run-off and such areas are considered for outdoor recreation or lunch areas.

P.4 The landscape setbacks shown on the Design Control Map in this Section are to be met.

The University Special Area

Character Statement

The University, comprising an area of historical significance set by the Parramatta River, will continue to be developed as a key centre of learning for Western Sydney. Heritage buildings and their settings will be preserved and adaptively reused as modern educational facilities. New development will ensure that glimpses of the heritage buildings from Victoria Road and James Ruse Drive will be maintained. Where appropriate, public pedestrian access and cycleway linkages along the river and between hinterland and the river, and recreation opportunities, will be pursued and implemented while protecting the riparian vegetation with appropriate set backs along the Parramatta River. Opportunities for improving access to water based transport will be pursued. The bushland east of the railway line will be retained. The Parramatta River and Vineyard Creek foreshores will be enhanced with vegetation locally native to the area through bush regeneration, except where exotic species have been identified for retention through a conservation management plan, while conserving significant and historic views from and to heritage items situated along the Parramatta River.

Design Principles

P.1 Development must conserve and enhance items of heritage significance consistent with a Conservation Management Plan for the area.

P.2 Development must respect, conserve and respond to key views identified in that Plan.

P.3 Development must protect and enhance cultural plantings and native bushland and other natural features along the foreshore.

P.4 Development must provide for public access along the foreshore.

P.5 The scale and character of the development must recognise and complement the unique visual qualities of the site.

P.6 Development should integrate with the public transport network and facilitate access for pedestrians and cyclists to the site and, where appropriate, through the site.

P.7 The siting and design of the development must minimise adverse effects from adjoining land uses, including noise from James Ruse Drive.

P.8 Development must enhance the key approach routes to Parramatta, being James Ruse Drive, Victoria Road, the rail line and Parramatta River.

4.3.2 Harris Park

Desired Future Character

Harris Park is bounded by the Parramatta River to the north, James Ruse Drive to the east, A'Beckett's Creek, the M4 motorway to the south, and the railway line to the west. It lies immediately to the east of the commercial centre of Parramatta, with the northern and western parts of the suburb within easy walking distance of the CBD.

Harris Park contains some of the most important parts of Parramatta's heritage. It has an extensive collection of nineteenth and early twentieth century houses, shops, public buildings and landscapes. Of particular note are Australia's first land grant and oldest European building, Elizabeth Farm House, as well as two other important colonial houses, Experiment Farm and Hambledon Cottage.

The preservation and enhancement of Harris Park's historic fabric is essential. The area also has an important strategic role in providing residential development because of its location on the fringe of the Parramatta CBD. All new development will need to be at a scale that is consistent with the existing character of the streets, not impede view corridors to major landscapes and the escarpment north of the Parramatta River, and provide opportunities to connect with the foreshore. Future development along James Ruse Drive will need to have a strong, unified, and visually attractive presence to reflect its status as a "gateway" to the Parramatta CBD.

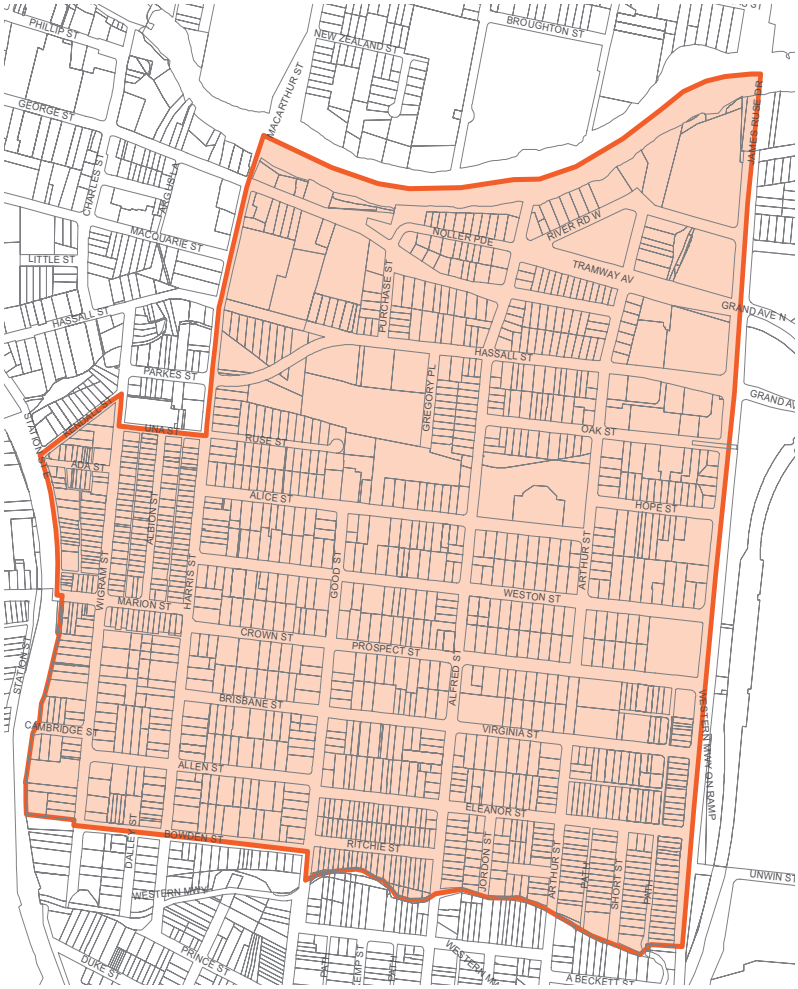


Figure 4.3.2.1
Harris Park Precinct

Objectives

O.1 Conserve the heritage character of the locality and preserve those areas and sites that present as important cultural/tourist attractions.

O.2 Retain the character and amenity of the area.

O.3 Protect and enhance of the unique visual qualities of the Parramatta River with foreshore development that is of a scale and character in keeping with its location. Maximised public access to, and use of, foreshore land.

O.4 New development in Harris Park should be compatible with the scale of existing development and represents high quality urban design.

O.5 Protect and enhance the local and regional biodiversity, maximising the extent and integrity of aquatic and natural land areas, particularly the Parramatta River and Clay Cliff Creek corridors.

O.6 Roof designs are to be compatible with existing roofs in the area in terms of their pitch, form and design detail.

O.7 Development fronting James Ruse Drive is unified, has a strong presence to the street and facilitates pedestrian connectivity.

O.8 New residential development has front and side setbacks similar to the majority of existing buildings with that street.

O.9 Control the extent of building footprints where there is no floor space ratio.

O.10 Protect and maintain the specific attributes and qualities of each of the Special Areas.

Design Principles

Height of Buildings

P.1 Existing view corridors shown in Appendix 2 are to be protected, maintained or reinstated in the planning and design of the development.

P.2 Align buildings to maximise and frame view corridors between buildings.

P.3 The maximum height of buildings or structures on land south of Clay Cliff Creek between Parkes Street and Alfred Street, as shown on the Design Control Map, shall only be achieved where it can be demonstrated that the building or structure will not dominate the topographical features of the River landscape.

P.4 Regardless of any other control, height of buildings must enable compliance with all controls about views and vistas.

Building Design

P.5 The main entries of buildings are to address the street, and multi-unit residential buildings are to maximise the number of entrances to the street.

P.6 Any facade of a building which is clearly visible from a major public place such as a street, a park or the river shall be designed to address that place.

P.7 Buildings are to be designed with regard to the features of adjoining buildings and works with transitions of height, massing and scale where appropriate.

P.8 New buildings shall sit parallel to the street.

P.9 Building bulk created by large unbroken expanses of wall is to be reduced by articulation and modulation, particularly where facing a public place such as a street, a park, or the river.

P.10 All new dwelling houses and new multi unit housing shall have roofs which are similar to those in the vicinity in terms of their pitch and form, with recognition being given to the predominance of roofs in many areas which are pitched between 25 and 45 degrees.

P.11 For new buildings or extensions to existing buildings which include an attic, the roof in which the attic is contained must be pitched from the top of the external wall at a maximum of 45 degrees.

P.12 Where windows and skylights are used to allow ventilation and natural light into an attic, these must be flat and sit parallel to the roof where they are located on the front and side elevations of the building. Consent may be granted for dormer windows and the like where located to the rear of the building only.

P.13 Where attics are created within an existing roof shape, the shape of the roof must not be altered, except in accordance with the paragraph above.

P.14 Door and window openings are to enhance the architectural character of the building.

P.15 Some of the following articulation elements are to be provided in residential buildings: expressed entries, bay windows, glazed balcony enclosures, balconies, terraces, verandahs, pergola loggias, decks, porches.

P.16 Existing lot structure is to influence building articulation: development on amalgamated sites is to respond to the existing or prevalent lot structure.

P.17 Despite any other provision of this DCP, no part of any building may be constructed to intrude onto the area identified as the “no build area” on the Design Control Map.

Landscaping

P.18 The consent authority must not consent to development on land shown on the Design Control Map which will result in a landscaped area of less than 45% of the site area, or 30% of the site area, whichever minimum is shown for the land.

P.19 Where there is no minimum requirement shown on the Design Control Map, a minimum landscaped area of 30% will apply. This requirement may be negotiable in some cases. Nevertheless, the applicant is expected to take all reasonable steps in the circumstances to maximise the landscaped area.

P.20 For all development directly facing James Ruse Drive, a 5 metre wide landscaped buffer is to be provided.

P.21 At least 50% of the landscaped area shall be in one continuous area located at the rear of the property.

P.22 At least 50% of the ‘landscaped area’ shall be capable of deep soil planting; that is, soil that is at least 2 metres deep and capable of sustaining large trees.

P.23 Areas less than 1.5 metres wide in any direction shall not be counted towards ‘landscaped area’.

P.24 The most preferred species for use within the James Ruse Drive landscaped buffer zone are as follows:

- Angophora costata (Sydney Red Gum)
- Angophora floribunda (Rough Barked Apple)
- Syncarpia glomulifera (Turpentine)

P.25 Landscaping facing Parramatta River or Clay Cliff Creek shall be compatible with the riverine ecosystem.

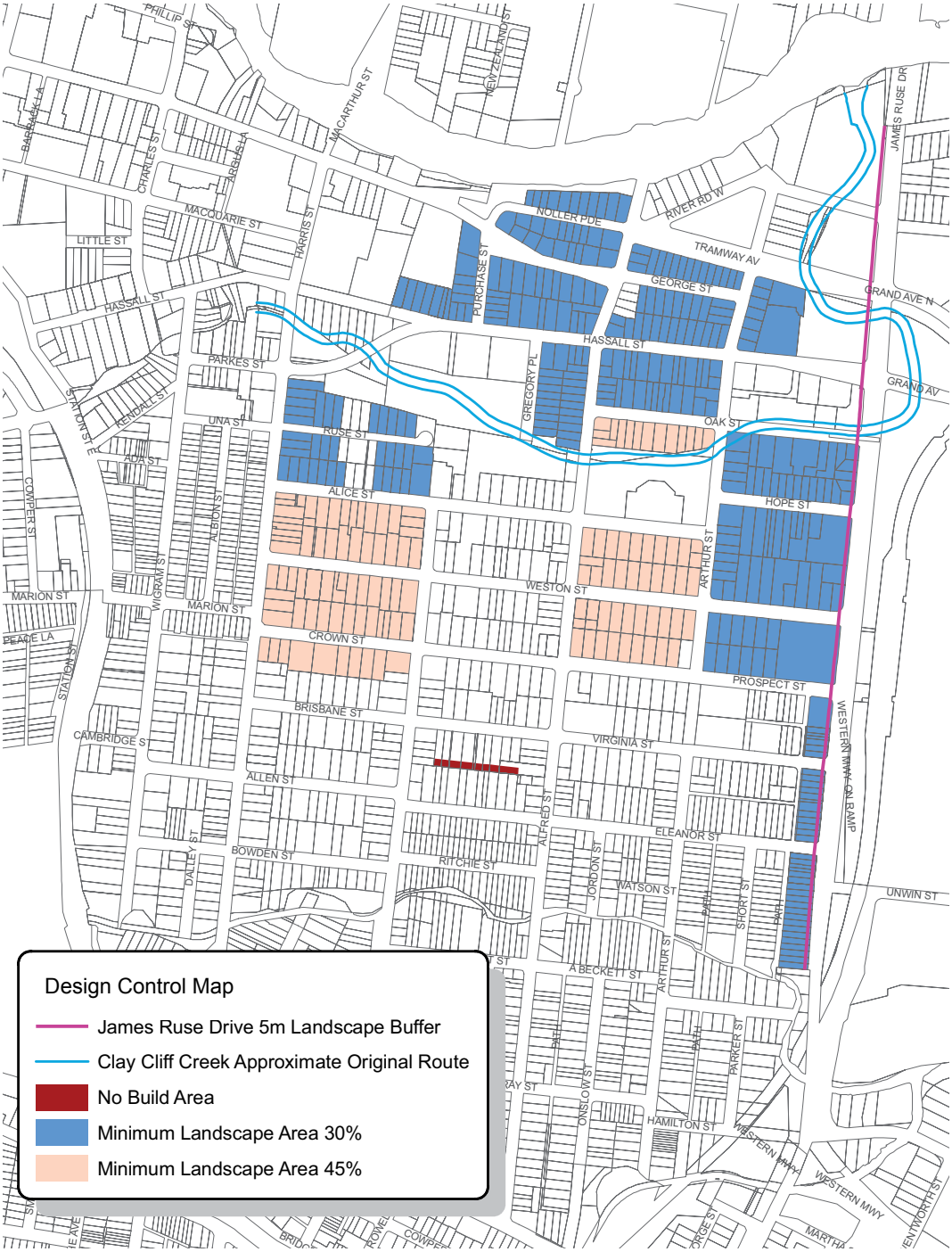


Figure 4.3.2.2
Landscape treatment to Clay Cliff Creek

Transport and Accessibility

P.26 Except in low-density residential zones, underground car parking is preferred in most cases because it reduces site coverage and ensures that car parking access and garage requirements do not dominate the street.

P.27 Generally, driveways should be designed to avoid a straight long gun-barrel appearance by using appropriate landscaping and variations in alignment, however, in some cases (notably the Experiment Farm and Elizabeth Farm conservation areas), long straight driveways are part of the historical pattern of development and are encouraged. In such cases, separate wheel tracks are preferred.

P.28 Vehicular access is not permitted on land fronting James Ruse Drive unless there is no other alternative.

P.29 Space allocated for vehicular entrances is to be minimised, with those entrances provided, if possible, from laneways.

P.30 The width and surface area of driveways and other hard surfaces associated with the movement and parking of vehicles shall be minimised.

P.31 Garages and other structures designed to accommodate vehicles in the R2 Low Density zone shall not be dominant in their scale and siting and shall be located behind the building line.

P.32 The visual impact of car parking is to be minimised. Outside the R2 Low Density residential zones, this shall be achieved by the use of underground carparking, and by screening above-ground parking from the street by locating the parking behind other active uses on street, park or river frontages.

P.33 The retention (and widening where possible) of existing laneways and public accessways is to be encouraged.

View Corridors

The Harris Park Precinct is located on the southern side of the Parramatta River valley. Although development has obscured some key views, the topographical setting is still apparent today from many vantage points. In particular, there are significant views from places such as Elizabeth Farm, north to the Parramatta River and the hills beyond. Conversely, there are views from the north side of the river looking south where significant sites such as Elizabeth Farm can still be identified. These views and vistas contribute significantly to the sense of place for the Harris Park Precinct and for Parramatta in general.

P.34 Significant views must be protected from development. Consent must not be granted to development on land identified as being within a historic view corridor unless it has take into account the impact that the development may have on any such historic corridor.

P.35 The height and bulk of proposed development shall be modified as necessary in order to ensure that significant views are protected.

NOTE: Refer to Appendix 2 for the key views and vistas that must be protected in Harris Park.

Multi Dwelling Housing and Residential Flat Buildings

General

P.36 Minimum width of the allotment shall be 18 metres in any direction.

P.37 Front setbacks should be compatible with neighbouring buildings or, where new development predominates or is likely to predominate, shall be between 5 and 9 metres for all forms except attached dwellings, in which case front setbacks shall be between 1.5 and 3.0 metres.

P.38 Unless otherwise stated, side setbacks shall be at least 1.5m., greater where there is a need to increase solar access, although carports and garages may have a nil setback provided no adverse amenity impacts result.

P.39 Driveway width shall be a minimum of 3.5 metres.

Two rows of dwellings

P.40 A second row of dwellings is only permissible where the overall depth of the allotment is a minimum of 56 metres.

P.41 The minimum separation between rows of buildings shall be 12 metres. The second row of buildings shall be set back a minimum of 3 metres from any 'car zone'; that is, any area used to accommodate cars or the movement of cars.

East-west orientation, mid-block

P.42 Side setbacks shall be a minimum of 6 metres, with vehicular access on the southern side.

Two street frontages (this includes allotments with a lane to the rear)

P.43 Buildings must address both frontages, whether they be a street or a lane.

P.44 Setback from rear lanes and/ or secondary streets shall be a minimum of 3 metres.

P.45 The wall height of any development facing rear lanes shall be no higher than 5.5 metres, measured above the kerb height of the lane.

Attached dwellings

P.46 Attached dwellings are only permitted where:

- occurring as 'infill' development adjacent to other existing terraces; or
- indicated as a preferred form of development in the 'key block' section of this Harris Park section.

P.47 Shall not be greater than 15 metres in depth without open 'internal' courtyard.

P.48 Windows to streets shall be vertically proportioned.

P.49 All parking must be accommodated to the rear of the site and/or underground unless specific provision is made in the street.

Commercial Development

P.50 Land uses on the ground floor are to be non-residential, with any residential development to be located on floors above ground level.

P.51 Where a residential component is included above ground level, an appropriate level of amenity and safety must be assured for the residents.

P.52 Buildings on the street frontage are to provide pedestrian amenity in the form of active street frontages, building entrances and awnings.

P.53 Shop entries are to be recessed from the public footpath by at least 1 metre.

P.54 Colours and materials should reinforce the existing character of nearby buildings and achieve a unity of building background above awning level.

P.55 Limited rooftop structures may be incorporated in the design of buildings providing they do not detract from the streetscape or the enjoyment of residents in nearby premises.

P.56 Signs for individual non-residential land-uses are restricted to 1 top-hamper sign, 1 underawning sign and 1 wall sign.

P.57 Space for signs should be incorporated in building design.

P.58 Awnings and verandahs are encouraged to define the edge of the footpath and reduce the apparent visual bulk of the building.

P.59 The background colour on awning fascias should be consistent providing a visual unificationof the street.

P.60 Sun blinds should be designed to minimise interference to pedestrians and vehicles and complement the colour and signage scheme of the building.

P.61 Vehicle access and service areas should be located away from prime pedestrian areas, preferably with access from side and rear streets.

4.3.2.1 Special Areas

The Harris Park Precinct contains several Special Areas as shown on the Harris Park Precinct Special Areas Map. The primary purpose of this section of the DCP is preserve the overall integrity of the Special Areas, by ensuring all development protects, maintains and improves the particular character and significance of each area.

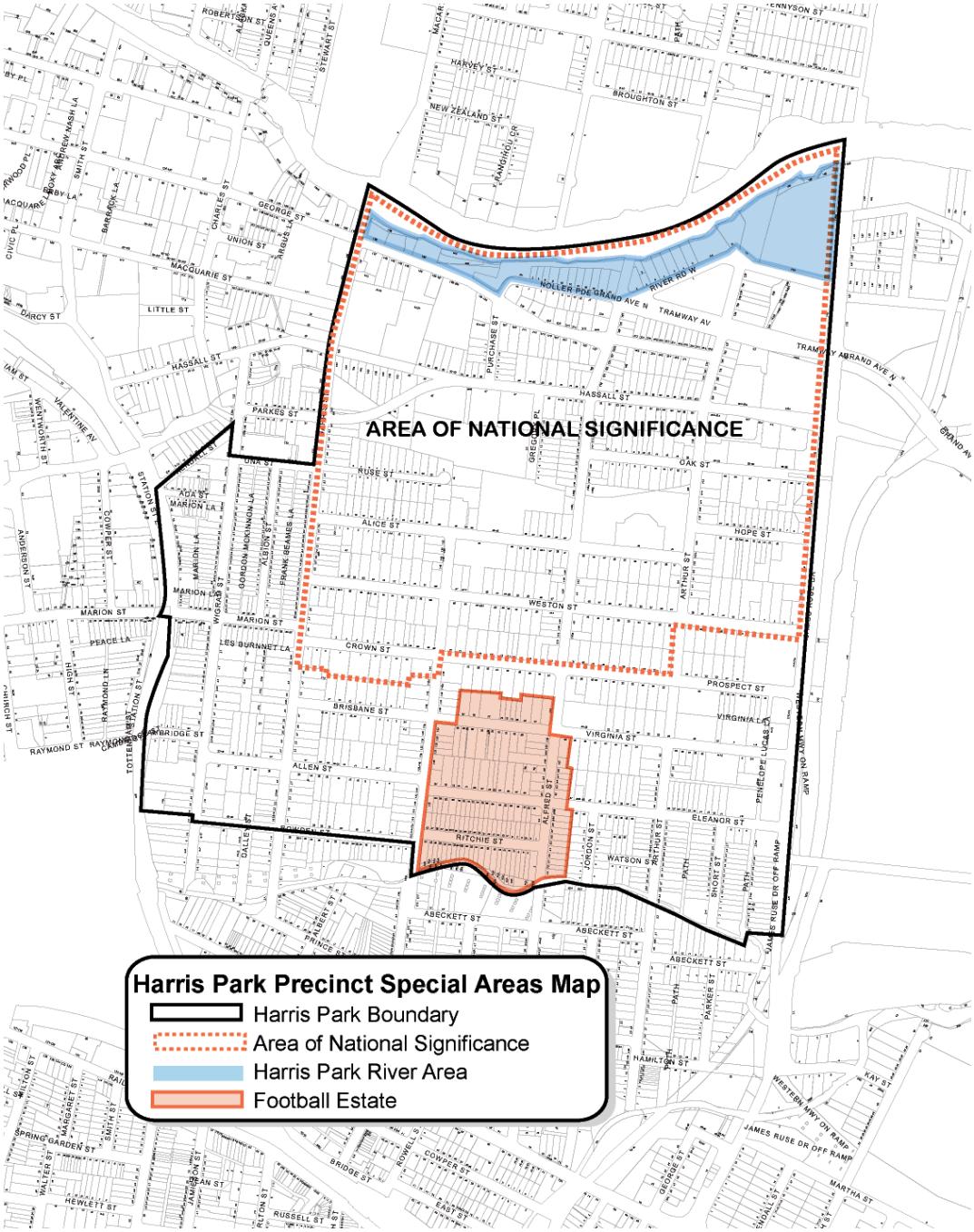


Figure 4.3.2.1.1
Harris Park Precinct Special Areas Map

Controls

Area of National Significance

C.1 Before granting consent for development within the Area of National Significance, the consent authority must be satisfied that:

a. **the scale, form, siting, materials and use of new development will not adversely affect the heritage significance of the Area of National Significance,**

b. **the existing allotment and development pattern, and the natural landform of the Area of National Significance will be maintained,**

c. **the original course of Clay Cliff Creek (as shown on the Harris Park Precinct Design Control Map) will be re-established or, if that is not reasonably practicable, permanent evidence of its original course will be provided by way of signs or other interpretative aids, and**

d. **that development does not impact upon or adversely affect the existing views into and out of the sites of Elizabeth Farm House, Experiment Farm Cottage and Hambledon Cottage, the Female Orphan School (University of Western Sydney Rydalmere Campus), the Parramatta River corridor and the Pennant Hills open space ridge line.**

Harris Park River Area

C.2 Before granting consent for development within the Harris Park River Special Area, the consent authority must consider:

a. **whether all reasonable opportunities to re-establish foreshore public land are taken up,**

b. **whether the development retains and enhances open space links along the Parramatta River foreshore,**

c. **whether the development retains and enhances open space links between Elizabeth Farm House, Experiment Farm Cottage, Hambledon Cottage and the Parramatta River foreshore, and facilitates or enhances the views and public access between the historic places in the Harris Park Precinct,**

d. **whether buildings adjacent to the River address the River with high quality facades and entrances,**

e. **whether the scale of buildings along the River will not dominate the topographical features of the River landscape,**

f. **whether the proposal maintains and re-establishes building setbacks along the River, and**

g. **whether the development improves foreshore landscaping and makes apparent the settings of the important historic places and views along the river, such as the Queens Wharf.**

NOTE: See also Section 4.3.2.2 relating to land at 2-12 River Road West, Parramatta.

Football Estate

Statement of Significance

This area demonstrates an early 20th century (1907-30s) residential re-subdivision of part of John and Elizabeth MacArthur's land grant, one of the most important agricultural enterprises in the colony, which at its greatest extent covered 1000 acres. It demonstrates subdivision and speculation of modest workers' housing to serve the growing industrial area of Granville. It retains a consistency of narrow lots and small scale, simple form timber cottages built close together. The use of timber was typical of many parts of Sydney, but is now rare.

C.3 Before granting consent for development within the Football Estate Special Area, the consent authority must be satisfied that the existing character and heritage significance of the area is retained, including consideration of the following:

a. **the scale, form, siting, materials and use of new development,**

b. **the existing allotment and development pattern, and the natural landform of the area, and**

c. **whether any new buildings in the R3 Medium Density Residential zone are stepped down with the slope of the site.**

Key Development Blocks

Key Blocks are identified on the Key Block Location Plan. These are areas where redevelopment is likely to occur, but where some guidance is required in order to achieve the best outcome. The objective is to ensure an ordered, integrated and sustainable approach to development Development on land within a Key Block is to be developed in accordance with the visions, strategies and detailed issue requirements specified in this clause.

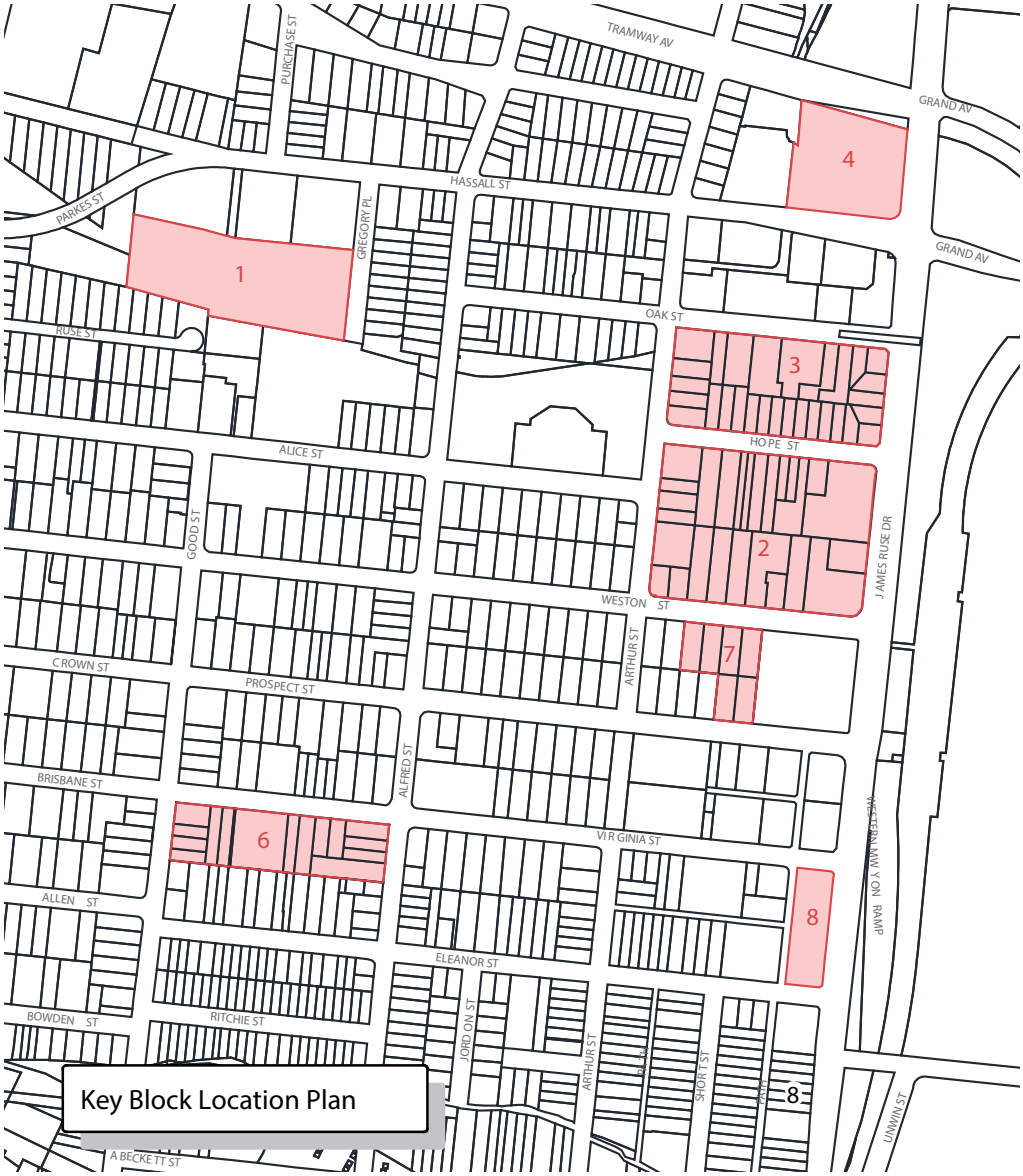


Figure 4.3.2.1.2
Harris Park Key Blocks

Key Block One: Wyeth Site

This is a large and important site currently in a state of flux after having been used for many years for light industrial purposes. It is zoned IN1 General Industrial under the *Parramatta LEP 2011*. It sits directly behind Hambledon Cottage and is within close proximity Experiment Farm and Elizabeth Farm.

Vision:

This site has the potential to be a 'linchpin' site in terms of appreciating the colonial history of the area. In the event of any redevelopment of this site, opportunities should be taken up to improve links between the three key historic sites of Hambledon Cottage, Experiment Farm and Elizabeth Farm House, and provide improved interpretation of Clay Cliff Creek. Any redevelopment of the site for purposes other than light industrial (such as residential development) would require site rezoning. A decision about rezoning would be critically dependent on an appropriate design response to the identified flooding constraints and would also have to be preceded by a close examination of the general suitability of the land for the proposed purposes. Some important issues that would influence future development of the site are outlined below.

Issues:

- Flooding - Clay Cliff Creek (now in the form of an open concrete channel) runs through the site and Council's current information indicates that most of the site is within the 1 in 100 year flood zone.
- Vehicular Traffic - Access to this site can only be from Gregory Place, which in turn is only accessible from Hassall Street. Hassall Street is an RTA road, and it needs to be shown that traffic can come and go from the site without having an adverse impact on the efficient functioning of Hassall Street.
- Heritage - Hambledon Cottage sits immediately to the north of the site and there would be concerns about the scale of new development and its proximity to Hambledon.
- Views - There are identified views between Elizabeth Farm and Hambledon Cottage, and from Experiment Farm and nearby sites to the north.
- Harris Park Cultural Landscape Master Plan - An interpretive walk has recently been completed as part of the implementation of this plan. New development on the Wyeth site has the potential to have both a positive and negative impact on the experience of people taking this walk.
- Amenity - Development should not adversely impact on the amenity of the residential areas to the south.

Key Block Two: Block bounded by Arthur Street, Weston Street, Hope Street and James Ruse Drive

Desired Future Character:

The block will be redeveloped for two distinct forms of land use and development as detailed below:

Mixed use development

Land fronting James Ruse Drive will be redeveloped for high rise mixed use development and predominantly for apartments. Development will be designed to form an attractive urban edge to a major arterial road. A maximum level of amenity for future residents will be provided by responding to urban context and acoustic, solar access and natural ventilation constraints and opportunities.

High density residential development

The balance of the block fronting Hope, Arthur and Weston Streets will be redeveloped with high quality apartments generally to a height of four storeys and parallel with the street alignment. The scale and form of such housing will result in consistent, attractive streetscapes. Development will provide an appropriate setting for Elizabeth Farm House and will preserve views to and from it. Generous setbacks and landscaping for apartments along Arthur Street will assist in reinforcing the Elizabeth Farm House setting.

Objectives:

Specific objectives of this block are outlined below:

O.1 To ensure that new development provides for:

a. generous front setbacks with deep soil planting to the Arthur Street frontage to reinforce Elizabeth Farm House's landscape setting and assist in creating a landscape buffer to the higher buildings;

b. retention of the heritage view from Elizabeth Farm House across the north east corner of the subject block;

c. a minimum number of new driveways providing access to basement parking on Arthur Street, and to ensure that new driveways are not visible from Alice Street to preserve the Elizabeth Farm House setting;

d. recessing of the fourth floor of apartments facing Arthur Street to reduce the scale of these buildings; and

e. a maximum building length of 35 m for apartments in Arthur Street to enhance the landscape character.

Design Controls:

In addition to the following controls, development must comply with the relevant development standards set out in *Parramatta LEP 2011*, and any relevant controls set out in parts 2 and 3 of this DCP. Where there is any inconsistency between parts 2, 3 and 4 of this DCP, the controls within Part 4 will prevail where they apply to this block. Furthermore, the controls in 4.3.2.1 will prevail over any inconsistency with other parts of 4.3.2.

Building Form

C.1 Maximum building height for sites fronting Arthur Street to be in accordance with the following controls:

- **4.5m minimum setback of the fourth storey on the street frontage**
- **3 storey maximum building height for 103 Arthur Street**

C.2 To ensure simple forms that are well related to topography, building ground levels are to be stepped with the site. The number of steps is to be minimised.

Setbacks

C.3 7m minimum front setback to Arthur Street

C.4 5-7m minimum front setback along Weston and Hope Streets for corner sites with Arthur Street

C.5 6m minimum side setback for sites on Arthur Street, but a lesser setback will be considered if adequate levels of acoustic and visual privacy can be achieved.

Building Length

C.6 35m maximum building length, with a 4m minimum break, for sites on Arthur Street

Site Frontage

C.7 24m minimum

Landscaping

C.8 Deep soil landscaping is to be provided in the front setback along Arthur Street to ensure that there is adequate landscaping sympathetic to Elizabeth Farm.

Key Block Three: Block bounded by Oak Street, Hope Street, James Ruse Drive and Arthur Street

The context of this block is different on all four sides. James Ruse Drive to the east is a major arterial road, whilst Arthur Street to the west is a relatively quiet suburban street. Elizabeth Farm Reserve sits directly across Arthur Street to the west. The north side of Oak Street has been developed for commercial purposes, while Hope Street to the south retains a residential character. Much of the existing housing stock in this block is nondescript and there are quite a few stables, particularly along Oak Street.

Vision:

This block has some potential as a gateway site to the Precinct. While the block presently includes a number of stables, these are no longer considered to be a feasible long-term use within the Harris Park Precinct. This would indicate that redevelopment should be encouraged. A possible long-term vision might be for:

- Oak Street to be developed with a mix of business and residential development, providing a gateway to the Precinct;
- high quality medium-density residential development along Hope Street, creating a consistent streetscape with development on the southern side of the street;
- the buffer zone to the west continuing to provide an appropriate setting for Elizabeth Farm House; and
- more intense development and a wider range of uses along James Ruse Drive.

Issues:

Flooding

- Within this block special consideration is to be given to the design and management of any redevelopment proposal to reduce the flood risk and potential damage to property and persons. Measures may involve the provision of a flood plan for individual sites to minimise the likelihood of flood damage, including providing for the movement of goods above the flood level within the likely flood warning time; the storage of certain goods above the design flood level; and the prevention of pollution of the floodplain during floods.

Height

- Height controls are in place under the *Parramatta LEP 2011* which are designed to protect the view from near Elizabeth Farm House to the north-east. These apply over the northern half of the block.

Key Block Four: Rosehill Bowling Club

This is a large flat block currently used as a bowling club and is zoned RE2 Private Recreation under the *Parramatta LEP 2011*. It is a prominent site located at a major entry point to the centre of Parramatta. If redeveloped, it would be subject to some constraints, as it is flood-affected, subject to height controls, and has limited vehicle access.

Vision:

This site could continue to be used for the purposes for which it is currently zoned. If redevelopment for other purposes was considered, rezoning would be required. Any rezoning proposal would be critically dependent on an appropriate design response to the identified flooding constraints and would also have to be preceded by a close examination of the general suitability of the land for the proposed purposes. Height controls and identified views would need to be addressed. In any case, development on the site should attempt to create a strong entry statement to Hassall Street, preferably in a coordinated approach with the site on the other side of Hassall Street to the south.

Key Block Five

Note: Section 4.3.2 was amended in August 2015 under DCP amendment 8 to delete controls relating to Key Block Five: Parramatta Workers Club.

Key Blocks Six to Eight

Key Blocks Six to Eight are identified in this DCP as areas where redevelopment is likely, and where some guidance is required in order to achieve the best outcome.

Design Controls

C.1 All development on land within Key Blocks Six to Eight is expected to be in accordance with the preferred pattern of development and identified controls shown on the following diagrams.

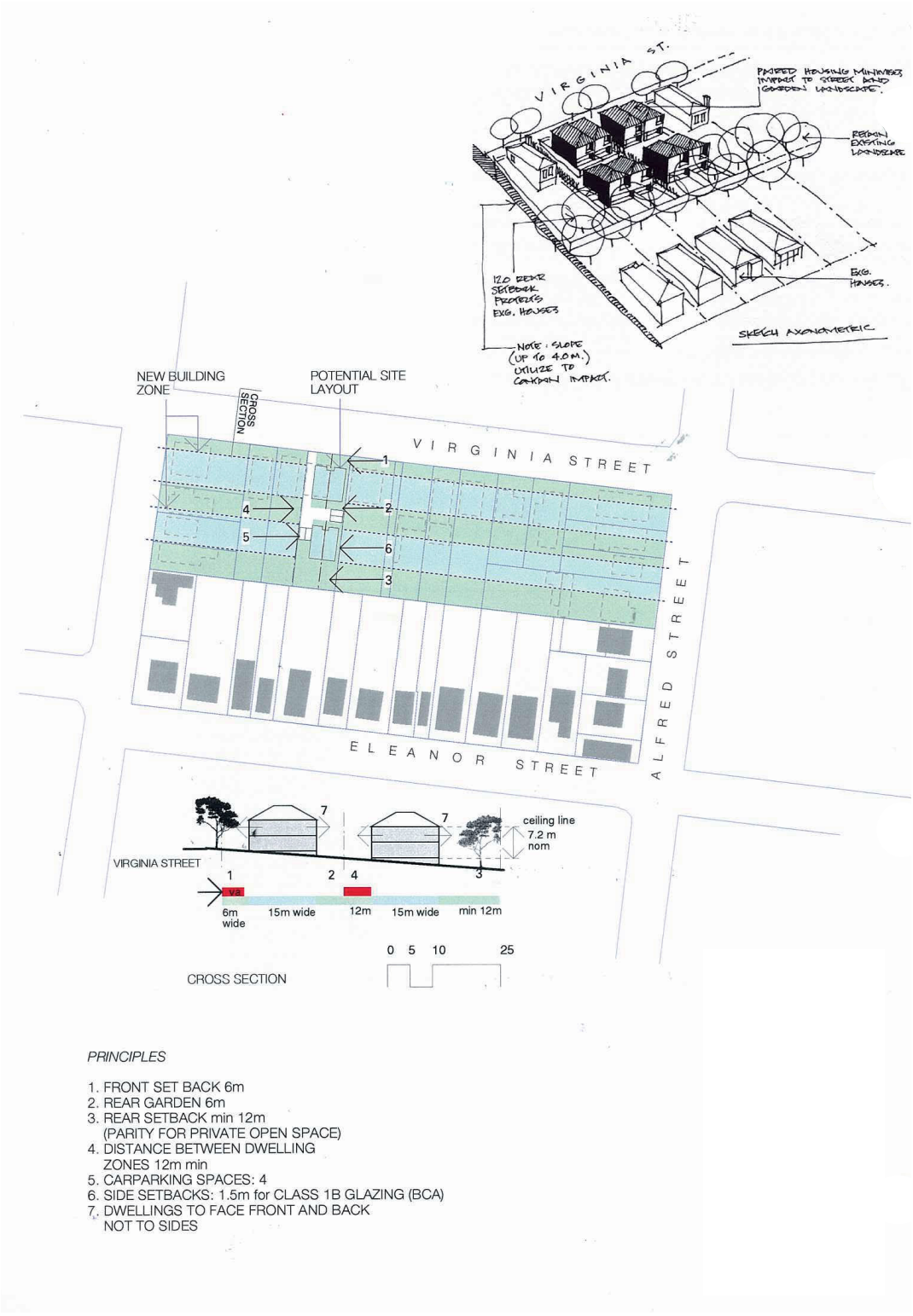


Figure 4.3.2.1.3
Key Block 6

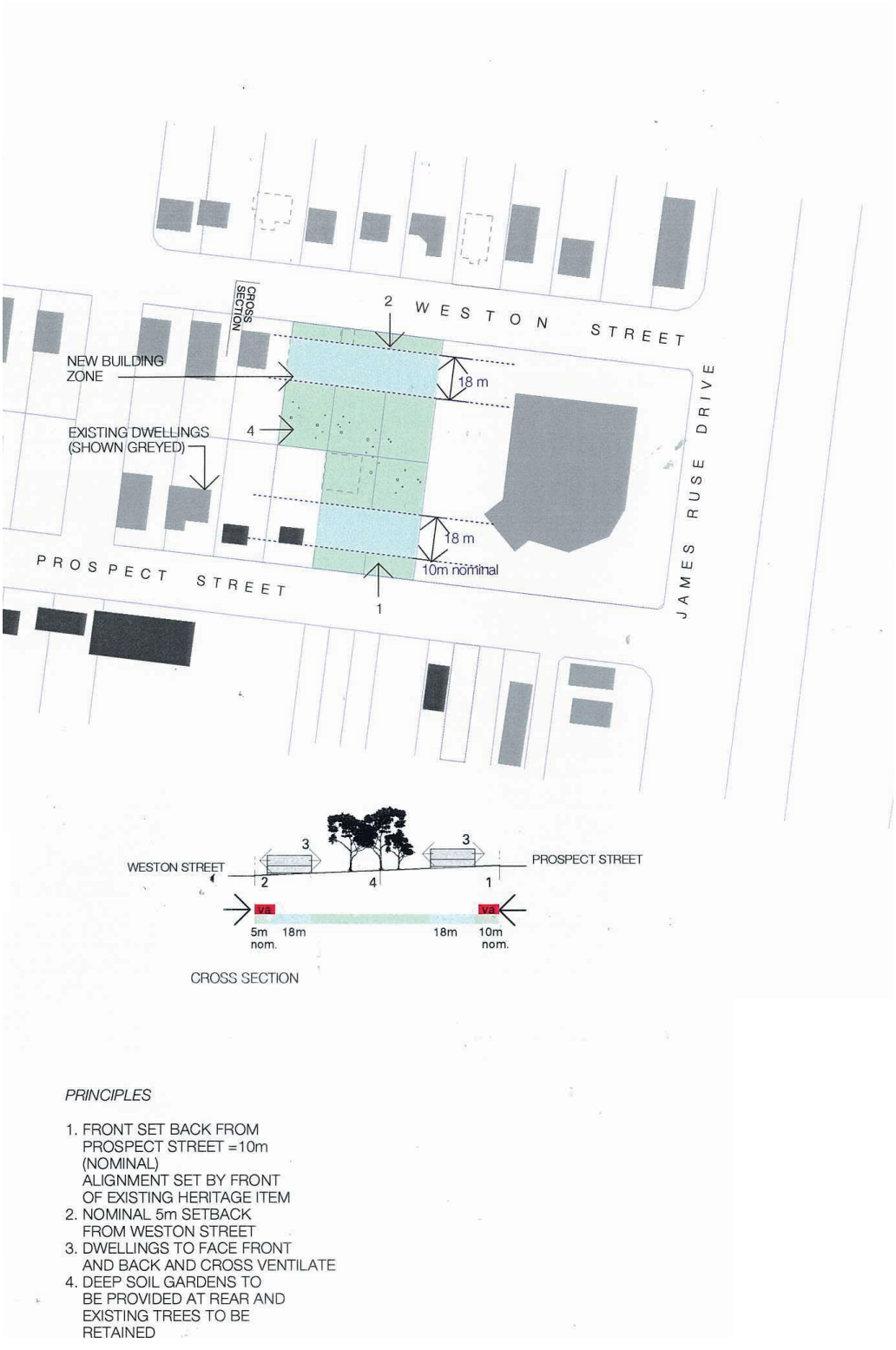


Figure 4.3.2.1.4
Key Block 7

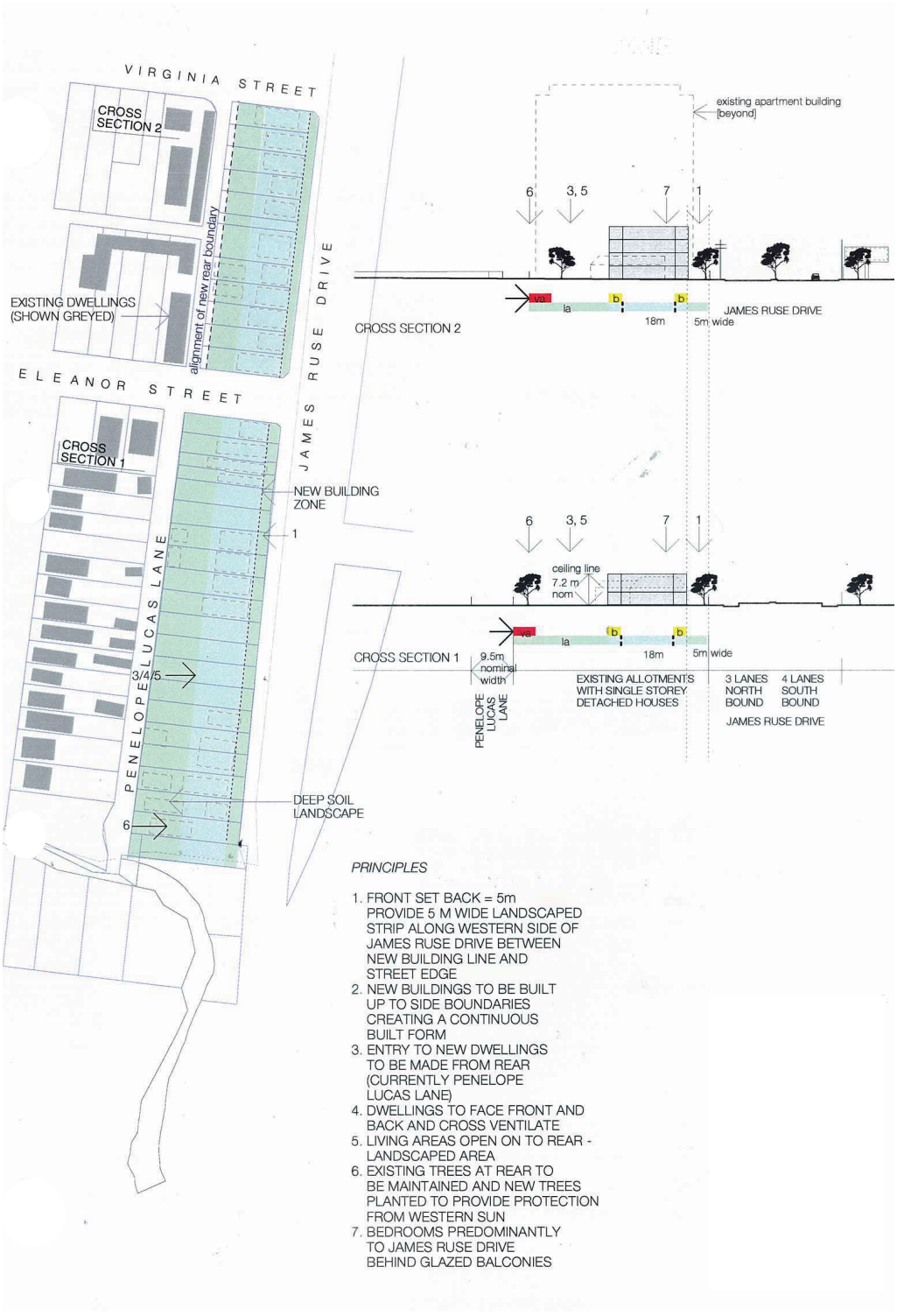


Figure 4.3.2.1.5
Key Block 8

4.3.2.2 River Road West Precinct

Desired Future Character

The River Road West Precinct applies to 2-12 River Road West, Parramatta which is located at the eastern gateway to the Parramatta CBD. On the southern foreshore of the Parramatta River, the site provides the opportunity for urban renewal of residential and mixed use buildings to be redeveloped addressing both the foreshore and street frontages and revitalising this section of the Parramatta River foreshore. Future redevelopment will ensure that the site responds to its riverside location through substantial improvements to the foreshore and public domain and well designed buildings.

The provision of a foreshore open space corridor within this precinct will open up a fundamental linkage along the Parramatta River between the Parramatta CBD to the west and the University of Western Sydney and Rosehill Racecourse to the east. This will facilitate the connection for both pedestrians and cyclists between the CBD and the eastern gateway to the city.

Buildings will be located on the site to enable through-site linkages and public spaces between River Road West and the river foreshore to improve permeability between the road network and the foreshore. The orientation and layout of future development will activate pedestrian edges to the foreshore, street frontages and through site links, as well as maximising opportunities for passive surveillance.

Building separation will be designed to create visual linkages between the northern and southern sides of the foreshore, and between items of historical significance. Building height will be stepped from west to east to ensure that the built form is responsive to its existing and potential future context. Tower elements of varying height will provide for visual interest and are to be designed to reduce the visual bulk of development. Building articulation and modulation will ensure that buildings suitably address both the street frontages and the Parramatta River.

The design of buildings will ensure that solar access is achieved within the development to enable a suitable level of amenity to be achieved for future occupants. The design will incorporate opportunities for natural ventilation to contribute to the environmental efficiency of the development.

Figure 4.3.2.2.1
River Road West Precinct

Objectives

In addition to general objectives listed in Section 4.3.2 of this DCP, specific objectives for this precinct are identified below.

O.1 To ensure that new development:

a. provides a well designed interface that relates strongly to the river foreshore and responds well to existing land use types and built form on surrounding sites.

b. provides appropriate noise amelioration for residential uses to protect against existing noise generating industrial uses in the surrounding precinct and nearby James Ruse Drive and any future non-residential uses on and off the site.

c. provides well articulated/modulated buildings and an attractive composition of building elements that results in high quality design outcomes.

d. results in minimal overshadowing within the site, surrounding properties and public open spaces, to ensure that adequate levels of amenity are achieved.

e. provides building separation that supports amenity and privacy, while also responding appropriately to important historic view corridors, and linkages across the Parramatta River.

f. that provides active ground floor uses along street frontages, through site links and the river frontage to create an active pedestrian edge as well as maximising opportunities for passive surveillance.

g. provides opportunity for new commercial and or retail uses.

h. provides open spaces that are publicly accessible and provide opportunities for passive and active recreation.

O.2 To provide new public open space adjacent to the Parramatta River foreshore, and new pedestrian and cycling connections between the river foreshore and the local road network.

O.3 Ensure that new development provides a suitable interface to any future pedestrian bridge over Parramatta River where that bridge adjoins Alfred Street.

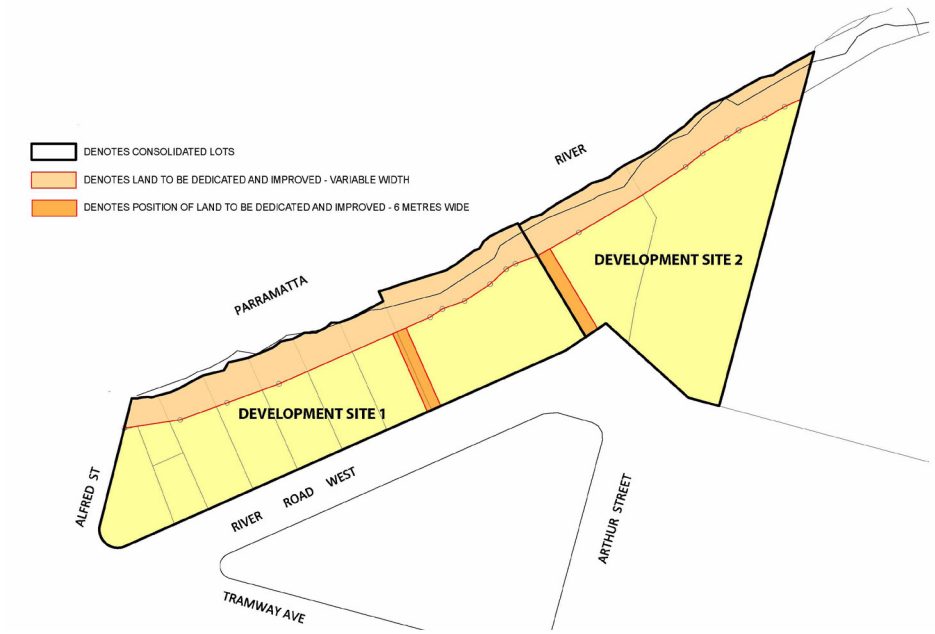


Figure 4.3.2.2.2
Land to be dedicated

Voluntary Planning Agreements

Voluntary Planning Agreements (VPA) were made in respect of the planning proposal that sought rezoning, amended height, FSR and foreshore building line of the land at 2-12 River Road West, Parramatta. The VPAs provide for the dedication of foreshore land and through site links, provision of public domain works including landscaping, shared paths, public art/ interpretive signage, lighting, seating, and the like along those spaces to be dedicated, along with monetary contributions toward other public domain improvements. Figure 4.3.2.2.2 denotes the area of the land to be dedicated and improved by the VPAs. Any future redevelopment of the land must be consistent with the requirements of the VPA.

The voluntary planning agreements are to be registered to the title of the land. Where all relevant parties agree, the VPAs may be modified subject to appropriate process which may include public exhibition of an amended VPA/s.

S94 or S94A Development Contributions are payable on any future development application and are not to be reduced or excluded on the grounds of the VPA/s made in respect of the rezoning of the land.

NOTE: In calculating FSR for the site, the area to be dedicated along the foreshore is NOT to be included in the site area. However, the 6m through site links between River Road West and the Foreshore are to be included in the site area.

Design Principles

Pedestrian Connections and Laneways

P.1 New pedestrian connections are to be provided in accordance with Figure 4.3.2.2.3 and the Voluntary Planning Agreements prepared for the site.

P.2 New pedestrian connections are to be provided along the Parramatta River foreshore, and between the buildings, linking the foreshore and River Road West. All connections shall be suitably designed to integrate with adjoining road and pedestrian networks, including potential future pedestrian bridge over Parramatta River at Alfred Street.

P.3 Pedestrian links must be dedicated to Council in accordance with the VPA and are to be clearly delineated as public space and not privatised within the development.

P.4 New development is to be designed and sited to appropriately integrate with and address pedestrian links ensuring activation and casual surveillance. Solid fencing is not to be provided adjacent to the pedestrian links.

P.5 New pedestrian links are to include constructed shared paths with a minimum width of 3 metres, being consistent in width for its full length.

P.6 It is desirable that future building envelopes enable an extension of Arthur Street, as a view corridor, extending to Parramatta River.

Design Controls

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2, 3, 4 and 5 of this DCP. Where there is any inconsistency between Parts 2, 3, 4 and 5 of the DCP, the controls within this Part will prevail where they apply to 2-12 River Road West. Furthermore, the controls in Section 4.3.2.2 will prevail over any inconsistency with Section 4.3.2 of this DCPConsolidated Development Sites.

Consolidated Development Sites

C.1 2-12 River Road West comprises a maximum of two development sites, the first being Nos. 2- 8 River Road West and the second being Nos. 10-12 River Road West as shown in Figure 4.3.2.2.2. Development applications for individual buildings on either of the development sites will not be considered in the absence of a concept proposal for the redevelopment of the development site as a whole in accordance with Section 83B of the Environmental Planning & Assessment Act 1979.

C.2 Building design, form, material finishes and colours need to present as a contiguous development across the two development sites. Design excellence and building diversity are to be achieved across the entire precinct.

NOTE: Where approval is required for works to the foreshore and through site links as required by the VPAs, it is recommended that consent be sought as part of the future development applications for building works on the site.

Land Use Mix

C.3 Ground level uses shall be predominantly non-residential and where appropriate shall create active frontages to the river foreshore, through site links and road frontages as shown in Figure 4.3.2.2.3.

C.4 Council may consider permitting residential development at ground level where it will not reduce desired pedestrian activation; where site specific constraints, including flood affectation, can be overcome; and where residents will be provided with suitable amenity and privacy.

C.5 Suitability of land uses at ground level need to have regard to the sensitivity to flooding impacts and ability to meet the requirements of Council's Flood Plain Risk Management Plan, *Parramatta LEP 2011* **and Part 2 of this DCP.**

C.6 Where large non-residential uses floor plates are proposed, information is to be provided at the development application stage detailing the types of uses likely to occupy the spaces, the demand for such facilities in the locality and justification for volume of non-residential floor space sought.

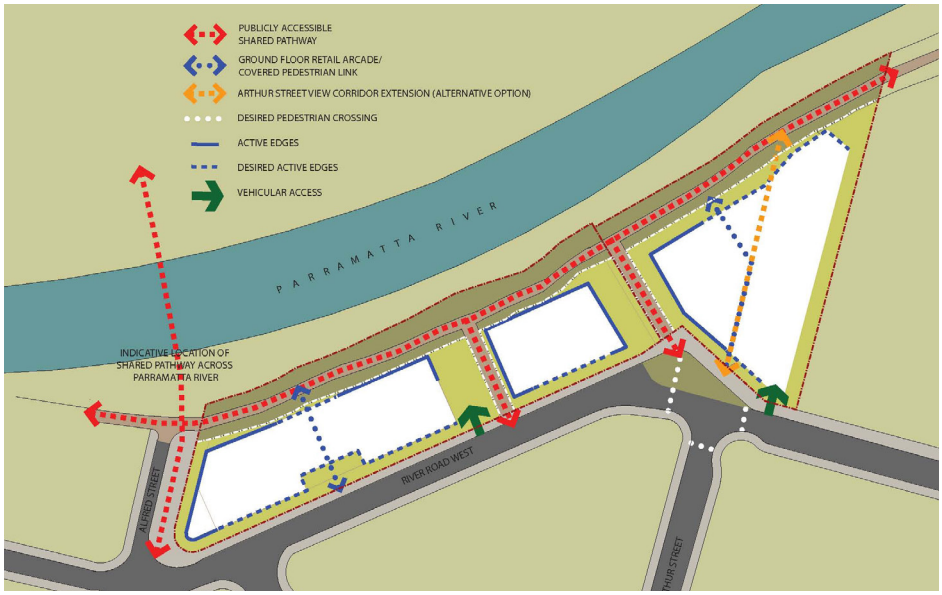


Figure 4.3.2.2.3
Pedestrian Links and Laneways

Building Form

Objectives

In addition to general objectives listed in this DCP, specific objectives for this site in relation to built form are detailed below.

O.1 To ensure design excellence and to provide for redevelopment that addresses the desired future character of the precinct.

O.2 To ensure that new buildings reflect and recognise the existing and proposed road and pedestrian networks.

O.3 To ensure that new development responds well to the topography of the land, the context of surrounding development and the visual setting of the site as a gateway approach to the Parramatta CBD along the River.

O.4 To ensure that new development provides for new connections and views to Parramatta River, including a desired extension of Arthur Street as a view corridor to Parramatta River.

O.5 To ensure that new development will respond appropriately to historic view corridors 5 and 6 as shown in Appendix 2.

General Principles

P.1 The designs of buildings are to address both the river foreshore and all road frontages and pedestrian networks.

P.2 To ensure that buildings are articulated using an appropriate mix of design elements to provide visual interest and high quality building design.

P.3 New buildings should provide active spaces at the ground floor level as detailed in Figure 4.3.2.2.3. This should include retail and commercial spaces, as well as building entrances to the residential parts of each building.

P.4 The ground floor of each building shall have flexible floor plates to accommodate a diversity of uses and respond to changing market conditions over time.

P.5 The buildings should ensure that their presentation to the street has:

a. clearly defined edges and corners, and

b. architectural treatments that are interesting and relate to the design and human scale of built form.

NOTE: Regarding Historic View Corridors: It is noted that in developing the building envelopes shown in Figures 4.3.2.2.4, 4.3.2.2.5 and 4.3.2.2.6. It was recognised that not all view corridors shown in Appendix 2 will be retained as a result of future redevelopment of the site. Any significant change to the building envelopes proposed will need to have regard to views 5 and 6 shown at Appendix 2.

Building Envelopes

P.6 Future built form should provide a high quality design solution and correlate with the indicative building envelopes shown at Figures 4.3.2.2.4 (or Figure 4.3.2.2.5 where relevant) and 4.1.10.4.

NOTE: Figure 4.3.2.2.5 provides an alternate solution to Figure 4.3.2.2.4, for 10-12 River Road West, enabling a desired extension of Arthur Street as a view corridor toward Parramatta River.

NOTE: The building envelopes are indicative only and will be subject to further analysis and design responses relating to flooding, overshadowing, urban design and the like.

P.7 With the exception of Building D, building envelopes (for the tower element) should not exceed 24 metres, including balcony zone. The uppermost level building envelope shall not exceed 15 metres, including balcony zone.

P.8 For Building D the building envelope (tower element) should not exceed 27 metres, with a preferred maximum building depth of 24 metres including balcony zone. The uppermost level building envelope shall not exceed 18 metres, including balcony zone.

P.9 For the alternate solution for Buildings D, E & F, the building envelopes and setbacks should be as dimensioned in Figure 4.3.2.2.5.

P.10 All balconies are to meet the minimum dimensions required in Part 3 of this DCP.

P.11 Council may consider allowing greater building depths where this will not unnecessarily add to the bulk of the building and where a high quality building design, massing and articulation is achieved, particularly when viewed from the building ends.

P.12 Ground level podium floor plates are to be designed having regard to:

a. flood affectation, including the need to allow for overland flow paths between and around buildings;

b. commercial/retail floor space demand in this locality and the types of uses likely to occupy the spaces;

c. the built form objectives and principles outlined above.

P.13 Large ground level floor plates/podiums will not be permitted where those areas will largely be used to provide for building service areas and/or car parking unless an appropriate design solution demonstrates that the objectives and principles outlined for the land are achieved to a high level of design excellence.

P.14 Where hatched areas are shown in Figure 4.3.2.2.4 it is desirable that these areas be used as a courtyard/ landscaped area (and may be above basement but otherwise unenclosed). Council may permit the area east Buildings D and E to be used as service area where it can adequately screened and/or landscaped particularly when viewed from proposed units above and/or the public domain.

Figure 4.3.2.2.4
Building Envelopes

Figure 4.3.2.2.5
Building Envelopes

Building Height

P.15 Maximum building heights shall be in accordance with Figure 4.3.2.2.4 (or 4.3.2.2.5 where relevant) to respond to the context of surrounding buildings and to provide visual interest with tower elements of variable heights.

P.16 Height of new buildings are to ensure positive and cohesive relationships with other buildings both on the site and off the site and are to respond to the desired scale and character of the local area.

P.17 Building height shall respond appropriately to the historic view corridors 5 and 6 detailed in Appendix 2 of this DCP (see Note regarding historic view corridors).

P.18 Storey heights shown in Figures 4.3.2.2.4 and 4.3.2.2.5 should generally not exceed the maximum height shown in metres below:

Table 4.3.2.2.1
Storeys and height in metres

Number of storeys	Maximum height in metres (m)
1	6
2	9
8	28
9	31
10	34
11	37
12	40

Building Setbacks

P.19 Building setbacks are to be in accordance with Figures 4.3.2.2.4 (or 4.3.2.2.5 where relevant) and 4.3.2.2.7.

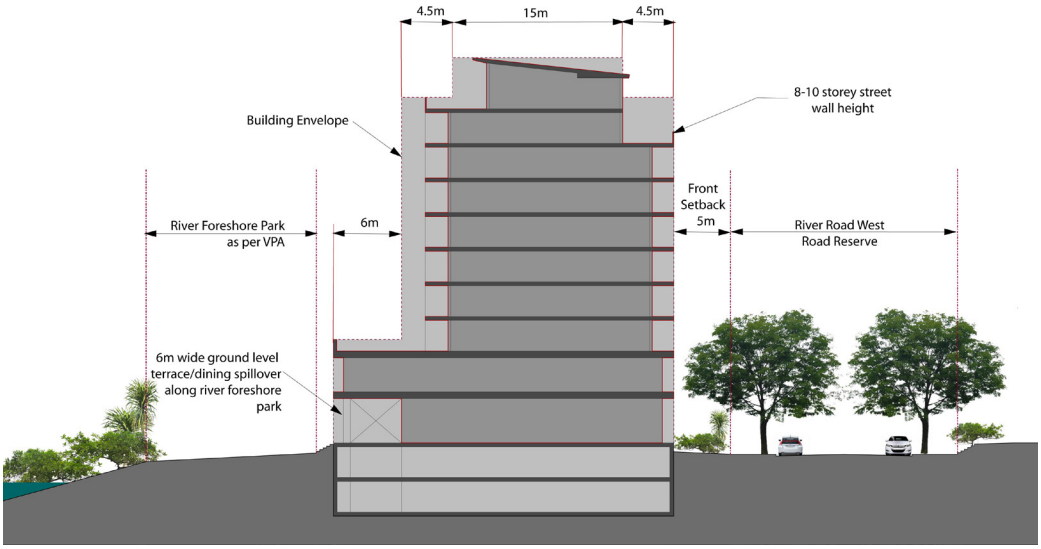


Figure 4.3.2.2.7
Building Setbacks

Building Separation

P.20 Minimum separation between buildings should be in accordance with Figure 4.3.2.2.4 (or 4.3.2.2.5 where relevant).

P.21 Separation between each of the buildings should enable a strong visual connection between River Road West and the river foreshore and provide new sight lines to the River.

P.22 Adequate building separation should be provided between buildings to respond appropriately to Historic View Corridors 5 and 6 as referred to in Appendix 2 of this DCP (see Note regarding historic view corridors).

P.23 Areas between buildings should allow for pedestrians to comfortably move between the buildings, and promote the principles of passive surveillance. These areas should provide a sense of public, as opposed to private space.

P.24 Where appropriate areas provided between buildings should be used to provide for overland flow in flood events. However, any such overland flow path must not conflict with emergency evacuation paths.

Residential Development

P.25 Where applicable, new residential development is to be designed to meet the requirementsof State Environmental Planning Policy (SEPP) No. 65 – Design Quality of Residential Flat Development and the Residential Flat Design Code.

P.26 Development should provide secure access to the residential component of each building, separate from access to any commercial development, such that there is a clear sense of building address for residents and their visitors.

Solar Access, Ventilation & Acoustic Amelioration

P.27 Buildings are to be designed to ensure that solar access and cross ventilation requirements detailed in SEPP 65 and Section 3 of this DCP are achieved for residential development both on and off the site. Solar access must also be reasonably provided/ retained within the existing and future public domain areas and on adjoining non-residential sites.

P.28 The design of buildings must take account of the need for adequate acoustic amelioration measures for new development, particularly where buildings have an interface with industrial development or other non residential uses either on or off the site. Consideration must also be given to the acoustic impacts of James Ruse Drive when designing new developments.

P.29 Where non-residential uses are proposed on the site, consideration must be given to ensure appropriate amelioration measures are considered with regard to noise, odours and the like to reduce conflict with residential development.

Flooding

P.30 In order to minimise impacts associated with flood inundation, the buildings are to accommodate the 20 year and 100 year flood levels. New development should also consider the PMF event.

P.31 Any future redevelopment of the site is to meet the flooding controls contained within *Parramatta LEP 2011*, Section 2 of this DCP and the Lower Parramatta River Floodplain Risk Management Plan (and any other relevant legislation and/or guidelines).

P.32 In determining the flood affectation of the site, consideration must be given to the impacts of climate change and sea level rise on the Lower Parramatta River Catchment and Clay Cliff Creek, including any changes to the 100 year flood level.

P.33 Before final building envelopes are approved an Engineers Report is to be provided to accompany a development application for new structures certifying that:

a. any structure can withstand the forces of floodwater, debris and buoyancy up to and including a probable maximum flood (PMF) level.

b. Development will not increase flood affectation elsewhere having regard to:

- loss of flood storage;
- changes in flood levels and velocities caused by alterations to the flood conveyance;
- the cumulative impact of multiple potential developments in the same catchment.

P.34 The above sub-clause (b) includes the undertaking of appropriately detailed hydraulic modelling of the passage of Clay Cliff Creek catchment runoff/floodwaters through the site where issues including confirmation of the magnitude of those spill flows from the Clay Cliff Creek channel and associated blockage issues have been considered. The modelling is to include consideration of 100 year and PMF event modelling with and without concurrent Parramatta River flooding. Due to the complexity of those flood regimes the modelling shall be undertaken with either 2 Dimensional or quasi 2 Dimensional modelling software.

P.35 Where basement parking is proposed, this shall be designed to prevent the 100 year flood waters from entering basement levels. The basement walls and entry/exits in any future development should eliminate the risk of entry of flood waters up to and including the 100 year flood event. It is desirable that the PMF event also be considered, and where possible the basement be designed to eliminate the entry of flood waters in the PMF event.

P.36 A Site Specific Flood Evacuation Response Plan is to accompany any future development application. This plan is to be compliant with any relevant flood evacuation strategy and is to consider the full range of potential flood events. Consideration must also be given to the range of land uses on the site, including any non residential uses at ground level. Particular emphasis must also be given to the appropriate emergency evacuation of the basement including and up to the PMF flood event.

P.37 Emergency Service Authorities are to be consulted in the preparation of any Site Specific Flood Evacuation Response Plan for the site.

P.38 The flowpath along the bank of the river, between the Parramatta River itself and the proposed buildings is to remain clear of any obstructions which could impede the flow of flood waters.

P.39 Building facades shall be designed so as not to obstruct flood flows in extreme flood events.

P.40 Access and egress points to all buildings are to be positioned away from overland flow paths and above 100 year flood level plus freeboard.

P.41 Adequate signage is to be installed that identifies the flood risks between the buildings and the Parramatta River and Clay Cliff Creek.

P.42 Landscaping is to be designed to slope and/or direct flows towards Parramatta River and any increase in planting densities between the buildings and the river is to be certified as to not having adverse impact on the passage of the 100 year flood associated with both the Parramatta River and Clay Cliff Creek regimes. It is expected that such certification will be based on interrogation of the results of specific flood modelling.

P.43 Any fencing or property security should be “flood friendly” allowing flood waters to easily pass through.

Landscaping and Deep Soil

P.44 Landscaping and deep soil planting shall be provided in accordance with Part 3 of this DCP.

P.45 Street trees are to be provided to all frontages of the development to the Council's specifications. Appropriate landscaping, including trees, shall be provided adjacent to the foreshore and along through site links. Endemic species shall be utilised throughout the site include the riparian corridor and foreshore area.

P.46 Proposed landscape design is to be compatible with the Voluntary Planning Agreements made for the land.

P.47 Roof gardens may be permitted. These should however provide adequate visual and acoustic privacy to other buildings within the development and on adjoining sites and are not to increase the height or bulk of buildings.

Traffic, Access, Parking & Services

P.48 All car parking is to be provided at basement level to ensure that the visual appearance of car parking structures does not dominate the street frontage.

P.49 In the event that basement car parking cannot be provided on the grounds of flood affectation, any at grade or above ground parking area must be adequately screened by way of public art, or other forms of architectural treatment to Council's satisfaction.

P.50 Pedestrian and vehicle conflict are to be minimised with limited vehicle crossings to the public domain. Crossings are to be generally in accordance with Figure 4.3.2.2.3 or as otherwise agreed by Council, and also having regard to flood affectation and the logical staging of development.

P.51 Vehicle crossings must not provide conflict with pedestrian through site links or any pedestrian crossing.

P.52 Vehicle crossings are to be provided where appropriate to enable emergency and/or maintenance vehicle access to the foreshore/through site links.

P.53 The width and surface area of driveways and other hard surfaces associated with the movement and parking of vehicles shall be minimised, but shall be adequate to enable 2 vehicles likely to be associated with the land uses proposed to pass.

P.54 Provision of loading bays or service vehicle areas, building service/plant areas, and building services (such as substation) must be adequately screened from any public domain areas, including the street, through site links and the river foreshore.

P.55 The kerb and gutter adjacent the boundary of Nos. 8, 10 and 12 River Road West is to be realigned as indicated in Figure 4.3.2.2.3. The remaining verge is to be appropriately landscaped to complement the development site. This matter should be further investigated in consultation Council's Traffic Engineer at the development application stage.

Public Domain

P.56 Foreshore open space, through site links and public domain works are to be provided in accordance with the Voluntary Planning Agreements for the land.

P.57 Public domain areas to be dedicated to Council in accordance with the Voluntary Planning Agreements are to be integrated with the design of future redevelopment of the land. These areas shall be appropriately activated at ground level and are to be clearly distinguishable as public areas.

P.58 Fencing within the public domain area is not desired. However, where fencing is required, it is to be transparent and must not exceed 1 metre in height and must not reduce passive surveillance of the adjoining public domain.

P.59 The foreshore area and through site links shall incorporate a range of treatments including grassed areas, planting, paving, seating areas, public art and interpretive heritage signage.

P.60 New development is to ensure that public open spaces can be casually surveyed from new buildings on the site.

P.61 New shared paths along the foreshore and through site links shall provide an attractive river foreshore area increasing connections along the Parramatta River and throughout the local road network. All shared paths shall be adequately connected to the existing road/pedestrian network.

P.62 Works to the foreshore shall contribute to a rich and varied promenade experience, which draws people to, and along, the waterfront.

P.63 Buildings shall be designed to maximise solar access to pubic domain areas.

P.64 Water Sensitive Urban Design principles shall be implemented within the public domain areas.

Heritage & Archaeology

P.65 The design of the proposed buildings are to ensure that the historic view corridors 5 and 6 identified at Appendix 2 of this DCP are responded to appropriately. This is to be achieved through careful consideration of building siting, separation height, bulk and scale. (see Note regarding historic view corridors).

P.66 Future redevelopment must ensure that all reasonable opportunities to re-establish public foreshore connections are provided.

P.67 Due to the possibility of remnants of the former gas works site and wharf being present, a monitoring program or test excavations may be required. An appropriate strategy is to be provided as part of any future development application.

P.68 A heritage interpretation strategy is to be implemented within the 2-12 River Road West Precinct. This is to identify historical associations of this precinct and 'tell a story' about the significance of this site within the Harris Park and broader Parramatta context. The setting of Queens Wharf, site of a former gasworks, and early association as part of the Macarthur land grant should be considered as part of this interpretation strategy.

P.69 Due to the possibility of the site containing part of the Parramatta sand body, an appropriate exploratory test excavation strategy is to be devised in conjunction with any future development application to determine whether any such remains are evident within the precinct. Archaeological testing is to be undertaken in accordance with the Code of Practice for Archaeological investigation of Aboriginal Objects in Australia. Appropriate consultation should also be undertaken in accordance with the Aboriginal community.

Flora & Fauna

P.70 Prior to the redevelopment of the site a terrestrial and aquatic flora and fauna investigation is to be undertaken and is to accompany any future development application. This investigation should be extended to include environmental assessments of bat and migratory bird habitat in the adjoining river corridor, including documentation of impacts and recommend appropriate mitigation measures.

P.71 Consultation should be undertaken with NSW Office of Environment and Heritage with regard to migratory bird and bat habitat and flight paths prior to undertaking environmental assessments.

P.72 Future redevelopment should provide for a rehabilitation and restoration strategy for flora and fauna, particularly along the river foreshore. Such a strategy should be provided at the development application stage and is to address (but is not limited to) the following matters:

a. Commitments provided for in the voluntary planning agreements;

b. Weed removal and control of noxious weeds;

c. Bank stabilisation to halt bank erosion and undermining of existing mangroves;

d. Conservation and protection of mangroves, mature Swamp Oak and other endemic riverine species, having particular regard for their ability to stabilise the river bank;

e. Re-establishment the elements of Swamp Sclerophyll Forest along the bank; and

f. On-going management and protection of the riparian corridor.

P.73 Lighting in any future development to be designed to minimise light spill into the ecologically sensitive river riparian corridor to prevent disturbance of bat and migratory bird foraging and roosting habitat.

P.74 Provision of construction noise limits and time restrictions to reduce noise emissions into the ecologically sensitive river riparian corridor to prevent disturbance of bat and migratory bird foraging and roosting habitat.

Contamination & Acid Sulfate Soil

P.75 Future redevelopment of the site is to meet the requirements of *Parramatta LEP 2011*, Parramatta DCP 2011, State Environmental Planning Policy No. 55 (Remediation of Land) and any other relevant legislation and guidelines.

4.3.3 Parramatta City Centre – Deferred Area A

The controls in this section of the DCP apply to development in the Parramatta City Centre Deferred Area A as identified on the Special Provisions Area Map in *Parramatta LEP 2011 (Amendment No 56)* but exclude the Phillip Street block and the Park Edge Highly Sensitive Area as shown in Figure 4.3.3.1.

Refer to Part 6 Parramatta City Centre for the controls affecting the area shown grey in Figure 4.3.3.1 below and Section 6.5.10 for the Park Edge Highly Sensitive Area controls.

The controls in this section prevail where there is any inconsistency with Part 6 or other section of the DCP except in the case of the site specific controls in Section 4.3.3.6.

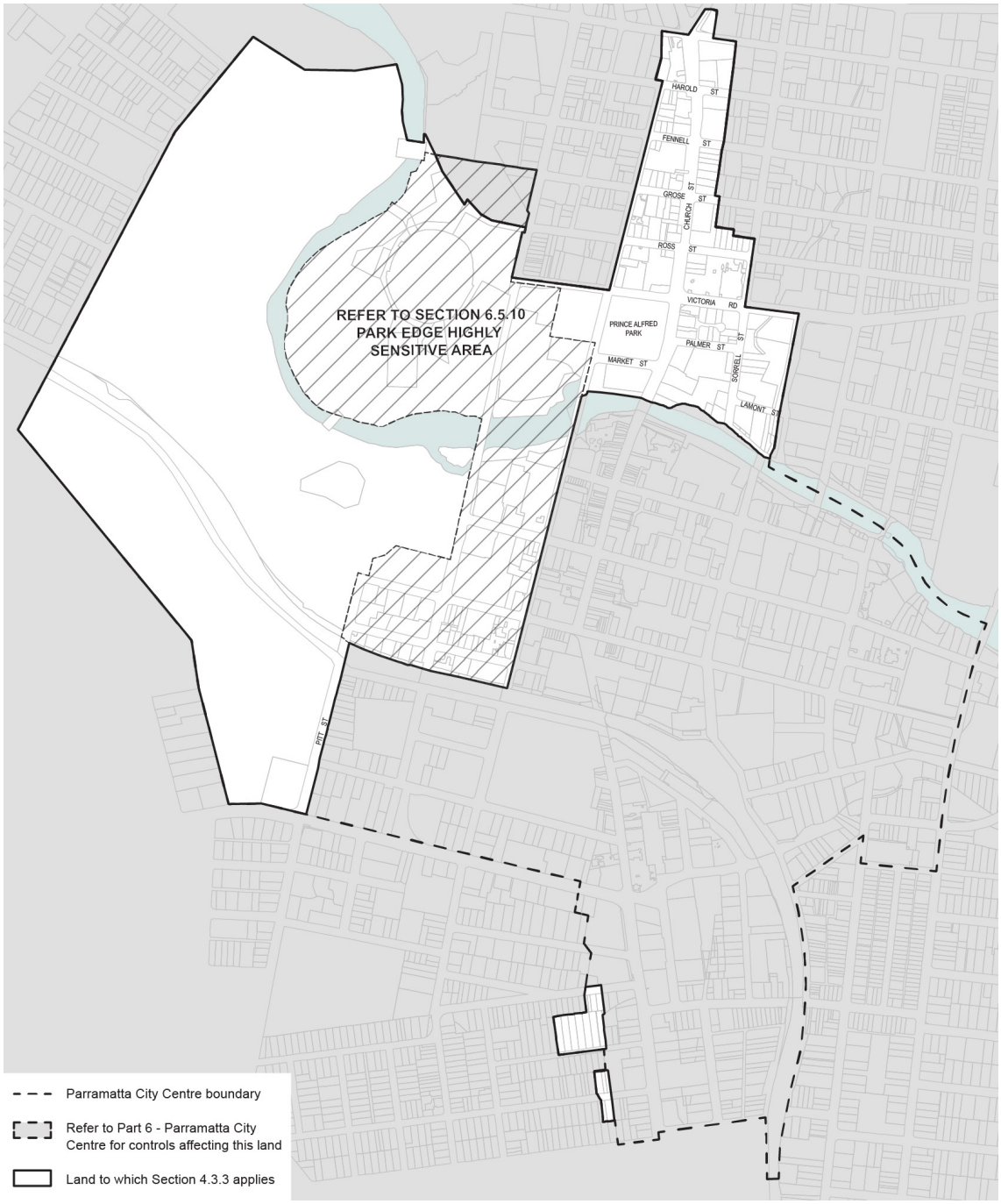


Figure 4.3.3.1
Land Application – Parramatta City Centre Deferred Area

The broad objectives for the Parramatta City Centre – deferred area are:

- To support the primacy of the centre as an employment node with a strong commercial core occupied by high order quality commercial buildings in its proximity to the commercial core.
- To support the commercial core with surrounding mixed use development that reinforces and complements the centre's core employment role.
- To ensure high quality design of buildings and public areas.
- To activate the Parramatta River edge and the relationship of the river to the city.
- To provide for the conservation and interpretation of Parramatta's heritage.
- To improve the natural environment.

4.3.3.1 Building Form

The provisions in this section are intended to encourage high quality design for new buildings in the City Centre deferred Area A (in part) identified in Figure 4.3.3.1. New development should contribute to an attractive public domain and produce a desirable setting for its intended uses.

Note: Refer also to site specific controls in Section 4.3.3.6 Sites with Site Specific Controls which affect sites at 470 Church Street and 8 – 12 Victoria Road and 2A Villiers Street.

Objectives

The following general objectives apply to this section:

O.1 To establish appropriate scale, dimensions, form and separation of buildings;

O.2 Achieve active street frontages with good physical and visual connections between buildings and the street;

O.3 Define the public street so that it provides spaces that are legible, safe, comfortable, functional and attractive;

O.4 Ensure building depth, bulk and separation allows for view sharing and protects amenity, daylight penetration and privacy between adjoining developments:

O.5 Achieve an articulation and finish of building exteriors that contributes to a high quality and sustainable urban environment;

O.6 Protect and provide visual connections to the Parramatta River and parkland.

Minimum building street frontage

Objectives

O.1 To ensure that visually, buildings have an appropriate overall horizontal proportion compared to their vertical proportions

O.2 To ensure that vehicular access is reasonably spaced and separated along roads and lanes.

O.3 To provide appropriate dimensions for the design of car parking levels.

Controls

C.1 Development parcels are required to have at least one street frontage of 20m or more on land zoned B3 Commercial Core, B4 Mixed Use or B5 Business Development.

C.2 Exceptions to the minimum building street frontage will be considered:

- **if Council is satisfied that due to the physical constraints of the site or adjoining sites it is not possible for the building to be erected with at least one street frontage of 20m or more, and**
- **the development meets the objectives of this clause.**

Building to street alignment and street setbacks

Street setbacks and building alignments establish the front building line and reinforce the spatial definition of streets. In all areas of the City Centre deferred area consistent building lines within streets and blocks are desirable and generally buildings should be built to the street alignment to enhance pedestrian amenity and activity at street level. Setbacks should also respond to public spaces, the river foreshore, enhance heritage settings and may also provide for landscape areas and growing areas for street trees.

Objectives

O.1 To provide street edges which reinforce, improve or support the hierarchy and character of specific city streets and lanes.

O.2 To ensure there are consistent street frontages with buildings having common alignments.

O.3 To present appropriate design responses to nearby development that complement the streetscape.

O.4 To create a clear transition between public and private space.

O.5 To assist in achieving visual privacy to apartments from the street.

O.6 To allow for street landscape character, where appropriate.

Controls

C.1 Comply with the street building alignment and front setbacks specified in Figures 4.3.3.1.1 and 4.3.3.1.2.

C.2 Building alignments and setbacks should also respond to important elements of the nearby context including public spaces and heritage buildings, monuments and landscape elements, in order to complement the streetscape. In some places, this may require greater building setbacks than those specified in Figure 4.3.3.1.1.

C.3 Where the building alignment is set back from the street alignment, balconies are to be generally within the building envelope and may project up to 600mm into front building setbacks.

C.4 Minor projections into front building lines and setbacks for sun shading devices, entry awnings and cornices are permissible. (See also Building Exteriors).

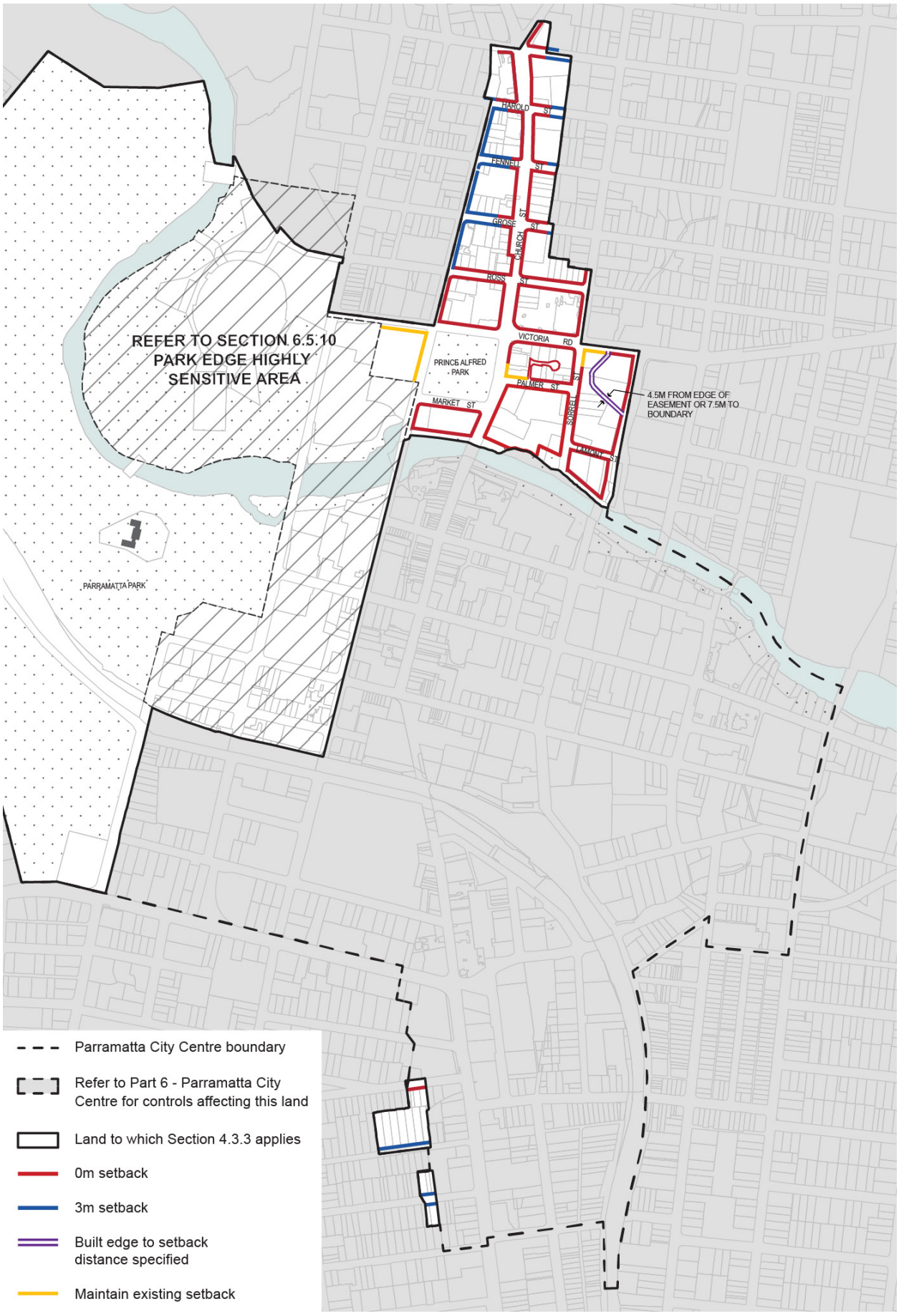


Figure 4.3.3.1.1
Building Alignment and Front Setbacks (to streets, public domain and watercourses)

Street and River Frontage Heights and Upper Level Setbacks

Street frontage heights refer to the height of the building that is built to the street alignment and therefore directly addresses the public street, lane or the river. The street section figures contained in this section of the DCP specify the required street and river frontage heights and the required upper level setbacks above.

The street frontage height is the vertical distance measured at the centre of the street frontage from the average of the street levels at each end of the frontage to the parapet level of the frontage. The parapet level is the horizontal plane in which at least two thirds of the length of the top of the façade is situated.

Objectives

O.1 To strengthen the urban form of the City Centre deferred area with consistent street wall heights.

O.2 To achieve comfortable street and riverfront environments for pedestrians in terms of daylight, scale, sense of enclosure and wind mitigation as well as a healthy environment for street trees.

O.3 To enhance the distinctive character of streets within Parramatta City Centre deferred area.

Controls

C.1 Buildings must comply with the relevant street and river frontage heights and upper level setbacks as shown on Figures 4.3.3.1.3 - 4.3.3.1.6. Podium heights must not exceed both the number of storeys and the height in metres.

C.2 The street frontage height that applies to a shared lane is the same as that of the closest street frontage height the lane connects to. In instances where the lane connects to two or more streets, the higher street frontage height applies (to a maximum of 26 metres).

C.3 Corner sites may be built with no upper level setback to the secondary street edge for the first 45 metres within the same site/ amalgamation. This helps to articulate corners, generate feasible floor plates as well as allow corner towers to engage directly with the street and footpath. Refer to Figure 4.3.3.1.6.

C.4 The following take precedence in determining the primary and secondary street frontages:

- **Streets running E-W**
- **Streets running N-S**

Figure 4.3.3.1.2
River Foreshore Setbacks in part of the Deferred Area

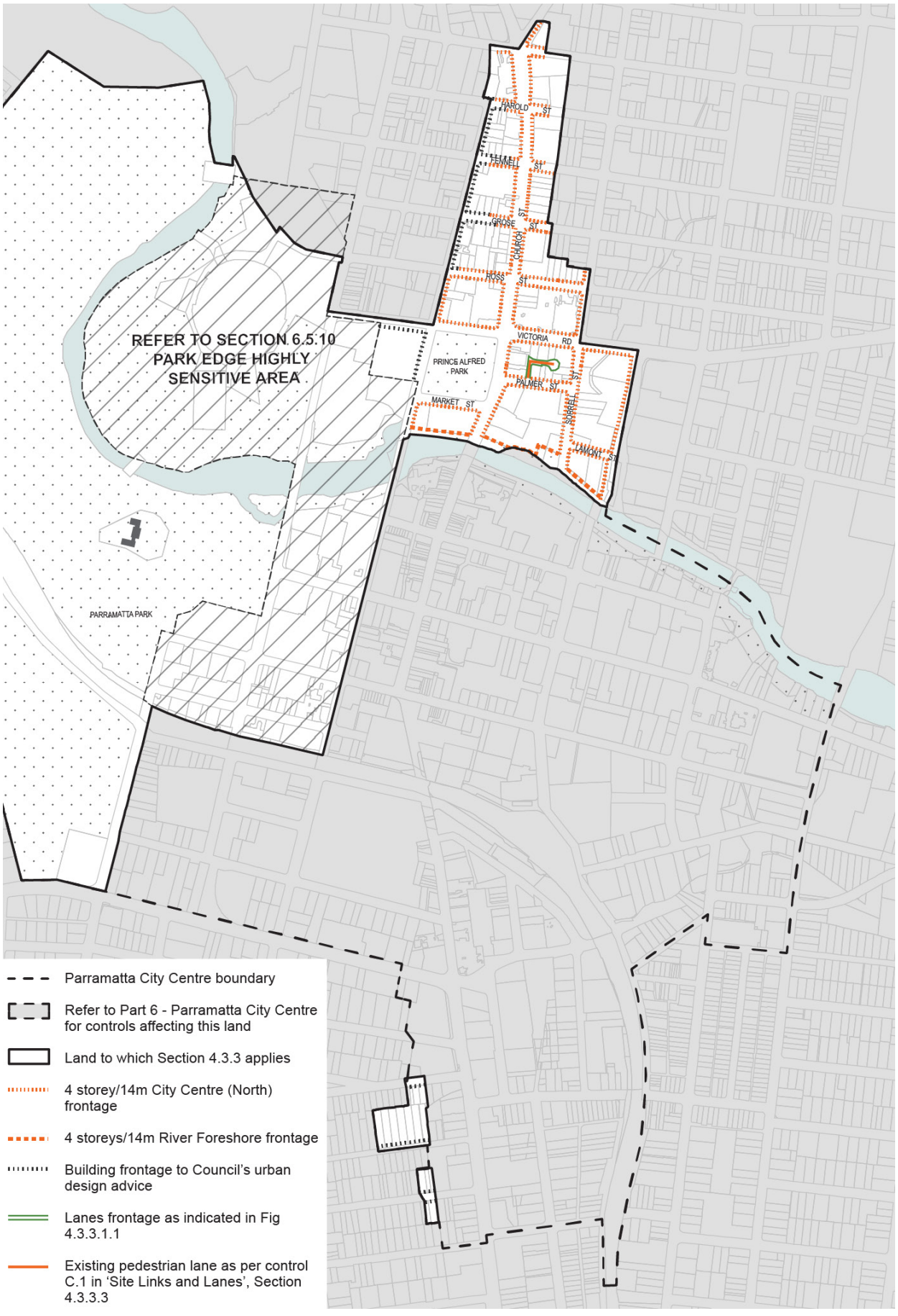


Figure 4.3.3.1.3

Street / River Frontage Heights – Parramatta City Centre Deferred Area

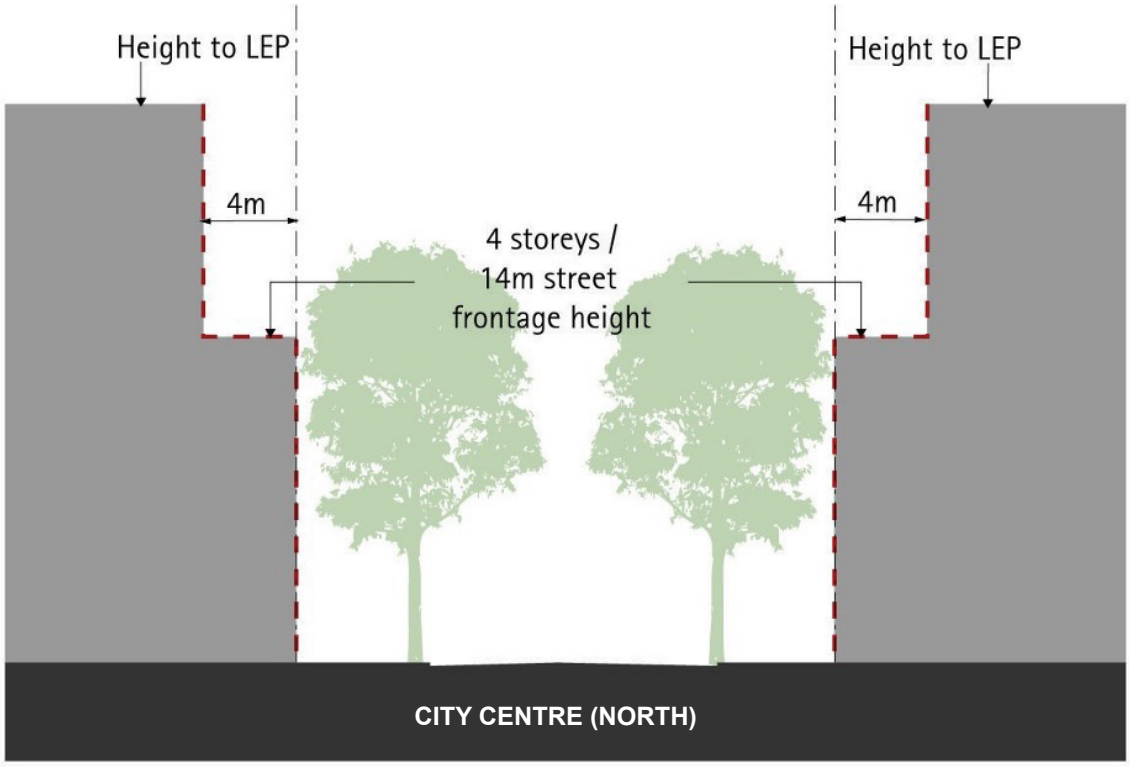


Figure 4.3.3.1.4
Street Frontage Heights and Upper Level Setbacks
City Centre (North)

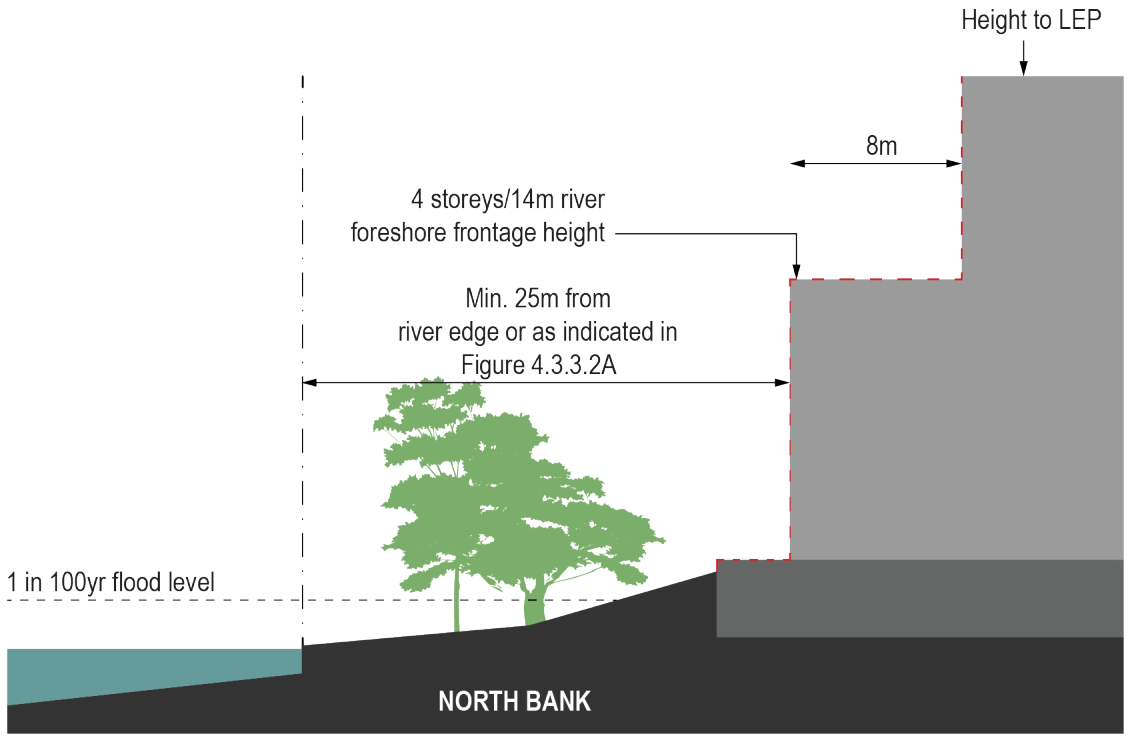


Figure 4.3.3.1.5
River Frontage Heights and Upper Level Setbacks
River Foreshore

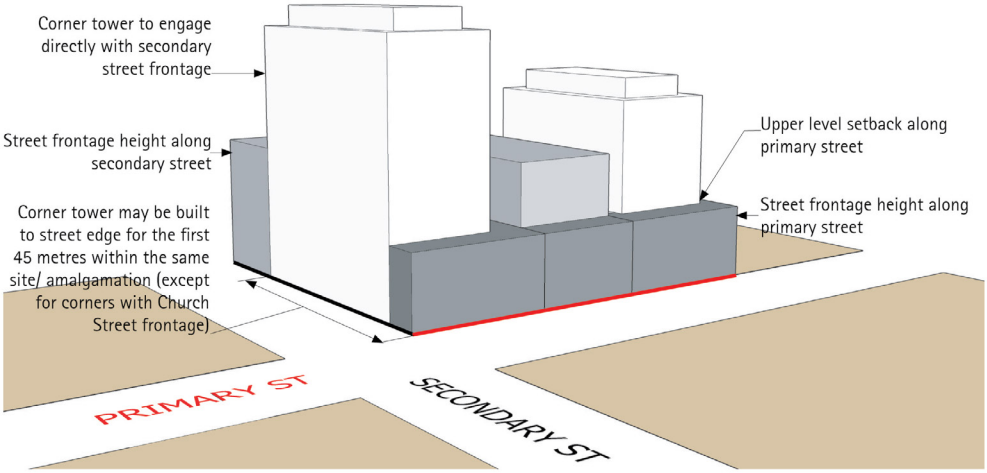


Figure 4.3.3.1.6
Indicative Corner Condition with different Street Frontage Heights

Building Depth and Bulk

Controlling building depth and bulk allows for good internal amenity, access to natural light and ventilation and mitigates potential adverse effects that tall and bulky buildings may have on the public domain.

Building depth is typically related to building use and the need for access to light and ventilation to building interiors and the comfort and amenity required for inhabitants. Generally, commercial buildings have larger rooms and can be deeper than residential buildings. Mixed use buildings have larger commercial floor plates combined with smaller residential floor plates. The controls in this section respond to these variables.

Objectives

O.1 To promote the design and development of sustainable buildings.

O.2 To achieve living and working environments with good internal amenity and minimise the need for artificial heating, cooling and lighting.

O.3 To provide viable and useable commercial floor space.

O.4 To achieve usable and pleasant streets and public domain at ground level by controlling the size of upper level of buildings.

O.5 To achieve a city skyline sympathetic to the topography and context.

O.6 To allow for view sharing and view corridors.

O.7 To reduce the apparent bulk and scale of buildings by breaking up expanses of building wall with modulation of form.

Controls

C.1 All points on an office floor should be no more than 12m from a source of daylight (e.g. window, atria, or light wells).

C.2 The preferred maximum floor plate area of residential or serviced apartment buildings is 1,000 square metres above a street frontage height of 26 metres. The floor plate area is to be measured to include balconies, external wall thicknesses, internal voids and atria.

Building separation

Objectives

O.1 To ensure an appropriate level of amenity for building occupants in terms of daylight, outlook, view sharing, ventilation, wind mitigation, and privacy.

O.2 To achieve usable and pleasant streets, lanes, parks and public spaces in terms of wind mitigation, daylight and solar access.

Controls

C.1 The minimum building setbacks from the side and rear property boundaries are illustrated in Figures 4.3.3.1.7 and 4.3.3.1.8 or to shared lanes in Figure 4.3.3.1.9.

C.2 Where permissible, side and rear boundaries are to be built to zero metres at lower levels of buildings.

C.3 Where a rear setback/ courtyard is proposed at ground level, a minimum dimension of 6 metres must be provided. Ground level setbacks must have daylight and amenity. Deep soil zones/ podium landscape should be co-located to the rear to create pockets of landscape/ mature trees within the block.

C.4 Notwithstanding the controls in this section, for residential development additional setbacks may be necessary to satisfy building separation, solar access and amenity requirements of SEPP 65 - Design Quality of Residential Apartment Development.

C.5 Notwithstanding side setback controls, the podium should be built to the side boundaries (0 metres setback) where fronting the street.

C.6 If the specified setback distances cannot be achieved when an existing building is being refurbished or converted to another use, appropriate visual privacy levels are to be achieved through other means.

C.7 The building separation distances between buildings on the same site are not to be less than those required between buildings on adjoining sites, unless it can be demonstrated that reducing the separation distances provides adequate privacy and solar access to the buildings concerned.

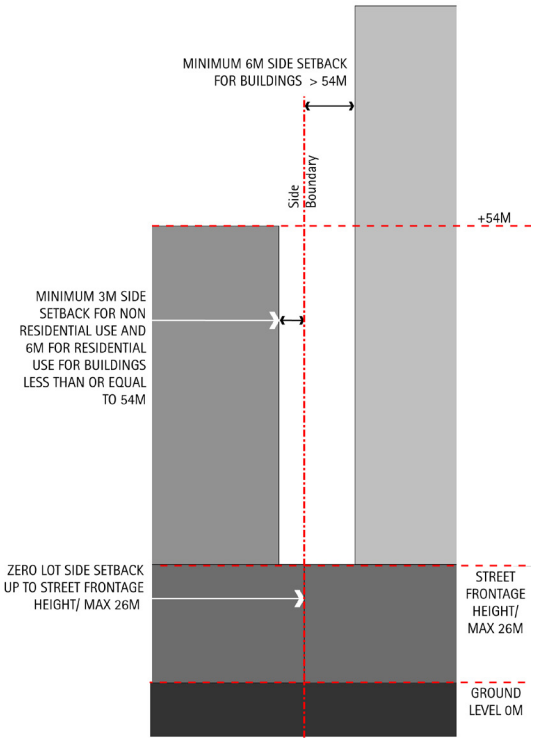


Figure 4.3.3.1.7
Side Setback

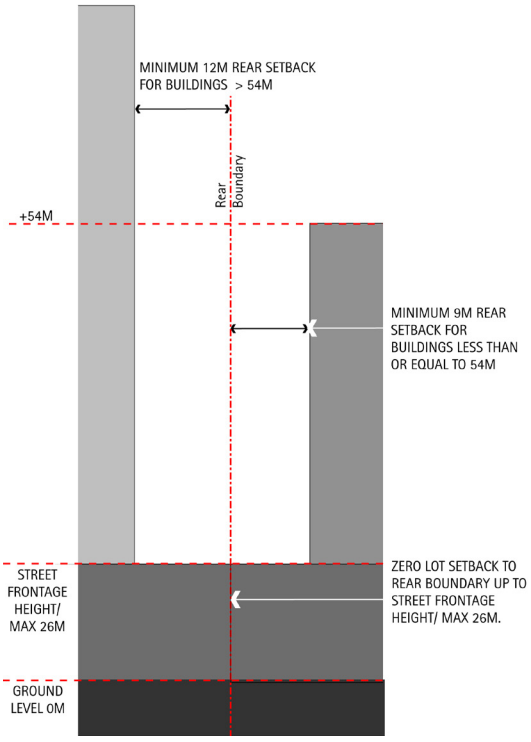


Figure 4.3.3.1.8
Rear Setback

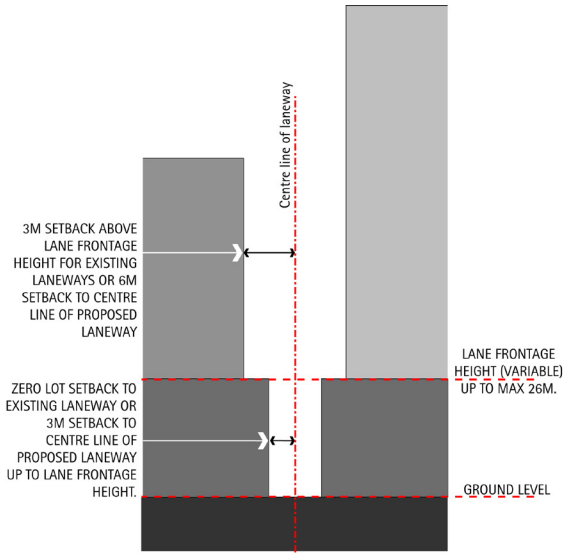


Figure 4.3.3.1.9
Setback to shared lanes

Building Form and Wind Mitigation

Objectives

O.1 To ensure that building form enables the achievement of nominated wind standards to maintain safe and comfortable conditions in the city centre streets and lanes.

Controls

C.1 To ensure public safety and comfort the following maximum wind criteria are to be met by new buildings:

- **10 metres/second in retail streets**
- **13 metres/second along major pedestrian streets, parks and public places**
- **16 metres/second in all other streets**

C.2 Site design for tall buildings (towers) should:

- **Set tower buildings back from lower structures built at the street frontage.**
- **Protect pedestrians from strong wind downdrafts at the base of the tower.**
- **Ensure that tower buildings are well spaced from each other to allow breezes to penetrate city centre.**
- **Consider the shape, location and height of buildings to satisfy wind criteria for public safety and comfort at ground level.**
- **Ensure useability of open terraces and balconies.**

C.3 Wind Effects Report is to be submitted with the DA for all buildings greater than 32m in height.

C.4 For buildings over 50m in height, results of a wind tunnel test are to be included in the report.

Building Exteriors

Parramatta's cityscape and public domain is defined by its buildings, streets and public places. The maintenance and improvement of the public domain is dependent on a high quality

approach to the design of new development including the articulation and finish of building exteriors.

Objectives

To ensure that buildings in Parramatta City Centre deferred area:

O.1 contribute positively to the streetscape and public domain by means of high quality architecture and selection of appropriate materials and finishes,

O.2 provide richness of detail and architectural interest especially at visually prominent parts of buildings such as lower levels and roof tops,

O.3 present appropriate design responses to nearby development that complement the streetscape,

O.4 clearly define the adjoining streets, street corners and public spaces and avoid ambiguous external spaces with poor pedestrian amenity and security,

O.5 maintain a pedestrian scale in the articulation and detailing of the lower levels of the building,

O.6 contribute to a visually interesting skyline.

O.7 restrict the reflection of sunlight from buildings to surrounding areas and buildings.

Controls

C.1 Adjoining buildings (particularly heritage buildings) are to be considered in the design of new buildings in terms of:

- **datum of main façade and roof elements,**
- **appropriate materials and finishes selection,**
- **facade proportions including horizontal or vertical emphasis.**

C.2 Balconies and terraces should be provided, particularly where buildings overlook parks and on low rise parts of buildings. Gardens on the top of setback areas of buildings are encouraged.

C.3 Articulate façades so that they address the street and add visual interest.

C.4 External walls should be clad with high quality and durable materials and finishes.

C.5 Finishes with high maintenance costs, those susceptible to degradation or corrosion that result in unacceptable amenity impacts, such as reflective glass, are to be avoided.

C.6 To assist articulation and visual interest, avoid large expanses of any single material.

C.7 Limit opaque or blank walls for ground floor uses to 30% of the building street frontage.

C.8 Maximise glazing for ground floor retail uses, but break glazing into sections to avoid large expanses of glass.

C.9 A materials sample board and schedule is required to be submitted with applications for development over $1 million or for that part of any development built to the street edge.

C.10 Minor projections up to 450mm from building walls in accordance with those permitted by the Building Code of Australia may extend into the public space providing it does not fall within the definition of gross floor area and there is a public benefit, such as;

- **expressed cornice lines that assist in enhancing the streetscape**

- **projections such as entry canopies that add visual interest and amenity.**

C.11 The design of roof plant rooms and lift overruns is to be integrated into the overall architecture of the building.

C.12 New buildings and facades should not result in glare that causes discomfort or threatens safety of pedestrians or drivers.

C.13 Subject to the extent and nature of glazing and reflective materials used, a Reflectivity Report that analyses potential solar glare from the proposed development on pedestrians or motorists may be required.

4.3.3.2 Mixed Use Buildings

City centre buildings provide for a variety of uses and activities that reinforce the character and function of the city centre and create activity and lively streets. In mixed use buildings, different uses are contained within the same building and are best located to a pattern and layout suitable to the mix of uses.

Objectives

O.1 To create active and lively streets with enhanced public safety by increasing activity in the public domain.

O.2 To minimise potential conflicts and achieve compatibility between different uses.

O.3 To ensure that the design of mixed-use buildings addresses residential amenity and supports commercial and retail uses.

O.4 To create legible and safe access and circulation in mixed use buildings.

O.5 To ensure that buildings address the public domain and the street.

Controls

C.1 Retail and business activity should be provided at ground level to support street activation and residential uses, requiring privacy and noise mitigation, should be located above street level.

C.2 Ground floor of all mixed-use buildings are to have a minimum floor to ceiling height of 3.6m in order to provide for flexibility of future use. Above ground level, minimum floor to ceiling heights are to be a minimum of 2.7 metres.

C.3 Separate commercial service requirements, such as loading docks, from residential access, servicing needs and primary outlook. Service entries are to be provided from the rear where possible.

C.4 Locate clearly demarcated residential entries directly from the public street.

C.5 Clearly separate and distinguish commercial and residential entries and vertical circulation.

C.6 Provide security access controls to all entrances into private areas, including car parks and internal courtyards.

C.7 Front buildings onto major streets with active uses.

C.8 Avoid the use of blank building walls at the ground level at street or lane frontages.

C.9 Facilities for servicing the building, sub-stations, waste collection and the like are to be integrated as part of the building design to minimise the impact on active street frontages.

4.3.3.3 Public Domain and Pedestrian Amenity

The public domain includes the publicly accessible shared spaces of the Deferred Area in the City Centre, including streets, lanes, squares and parks (refer to Figure 4.3.3.3.1). The public domain is also affected by the private domain - the design quality of adjoining buildings, overshadowing, the design and location of building entrances, setbacks and signage.

The pedestrian network is a key aspect of the public domain. The pedestrian amenity provisions in this section are intended to achieve a high quality of urban design, pedestrian comfort and safety in the public spaces of the city centre. Parramatta's streets, lanes, arcades and through site links should form an integrated and legible pedestrian network providing choice of routes

at ground level for pedestrians. The design of individual developments will be required to contribute to and integrate with this network.

Council has adopted a set of Public Domain Guidelines which are available on Council's web site. These guidelines need to be referred to for new developments in the city centre and require the preparation for approval of an Alignments Plan and a Public Domain Plan.

Council's tree mapping in its Public Domain Guidelines has a Street Tree Plan, available on request, which should be consulted when preparing a public domain plan. Species selection for city centre developments should be appropriate for proposed building heights and city centre micro climates to mitigate the urban heat island effect.

Site Links and Lanes

Site links provide access connections between the long sides of street blocks for pedestrian and vehicular access at street level. These links provide an important function in the form of lanes, shared zones, arcades and pedestrian ways.

Note: Refer also to site specific controls in Section 4.3.3.6 Sites with Site Specific Controls which affect sites at 470 Church Street and 8 – 12 Victoria Road and 2A Villiers Street.

Objectives

O.1 To improve access in the City Centre deferred area by providing new lanes and site links and enhancing existing links as redevelopment occurs.

O.2 To contribute to the legibility of the pedestrian network.

O.3 To ensure that site links have active frontages.

O.4 To provide for pedestrian amenity and safety.

O.5 To encourage removal of vehicular entries from primary street frontages.

O.6 To retain and further develop lanes and small spaces as useful and interesting pedestrian connections as well as for service access.

O.7 To implement Council's Parramatta City Centre Lanes Policy.

Controls

C.1 Through site links, arcades, shared ways and laneways are to be provided as shown in Figure 4.3.3.1.3 Street / River Frontage Heights (denoted by an orange line).

C.2 The design and finish of new site links is to be provided in accordance with Council's Public Domain Guidelines.

C.3 Site links for pedestrians and shared pedestrian and vehicular lanes are to:

- **have a minimum of 40% of active ground floor frontage;**
- **be legible and direct throughways;**

- **provide public access at all business trading times when the link is through a development and at all times for lanes.**

C.4 Pedestrian site links are to have a minimum width of 3 metres non-leasable space clear of allobstructions (including columns, stairs and escalators).

C.5 Internal arcades will not be approved in preference to activation of an existing or required lane or site link.

C.6 Building address to lanes and site links shall create visual interest such as landscaping, awnings, paved finishes and good lighting.

C.7 Shared lanes and vehicular lanes are to have a minimum width of 6m clear of all obstructions.

C.8 To provide interest in these spaces, public art installations are encouraged in lanes.

Active Frontages

Active frontages provide a visual connection between the public domain and the interiors of buildings. This can be achieved by the design and level of building entries from streets, lanes and other public spaces, window displays, façade modulation and glazing and location of uses such as shops, cafes, restaurants, reception areas and customer service counters at visible frontages to the public domain.

Active frontage uses are defined as one, or a combination of the following at street level, or at the river frontage:

- Entrance to retail;
- Shop front;
- Glazed entries to lobbies;
- Café or restaurant if accompanied by an entry from the street;
- Active office uses, such as reception, if visible from the street;
- Public building if accompanied by an entry.

Objectives

O.1 To promote pedestrian activity and safety in the public domain.

O.2 To maximise active street and lane fronts in the City Centre deferred area.

O.3 To maximise active frontages to the river foreshore.

O.4 To define areas where active frontages are required.

Controls

Active Frontages for non-residential development

C.1 Active frontages are required throughout the City Centre deferred area on primary street frontages for a minimum of 50% of each building front; and on secondary street frontages and lanes for a minimum of 40% of each building front.

C.2 Active ground floor uses are to be at the same level as the footpath and be accessible directly from the street. (Refer to Council's Public Domain Guidelines **and the requirement for an Alignments Plan).**

C.3 Provide multiple entrances for large developments including an entrance on each street frontage.

C.4 Security grilles detract from an active street front, but where they are essential, must be fitted only internally within the shopfront and set back from the line of enclosure. Such grilles are to be fully retractable and at least 50% transparent in their closed state.

C.5 Extend active frontages above ground floor level with uses and building design, which provide transparency, and visual contact with the public domain.

C.6 Opportunities for active frontages to parks, public squares and the river foreshore are to be maximised.

Active frontages with street address for residential development

C.7 Street address for residential development is to include entries, lobbies and habitable rooms with clear glazing to the street not more than 1.2m above street level and excluding car parking areas.

C.8 Residential developments are to provide a clear street address and direct pedestrian access off the primary street front and allow for apartments to overlook all surrounding streets andlanes.

C.9 Provide multiple entrances for large developments including an entrance on each street frontage.

C.10 Provide direct 'front door' access from ground floor residential units.

C.11 Residential buildings are to provide not less than 65% of the lot width as street address.

Pedestrian Overpasses and underpasses

Parramatta's climate does not warrant pedestrian isolation from the street and any conflicts between pedestrians and vehicles are to be resolved at the street level.

Pedestrian overpasses are discouraged as they create access issues for the mobility impaired, degrade streetscape quality and block views and vistas along streets. New pedestrian underpasses will only be considered where they would directly connect to major transport nodes such as railway stations and substantially improve pedestrian safety and access.

Objectives

O.1 To promote ease of access for pedestrians in streets and public places.

O.2 To promote 'Safer by Design' and crime prevention principles.

O.3 To encourage pedestrian circulation at street level.

O.4 To protect views and vistas along streets.

Controls

C.1 New overpasses over streets will generally not be approved. In exceptional circumstances, new overpasses over service lanes may be considered by the consent authority subject to assessment of impacts on safety and crime prevention, streetscape amenity and activation of the public domain. In such circumstances, overpasses are to be fully glazed, not greater than 6 metres wide or more than one level high.

C.2 Underpasses may be considered by the consent authority for direct connection under adjacent streets to railway stations;

- **where they would substantially improve pedestrian safety and accessibility, and**
- **where they incorporate active uses, particularly at entry and exit points.**

C.3 Access to underpasses should be provided directly from a public footpath at the street alignment (rather than reducing the space of the footpath). This will ensure public access at all times and enhance the use and activities of the public domain.

C.4 All underpasses are to have a minimum width of 5 metres clear of all fixed obstructions and a minimum ceiling height of 4 metres.

Awnings

Awnings increase the useability and amenity of public footpaths by protecting pedestrians from sun and rain. They encourage pedestrian activity along streets and in conjunction with active edges such as retail frontages, support and enhance the vitality of the local area. Awnings, like building entries, provide a public presence and interface within the public domain and contribute to the identity of a development.

Objectives

O.1 To increase pedestrian amenity in areas of high pedestrian volume by providing protection from wet weather and sunlight with awnings.

Controls

C.1 Continuous street frontage awnings are to be provided for all new developments as indicated in Figure 4.3.3.3.1.

C.2 New awnings must align with adjacent existing awnings and complement building facades.

C.3 Wrap awnings around corners where a building is sited on a street corner.

C.4 For streets, awning dimensions should generally be:

- **Minimum soffit height of 3.3 metres.**
- **Low profile, with slim vertical fascias or eaves (generally not to exceed 300mm height).**
- **Setback a minimum of 600mm from the face of the kerb.**
- **Minimum of 3.0 metres deep unless street trees are required.**

C.5 Where street trees are required the entire length of the awning is to be set back from the kerb by 1.2 metres. Cut outs for trees and light poles in awnings are not acceptable.

C.6 For lanes:

- **Well designed awnings and entrance canopies that provide additional shelter at entrances, define particular spaces in lanes and relate in scale to individual ground floor uses addressing the lane are encouraged.**
- **Awnings and entrance canopies must be cantilevered; no posts are allowed to maintain sight lines and a 1.8m clear path of travel along the building edge.**
- **The style of awning recommended is the retractable folding arm type.**

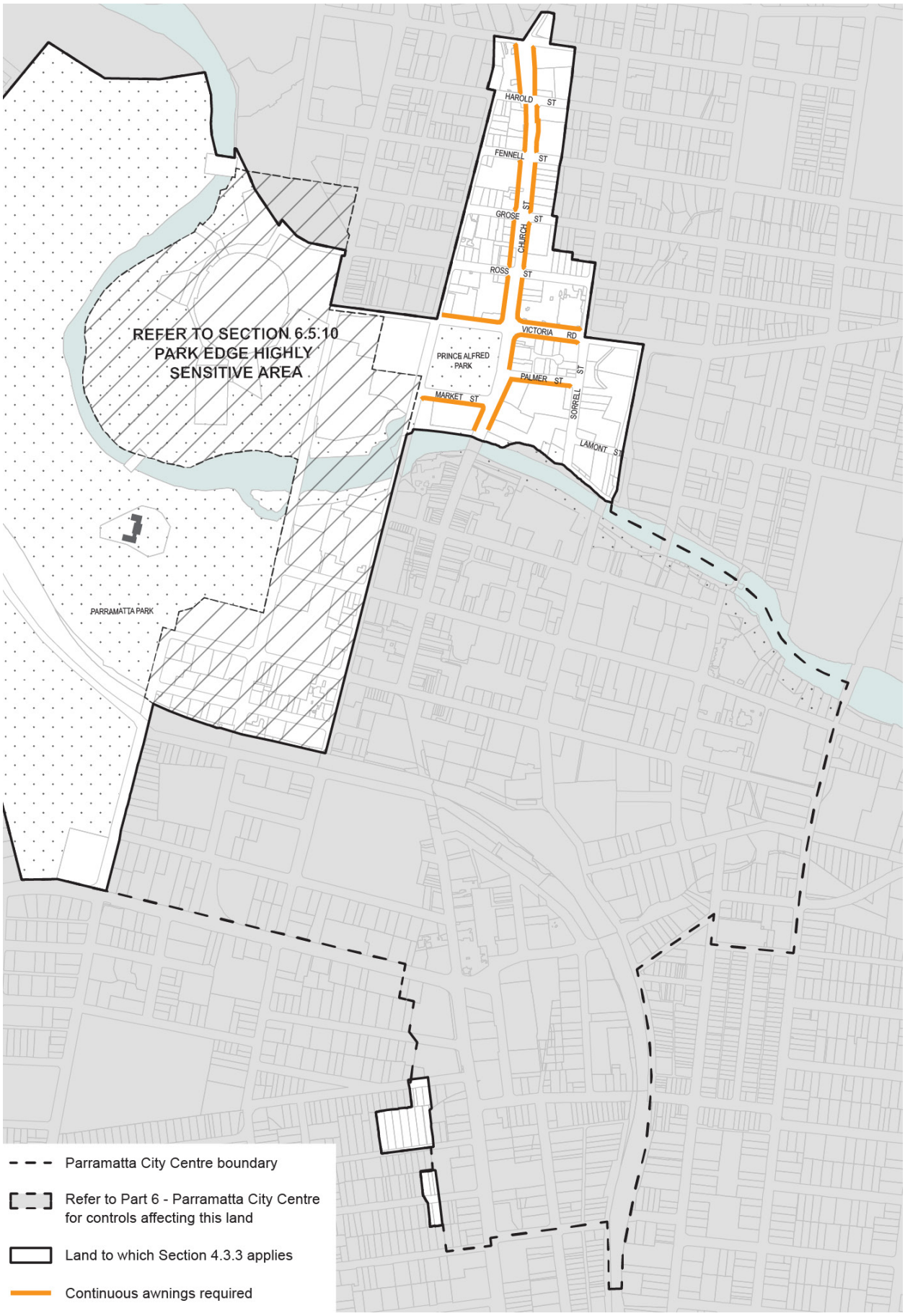


Figure 4.3.3.3.1
Awnings

Courtyards and Squares

Objectives

O.1 To expand and enhance the public domain.

Controls

C.1 Integrate forecourts, squares and courtyards with through block links where appropriate.

C.2 Design forecourts, squares and courtyards to visually and physically extend the public domain.

C.3 Forecourts, squares and courtyards should be delightful outdoor rooms, and must be well considered with regard to aspect and height to width, and depth to width proportions.

C.4 It is preferred that courtyards and squares are the same level as the street to facilitate access and integration with the public domain.

C.5 Basement carparks should be contained predominantly within building footprints and allow for deep soil beneath forecourts and courtyards for large canopy tree planting.

Squares

C.6 Squares are to be spatially defined with at least three substantially or fully built edges, will not exceed a depth to width ratio of 3:1, and will be not less than 12m wide.

4.3.3.4 Access and Parking

Vehicle Footpath Crossings

The design and location of vehicle access to developments should minimise both conflicts between pedestrians and vehicles on footpaths, particularly along pedestrian priority places and visual intrusion and disruption of streetscape continuity.

Objectives

O.1 To make vehicle access to buildings more compatible with pedestrian movements and the public domain

O.2 To ensure vehicle entry points are integrated into building design and contribute to high quality architecture and streetscapes.

Controls

Location of Vehicle Access

C.1 No additional vehicle entry points will be permitted into the parking or service areas of development along those streets identified as significant pedestrian circulation routes in Figure 4.3.3.4.1.

C.2 In all other areas, one vehicle access point only (including the access for service vehicles and parking for non-residential uses within mixed use developments) will be generally permitted.

C.3 Where practicable, vehicle access is to be from lanes and minor streets rather than primary street fronts or streets with major pedestrian activity.

C.4 Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on-site signal equipment is to be used to allow shared access. Where appropriate, new buildings should provide vehicle access points so that they are capable of shared access at a later date.

C.5 Vehicle access may not be required or may be denied to some heritage buildings.

Design of Vehicle Access

C.6 Vehicle access ramps parallel to the street frontage will not be permitted.

C.7 Doors to vehicle access points are to be fitted behind the building façade and to be of materials that integrate with the design of the building and contribute to a positive public domain.

C.8 Vehicle entries are to have high quality finishes to walls and ceilings as well as high standard detailing. No service ducts or pipes are to be visible from the street.

Porte Cocheres

C.9 Porte cocheres disrupt pedestrian movement and do not contribute to active street frontage. They may only be permitted in exceptional circumstances for hotels and major tourist venues subject to high quality urban design, streetscape, heritage and pedestrian amenity considerations.

C.10 If justified, porte cocheres should preferably be internal to the building with one combined vehicle entry and exit point, or one entry and one exit point on two different street fronts of the development.

C.11 In exceptional circumstances for buildings with one street frontage only, an indented porte cochere with separate entry and exit points across the footpath may be permitted, as long as:

- it is constructed entirely at the footpath level,
- provides active street frontage uses in addition to any hotel entry or lobby at its perimeter,
- is of high quality design and finish, and
- provides for safe and clear pedestrian movement along the street.

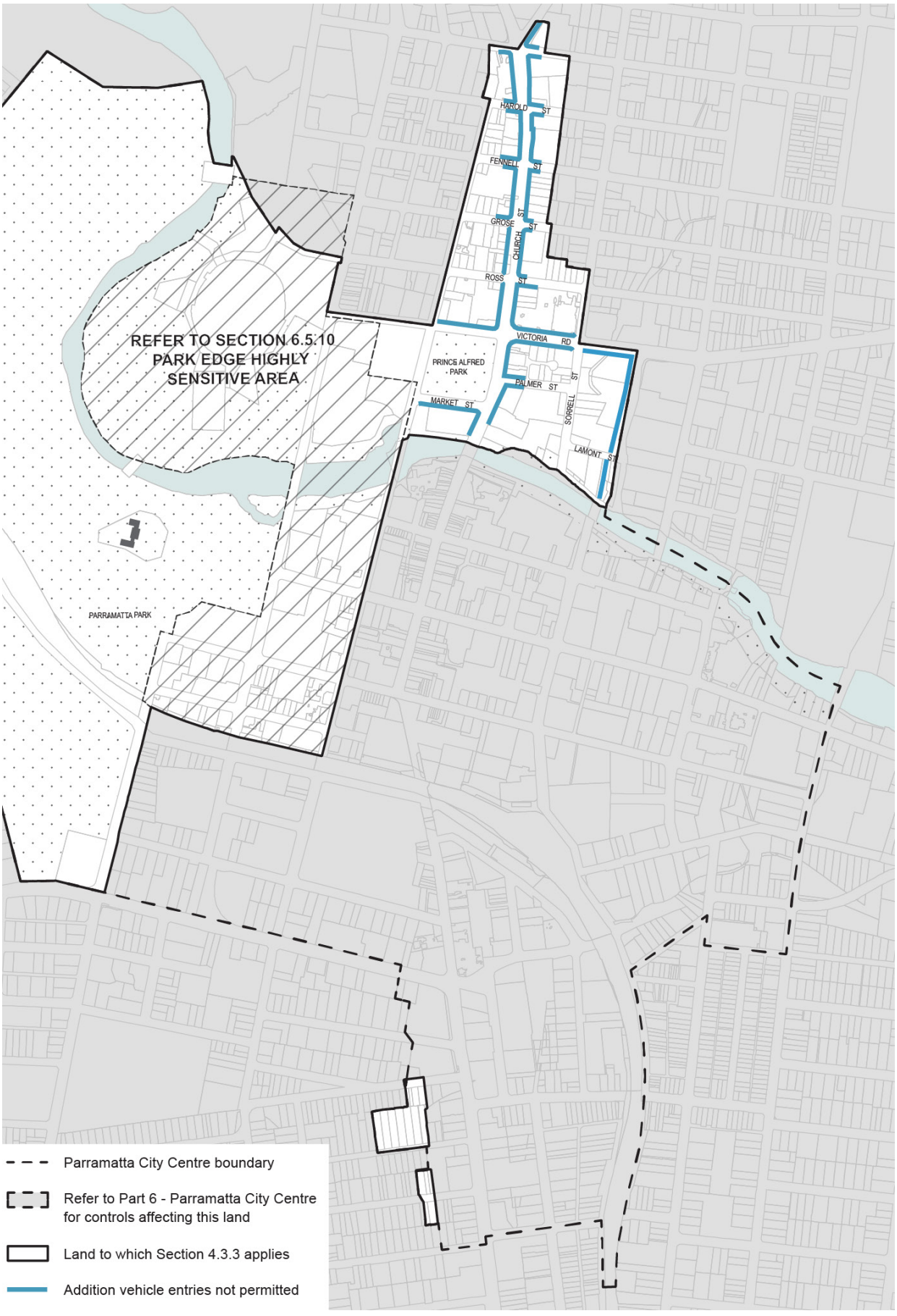


Figure 4.3.3.4.1
Restrictions on Vehicle Entries

Pedestrian Access and Mobility

Objectives

O.1 To ensure that all people who live, work, or visit the city are able to access and use all spaces, services and facilities through the creation of a barrier free environment in all public spaces, premises and associated spaces.

O.2 To provide a safe and easy access to buildings to enable better use and enjoyment by people regardless of age and physical condition, whilst also contributing to the vitality and vibrancy of the public domain.

Controls

C.1 Main building entry points should be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage or high quality architectural features that improve clarity of building address and contribute to visitor and occupant amenity.

C.2 Access to public areas of buildings and dwellings should be direct and without unnecessary barriers. Avoid obstructions, which cause difficulties including:

- **uneven and slippery surfaces;**
- **steep stairs and ramps;**
- **narrow doorways, paths and corridors;**
- **devices such as door handles which require two hands to operate.**

C.3 The design of facilities (including car parking requirements) for disabled persons must comply with the relevant Australian Standard (AS 1428.1 and AS1438.2, or as amended) and the *Disability Discrimination* Act 1992 (as amended).

C.4 The development must provide at least one main pedestrian entrance with convenient barrier free access in all developments to at least the ground floor.

C.5 The development must provide continuous paths of travel from all public roads and spaces as well as unimpeded internal access.

C.6 Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours.

Vehicular Driveways and Manoeuvring Areas

Objectives

O.1 To minimise the impact of vehicle access points and driveway crossovers on streetscape amenity, pedestrian safety and the quality of the public domain by:

- designing vehicle access to required safety and traffic management standards,
- integrating vehicle access with site planning, streetscape requirements, traffic patterns, and
- minimising potential conflict with pedestrians.

O.2 To minimise the size and quantity of vehicle and service crossings to retain streetscape continuity and reinforce a high quality public domain.

Controls

C.1 Driveways should be:

- Provided from lanes and secondary streets rather than the primary street, wherever practical.
- Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing or proposed street trees.
- Located a minimum of 10 metres from the perpendicular of any intersection of any two roads.
- If adjacent to a residential development, setback a minimum of 1.5m from the relevant side property boundary.

C.2 Vehicle access is to be designed to:

- Minimise the visual impact on the street, site layout and the building façade design, and
- If located off a primary street frontage, integrated into the building design.

C.3 All vehicles must be able to enter and leave the site in a forward direction without the need to make more than a three point turn.

C.4 Separate and clearly differentiate pedestrian and vehicle access.

C.5 Locate vehicle access a minimum of 3 metres from pedestrian entrances.

C.6 Minimise the size and quantity and visual intrusion of vehicle access points.

C.7 Vehicular access may not ramp along boundary alignments edging the public domain, streets, lanes parks, water frontages and the like.

C.8 Design of driveway crossings must be in accordance with Council's standard Vehicle Entrance Designs, with any works within the footpath and road reserve subject to a Section 138 *Roads Act* approval.

C.9 Driveway widths must comply with the relevant Australian Standards.

C.10 Car space dimensions must comply with the relevant Australian Standards.

C.11 Driveway grades, vehicular ramp width/ grades and passing bays and sight distance for driveways must be in accordance with the relevant Australian Standard, (AS 2890.1).

C.12 Vehicular ramps less then 20 metres long within developments and parking stations must have a maximum grade of 1 in 5 (20%). Ramp widths must be in accordance with AS 2890.

C.13 Access ways to underground parking should not be located adjacent to doors of the habitable rooms of any residential development.

C.14 For residential development, use semi-pervious materials for all uncovered parts of driveways/spaces to provide for some stormwater infiltration.

C.15 Vehicular access, egress and manoeuvring is to be provided in accordance with the NSW Fire Brigades Code of Practice – Building Construction – NSWFB Vehicle Requirements.

C.16 Generally, provision must be made for NSW Fire Brigade vehicles to enter and leave the site in a forward direction where:

- NSW Fire Brigade cannot park their vehicles within the road reserve due to the distance of hydrants from the building or restricted vehicular access to hydrants; or
- The site has an access driveway longer than 15m.

On-site Parking

On-site parking includes underground (basement), surface (at-grade) and above ground parking, including parking stations. Underground and semi-underground parking minimises the visual impact of car parks and is an efficient use of the site.

Above ground parking may be appropriate for some sites, especially for sites constrained because of flood levels or archaeological conditions. However, above ground car parking will only be accepted if it is of a high design quality and meets the design controls specified in this section.

Car parking rates for the Parramatta City Centre deferred area are contained in Clause 7.3 Car Parking of *Parramatta LEP 2011*. These rates are maximums rates and are not to be exceeded.

Car Parking Rates

Objectives

O.1 To facilitate an appropriate level of on-site parking provision in the city centre to cater for a mix of development types.

O.2 To minimise the visual impact of on-site parking.

O.3 To provide adequate space for parking and manoeuvring of vehicles (including service vehicles and bicycles).

O.4 To recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking.

Controls

C.1 Where car parking is provided in basements, and semi-basements, development which will involve excavation shall incorporate the recommended site management procedures set out in the Parramatta Historical Archaeological Landscape Management Study.

C.2 Consolidate basement car parking areas under building footprints to maximise the area available for deep soil planting beneath forecourts and courtyards.

C.3 Maximise the efficiency of car park design with predominantly orthogonal geometry and related to circulation and car space sizes.

C.4 Design parking structures which minimise reliance on artificial lighting and car exhaust ventilation.

C.5 Provide 1-2% readily accessible parking spaces, designed and appropriately signed for use by people with disabilities.

C.6 Provide separate parking for motorcycles for an area equal to 1 car parking space, as a minimum, for every 50 car parking spaces provided, or part thereof. Motor cycle parking does not contribute to the number of parking spaces for the purpose of complying with the maximum number of parking spaces permitted.

C.7 On-site parking must meet the relevant Australian Standard (AS 2890.1 2004 – Parking facilities, or as amended).

C.8 Provide marked pedestrian pathways to car parking areas with clear lines of sight and safe lighting especially at night.

Bicycle Parking

C.9 Make provision for secure bicycle parking in all public car parks and every building with onsite parking, in compliance with section 3.6.2 of this DCP.

C.10 Bicycle parking in public car parks will achieve safe, easy and convenient access from the building to public streets.

C.11 For commercial and retail development providing employment for 20 persons or more,provide adequate change and shower facilities for cyclists. Facilities should be conveniently located close to bike storage areas.

Parking for residential flat buildings

C.12 On-site parking is to be accommodated underground, or otherwise integrated into the design of the building.

C.13 Stack parking of up to 2 cars is permitted where spaces are attached to the same strata title or lease arrangement comprising a single dwelling unit.

Parking for commercial developments and mixed use developments

C.14 The impact of any at-grade car parking must be minimised by:

- **locating parking on the side or rear of the lot away from the street frontage;**
- **provision of fencing or landscaping to screen the view of cars from adjacent streets and buildings;**
- **allowing for safe and direct access to building entry points.**

C.15 Natural ventilation should be provided to underground parking areas where possible, with ventilation grilles and structures;

- **integrated into the overall façade and landscape design of the development,**
- **not located on the primary street façade, and**
- **oriented away from windows of habitable rooms and private open spaces areas.**

Above Ground Car Parking

Objectives

O.1 To provide car parking in an efficient and cost effective manner.

O.2 Ensure the manner in which the car parking is provided maintains and improves the amenity, aesthetic quality and liveability of the public domain.

O.3 Provide car parking in a manner that would make a reduction in the amount and rate of car parking provision possible as the city economy strengthens and alternative modes of transport are developed to serve the city.

O.4 Design car parking to be energy efficient, well lit, safe and attractive.

Controls

C.1 The preferred location of car parking in the Parramatta City Centre deferred area is in basements. Above ground car parking may be appropriate for some sites, especially where there are constraints such as flood levels and/or archaeological conditions. Above ground car parking will only be permitted where the car parking:

- **is of high quality design and will not have an adverse impact on the visual and acoustic amenity of neighbouring buildings and public domain.**
- **is located behind other active uses including residential, retail and office when the frontage is to a primary street or public domain as indicated on Figure 4.3.3.4.2. Where activation of above ground levels is required the active use is to wrap around the corner of the building for a minimum of 15m. Refer to Figure 4.3.3.4.3.**

- **is screened from the public domain, including all streets and lanes through the use of screening devices, architectural elements and landscaping that is integrated into the design of the building. Cars are not to be visible from the public domain. Car parking luminaires are not to be visible from the public domain. Refer to Figure 4.3.3.4.3.**
- **has an access that will not have an unacceptable impact on streetscape or the public domain in accordance with Figure 4.3.3.4.1.**
- **does not extend higher than the frontage and podium heights permitted on adjoining streets and in the case of different heights the lesser of the two.**
- **is fully enclosed by a suitably designed wall or screen at ground level (on the frontages not required to be sleeved with active uses), with the exception of air supply vents, which should be a minimum of 2.3m above the ground at their lowest point, and designed to ensure the interior of the car park is not visible from the adjoining public domain.**
- **allows for the creation of mid-block connections and laneways as indicated on Figure 4.3.3.4.2.**
- **is set back from the rear boundary of lots by a minimum of 6 metres to allow for natural 'make up air supply' to ensure efficient low energy operation.**
- **new access points to all parking (above and below ground) are to be limited in accordance Figure 4.3.3.4.2. New access points will be permitted from existing lanes or new lanes, which may be created as part of the development.**
- **if located on a roof top, is not open to the sky or visible from other buildings.**
- **has a minimum floor to ceiling height, clear of obstruction, of 2.7 metres above ground level and 3.3m on ground level.**

C.2 Car parking areas:

- **are to be well lit,**
- **are to avoid hidden and enclosed areas to allow for casual surveillance where practicable,**
- **where hidden and enclosed areas such as staircases and lift lobbies cannot be avoided,**
- **are to include mirrors or similar devices to aid surveillance,**
- **are to be well ventilated, and**
- **are to provide natural rather than mechanical ventilation where practicable.**

C.3 To facilitate adaptation of car parking to other uses in the long term, consideration will be given to car parking remaining as part of the common property and not part of, or attached to, individual strata units.

Leasing of existing surplus commercial car parking spaces

Objectives

O.1 To facilitate the efficient use of under-occupied car parking spaces within existing commercial buildings in the city centre.

O.2 To appropriately regulate and manage the use of city centre parking spaces in a manner that responds to the changing demand for car parking over time.

O.3 To encourage greater use of under-utilised car parking so as to increase the availability of short term parking in other locations in the city centre.

Controls

Parking spaces within an existing commercial building or commercial component of a mixed use building (but not residential parking) may, subject to development consent, be leased as parking spaces to persons or businesses who do not occupy that building, as provided in clause 7.3 of *Parramatta LEP 2011*.

NOTE: Commercial buildings may include activities such as retail premises, business premises, office premises, restaurants and cafes.

The following criteria must be satisfied:

C.1 The number of surplus spaces in the building must be specified, justified and shown on a site plan submitted with the development application. The number of surplus spaces represents the number of spaces above the maximum number required for the floorspace in the building based on the current car parking rates.

C.2 There is demand for take up of this car parking by other commercial enterprises within the city centre.

C.3 The car parking layout and circulation routes, both pedestrian and vehicular are safe and suitable.

C.4 To promote the orderly and efficient use of surplus parking, spaces will only be permitted to be leased for long term parking (a minimum continuous period of one month).

Any consent granted under this section will apply for 2 years from the time the consent is issued. After that period, a new development application will be required.

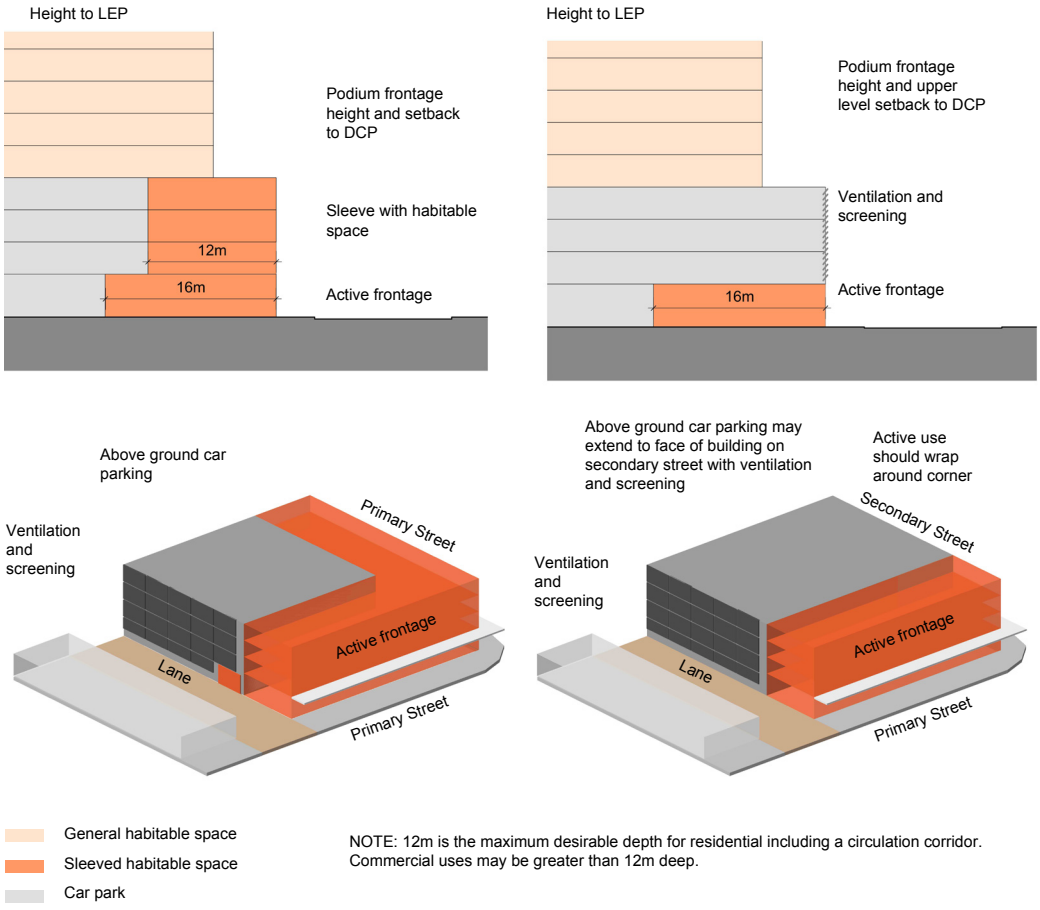


Figure 4.3.3.4.2
Frontage Treatments for Above Ground Car parking

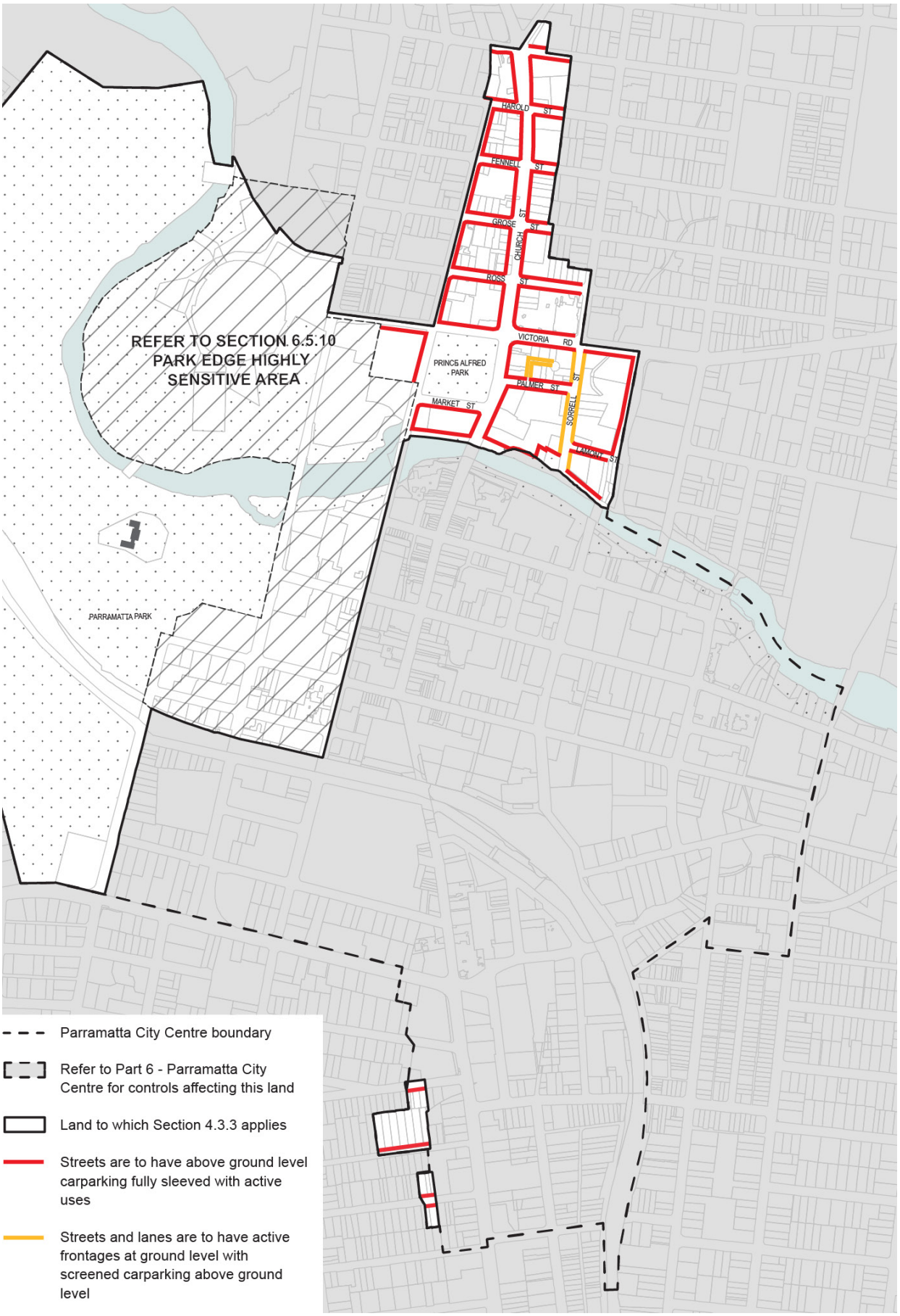


Figure 4.3.3.4.3
Above Ground Carparking Frontage Treatments

4.3.3.5 Environmental Management

Landscape Design

Objectives

O.1 To ensure landscaping is integrated into the design of development within the deferred area.

O.2 To encourage well designed landscaping that ameliorates heat bank effects in the City Centre deferred area.

Controls

C.1 Commercial and retail developments are to incorporate planting in accessible outdoor spaces such as courtyards, forecourts, terraces and roofs.

C.2 A landscape concept plan must be provided for all landscaped areas. The plan must outline how landscaped areas are to be maintained for the life of the development.

C.3 Street trees are to be provided in the footpath in accordance with the street tree mapping in Council's Public Domain Guidelines.

C.4 Landscaping of city buildings should consider the use of 'green walls' in appropriate locations.

C.5 Basement car parks should be contained predominantly within building footprints to allow for deep soil beneath forecourts and courtyards for canopy tree planting.

Planting on structures

C.6 Constraints on the location of car parking structures due to water table conditions may mean that landscaping might need to be provided over parking structures, on roof tops or on walls. The following controls apply in these conditions.

Objectives

O.1 To contribute to the landscape quality and amenity of buildings within the deferred area.

O.2 To encourage the establishment and healthy growth of landscaping in urban areas within the deferred area.

Controls

C.1 Design for optimum conditions for plant growth by:

- **providing soil depth, soil volume and soil area appropriate to the size of the plants to be established,**
- **providing appropriate soil conditions including irrigation (where possible using recycled water) and suitable drainage.**

C.2 Design planters to support the appropriate soil depth and plant selection by:

- **ensuring planter proportions accommodate the largest volume of soil possible and soil depths to ensure tree growth, and**
- **providing square or rectangular planting areas rather than narrow linear areas.**

C.3 Provide sufficient soil depth and area to allow for plant establishment and growth. The following minimum standards are recommended:

Figure 4.3.3.6.1
Minimum soil depth for plant establishment

Plant type	Min soil depth	Min soil volume
Large trees (over 8m high)	1.3m	150 cu m
Medium trees (2m to 8m high)	1.0m	35 cu m
Small trees (up to 2m high)	800 mm	9 cu m
Shrubs and ground cover	500 m	n/a

Green roofs

A green roof or living roof is a roof of a building that is partially or completely covered with vegetation and a growing medium, planted over a waterproofing membrane. Container gardens on roofs, where plants are maintained in pots, are not considered to be green roofs.

Objectives

O.1 To promote the use of green roofs to assist with reduction of energy use, improve stormwater management, enhance environmental biodiversity and reduce urban heat island effects.

Controls

C.1 Buildings are encouraged to include a green roof component on the roof space.

Energy and Water Efficient Design

In addition to the objectives and principles in section 3.2.4 Energy Efficient Design the following principles also apply to the city centre.

O.2 Residential developments with 4 or more floors should be built with energy and water saving technologies equivalent to a 5 Green Star Office Design.

O.3 Non- residential developments should be designed to meet a minimum rating of 5 Green Star Office Design

O.4 Any building refurbishment with a value greater than $500,000 should result in a refurbished building with an estimate minimum 3.5 NABERS star rating.

Recycled Water

New developments should be connected to a source of recycled or reuse water wherever possible. Recycled/reuse water means treating and using water, such as sewage, stormwater, industrial wastewater or greywater, for non-drinking purposes such as for industry, toilets, cooling towers and irrigation of gardens, lawns, parks and crops.

Objectives

O.1 To increase the resilience of the City to interruptions in supply and during droughts by providing an alternative water supply to City buildings.

O.2 To defer the need to invest in new potable water supply infrastructure to supply future demand in the City.

O.3 To support the recycled water targets of the State Government's 'Metropolitan Water Plan'.

Controls

C.1 Dual reticulation (dual pipe) systems should be installed in new commercial, industrial and mixed use buildings, with the dual reticulation system being of sufficient size to supply all non-potable water uses of the building.

C.2 Use of building or precinct level water harvesting/treatment systems to reduce or eliminate non-potable water demand is encouraged.

4.3.3.6 Site Specific controls

This section includes objectives and controls for sites within the Parramatta City Centre – Deferred Area A as identified in Figure 4.3.3.6.1. These supplementary controls reinforce the desired qualities and patterns of built form for these sites.

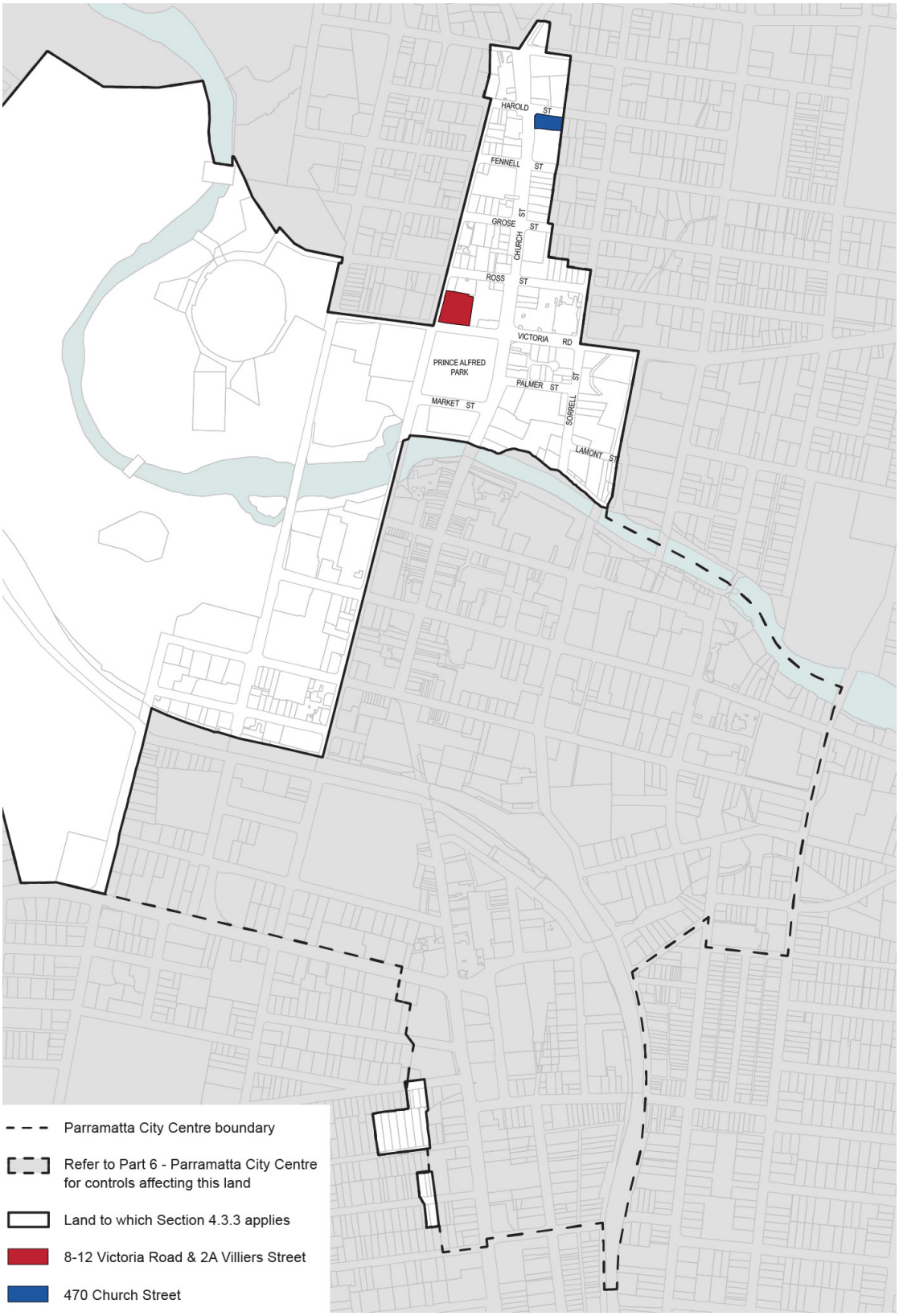


Figure 4.3.3.6.1
Sites with site specific controls

(a) 8 – 12 Victoria Road and 2A Villiers Street

This section applies to land at 8 – 12 Victoria Road and 2A Villiers Street, Parramatta, as shown in Figure 4.3.3.6.2.

Figure 4.3.3.6.2
Land Application

Desired Future Character

The site at 8–12 Victoria Road and 2A Villiers Street, Parramatta is on the northern edge of the Parramatta City Centre – Deferred Area A, which is transitioning from low scale in the north west to high density mixed use development in the east and south. The context of the site includes a number of important heritage items – Prince Alfred Park to the south, Our Lady of Mercy College to the west and St Patrick's Cathedral diagonally opposite to the south west. The proximity of the site to the Parramatta River and CBD core supports an intensity of development while respecting the important heritage setting.

Future built form will be designed to achieve a harmonious relationship with neighbouring heritage buildings as well as to provide appropriate heights and setbacks to street frontages. Low building forms will occupy land fronting Victoria Road and a slim tower will be located in the north western corner of the site. As a result, the visual scale of development will be reduced on Victoria Road, providing a suitable frame and backdrop for Prince Alfred Park and minimising overshadowing of this park. Building articulation and modulation of the Victoria Road facade will ensure that the building suitably addresses the road and Prince Alfred Park.

Active uses will be located on the ground floor of buildings fronting Victoria Road and Villiers Street to increase the vibrancy of the site and locality.

The property boundary on Villiers Street will incorporate a setback to allow under width road lanes in Villiers Street to be widened. A setback will be provided on the eastern boundary to allow the formation of a through site link between Victoria Road and Ross Street.

Development must comply with the objectives and controls set out below and any other relevant objectives and controls of this DCP.

Site Objectives

This part of the DCP documents the objectives that will determine the future form of development of the subject site. The objectives establish the key parameters that will ensure that future development on the site contributes to achieving the overall desired future character.

O.1 To provide for development that supports the growth of a vibrant precinct on the northern edge of the Parramatta City Centre – Deferred Area.

O.2 To encourage high quality built form outcomes and achieve design excellence.

O.3 To minimise any adverse impacts on the amenity of adjoining heritage uses and in particular Prince Alfred Park.

O.4 To improve pedestrian connectivity between Victoria Road and Ross Street.

O.5 To provide for the establishment of non-residential uses on the Victoria Road and Villiers Street ground floor frontages of the site.

O.6 To provide for improved traffic flows on Villiers Street.

Building Form and Massing

Objectives

O.1 To respond sensitively to the scale, proportions and form of the nearby heritage items at Prince Alfred Park, St Patrick's Cathedral and Our Lady of Mercy College.

O.2 To limit overshadowing impacts on Prince Alfred Park.

O.3 To ensure that the Victoria Road facade is of a civic scale with strong vertical articulation and fine grain.

O.4 To ensure that the Victoria Road frontage provides good pedestrian amenity by incorporating elements such as an open colonnade or continuous footpath awnings.

O.5 To ensure that the built form at the Villiers Street corner complements the form and materials of St Patrick's Cathedral.

Controls

Maximum building heights

C.1 The distribution of building height across the site is to be in accordance with Figure 4.3.3.6.3, 4.3.3.6.4 and 4.3.3.6.5.

Street frontage heights

C.2 Maximum street wall height of 14m facing Victoria Road and Villiers Street with a setback of 4m to the upper levels as shown in Figure 4.3.3.6.3, 4.3.3.6.4 and 4.3.3.6.5.

Building setbacks

C.3 Minimum 3m on the eastern boundary to allow for the establishment of a through site link between Victoria Road and Ross Street, as shown in Figure 4.3.3.6.3.

Building design.

C.4 Buildings are to be designed with regard to nearby heritage items and to ensure sensitive consideration of colour, materials and building articulation.

Traffic and Transport

Site Objectives

O.1 To minimise pedestrian and vehicle conflict by limiting vehicle crossings in the public domain.

O.2 To provide space to widen Villiers Street to accommodate increased traffic and pedestrian volumes as a result of additional development on the site.

Controls

C.1 All vehicular access must only be provided along Villiers Street and be located as far as possible from Victoria Road.

C.2 A minimum 1m boundary setback is to be provided on Villiers Street, as shown in Figure 4.3.3.6.3.

Figure 4.3.3.6.3
Built Form Design Controls – Heights and Setbacks

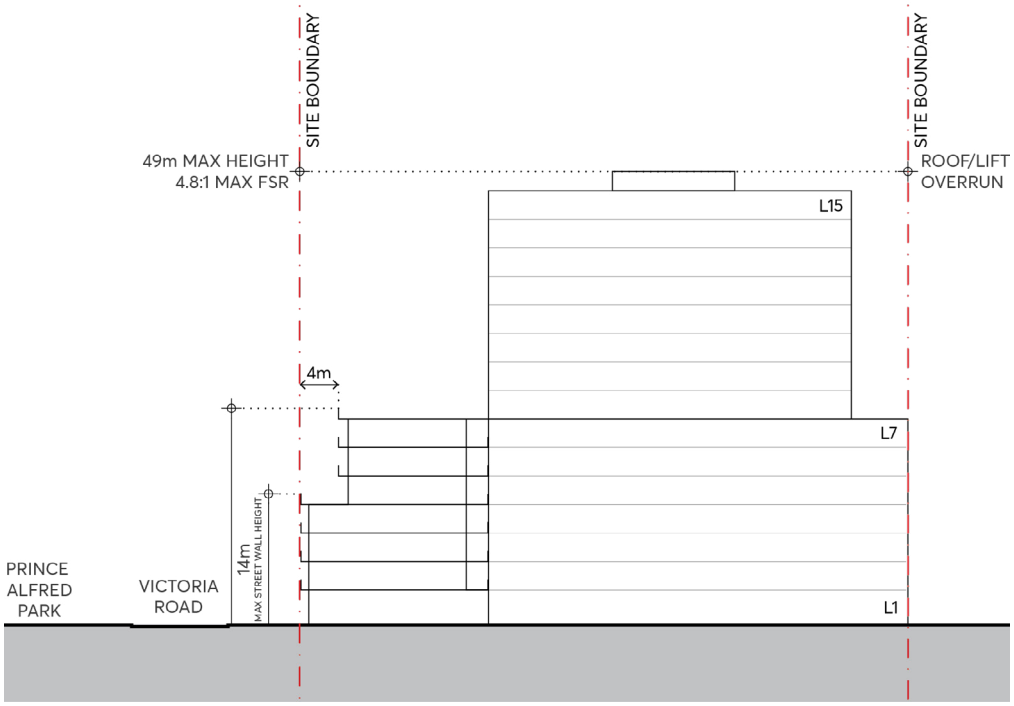


Figure 4.3.3.6.4
North - South Section of Site Building Envelope

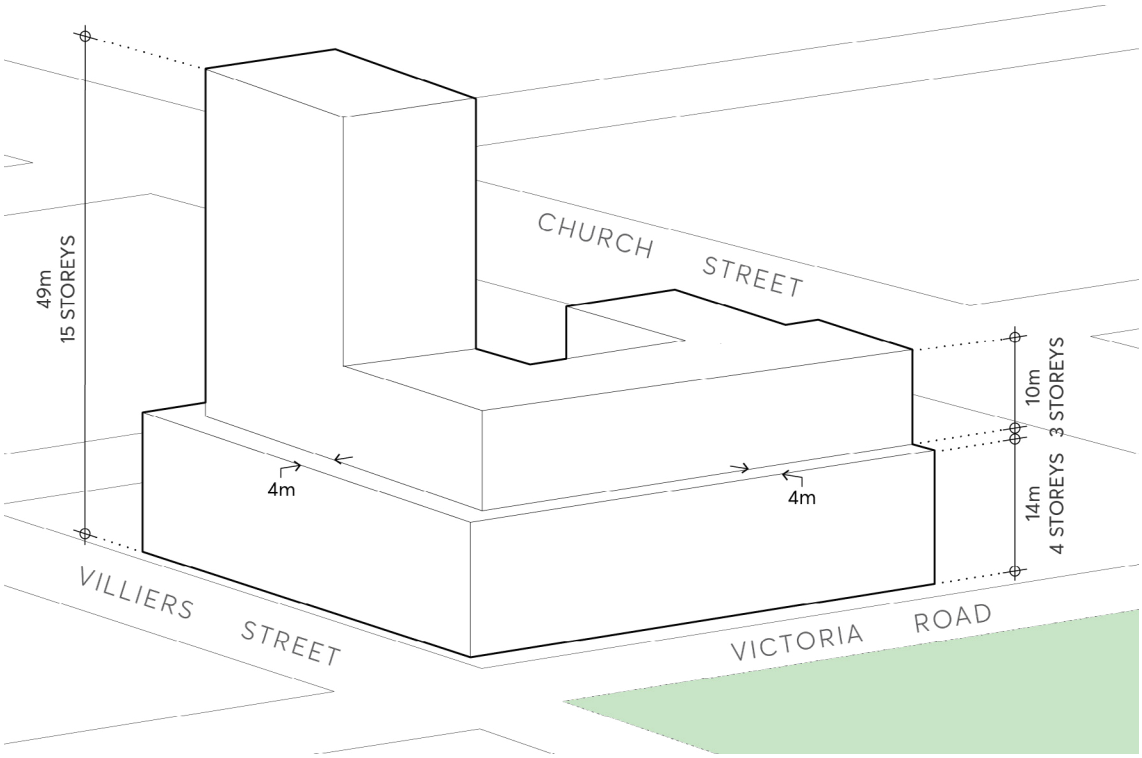


Figure 4.3.3.6.5
Indicative Built Form

(b) 470 Church Street, Parramatta

This section applies to land at 470 Church Street, Parramatta legally known as Lot 1 DP 785930 within the Parramatta City Centre – Deferred Area A as illustrated in Figure 4.3.3.6.6 below.

Figure 4.3.3.6.6
Land application

This Part is to be read in conjunction with other parts of this DCP and the *Parramatta LEP 2011*. It establishes site specific principles, objectives and controls to be interpreted during preparation and assessment of development applications for the site.

Desired Future Character

Future mixed use development proposed at the site is consistent with the State Government policies to facilitate a renewed Parramatta CBD. The site is located adjacent the Parramatta Light Rail route, that connects the Westmead Precinct (to the west of the site) and the centre of the Parramatta CBD (to the south of the site).

The mixed use character of development complements the Parramatta CBD and provides a positive design outcome. The proposed mix of land uses includes retail/ commercial uses on the ground floor and level 1 and residential apartments above.

Design Principles

The following design principles are to be incorporated into the future design of the building:

P.1 Respond to the north facing frontage and generally east-west site with an appropriate built form that maximises solar access.

P.2 Create a podium and presentation to the street of design excellence which contributes to the design quality of space and streets in the CBD.

P.3 Comprise a podium edge to the streets with recessed tower form. The podium is to be four storeys.

P.4 The street wall should be designed to provide a well-modulated pedestrian experience at street level. A smaller, more detailed scale should be used in its articulation.

P.5 Ground floor facade should be rich in variation and detail. Vertical relief in the façade maximises the walking experience, with awnings included and integrated in the design so as to provide adequate pedestrian shelter.

P.6 Development is to comply with the objectives and controls set out below and any other relevant objectives and controls of this DCP.

Site objectives

O.1 To provide a mix of uses that support the role of Parramatta City Centre.

O.2 To revitalize Church Street and Harold Street.

O.3 To encourage high quality built form outcomes and achieve design excellence.

O.4 To minimize adverse impacts on the amenity of adjoining uses.

Built Form, Design and Massing

Objectives

O.1 To ensure that the built form:

- Responds positively to the sites location in relation to the city centre and the streetscape.
- Has a positive and cohesive relationship with surrounding land and uses.
- Has adequate separation to minimise visual bulk and to ensure adequate amenity within the site and to neighbouring development.
- Achieves usable and pleasant street and podium environment in terms of daylight and solar access, scale and wind mitigation.

Controls

Street Frontage Heights

C.1 Maximum street wall height of 14m (3-4 storeys) fronting Church and Harold Streets.

Building Setbacks

C.2 The minimum building setbacks are to be in accordance with the table below:

	Minimum setback (m^2)
Podium	
Western boundary (Church Street) and norther boundary (Harold Street)	0m
Eastern boundary	0m
Southern boundary	0m (commercial) 9m (residential levels 2-3)
Tower (upper level)	
Western boundary (Church Street)	6m
Eastern boundary	12m
Northern boundary (Harold Street)	3m
Southern boundary	9m

Tower Floor Plate

C.3 The reduced tower setback of 3m to Harold Street will accommodate a tower with a floorplate of approximately 650m².

Building Design

C.4 The street wall/podium is to be a separate architectural element, that is distinct and different in character from the tower element.

C.5 High quality design and materials are to be used for the security shutters into the car park and loading areas.

C.6 To ensure landscape courtyard in the podium is usable taking into account solar access and wind mitigation.

Land Uses

Objectives

O.1 To provide for useable and functional commercial floor space that can support the desired use, achieve internal spaces appropriate to their function and support the Parramatta City Centre.

Controls

C.1 The ground floor street frontage is used for active commercial uses.

C.2 Commercial/retail tenancies are of a sufficient size and layout to cater for their desired use and function.

Traffic and Transport

Objectives

O.1 To ensure adequate parking is provided on site.

O.2 To minimise pedestrian and vehicle conflict by locating vehicle access away from the Church Street intersection.

O.3 To ensure parking design is integrated into the design of the building.

Controls

C.1 Vehicle access is to be from Harold Street, at the eastern end of the site.

C.2 Parking in the podium is discouraged. However, where it is provided it must be well integrated into the overall facade and not be visible from the public domain utilising screening or other appropriate design excellence solution.

C.3 Car and bicycle parking is to be provided in accordance with the Parramatta CBD Strategic Transport Study.

C.4 Investigate options to integrate vehicular access with the adjacent site at 23-27 Harold Street through one access point.

4.3.4 Westmead

Desired Future Character

The Westmead Strategic Precinct has a primary function of a regionally significant health and education hub. Westmead will continue to have a strong residential component to support this primary function. Opportunities for residential, retail, business, hospital, education and community facility development will be integrated with public transport facilities to improve public transport accessibility and to provide a more permeable pedestrian and bicycle network.

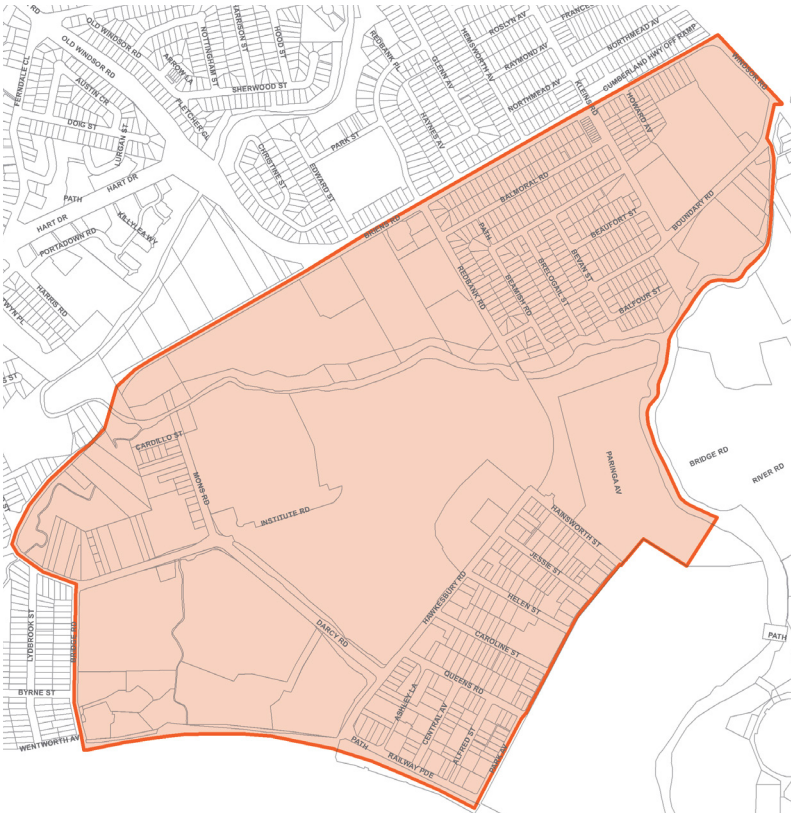


Figure 4.3.4.1
Westmead Precinct

Objectives

O.1 To ensure new developments protect the amenity of existing residents.

O.2 To facilitate physical and business research links to other precincts, especially the Parramatta City Centre, Camellia and Rydalmere Precincts.

O.3 To improve direct and efficient access to and through the precinct.

O.4 To provide opportunities for a range of housing types.

O.5 To develop a mixed use centre of retail, residential, business and community services at the transport node serving the precinct.

O.6 To preserve and improve significant open space areas within the precinct.

O.7 To maximise pedestrian links and connectivity along the creek/river corridor, throughout significant open space areas and the precinct as a whole.

O.8 Protect and enhance the local and regional biodiversity, and maximise the extent and integrity of aquatic and natural land areas, in particular, the Parramatta River and Toongabbie Creek corridors.

Design Principles

P.1 New development is to address and activate public domain areas including open spaces, streets, pedestrian links, laneways and public spaces.

P.2 All new buildings and additions to existing buildings should not significantly impact upon sun access and accessibility of open space areas.

P.3 Land within proximity of the proposed Sydney West metro station is to be developed with consideration of the following:

- The impact of the development on the delivery of the Sydney West Metro Link;
- The impact of the proposed Sydney West Metro link on the development;
- The integration and interface between the development and any proposed station;
- The provisions of any relevant planning and development principles produced by Sydney Metro or its equivalent; and
- The potential for land use to respond to the Sydney West Metro link in the future (e.g. maintain large development parcels without further subdivision in the short term).

4.3.4.1 158-164 Hawkesbury Road and part of 2A Darcy Road, Westmead

Desired Future Character

The site known as the University of Western Sydney (UWS) Westmead, comprises 158-164 Hawkesbury Road and part of 2A Darcy Road, Westmead. It is a four-hectare site located immediately north-west of Westmead Railway Station and within the Westmead Precinct, two kilometres west of the Parramatta CBD.

The future mixed use character of the site will complement the medical and research facilities of the precinct. The land uses anticipated for the site include retail; commercial (i.e. medical support services, specialist rooms; medical professional associations etc); residential (i.e. serviced apartments, seniors living, key workers accommodation and residential flat buildings); open space and civic functions (i.e. plaza); and community facilities such as child care centres.

Future built form will be designed to appropriately respond to the existing siting, scale, form and character of buildings of heritage significance, as well as provide appropriate heights and setbacks to street frontages to improve the quality of the public realm within the site.

Height will be distributed across the site having regard for orientation, overshadowing, the scale of retained heritage buildings and views/vistas to Parramatta Park to the east. Built form fronting Hawkesbury and Darcy Roads will locate active uses on the ground floor to increase the vibrancy of the Westmead Precinct as a whole.

The built form will include taller, slender “statement” buildings located along the railway line to enable a strong visual relationship between the precinct and the CBD. Taller buildings are to be located within the south western corner of the site and should reduce visual bulk, provide architectural modulation, reduce overshadowing and encourage dual aspect apartments for enhanced access to sunlight and breeze.

The building form to the north and east will be lower in height to optimise solar access to private and public open space and would allow view corridors to the heritage buildings.

The strategic location of this site in relation to Westmead Station and adjacent to the T-Way lends itself to the creation of a transit oriented development which allows for greater intensity of uses to optimise the advantage of available transport infrastructure and minimise the reliance on vehicles.

NOTE: Development must comply with the objectives, principles and controls set out below and any relevant objectives, principles and controls in Parts 2, 3 and 5 of this DCP.

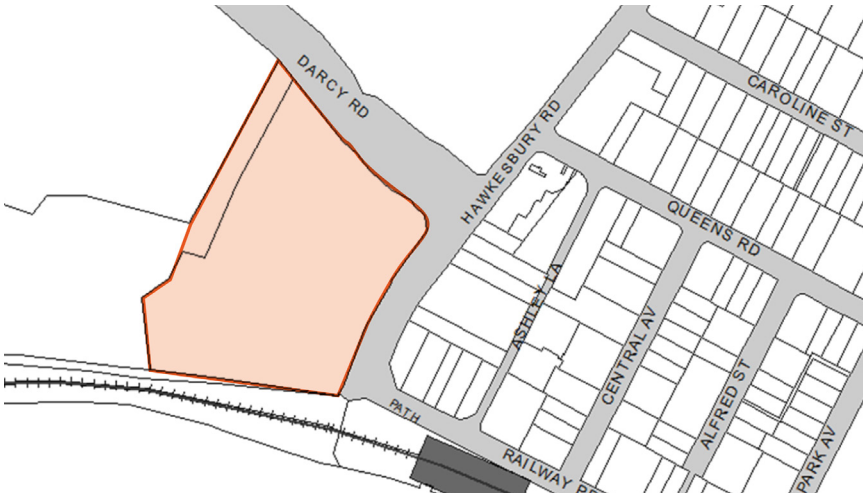


Figure 4.3.4.1.1
158-164 Hawkesbury Road and part of 2A Darcy Road, Westmead

Objectives

In addition to general objectives listed in Section 4.3.4 of this DCP, specific objectives for this special area are identified below.

O.1 The delivery of mixed use development that supports and meets the needs of the Westmead Precinct.

O.2 To ensure the built from features articulation and an attractive composition of building elements with a strong relationship between buildings and the streetscape.

O.3 To ensure the future built form is responsive to the existing siting, scale, form and character of heritage items.

O.4 To provide appropriate provision of and high quality public domain elements, including internal streets, footpaths, open space and public square for the benefit of the existing and future community.

O.5 To ensure building height is distributed across the site having regard for orientation, overshadowing, heritage buildings and views/vistas.

O.6 To provide active ground floor uses along Hawkesbury Road and Darcy Road to increase the safety, use and interest of the street.

O.7 To provide a visual and physical connection throughout the site for a high level of surveillance and safety.

O.8 To accommodate generated traffic and the mitigation of traffic effects, and the promotion of public transport to the site.

Subdivision

Objectives

O.1 To ensure subdivision of the site reflects the road and public domain layout and is sensitive to the location of heritage buildings.

Design Principles

P.1 Any subdivision of the site should ensure that the following occurs:

- Subdivision should reflect the road and public domain layout in Figure 4.3.4.1.2.
- All heritage buildings are located within a single allotment (and single ownership), where possible. If heritage buildings are located on separate allotments then measures should be put in place to ensure that the former relationships between them are interpreted.
- Subdivision boundaries should not extend across the footprint of heritage buildings or separate significant plantings and landscape features.
- Subdivision boundaries should be located to retain as much as possible of the immediate setting of each of the heritage buildings in the same allotment as the building.

Building Form & Massing

Objectives

O.1 To ensure that buildings are compatible with the desired future character of the area in terms of building bulk and scale as demonstrated in Figure 4.3.4.1.2 and 4.3.4.1.3.

O.2 To ensure that new buildings reflect and recognise the exiting and proposed street and infrastructure pattern.

O.3 To ensure that new development responds well to the topography of the land.

O.4 To ensure that new development is sympathetic to heritage items and surrounding properties.

O.5 To ensure that development does not unreasonably diminish sunlight to neighbouring properties and within the development site.

Design Principles

Building Height

P.1 High quality urban built form should be provided for all buildings.

P.2 Variable building heights should be developed to ensure positive and cohesive relationships with other buildings both on the site and off the site.

P.3 Building heights should provide a transition in built form and land use intensity within the site.

P.4 Sunlight access should be provided to key areas of the public domain and further overshadowing of parks and community places are avoided or limited.

P.5 Development is to be designed and sited to minimise the extent of shadows that it casts on adjoining properties.

P.6 Development must have regard to the potential views/vistas from and to Parramatta Park.

Floor Space Ratio

P.7 There should be a suitable mix and balance between residential and non-residential uses.

P.8 The intensity of activity from the site is to be limited to the location where its impact is minimised.

Design

P.9 Buildings should be designed to create streetscapes that are characterised by:

- clearly defined edges and corners, and
- architectural treatments that are interesting and relate to the design and human scale of existing buildings.

P.10 Development is to establish an appropriate scale and transition to heritage buildings that does not visually overwhelm them.

P.11 Activated frontages must be located at ground level, especially along the footpaths of infrastructure and open spaces.

P.12 Built form should define and contain the street corridors, street corners and open spaces on the site. Consider appropriate proportion (building heights), in particular towards Hawkesbury and Darcy Roads.

P.13 Appropriate solar access must be provided to other buildings and/or public open space within the site.

P.14 The slope across the site should be utilised to reduce potential bulky built form, thereby minimising its visual impact on streetscapes and surrounding public domain.

P.15 A strong visual address must be provided to Hawkesbury Road and Westmead Station.

P.16 Any buildings fronting the railway line are to provide adequate amenity with regard to noise and vibration.

P.17 A continuous street edge and articulated facades must be maintained throughout the site.

NOTE: Any Development Applications for residential flat buildings on the site shall respond to the requirements of the State Environmental Planning Policy 65 – Design Quality of Residential Flat Development.

Design Controls

Building Heights

C.1 **The maximum height of development for the site is established by the *Parramatta Local Environmental Plan 2011*.**

C.2 **The site sections in Figure 4.3.4.1.8 to 4.3.4.1.9 demonstrate the maximum permitted tower and podium heights of each building.**

C.3 **Specific building height controls are provided as follows:**

- **For buildings within Precinct 2, street wall height fronting Hawkesbury Road will be limited to a maximum height of 14-16m (4 storeys) and street wall height fronting Darcy Road will be limited to a range of between 16m (4 storeys) at Hawkesbury Road rising to 27m (7-8 storeys);**
- **For buildings within Precinct 3, street wall height fronting Darcy Road will be limited to a maximum of 29m (8-9 storeys).**

Floor Space Ratio

C.4 **The maximum floor space ratio of development including the minimum non-residential floor space for the site is established by the *Parramatta Local Environmental Plan 2011.***

Figure 4.3.4.1.2
Built Form Controls

Public Domain and Indicative Layout

Objectives

O.1 To provide an open space network and site layout that enhances the existing and future built form.

O.2 To provide an open space network that facilities pedestrian access/circulation and which creates a sequence of spaces across the site.

O.3 To create opportunity for the enlivening of existing commercial streets, to create a safe environment, whilst minimising impacts on residential and pedestrian amenity.

Design Principles

Open Space

P.1 The public domain as indicated in Figure 4.3.4.1.2 is to be incorporated into future development and subdivision of the site, including the open space, pedestrian linkages, internal private roads and footpaths.

P.2 The orientation of the public domain should provide good solar access and views and vistas internally and externally of the site.

P.3 A range of outdoor spaces shall be provided. Larger and smaller spaces and wider footpaths should be provided to enable a range of activities.

P.4 All street furniture, landscaping works, utilities and equipment shall contribute to the community's enjoyment of the public domain, but not impede pedestrian movement and safety nor visual quality.

P.5 Pedestrian surfaces shall be designed to be safe for all users, clearly identified and constructed from materials that provide consistency and continuity of streetscape.

P.6 There shall be an increase in native vegetation in the public domain spaces provided.

P.7 Level changes shall be avoided and cluttering of street furniture minimised to allow easy and unhindered access.

P.8 All open space shall reflect the principles of 'Safer by Design' by minimising dead ends, high walls, dense planting and ensuring casual surveillance of public domain from both residential and non-residential uses.

P.9 Landscaping should ensure safety and security, and the perception of safety and security, with clear sight lines and minimal opportunities for concealment.

P.10 Street trees should be provided on all new streets to Council's specifications.

P.11 Landscaping should retain mature stands of trees (e.g. large figs and tallowwoods) where these contribute to area character and a canopied skyline.

P.12 The town square shall have a strong street address and presence on Hawkesbury Road. This includes prominent entrance locations, pedestrian access and visual connectivity.

Figure 4.3.4.1.3
Indicative Concept Plan

Design Controls

Open Space

C.1 **The portion of the public domain as indicated in Figure 4.3.4.1.4 must be provided at the time of the first Development Application (DA) for a building. That DA must detail by submission and subsequent conditions of consent the timing, phasing, extent (streets, trees, footpaths, street furniture etc) and management of that public domain.**

C.2 **The provision of public domain shall satisfy the provision of CPTED and be provided generally in accordance with Figure 4.3.4.1.2.**

C.3 **Landscaped areas shall constitute a minimum of 40% (including deep soil) of the site area.**

C.4 **Deep soil landscape area shall constitute a minimum of 30% of the site area.**

C.5 **No car parking will be permitted in areas designated as landscaped areas.**

C.6 **Landscaped area may include roof gardens.**

Figure 4.3.4.1.4
Public Domain Works to be provided at the time of the first Development Application

Heritage

Objectives

O.1 To ensure appropriate management of the heritage significance of the site.

O.2 To retain and reinforce the buildings of heritage significance and their settings indicated in Figure 4.3.4.1.5.

O.3 To ensure development is compatible with the heritage significance and character of the site.

Design Principles

General

P.1 New development must:

- Be based on a detailed understanding of the heritage significance of the site and its key built and landscape elements, in particular the setbacks and curtilage of buildings of heritage significance;
- Incorporate meaningful interpretation of the heritage significance of the place;
- Include appropriate recording of changes to the site and to its significant built and landscape elements; and
- New development must also include an assessment of the potential impacts (both positive and adverse) on the heritage significance of the site and its key built and landscape elements.

Adaptive Re-Use

P.2 Sensitive adaptive re-use of the heritage buildings is encouraged.

- New uses should be compatible with the heritage significance of the place and be undertaken in accordance with best-practice guidelines including New Uses for Heritage Places: guidelines for the adaptation of historic buildings and sites, prepared by the Heritage Council of NSW and RAIA (now Australian Institute of Architects) in 2008.
- The original / early external form and architectural detailing must be retained and enhanced. Any intrusive elements or additions should be removed.
- Original / early internal spaces and features should be retained, conserved and meaningfully incorporated into their adaptive re-use, wherever possible.
- Changes should meet legislated protection , access and safety requirements should be subservient to the primary architectural features of the buildings .
- New additions should be:

a. located consistent with the original design principles for each building-they should generally be located to the rear and not adversely impact views of the principal elevations;

b. subservient in terms of scale, bulk and massing-they should not visually dominate the existing building or adjacent significant buildings;

c. designed to allow an ongoing appreciation of the heritage buildings as separate structures within a cultural landscape and continue to allow an understanding of their former functional and visual relationships;

d. of contemporary architectural character, detailing and materials and should not be imitations of the existing building; and

e. of an architectural quality (detailing , design and materiality) that is either equal to or greater than that of the existing building:

Figure 4.3.4.1.5
Aerial View Demonstrating the Curtilage of the Buildings of Heritage Significance

New Buildings

P.3 New buildings should be consistent with best-practice guidelines including Design in Context; guidelines for infill development in the historic environment, prepared by the NSW Heritage Office (now Heritage Branch, Office of Environment and Heritage) and RAIA (now Australian Institute of Architects) in 2005.

NOTE: The guidelines identify a number of design criteria for successful infill design that should be taken into consideration when constructing new buildings on the site. They are- character, scale, form, siting, materials and colour and detailing. Consistency with the guidelines is of particular importance when considering infill development within the vicinity of the heritage buildings on the site (i.e. within the identified heritage curtilage) or within their immediate vicinity.

Traffic & Transport

Objectives

O.1 To encourage commuting by public transport in order to reduce the number of motor vehicles travelling through and to the site, and to improve overall environmental quality and pedestrian amenity.

O.2 To encourage the use of bicycles as an environmentally beneficial form of transport and an alternative to the use of private motor vehicles.

O.3 To encourage non-car trips by providing a maximum provision of car parking associated with each use.

Design Principles

P.1 The development of the site must demonstrate a mode split of 35% public transport to 65% private transport.

P.2 Buildings should be designed with car parking at the basement level.

P.3 The site development must provide secure bicycle parking and links to the existing cycle network.

P.4 Pedestrian and vehicle conflict should be minimised with limited vehicle crossings in the public domain.

P.5 New vehicular links within the site should be provided generally as shown in Figure 4.3.4.1.2.

P.6 Encourage and where possible improve pedestrian links as shown in Figures 4.3.4.1.7.

P.7 A Travel Plan must be provided and include:

- Targets - This typically includes the reduction of single occupant car trips to the site for the journey to work and the reduction of business travel particularly single occupant car trips.
- Travel data - An initial estimate of the number of trips to the site by mode is required. Travel Plans require an annual travel survey to estimate the change in travel behaviour to and from the site and a review of the measures.
- Measures - a list of specific tools or actions to achieve the target.

Design Controls

Car Parking

C.1 Car parking provided in connection with a use must not result in exceeding the maximum as identified in Table 4.3.4.1.6.

C.2 A detailed traffic model and analysis must be provided.

Table 4.3.4.1.1
Car parking requirements

Proposed use of building	Maximum number of parking spaces
Child care centres	A maximum of 1 parking space to be provided for every 4 child care places
Commercial	A maximum of 1 parking space to be provided for every 100m^2 of gross floor area
Health consulting rooms	A maximum of 1 parking space to be provided for every 300m^2 of gross floor area
Hostels and nursing homes	A maximum of 1 parking space to be provided for every 10 beds plus 1 parking space to be provided for every 2 employees plus 1 parking space to be provided that is suitable for an ambulance
Hotel accommodation	A maximum of 1 parking space to be provided for every 5 hotel units plus 1 parking space to be provided for every 3 employees
Residential flat buildings: studio apartments	A maximum of 0.6 spaces to be provided for every apartment
Residential flat buildings: 1, 2 and 3 bedrooms	A maximum of 1 parking space to be provided for every dwelling plus 1 parking space to be provided for every 5 dwellings for visitors
Restaurants	A maximum of 1 parking space to be provided for every 10m^2 of gross floor area or 1 parking space to be provided for every 4-seats (whichever is the lesser)

Proposed use of building	Maximum number of parking spaces
Seniors housing	A maximum of 1 parking space to be provided for every 10 dwellings plus 1 parking space to be provided for every 10 dwellings for visitors
Shops/retail	A maximum of 1 parking space to be provided for every 30m^2 of gross floor area

Bicycle Parking

C.3 Bicycle parking must be provided in accordance with Part 3.6.2 of this DCP.

Streets

C.4 Streets are required to satisfy the requirements of the Australian Standards with respect to the width and form of streets and footpaths.

Alternative Means of Transport

C.5 Pedestrian links and facilities for non-car modes of transport must be provided.

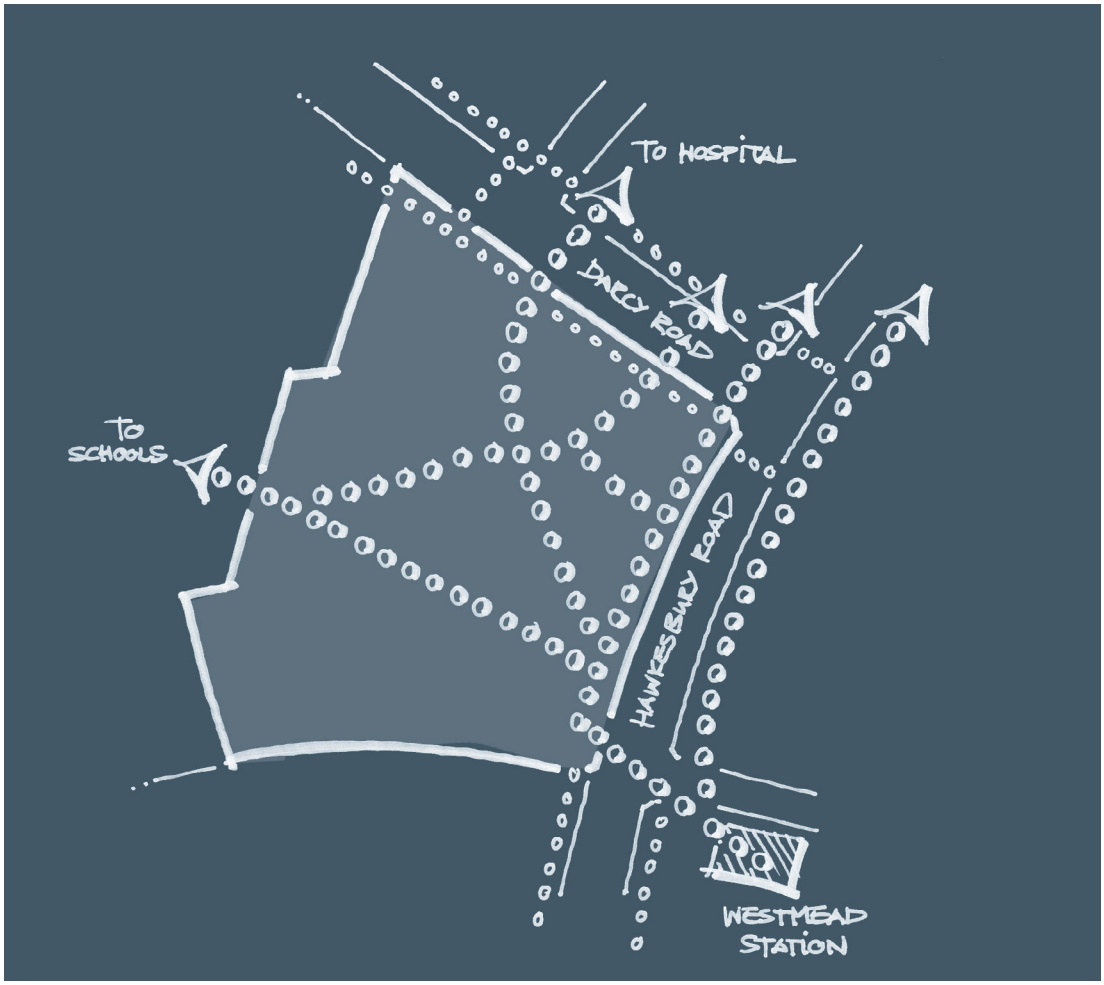


Figure 4.3.4.1.7
Establish pedestrian desire lines

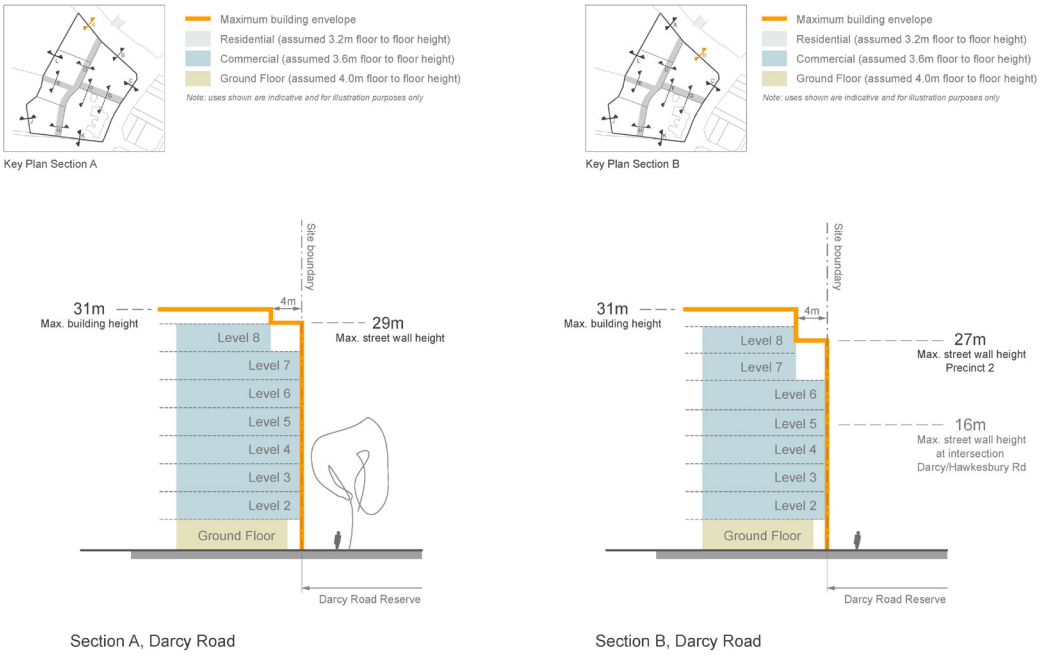


Figure 4.3.4.1.8
Indicative Site Sections

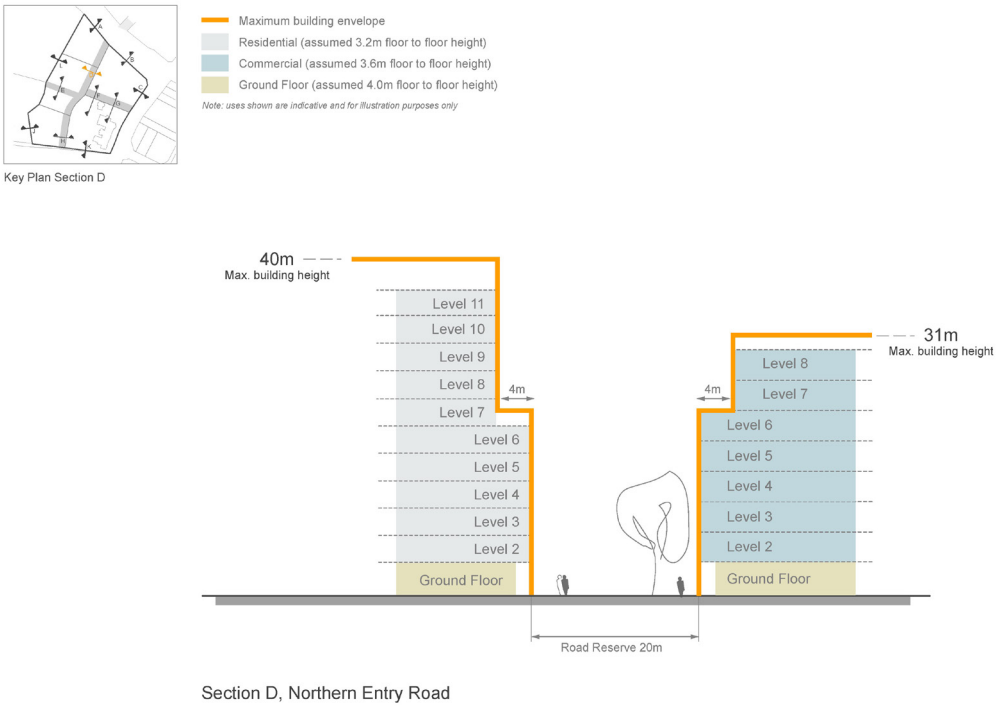
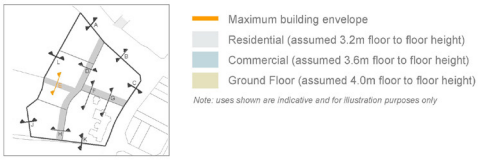
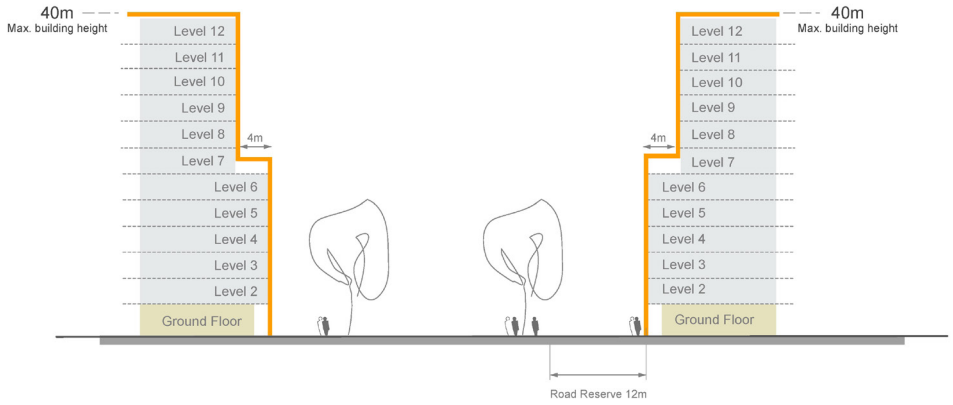


Figure 4.3.4.1.9
Indicative Site Sections



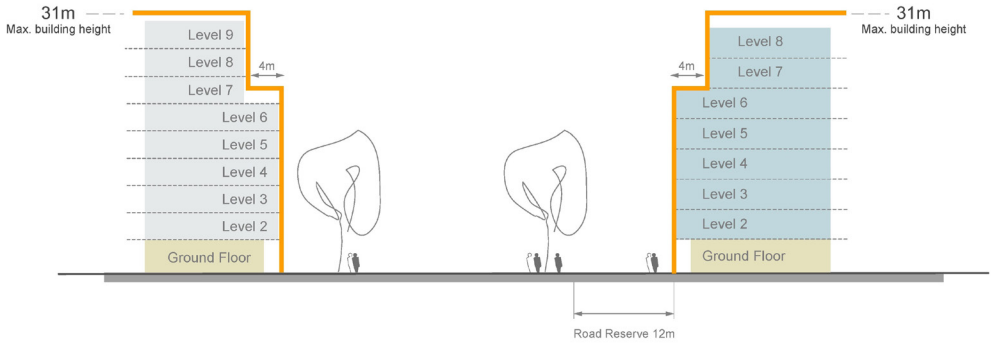
Key Plan Section E



Section E, East-West Road

Figure 4.3.4.1.10
Indicative Site Sections

Key Plan Section F



Section F, East-West Road

Figure 4.3.4.1.11
Indicative Site Sections

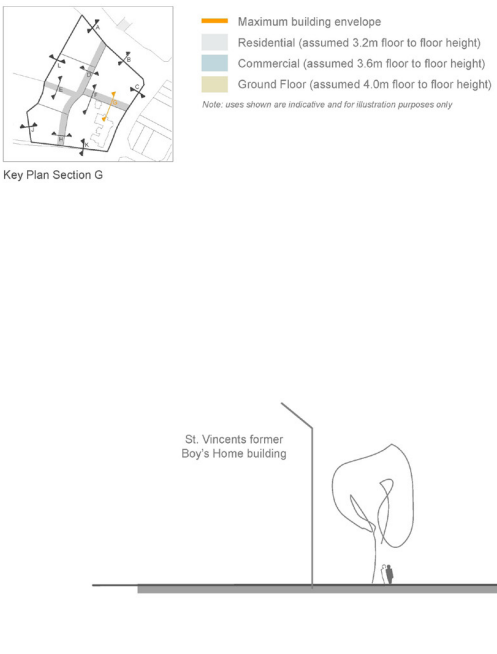


Figure 4.3.4.1.12
Indicative Site Sections

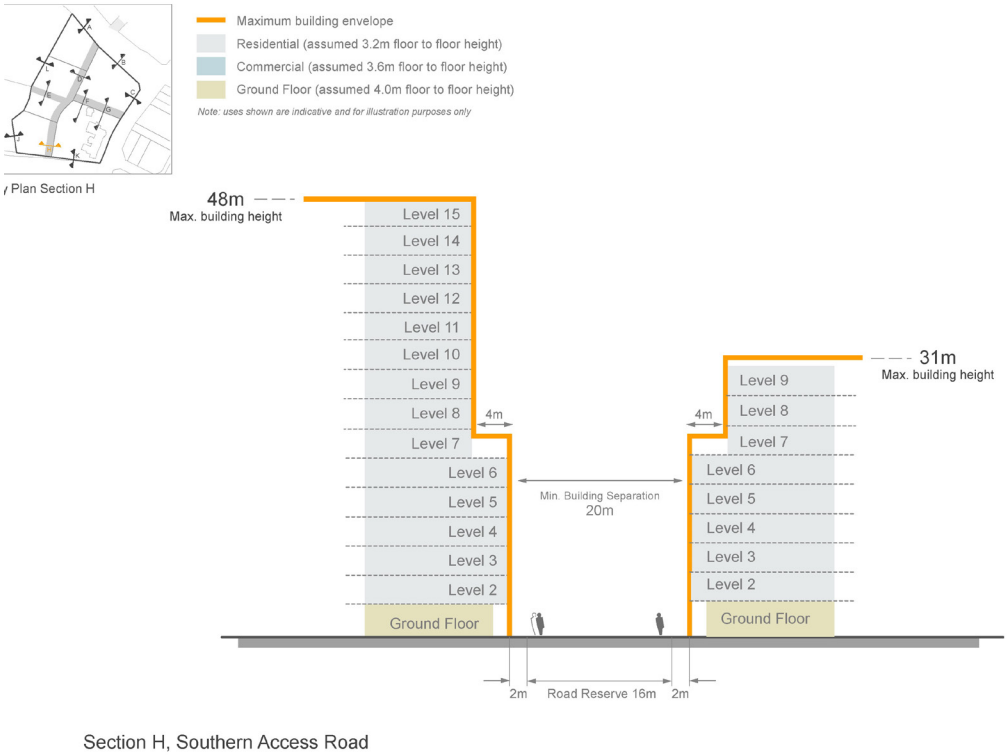


Figure 4.3.4.1.13
Indicative Site Sections

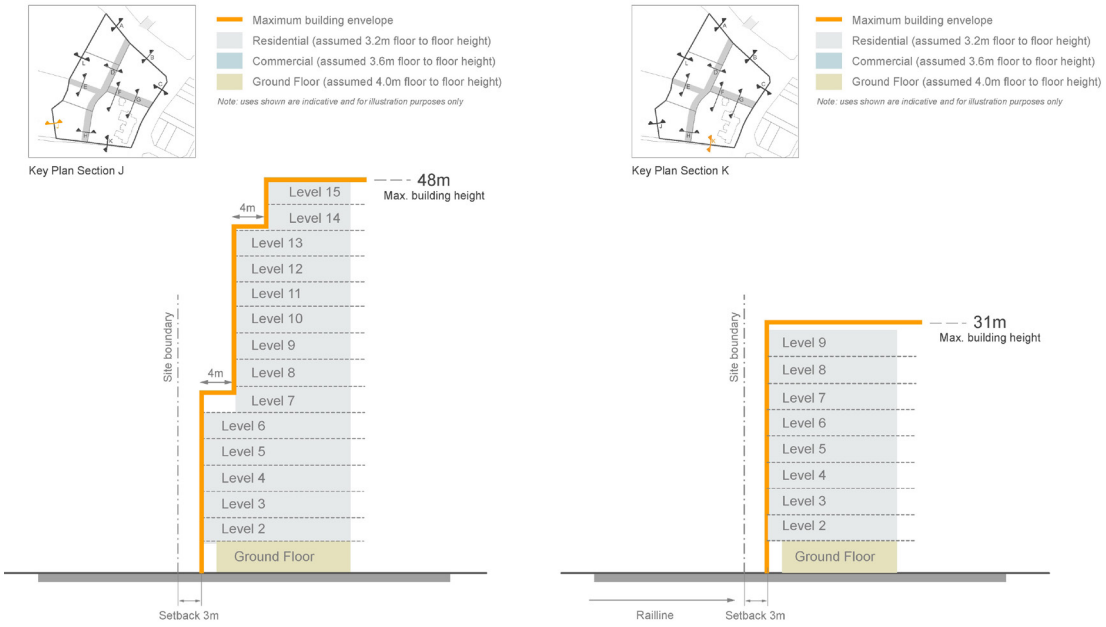


Figure 4.3.4.1.14
Indicative Site Sections

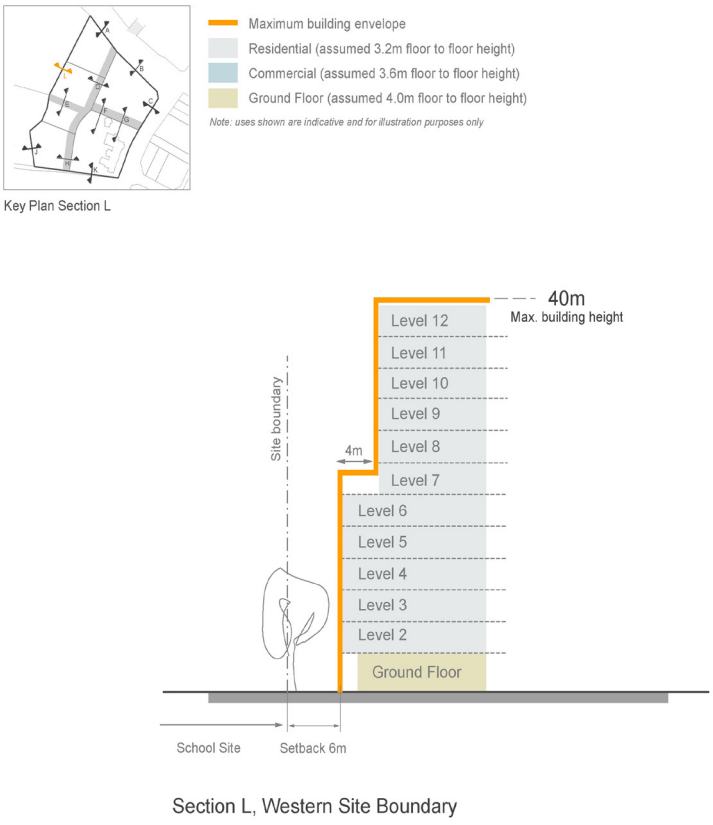


Figure 4.3.4.1.15
Indicative Site Sections

4.3.4.2 24-26 Railway Parade, Westmead

Introduction

This site-specific Development Control Plan (DCP) applies to land at 24-26 Railway Parade, Westmead. The DCP details the desired future character for the site as part of the greater Westmead precinct. It provides site-specific objectives and design controls to achieve development that is consistent with the desired future character. The design controls are further illustrated in Figures 4.3.4.2.2, 4.3.4.2.3, 4.3.4.2.5 and 4.3.4.2.6. Figure 4.3.4.2.4 provides an indicative Master Plan for the site.

Figure 4.3.4.2.1
The site

Desired Future Character

The site is known as 24-26 Railway Parade, Westmead. The site has an area of 2,512m2 with a frontage of 42 metres to Railway Parade and 53 metres to Ashley Lane. The site is immediately north of Westmead Railway Station and within the Westmead Town Centre. The location of the site supports the greater intensity of uses to optimise the available transport services in order the minimise dependence on private vehicles.

The mixed use character of development is to complement the Town Centre. The proposed mix of land uses includes shops, a tavern, commercial offices and medical suites in the podium with short term accommodation and residential uses in the tower.

The building form is to be stepped in plan and elevation to reduce bulk and scale, provide architectural modulation, and to minimum overshadowing. A 3-4 level podium setback from the street frontages to allow widening of the footpath to improve the quality of the public domain surrounding the site. The tower up to a height of 15 storeys is to be set further back to respect the existing development character whilst also recognising the need for increased height.

The tower will mark the Darcy Road termination, and complement the gateway to Westmead Precinct with development of a similar scale on the UWS site to the west.

A double storey high pedestrian link will provide public pedestrian access from the Railway Station via Railway Parade through to a landscaped courtyard open space and allows for a potential future link to Hawkesbury Road and beyond to Westmead Hospital. Active uses are to be provided to the edges of the pedestrian link and public open space, the street edge to Railway Parade and at the corner of Railway Parade and Ashley Lane. Active uses are to include shops, building entries and commercial uses.

Development must comply with the objectives and controls set out below and any other relevant objectives and controls of this DCP.

Objectives

Site Objectives

All development is to be consistent with the following site objectives:

O.1 To respond to the role of Westmead as a Specialised Centre under the Metropolitan Strategy for Sydney 2036;

O.2 To provide a mix of uses that support the role of Westmead Town Centre and Westmead Hospital Precinct;

O.3 To strengthen the built form relationship with the western edge of the Parramatta CBD;

O.4 To revitalise the Westmead Town Centre;

O.5 To recognise the southern gateway and transport hub of Westmead through built form emphasis;

O.6 To encourage high quality built form outcomes and achieve design excellence;

O.7 To activate the block edges to Railway Parade with appropriate uses;

O.8 To integrate new built form with recent new development in the subject block;

O.9 To minimise any adverse impacts on the amenity of adjoining uses in particular residential apartments; and

O.10 To achieve a safe and vibrant station precinct and public domain.

Building Form and Massing

O.11 To achieve a sense of transition in use and form to the residential neighbourhoods to the east and north;

O.12 To maintain the landscape vistas from Old Government House and its heritage significance;

O.13 To respond sensitively to the scale, proportions and form of the heritage Old Boys Home on Hawkesbury Road through the streetscape response of any new development;

O.14 High quality urban built form should be provided for all buildings;

O.15 Variable building heights should be developed to ensure positive and cohesive relationships with surrounding built form; and

O.16 Development is to be designed and sited to minimise the extent of shadows that it casts on surrounding properties.

O.17 Development is to minimise areas of blank walls. Where unavoidable, blank walls are to be treated with high quality materials and articulated to create visual interest.

Design Controls

Maximum building heights

C.1 Maximum height of 15 storeys at the corner of Railway Parade and Ashley Lane;

C.2 Maximum height of 10 storey to the rear of the site along Ashley Lane; and

C.3 Maximum height of 4 storeys to south west of the site on Railway Parade.

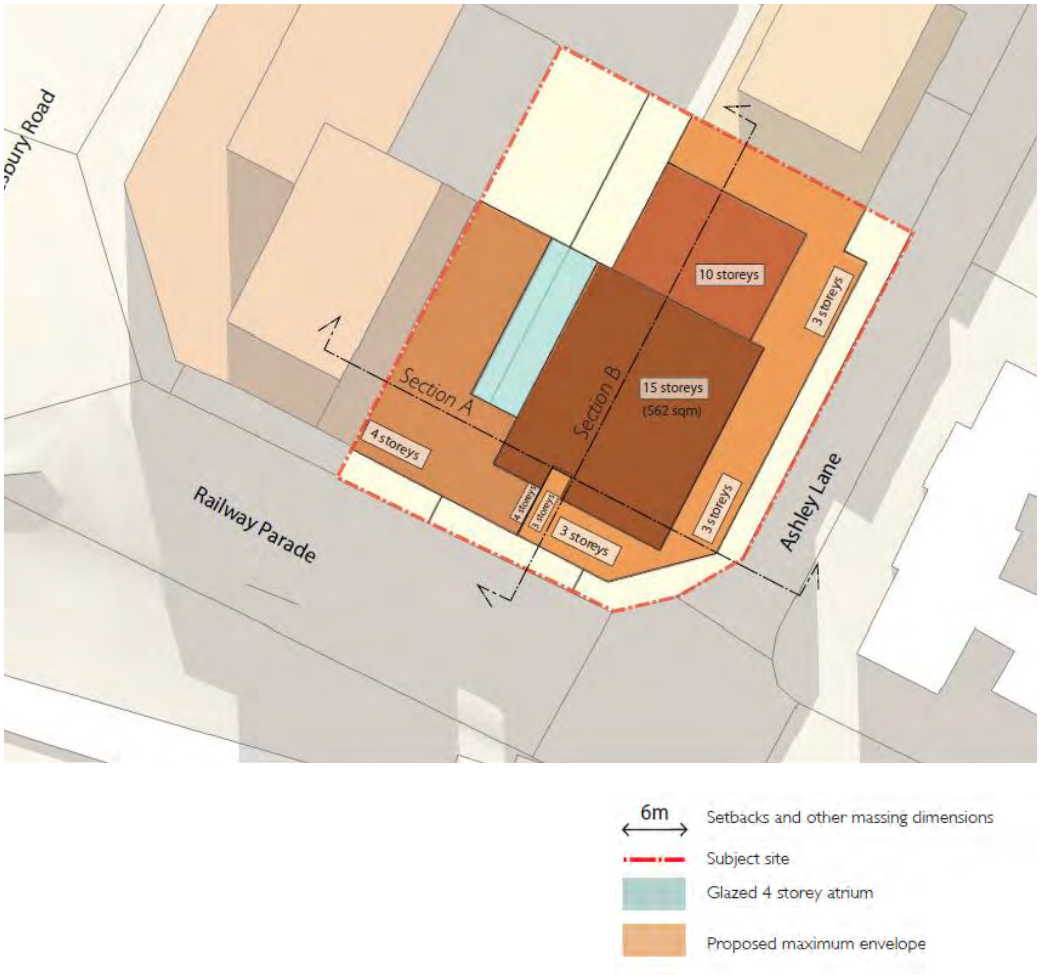


Figure 4.3.4.2.2
Built form design controls - Storeys

Street frontage heights

C.4 Maximum 3 storey height facing Ashley Lane; and

C.5 Maximum 4 storey height facing Railway Parade with transition to 3 storeys in 1/3 of the facade length towards the laneway (east).

Building setbacks

C.6 Minimum 3m setback to Railway Parade to widen the existing footpaths; and

C.7 Minimum 3m setback to Ashley Lane to allow for a wider footpath along the laneway.

Building setbacks above maximum street frontage heights

C.8 Minimum 6m to Ashley Lane; and

C.9 Minimum 6m to Railway Parade.

Public Domain and Landscaping

Objectives

O.1 To encourage street level pedestrian movement networks and recognise the existing desire lines between the station and hospital uses; and

O.2 To improve the landscape character and quality of the public domain of Westmead in particular Railway Parade and Hawkesbury Road.

Design Controls

The subject site will provide a publicly accessible open space with:

C.1 AC1 A minimum area of 350m² with minimum dimensions in accordance with Figure 4.3.4.2.3 of the DCP;

C.2 Solar access of minimum 2 hours between the hours of 10 am and 3 pm on June 22nd to at least 50% of the public open space area; and

C.3 A double storey through-site pedestrian link with a minimum width of 6 metres.

The open space is to be:

C.4 Activated on all edges with the proposed development (minimum 90% of active edges minimum); and

C.5 A high quality urban space including landscaping, art works and areas for dining and passive recreation.

The pedestrian link will be:

C.6 Activated on all edges within the proposed development (minimum 90% to be active edges);

C.7 Maximum depth of building covering the link is to be 12 metres; and

C.8 The link is to have a glazed roof to optimize solar access as illustrated in Figures 4.3.4.2.2, 4.3.4.2.3, 4.3.4.2.4 and 4.3.4.2.6.

Figure 4.3.4.2.3
Built form design controls – Setback and building depths

Figure 4.3.4.2.4
Indicative Master Plan

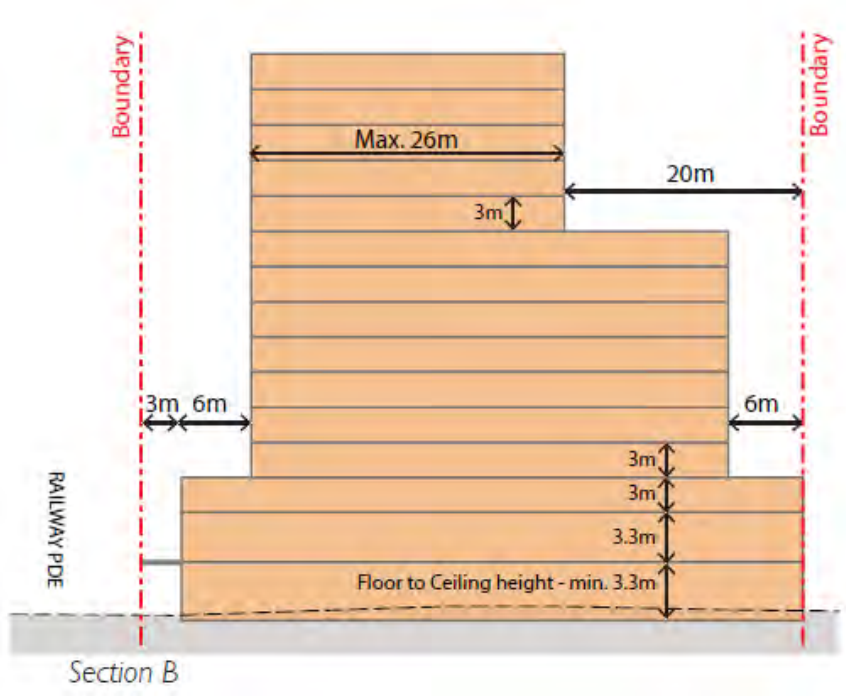


Figure 4.3.4.2.5
North-South Section of Site Building Envelope

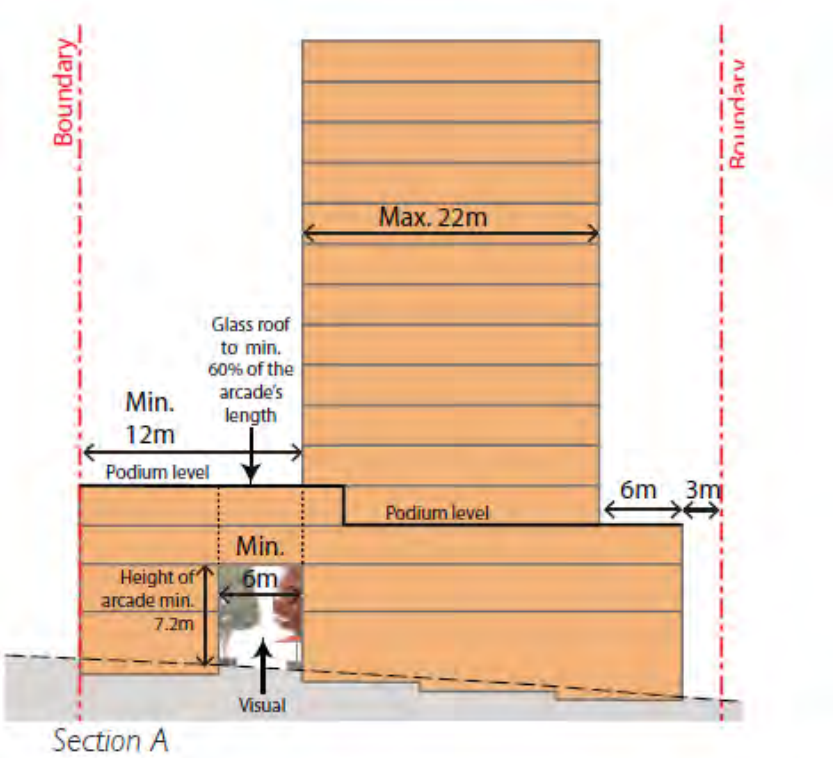


Figure 4.3.4.2.6
East-West Section of Site Building Envelope

Traffic and Transport

Objectives

O.1 Buildings should be designed with car parking at the basement level;

O.2 Pedestrian and vehicle conflict should be minimised with limited vehicle crossings in the public domain; and

O.3 Buildings should be designed using high-quality materials for sections of vehicle access ways visible from the public domain.

Design controls

C.1 All vehicle access is to be from Ashley Lane;

C.2 Vehicle and service access widths are to be minimised and incorporated into the building form;

C.3 High quality design and materials are to be used for the security shutters into the car park and loading areas;

C.4 Any on grade or above ground car parking and service areas are to be sleeved with other uses such as commercial and residential and is not to be visible to the public domain;

C.5 Where possible car parking and garbage is to be located in basements;

C.6 Services and service access points are to be minimised on the street frontages;

C.7 A detailed traffic model and assessment must be provided with a Development Application;

C.8 Bicycle parking must be provided in accordance with Part 3.6.2 of this DCP; and

C.9 Car parking is to be provided in accordance with the maximum rates in Table 4.3.4.2.7.

Table 4.3.4.2.1
Maximum Parking Rates

Use	Parking Rate
Retail	1 space per 30m^2 GFA
Medical Suites	1 space per 300m^2 GFA
Tavern	1 space per 100m^2 GFA
Hotel	1 space for every 5 hotel units plus 1 space for every 3 employees
Residential	1 space per dwelling plus 1 space for every 5 dwellings for visitors

4.3.5 Ermington Naval Stores Precinct - Waterfront and Silverwater Road

Desired Future Character

The Ermington Naval Stores Precinct applies to the waterfront lots known as Lots 301 to 305, and the lot adjacent to Silverwater Road known as Lot 306.

The precinct is located on the northern side of the Parramatta River and lies at a junction between a low density residential neighbourhood to the north, industrial uses to the west, Silverwater Correctional Complex to the south across the River, the generous George Kendall Riverside Park to the east, and the recreational facilities of Sydney Olympic Park to the south-east.

The Commonwealth purchased the site in 1943 and used it for the purposes of storage by the US Army during World War II. At the end of the war and from 1947 the site continued to be used for storage purposes by the Royal Australian Navy until it was no longer required by the Commonwealth in 1990.

The precinct provides the opportunity for urban renewal with new residential and mixed use buildings to be developed addressing the foreshore, internal streets and Silverwater Road which will revitalise this section of the Parramatta River foreshore. Future redevelopment will ensure that the site responds to its riverside location through substantial improvements to the foreshore and public domain and well-designed buildings.

The activation of the lots adjacent to the foreshore open space corridor within this precinct will introduce an integrated relationship which will improve functionality and enjoyment of the foreshore area by residents.

The location of buildings within the lots will frame views between the lots to the foreshore. Basement levels between buildings on Lots 301 to 302 and Lots 303 to 304 will be designed to ensure that visual connections between the buildings to the foreshore are maintained. The orientation and layout of future development will activate pedestrian edges to the foreshore, and street frontages, as well as maximising opportunities for passive surveillance.

Building height will be stepped down from north to south with all buildings adjacent to the foreshore having a 4 storey scale, with a fifth floor setback from the foreshore, to ensure that the built form is responsive to the amenity of the foreshore and its existing and potential future context. Building articulation and modulation will ensure that buildings suitably address both the street frontages and the Parramatta River.

Buildings on Lot 306, other than adjacent to the foreshore, are to respond to both the Silverwater Road context to the west and the lower scale context to the east, with 8 storeys presenting to Silverwater Road to provide a suitable buffer from visual and acoustic impacts of Silverwater Road, and a 5 storey height facing to the lower scale housing to the east.

The design of buildings will ensure that solar access is achieved within the development to enable a suitable level of amenity to be achieved for future occupants. The design will incorporate opportunities for natural ventilation to contribute to the environmental efficiency of the development.

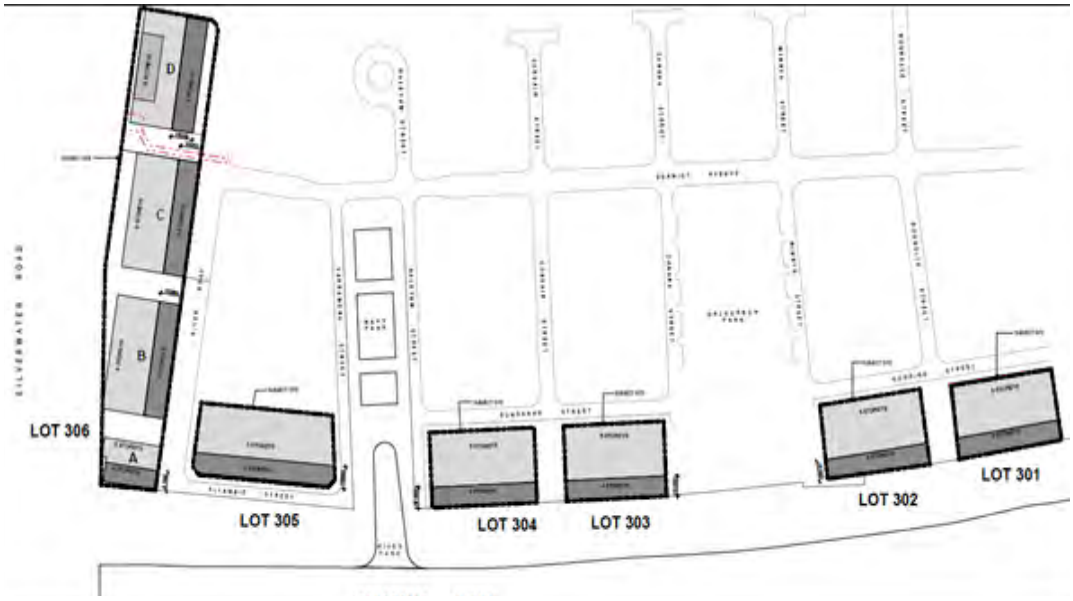


Figure 4.3.5.1
Site Plan

Objectives

In addition to general objectives listed in Section 4.3 of this DCP, specific objectives for this precinct are identified below.

O.1 To ensure that new development:

a. provides a well-designed interface that relates strongly to the river foreshore.

b. provides appropriate noise amelioration for residential uses to protect against existing noise generating industrial uses to the west and the adjacent Silverwater Road.

c. provides well-articulated/modulated buildings and an attractive composition of building elements that results in high quality design outcomes.

d. provides buildings with appropriate levels of amenity while also responding appropriately to important view corridors.

e. is capable of providing the necessary quantum of vistor parking for Lots 301 to 306 within the collective basement levels of the development, rather than on street, as a result of allowing basement levels between Lots 301 to 302 and Lots 303 to 304.

f. promotes a scale and density of planting that softens the visual impact of buildings.

Design Principles

P.1 Development must comply with the principles set out in Parts 2, 3, 4 and 5 of this DCP.

Design Controls

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2, 3, 4 and 5 of this DCP. Where there is any inconsistency between Parts 2, 3, 4 and 5 of the DCP, the controls within this Part will prevail where they apply to the Ermington Naval Stores Precinct.

Building Heights

C.1 Future built form must provide high quality design solution and comply with the building height controls shown in Figures 4.3.5.1 to 4.3.5.5.

C.2 Height of new buildings is to ensure positive and cohesive relationships with other buildings both on the site and off the site and are to respond to the desired scale and character of the local area.

Building Setbacks

C.3 The setback of the fifth storey from the southern boundary must be 10 metres for Lots 301 to 305 and 9.5 metres for Lot 306 as shown in Figures 4.3.5.1 to 4.3.5.5.

C.4 The set back of the storeys above the fifth storey for Lot 306 must be 10 metres from the eastern face of the buildings adjacent to River Road as shown in Figure 4.3.5.5.

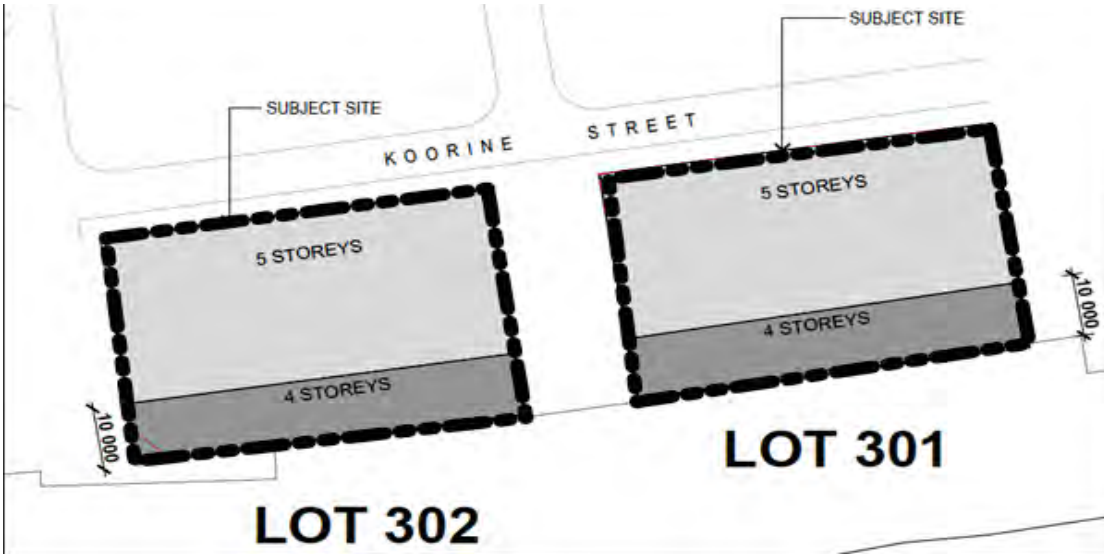


Figure 4.3.5.2
Setback of building height for Lots 301-302

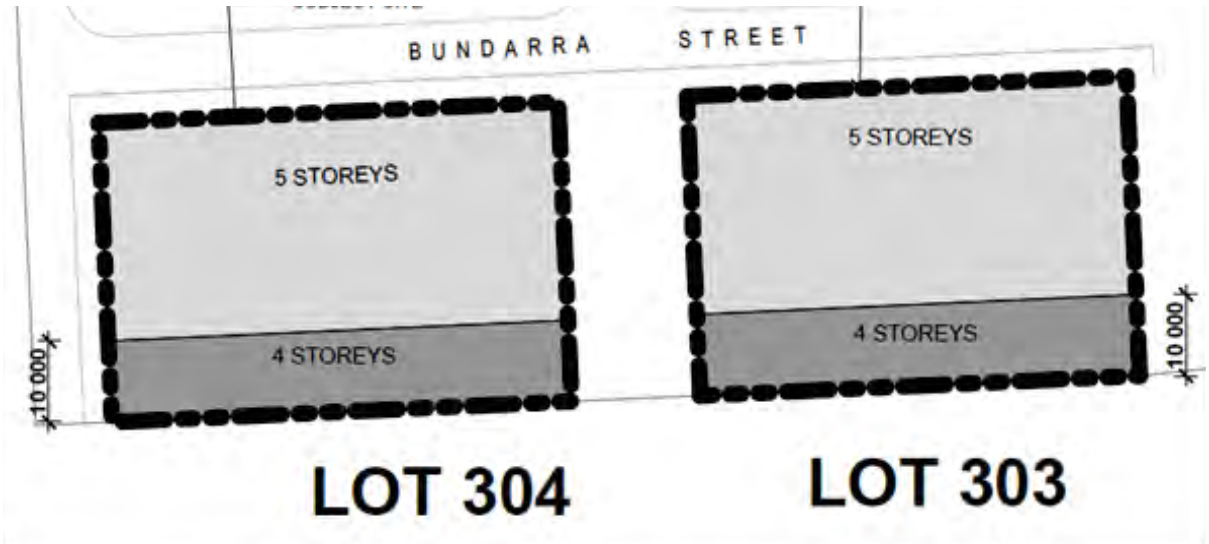


Figure 4.3.5.3
Setback of building height for Lots 303-304

Figure 4.3.5.4
Setback of building height for Lots 305-306

Figure 4.3.5.5
Setback of building height for Lot 306

Landscaped Area and Deep Soil

C.5 The objectives and design principles relating to the landscaped area and deep soil provisions of Part 3 of the Parramatta Development Control Plan 2011 apply to the Ermington Naval Stores Precinct - Waterfront and Silverwater Road. The following design controls however apply to this Precinct:

a. Communal open space area (which comprises hard and soft landscaping) must be provided equivalent to 25% of the total site area.

b. A minimum 25% of the communal open space area is to be deep soil zone (deep soil is defined as soil having a minimum depth of 600mm).

c. A minimum soil depth of 600mm-1000mm is to be provided to a minimum of 50% of the pockets parks between Lots 301 to 302 and also 303 to 304.

Car Parking

C.6 Council may support basement car parking under the pocket parks between Lots 301 to 302 and Lots 303 to 304 subject to Council's satisfaction of the following matters: ongoing operation; traffic and access; legal and property arrangements; flood mitigation; and landscaping and deep soil provision.

C.7 The minimum visitor car parking requirements of Part 3 of the Parramatta Development Control Plan 2011 do not apply to the Ermington Naval Stores Precinct - Waterfront and Silverwater Road.

C.8 Notwithstanding (7) above, where basement levels extend under the pockets parks between Lots 301 to 302 and 303 to 304, visitor parking should be provided for all lots within the Ermington Naval Stores Precinct - Waterfront and Silverwater Road at a minimum rate of 0.25 visitor spaces per dwelling.

4.3.6 Parramatta North Urban Transformation Precinct

Desired Future Character

The Parramatta North Urban Transformation (PNUT) will be realised as a mixed use renewal precinct located adjacent to the Parramatta CBD within a unique heritage, landscaped and river setting.

The precinct has a long history of Aboriginal, early colonial and later government institutional uses. This legacy will be preserved and interpreted through the conservation and adaptation of heritage buildings (and other structures), the retention and interpretation of significant archaeology, the retention and enhancement of the key landscape characteristics of the site, including significant trees and implementation of interpretive opportunities.

The precinct will facilitate the long term preservation and interpretation of the Historic Core, which contains the key built and landscape elements of the sites that previously included the Parramatta Female Factory, Lunatic Asylum, Roman Catholic Orphanage, Parramatta Industrial School for Girls, Norma Parker Centre and Kamballa. The Historic Core will contain non-residential uses that will facilitate public access and interpretation of its significant heritage.

The precinct will accommodate a network of connected public open spaces, including the central oval, local parks to the north and south, and along the Parramatta River foreshore. The open space will incorporate heritage buildings and structures, mature landscapes, and preserve significant ecological values along the riparian corridor. Extensive landscaping will provide a high quality and high amenity setting for the precinct.

The vitality of the precinct will be supported by the Parramatta Light Rail, which will provide connections to the employment, educational, recreation and health precincts within the Greater Parramatta area. New road, pedestrian and cycling networks will support regional and local transport connections.

New buildings will occur in a variety of forms, and will generally scale down in height from east to west across the precinct. New development will respond to significant views, vistas, cultural landscapes, plantings and historical (non-Aboriginal) archaeology and will be suitably integrated with the retained heritage buildings and their settings.

New development will be suitably set back, both at ground level and or tower form so that they do not visually dominate the street, allow a pedestrian scale to be maintained at street level, be sympathetic to existing built form and respond to adjacent heritage buildings.

The eastern edge of the precinct will contain the core of the precinct, a vibrant neighbourhood centre around the Factory Street extension. The centre will offer opportunities for a range of retail, commercial and residential uses that will serve the new and existing local communities. Development within the centre will deliver a high quality public domain, pedestrian through site links, street trees and wide footpaths. The centre will have active ground floor uses that provide high levels of pedestrian amenity and reinforce the role of these streets as a vibrant and attractive retail/commercial centre.

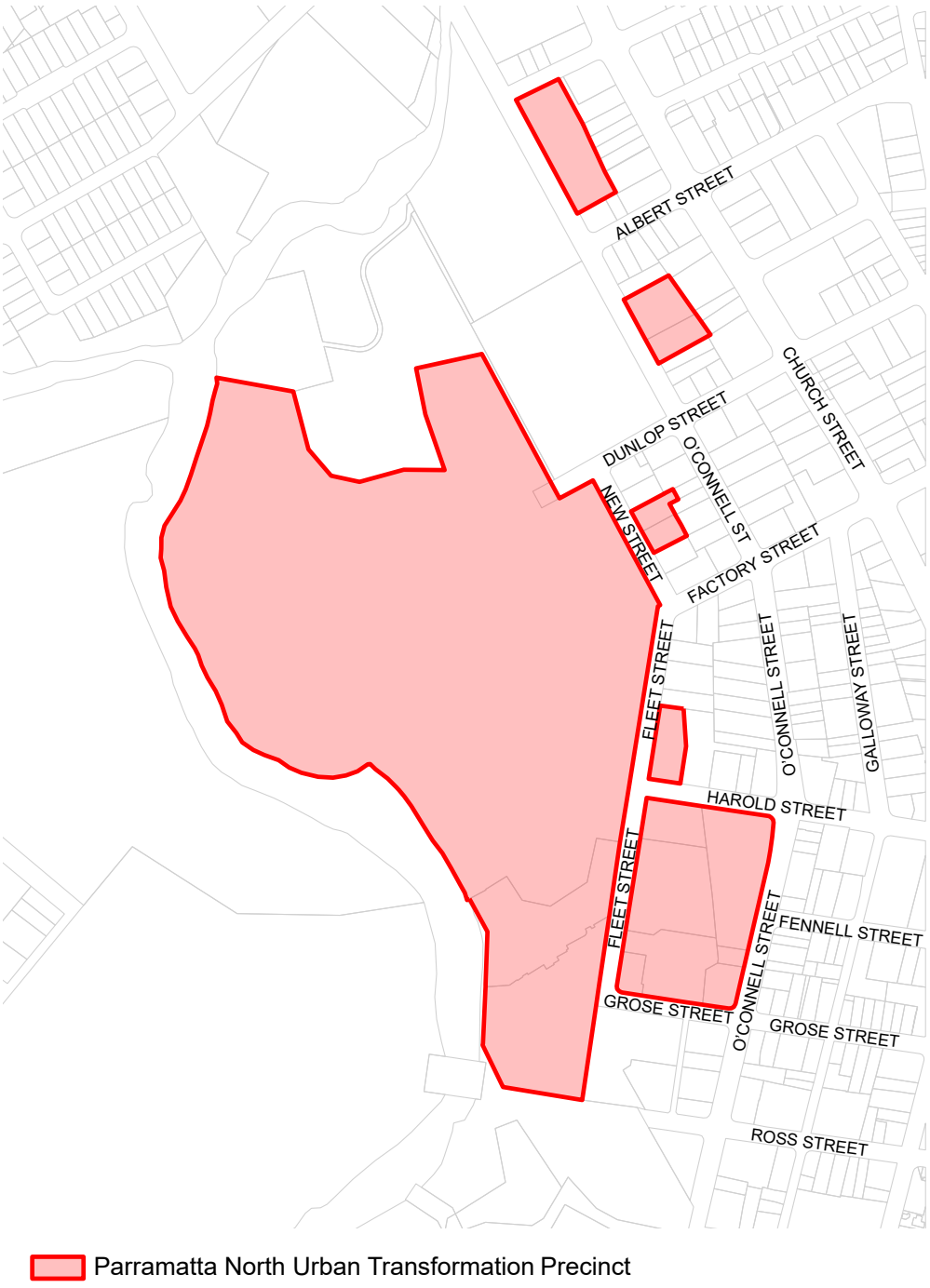


Figure 4.3.6.1
Land to which this DCP applies - Parramatta North Urban Transformation Precinct

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2 and 3 of this DCP. Where there is any inconsistency the PNUT Special Precinct Provisions of this Part will prevail.

Objectives

O.1 To provide for the conservation and interpretation of the rich heritage values of the Parramatta North Historic Sites.

O.2 To recognise the unique quality and character of the site as the context and a reference for the architectural character of new buildings, structures and public spaces.

O.3 To provide a high quality landscaped residential and commercial precinct in a well-connected location close to the Parramatta CBD.

O.4 To ensure the design of new buildings and public spaces is of a high quality and integrates with the unique heritage, landscape and cultural qualities of the site.

O.5 To ensure that development respects the greater Parramatta Park area and World Heritage listed Old Government House and Domain precinct.

O.6 To facilitate visual and physical access to the Parramatta River and opportunities for future connections across the river.

O.7 Provide new development, mainly in the form of residential apartments, that respects the existing heritage buildings and landscapes.

O.8 To facilitate improved active transport links to the surrounding area.

O.9 To facilitate high quality public transport connectivity with Westmead and Parramatta CBD.

O.10 To ensure all development comply with the principles, policies and guidelines contained in the *Parramatta North Historic Sites Conservation Management Plan* (PNHS CMP).

Principles

P.1 Conserve and activate buildings of cultural significance through appropriate new uses.

P.2 Interpret the diverse aspects of Aboriginal and European history and occupation of the site and river foreshore.

P.3 Locate new development to facilitate the retention of significant archaeology and include interpretation of significant past uses such as the Female Factory, the Mill Races, Marsden's Mill and Mrs. Betts' House and any other elements of state significant archaeology as confirmed through archaeological test excavation.

P.4 Retain and enhance the key landscape characteristics of the site, consistent with the *PNUT Canopy Replenishment Strategy*.

P.5 Scale, siting and location of development to respect key heritage views and vistas.

P.6 That new development respects existing heritage buildings and structures through adherence to relevant development design controls contained in this Section of the DCP.

Design Quality

Excellence in design is a requirement for development in the PNUT to ensure new development respects the heritage qualities and contributes positively to the neighbourhood, streetscape and public domain within and surrounding the PNUT.

Design Objectives

O.1 Development will deliver high quality built forms that contributes positively to the streetscape and public domain and respects the heritage significance of the site.

O.2 New buildings will demonstrate design excellence and consideration of their location and context.

O.3 New buildings will integrate positively with the surrounding streetscape, public domain and existing buildings, in particular the Parramatta North Historic Sites (PNHS).

O.4 The architectural design and detailing of new development must respect the existing context to provide integration with the surrounding urban fabric.

O.5 Architectural diversity and interest in the PNUT is encouraged. To achieve this objective, buildings in adjacent development lots are not to be the same or overly similar in design.

Design Principles

P.1 New buildings and adapted heritage buildings within the PNUT are to provide for high quality urban design and architectural outcomes. Development applications for new buildings within the PNUT are to comply with the relevant Design Excellence provisions of the City of Parramatta planning controls and processes.

P.2 In accordance with *Parramatta Local Environmental Plan 2011*, development consent for some developments may not be granted unless an architectural design competition is carried out (refer to Clause 6.12 Design Excellence, *Parramatta Local Environmental Plan 2011*). As part of the competition process for developments within PNUT, at least one member of the Design Jury must have relevant heritage architectural expertise.

P.3 Development will be considered by the Design Excellence Advisory Panel (DEAP) for review as part of the design development and approval process. The DEAP is to be consulted in the Pre-Development Application phase, in the Development Application assessment phase and again during construction to ensure comments and guidance have been appropriately incorporated or addressed in the finished development. In considering development applications for PNUT, at least one member of the DEAP must have relevant heritage architectural expertise.

Design Control

C.1 Significant development proposed for Individual Development Lots is to be accompanied by the submission of a 3D electronic model in accordance with Council's standard requirements for assessment and communication purposes.

Subdivision

The Indicative Layout Plan (ILP) (Figure 4.3.6.2) has been prepared to inform the masterplanning, structure and development lot subdivision of the site. The ILP has been prepared in response to the heritage significance and history of the site and existing circulation networks.

Objectives

O.1 To ensure subdivision of the site is sympathetic to the existing street and public domain layout and is sensitive to the location of heritage buildings, their curtilages and landscape settings.

O.2 To provide a subdivision with a legible and logical public domain (of streets and open spaces) and future development site layout that responds to and respects the built and landscape heritage of the site.

O.3 To provide a range of development lots of suitable sizes and dimensions to support high quality residential and mixed use development.

O.4 To facilitate the timely delivery of the street network, open space areas and supporting infrastructure.

O.5 To enable the protection and management of existing heritage buildings and proposed new buildings within development lots.

O.6 To not prejudice affect the future development of sites adjacent to the PNUT.

O.7 To provide opportunities for connections with surrounding land.

Principles

P.1 To ensure that development lots facilitate the conservation and interpretation of the Parramatta North Historic Sites as places of exceptional heritage significance.

P.2 Subdivision of the site is consistent with the intent of the Indicative Layout Plan shown in Figure 4.3.6.2 and the objectives and principles contained in this development control plan.

P.3 Provide development lots that facilitate a new local retail centre at Factory Street and Fleet Street.

P.4 Provide development lots that allow for new development to be sensitively located adjacent to existing heritage buildings and landscapes.

P.5 Allow for the provision of efficient and effective public transport options for the site.

Controls

C.1 Subdivision is to create contiguous lots known as the 'Historic Core' of the site, shown as areas F6, F7 and F8 on Figure 4.3.6.2. The 'Historic Core' is to contain the key built and landscape elements of the sites that previously included the Parramatta Female Factory, Lunatic Asylum, Roman Catholic Orphanage, Parramatta Industrial School for Girls, Norma Parker Centre and Kamballa or as identified in the PNHS CMP.

C.2 The subdivision of the 'Historic Core' area is subject to an assessment of the historic and existing site boundaries, and any impacts on heritage significance and future ownership or management regimes.

C.3 Subdivision is to create a legible public domain of streets, and public open spaces that respects and responds to the heritage attributes of the PNUT.

C.4 Development applications for subdivision are to be in accordance with the Street Types and Connections at Figure 4.3.6.4.

C.5 Proposals for further subdivision of the developments lots shown in the Indicative Layout Plan at Figure 4.3.6.2 must be subject to an assessment of heritage impact including analysis of any changed management regimes for buildings, landscaping or archaeological relics that may be impacted or as identified in the PNHS CMP.

C.6 Any proposals for subdivision adjoining or in proximity to the Parramatta Light Rail Corridor must be referred to Transport for NSW to ensure the subdivision facilitates the construction and operation of the Parramatta Light Rail.

C.7 The significance and character of any heritage item must not be adversely affected through subdivision.

C.8 Any subdivision involving heritage items or contributory buildings should not compromise the setting or curtilage of buildings/items on or adjoining the site.

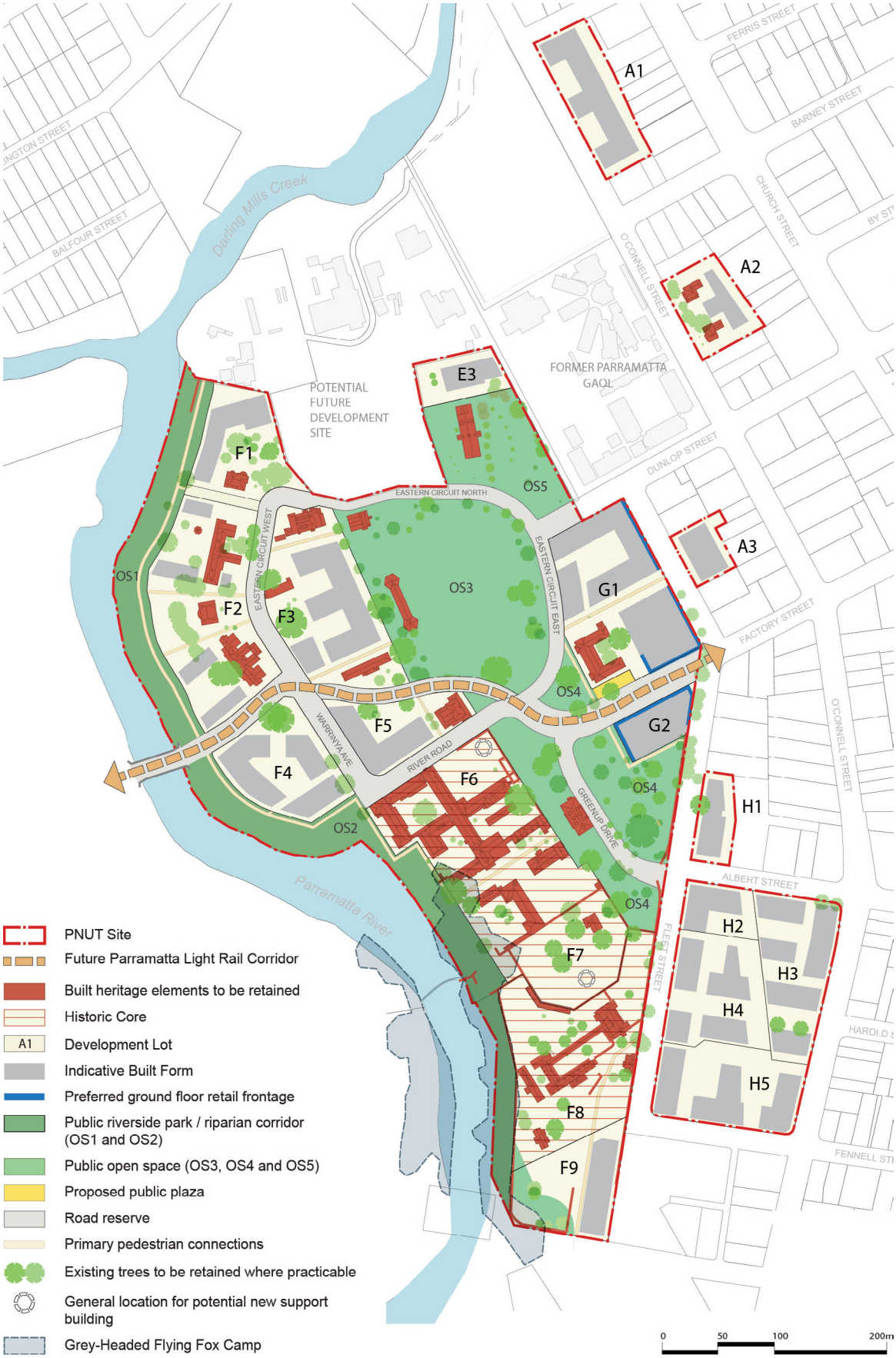


Figure 4.3.6.2
Parramatta North Urban Transformation Precinct Indicative Layout Plan

Public Domain and Open Space

Objectives

O.1 Creation of an open space network within the site that provides for high quality amenity.

O.2 Creation of an open space network that retains, conserves and interprets the heritage of the site, including historic elements within the public domain and open space.

O.3 Creation of an open space network that accommodates a range of active and passive recreational uses.

O.4 To provide open space linkages to the Parramatta River foreshore, with consideration of the sensitive ecological values of the area.

O.5 Ensure that new buildings are designed, located and orientated to help activate and define open spaces.

O.6 Maximise public access to the open space network, and provide an integrated pedestrian and cycle network.

O.7 Develop sustainable stormwater and ecological management systems.

O.8 Enhance and expand connections of existing vegetation communities to the river foreshore.

O.9 Enhance the existing mature landscape qualities of the site.

Design Principles

P.1 Provide a linear open space on the bank of the Parramatta River that contributes to local amenity and regional connectivity.

P.2 Provide an open space network that links to wider regional open spaces.

P.3 Provide a hierarchy of open spaces that offer active and passive recreation.

P.4 Make public open space areas accessible to the community.

P.5 Ensure that the new uses for retained heritage buildings situated in the public domain enhance their relationship with the public domain.

P.6 Provide appropriate and activated interfaces between new and existing buildings, public open spaces, and the planned light rail route. These interfaces are to reflect sound urban design principles, and activate the spaces appropriately to provide safety.

P.7 New services infrastructure must be located underground to avoid visual impacts on significant cultural landscapes, in particular the curtilage and wider setting of significant buildings and structures, open space areas, cultural plantings and views.

P.8 Boundaries must be clearly articulated between public and private open space areas around and within development lots in a manner that respects and enhances the landscape qualities of the Parramatta North Historic Sites (PNHS).

Design Controls

C.1 Development applications for subdivision are to be in accordance with the Open Space Plan at Figure 4.3.6.3 Open Space Provision.

C.2 New and retained buildings adjacent to the public plaza on the extension to Factory Street are to allow pedestrian access and actively address the plaza.

C.3 New and retained buildings adjacent to the planned light rail route are to positively address this space with building and development elements that allow pedestrian access and movement. Future development is to include consideration of opportunities to facilitate pedestrian and cyclist usage of this linear space as an east-west shared path.

C.4 Development is to comply with the principles and guidelines contained in the PNUT Public Domain Plan.

C.5 The significant elements, including archaeological resource and fabric, within the public domain and open space will be conserved in accordance with the *Parramatta North Historic Sites Consolidated Conservation Management Plan*. Interpretation of the history and heritage significance of the PNHS will be undertaken in accordance with the PNHS Heritage Interpretation Strategy and will adopt 'best practice' methods to deliver key themes and messages.

C.6 Any significant works along the riparian corridor shall be accompanied by a Vegetation Management Plan prepared by a qualified ecologist.

Figure 4.3.6.3
Open Space Provision

Site Access, Circulation and Connectivity

Design Objectives

O.1 To encourage walking and cycling within and through the site by providing safe and legible pedestrian, cycle and shared paths.

O.2 To provide for safe, clear and legible pedestrian, cycle and vehicular movements within the site and connecting to surrounding areas.

O.3 To provide for opportunities for future integration with adjoining land and connections to regional open space and cycle networks.

O.4 To provide regional pedestrian and cycleway connections on the site to facilitate east-west and north-south movements.

O.5 To accommodate potential public transport access through the PNUT.

O.6 To provide new connections through development lots to respond to heritage buildings and landscapes, improve through block connections and better links to regional connections.

Design Principles

P.1 Create new site vehicular and pedestrian access points at Factory Street and Dunlop Street.

P.2 Enhance east-west and north-south connectivity and permeability which prioritise pedestrians and cyclists.

P.3 Establish a clear site circulation loop based on the existing street pattern centred on the existing oval.

P.4 Incorporate a cycleway system within and through the site that connects with the broader Parramatta cycle network.

P.5 Provide a network that can be expanded into surrounding lands.

P.6 Pedestrian and cycle paths will be provided to best practice design, but may require the provision of narrower paths where constrained by topography, heritage or ecological considerations.

P.7 Opportunities for future provision of pathways along the riparian corridor between Lots F4 and F9 should be explored in the future subject to ecological and heritage considerations.

P.8 Opportunities for future provision of a north-south extension of the Parramatta River cycleway adjacent to Lots F7 and F8, and future river crossings to Parramatta Park (to the west) should be explored subject to recognised heritage and ecological constraints.

Design Controls

C.1 Development applications are for pedestrian and cycle connections are consistent with Figures 4.3.6.4 to 4.3.6.14.

C.2 Future paths are to facilitate a network of shared (pedestrian and cyclists) use paths whilst minimising the extent of new paved surfaces.

C.3 Paving treatments are to be consistent with the *PNUT Public Domain Plan*.

Figure 4.3.6.4
Street Network

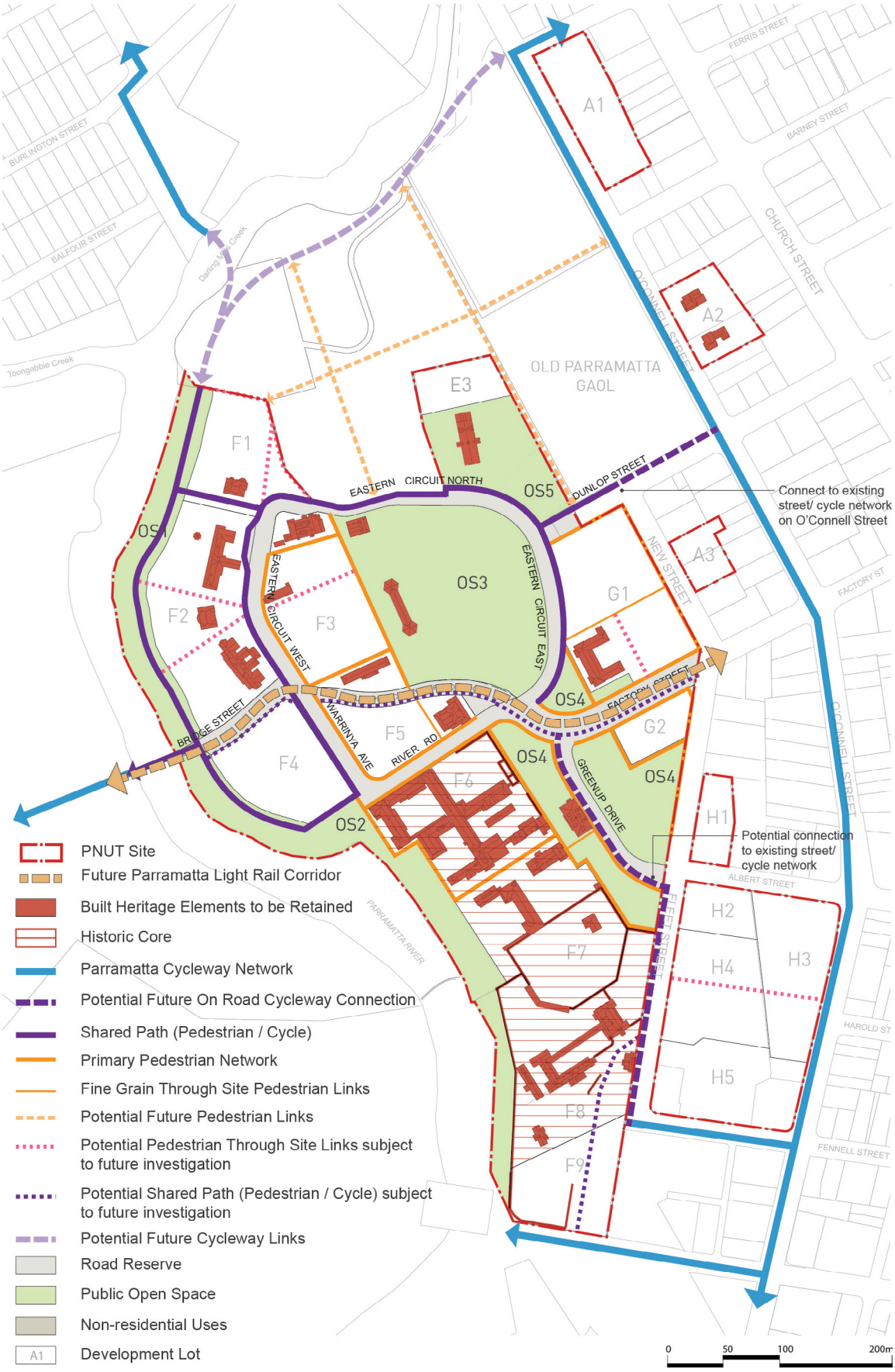


Figure 4.3.6.5
Indicative Pedestrian and Cycle Network

Street Network

Design Objectives

O.1 To provide a street network that responds to the heritage constraints of the site as well as the existing street network and development pattern.

O.2 To restrict car parking in order to minimise traffic congestion and visual impacts and encourage transport use by means other than private vehicles.

O.3 To maximise the legibility of the street layout by establishing a clear hierarchy of streets, and protecting heritage places and structures.

O.4 To provide significant street tree planting to achieve shady streets for pedestrians.

O.5 To provide a street network which responds to the Parramatta Light Rail Network.

Design Principles

P.1 Detailed design and implementation of new streets are to have regard to the site's heritage values and constraints.

P.2 Significant road alignments are to have regard to the *Parramatta North Historic Sites Consolidated Conservation Management Plan*.

P.3 Retention, repair and reuse of significant sandstone kerbing is to be consistent with the requirements of the *Parramatta North Historic Sites Consolidated Conservation Management Plan* and the PNUT Public Domain Plan.

Design Controls

C.1 Development applications for street network are to be in accordance with the Street Types at Figure 4.3.6.4. Any proposed variations must demonstrate that:

- **The proposed changes meet the Objectives for this section.**
- **Appropriate connections are provided within the site and opportunities for connections are provided to surrounding areas.**

C.2 New and upgraded streets are to be consistent with the indicative street sections at Figures 4.3.6.6 to 4.3.6.14 and the Public Domain Plan.

C.3 New and upgraded streets are as per Austroads Pavement Design Guide, subject to an assessment of any site specific design requirements or constraints.

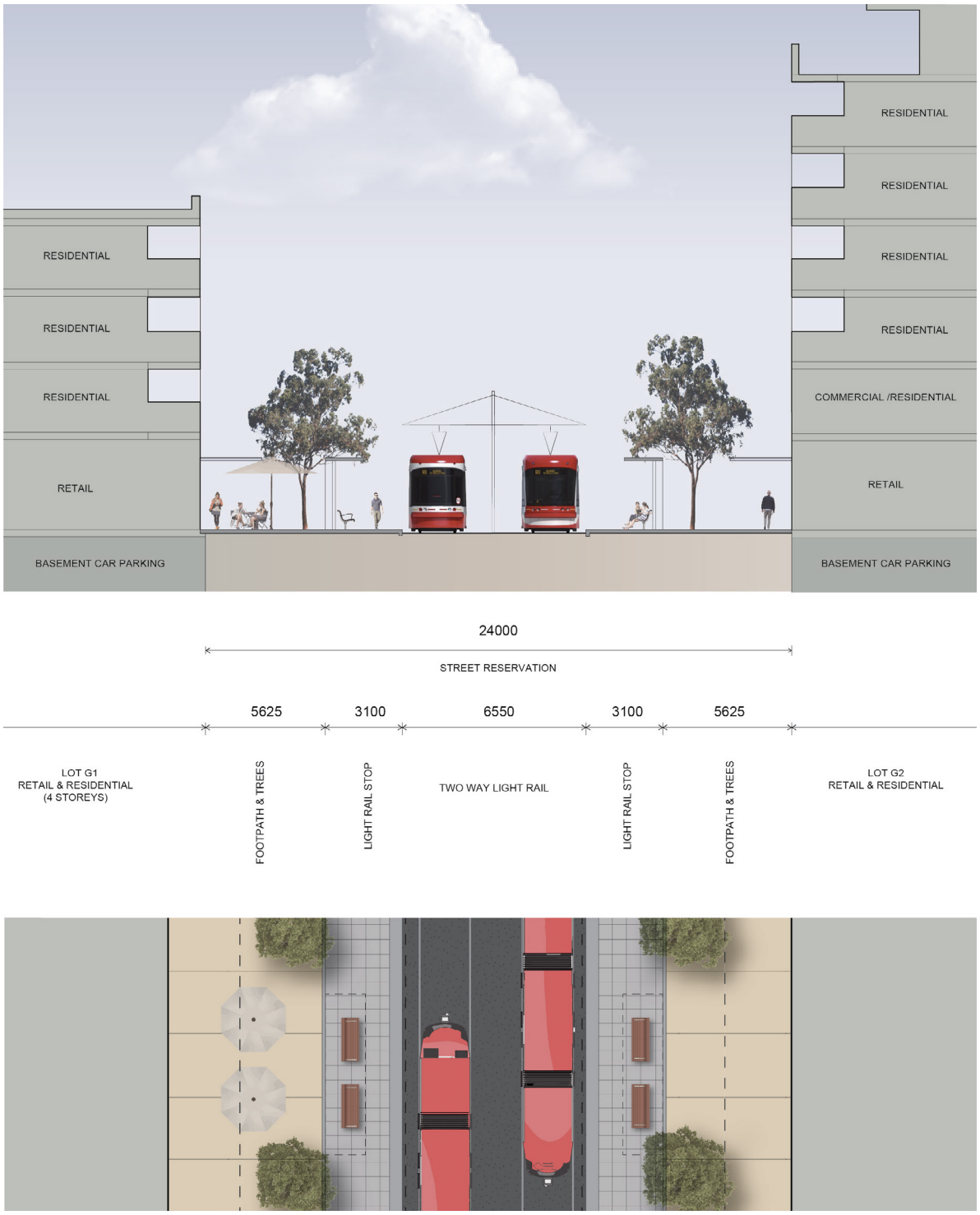


Figure 4.3.6.6
Typical street section 1 – Factory Street

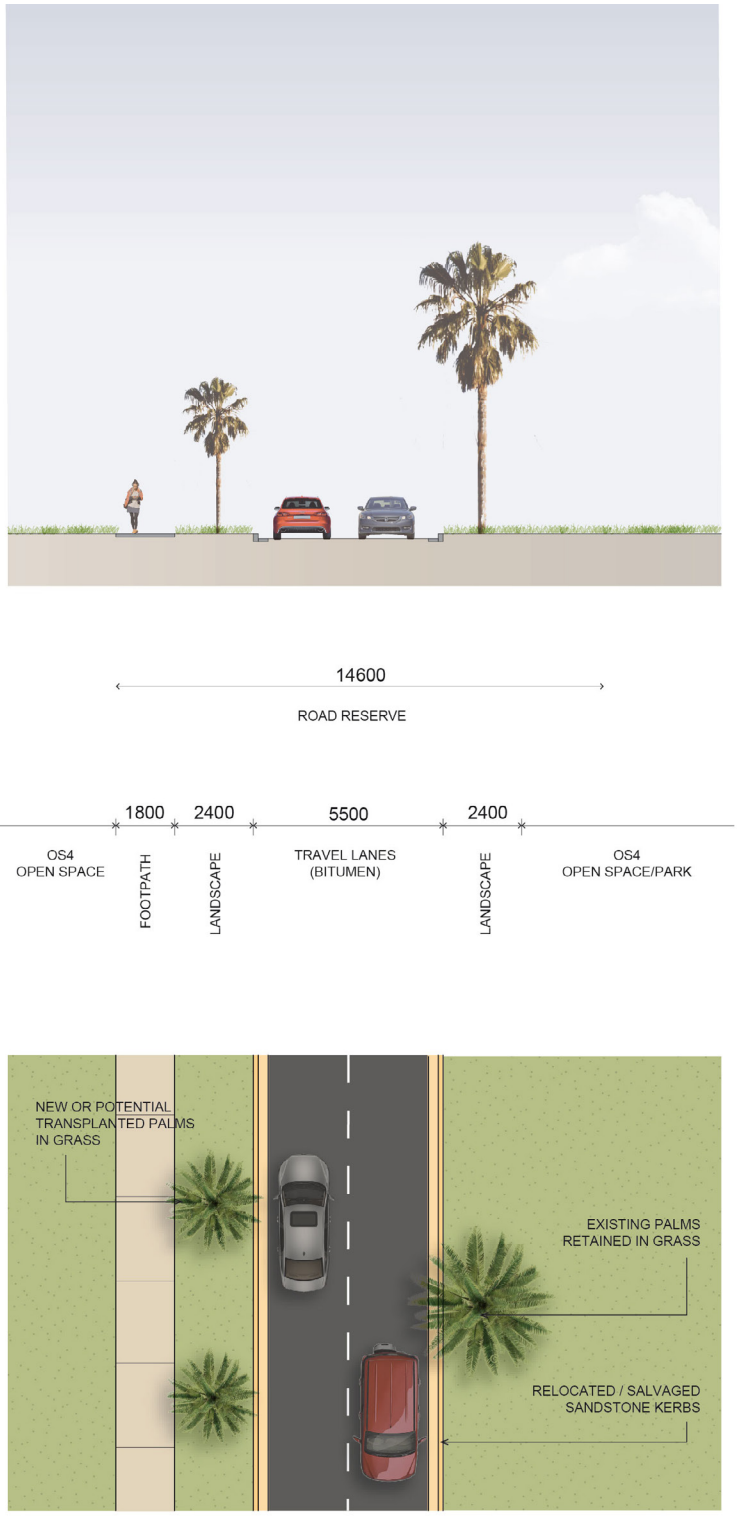


Figure 4.3.6.7
Typical street section 2 – Greenup Drive

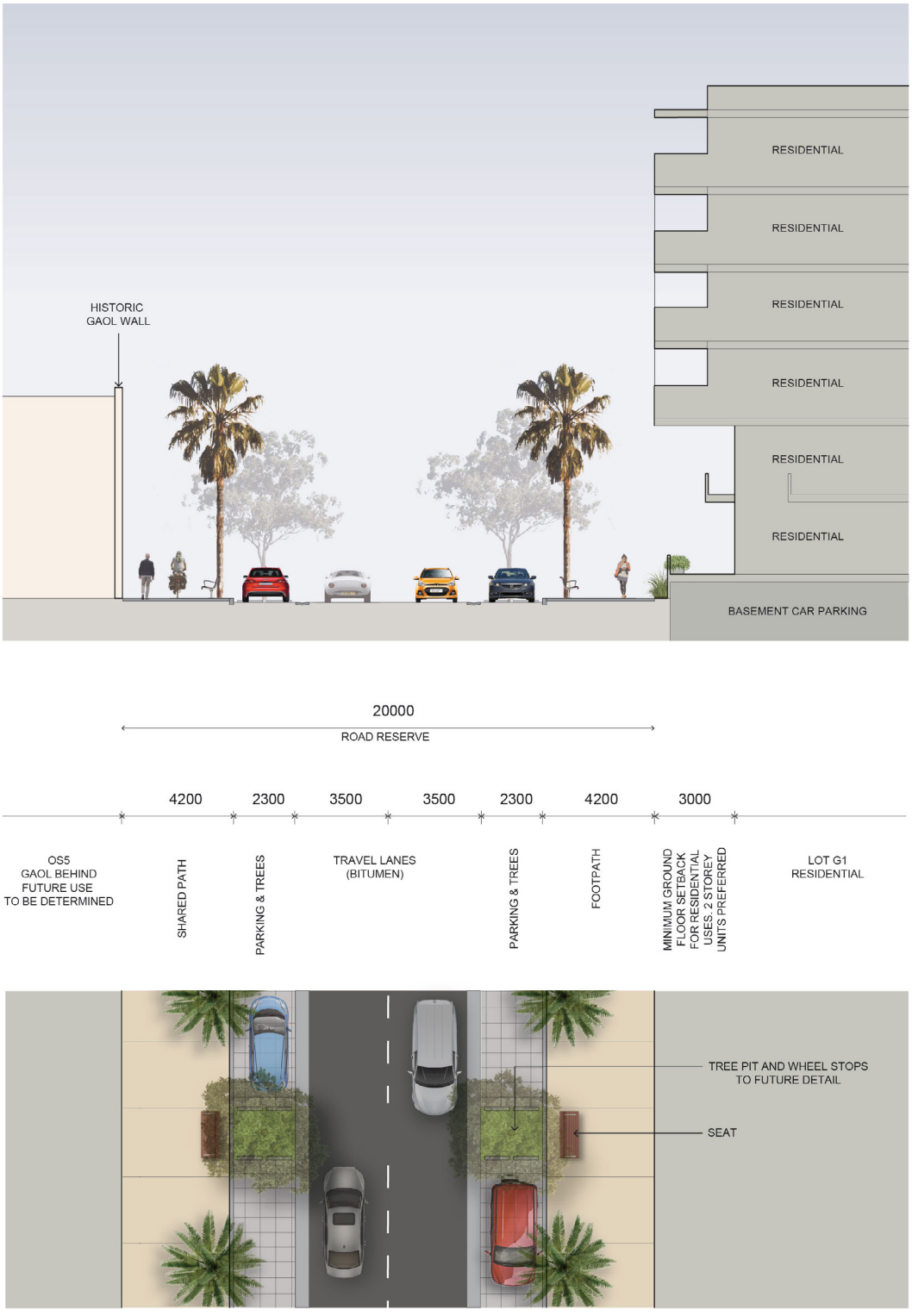


Figure 4.3.6.8
Typical street section 3 – Dunlop Street

Figure 4.3.6.9
Typical street section 4 – River Road

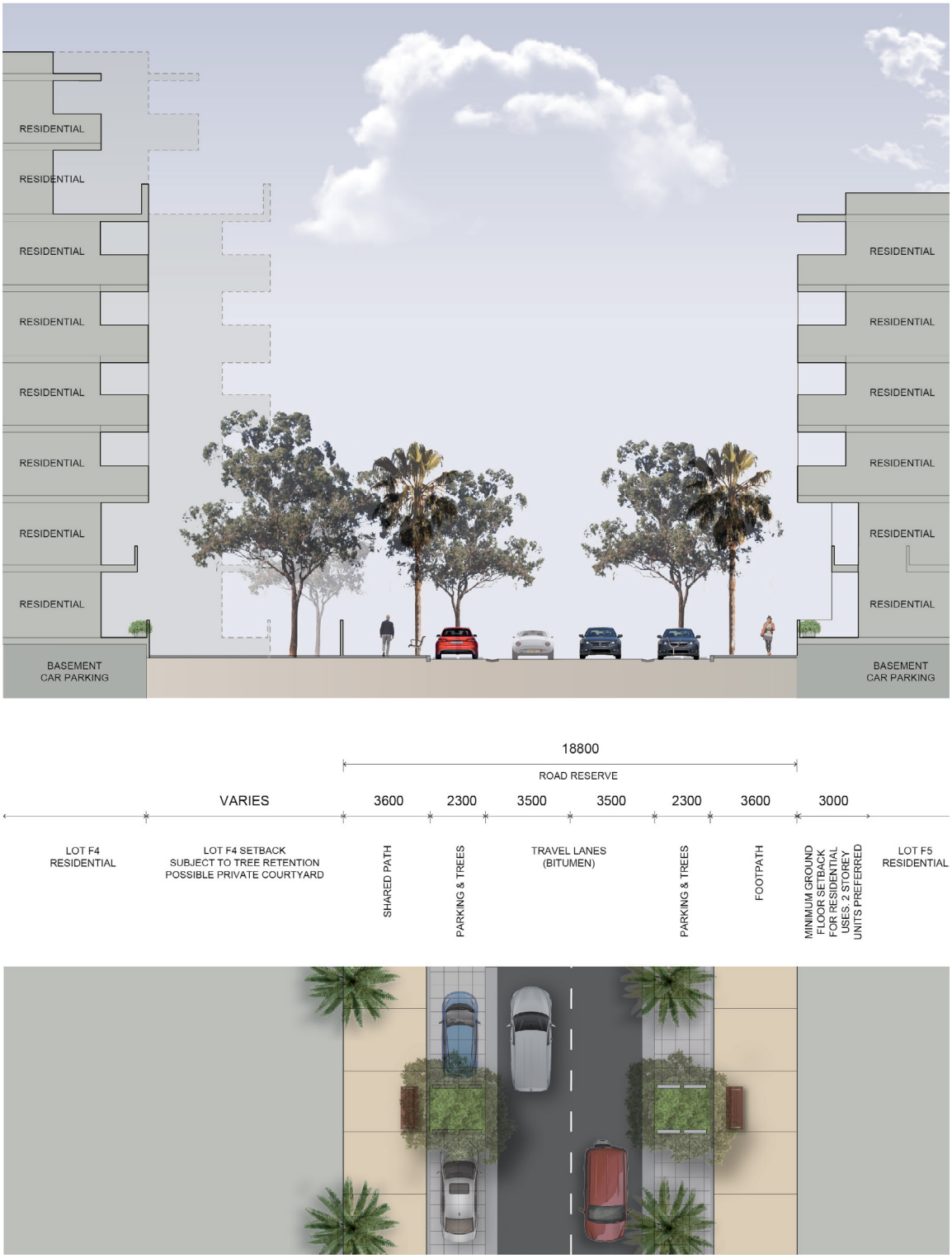


Figure 4.3.6.10
Typical street section 5 – Warrinya Avenue

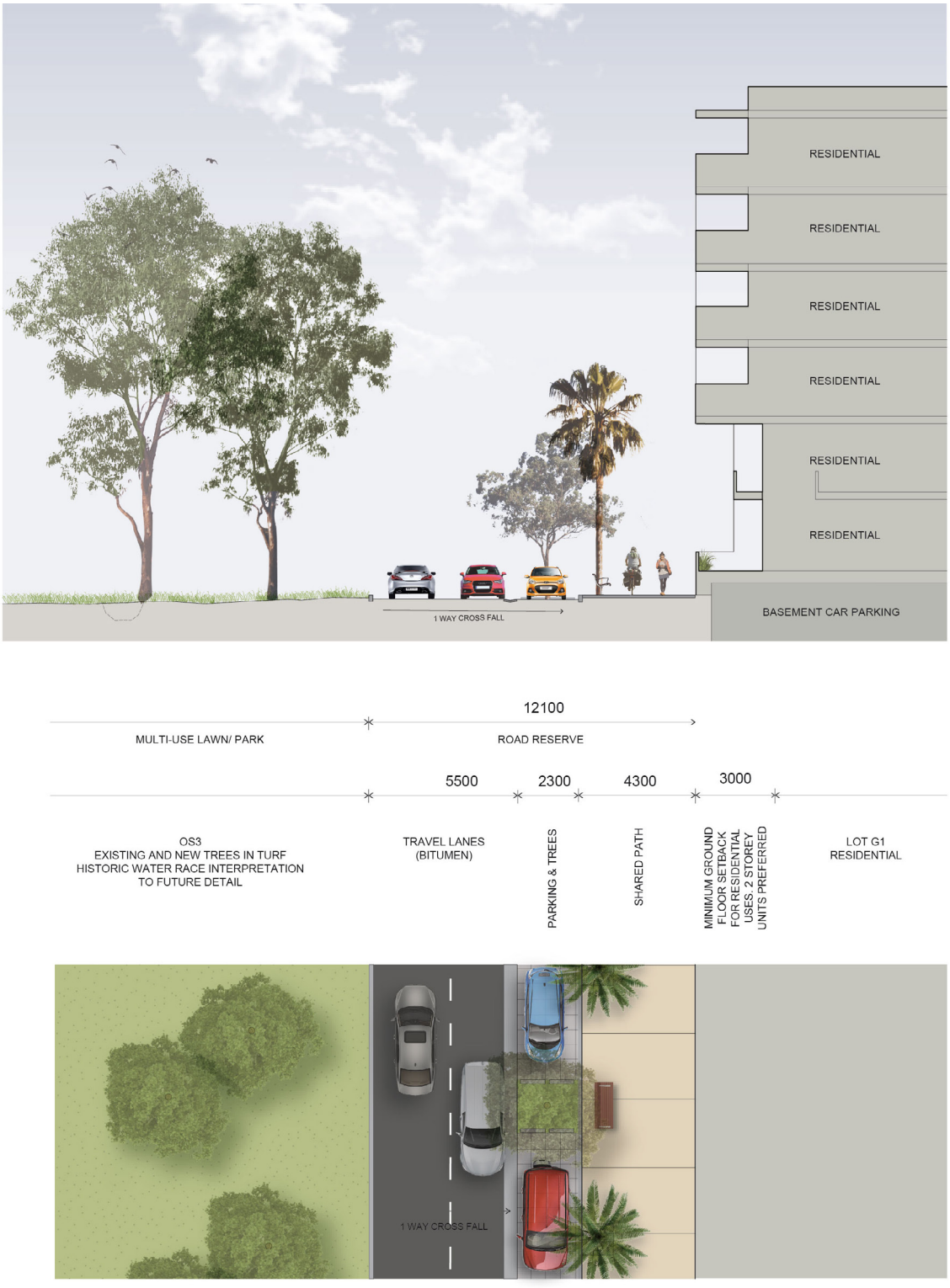


Figure 4.3.6.11
Typical street section 6 – East Circuit (east)

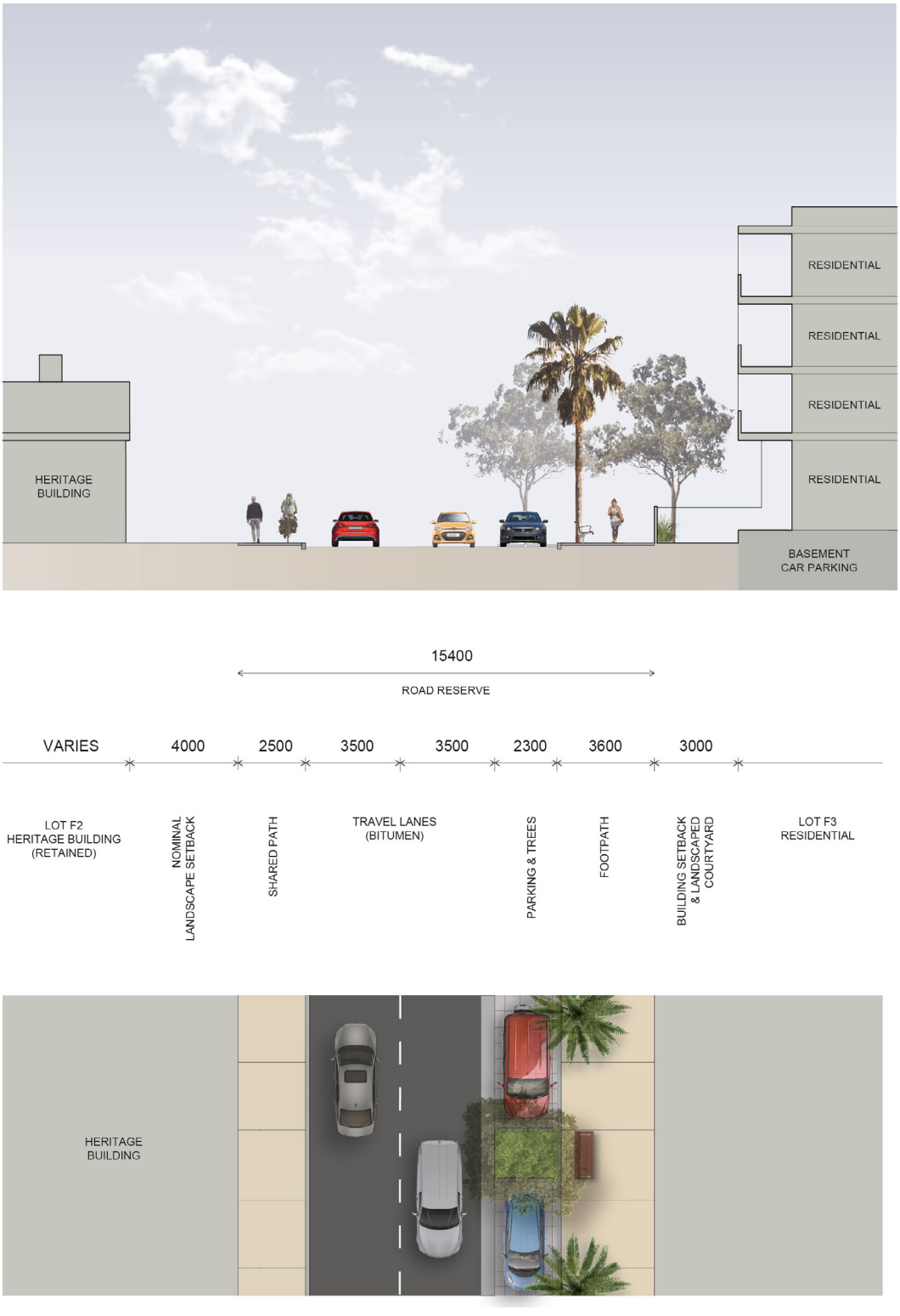


Figure 4.3.6.12
Typical street section 7 – East Circuit (west)

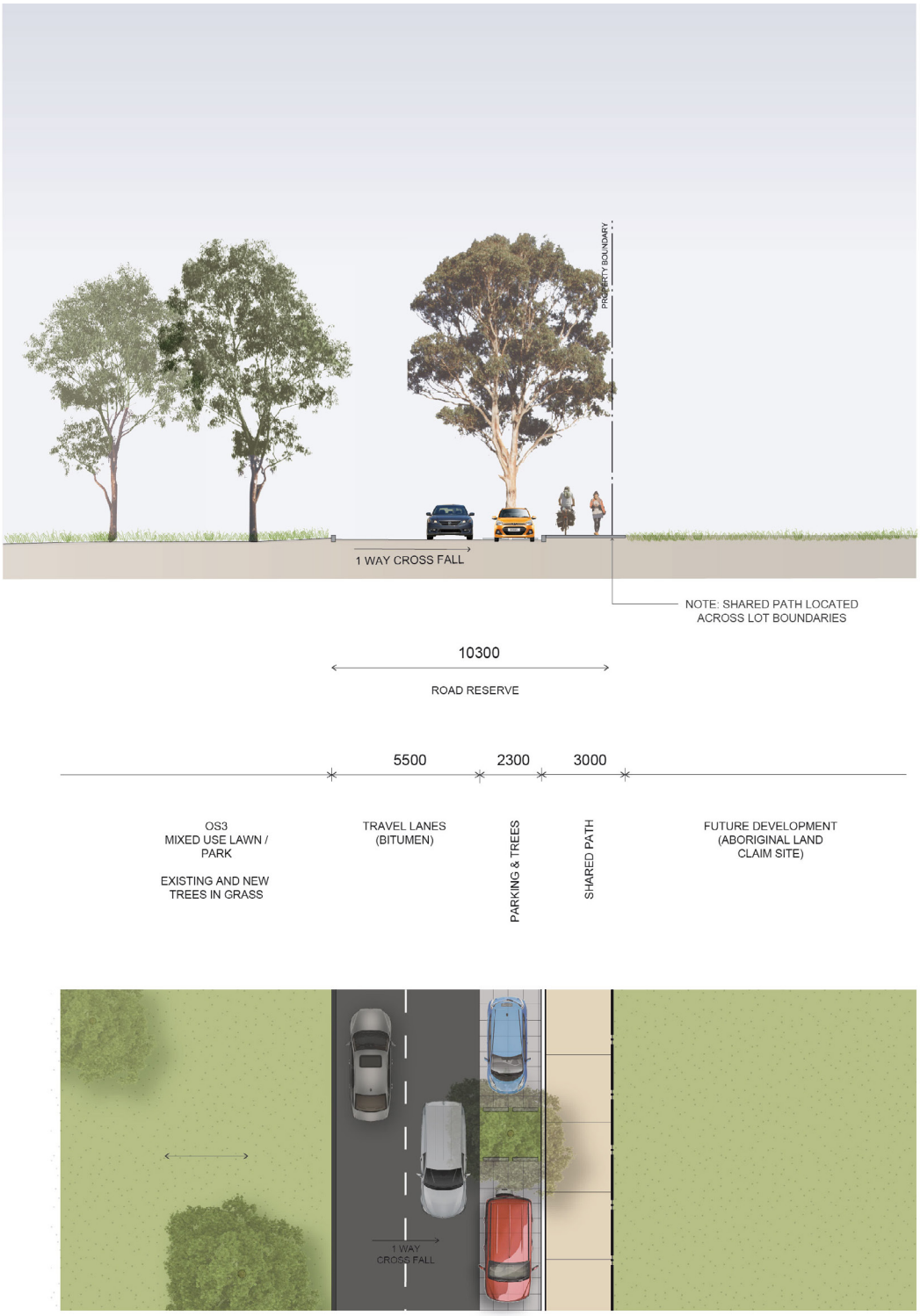


Figure 4.3.6.13
Typical street section 8 – East Circuit (north)

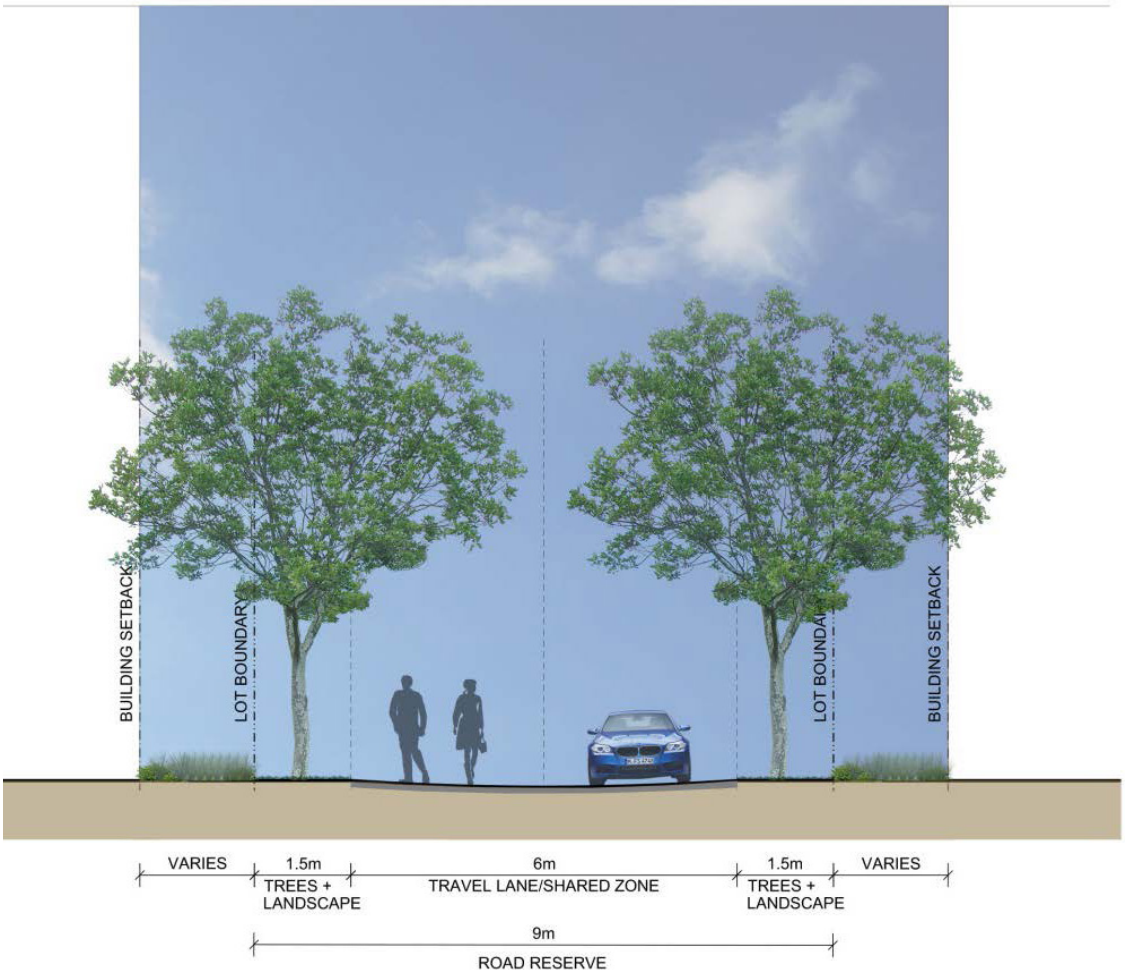


Figure 4.3.6.14
Typical shared street section 9

Allocation of Gross Floor Area

The maximum floor space ratio controls for the site are provided in the *Parramatta Local Environmental Plan 2011*. Identifying a maximum gross floor area, rather than a maximum floor space ratio, to some of the development lots may be considered where early subdivision and delivery of roads and open space (to be dedicated to Council) reduces the overall site area of the majority of development lots. In that instance, a gross floor area will be calculated by multiplying the gross site area of a development lot (that is, the lot inclusive of roads and open space to be dedicated to Council) by the maximum floor space ratio in the *Parramatta Local Environmental Plan 2011*.

Objectives

O.1 To regulate the density of development identifying a maximum gross floor area for twelve development lots (E3; F1; F2; F3; F4; F5; F6, F7 and F8; F9; G1; and G2) consistent with the maximum floor space ratio in the *Parramatta Local Environmental Plan 2011*.

O.2 To allow for the early delivery of public open space and street network.

Principle

P.1 The gross floor area permitted for any development lots is a maximum which may not be achievable when all planning and assessment considerations are taken into account such as heritage curtilage, retention of significant trees, significant archaeology, street and upper level setbacks and Apartment Design Guide considerations.

Controls

C.1 That maximum gross floor area for any development lot is not to exceed the gross floor area resulting from the floor space ratio controls in the *Parramatta Local Environmental Plan 2011* or as otherwise nominated in a Notice of Development Consent granted by a relevant consent authority.

C.2 The maximum gross floor area for each lot shall include all buildings accommodated on a development lot, including retained heritage buildings and structures.

C.3 The maximum gross floor area for each development lot shall only be allocated within that development lot. Should a maximum gross floor area not be able to be achieved for a development lot, that amount of floor area cannot be transferred to any other development lot.

C.4 Development applications must submit supporting plans that demonstrate the gross floor area outcome on the development lot is consistent with Parramatta Local Envionmental Plan 2011 or as otherwise nominated in a Notice of Development Consent granted by a relevant consent authority.

Biodiversity

The PNUT contains species that are listed as vulnerable under the *NSW Threatened Species Conservation Act 1995* (TSC Act) and the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). These may include:

- Grey Headed Flying Foxes (GHFF)
- Eastern Freetail Bat
- Eastern Bent Wing Bat
- River-Flat Eucalypt Forest (remnant and regrowth)
- Habitat for other threatened species that may occur on the site.

Objectives

O.1 To have consideration for and maintain the biodiversity of the PNUT.

O.2 To minimise habitat disturbance and avoid disturbance of the GHFF camp.

O.3 To enhance the ecological values of the riparian corridor and the River-Flat Eucalypt Forest.

O.4 To avoid adverse impacts upon threatened and vulnerable species and significant ecological communities.

Principles

P.1 To retain, conserve and enhance the ecological values of the riparian corridor (in areas not identified as having significant cultural plantings or lawn areas) by:

- Revegetating with local provenance species consistent with the River-Flat Eucalypt Forest Ecological Community; and
- Implementing best practice bush regeneration techniques to regenerate native vegetation species and control weeds.

P.2 Retain the GHFF camp by:

- Minimising habitat disturbance;
- Minimising disturbance of the flying-foxes, particularly during fly-in (dawn) and fly-out (dusk), during heat stress events and during the sensitive period in the life cycle (approximately September to January);
- Restricting public access to the core camp area using physical barriers such as the existing heritage wall, and signage;
- Minimising the risk of future conflict by designing suitable reuse of nearby buildings compatible with their close proximity to the flying-fox camp; and
- Educating the community about the risks and benefits of flying-foxes

Controls

C.1 Development of the PNUT must submit appropriate assessment documentation to demonstrate consideration of the ecological values of the PNHS site.

C.2 Development shall demonstrate it has regard to the *PNUT Riparian Corridor Strategy* (ELA 2016) and *PNUT Canopy Replenishment Strategy*.

4.3.6.1 Heritage

The Parramatta North Urban Transformation (PNUT) incorporates a substantial part of the Parramatta North Historic Sites (PNHS)—namely the Cumberland Hospital (East Campus) site and Norma Parker Centre/Kamballa site. These sites are listed on the *Parramatta Local Environmental Plan 2011* and the State Heritage Register (as identified on Figure 4.3.6.15) because of their exceptional heritage significance to the people of Parramatta and New South Wales.

The Female Factory/Lunatic Asylum Precinct of the Cumberland Hospital (East Campus) site and all of the Norma Parker Centre/Kamballa site are also included in the nomination of the 'Former Female Factory Precinct, Parramatta' to be included in the National Heritage List administered under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999. The PNUT is located adjacent to the World Heritage Listed Old Government House and Domain precinct. Therefore, any development proposals for the PNUT will require statutory consent from the City of Parramatta Council and the NSW Government. Referral may also be required to the Commonwealth Government.

The *Parramatta North Historic Sites Consolidated Conservation Management Plan* (the PNHS CMP) has been prepared to assist current and future owners, managers and other site users with the ongoing management of the heritage values of the PNHS. The PNHS CMP has been endorsed by the Heritage Council of NSW and all development for the PNUT will be required to comply with its principles, polices and guidelines.

The PNHS CMP comprises three (3) parts that should be read in conjunction with each other:

- Part A – Overview Report provides an overview history and significance of the PNHS and establishes the over-arching principles, policies and guidelines that apply across all three sites. It also provides analysis of Aboriginal archaeology and cultural heritage values, historical (non-Aboriginal) archaeology and the broader cultural landscape of the PNHS.
- Part B – Significance Assessments comprises three separate reports providing historical analysis and assessment of the heritage significance for the Cumberland Hospital (East Campus) site, Parramatta Gaol site and Norma Parker Centre/Kamballa site.
- Part C – Lot Specific Guidelines includes a detailed heritage assessment of the components within each management lot and/or precinct and provides specific conservation and development guidelines for those components.

The Part C guidelines for each Development Lot will be required to be prepared and endorsed by the Heritage Council of NSW prior to lodgement of the relevant development application.

Development within each Development Lot is to be consistent with the principles, policies and guidelines contained within the *Parramatta North Historic Sites Consolidated Conservation Management Plan* (PNHS CMP). It is noted that the PNHS CMP does not apply to Lots A3 and H1-H5.

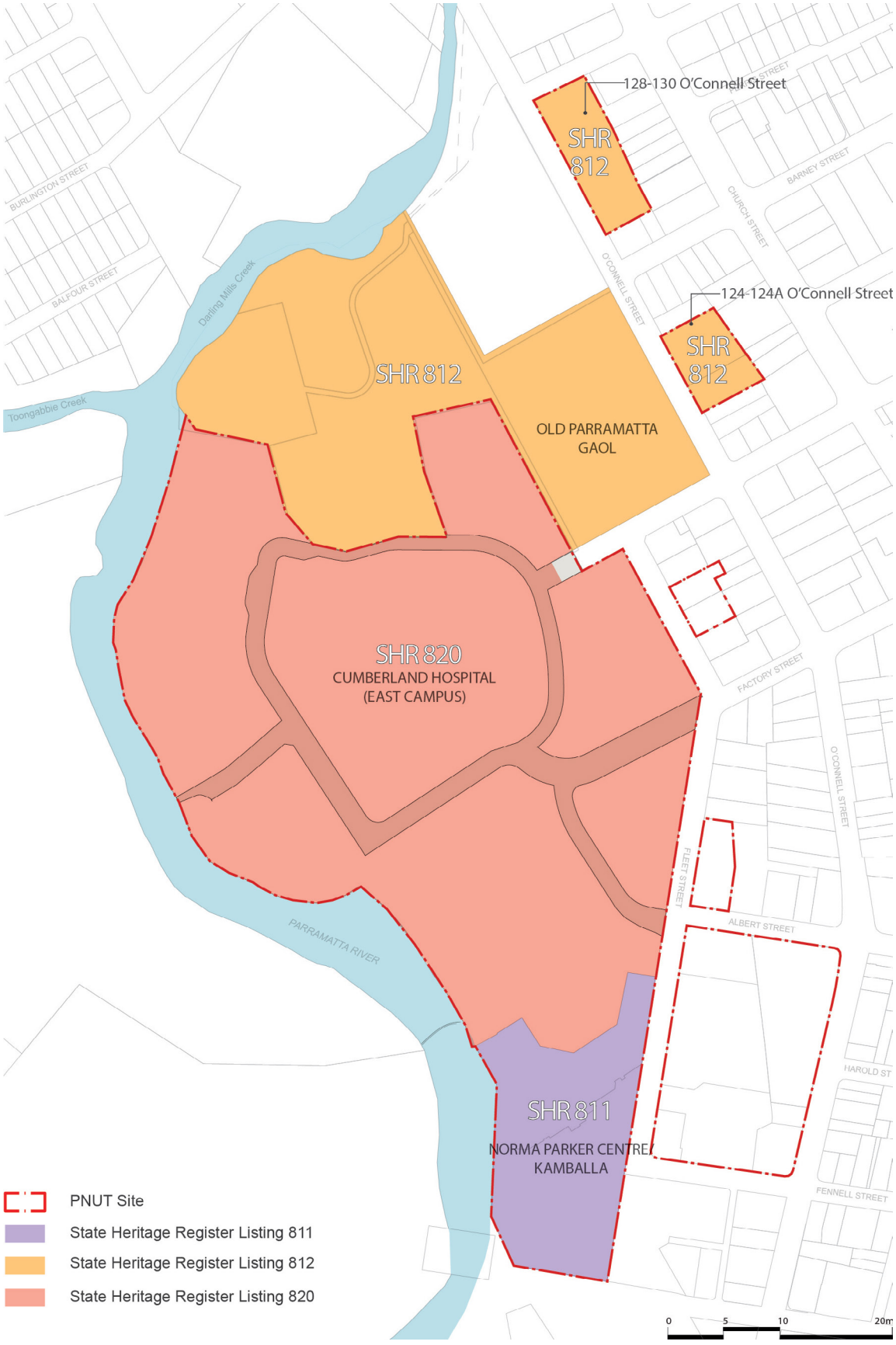


Figure 4.3.6.15
State Heritage Register Listing Boundaries

Aboriginal Archaeology and Cultural Heritage

The PNUT is of high significance to the Aboriginal community and has the potential to contain significant evidence of Aboriginal occupation. The PNUT area is a place of potential significance relating to the long association of Aboriginal people with the Parramatta region, and is of contemporary significance due to the incarceration of Aboriginal people at the Roman Catholic Orphan School, Girls Industrial School, Norma Parker Centre/Kamballa and the adjacent Parramatta Gaol.

Objectives

O.1 To ensure adequate protection and best-practice management of Aboriginal archaeology and cultural heritage within the PNUT.

Controls

C.1 Development within the PNUT is to be undertaken consistent with the requirements of the *Parramatta North Historic Sites Consolidated Conservation Management Plan* (PNHS CMP). An Aboriginal Heritage Assessment and Aboriginal Heritage Impact Permit (AHIP) may be required.

C.2 Future development applications are to incorporate interpretation of Aboriginal history, significance and occupation of the PNUT consistent with the requirements of the *PNHS Heritage Interpretation Strategy.*

C.3 State significant archaeology shall be confirmed through archaeological test excavation and be managed in accordance with the PNHS CMP.

Cultural Landscapes

The PNUT contains significant cultural landscapes that include significant building layouts, spaces, built landscape elements and plantings.

Objectives

O.1 To protect and appropriately manage the significant European cultural landscapes within the PNUT including layouts, spaces and hard landscaping elements.

O.2 To retain and conserve significant trees, and minimise the number of trees removed to facilitate new development. Removal of trees is subject to due consideration of development alternatives and mitigation strategies consistent with the PNHS CMP and the *PNUT Canopy Replenishment Strategy*.

O.3 To retain and conserve the character of the significant cultural landscapes consistent with the PNHS CMP.

O.4 To protect significant views to and from the PNUT and significant views within the site consistent with the PNHS CMP.

O.5 To protect views identified as important for the adjacent Old Government House and Domain precinct as defined in the Development in Parramatta City and the Impact on Old Government House and Domain's World and National Heritage Listed Values, Planisphere 2012 Report – views 4, 10, 11 and 16.

Controls

C.1 New developments are to identify and respond to an appropriate setting (curtilage) of existing heritage buildings as identified in Section 4.3.6.2 of the DCP, and as documented in PNHS CMP.

C.2 New developments that contain significant trees are to submit an arboricultural impact assessment and tree protection plan that identifies the current condition, potential impacts, mitigation strategies and short and long term management requirements for the trees. The assessment is to be prepared in accordance with current best-practice and any vegetation management requirements of Part 5.4 – Preservation of Trees or Vegetation of the DCP.

C.3 Significant tree plantings identified for retention are to be managed consistent with best-practice maintenance requirements and the staged replacement of the trees and the *PNUT Canopy Replenishment Strategy*.

C.4 Future development is to minimise impacts on and conserve the sandstone walls and kerbs on both sides of Fleet Street. Any removed elements are to be salvaged and securely stored for potential reuse in maintenance and repair of the walls.

C.5 Any new development must allow interpretation of the heritage significance of the site, consistent with the requirements of the PNHS Heritage Interpretation Strategy.

C.6 Existing sandstone kerbs impacted by public domain or future lot development must be salvaged for re-use on site.

C.7 Sandstone kerbing must be used (or re-used) to repair or reconstruct:

- **the sandstone kerbs along Greenup Drive and River Road;**
- **the sandstone kerbs within the roadways of the Hospital for the Insane Precinct (F1 and F2);**
- **in the vicinity of the Recreation Hall/Chapel (E3); and**
- **retained sections along Eastern Circuit.**

C.8 Sandstone kerbing must be considered for use/re-use:

- **to assist with the re-instatement of Dunlop Street and/or Factory Street; and**
- **repair or re-construct existing sandstone kerbs on Fleet Street.**

C.9 Where the salvaged sandstone is unsuitable for re-use as sandstone kerbing, opportunities to incorporate the stone into the public domain landscape (such as seating, path/garden edging) and/or site interpretation must be explored.

C.10 Existing or salvaged sandstone kerbing shall be used within the Historic Core (Lots F6, F7 and F8) where appropriate.

Built Heritage

The PNHS incorporates a number of built heritage elements of cultural heritage significance. The PNHS CMP provides the assessed levels of heritage significance of buildings and structures as either exceptional, high, moderate or little significance or that are intrusive (refer Figure 4.3.6.17). The PNHS CMP also provides guidance for the conservation of these buildings and structures.

Objectives

O.1 To protect the heritage significance of the PNHS within the PNUT.

O.2 To conserve the significant buildings and structures within the PNUT that demonstrate the significant heritage values of the PNHS and adapt them for appropriate new uses.

O.3 To ensure that new development responds to the retained heritage buildings and structures within and in the immediate vicinity of the PNHS consistent with the *Parramatta North Historic Sites Consolidated Conservation Management Plan* (PNHS CMP).

Principles

P.1 The assessment of the conservation of buildings and structures is to be consistent with their assessed levels of heritage significance (refer Figure 4.3.6.16) and guidelines as described in Policy 20 of Part A of the PNHS CMP and Inventory Sheets contained in Part B of the PNHS CMP.

P.2 Sensitive adaptive re-use of heritage buildings is encouraged. New uses must be compatible with the heritage significance of the place and be undertaken in accordance with the PNHS CMP and best-practice guidelines including New Uses for Heritage Places: guidelines for the adaption of historic buildings and sites, prepared by the Heritage Council of NSW and RAIA (now Australian Institute of Architects) in 2008.

P.3 New buildings must be consistent with best-practice guidelines including Design in Context: Guidelines for infill development in the historic environment, prepared by the NSW Heritage Office (now Heritage Division, Office of Environment and Heritage) and RAIA (now Australian Institute of Architects) in 2005.

Controls

C.1 Proposed works to heritage buildings and structures within the PNUT and new development in the vicinity of heritage buildings is to be consistent with the requirements of the PNHS CMP.

C.2 A Heritage Impact Statement is to be prepared by a suitably qualified heritage expert as part of any development application within the PNUT.

The Heritage Impact Statement is to be prepared consistent with the current best-practice and is to address:

- **The heritage significance of the building or structure and its contribution to the heritage significance of the PNHS area.**
- **The options that were considered when arriving at a preferred development and the reasons for choosing the preferred option.**
- **The impact of the proposed development on the heritage significance of the building or structure, other buildings within the vicinity and the significance of the broader PNHS.**
- **The compatibility of the development with the policies and guidelines contained within the PNHS CMP.**
- **Landscape heritage assessment which includes impact of development on the immediate and whole of historic landscape character, including important views.**

C.3 As required by the PNHS CMP, where the development application proposes the full or substantial demolition of a building, approval is required under Section 57(2) or Section 60 of the *Heritage Act 1977* and under the provisions of the *Parramatta Local Environmental Plan 2011*.

C.4 Where the development application proposes the full or substantial demolition of a building, a Heritage Impact Statement must address Policy 20 and 49 of the PNHS Conservation Management Plan – Part A Overview Report and demonstrate that:

- **there is no prudent or feasible alternative;**
- **demolition would result in no or minimal impacts, including cumulative impacts, on the heritage significance of the place or the wider PNHS; and**
- **demolition would be of overall benefit to the heritage significance of the place and the wider PNHS.**

The development application is to include a report from a suitably qualified structural engineer if the demolition is proposed on the basis of poor structural condition.

Building and structures approved for demolition should be archivally recorded prior to any works.

A survey of all the building and structures proposed for demolition should be undertaken to identify any building materials that have potential for re-use in the repair of significant buildings or structures and / or that may be of interpretative value and should be considered for incorporation into the upgrading of the open space areas.

C.5 Future development applications are to incorporate interpretation of the history and heritage significance of significant buildings and structures consistent with the requirements of the PNHS Heritage Interpretation Strategy.

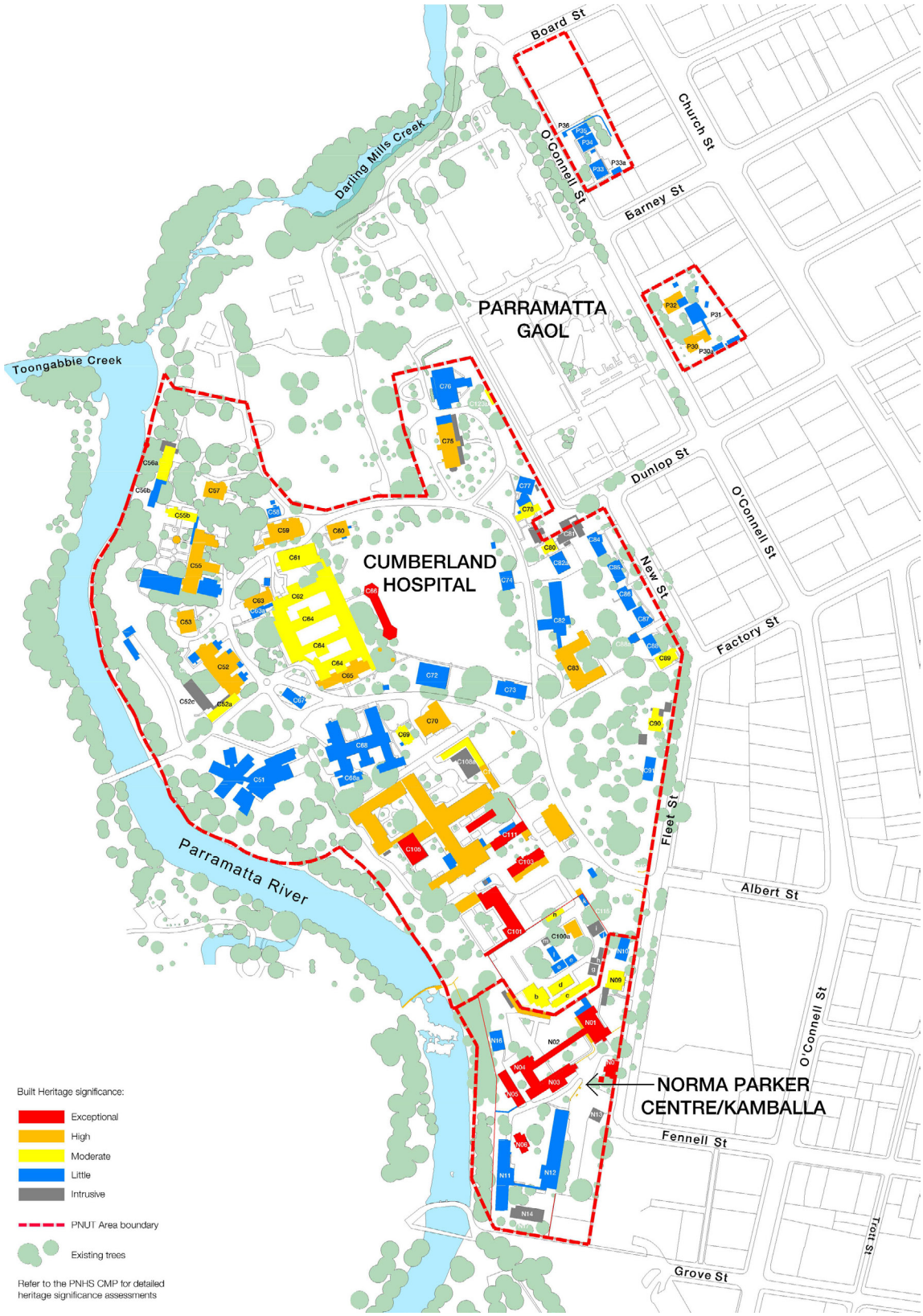


Figure 4.3.6.16
Built Heritage Significance (Source: PNHS CMP)

Historical (non-Aboriginal) Archaeology

There is a substantial and significant archaeological resource within the PNUT. Archaeological investigations and assessment will be required to guide development in some areas and inform the management of specific elements of archaeology.

The *Parramatta North Historic Sites Consolidated Conservation Management Plan* (PNHS CMP) has been prepared to guide development so that it avoids, minimises or mitigates impacts on significant archaeology. The PNHS CMP provides general archaeology management recommendations as well as more specific requirements for each of the development lots within the PNUT.

It is recommended that archaeology of State and potentially National heritage significance is identified, acknowledged, managed and retained in situ, however any impacts or removal of objects will be subject to a merit-based assessment, taking into consideration the archaeological significance and intactness.

Objectives

O.1 To ensure adequate protection and appropriate management of the significant archaeological resource within the PNUT.

O.2 To ensure that archaeology of local, state and potential National significance is retained in situ, wherever possible, and be interpreted within new development.

Design Controls

C.1 Excavation within the PNUT area is to be consistent with the requirements of the PNHS CMP. Further archaeological investigation and assessment may be required to inform future development on the PNUT.

C.2 Prior to the commencement of any works involving excavation, any required applications for approval to undertake the works under the Heritage Act 1977 are to be submitted to the Heritage Division, Office of Environment and Heritage.

C.3 New developments must allow interpretation of relevant significant archaeological resources of the PNUT. The interpretation must be consistent with the requirements of the PNUT Heritage Interpretation Strategy.

Key Views, Landmarks and Axes

The PNUT as a site of historic significance includes many landmarks, view corridors, vistas and planning axes that must be considered in the renewal. These views and vistas include views within the PNUT, views from the PNUT and views to the PNUT, particularly from Parramatta Park.

Objectives

O.1 To ensure significant views and vistas to, from and within the PNUT are protected and enhanced.

O.2 To ensure new development has regard to the views and vistas relating to the location, siting and design of new development.

Design Principles

P.1 Development within the PNUT is to protect and enhance the views, vistas and view axes identified in Figure 4.3.6.17 to 4.3.6.2.19.

P.2 New services infrastructure must be located underground to avoid visual impacts on significant cultural landscape, in particular the curtilage and wider setting of significant buildings and structures, open space areas, cultural plantings and views.

P.3 Development must respect and protect the important views from the World Heritage listed Old Government House and Domain Precinct as defined in the Development in Parramatta City of the Impact on Old Government House and Domain's, Planisphere 2012.

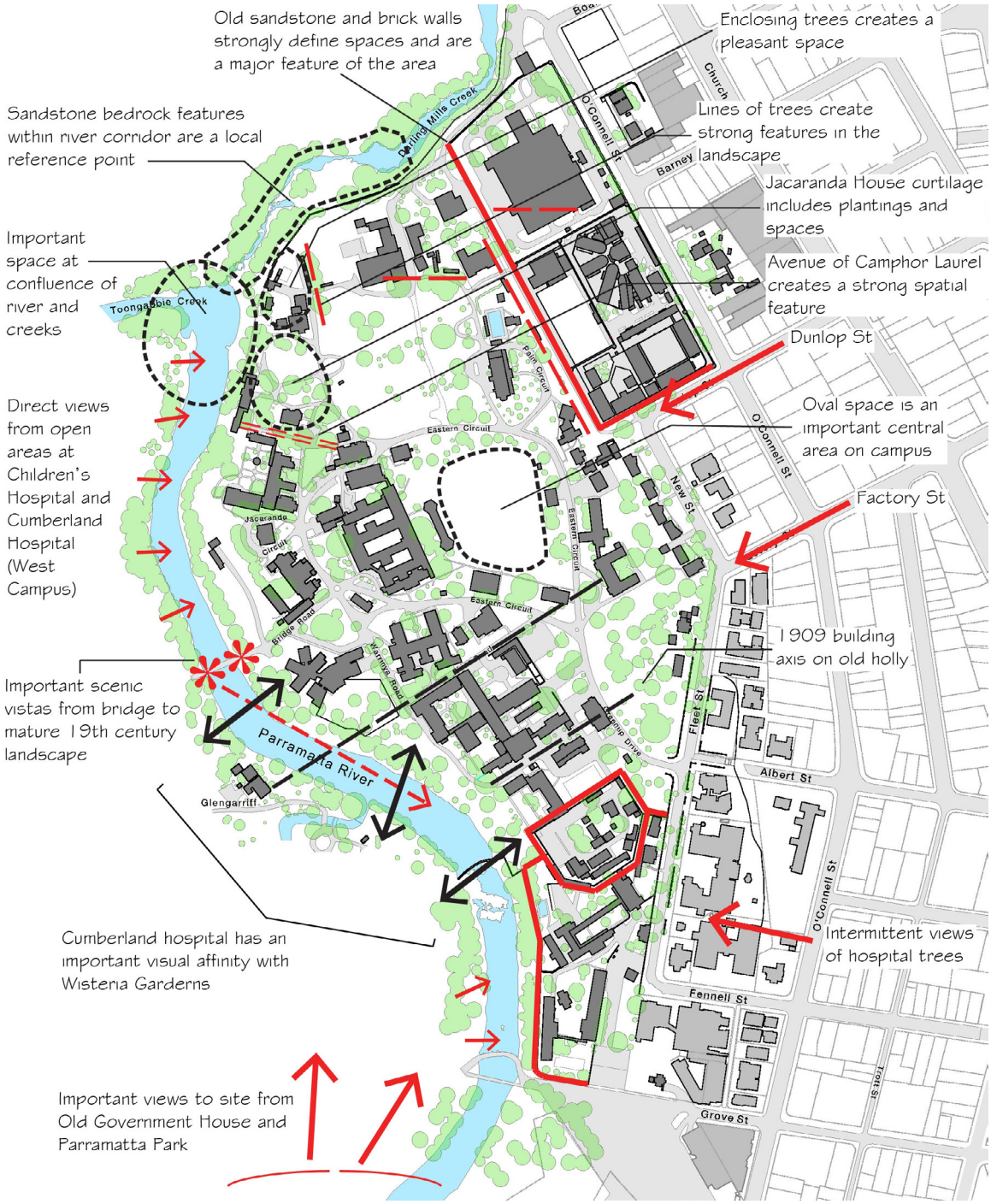


Figure 4.3.6.17
Key Views, Landmarks and View Axes (Source: PNHS CMP)

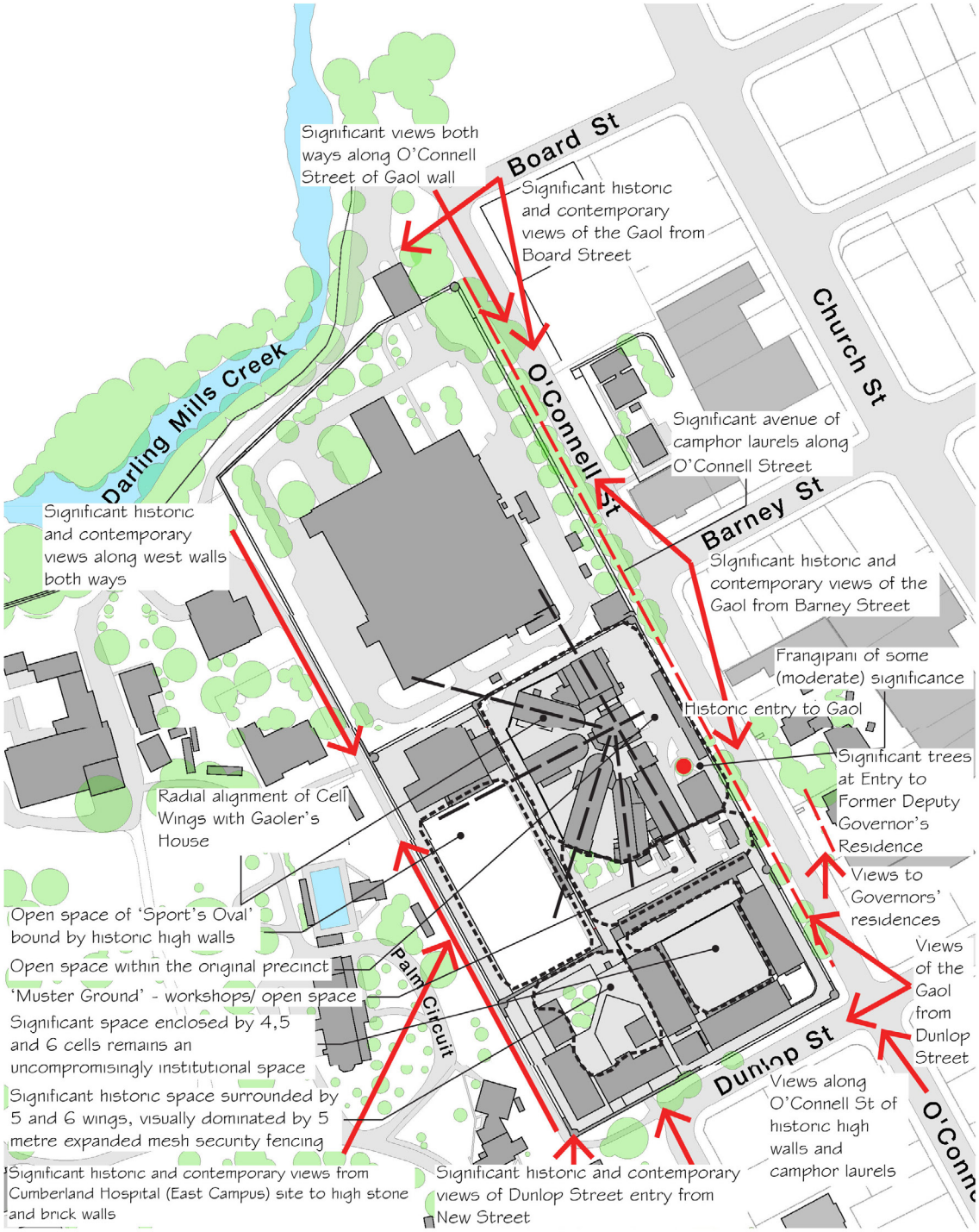


Figure 4.3.6.18
Key Views, Landmarks and View Axes (Source: PNHS CMP)

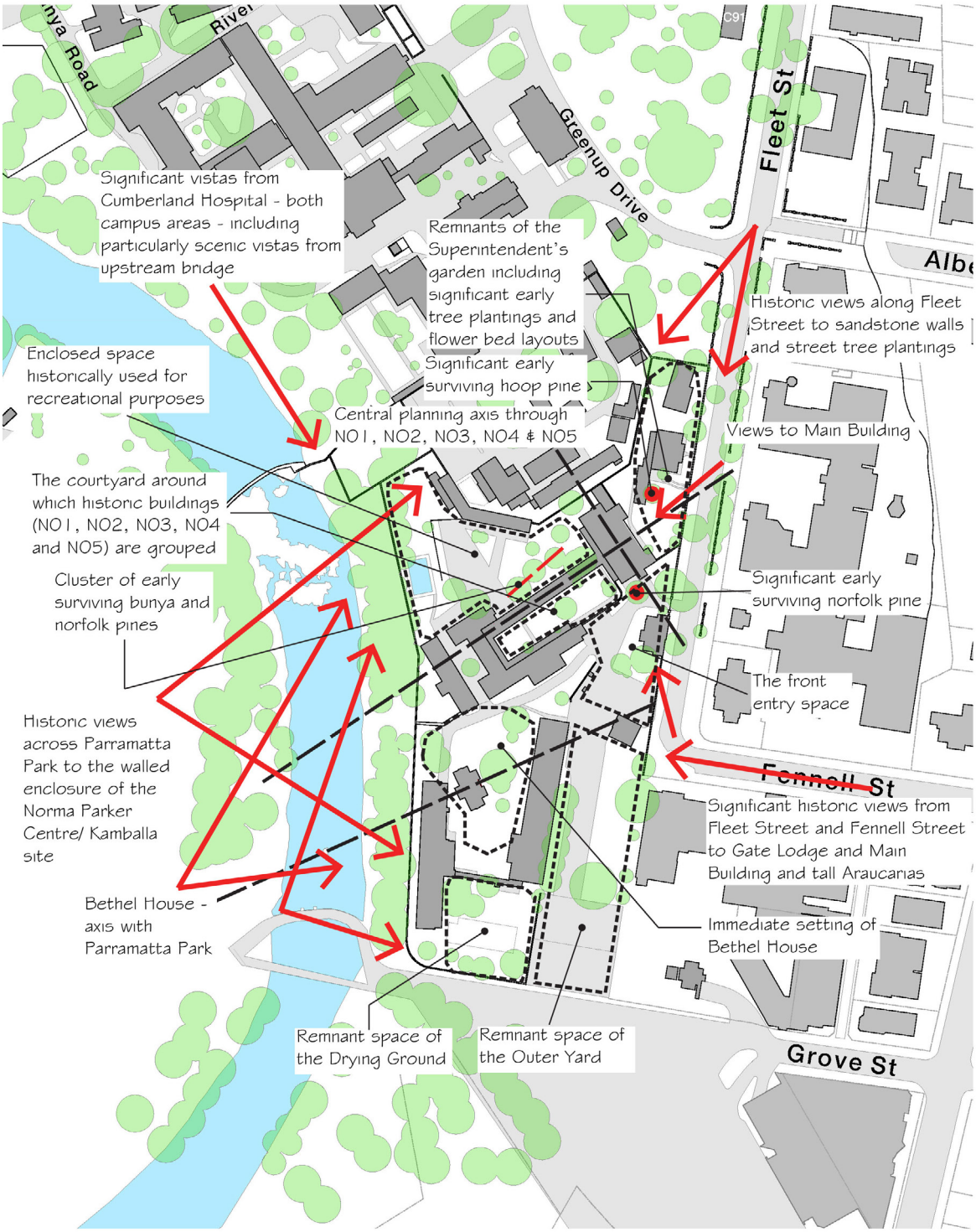


Figure 4.3.6.19
Key Views, Landmarks and View Axes (Source: PNHS CMP)

4.3.6.2 Development and Design

This section provides general development and design controls for future developments. The development and design controls relate to site landscaped area, building separation, building articulation, building location and floor plate sizes. These general controls are to be read in conjunction with the Development Lot Controls – Individual section of this DCP. The PNUT development lots are identified in Figure 4.3.6.22. Design guidelines for each of the development lots are provided at Figures 4.3.6.23 to Figure 4.3.6.42.

Where there is any inconsistency, the individual development lot controls will prevail over these general development and design controls.

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2 and 3 of the Parramatta DCP 2011. Where there is any inconsistency Part 4 will prevail.

Built Form and Massing

Design Objectives

O.1 To ensure that high levels of residential amenity are achieved.

O.2 To provide for appropriate separation of buildings to provide opportunities for solar access, natural ventilation, privacy control and provision of outlooks.

O.3 To ensure new buildings respond to and respect the existing heritage buildings, structures and landscapes.

O.4 To ensure development floor plate sizes and building footprints are not excessive.

O.5 To provide adequate opportunities for landscaping.

Design Controls

C.1 Each development lot identified at Figure 4.3.6.22 and where it may be possible, is to include landscaping to complement the landscaping provided in the public domain.

C.2 Development lots that include residential accommodation, must provide deep soil landscape on all front, side and rear boundary setbacks as shown in the Individual Development Lot Figures.

C.3 New buildings should not be longer than 45 metres in length.

C.4 Where buildings can not demonstrate a maximum of 45 metres in length, building facades must be articulated 'breaks' in the building form.

C.5 The maximum floorplates for tower buildings of more than 12 storeys is 850 square metres (gross building area).

Relationship between New Development & Existing Built Form

Design Principles

P.1 The design, orientation and arrangement of built form and landscape elements is to capture river views, respect key axes, relationships to open spaces and enhance the setting of the cultural heritage.

P.2 The design of new buildings must respect the scale, design and materials of the culturally significant buildings and structures within the PNHS sites. The siting of new buildings must recognise the heritage significance and values of the sites and must not intrude on important views and vistas across the site.

P.3 The overall form and design of any new buildings must have regard to the palette of materials that already exist on-site. Architectural forms must be simple and direct, and new buildings must be of a high quality contemporary design.

P.4 There should be a considered relationship between the existing environment (built and landscape) and new development through the appropriate use of materials, colour, built form and urban character.

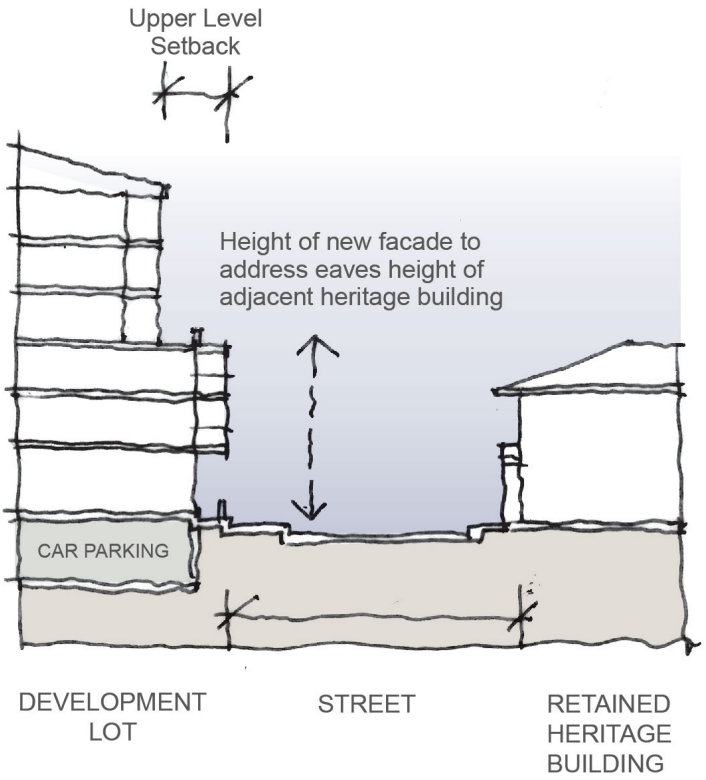


Figure 4.3.6.20
Relationship with heritage buildings

Design Controls

C.1 New buildings adjacent to retained heritage buildings and structures should not encroach into the heritage curtilage. Note that this relationship could be across subdivision and allotment boundaries. New buildings should include an alignment of street wall heights, increased upper level setbacks and façade articulation to minimise potential visual impacts, as demonstrated at Figure 4.3.6.20.

C.2 The detailed design and articulation of facades must reflect the character of the site as comprising of a series of discrete buildings within a landscape setting.

C.3 Where gable or hipped roofs are proposed, the angle of the pitch must be compatible with the adjacent heritage building.

C.4 All new service elements such as aerials, vent pipes, hot water services, solar collectors or heating panels, plant equipment, air-conditioning units, telecommunications and satellite equipment and the like located on the building must be fully integrated in the design of the building and concealed from public view.

C.5 Any new addition to heritage buildings are appropriate only where they facilitate the use of the building. New additions to retained heritage buildings and structures may be permissible within the heritage curtilage should be designed to minimise adverse impacts on their heritage significance, with careful consideration to siting, form, scale, height and materials.

Important Corners

Design Principles

P.1 Important corners require distinctive architectural treatment and must be articulated and expressed volumetrically, addressing both streets and façades. This can be created through emphasis, articulation, splayed treatments, use of materials/colour, height and/or other means.

Existing and New Vegetation

Design Principles

P.1 Significant trees and landscape elements must be retained and incorporated in new development.

P.2 New landscaping is to be consistent with the *Parramatta North Historic Sites Consolidated Conservation Management Plan* (PNHS CMP) and *PNUT Canopy Replenishment Strategy*.

P.3 Developments are to consider and reflect the site's historic planting regimes and species in the layout and specification of future landscape designs.

P.4 Landscapes nearest the light rail corridor should minimise understorey planting in order to maximise sight lines for pedestrians crossing the corridor and clearly delineating safe spaces from the light rail hazard zone.

Design Controls

C.1 Development applications must be accompanied by a Landscape Plan which details vegetation and trees to be removed, retained and new plantings. An indicative plant schedule nominating species, number and size should be included.

C.2 Removal of trees may be allowed subject to a merit based assessment of development alternatives and opportunities to replace significant trees with identical or comparable species to enhance the landscape character consistent with the PNHS CMP and the *PNUT Canopy Replenishment Strategy*.

C.3 New developments must retain and conserve significant trees, and minimise the number of trees removed to facilitate new development. Removal of trees is allowed subject to due consideration of development alternatives and mitigation strategies.

C.4 Significant tree plantings identified for retention are to be managed in accordance with best-practice maintenance requirements and the staged replacement of the trees and the *PNUT Canopy Replenishment Strategy*.

Important Interface with Public Open Space

Design Principles

P.1 Where buildings have an important relationship with public open space, ensure they address the public open spaces to achieve good passive surveillance, high quality presentation, active open spaces and maximise visual connections. Direct pedestrian and visual connections between buildings (including retained heritage buildings) and open space areas are to be encouraged.

P.2 Where private open space is located adjacent to public open space or the public domain, appropriate edge treatments are to be provided to maintain a clear hierarchy of spatial separation, whilst also achieving design integration.

P.3 Where private open space forms part of the curtilage and landscape setting of a heritage building, any landscape treatment, such as planting, structures or fencing must be designed and located to respect the significance of the building a minimise heritage and visual impacts in accordance with the PNHS CMP.

P.4 Development shall respect and contribute to the open landscape and park-like character of the precinct

P.5 Walls and fences must contribute to visual amenity and provide safety / security to residents. The design of these elements must positively contribute to the public domain and be in keeping with the historic character of retained building and the landscape.

P.6 Fencing and boundary delineation must be integrated with the building and landscape design through the use of compatible materials and detailing.

Design Controls

C.1 Development must demonstrate a careful selection of appropriate materials for boundary treatments. Brick, sandstone, rendered masonry low walling, transparent or semi-transparent fencing with soft landscape elements is preferrable. No replica fence types, sheet metal or wire fencing shall be used. Landscaping is encouraged where there are changes in level.

C.2 Raised walls or terraces to streets should be softened by the use of planters.

C.3 Fencing around heritage buildings should not obstruct or detract from the principal views of the building.

C.4 Interface between public open space and Parramatta Light Rail Corridor to be designed in consultation with Council and Transport for NSW to ensure safety, accessibility and visual amenity.

Street Walls and Podiums

Design Principle

P.1 Street walls of new developments are to present a human scale urban edge to the public domain and ensure consistent scale across separate development lots.

Design Controls

C.1 Where towers are required to be setback from podiums, they must be differentiated by a change of material and/or architectural wall expression.

C.2 The maximum podium height is 6 storeys. Above the podium a minimum 3 metre setback is required as shown in Figure 4.3.6.21.

C.3 Where the proposed building interfaces with a heritage building or existing urban development, a lower street wall height is required (refer to Figure 4.3.6.20 – Relationship to Heritage Building).

Setbacks

Design Controls

C.1 Setbacks between new developments and to heritage buildings must be sympathetically treated and be free of and not compromised through provision of services and structures, such as substations, air conditioning units and hydrants.

C.2 Building and tower setbacks are not to be overhung by significant built form and be consistent with the design principles and controls set out in each of the Individual Development Lot controls.

C.3 A minimum street level building alignment setback of 3 metres is required for buildings with a residential ground floor use as shown in Figure 4.3.6.21, unless otherwise specified on the Development Lot Control – Individual section of this DCP.

C.4 A 0 metre lot street building alignment setback is permissible for buildings with a commercial, retail or main street frontage, unless otherwise specified on the Development Lot Control – Individual section of this DCP.

C.5 Ground floor apartments must have individual access from the public domain or through site links. New ground floor apartments to be elevated above street level (maximum 900mm) to allow for privacy, transition and basement parking partial ventilation, where setback from street.

C.6 Podium and tower levels must provide a mix of private courtyards, communal landscaped open space and resident amenities.

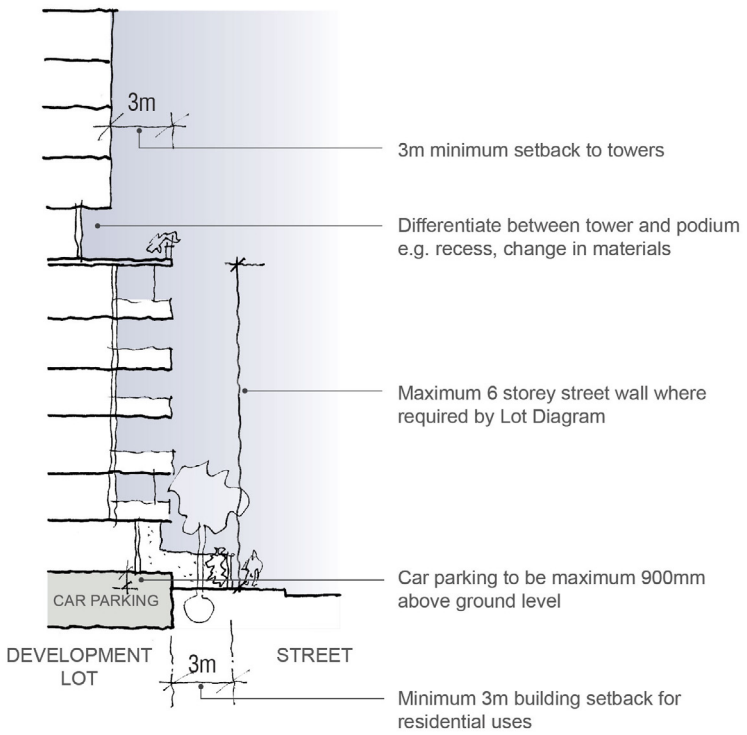


Figure 4.3.6.21
Typical Street wall heights and tower setbacks

Through site links

Design Principles

P.1 Through site links are to provide pedestrian permeability through large sites as shown at Figure 4.3.6.5.

P.2 Through site links must be generously sized, have direct connections, and include allowance for significant landscaping.

P.3 Through site links are to incorporate active ground floor uses such as residential building entries, community and/or retail uses.

P.4 Through site links are to be at natural ground level and be fully open to the sky with no building elements above.

P.5 Through site links are to be accessible to the public at all times.

P.6 The required through site links have been identified where necessary in the detailed Development Lot Controls in this DCP.

P.7 Through site links to be dedicated to the City of Parramatta Council are not to be located over a basement.

P.8 Additional through site links can be provided through detailed design development if required.

External Materials

Design Principles

P.1 The site requires a limited materials and colour palette to achieve a cohesive built form related to the retained historic built legacy, which includes an established tradition of building in sandstone and red brick.

P.2 Materials must be selected that contribute to the building's sustainability performance, thermal comfort for internal users and the public domain and durability.

P.3 For ground plane or podium levels opposite or adjacent to heritage buildings, materials must be selected to consider the visual characteristics and significance of the heritage buildings. Reference must be made to the PNHS CMP.

Design Controls

C.1 A sample board showing colours and finishes must be submitted as part of any development application.

C.2 The colour of external facades of the ground plane or podium levels is to be predominantly sandstone and/or mid-to-darker red / earth tones. Lighter sandstone / beige / grey on rendered or painted lightweight areas may be used to articulate the façade. Accent colours may be used on incidental or detailed elements such as sunshades, blade walls, shutters etc.

C.3 Highly coloured, reflective or white facades are not appropriate materials and must not be approved.

C.4 Precast concrete is not to be used as the primary façade material unless there is acceptable articulation, surface treatment, and integration with other architectural elements.

Street Addresses

Design Principles

P.1 All new buildings and reused heritage buildings must demonstrate clear and logical public street addresses. Development must provide simple and clear public entries to all buildings for pedestrians.

P.2 Careful consideration is to be given to the proposed location of letter boxes, entry signage and garbage collection points to ensure clear and logical locations whilst minimising the adverse visual impact on the public domain and any adjacent heritage buildings or structures.

Design Control

C.1 Garbage collection points must be located, wherever achievable, in basement carparks.

Traffic and Transport

Objectives

O.1 To encourage walking, cycling and public transport use in order to reduce the number of motor vehicles travelling through and to the site and to create a high quality pedestrian environment.

O.2 To encourage the use of the public transport and bicycles as an environmentally sensitive alternative to the use of private motor vehicles.

Preferred lot and parking access

Design Principles

P.1 Vehicular and pedestrian access points shown on the Individual Lot Figures 4.3.6.23 to 4.3.6.42 are preferred. Alternative locations related to detailed design proposals will be considered on traffic and urban design grounds.

Potential at-grade and above-ground parking

Design Principles

P.1 Where for heritage reasons, basement car parking is not provided, at-grade parking may be permitted subject to an assessment of visual impact.

Car Parking and Bicycle Parking

Design Principles

P.1 Future development proposals must aim to maximise the use of sustainable and active transport by residents and visitors.

Design Controls

C.1 Future developments are to minimise car parking provision and demonstrate the inclusion of transport alternatives or strategies to discourage private motor vehicle use.

C.2 If development includes a car parking space in connection with a residential dwelling, the development must provide no more than the number of car parking spaces specified in Table 4.3.6.2.1 below.

Table 4.3.6.2.1
Residential car parking requirements

Dwelling type	Number of parking spaces
1 Bed/ Studio	0.6 spaces
2 Bed	0.9 spaces
3+Bed	1.4 spaces
Visitor spaces	1 space per 5 dwellings

C.3 Development must provide a minimum number of bicycle parking spaces specified in Table 4.3.6.2.2 below.

Table 4.3.6.2.2
Bicycle Parking

Development Type	Bicycle Spaces
Residential	1 per 1 dwelling
Residential – Visitor	1 space per 10 dwellings
Commercial	1 per 200m2 GFA
Retail	1 per 200m2 GFA

C.4 A minimum of 1 space is to be allocated to car share for developments with 50 or more dwellings. If agreement with a car share provider is not obtained then the car share space is to be used for additional visitor parking until such time as a car share provider agreement is obtained.

C.5 Driveways and access must demonstrate compliance with AS2890.1:2004 and AS2890.2:2002.

Basement Car Parking

Design Principles

P.1 Basement parking must be limited to the footprint of buildings to maximise opportunites for deep soil planting within the public domain, forecourts and courtyards for canopy tree planting.

P.2 Basement car parking under heritage buildings must be avoided.

Design Controls

C.1 Basement car parking is to be contained wholly within the building footprint.

C.2 Vehicular access points must be located away from heritage buildings and features, prominent corners and public open spaces.

C.3 Proposed share zones and speed limits are to be consistent with the guidelines and provisions of the NSW Roads and Maritime Services requirements, subject to site-specific design requirements and heritage considerations.

Other car parking and bicycle provisions are contained in Part 3 of this DCP.

Development Lot Controls – Individual

This section sets out the objectives, principles and design controls for all individual development lots including setbacks, maximum height, important corners, relationship to heritage buildings and open space, tree retentions, cross-site links and preferred vehicle and pedestrian access locations.

Development within each Development Lot is to be consistent with the principles, policies and guidelines contained within the *Parramatta North Historic Sites Consolidated Conservation Management Plan* (PNHS CMP) including the Part C Lot-Specific Guidelines. It is noted that the PNHS CMP does not apply to Lots A3, H1-H5.

Figure 4.3.6.22
Development Lot identification plan

Lot A1

Design Objectives

O.1 Development is to integrate with existing adjoining urban development.

O.2 Development is to respond to views to the historic walls of Parramatta Gaol.

Design Principles

P.1 The built form must positively address the O'Connell / Board Streets corner and step down in scale towards the Parramatta Gaol site. There is potential to activate the ground floor with non-residential uses particularly at the corner location (refer Figure 4.3.6.23).

P.2 New buildings must provide building setbacks which respond to existing building setbacks and provide adequate transition to existing built forms.

P.3 Any taller built form must be located in the north western corner (corner of Board Street and O'Connell Street) to minimise potential impacts on surrounding development.

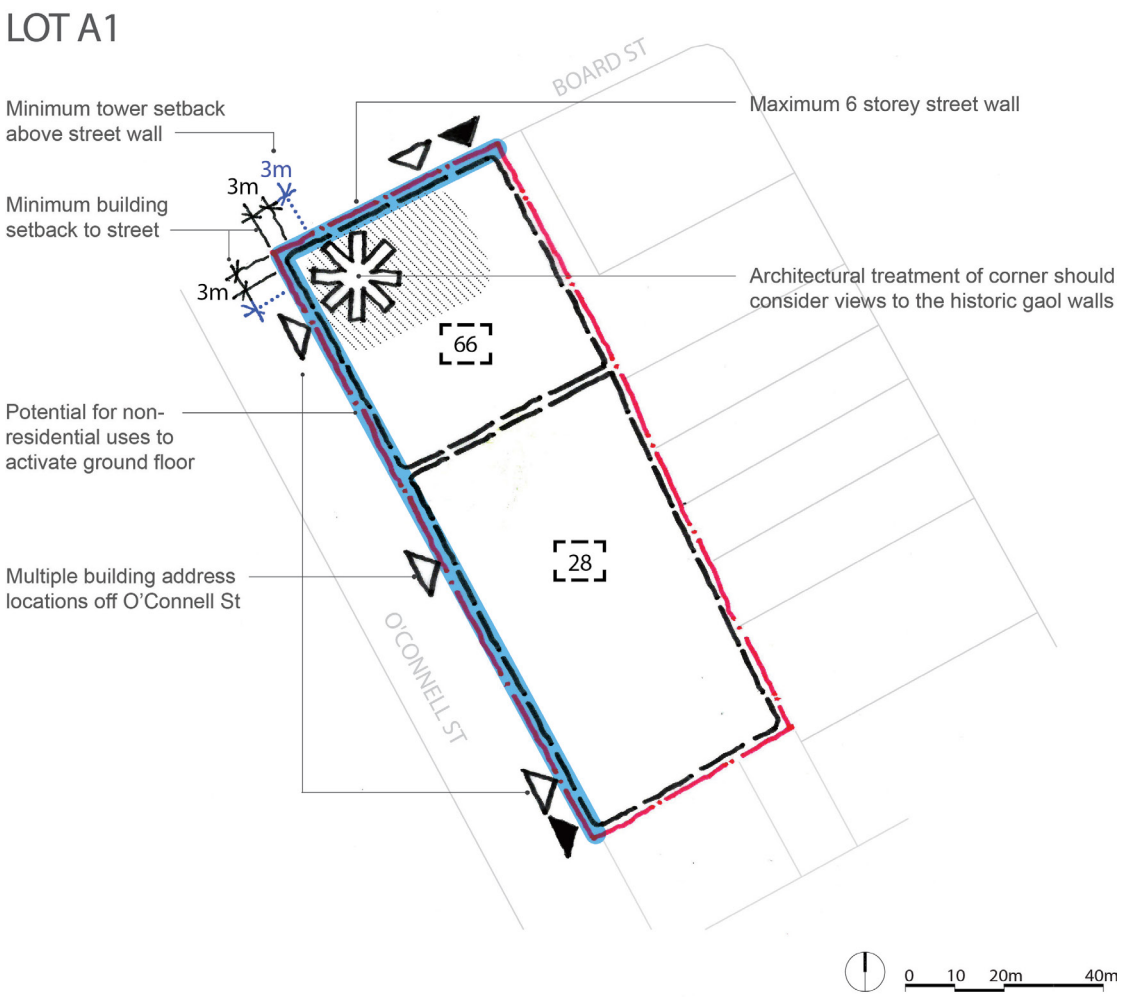
P.4 Basement parking may extend beyond the building footprint subject to an assessment of the landscape impacts and demonstration that areas available for deep soil planting are maximised wherever possible.

Design Controls

C.1 Development must demonstrate compliance with the built form controls indicated on Figure 4.3.6.23.

C.2 New buildings to provide a maximum 6 storey street wall height where fronting Board Street and O'Connell Street.

C.3 New buildings to provide a minimum 3 metre building setback to Board Street and O'Connell Street.



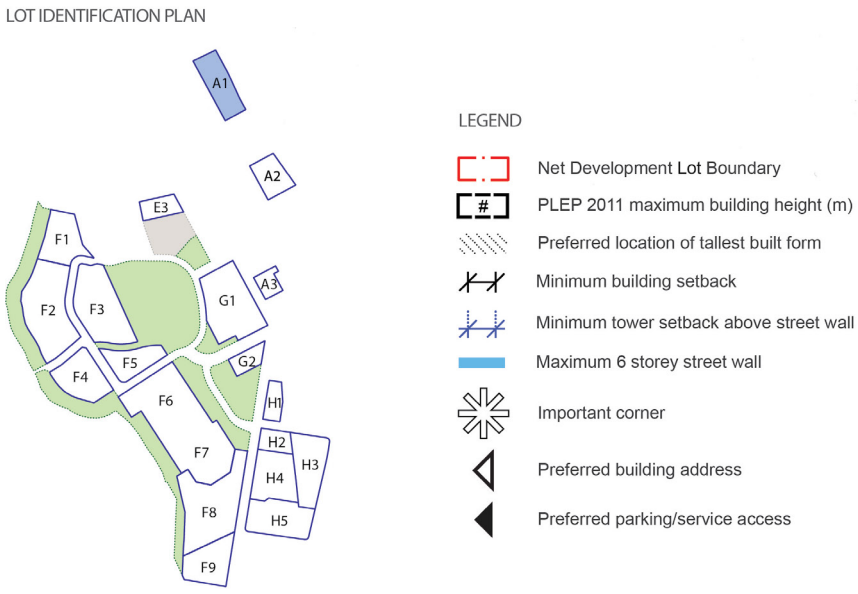


Figure 4.3.6.23
Development Lot A1

Lot A2

Design Objectives

O.1 The former Governor's and Deputy Governor's Residences (Buildings P30 and P32) and their landscape setting must be conserved and adapted consistent with the *Parramatta North Historic Sites Consolidated Conservation Management Plan* (PNHS CMP).

O.2 Development is to integrate positively with the former Governor's and Deputy Governor's Residences (Buildings P30 and P32) and their landscape setting consistent with the PNHS CMP.

Design Principles

P.1 The former Governor's and Deputy Governor's Residences (Buildings P30 and P32) and their landscape setting must be conserved and adapted as an integral part of the development of Lot A2 consistent with the PNHS CMP.

P.2 New development must be consistent with the requirements of the PNHS CMP and best practice guidelines including Design in Context 2005, to respect the heritage buildings, to provide a considered transition and connection to the existing buildings, and be sympathetic in scale, form and the use of materials.

P.3 New development on Lot A2 must be of an architectural design and character that respects the former Governor's Residence and Deputy Governor's Residence when viewed from O'Connell Street and allows them to continue to be read as discrete buildings.

P.4 New development on Lot A2 must be located to the rear of the heritage buildings and address the open space between the two buildings.

P.5 The built form of the new development must step down in height between the two heritage buildings to the central open space area.

P.6 The main pedestrian access to the new building must be through the central front courtyard space.

Design Controls

C.1 Development must demonstrate compliance with the built form controls indicated on Figure 4.3.6.24.

C.2 New development is to provide a minimum 6 metre side boundary setback and demonstrate that the proposed built form satisfactorily addresses the scale of adjacent development.

C.3 New development is to provide a minimum building setback of 6 metres from Buildings P30 and P32.

C.4 New development located between Buildings P30 and P32 must respond in height and proportion to these significant heritage buildings.

C.5 No structures shall be located in the area of open landscape in front of buildings P30 and P32.

C.6 Driveway access to the on site car parking must utilise the existing driveway access. Opportunities to minimise the driveway widths shall be considered.

C.7 Basement car parking must not adversely impact significant vegetation, and any at grade car parking must be located to the rear of Buildings P30 and P32 as shown in Figure 4.3.6.24.

Figure 4.3.6.24
Development Lot A2

Lot A3

Design Objectives

O.1 Development is to integrate with the form and scale of surrounding development.

O.2 Development is to transition to the adjoining urban development.

Design Principles

P.1 New development must provide building setbacks which respond to the adjacent existing built form.

P.2 New development must provide a landscaped front setback to enhance the amenity of the New Street streetscape.

Design Controls

C.1 Development must demonstrate compliance with the built form controls indicated on Figure 4.3.6.25.

C.2 A 6 metre building setback is required to New Street to reinforce existing building setbacks in the street.

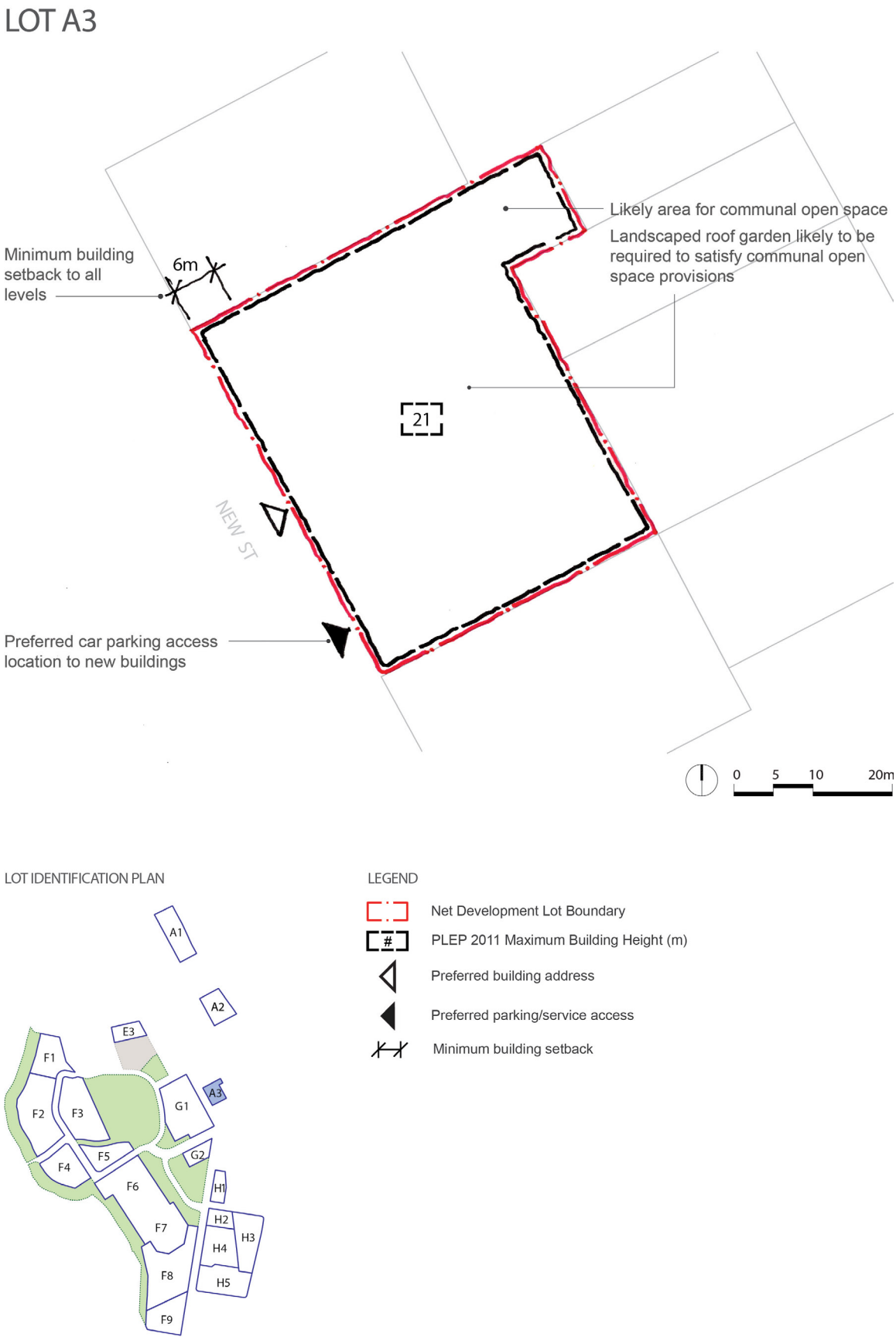


Figure 4.3.6.25
Development Lot A3

Lot E3

Design Objectives

O.1 The Recreation Hall (Building C75) and its landscape setting must be conserved and adapted consistent with the *Parramatta North Historic Sites Consolidated Conservation Management Plan* (PNHS CMP).

O.2 Development must respect the setting and curtilage of the significant Recreation Hall (Building C75) consistent with the PNHS CMP.

O.3 Development must not compromise the community access and future use of the Recreation Hall.

Design Principles

P.1 New development must respect the heritage significance and landscape setting of the Recreation Hall and Parramatta Gaol walls consistent with the PNHS CMP.

P.2 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.

P.3 New development within E3 must be of an architectural design and character that respects the Recreation Hall (Building C75) and its curtilage and Parramatta Gaol.

P.4 The built form of the new development must respond to the heights of the adjacent to the Recreation Hall (Building C75) and Parramatta Gaol.

P.5 New development must respond sympathetically to and interpret the archaeological remains (if any) of the Mill Race including any additional significant archaeological remains in this allotment.

P.6 New development must make provision to utilise the future vehicular access routes which may service the potential development of lands to the north and west of the development lot.

Design Controls

C.1 Development must demonstrate compliance with the built form controls indicated on Figure 4.3.6.26.

C.2 Building height is to reduce to the southern and eastern elevation to respond to the relationship with the Recreation Hall and Parramatta Gaol.

C.3 The permanent address and long term road access for new development is be provided through future public road access to the site from the north.

C.4 If development occurs prior to the delivery of future public roads on land to the north, temporary road access arrangements will be required to be provided on the existing driveway access west of the Recreation Hall. Temporary road access should not adversely impact on existing heritage structures or buildings.

C.5 Development shall retain significant trees on the site as identified in Figure 4.3.6.26.

C.6 New development to provide a minimum setback of 15 metres from the northern elevation of the Recreation Hall (Building C75)

C.7 New structures must not be located in the area between Eastern Circuit (north) and Recreation Hall (Building C75).

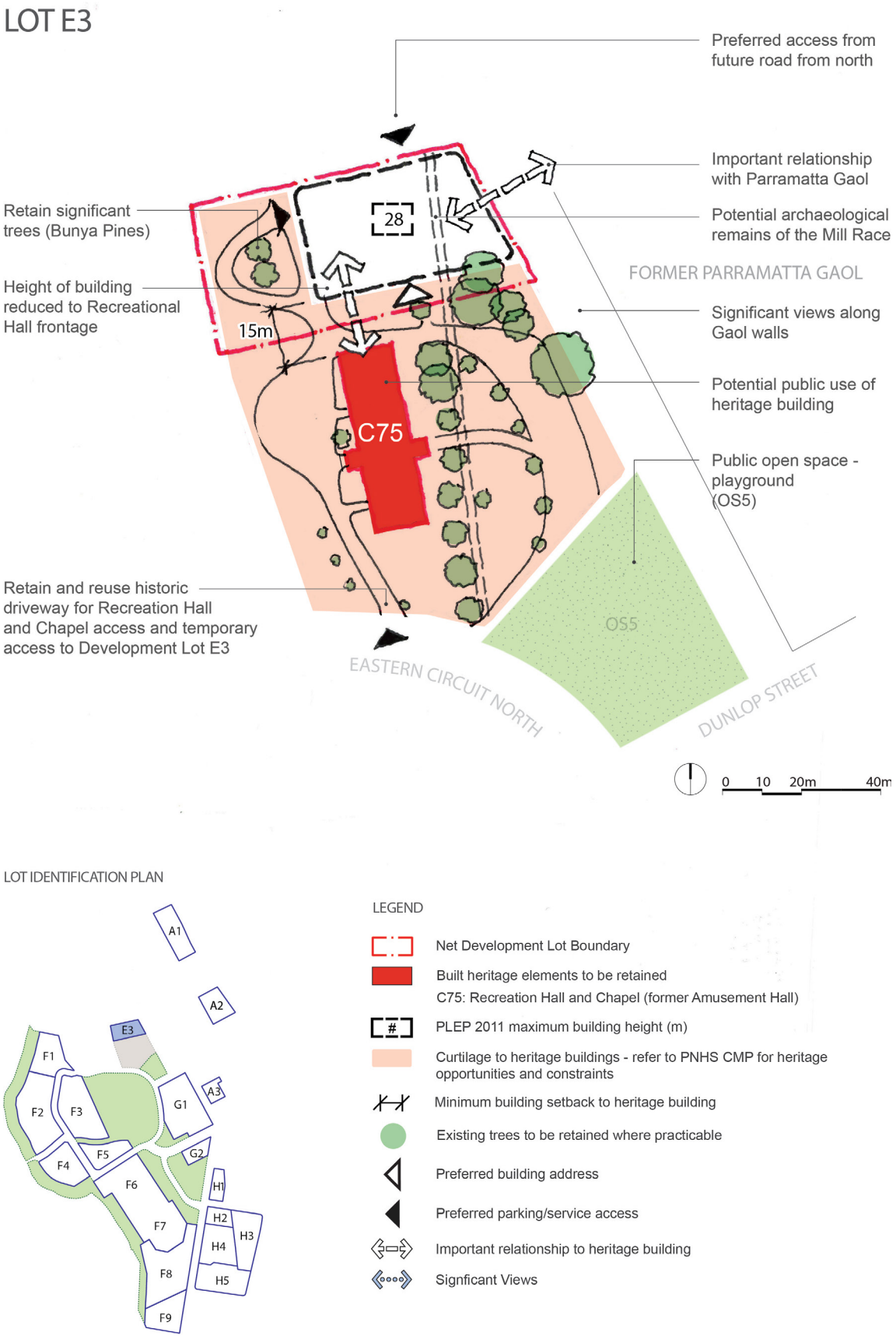


Figure 4.3.6.26
Development Lot E3

Lot F1

Design Objectives

O.1 Jacaranda House (Building C57) and its landscape setting must be conserved and adapted consistent with the *Parramatta North Historic Sites Consolidated Conservation Management Plan* (PNHS CMP).

O.2 Development must be undertaken consistent with the PNHS CMP requirements for Jacaranda House (Building C57).

O.3 Development is to accommodate public access from Eastern Circuit West to the Riparian Corridor.

O.4 Development is to enhance the visual, pedestrian and landscape interface with the Riparian Corridor.

Design Principles

P.1 Jacaranda House (Building C57) and its landscaped setting must be conserved and adapted as an integral part of the development of Lot F1.

P.2 New development must respect the heritage significance and landscape setting of Jacaranda House (Building 57).

P.3 New development within F1 must be of an architectural design and character that respects the heritage significance and landscape setting of Jacaranda House (Building C57).

P.4 New development must be located to the northern and western boundaries with any taller built form located on the north eastern corner to minimise overshadowing Jacaranda House and the landscaped forecourt.

P.5 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.

P.6 New development must respond to its prominent location on the Parramatta River foreshore and maximise the provision of pedestrian links between Lot F1 and the river corridor.

P.7 New development must provide generous landscaped courtyards within the setback zone abutting the river corridor with direct pedestrian access to O/S1.

P.8 New development must respond sympathetically to the archaeological remains (if any) of Marsden's Mill, including any additional significant archaeological remains in this allotment.

P.9 New development in F1 must be designed to minimise impact on the significant view from Governor Phillip's landing place at the confluence of Darling Mills Creek, Toongabbie Creek and the Parramatta River.

P.10 New development in F1 must be designed to allow for retention of the avenue of trees.

Design Controls

C.1 Development must demonstrate compliance with the built form controls indicated on Figure 4.3.6.28.

C.2 New development shall provide a minimum 12 metre setback from the western building edge of Building C57. This setback shall be kept clear and not be compromised through the provision of services and structures.

C.3 New development shall provide a minimum of 6 metres setback to the shared access way on the southern boundary.

C.4 A minimum 3 metre landscaped setback is to be provided to the Riparian Corridor as shown on Figure 4.3.6.27 and 4.3.6.28.

C.5 The built form of the new development must step down in height in response to Jacaranda House (Building C57).

C.6 The design for new buildings in F1 must include clear and legible pedestrian and servicing access.

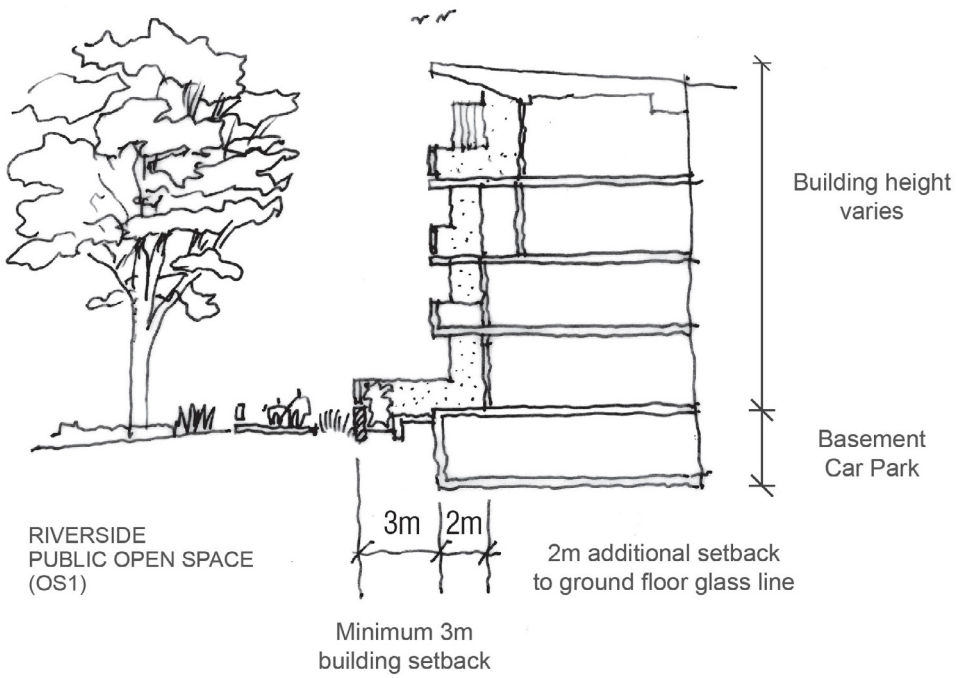


Figure 4.3.6.27
Typical Riverside Section

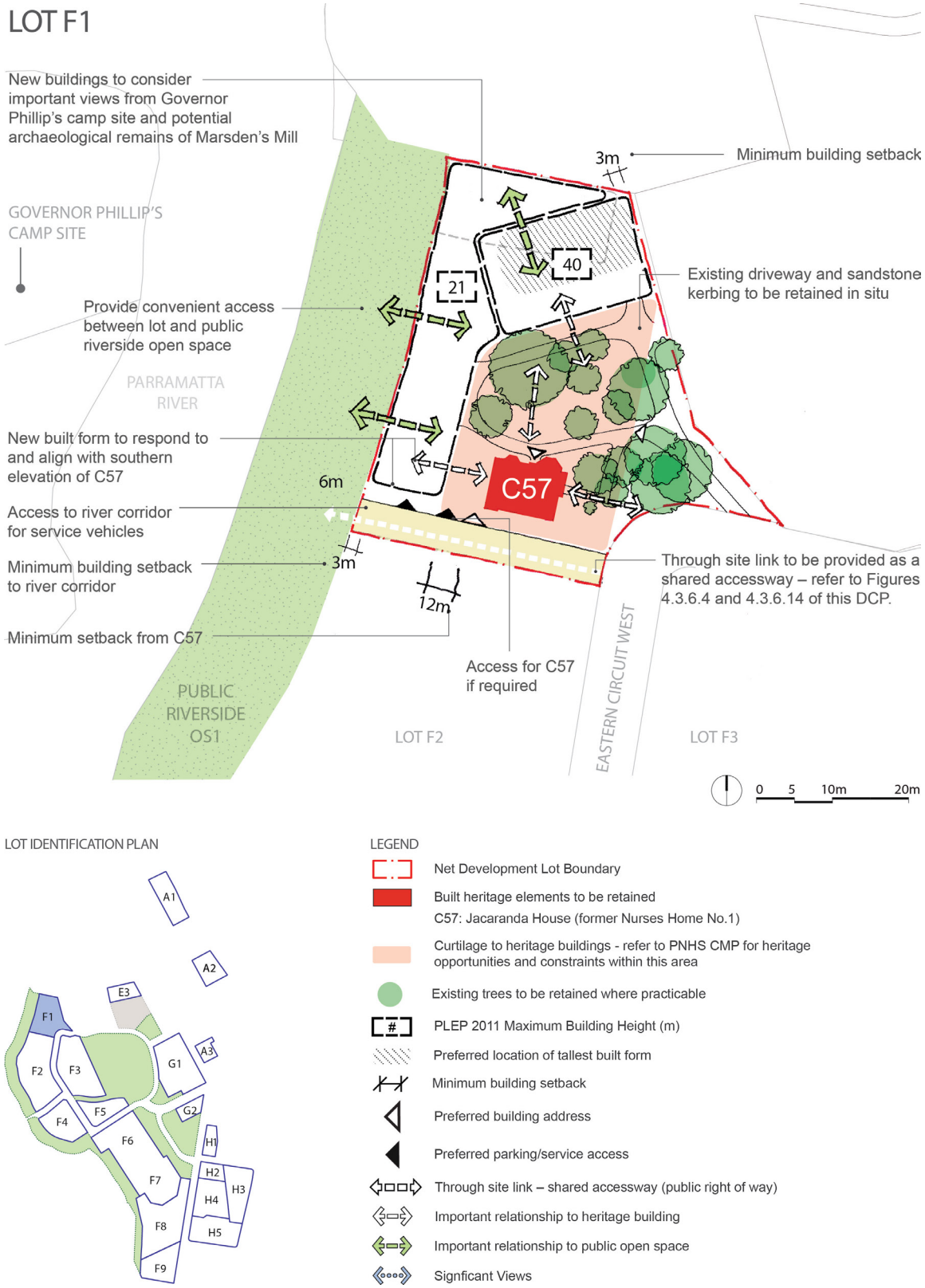


Figure 4.3.6.28
Development Lot F1

Lot F2

Design Objectives

O.1 The former Male and Female Admissions Wards and the former Administration Block (Buildings C52, C53 and C55) and their landscape settings must be conserved and adapted consistent with the *Parramatta North Historic Sites Consolidated Conservation Management Plan* (PNHS CMP).

O.2 Development is to be undertaken consistent with the PNHS CMP requirements for the former Male and Female Admissions Wards and the former Administration Block (Buildings C52, C53 and C55)

O.3 New development must retain the visual connections and respect the views, context and relationships between the heritage buildings (Buildings C52, C53 and C55) the river and associated riparian corridor, and the PNUT.

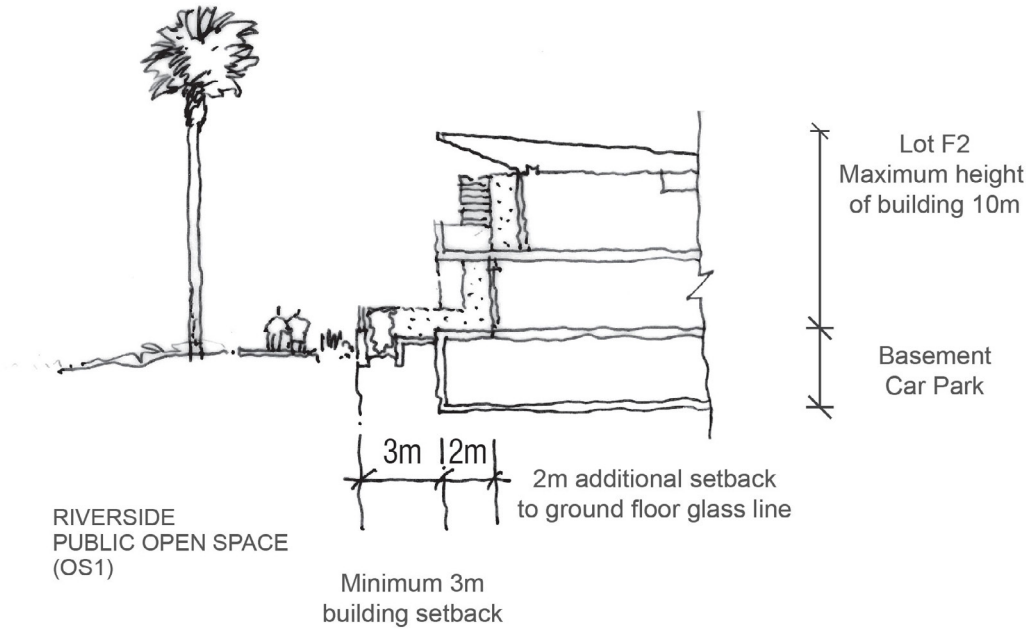


Figure 4.3.6.29
Typical Riverside Section

Design Principles

P.1 The former Male and Female Admissions Wards and the former Administration Block (Buildings C52, C53 and C55) and their landscape settings must be conserved and adapted as an integral part of the development of Lot F2, consistent with the PNHS CMP.

P.2 New development must be consistent with the requirements of the PNHS CMP and best practice guidelines including Design in Context 2005, to respect the heritage buildings, to provide a considered transition and connection to the existing buildings, and be sympathetic in scale, form and the use of materials.

P.3 New development must be consistent with the requirements of the PNHS CMP, be designed as 'pavilions' to respect the heritage buildings and be sympathetic in scale, form and the use of materials.

P.4 New buildings must be sited to address the adjacent public open space and pedestrian through-site links.

P.5 New development must provide generous landscaped ground level courtyards opening onto the Riverside corridor.

P.6 The design for new buildings in F2 must include clear and legible pedestrian and servicing access from adjacent streets.

Design Controls

C.1 Development must demonstrate compliance with the built form controls indicated on Figure 4.3.6.31.

C.2 New development is to provide a minimum building setback of 6 metres from Buildings C52 and C55.

C.3 A minimum 3 metre landscaped setback to the Riparian Corridor is to be provided, and a recessed 2 metre setback is to be provided to the ground floor glazing line as shown in Figure 4.3.6.29.

C.4 The width of the new pavilion style buildings must not exceed the dimensions shown in Figure 4.3.6.30.

C.5 New development must allow two pedestrian through-site links as indicated on Figure 4.3.6.30.

C.6 No new structures are permitted in the courtyard areas to the west of C52, C53 and C55.

C.7 The preferred parking/service access is to be designed in consultation with Transport for NSW to ensure the safe and efficient operation of the Parramatta Light Rail.

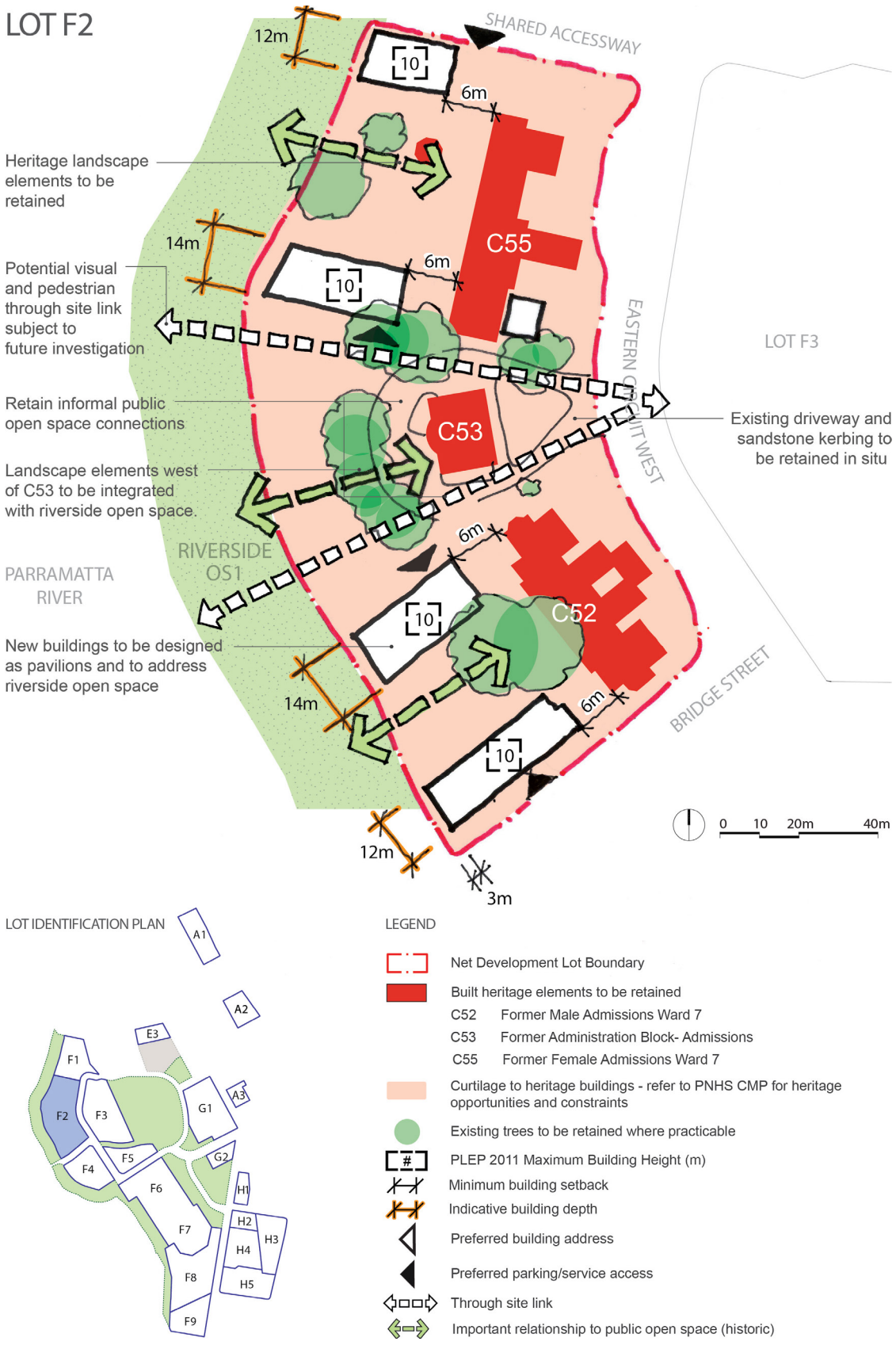


Figure 4.3.6.30
Development Lot F2

Lot F3

Design Objectives

O.1 The former Female Asylum Kitchen Block and shelter shed and the former Male Asylum Hospital and Kitchen (Buildings C59, C59a, C63 and C65) and their landscape settings must be conserved and adapted consistent with the *Parramatta North Historic Sites Consolidated Conservation Management Plan* (PNHS CMP).

O.2 Development must be consistent with the PNHS CMP requirements for former Female Asylum Kitchen Block and shelter shed and the former Male Asylum Hospital and Kitchen (Buildings C59, C59a, C63 and C65) and their landscape settings.

O.3 Development must address the open space to the east and the street (Eastern Circuit West) to the west.

O.4 Development must accommodate east west through site pedestrian links to connect Open Space 3, Lot F2 and the Riparian Corridor.

Design Principles

P.1 The former Female Asylum Kitchen Block and shelter shed and the former Male Asylum Hospital and Kitchen (Buildings C59, C59a, C63 and C65) and their landscape settings must be conserved and adapted as an integral part of the development of Lot F3.

P.2 New development within F3 must be of an architectural design and character that respects the heritage significance and landscape setting of the heritage buildings (Buildings C59, C59a, C63 and C65).

P.3 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.

P.4 The built form of the new development should step down in height adjacent to the heritage buildings (Buildings C59, C59a, C63 and C65).

P.5 Any taller built form should be located in the eastern portion of the lot to minimise solar access impacts to the public domain.

P.6 New development must provide an articulated edge and an activated and pedestrianised relationship between the eastern edge of Lot F3 and adjoining open space and Cricket Pavilion (Building C66) consistent with Figure 4.3.6.31.

P.7 Development must include visual connections to the open space on the western edge of Lot F3.

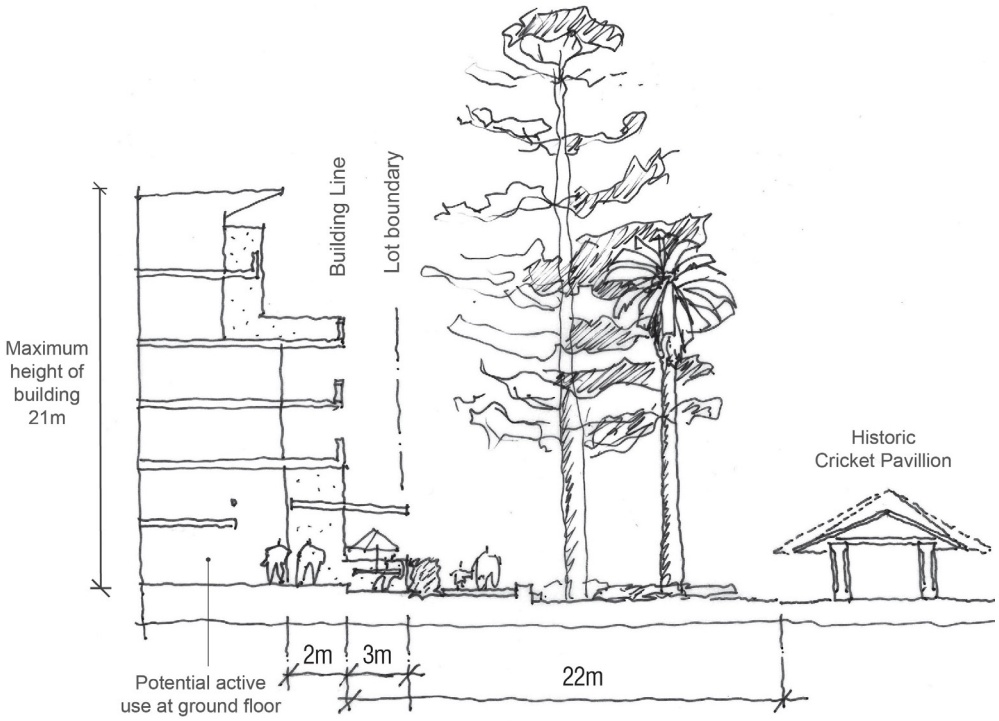


Figure 4.3.6.31
Lot F3 and Open Space 3 Section

Design Controls

C.1 Development must demonstrate compliance with the built form controls indicated on Figure 4.3.6.32.

C.2 Vehicular access must be provided from Eastern Circuit West.

C.3 New development must provide a minimum 22 metre setback from the Cricket Pavilion (C66) located within the open space to the east.

C.4 New development shall provide a minimum setback of 12 metres from heritage buildings C59 and C65.

C.5 New development shall provide a minimum setback of 6 metres from heritage building C63.

C.6 Building setbacks between the southern elevation of C63 and new development must be provided to retain the significant trees on site.

C.7 A minimum 3 metre landscaped building setback from the Lot boundary, with a recessed 2 metre setback to the glass line must be provided at ground floor along the eastern edge of the development facing the open space and Cricket Pavilion (C66) as shown on Figure 4.3.6.31 and 4.3.6.32.

C.8 Interface between new development and the Parramatta Light Rail Corridor is to be designed in consultation with Council and Transport for NSW to ensure safety for pedestrians, accessibility and visual amenity.

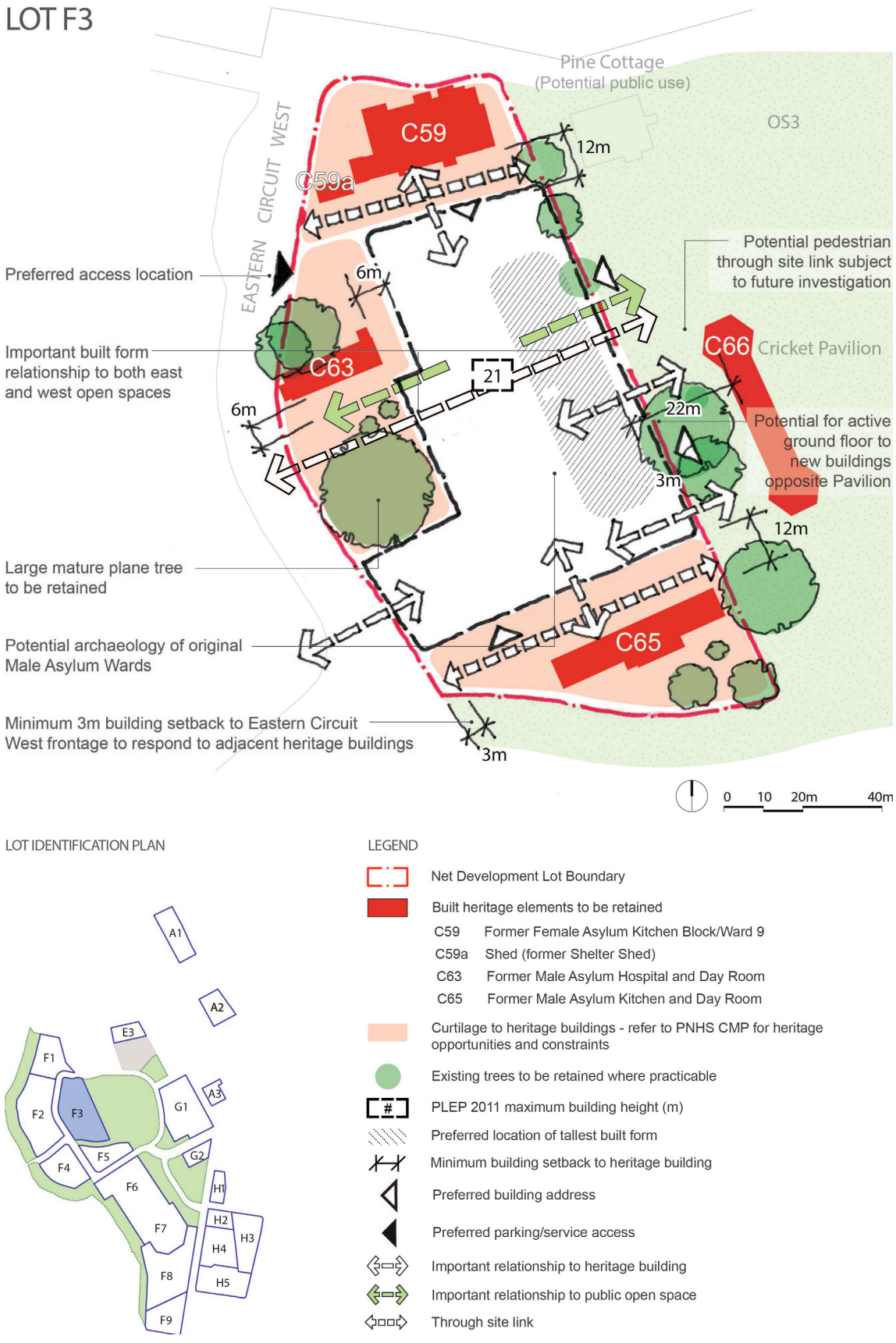


Figure 4.3.6.32
Development Lot F3

Lot F4

Design Objectives

O.1 Development is to integrate and enhance the interface with the Riparian Corridor.

O.2 Development is to address Bridge Street and Warrinya Avenue.

O.3 Development is to retain and incorporate significant vegetation.

Design Principles

P.1 The large stand of mature figs and other plantings are to be retained and incorporated within communal open space. Views to the figs from within new development is encouraged.

P.2 New development must maximise views towards the riparian corridor public open space.

P.3 The tallest buildings must define Warrinya Avenue and be setback in part to retain identified trees to be retained.

P.4 New development must provide generous landscaped ground level courtyards opening onto the Riverside corridor to maximise this interface.

P.5 New buildings must step down in height to the Riparian Corridor.

P.6 New development must respond sympathetically to the archaeological remains (if any) of Charles Smith's Farm, including any additional significant archaeological remains in this allotment.

Design Controls

C.1 Development must demonstrate compliance with the built form controls indicated on Figure 4.3.6.33.

C.2 Buildings are to be setback 3 metres from the river corridor boundary and be consistent with Figure 4.3.6.33.

C.3 Buildings to provide a minimum setback from Warrinya Avenue and Bridge Street of between 3 and 8 metres or as required to preserve significant trees as indicated on Figure 4.3.6.33. Buildings shall not encroach on the tree canopy.

C.4 Preferred parking /service access is to be designed in consultation with Transport for NSW to ensure the safe and efficient operation of the Parramatta Light Rail.

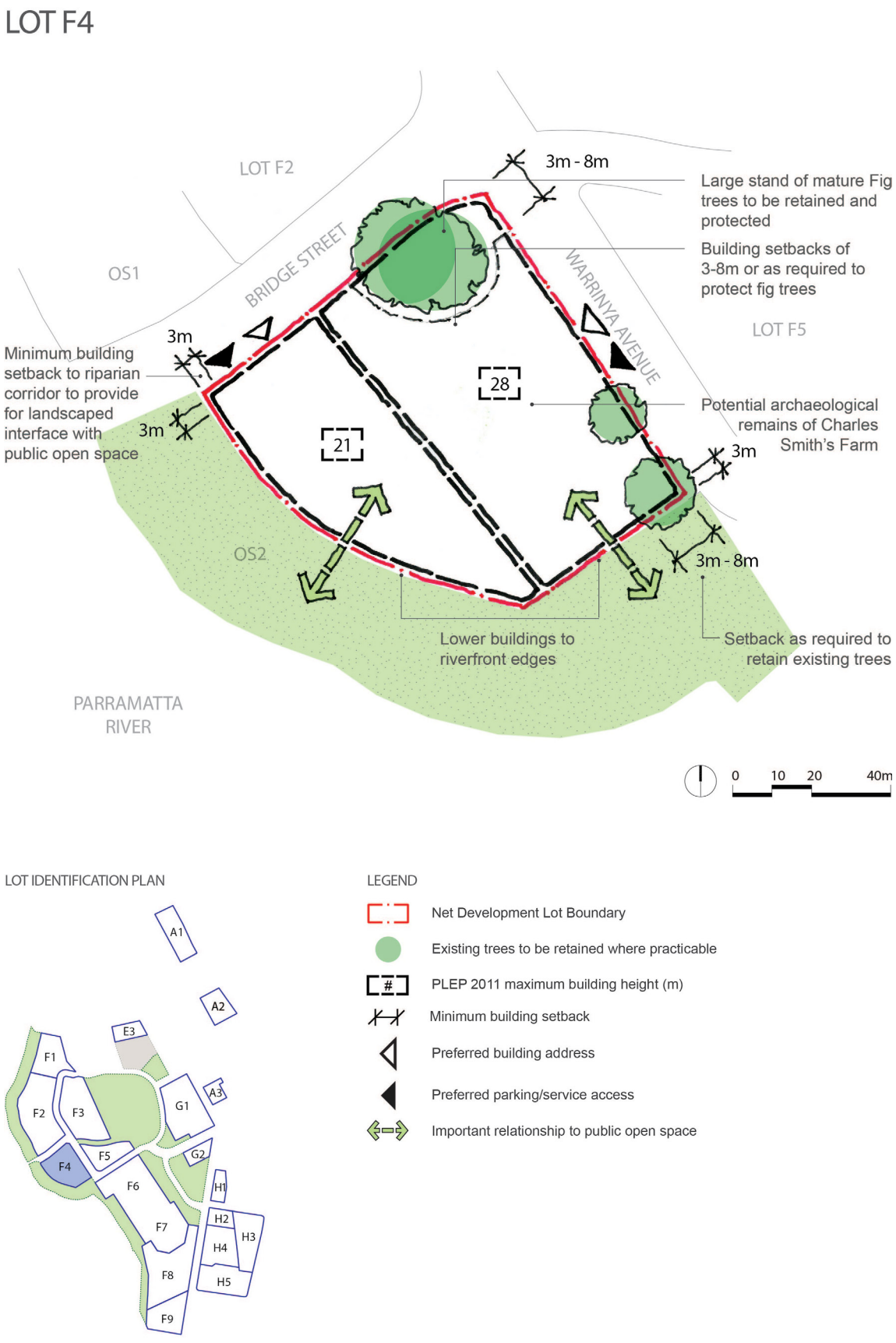


Figure 4.3.6.33
Development Lot F4

Lot F5

Design Objectives

O.1 The former Staff Dining Room and Kitchen (Building C70) and its landscape setting must be conserved and adapted consistent with the *Parramatta North Historic Sites Consolidated Conservation Management Plan* (PNHS CMP)

O.2 New development must be consistent with the requirements of the PNHS CMP for the former Staff Dining Room and Kitchen (Building C70) and its landscape setting and the adjacent Historic Core.

Design Principles

P.1 The former Staff Dining Room and Kitchen (Building C70) and its landscape setting must be conserved and adapted as an integral part of Lot F5.

P.2 New development must be of an architectural design and character that respects the heritage significance and landscape setting of the heritage building.

P.3 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.

P.4 The built form/envelopes of the new development must step down in height adjacent to the heritage building within the Lot (C70) and the adjacent Historic Core.

P.5 New development must be aligned to the two streets and reduced in height along the River Road frontage to minimise visual impacts on the heritage buildings and walls of the Historic Core.

P.6 The design and treatment of new buildings must have regard to the adjoining planned light rail route to the north.

P.7 New development must respond sympathetically to the archaeological remains (if any) of Charles Smith's Farm and Mrs Bett's House, including any additional significant archaeological remains in this allotment.

Design Controls

C.1 Development must demonstrate compliance with the built form controls indicated on Figure 4.3.6.34.

C.2 A minimum 12 metre wide cross-site pedestrian link is to be provided to conserve the setting of C70 (refer to the PNHS CMP).

C.3 A maximum 3 storey street wall is to be provided to River Road with a 4 metre setback for the upper levels to respond to the historic building C106.

C.4 The tower setback of new buildings shall respond to the historic building C70.

C.5 The building alignment of new buildings is to reflect the C70 building alignment along River Road.

C.6 Buildings are to be setback a minimum of 3 metres to the River Road frontage.

C.7 Buildings may have a 0 metre setback on Warrinya Avenue. The ground floor is to be recessed by 3 metres to allow courtyard areas. Double storey residential units are preferred on the ground floor.

C.8 The adaptative reuse of C70 must facilitate public pedestrian access within its curtilage and remain free of fencing or barriers wherever possible.

C.9 Interface between new development and the Parramatta Light Rail Corridor is to be designed in consultation with Council and Transport for NSW to ensure safety for pedestrians, accessibility and visual amenity.

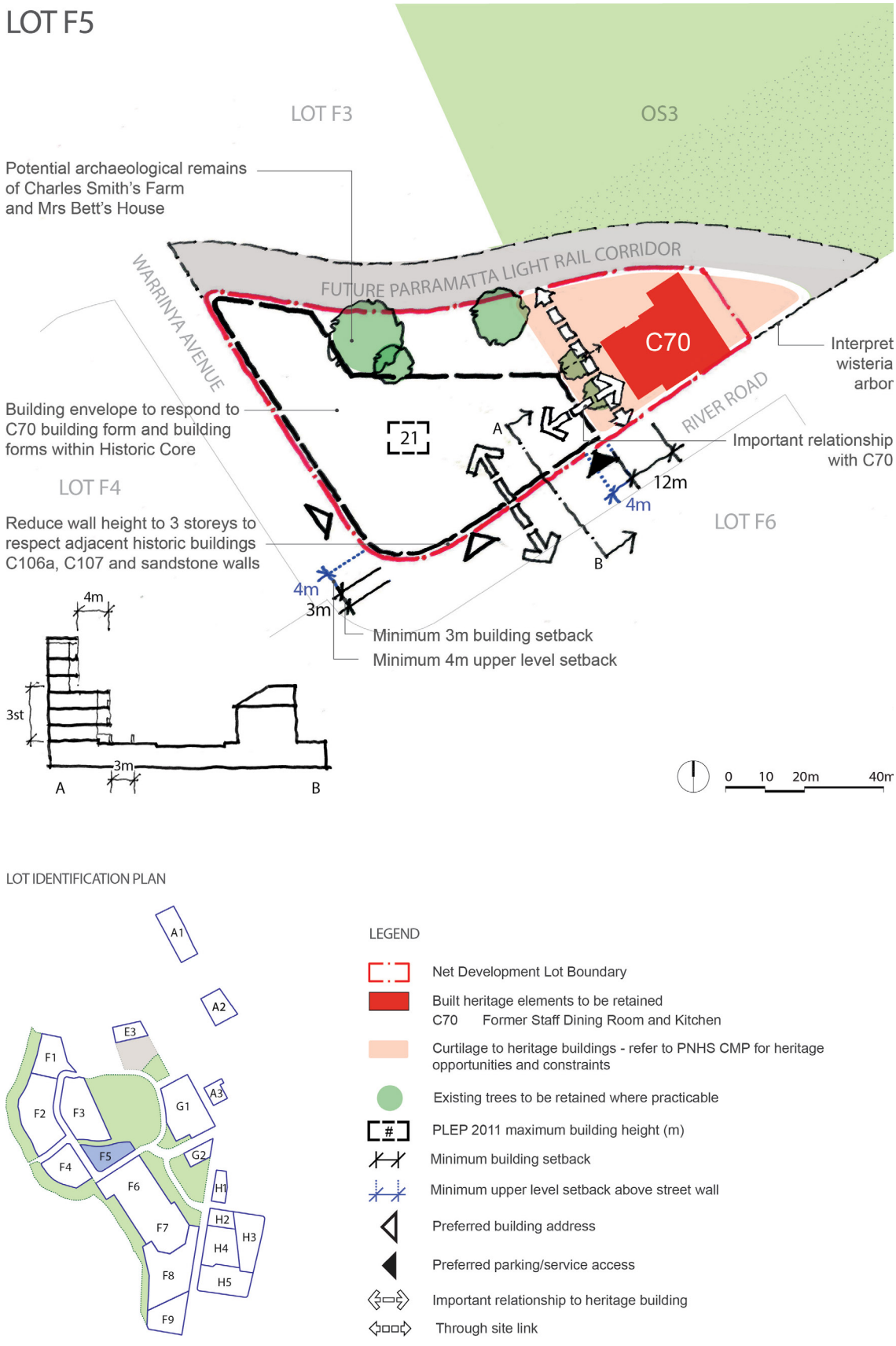


Figure 4.3.6.34
Development Lot F5

Lots F6, F7 and F8 (Historic Core)

Design Objectives

O.1 All significant elements within the Historic Core must be conserved and adapted consistent with the *Parramatta North Historic Sites Consolidated Conservation Management Plan* (PNHS CMP).

O.2 Any new development must be consistent with the PNHS CMP for the Historic Core, including heritage interpretation.

O.3 Any new development must respond to the significant archaeological resource to ensure this resource is managed and retained in situ and interpreted.

O.4 Any new development must facilitate public access and pedestrian connections.

Design Principles

P.1 All significant elements within the Historic Core must be conserved and adapted to sustainable long-term new uses.

P.2 Any new development within the Historic Core is limited to new buildings and structures that are required to support the appropriate and sustainable long-term non-residential use(s) of the significant elements within the Historic Core.

P.3 New development within the Historic Core must be of an architectural design and character that respects the heritage significance and landscape setting of the Historic Core.

P.4 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.

P.5 New development, including new uses must respond sympathetically to the archaeology of the Historic Core, including any additional significant archaeological remains in this allotment.

P.6 New development must include opportunities for heritage interpretation consistent with the *PNUT Heritage Interpretation Strategy*.

P.7 New development must include opportunities for through site links and pedestrian access through the Historic Core consistent with the PNHS CMP.

Design Controls

C.1 Any new buildings must demonstrate accordance with the PNHS CMP.

C.2 Development must demonstrate compliance with controls as indicated on Figures 4.3.6.35 and 4.3.6.36.

C.3 Any new buildings must demonstrate design excellence by having regard to Clause 6.12 (4) of the *Parramatta Local Environmental Plan 2011*.

C.4 A minimum 6 metre setback to the south of Bethel House (N06) is to be maintained to any lot boundary.

C.5 The treatment and use of the courtyard areas between historic buildings and structures are to conserve the visual relationship between buildings and facilitate pedestrian activitiy and activation and reuse of historic buildings.

C.6 Vehicular access and above ground parking should be minimised within the Historic Core.

C.7 Any new development or adaptive reuse of buildings within the Historic Core must demonstrate consideration of its impact on or by the Grey-headed Flying Fox (GHFF) colony location and be consistent with the ecological protection and management requirements of the site.

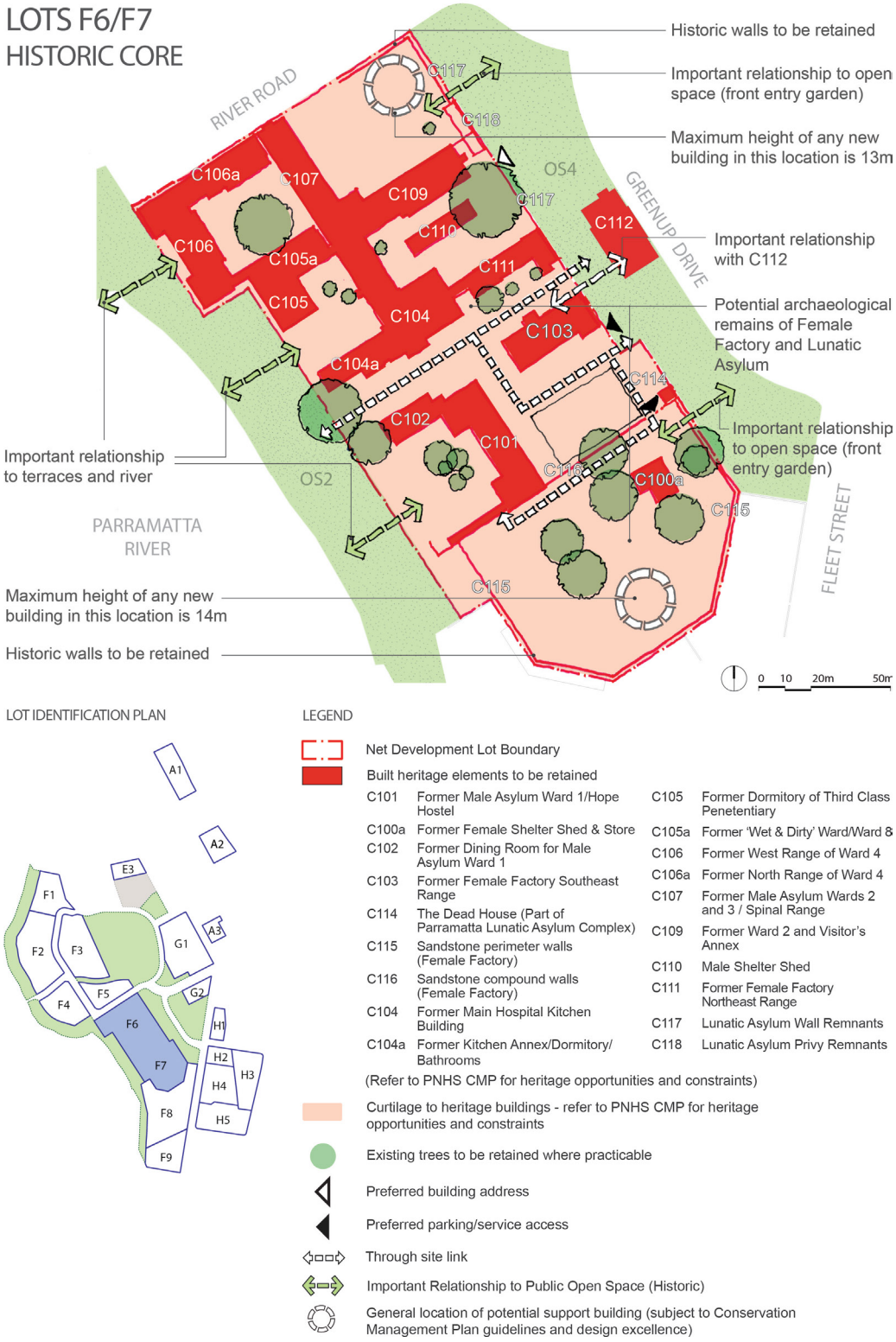


Figure 4.3.6.35
Lots F6/F7

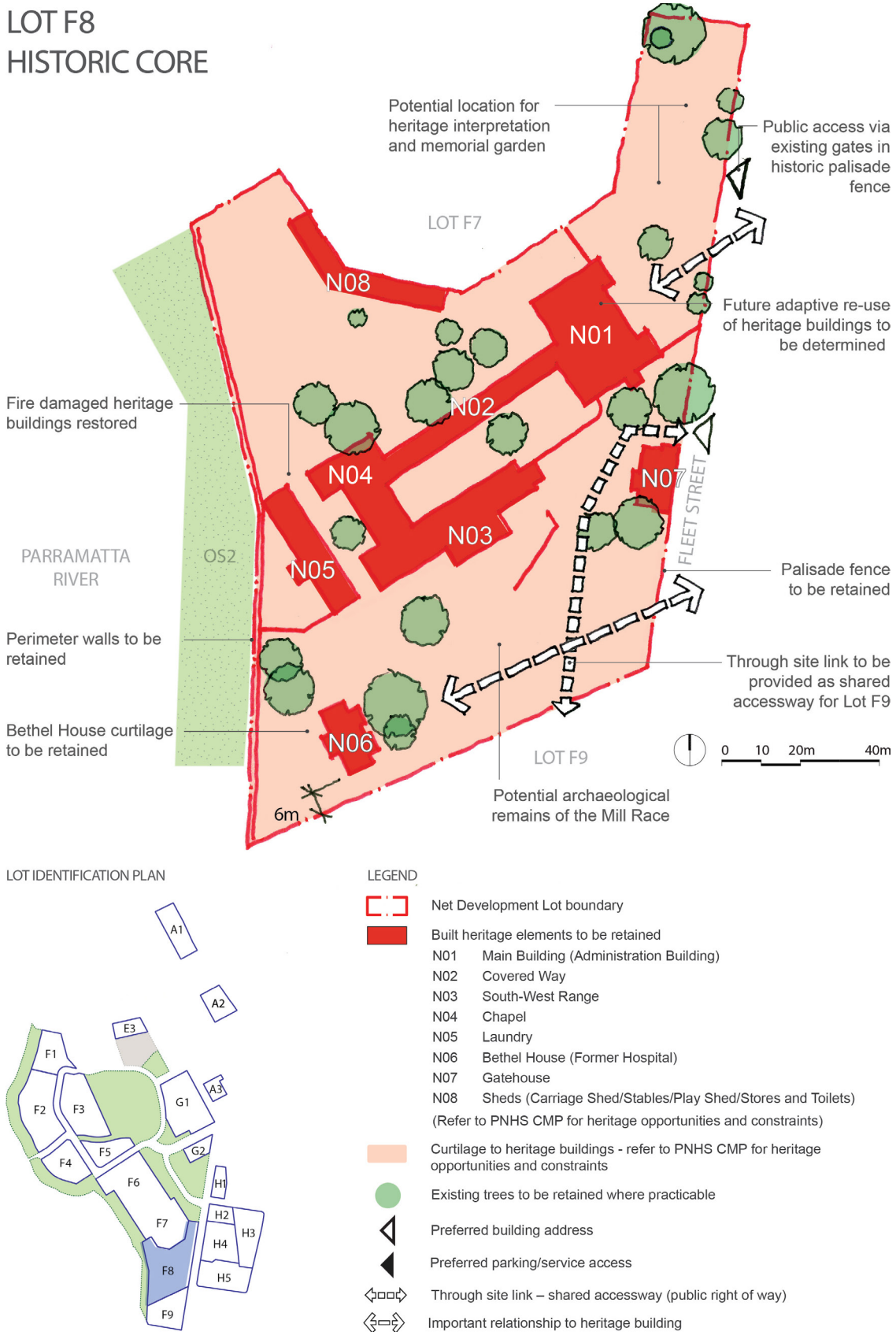


Figure 4.3.6.36
Development Lot F8

Lot F9

Design Objectives

O.1 Any development is to be consistent with the requirements of *the Parramatta North Historic Sites Consolidated Conservation Management Plan* (PNHS CMP), particularly for the curtilage of Bethel House.

O.2 Views from Fennel Street looking west towards Bethel House and the Parramatta River foreshore and beyond must be maintained.

Design Principles

P.1 No new development must be located within the curtilage of Bethel House.

P.2 Any new development must be located in the south eastern portion of Lot F9 and must step down in scale to the north.

P.3 The development potential of the western part of Lot F9 is impacted by the existing endangered Grey-headed Flying Fox (GHFF) colony location. Future development must be consistent with the ecological protection and management requirements of the site.

P.4 Views directly down Fennell Street into the Historic Core must be retained at the northern extent of the site. Oblique views into the site from Fleet Street must be retained.

P.5 New development must consider views from the World Heritage listed Old Government House and Domain precinct.

P.6 A north – south cycling and pedestrain link is to be provided to ensure between Fleet Street, the Parramatta Stadium area and Parramatta Park via the existing pedestrian bridge.

Design Controls

C.1 Development must demonstrate compliance with controls as indicated on Figure 4.3.6.37.

C.2 Any boundary to Lot F8 is to be a minimum of 6 metres south of Bethel House.

C.3 A minimum building setback of 4 metres to the southern boundary is to be provided.

C.4 Significant vegetation south of the Bethel House curtilage shall be retained as shown in Figure 4.3.6.37 and treated with appropriate supplementary landscaping.

C.5 New development shall address the new pedestrian through-site link.

C.6 New development must demonstrate that adequate vehicular access is provided through Lot F8 to the north or Eels Place to the south.

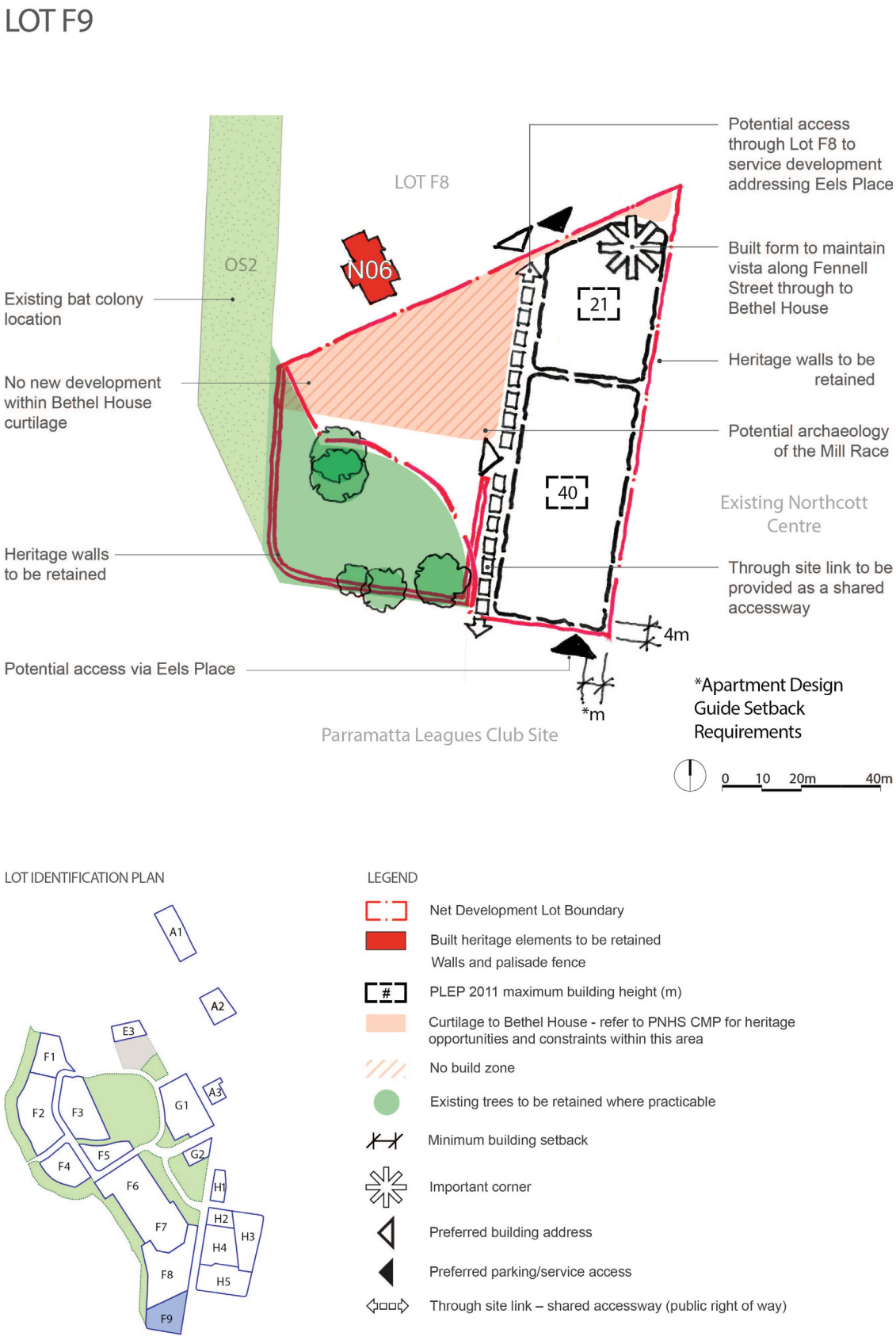


Figure 4.3.6.37
Development Lot F9

Lot G1

Design Objectives

O.1 The former Nurses Home (Building C83) and its landscape setting must be conserved and adapted consistent with the *Parramatta North Historic Sites Consolidated Conservation Management Plan* (PNHS CMP).

O.2 New development must be consistent with the requirements of the PNHS CMP for the former Nurses Home (Building C83) and its landscape setting.

O.3 New development must provide a neighbourhood retail and commercial precinct located on Factory Street.

O.4 New development must accommodate the planned light rail route access into the site via Factory Street.

Design Principles

P.1 The former Nurses Home (Building C83) and its landscape setting must be conserved and adapted as an integral part of Lot G1.

P.2 New development within G1 must be of an architectural design and character that respects the heritage significance and landscape setting of the heritage building (C83) and the adjacent Parramatta Gaol.

P.3 New development must create a new neighbourhood retail precinct for the PNUT area and have an urban character.

P.4 The new neighbourhood retail precinct must allow for and integrate with the planned light rail route along Factory Street.

P.5 New development must provide building and tower setbacks which provide adequate transition to existing built form.

P.6 The surrounding public domain shall be of high quality and allow for wide footpaths and the establishment of street trees.

P.7 The built form/envelopes of the new development must step down in height adjacent to the Nurses Home (Building C83) and the pedestrian through-site link.

P.8 New development must provide a publicly accessible east-west through site pedestrian link.

P.9 New development must locate retail and/or active uses along the Factory Street frontages and the through-site link.

P.10 Any taller built form must be located to reinforce the New Street alignment and the built form/envelope must step down in height towards the historic Parramatta Gaol and Factory Street.

P.11 No vehicular access must be provided from Dunlop Street or Eastern Circuit East. Vehicular access is preferred from New Street.

P.12 Active retail frontages along Factory Street must include weather protection in the form of awnings and/or colonnade treatments.

P.13 Basement parking may extend beyond the building footprint subject to an assessment of the landscape impacts and demonstration that areas available for deep soil planting are maximised wherever possible.

Design Controls

C.1 Development must demonstrate compliance with controls as indicated on Figure 4.3.6.38.

C.2 A 0 metre building setback is required where active commercial/retail uses are proposed along Factory Street, as indicated on Figure 4.3.6.6.

C.3 Active commerical/retail uses must provide awnings, and designed to make allowance for the full extent of mature street tree canopies.

C.4 Development along Dunlop Street must:

- Provide a 0 metre building setback only where the provision of a minimum 4.2 metre footpath is provided in accordance with Figure 4.3.6.8 - Typical Street Section 3 – Dunlop Street; and
- Recess 3 metres at ground floor to allow courtyard areas. Double storey residential units are preferred.

C.5 Development along Eastern Circuit East must:

- Provide a 0 metre building setback, only where the provision of a minimum 4.3 metre footpath is provided in accordance with Figure 4.3.6.11 - Typical Street Section 6 – East Circuit (East).
- Recess 3 metres at ground floor to allow courtyard areas. Double storey residential units are preferred.

C.6 Where the minimum footpath standards cannot be meet along Dunlop Street and Eastern Circuit East, the building setback control shall be consistent with the 3 metre building setback control in Section 4.3.6.2 of this DCP.

C.7 Development along New Street must provide a 3 metre building setback.

C.8 A link from the East-West Link is to be provided to connect to Factory Street within the curtilage of the Nurses Home.

C.9 A 16 metre wide east-west cross-site pedestrian link from New Street to Eastern Circuit East is to be provided. This must be open to the sky.

C.10 A minimum 16 metre setback is to be provided between the Nurses Home (Building C83) and any new building.

C.11 The adaptive reuse of the Nurses Home (Building C83) must facilitate pedestrian public access within it's curtiliage (to the North, West and South) and remain free of fencing or barriers wherever possible. No above ground parking is allowed.

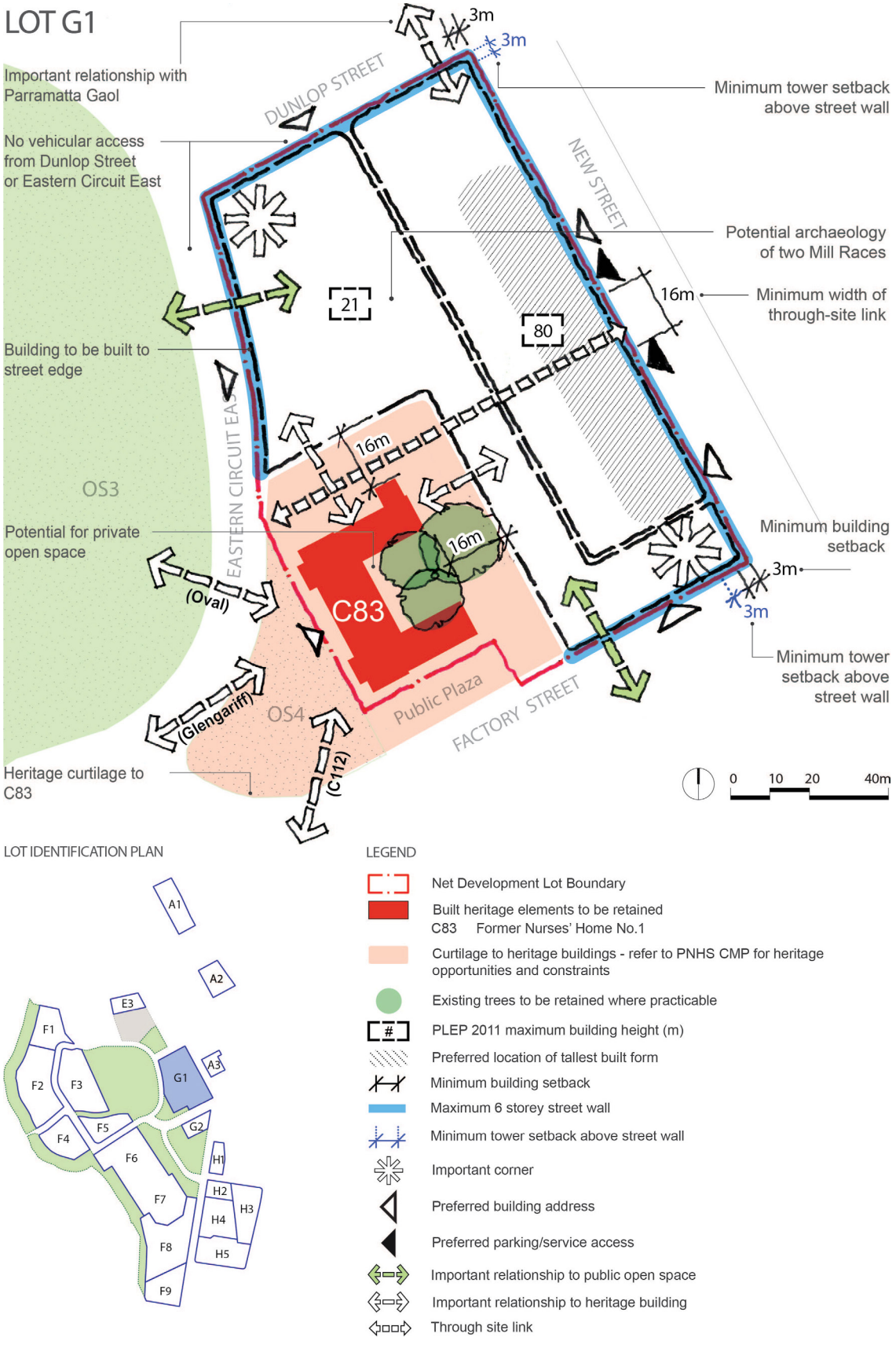


Figure 4.3.6.38
Development Lot G1

Lot G2

Design Objectives

O.1 New development should facilitate a neighbourhood retail and commercial precinct on Factory Street.

O.2 New development should improve the quality of the interface with the adjoining open space.

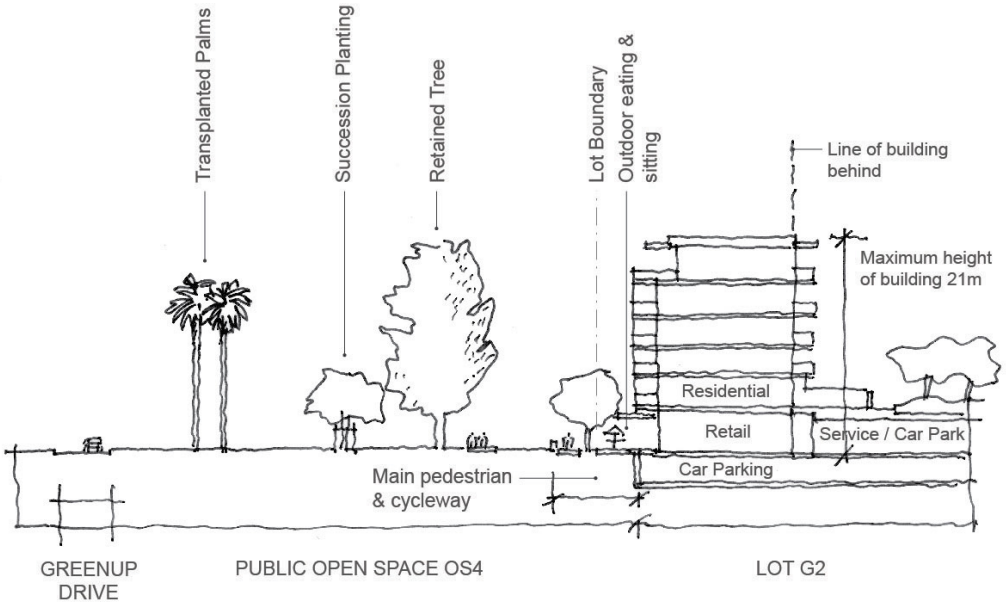


Figure 4.3.6.39
Lot G2 interface with open space

Design Principles

P.1 New development must define street edges and the Factory Street entry point to the PNUT.

P.2 Any taller built form must be located to reinforce the north eastern corner and the built form must step down to reduce overshadowing on the Public Open Space (OS4).

P.3 New development must create a new neighbourhood retail precinct for the PNUT area and have an urban character.

P.4 The new neighbourhood retail precinct must allow for and integrate with the planned light rail route along Factory Street.

P.5 Setbacks to the open space are to include landscaped courtyards and/or active uses.

P.6 Basement parking may extend beyond the building footprint subject to an assessment of the landscape impacts and demonstration that areas available for deep soil planting are maximised wherever possible.

Design Controls

C.1 **Development must demonstrate compliance with controls as indicated on Figures 4.3.6.39 and 4.3.6.40**

C.2 **New development must provide active retail frontages to Factory Street and Fleet Street.**

C.3 **CA 0 metre building setback is allowed where active commercial/ retail uses are proposed along Factory Street, as indicated on Figure 4.3.6.6.**

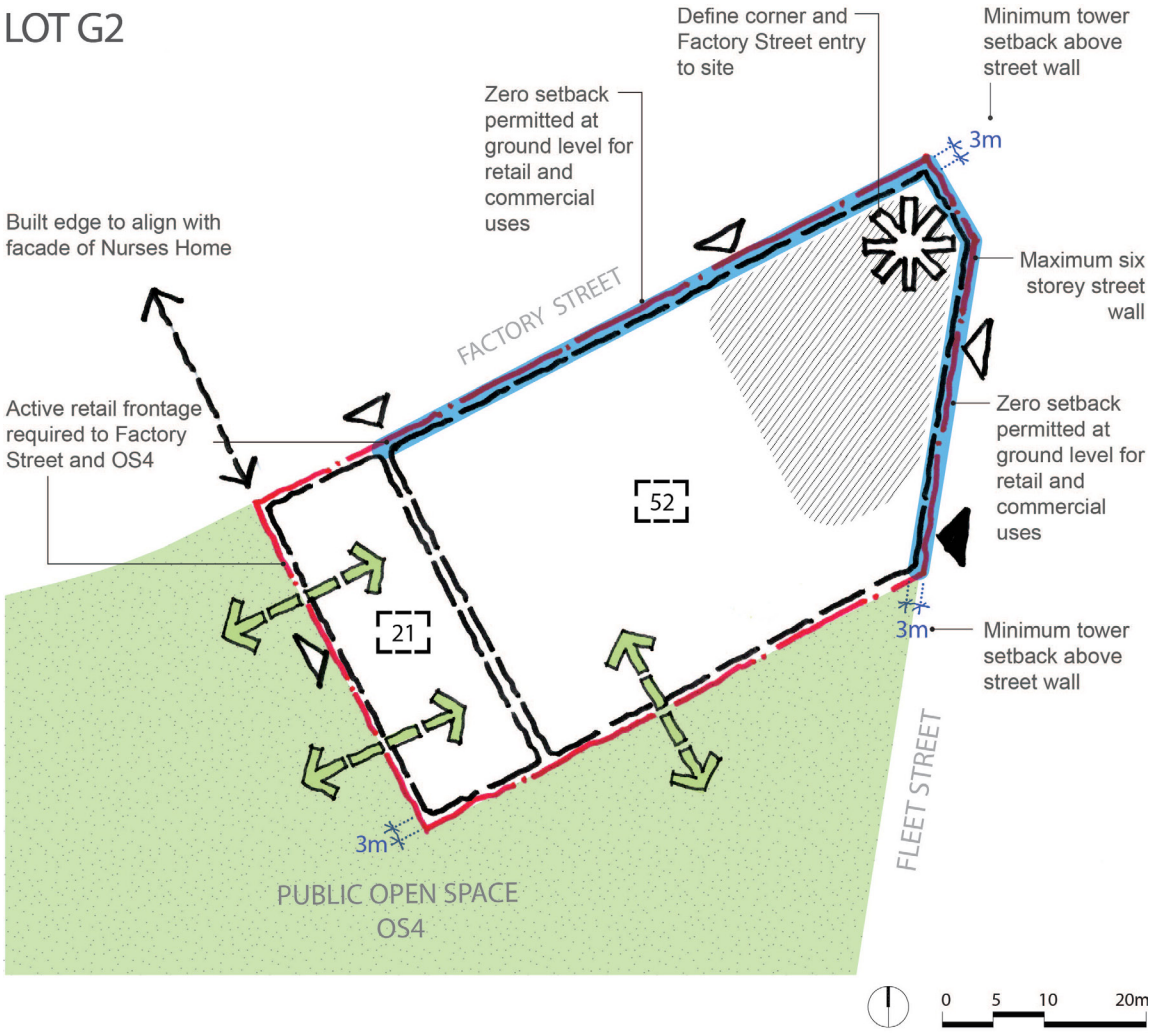
C.4 **Vehicular access is to be from Fleet Street to avoid disrupting the Factory Street retail frontage.**

C.5 **New development to provide a minimum 3 metre upper level building setback to street frontages and rear and side boundaries.**

C.6 **The western edge of the new built form must align with the western façade of the Nurses Home across Factory Street.**

C.7 **New development must maximise the interface with the Public Open Space (OS4) provide active ground level frontages and opportunities for casual surveillance from apartment building facades (refer to Figure 4.3.6.39).**

C.8 **New development must demonstrate, through design testing, that overshadowing impacts to open space are minimised.**



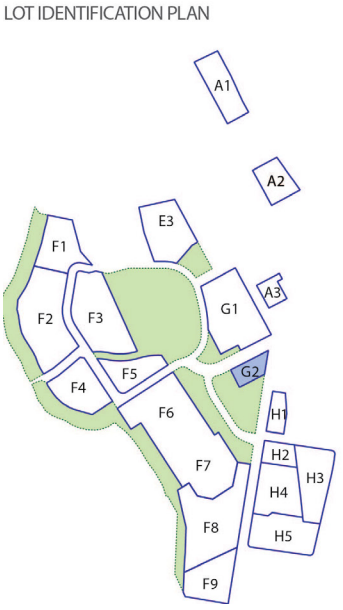


Figure 4.3.6.40
Development Lot G2

Lot H1

Objectives

O.1 Development is to retain and respond to the historic Quarry Face and retain the early sandstone walling along Fleet and Albert Streets.

O.2 Development is to integrate and transition to surrounding urban development.

Design Principles

P.1 New development within H1, H2, H3, H4 and H5 must retain the sandstone quarry face and early sandstone walls to Fleet and Albert Streets.

P.2 New buildings must be designed to interpret the change in level and allow some views of the quarry face from within the lot and from the Albert Street steps.

P.3 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.

P.4 Any taller built form must be located in the southern portion of the lot to reinforce the Fleet Street/Albert Street corner with heights transitioning down to adjacent existing development to the north.

Design Controls

C.1 Development must demonstrate compliance with controls as indicated on Figure 4.3.6.41.

C.2 Buildings are to be setback a minimum of 4 metres from Fleet Street.

C.3 Buildings are to be setback a minimum of 6 metres from Albert Street.

C.4 The 4 metre building setback from Fleet Street is required to provide landscaped courtyards to ground floor units and the 6 metre building setback to Albert Street is to respond to the landscape quality of that street.

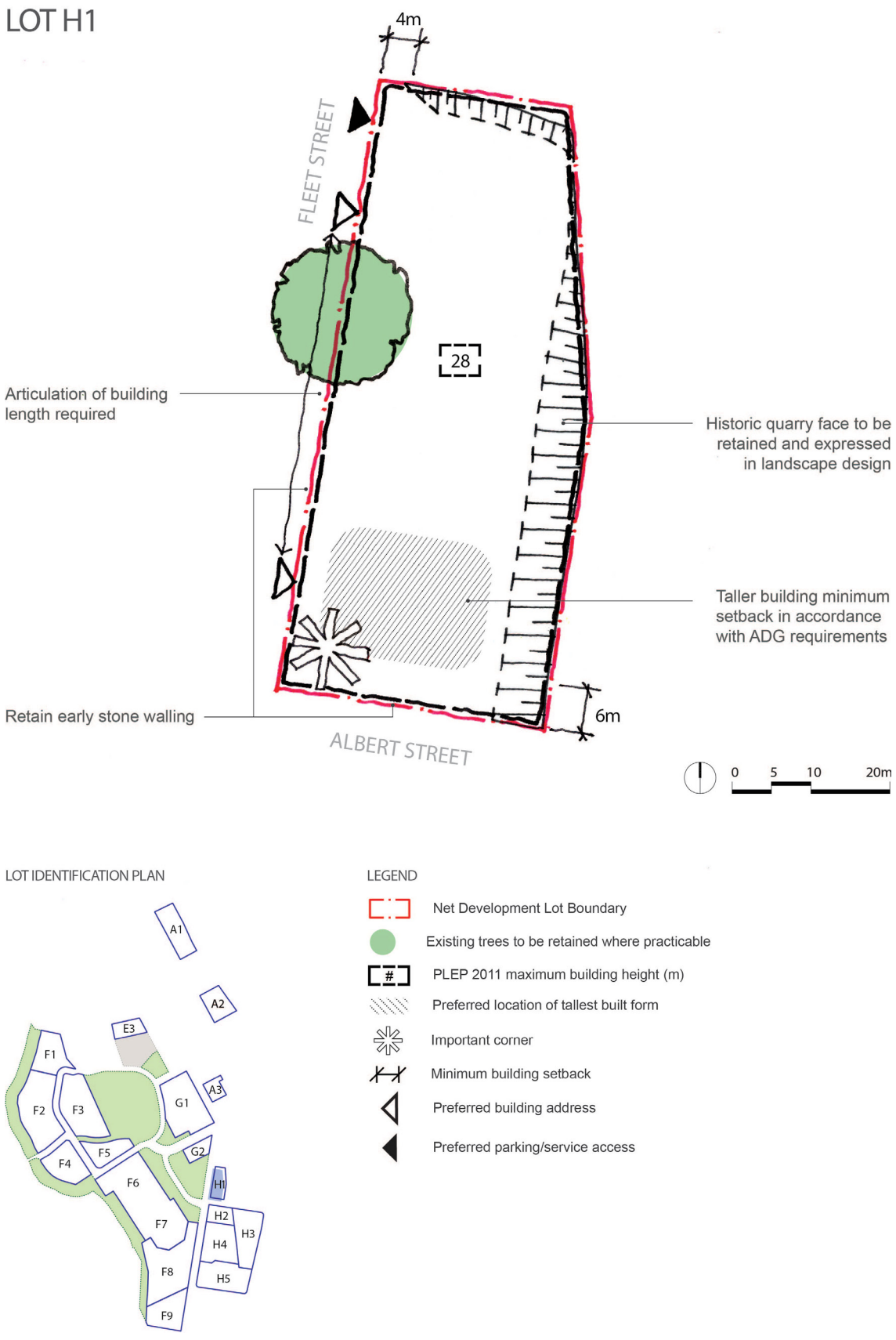


Figure 4.3.6.41
Development Lot H1

Lots H2-H5

Objectives

O.1 Development is to integrate and transition to surrounding urban development.

O.2 Development is to respond to and retain the historic Quarry Face.

Design Principles

P.1 New development within H1, H2, H3, H4 and H5 must retain the sandstone quarry face and early sandstone walls to Fleet and Albert Streets.

P.2 New development must be designed to interpret the change in level and allow some views of the quarry face from within the lots and from the Albert Street steps.

P.3 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.

P.4 New development may include a pedestrian through-site link connecting O'Connell Street with Fleet Street and transitioning across the quarry face.

P.5 New development within the lots must comprise a series of high quality apartment buildings with a diversity of scale and architectural character.

P.6 Low rise buildings (6 storeys maximum) must define the external street edges with the exception of Albert Street where 8 storey buildings may be developed.

P.7 Tall buildings must be located internally and minimise overshadowing to existing and new development. Towers must be expressed above 6 storey podiums, which must define public and communal spaces.

P.8 All new buildings to have addresses and lobbies with access to a public street or through site link.

P.9 Development fronting Fleet Street must respect the visual relationship with the Historic Core to the west.

Design Controls

C.1 Development must demonstrate compliance with controls as indicated on Figure 4.3.6.42.

C.2 A cross-site pedestrian link is to be provided centrally between O'Connell Street and Fleet Street to align with Harold Street.

C.3 A minimum 4 metre building setback to Fleet Street is to be provided.

C.4 A minimum 6 metre building setback to Albert, O'Connell and Fennel Streets is to be provided.

C.5 All new buildings are to address public streets.

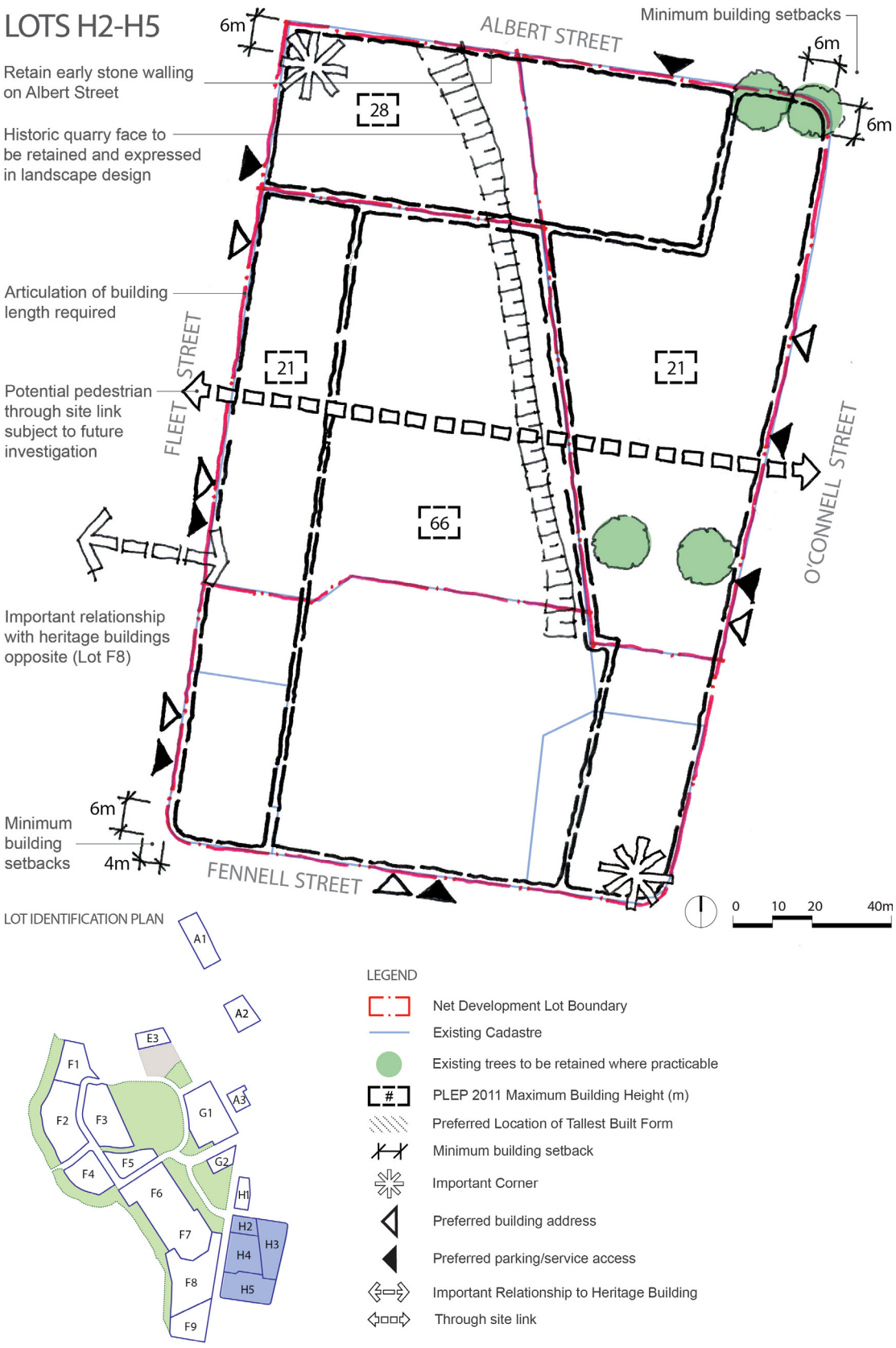


Figure 4.3.6.42
Development Lots H2 – H5

4.3.7 Granville Precinct

Desired Future Character

In November 2016, the NSW Government released the *Parramatta Road Corridor Urban Transformation Strategy* (PRCUTS). The PRCUTS sets the long term vision and framework to support co-ordinated employment and housing growth in the Corridor in response to significant transport and infrastructure investment, economic and demographic shifts, and industrial and technological advances. Granville has been identified as one of the eight precincts along the corridor that has been earmarked for renewal because of its unique access to jobs, transport, infrastructure and services, and its ability to accommodate new development in a balanced way.

The Granville Precinct is proposed to be a vibrant place with a mix of new housing, shops and commercial spaces north of the railway line. Good Street will be the Precinct's main street, extending from the existing Town Centre of Granville on the southern side of the railway line, and will also include protection of the fine grain development pattern and delivery of a high quality public domain. Opportunities for residential, retail and commercial development will be integrated with the existing public transport facilities, capitalising use of the Granville Railway Station and Granville Bus Interchange.

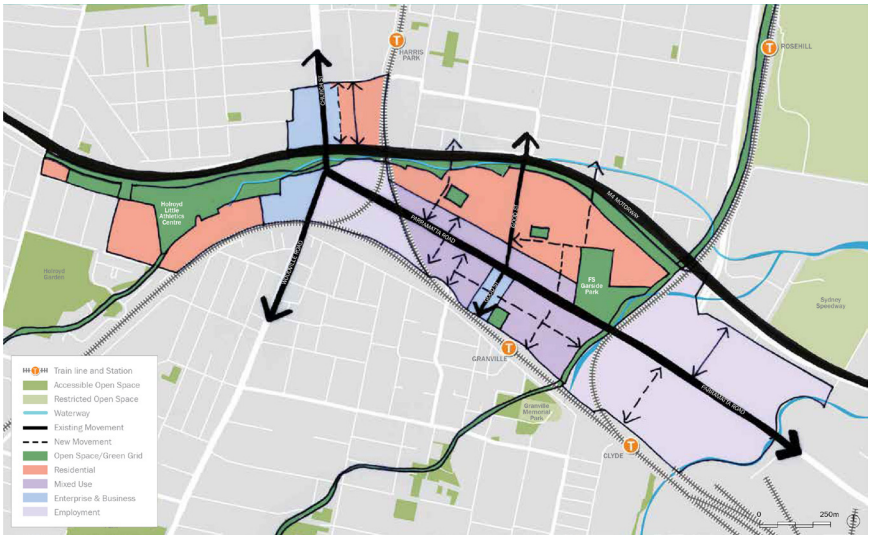


Figure 4.3.7.1
Granville Precinct (PRCUTS)

Objectives

O.1 To develop a mixed use core of retail, residential and business at the transport node serving the precinct, centred around Good Street, Cowper Street and Rowell Street, and extends to the north side of Parramatta Road.

O.2 To ensure new development within the mixed use core provides active ground floor uses to increase vibrancy, safety, use and interest of the area,

O.3 To preserve and improve significant open space areas within the precinct.

O.4 To maximise pedestrian links and connectivity through new laneways and through site links.

Design Principles

P.1 New development is to be consistent with the Parramatta Road Corridor Urban Transformation Strategy: Planning and Design Guidelines unless otherwise detailed in this section.

4.3.7.1 Land on the Corner of Parramatta Road, Good Street and Cowper Street, Granville

Introduction

This site-specific Development Control Plan (DCP) applies to a 5,150m2 land parcel in Granville that has frontage to Parramatta Road, Good Street and Cowper Street, as shown in **Figure 4.3.7.1.1**. The site comprises 15 individual land parcels as follows:

Lot 1 DP 604204, Lot 1 DP 76041, Lot 1 DP 998948, Lot 1 DP 783581, Lot 1 DP 979437 Section A, Lot 2 DP 979437 Section A, Lot 7 DP 979437 Section A, Lot 1 DP 1075357, Lot 2 DP 1075357, Lot 3 DP 1075357, Lot 4 DP 1075357, Lot 5 DP 1075357, Lot 6 DP 1075357, Lot 12, DP 575064, and Lot 1 DP 721626.

This Part is to be read in conjunction with other parts of this DCP and the Parramatta Local Environmental Plan (LEP) 2011. It establishes principles, objectives and controls to be interpreted during preparation and assessment of development applications and supports the objectives of the LEP.

This Part of the DCP details the desired future character for the site and provides site specific objectives and controls on the following:

- Built form and massing
- Public domain and landscaping
- Traffic and transport

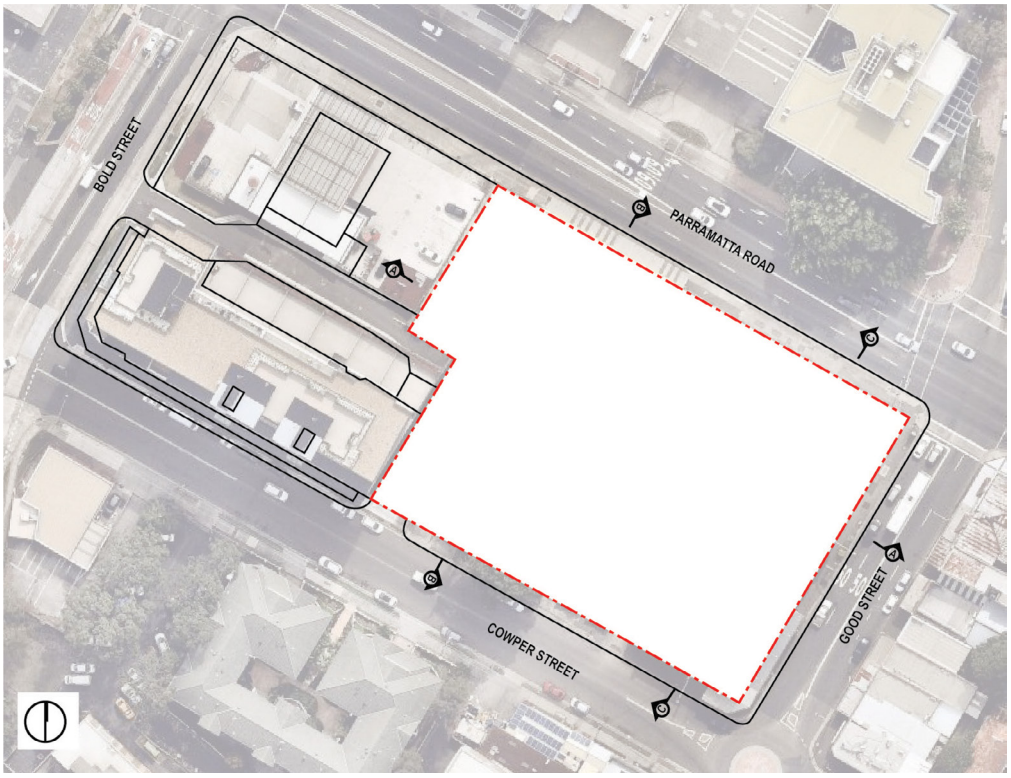


Figure 4.3.7.1.1
Land covered by this Part

Desired Future Character

The location of the site is consistent with the State Government policies for a renewed Parramatta Road Corridor, and is well located in relation to the Parramatta CBD.

The mixed use character of development is to complement the Granville Town Centre and provide a positive design statement, appropriately marking the connection of the town centre main street (Good Street) with Parramatta Road. The proposed mix of land uses includes ground floor retail, commercial offices, residential apartments, public spaces and thoroughfare, and the retention of heritage.

The following key design principles are to be incorporated into the future design:

- Respond to the generally orthogonal east-west north-south street pattern;
- Reinforce the Good Street precinct as the primary local retail destination, a primary pedestrian and vehicular connection across Parramatta Road to the north as well as being a primary pedestrian route to Granville Station;
- Minimise residential noise exposure from Parramatta Road;
- Provide a finer grain pedestrian network; and
- Retain the original extent of the front heritage façade of “The Barn” – 138 Parramatta Road through its deconstruction and reconstruction in line with the 6m setback proposed to Parramatta Road (subject to approval though the Development Application process) to prevent the item’s total loss should road widening be required by RMS as a result of the Granville Precinct Wide Traffic Study.

Future built form is to comprise a podium edge to the three streets with recessed tower forms. The podium is to comprise 3-4 storeys and is to include the façade retention of the heritage property known as “The Barn” that fronts Parramatta Road after the façade is setback 6m from the Parramatta Road edge to prevent its future loss should the land along Parramatta Road be required for road widening.

Large consolidated sites can result in a loss of grain and character at street level. The street wall, separate from tower forms above, should be designed as the architectural component of the development that defines and imparts fine grain and character to the street. Principles that should be incorporate in the design of the street wall include:

- Maximising the setback of higher tower forms in order to differentiate the street wall as a separate architectural element, which can be distinct and different in character from the higher tower elements;
- The street wall should be designed to provide a well-modulated pedestrian experience at street level. A smaller, more detailed scale should be used in its articulation;
- The design of the street wall should have regard to the traditional narrow subdivision plan and reflect this in its composition and articulation; and
- Ground floor facades should be rich in variation and detail. Many doors and vertical relief in the facades intensify the walking experience, with awnings included and integrated in the design in order to provide adequate pedestrian shelter

A low scale to Good Street is to be provided through the podium, with residential exposure to Parramatta Road being minimized within the podium. A maximum height of 82m (25 storeys), excluding plant and lift overrun, is to be adhered to for the majority of the site.

The north to south through site pedestrian link is to be generally open, with the exception of any opening that may pass beneath the tower(s) above. Double sided active retail uses fronting Good Street and the pedestrian through site link are required.

Development is to comply with the objectives and controls set out below and any other relevant objectives and controls of this DCP.

The proposed reference design concept for the site is shown in **Figure 4.3.7.1.2**. As seen in the legend of the Figures, the hatched land along Parramatta Road represents the location of the Heritage Item which subject to Development Application approval is proposed to be relocated in line with the 6m setback to Parramatta Road to prevent its future removal should the land be required for road widening in the future as a result of the Granville Precinct Wide Traffic Study.

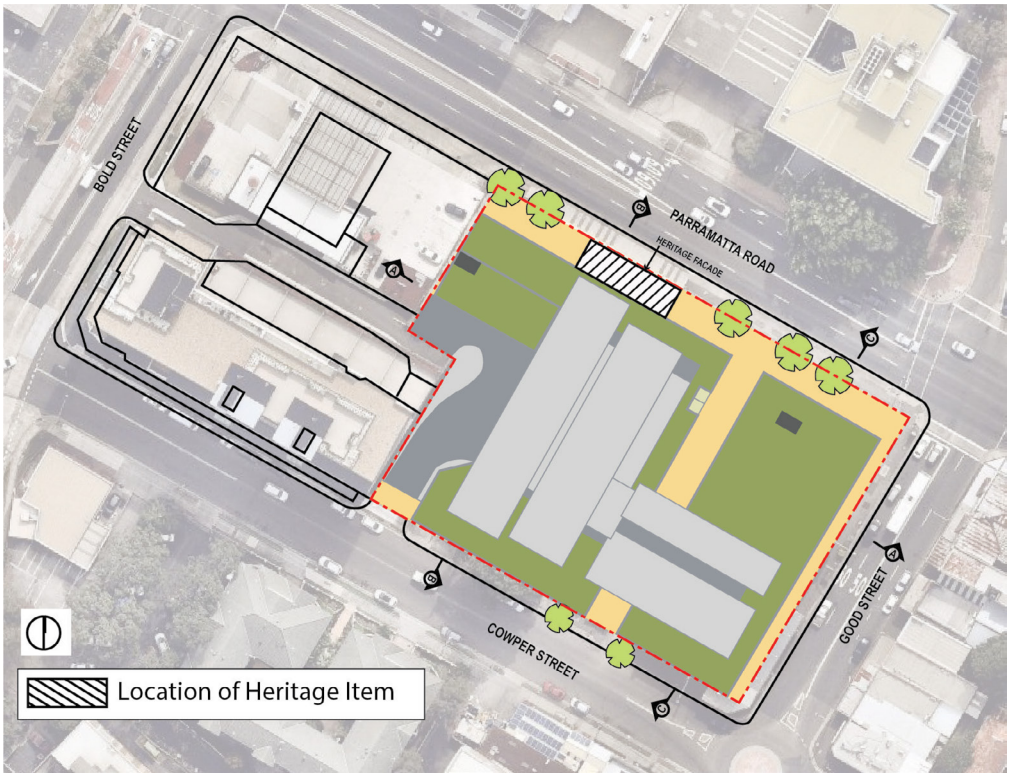


Figure 4.3.7.1.2
Reference design for the site

Objectives

O.1 To provide a mix of uses that support the role of the Granville Town Centre.

O.2 To revitalize the northern end of Granville Town Centre.

O.3 To encourage high quality built form outcomes and achieve design excellence.

O.4 To create an attractive and safe urban street environment for pedestrian and retail, community activities in the surrounding streets.

O.5 To 'future proof' the subject site by ensuring land is retained through setbacks for road widening along Parramatta Road and Good Street should it be required in the future, and have flexible controls to allow the land within the setbacks to either form part of the public domain or part of the road infrastructure.

O.6 To activate the block edges to Parramatta Road, Good Street and Cowper Street.

O.7 To complete the laneway connection between Bold Street and Cowper Street.

O.8 To minimize adverse impacts on the amenity of adjoining uses and that the built form be sympathetic to the Heritage Item.

O.9 To restore and conserve the front façade and associated portions of lateral walls of the Heritage Item "The Barn" through its deconstruction and reconstruction in line with the 6m setback proposed to Parramatta Road (subject to approval through the Development Application process) to prevent the item's total loss should road widening be required by RMS as a result of the Granville Precinct Wide Traffic Study.

O.10 To provide the opportunity for the widening of the Parramatta Road corridor and permit deep soil planting between the site and Parramatta Road should the land form part of the public domain and not be required for road widening, which will be confirmed after the completion of the Granville Precinct Wide Traffic Study.

O.11 To provide a through site pedestrian link between Parramatta Road and Cowper Street.

O.12 Up to 4,000sqm of non-residential uses to be incorporated into the proposal.

Built Form and Massing

Objectives

O.1 To ensure that the built form sensitivity responds to the sites location in relation to the town centre, Parramatta Road and Good Street.

O.2 To set variable building heights to ensure positive and cohesive relationships with surrounding land and uses.

O.3 Development is to be designed to activate the three streets at its edges;

O.4 Provide a through site link that is:

- Activated;
- Provides a positive urban environment;
- Open to the sky with no over-hanging building elements above except as shown in the diagrams;
- Located at natural ground level;
- Activated at ground level;
- Overlooked and suitably lit; and
- Named to Council approval and signed.

O.5 To ensure that the Heritage Item "The Barn" retains its landmark status within the context of the new built form following approval for its relocation 6m from Parramatta Road.

O.6 To 'future proof' the subject site by ensuring land is retained through setbacks for road widening along Parramatta Road and Good Street should it be required in the future; and have flexible controls to allow the land within the setbacks to either form part of the public domain or part of the road infrastructure.

Design Controls

Maximum building heights

C.1 Maximum height of 82m (25 storeys) for the majority of the site.

C.2 A maximum building height of 17m (4 storeys) fronting Good Street.

C.3 The maximum number of storeys is indicated in Figure 4.3.7.1.3.

Note: A range in the number of storeys is shown in Figure 4.3.7.1.3 for the eastern component of the tower. This is to provide an option for distributing the gross floor area permitted under the *Parramatta LEP 2011*. The height of this part of the building is to be explored as part of the Design Excellence competition

process, but consideration should be given to maintaining the difference in height between the towers.

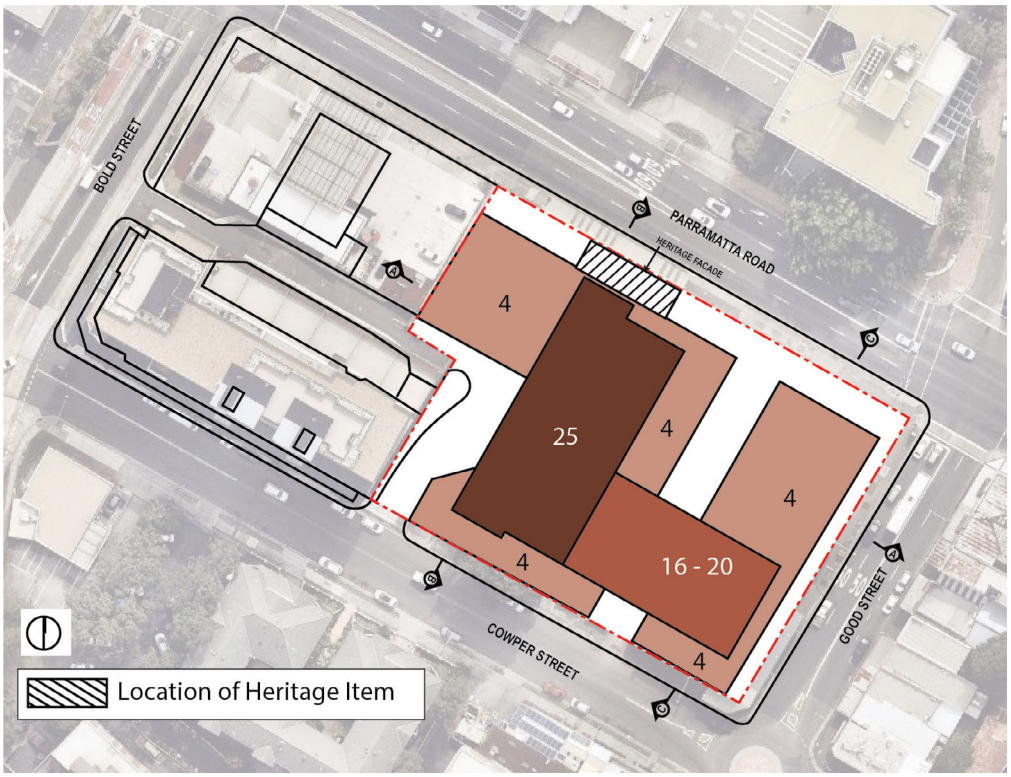


Figure 4.3.7.1.3
Maximum number of storeys

Shared frontage heights

C.4 4 storey podium fronting Good Street.

C.5 Retention of "The Barn" façade and exposed portions of side walls, and their incorporation into a podium building fronting Parramatta Road.

Building setbacks

C.6 The setbacks and separations at street level are shown in **Figure 4.3.7.1.4.**

C.7 The setbacks are to 'future proof' the land for road widening along Good Street and Parramatta Road should additional road infrastructure be required by the RMS. This is to be determined as part of a precinct wide traffic study in Granville to accommodate for the anticipated growth proposed under the Parramatta Road Urban Transformation Strategy;

C.8 As shown in **Figure 4.3.7.1.4**, a 2.8m setback to Good Street and a 6m setback to Parramatta Road (inclusive of the land that includes "The Barn" Heritage Item which may be relocated in line with the 6m setback subject to Council consent) are to be retained and dedicated for Council to 'future proof' the subject site should it be required for road widening. The land will form part of the public domain until it is confirmed that it is needed for road infrastructure. The Heritage Item façade is proposed to form part of the future building design, and subject to approval will be setback 6m from Parramatta Road to ensure its retention if the land is required for road widening in the future.

C.9 The setbacks to the tower above the podium are shown in Figure 4.3.7.1.5.

C.10 The Development Application and the Design Excellence processes will explore the most appropriate methodology to relocate the heritage façade in line with the proposed 6m setback to Parramatta Road. Council's Heritage Advisor will be involved in these processes to ensure the façade is deconstructed and reconstructed in the most appropriate way in order to retain the integrity of the item as part of the future design of the overall building.

Building envelopes and massing

C.11 Figure 4.3.7.1.11, 4.3.7.1.12 and 4.3.7.1.13 at the end of this Part comprise three sections that provide form and massing guidance for tower location.

C.12 The Design Excellence process will also explore variations to the massing and building envelopes to accommodate the gross floor area permitted under the *Parramatta LEP 2011* if it is considered to deliver a better built form outcome than proposed under this Site Specific DCP.

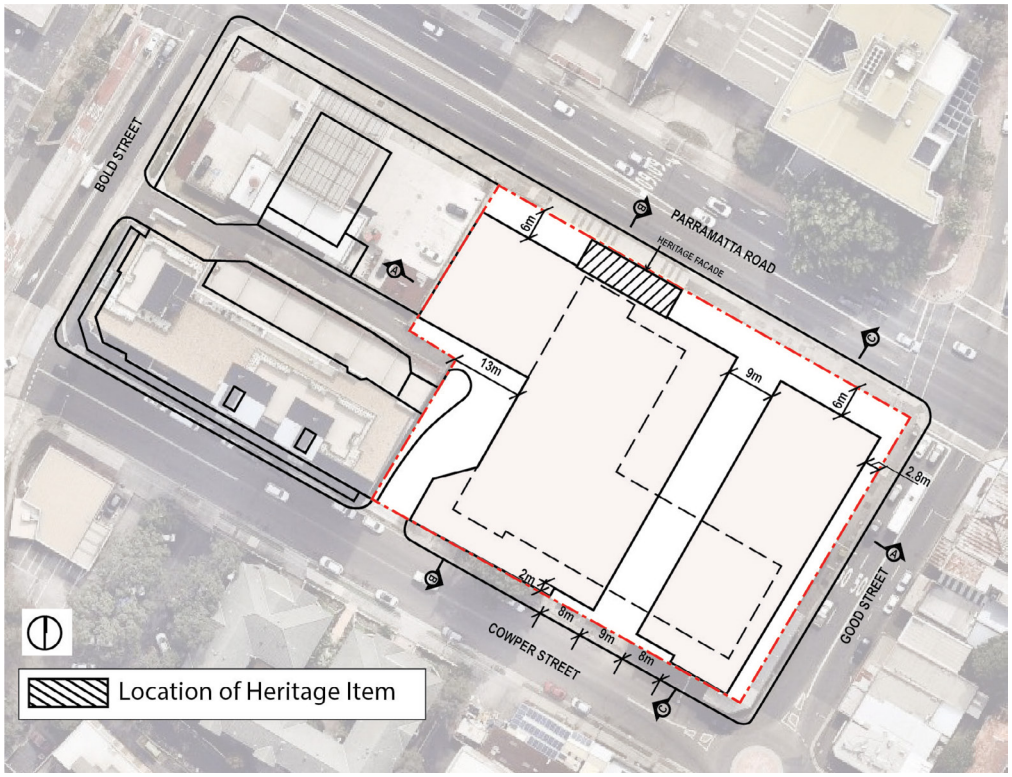


Figure 4.3.7.1.4
Setback and separation at street level

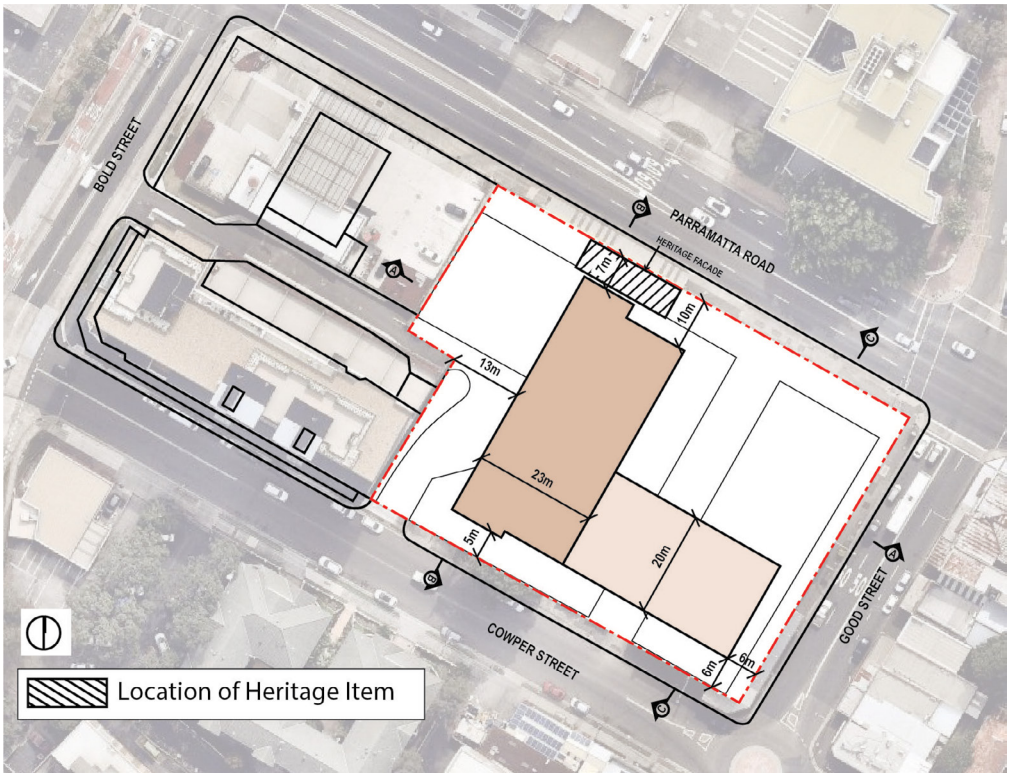


Figure 4.3.7.1.5
Tower setbacks

Public Domain and Landscaping

Objectives

O.1 To encourage street level pedestrian networks.

O.2 To activate the pedestrian laneway.

O.3 To improve the public domain amenity and quality in Good Street and Cowper Street.

O.4 To create a safe retail environment along Parramatta Road by providing a proper landscape screening between the road and building interface.

Design Controls

C.1 The north-south pedestrian laneway is to have dimensions and location generally in accordance with Figures 4.3.7.1.4 & 4.3.7.1.6.

C.2 Where the laneway passes below any tower a three to four storey opening for the pedestrian laneway is to be achieved.

C.3 The pedestrian laneway is to be activated at ground level generally in accordance with Figure 4.3.7.1.7.

C.4 Street frontage awnings are to be provided along active frontages to provide shade and shelter in accordance with Figure 4.3.7.1.8.

C.5 The extent of the basement is to be generally in accordance with Figure 4.3.7.1.9.

C.6 **Landscaping plan is to be prepared by a suitably qualified landscape architect with heritage experience to ensure that the historic significance and views of the "The Barn" Heritage Item are retained.**

C.7 **Reconstruct and upgrade the footpath pavement and provide comfortable and high quality street furniture, street lighting as specified by Council during the development.**

C.8 **Awnings are to provide comfort and weather protection to the pedestrian, but not to create conflicts with street tree planting that might be required in the location.**

C.9 **Provide a continuous landscape ship along the building frontage on Parramatta Road, which allows large canopy trees and combination shrub and groundcover plantings. If confirmed by RMS that the land within the 6m setback along Parramatta Road is needed for road widening as a result of a Precinct Wide Traffic Study in Granville, then this area will be landscaped in the interim until the land is used for road widening.**

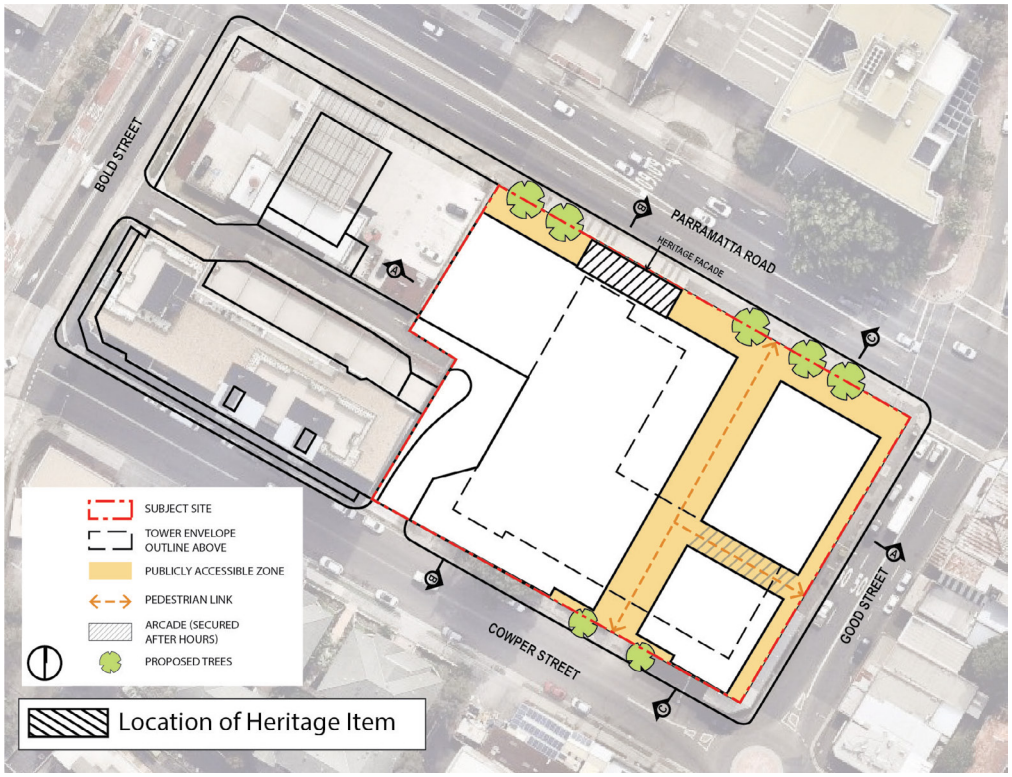


Figure 4.3.7.1.6
Publicly accessible zones and tree planting locations

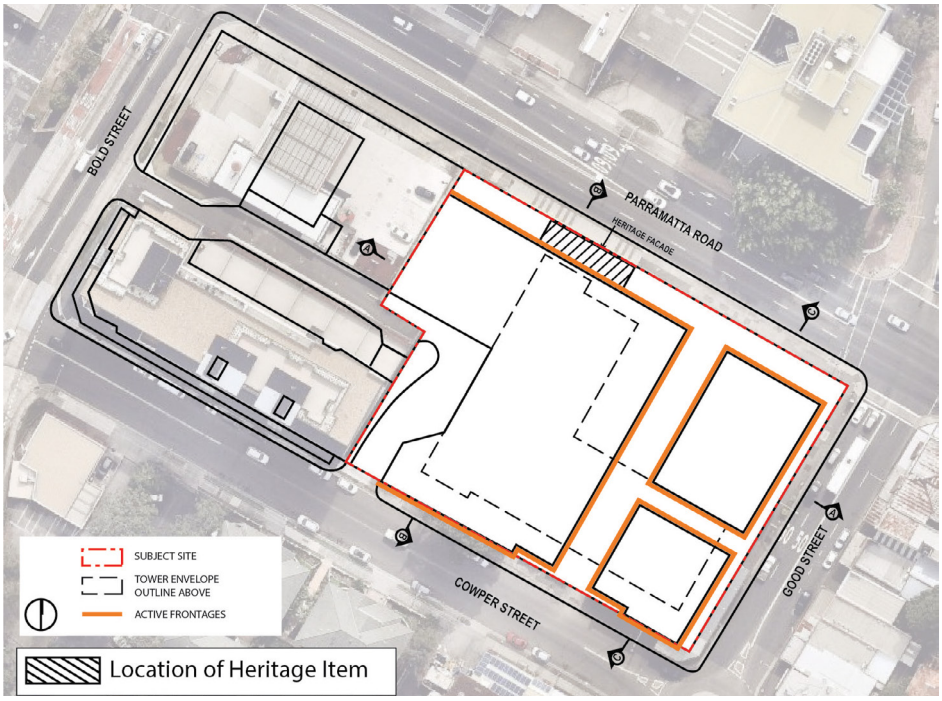


Figure 4.3.7.1.7
Active frontages

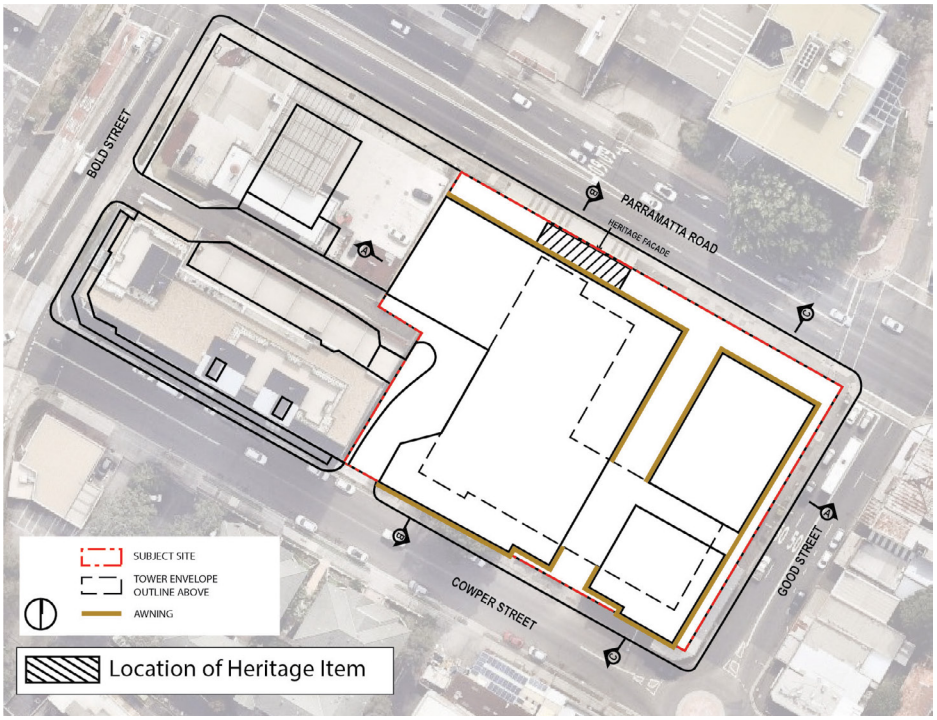


Figure 4.3.7.1.8
Awning locations

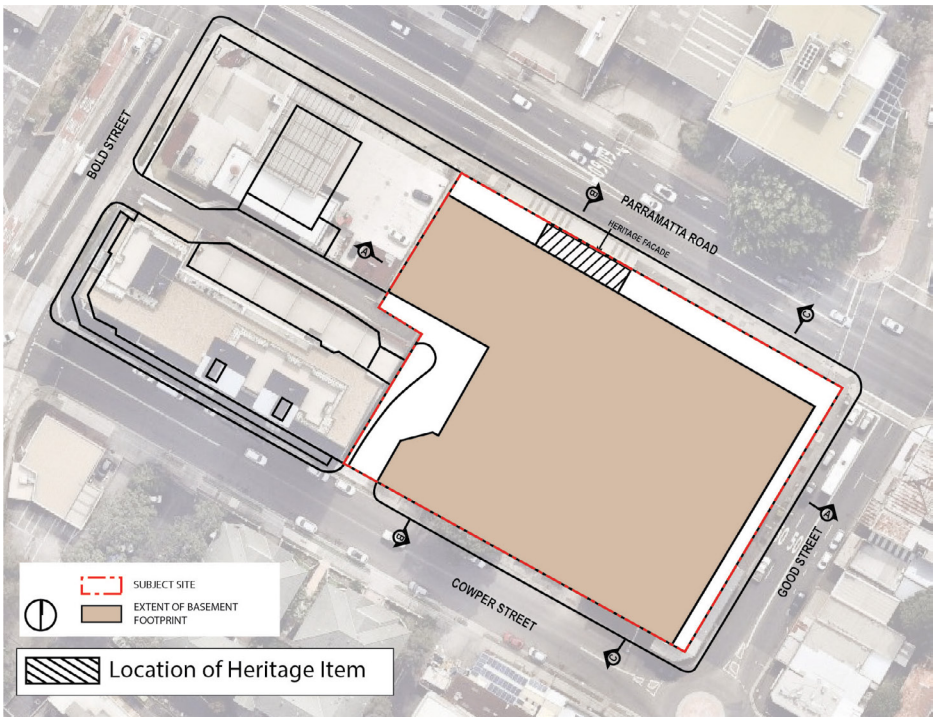


Figure 4.3.7.1.9
Basement plan

Traffic and Transport

Objectives

O.1 Buildings should be designed with car parking at the basement level.

O.2 Pedestrian and vehicle conflict should be minimised.

O.3 The site is to provide the completion of the vehicular laneway from Bold Street to Cowper Street.

O.4 Buildings should be designed using high-quality materials for sections of vehicle access ways visible from the public domain

Design Controls

C.1 All vehicle access is to be form the laneway that connects Bold and Cowper Streets. Vehicular access and servicing is to be generally in accordance with Figure 4.3.7.1.10.

C.2 High quality design and materials are to be used for the security shutters into the car park and loading areas.

C.3 Services, service access points, and garbage collection points are not to be located on Parramatta Road, Good Street or Cowper Street, and are to be located off the laneway, consistent with Figure 4.3.7.1.10.

C.4 A small splay (corner cut-off setback with the size yet to be designed as part of the DA process) is required on the corner of Good Street and Parramatta Road to ensure large vehicle movements should an additional left turning lane from Good Street into Parramatta Road be required.

C.5 A detailed traffic model and assessment and an active transport (pedestrian and cyclist) management plan must be provided with a Development Application.

C.6 Car parking and bicycle parking is to be provided to the rates set out below:

Table 4.3.7.1.1
Parking Rates

Residential (maximum car parking rate per dwelling)	
Studio	0.6 spaces
1 bedroom	0.9 spaces
2 bedroom	1.2 spaces
3 or more bedroom	1.5 spaces
Visitors	0.2 per dwelling
Accessible Parking Spaces	1 space per adaptable/accessible apartment
Car Share Spaces	A minimum of 1 car share space. If a car share provider is not obtained, then the car share space is to be used as a visitor parking space
Motorcycle Parking	1 space for every 25 parking spaces
Bicycle Parking	1 space per dwelling & 1 visitor space per 10 dwellings

Retail and Commercial	
Retail	Maximum of 1 space per 50m2 of GFA
Commercial	Maximum of 1 space per 70m2 of GFA
Accessible Parking Spaces	Minimum of 1% of all spaces to be readily accessible spaces designed in accordance with the Australian Standards
Motorcycle Parking	1 space for every 25 onsite car parking spaces
Bicycle Parking Spaces ■ Retail ■ Commercial	 Employee: 1 per 250m2 GFA Visitor: 2 spaces + 1 per 100m2 GFA Employee: 1 per 150m2 GFA Visitor: 1 per 400m2 GFA

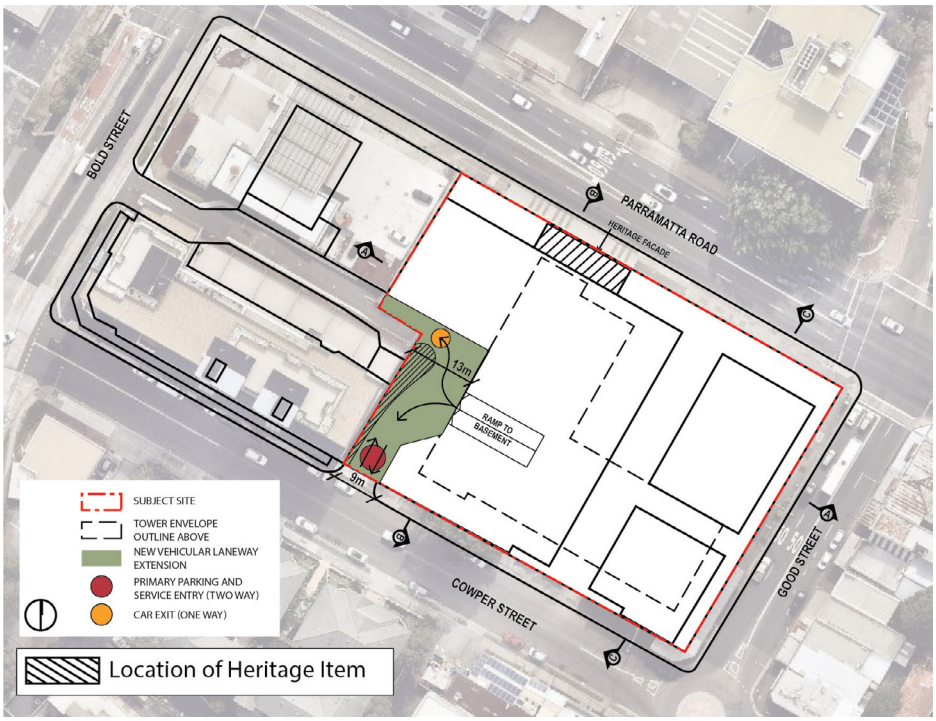


Figure 4.3.7.1.10
Vehicular access and servicing

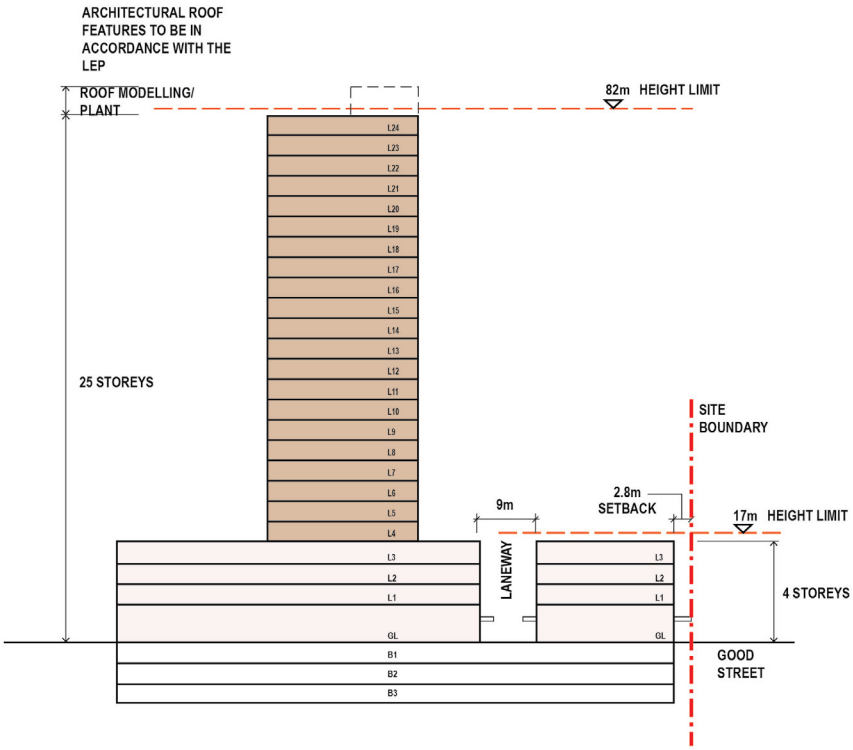


Figure 4.3.7.1.11
Building envelope section A-A

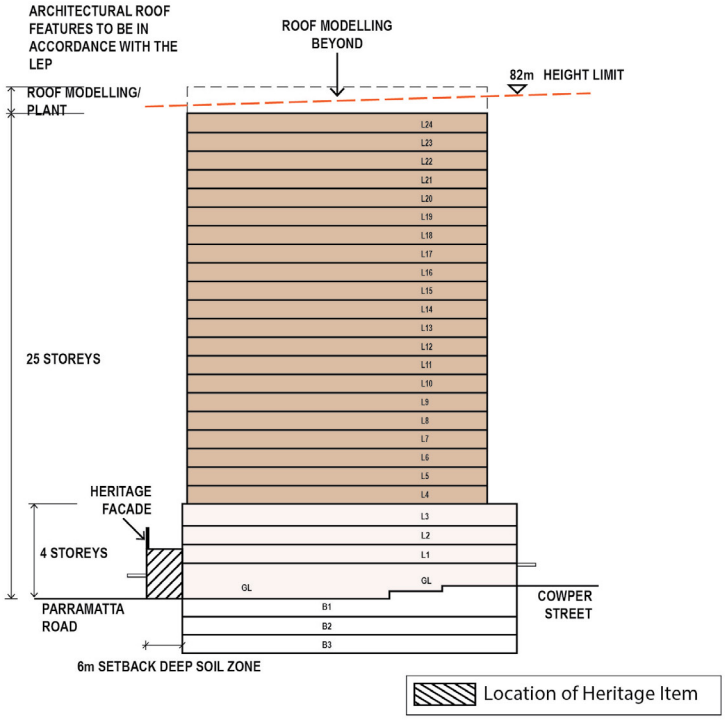


Figure 4.3.7.1.12
Building envelope section B-B

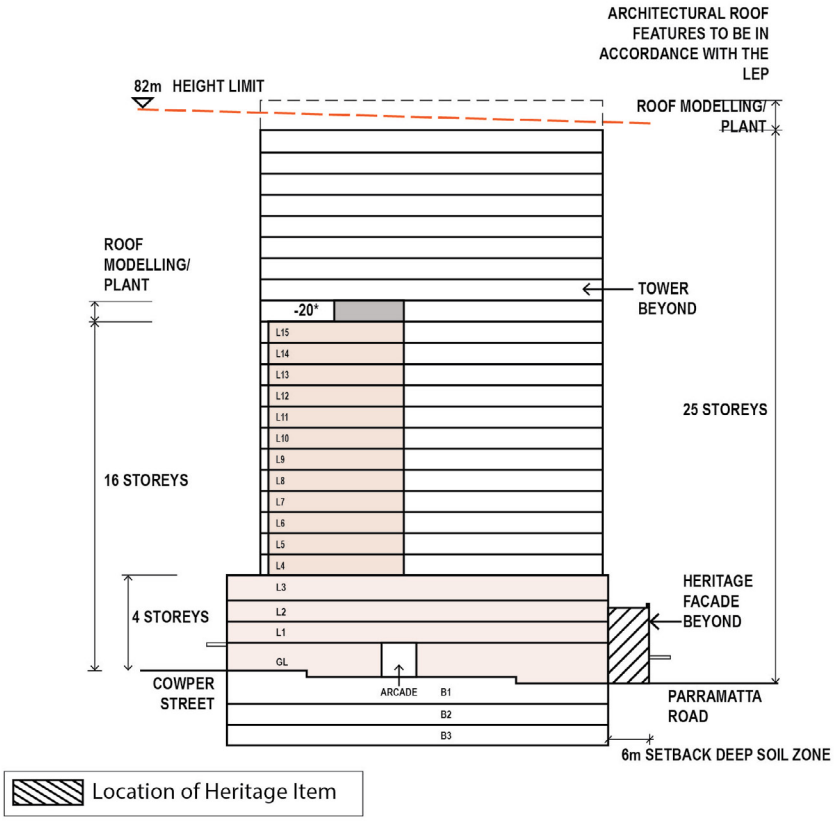


Figure 4.3.7.1.13
Building envelope section C-C (*final height of tower to be determined through the Design Excellence process)

4.3.7.2 38-42 East Street, Granville

The subject site comprises 3 individual land parcels as follows: Lot 1 DP 1009146, Lot 1 DP 195784, and Lot 1 DP 996285.

Land to which this applies

This site specific Development Control Plan applies to land at 38-42 East Street, Granville legally known as Lot 1 DP 1009146, Lot 1 DP 195784 and Lot 1 DP 996285 within Granville as illustrated in Figure 4.3.7.2.2 below. Following the finalisation of the Planning Proposal to amend the Parramatta Local Environmental Plan 2011, the yield for the site comprises a floor space ratio of 6:1.

This DCP sets relevant development controls for the form of the building, taking into account the anticipated yield in floor space.

Figure 4.3.7.2.1
Site Location Map

Figure 4.3.7.2.2
Land covered by this Part

Relationship to other planning documents

This part of the DCP is to be read in conjunction with other parts of the Parramatta DCP and the Parramatta Local Environmental Plan (LEP) 2011.

If there is any inconsistency between this part of the DCP and other parts of the Parramatta DCP 2011, this part of the DCP will prevail.

This DCP establishes objectives and controls to be interpreted during preparation and assessment of development applications and supports the objectives of the LEP.

Desired Future Character

Future development at 38-42 East Street shall be designed to respond to the high density mixed use character developing in the precinct in its transition from light industrial uses as envisioned by the *Parramatta Road Corridor Urban Transformation Strategy*.

Adjacent development is characterised by a podium and tower building typology with 4 storey street walls and residential towers above. The proposed mix of land uses includes retail/ commercial uses at the ground floor with residential apartments above.

Future development should establish active edges at ground level to enhance activity, movement and safety in the streetscape while providing opportunities for boutique retail, café and commercial floor space.

A tall, slender tower form is encouraged within a podium of above ground parking to buffer the adjacent rail corridor.

Principles

The following principles are to be incorporated into the future design of the building:

P.1 Respond to the north facing frontage with an appropriate built form that maximises solar access.

P.2 Create a ground floor with presentation to the street of design excellence which contributes to the design quality of the public domain.

P.3 Development is to comply with the objectives and controls set out below and any other relevant objectives and controls of this DCP.

Objectives

O.1 To provide a mix of uses that support the role of the Granville Town Centre.

O.2 To encourage high quality built form outcomes and achieves Design Excellence.

O.3 To create an attractive and safe activated urban environment within East Street and the adjacent pocket park / future pedestrian link over the railway.

O.4 To deliver housing growth directly adjacent to Granville Rail Station.

Built Form and Massing

Objectives

O.1 To ensure that the built form appropriately responds to the desired future context at street level and the wider precinct.

O.2 To ensure the future development adds visual interest and diversity to the local skyline.

O.3 To ensure urban design outcomes demonstrated in the Planning Proposal are achieved.

O.4 Tower form should appear as tall and slender.

O.5 Podium form should exhibit fine grain character and appropriate scale.

Controls

C.1 Maximum building heights shall be in accordance with Figure 4.3.7.2.3.

C.2 Building setbacks shall be in accordance with Figure 4.3.7.2.3.

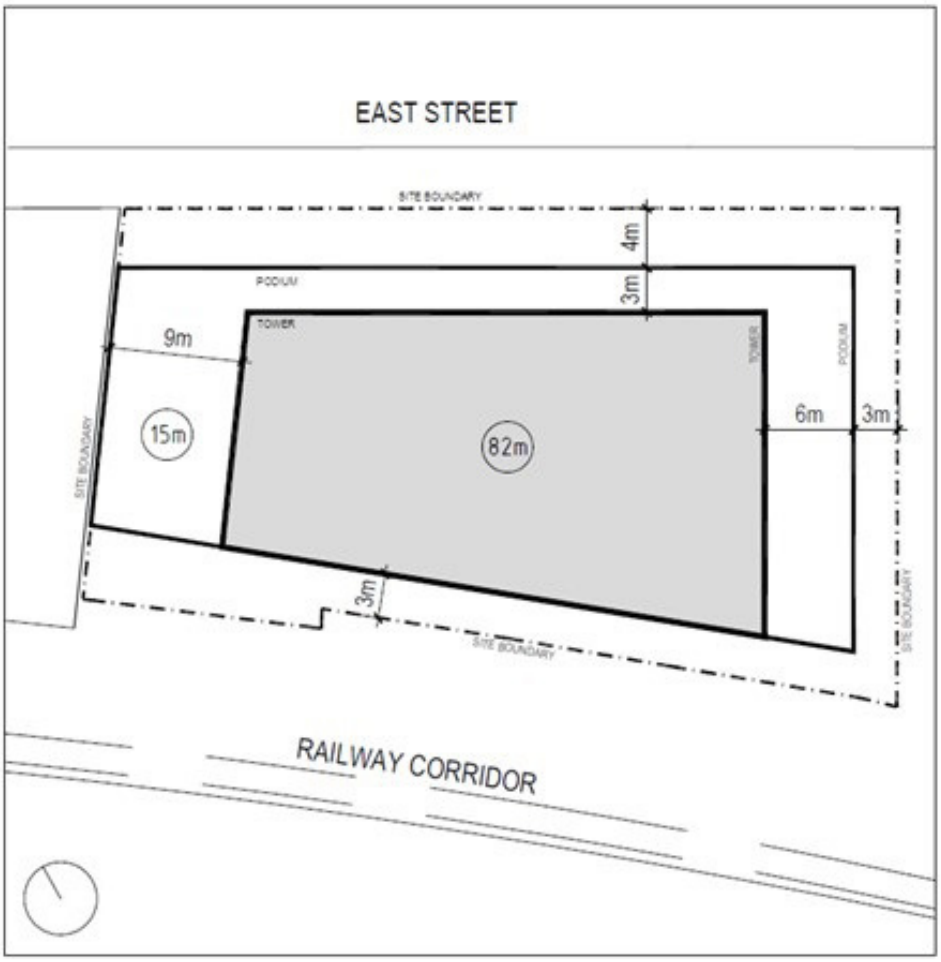


Figure 4.3.7.2.3
Building Height and Setback Control

Podium, Ground Level and Public Domain

Objectives

O.1 The podium façade should be designed as the architectural component of the building that defines and imparts grain and character to the street and the pocket park. It should be thought of as a separate architectural element distinct from the tower above.

O.2 The street wall should be designed to provide a well-modulated pedestrian experience at street level. An appropriate scale should be used in its articulation, and the ground floor façade and public domain should be rich in quality and detail.

O.3 The street facades of the podium fronting carparking should be considered in detail. Green walls, thin skins or screens are not appropriate – depth, scale and materiality should be aimed for, incorporating passive surveillance and natural ventilation.

O.4 Maximise active street frontage to East Street and the adjacent pocket park.

O.5 Ensure flush access between retail tenancies and outdoor spaces to encourage outdoor dining opportunities.

O.6 Take account of and complement the public domain of the adjacent development to the west.

Controls

C.1 Retail shopfronts should provide step-free transition between indoor and outdoor space.

C.2 Provide adequate space on the East Street and pocket park frontage for outdoor dining.

C.3 Awnings facing East Street are not to restrict tree growth.

C.4 Separate the commercial and residential lobbies.

C.5 Provide minimum articulation depth of 600mm to carpark facades.

C.6 Ensure there are no direct sightlines from pedestrians to vehicles within carpark and to consider lighting and night views from streets into carpark areas.

Communal Open Space

Objectives

O.1 Ensure appropriate provision of communal open space.

Controls

C.1 Provide communal open space on the podium accessible off the lift core on the western edge.

C.2 Accommodate an undercover communal facility within the tower footprint adjacent to the open to the sky communal open space.

Traffic

Objectives

O.1 Encourage use of active and public transport.

O.2 Reduce dependency on private vehicle use.

O.3 Encourage above ground parking as a buffer to rail corridor visual and acoustic impacts and mitigation of flood risk.

O.4 Minimise loading area impact on retail / commercial uses.

O.5 Minimise vehicular circulation within the site.

Controls

C.1 Car parking is to be provided at the following rates in accordance with the *Parramatta Road Corridor Urban Transformation Strategy*:

Residential Use	Maximum spaces per dwelling
Studio	0.3 spaces
1 bedroom	0.5 spaces
2 bedroom	0.9 spaces
3 or more bedroom	1.2 spaces
Visitors	0.1 spaces
Motorcycles	1 space per 25 car spaces
Bicycles	0.5 spaces per dwelling in secure enclosure

Commercial / Retail Use	Maximum generation
Commercial	1 space / 100m² GFA
Retail	1 space / 70m² GFA
Bicycles	1 space per 200m² GFA accessible to visitors

C.2 Provide at least 1 car share space.

C.3 Buildings should be designed with car parking at podium levels (see 'Podium, Ground Level and Public Domain').

C.4 Vehicular access to the site shall be via a single two way driveway with crest height in accordance with flood planning requirements.

C.5 Loading space shall be provided on East Street subject to consultation with Council

Substations

Objectives

O.1 New substations should be designed within building footprints, minimising impacts on public domain.

O.2 Existing padmount substation (see Figure 4.3.7.2.4) located in the north eastern corner of the site should be relocated within a new substation enclosure to maximise the open space and activation of the pocket park subject to design consultation with Endeavour Energy.

Controls

C.1 Substations are to be provided within buildings, not within the street, open spaces or setbacks, and are to be designed to ensure protection of residents from Electro Magnetic Radiation (EMR) emissions.

C.2 Development Application shall include consultation with Endeavour Energy to relocate existing padmount substation.

Figure 4.3.7.2.4
Existing padmount substation at 38 East Street, Granville

Flooding

Objectives

O.1 Building design should minimise or eliminate risk to human life resulting from 'high hazard floodwater' and 'localised / overland flooding'.

O.2 Building design shall comply with relevant flood planning requirements.

O.3 Building design should consider 'shelter in place' strategies for flood events.

Controls

C.1 Development Application for the site shall be accompanied by a detailed flood impact study.

C.2 A 'flood planning / shelter in place' strategy shall be provided with any Development Application.

C.3 Habitable uses and vehicular parking shall be provided at a height above relevant flood planning levels.

Wintergarden Balconies

Objectives

O.1 Wintergarden balconies should be designed in such a way that the space is perceived as an external balcony that has operable glazing to enable it to be modified to control intrusive noise. To this end, all elements of the space should be designed appropriately, which includes a drained impervious floor finish and precludes air conditioning units being located within the space.

Controls

C.1 Wintergardens areas able to be excluded from GFA shall be those fronting the railway corridor and limited to the minimum balcony areas as noted in the Apartment Design Guide (ADG) or dwelling types: 8m² for 1 bedroom apartments, 10m² for 2 bedroom units, and 12m² for 3 bedroom units. The maximum wintergarden areas to be excluded from GFA is capped at 400m². Any wintergarden area exceeding 400m² will be included in the GFA calculations.

4.3.7.3 38 Cowper Street, Granville

The subject site comprises part of a single land parcel, which is part of Lot 50 DP 1238546.

Land to which this applies

This site specific Development Control Plan applies to part of the site at 14-38 Cowper Street, 5-5A Rowell Street and 21-41 East Street, Granville, which is legally known as Lot 50 DP 1238546 within Granville as illustrated in Figure 4.3.7.3.1 below.

Scope of this DCP

This DCP sets relevant development controls for the form and character of tower Building C above the approved podium and adjacent to two approved towers on the site.

Figure 4.3.7.3.1
Land covered by this Part

Relationship to other planning documents

This part of the DCP is to be read in conjunction with other parts of the Parramatta DCP and the Parramatta Local Environmental Plan 2011 (PLEP 2011).

If there is any inconsistency between this part of the DCP and other parts of the Parramatta DCP 2011, this part of the DCP will prevail.

This DCP establishes objectives and controls to be interpreted during preparation and assessment of development applications and supports the objectives of the LEP.

Built Form

The residential tower (Building C) that is the subject of this DCP forms part of a large, long development (some 57m), in which two other towers (Buildings A and B) as well as an extensive podium have received development consent.

The objectives of the DCP are to inject a measure of variety and diversity in the built form and character of the project and at the same time to modulate and articulate the subject tower to mitigate its length. To this end, a Design Excellence competition is included in the process and the built form controls are formulated to achieve these objectives.

Objectives

O.1 Achieve a variety and diversity in the built expression of the project.

O.2 Incorporate a range of difference heights to the local skyline.

O.3 Break down the perceived length of the tower into two nominally separate buildings.

O.4 Provide variation to what would otherwise be the symmetry and uniformity of height of Buildings A and C.

Controls

C.1 Any future Development Application seeking to increase the height of Building C must not be approved unless it has been subject to a Design Excellence competition and has been granted Design Excellence in accordance with Clause 6.13 of the PLEP 2011.

C.2 The envelope of Building C must be consistent with Figure 4.3.7.3.2, Figure 4.3.7.3.3 and Figure 4.3.7.3.4.

C.3 Setbacks must be measured perpendicular to the street wall face to the outer faces of the building.

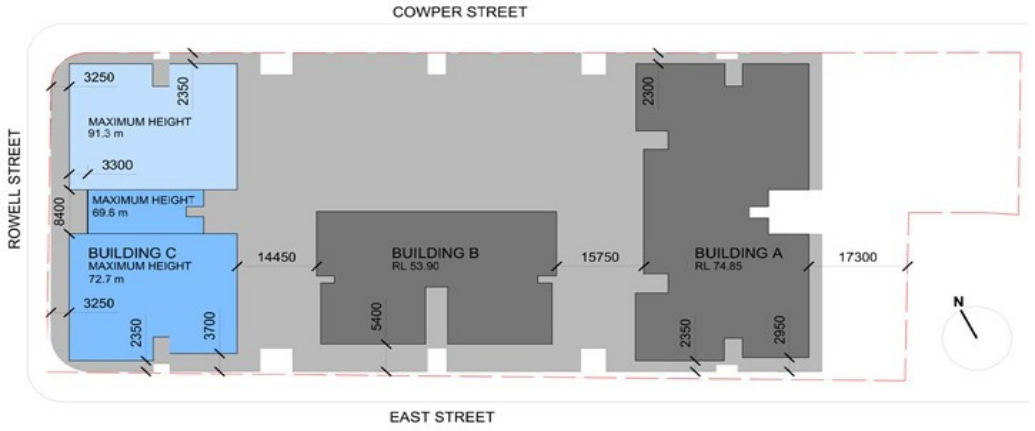


Figure 4.3.7.3.2
Building C Envelope, Heights and Setbacks

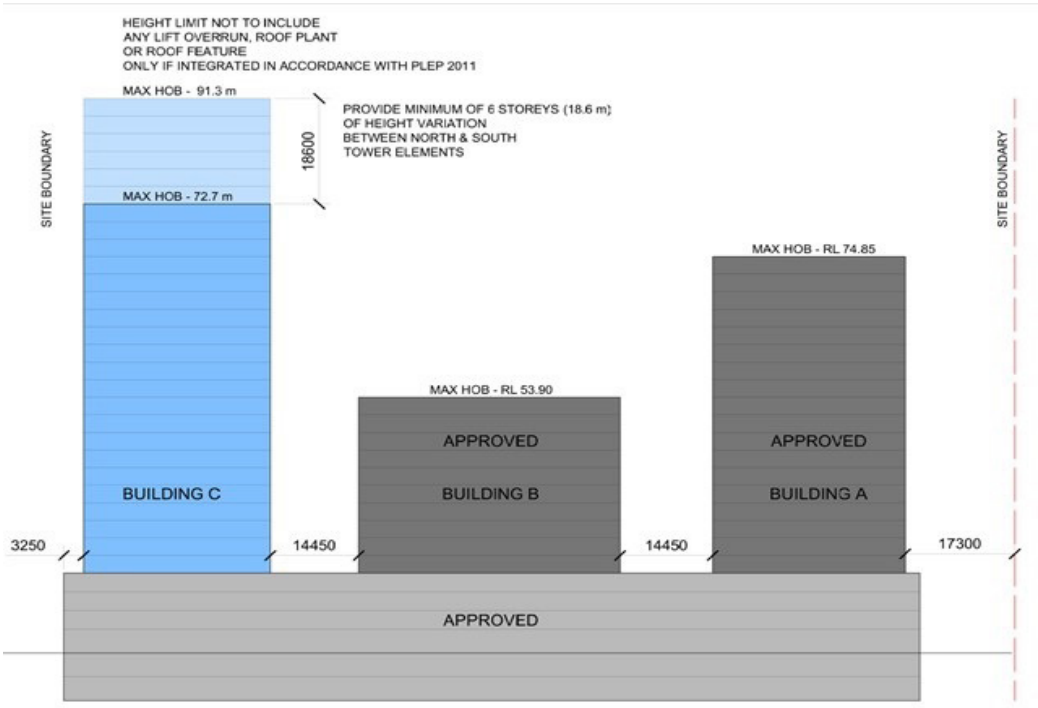


Figure 4.3.7.3.3
Elevation from East Street

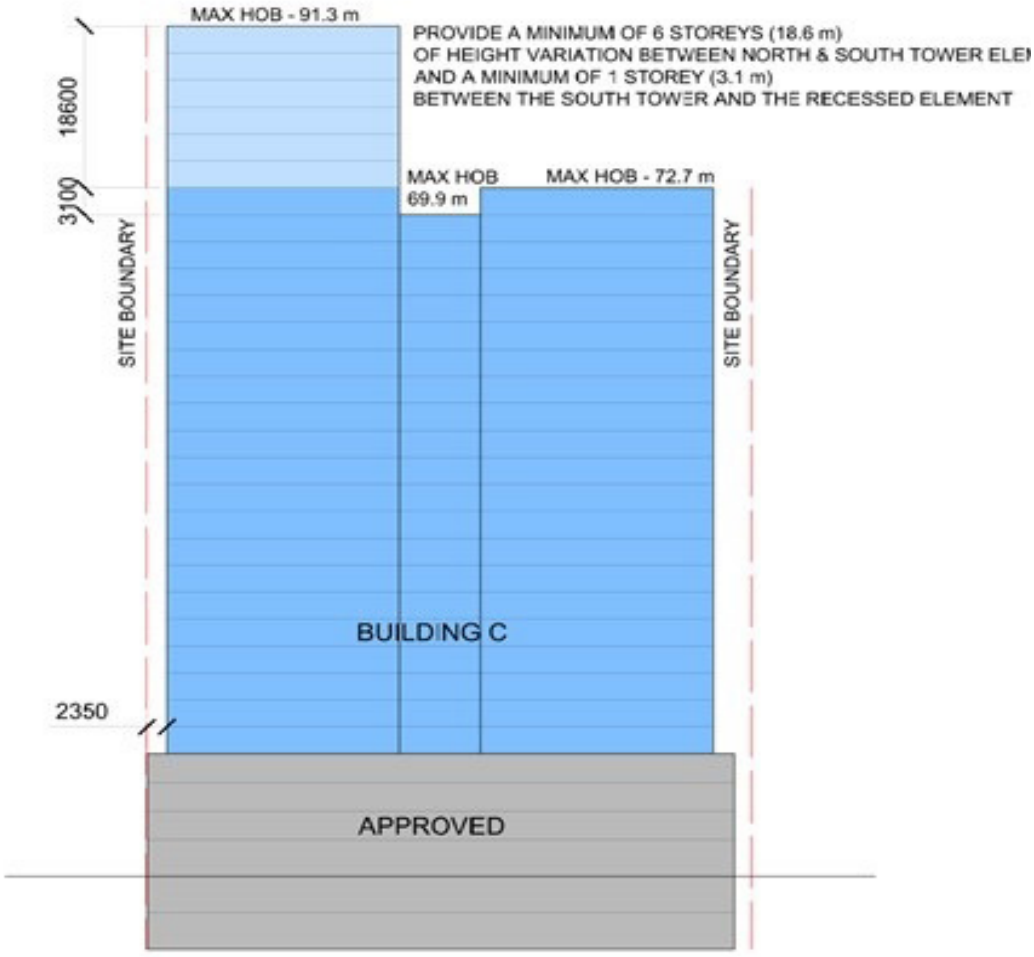


Figure 4.3.7.3.4
Elevation from Rowell Street

4.3.8 Carlingford Precinct

4.3.8.1 264 -268 Pennant Hills Road, Carlingford

Desired Future Character

This site comprises approximately 2.75ha of residential land in the suburb of Carlingford. The site is bound by Pennant Hills Road to the north, Martins Lane to the east, residential properties fronting Homelands Avenue to the south and residential properties fronting Azile Court to the west (see Figure 4.3.8.1.1).

The site is located within walking distance to Carlingford and Telopea railway stations (approximately 800m) and is serviced by the high frequency bus route along Pennant Hills Road. The site has excellent access to public transport which provides links to several major centres including Parramatta CBD, Epping, Macquarie Park, Rydalmere, Norwest and Carlingford. These centres offer a variety of services including retail facilities and employment opportunities. The site also has convenient access to a range of public and private schools and nearby bushland and park areas.

Development on 264 – 268 Pennant Hills Road, Carlingford will result in residential apartment buildings that will provide an appropriate transition to the lower density areas to the south and west. Redevelopment of the site will result in an increase in the density and allow for new dwellings to be provided.

New access roads, the signalisation of the Baker Street and Pennant Hills Road intersection and public domain widening of Martins Lane will also be provided to service the future population and wider community.

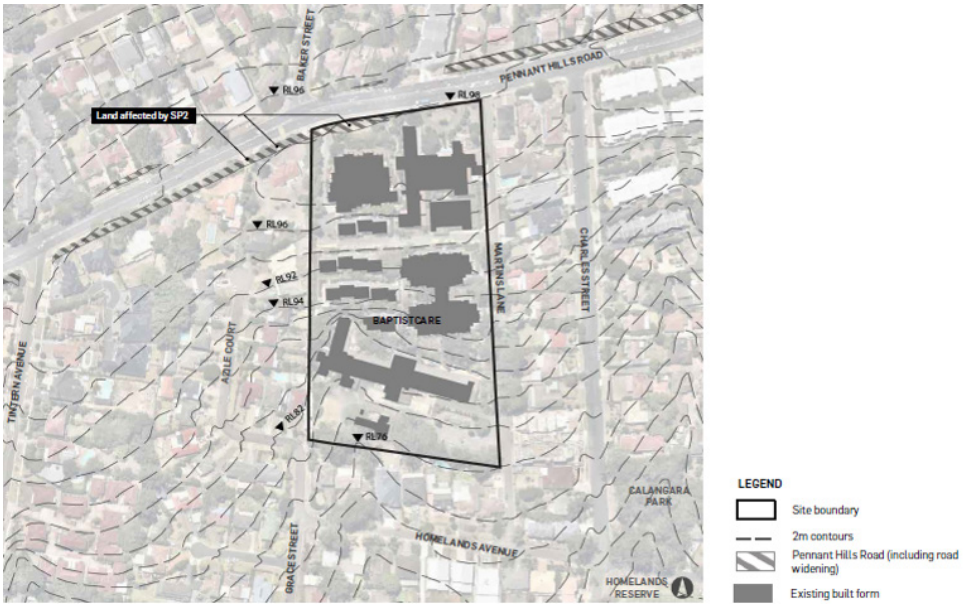


Figure 4.3.8.1.1
Location Map of 264 – 268 Pennant Hills Road, Carlingford

Overall Objectives

In addition to the general objectives listed in Section 4.3 of this DCP, specific objectives relating to the redevelopment of 264 -268 Pennant Hills Road, Carlingford are to:

O.1 Capitalise on the ecological, topographical and aesthetic values of the site by acknowledging the special characteristics of the site that provide amenity and character.

O.2 Create a legible network of streets and open spaces for cyclists, pedestrians and cars that provide access for residents and visitors and a street address for future buildings.

O.3 Enhance street character by aligning buildings to address the streets and define the territorial boundaries of the public and private realms.

O.4 Facilitate a development density which is appropriate for the site having regard to its strategic location in relation to public transport services and its role in providing a transition between the higher density development occurring around Carlingford railway station and the lower density areas to the south and west.

O.5 Preserve and enhance areas within the site identified as being of high and medium ecological significance.

O.6 Ensure that the buildings, streets and open spaces are organised to respond to the landform and emerging built form context.

Public Domain

A street network appropriate for purpose is critical to ensure equity of access for all users and enhance permeability to and through the site. The street network will be required to provide frontage to buildings and create a public domain that prioritises pedestrian movement.

Objectives

O.1 To maintain neighbourhood amenity and appropriate residential character.

O.2 To improve connectivity and permeability in the Precinct.

O.3 To create a legible hierarchy of roads and integration with the broader road network.

O.4 To implement the principles of Water Sensitive Urban Design (WSUD).

O.5 To ensure the public domain is accessible, safe, and secure for all members of the community having regard to Crime Prevention through Environmental Design (CPTED) principles.

Principles

P.1 The site should have:

- A north-south street along the western boundary of the site. This street will not allow for vehicle access at its northern edge and a turning bay will be provided.
- An east-west street to connect Martins Lane to the new north-south street mid-way through the site.
- An east-west accessway located along the northern edge of the high value ecological zone on the southern part of the site.
- A new pedestrian link from Grace Street / Azile Court connecting to the north-south street and publicly accessible open space area.

P.2 The site should be permeable and provide links to the wider area.

P.3 Martins Lane is to have a widened verge so that the high quality vegetation is retained.

P.4 The areas of high and moderate ecological significance are to be protected and enhanced.

P.5 Water Sensitive Urban Design (WSUD) principles should be implemented within the public domain areas.

P.6 New development should be designed and sited to appropriately integrate with and address streets and pedestrian links to provide activation and casual surveillance.

P.7 Fencing along the public domain should allow for casual surveillance.

P.8 Options for public access to the high value ecological zone adjacent to the southern boundary of the site should be considered.

Controls

C.1 There shall be no direct vehicular connection into the site from Pennant Hills Road.

C.2 Vehicular movements at the Pennant Hills Road/Martins Lane intersection will be left out (of Martins Lane) only.

C.3 The northern end of the carriageway of Martins Lane is to be widened to facilitate safer left hand turns out of this street.

C.4 Martins Lane public domain widened area must be dedicated to Council.

C.5 Street typologies must be provided as detailed in Figure 4.3.8.1.2.

C.6 **Public access (24 hours a day, 7 days a week) is to be provided to the high value ecological zone to the southern boundary as identified in Figure 4.3.8.1.2.**

C.7 **A new public pedestrian connection is to be provided between Grace Street / Azile Court and Pennant Hills Road and to the publicly accessible open space area on the southern boundary of the site as shown in Figure 4.3.8.1.2.**

C.8 **All new streets / accessways as shown in Figure 4.3.8.1.2 below are to be publicly accessible 24 hours a day, 7 days a week.**

C.9 **No basement or sub-floor structures are to be located under new streets, accessways or publicly accessible open space.**

Figure 4.3.8.1.2
Public Domain Plan for 264-268 Pennant Hills Road, Carlingford

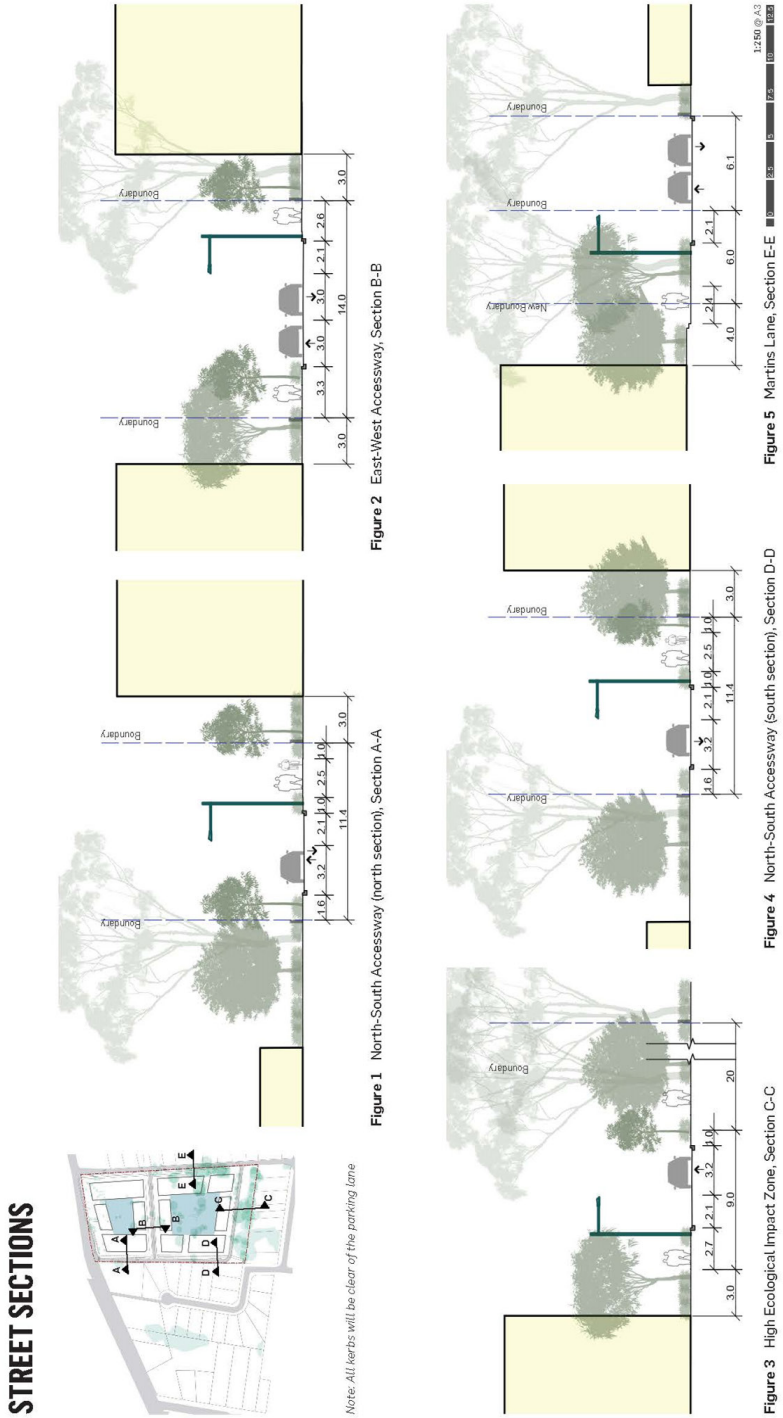


Figure 4.3.8.1.3
Street Typologies (Extract from Urbis Urban Design Report, May 2018)

Note: The footpath along the western edge of Martins Lane (as shown in Section E-E) will be located so as to avoid trees to be retained.

Height of buildings

Objectives

O.1 To ensure heights of buildings respond appropriately to the surrounding context and setting.

O.2 To organise buildings, streets and open space to respond to the topography and desired future character of the site.

O.3 To minimise the apparent density and visual impact of buildings when viewed from surrounding residential areas and the public domain.

O.4 To ensure that development does not unreasonably reduce solar access to neighbouring properties.

O.5 To create positive relationships with other buildings adjoining the site.

Principles

P.1 Building heights should provide a transition to the adjacent lower density residential areas to the south and west.

P.2 A minimum of 3 hours solar access is to be provided to the communal open space areas between 9am and 3pm on 21st June.

P.3 Overshadowing of community places and areas of high and moderate ecological significance is to be minimised.

P.4 Buildings should to be designed and sited to minimise overshadowing of adjoining properties consistent with the Apartment Design Guide.

Controls

C.1 Building heights must be in accordance with *Parramatta LEP 2011* Height of Buildings Map as shown below in Figure 4.3.8.1.4 to respond to the context, to provide visual interest and to minimise and mitigate adverse overshadowing and privacy impact to adjoining properties and adjoining public domain and land uses.

C.2 When viewed from adjoining streets and adjacent properties the buildings on the site are to appear no higher than 4 storeys.

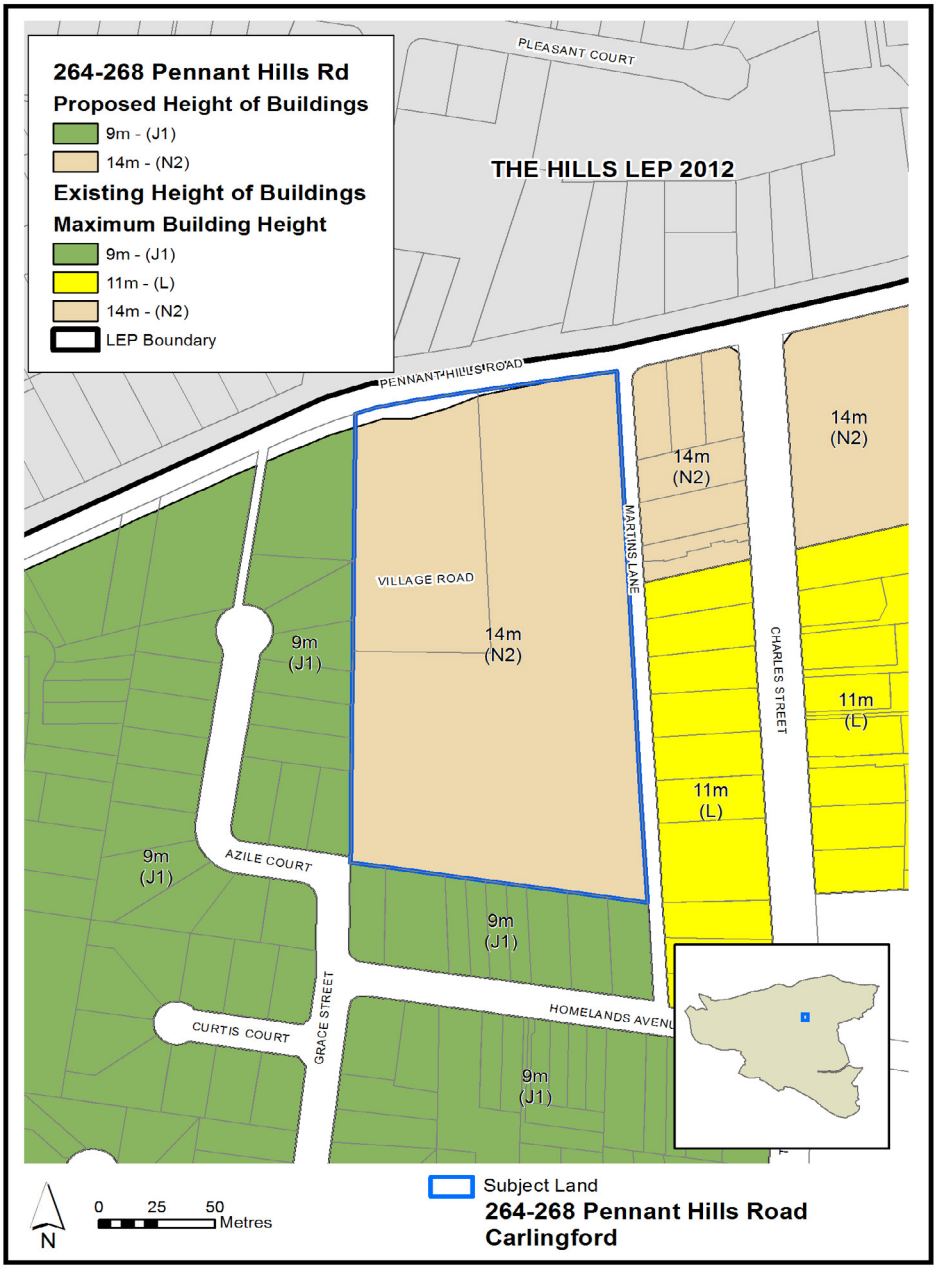


Figure 4.3.8.1.4
Extract from *Parramatta LEP 2011* Height of Buildings LEP Map

Floor Space Ratio

Objectives

In addition to general objectives listed in Section 4.5.1.3 and 4.5.1.4 of this DCP and the objectives of Clause 4.4 of *Parramatta LEP 2011*, specific objectives relevant to floor space ratios are detailed below.

O.1 To ensure that the resulting population density is appropriate for the characteristics of the site, its immediate surrounds and LGA.

O.2 To encourage an overall built form and building layout which respond appropriately to the principles detailed in the overall objectives of this site specific DCP.

Principles

P.1 Floor space ratios must be in accordance with the FSR LEP map reproduced at Figure 4.3.8.1.6.

Design Controls

C.1 The following areas may be included as part of the site area for the purposes of calculating FSR:

- **The widening of Martins Lane**
- **The north-south road**
- **The east-west roads**
- **The provision of any public pedestrian pathway**
- **The areas of high and moderate ecological value as mapped on the LEP Natural Resources – Biodiversity map.**

Figure 4.3.8.1.6
Extract from *Parramatta LEP 2011* Floor Space Ratio LEP Map

Landscaped Spaces and Areas of Ecological Value

Objectives

O.1 To enhance the existing natural features of the site including topography, geology; vegetation/vegetation communities; micro climate; hydrology (surface and sub-surface).

O.2 To enhance the natural environmental performance of the site by coordinating water and soil management, solar access, micro-climate, tree canopy and habitat values.

O.3 To retain existing trees where possible and use landscaping to make a positive contribution to the streetscape and neighbourhood.

O.4 To provide water sensitive urban design for the management of stormwater drainage.

O.5 To use open space areas, new roads and pedestrian links to assist with stormwater management, provide deep soil zones and maximise rainfall infiltration.

O.6 To design all public spaces and landscaping to a high quality with a demonstrated consistent design.

O.7 To retain, protect and enhance areas identified as having high or moderate ecological significance area.

Principles

Landscape Generally

P.1 Landscaping and buildings should operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both future and existing, surrounding residents and the adjoining public domain.

P.2 Landscape design should optimise usability, privacy and social opportunity, equitable access and respect for neighbours' amenity, and provide for practical establishment and long-term management.

P.3 Landscaping should enhance the existing natural attributes of the site (including existing vegetation and topography) and seek to maintain and enhance those features as far as possible.

P.4 Deep landscaped setbacks should be provided to Pennant Hills Road to enhance amenity along this frontage.

P.5 Street trees and landscaping should be provided along footpaths to enhance the quality of the streetscape and maximise pedestrian amenity.

P.6 Tree and plant species endemic to the area should be used.

Communal Open Space Areas

P.7 Communal open space areas should be sized to allow opportunities for passive and active recreation.

Pedestrian Links

P.8 Well-defined paths should be provided to allow access to Pennant Hills Road and other public domain areas.

P.9 A safe pedestrian environment should be provided.

P.10 Pedestrian links should be designed and located to assist in in providing increased casual surveillance.

Water Sensitive Urban Design

P.11 Open space and green links should be provided to assist with stormwater management, provide deep soil zones and maximise rainfall infiltration.

P.12 Landscape designs should incorporate rain gardens, bioswales, biosinks, water polishing ponds, or other constructed ecologies which can detain, retain and reuse water where appropriate.

Site Coverage

P.13 Site coverage should provide for adequate deep soil, communal spaces, streets and separation between buildings.

Design Controls

Landscape Generally

C.1 Existing high ecological significance trees must be retained where possible.

C.2 The setback to Pennant Hills Road must be densely landscaped with species endemic to the area. This setback shall be provided as a deep soil zone with no basement or sub-floor structures.

C.3 Landscaping must use predominantly indigenous species that reflect the region's character of the Sydney Blue Gum High Forest and Sydney Turpentine-Ironbark Forest vegetation communities. Opportunities to plant species representative of the communities and the existing areas of moderate and high ecological significance located on the site are to be explored provided planting of these species does not present a danger to residents and the public.

C.4 Selected plant species must provide form, enclosure, texture and colour. The planting should also take on a further role in providing biodiversity, shade and protection.

C.5 A mix of local trees, shrubs and grasses must be used to create attractive, colourful and low maintenance landscaped areas.

C.6 All building setbacks are to be landscaped.

C.7 Any development application must include a detailed landscape plan and landscape design report prepared by a qualified landscape architect. The landscape plans are to include details of plant species, pot sizes, mature height, tree protection measures and a detailed maintenance program.

C.8 Deep soil zones must be provided for the first 3m of all property boundaries other than Pennant Hills Road which requires a 6m deep soil zone (Refer Control C2).

Communal Open Space Areas

C.9 All communal open space areas must include the following:

- **sub-surface drip irrigation systems controlled by timers using soil moisture or rainfall sensors;**
- **drought tolerant plants and grasses;**
- **water retaining media mixed into soil; and**
- **tree planting and landscaping using elements such as indigenous plant species, interesting sculptural elements and pavement design.**

Details of these elements are to be shown on landscape plans submitted with development applications.

C.10 Communal Open Space on both Site A and Site B is to reflect the rectangular shape and approximate area size illustrated in the Public Domain Plan Figure at 4.3.8.1.2.

Water Sensitive Urban Design (WSUD)

C.11 Post-development peak flows from the development site must not exceed pre-development peak flows.

C.12 All development must incorporate WSUD measures including rain gardens, bioswales, biosinks, and water polishing ponds, wetlands and other constructed ecologies which can detain, retain and reuse water.

C.13 Landscape works must be undertaken in collaboration with the hydraulic and civil works to develop an integrated stormwater design.

Areas of High and Moderate Ecological Significance

C.14 Areas identified as being of high or moderate ecological significance are shown on Figure 4.3.8.1.7.

C.15 Any development on land containing or immediately adjoining areas of high or moderate ecological significance must confirm the boundaries of the area of ecological significance with detailed analysis to ensure no adverse impacts to those areas occurs as a result of the development.

C.16 A flora and fauna assessment must be submitted with any development application on land identified as containing areas of high or moderate ecological significance.

Figure 4.3.8.1.7
Areas of High and Moderate Ecological Significance

Built Form and Site Requirements

Objectives

O.1 To position buildings so that they relate to the topography, the streets and each other.

O.2 To minimise the apparent density of the development.

O.3 To minimise site coverage and provide areas of communal open space, setbacks, deep soil and open space.

O.4 To provide adequate privacy and amenity for existing and future residents within and beyond the site.

O.5 To respond to the topography and minimise the extent of cut and fill.

Principles

P.1 The massing and siting of the buildings should:

- Reflect the building typology and height.
- Enable buildings to address and align with streets and public spaces.
- Define positive spaces.
- Minimise stepping.
- Meet site coverage requirements.
- Minimise cut and fill.

P.2 Minimum site areas, site frontages, setbacks and separation distances should be provided for the different building typologies.

Controls for Residential Apartment Building Development

C.1 Setbacks and siting of buildings must provide areas for deep soil/permeable surfaces, communal open space areas and private open spaces.

C.2 The massing and siting of the buildings must:

- **Enable buildings to address and align with streets and public spaces**
- **Define positive spaces**
- **Minimise stepping**
- **Use the sloping topography to locate apartments at ground level**
- **Provide setbacks as per Figure 4.3.8.1.5.**
- **Provide building separations consistent with the provisions of Part 2F of the Apartment Design Guide.**

C.3 Sites must be a minimum of 1,500m2 for development of apartment buildings of 3 or more storeys.

C.4 Sites must have a minimum frontage of 24m for development of apartment buildings of 3 or more storeys.

Building Design Excellence, Finishes and Materials

Objectives

O.1 To have buildings that are well designed in terms of massing, proportions, scale, materials and detailing.

O.2 To have buildings that are constructed to a high quality, require minimal maintenance and use robust materials suitable for the context.

O.3 To minimise the apparent density of the development.

O.4 To maximise the amenity of residents.

Principles

P.1 The massing and siting of the buildings should:

- Enable buildings to address and align with streets and public spaces.
- Define positive spaces.
- Minimise stepping.
- Relate the ground floor to the ground plane and reflect that relationship in the detailing.

P.2 The buildings should:

- Meet the requirements of the Apartment Design Guide.
- Address the streets and public domain.
- Be scaled and well- proportioned through modulation, articulation, materials and detailing.
- Use robust minimum maintenance materials.

Design Controls

C.1 A detailed site analysis plan must be submitted with a development application proposing residential apartment building(s) and/or multi-unit residential development.

C.2 Buildings must be designed to:

- **Provide entrances, outlook and address to the street and/or public/pedestrian thoroughfare and communal open space(s) to maximise passive surveillance opportunities.**
- **Create positive spaces between buildings.**
- **Be scaled and well- proportioned through appropriate modulation, articulation, materials and detailing.**
- **Use robust minimum maintenance materials of the typology and context.**
- **Use brick and/or other hardy materials that require minimal maintenance.**

C.3 Attached housing must demonstrate that the design principles of the draft Medium Density Design Guide and draft Medium Density Housing Code have been considered.

4.3.8.2 258-262 Pennant Hills Road and 17 & 20 Azile Court, Carlingford

Desired Future Character

This site comprises a 6,313sqm land parcel in Carlingford that has frontage to Pennant Hills Road and Azile Court.

The site is illustrated in the aerial photograph below (Figure 4.3.8.2.1).

Figure 4.3.8.2.1
Location Map of 258-262 Pennant Hills Road and 17 & 20 Azile Court, Carlingford

The site is located within walking distance to Carlingford and Telopea railway stations and is serviced by high frequency bus route along Pennant Hills Road.

Development on the subject site will result in residential apartment buildings that will provide an appropriate transition to the lower density areas to the south and west of the site. Redevelopment of the site will result in an increase in the density and allow for approximately 68 new dwellings. Development could occur as a single stage or as two distinct stages on each side of the pedestrian pathway that splits the site.

A new access road, the signalisation of Baker Street and Pennant Hills Road intersection, and the upgrading of the through site pedestrian link between Azile Court and Pennant Hills Road will service the future population and wider community.

Development is to comply with the objectives and controls set out below and any other relevant objectives and controls of this DCP.

Site Objectives

O.1 To capitalise on the locational, ecological, topographical and aesthetic values of the site by ensuring that future built form respects the characteristics of the site that provide amenity and character.

O.2 To create a high quality street character by aligning buildings to address streets and pedestrian links, thereby defining the territorial boundaries of the public and private realms and creating positive spaces between the buildings.

O.3 Facilitate a development density which is appropriate for the site having regard to its strategic location in relation to public transport services and its role in providing a transition between the higher density development occurring around Carlingford railway station and the lower density areas to the south and west.

O.4 To ensure that the buildings and open spaces respond to the landform and the desired future character of the precinct.

Built Form and Massing

Objectives

O.1 To ensure that the built form sensitively responds to the sites location and topography.

O.2 To ensure that the built form is a high quality.

O.3 To set variable building heights to ensure positive and cohesive relationships with surrounding land and uses.

O.4 To ensure that the built form and massing of development does not unjustly reduce solar access to habitable rooms and private open space on adjoining properties.

O.5 To design the development to activate the two streets at their interface and to ensure that the massing of development is not detrimental to the public domain and addresses the pedestrian through site link that enjoys passive surveillance and a safe urban environment.

Design Controls

C.1 Maximum Building Heights

- **Building heights must be in accordance with *Parramatta LEP 2011* Height of Buildings Map to respond to the context, to provide visual interest and to minimize and mitigate adverse overshadowing and privacy impact to adjoining properties and adjoining public domain and land uses.**

C.2 Building Setbacks 6m to Pennant Hills Road, in addition to the road reservation.

- **6m to Baker Street extension.**
- **9-10m to the western boundary to allow for tree root protection.**
- **12m between buildings where the pedestrian walkway dissects the site.**
- **9m to the southern boundaries to provide a transition to low density dwellings to the south.**
- **Setbacks and the building envelope zone are illustrated in Figure 4.3.8.2.2.**

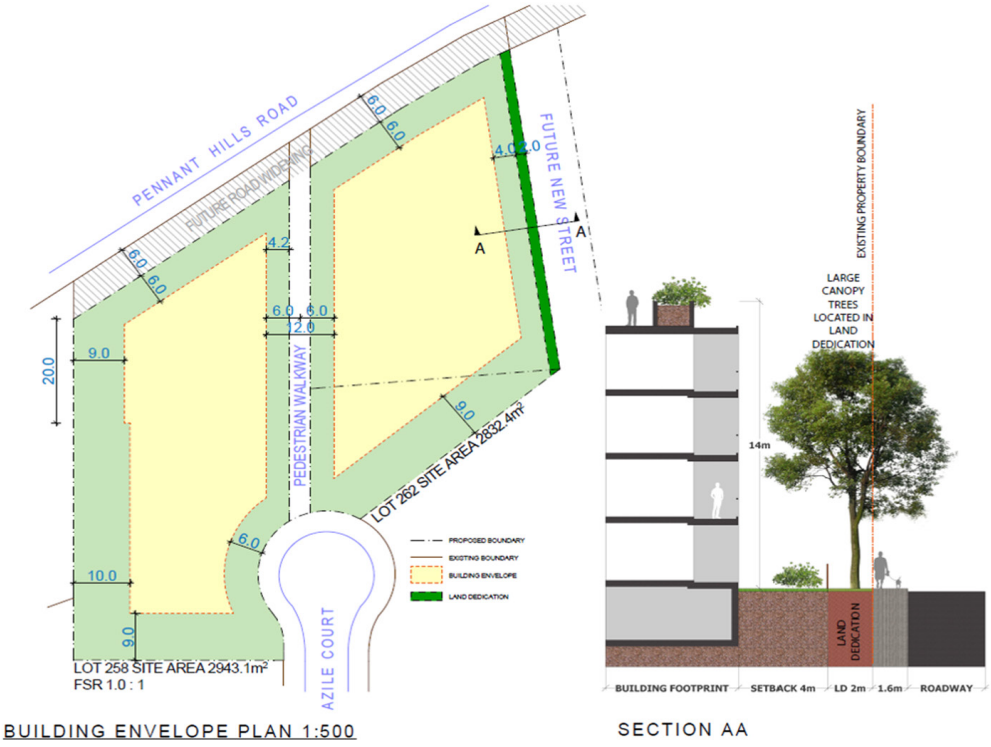


Figure 4.3.8.2.2
Building Envelope Plan

Height of Buildings

Objectives

O.1 To ensure heights of buildings respond appropriately to the surrounding context and setting.

O.2 To organise buildings, streets and pedestrian laneway to respond to the topography and desired future character of the site.

O.3 To minimize the perceived density and visual impact of buildings when viewed from surrounding residential areas and the public domain.

O.4 To create positive relationships with other buildings adjoining the site.

O.5 To provide a transition to the adjacent lower density residential areas to the south and west.

Design Controls

C.1 Building heights must be in accordance with *Parramatta LEP 2011* Height of Buildings Map to respond to the context, to provide visual interest and to minimise and mitigate adverse overshadowing and privacy impact to adjoining properties and adjoining public domain and land uses.

C.2 The buildings must not be more than 4 storeys and 14m in height.

Floor Space Ratio

Objectives

O.1 To ensure that the resulting population density is appropriate for the characteristics of the site, its immediate surrounds and LGA.

Controls

C.1 The area of the public pedestrian pathway is not included as part of the site area for the purposes of calculating FSR and the provision of FSR is 1:1 on residentially zoned land.

Public Domain and Areas of Ecological Value

Objectives

O.1 To encourage street level pedestrian movement networks.

O.2 To activate the pedestrian laneway.

O.3 To enhance the existing natural feature of vegetation on the site.

Design Controls

C.1 Landscaping and buildings should operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both future and existing residents and the adjoining public domain.

C.2 The existing stand of trees on the western boundary of the site must be retained and the built form is to be setback to protect the tree root zone consistent with Figure 4.3.8.2.2.

C.3 Any development application must include a detailed landscape plan by a qualified landscape architect.

C.4 A land dedication of 2 metres to be provided to Council for planting large canopy trees along the western side of the Future North-South Road along the eastern boundary.

Traffic and Transport

Objectives

O.1 To minimize the impact of car parking.

O.2 To minimize pedestrian and vehicle conflict.

O.3 To provide high quality entrances to car parks using high quality detailing and materials buildings should be designed using high-quality materials for sections of vehicle access ways visible from the public domain.

Design Controls

C.1 Vehicle access is to be from the future North-South road along the eastern boundary and Azile Court.

C.2 The access ramp/driveway to the basement to be located at the lower end of the slope and provided from the future North-South Road.

C.3 High quality design, detailing and materials are to be used for car park entrances and the security shutters etc.

C.4 Services, service access points and garbage collection points are not to be located on Pennant Hills Road.

C.5 A detailed traffic assessment must be provided with a Development Application.

C.6 Car Parking and Bicycle parking must be provided consistent with Parramatta DCP requirements.

4.3.9 Telopea Precinct

Application

The provisions of this section of the DCP apply to development within the Telopea precinct as shown in Figure 4.3.9.1 and any relevant controls in Parts 2, 3 and 5 of the Parramatta DCP 2011. Where there is any inconsistency the Telopea Precinct provisions of this part will prevail.

Figure 4.3.9.1 Land to which this DCP applies

Desired Future Character and General Objectives

Anchored by the Parramatta Light Rail, the Telopea Precinct is placed to become a transit-oriented development where the distribution of densities and land uses enable a more compact, walkable and sustainable community delivering improved access to public transport and a range of community and retail services.

The planning controls for Telopea facilitate the transformation of the Precinct, including the provision of new retail, community facilities, roads, and the renewal of existing buildings to deliver additional social, affordable and private market housing.

The highest densities will be located in the street block opposite the light rail stop known as the 'Core' where retail offerings and community facilities are to be located. The Core will be permeable, with new roads and pedestrian links which will be designed to assist pedestrians to navigate the topography, and include opportunities to provide lifts, escalators and ramps for the public. Outside of the Core, land uses will be residential, with the densities and heights transitioning down from apartments to townhouses toward the perimeter of the precinct.

A new public arrival plaza will be located adjacent to the Light Rail stop with opportunities for new public and publicly accessible open space and links to be provided throughout the precinct. Sturt Park and Acacia Park will be the primary open space for residents in the neighbourhood, with the Ponds Creek Reserve and Rapanea Community Forest providing important environmental and recreation functions.

The precinct will be part of the recycled water network of the Greater Parramatta and Olympic Park precinct, as new buildings will contain dual water systems. The Precinct will improve liveability by designing buildings and spaces that cool and protect the community from heat stress.

Wherever possible existing mature trees and new plantings will help inform the design of private and public domains, including landscaped setbacks and private communal open space. In streets and public spaces trees will enhance the walking environment and landscape character of Telopea. The State heritage-listed dwellings 'Redstone" and its heritage curtilage will continue to be protected.

General Objectives

O.1 To create a vibrant, cohesive and safe mixed-use precinct which delivers shared civic spaces, community facilities and services and retail facilities.

O.2 To deliver new open spaces, public domain, pedestrian links and streets to support higher densities in the Core. These spaces should provide amenity, places for interaction and aid in navigating the topography of the precinct.

O.3 To design buildings that respond to the topography, landscape and solar access, and improve safety and connectivity by clearly identifying between private and public spaces.

O.4 To ensure development promotes the reduction of water and energy consumption, reducing the impact of urban heat and improving pedestrian comfort.

O.5 To ensure development maximises opportunities for future planting of trees and retention of existing significant trees within the public and private domain.

Council owned land

In the context of the transformation of Telopea Precinct, Council will investigate the future of its sites within Telopea – namely 21 Sturt Street (the current Dundas Community Centre and Library) and the land between the existing Waratah Shops and the formed section of Evans Road (also known as Benaud Place). These Council owned sites are shown on **Figure 4.3.9.1.**

Council has identified that the medium to long term needs of the community include delivery of a new multipurpose neighbourhood centre and Telopea District Library.

The delivery of adjacent green space or public domain areas should be considered as a complementary part of a new library and community facility.

Any future investigation of the Council owned land at Sturt Street (the current Dundas Community Centre and Library) will consider the future increased demand for community facilities and the potential relocation of community facilities to alternative sites. The investigation should include the potential to consolidate this land with adjoining properties or redevelop this property with or without community facilities but only where it is intended that the existing and proposed community floor space has been or will be permanently relocated on other sites in or around the community facility.

Any future investigation of the Council owned-land between the existing Waratah Shops and the formed section of Evans Road (also known as Benaud Place) will consider the potential to consolidate with adjoining private land owners as part of a future mixed use or residential development (only if the road reserve is no longer required to provide access to adjoining privately owned sites). Should the Council land be consolidated, any subsequent development should retain an area of adjacent green space or public domain to complement the development.

4.3.9.1 Traffic and Transport

Road Connections

Principles

P.1 Provide new or relocated road connections and intersections to service the new retail precinct and residential developments.

P.2 Road connections are to be provided to increase accessibility and appropriately navigate the topography of the precinct for motorists, pedestrians and cyclists.

P.3 To ensure new streets are designed to maximise equitable access, where possible, and as topography permits.

P.4 Where possible, that new road connections connect with the existing street pattern in order to provide direct connections.

Controls

C.1 Any new road or any relocation of an existing road or active transport connections are to be provided in accordance with Figure 4.3.9.2 and the specifications in Table 4.3.9.1.

C.2 Any additional new road connections not listed in Table 4.3.9.1 shall be designed to incorporate a minimum of a 7 metre wide carriageway and a minimum 2.5 metre parking indented parking bays to one side of the street and a minimum of 3 metre verges.

Table 4.3.9.1
Dimensions for new road and upgraded connections in Telopea

Road / Connection	Road Carriageway (including roadway and on street parking)	On street Parking (included in road carriageway width)	Footpath with landscape verge	Activated frontage (where active uses on ground level)
Wade Street (relocated)	13.0m	On both sides	3.0m each side	3.0m-5.0m
Extension of Elyse Street	10.0m	On the northern side of the street.	4.0m-5.0m each side	-
Benaud Place	9.0m	One the western side of the street.	3.0m each side	-

Figure 4.3.9.2 Road and Transport Connections

Vehicle Access

Controls

C.1 Driveways should be:

a. Provided from lanes and secondary streets rather than the primary street, wherever practical.

b. Located to take into account any services within the road reserve, such as street lights or power poles, drainage inlet pits and existing street trees.

c. **Located a minimum of 10 metres from the perpendicular of any intersection of any two roads.**

d. **Designed so that vehicles can enter and leave in a forward direction without the need to make more than a three-point turn.**

e. **Separated and clearly distinguished from pedestrian access.**

f. **Located at least 2 metres from the side boundary with any public domain area, street, lanes or parks.**

C.2 Access to basement parking or service areas should be located in combined and consolidated entries to minimise impacts on pedestrians.

C.3 Vehicular crossing widths are to comply with AS2890.1.

C.4 Doors to vehicle access points in apartment buildings are to be non-solid roller shutters or tilting doors fitted behind the building façade and to be of materials that integrate with the design of the building and contribute to a positive public domain.

Off-Street Parking and Bicycle Storage

Objectives

O.1 Development shall provide adequate off-street car parking which responds to Telopea as a suburban centre and access to the Parramatta Light Rail.

O.2 Development shall encourage sustainable and active transport usage by residents and visitors.

Controls

C.1 Development must provide a minimum number of the car parking spaces specified in Table 4.3.9.2 below.

C.2 Car parking will be generally be incorporated into basement (for apartments, shopping centres and community facilities) and utilised by occupants or visitors.

Table 4.3.9.2
Telopea Precinct Parking Rates

Type	Rate
Residential flat buildings, shop top housing or mixed use development with a residential accommodation component	
Studios, 1, 2, and 3+ bedroom apartments	Minimum Car Parking: Rate: Studio 0.6 spaces 1 0.6 spaces 2 0.9 spaces 3+ 1.4 spaces
Visitors parking	Minimum 1 space per 5 dwellings.
Type	**Rate**

Car share spaces	A minimum of 1 space is to be allocated to car share for developments with 50 or more dwellings. Any car share spaces should be located on street where practical, if not practical car share spaces can be provided in basements.
Affordable and social housing parking	
Studios, 1, 2, and 3+ bedroom apartments	Minimum car parking rates as per the relevant State Environmental Planning Policy
Non-residential uses parking	
Supermarket and Specialty Shops	1 space per 30m² of Gross Floor Area
Commercial (including medical and professional consulting)	1 space per 50m² of Gross Floor Area
Community Uses, Places of Public Worship or Recreation Facilities	Assessed on merits based on a submitted Traffic Impact Assessment Report, and will take into account integration of retail/community uses and ability to share car parking as it would facilitate multi-stop facilities
Other non-residential uses	To comply with rates in Part 3 of the Parramatta DCP 2011. Any uses not specified in Part 3 will be assessed against the RMS Guide to Traffic Generating Development

Bicycle parking areas		
Land Use	**Residents**	**Visitors**
Residential accommodation	Minimum 1 bicycle storage space per dwelling	Minimum 1 bicycle storage space per 15 dwellings.
All non-residential uses	To comply with rates in Part 3 of the Parramatta DCP 2011.	

Active Transport Connections

Objectives

O.1 To encourage walking and cycling and public transport use in order to reduce the number of motor vehicles travelling to and from the precinct.

O.2 To improve existing and create new quality pedestrian and cycling routes which seek to improve permeability and access to and from the community facilities, the retail precinct and the light rail stop.

Controls

C.1 Any new or improved pedestrian or cycle connections are to be provided in accordance with Figure 4.3.9.2.

C.2 A new pedestrian connection extending from the existing through site link from Manson Street toward the new Light Rail line crossing shall be provided as part of any new development. It is to have a minimum width of 3.5 metres. It should be publicly accessible at all times and adjoining buildings should be designed to provide passive surveillance.

C.3 The new shared pedestrian and cycleway connections from Marshall Road to the Greenway Corridor are to have a minimum width of 3 metres and be provided as an extension of Sophie Street. This connection shall be provided as part of any new development and in this case setbacks and deep soil requirements specified in this precinct DCP may be varied to ensure the delivery of the link.

2.5 Electric Vehicle Charging Infrastructure

The following technical terms are used as part of controls in this section of the draft DCP:

EV Ready Connection is the provision of a dedicated spare 32A circuit provided in an EV Distribution Board to enable easy future installation of cabling from an EV charger to the EV Distribution Board and a circuit breaker to feed the circuit.

Private EV Connection is the provision of a minimum 15A circuit and power point to enable easy future an EV in the garage connected to the main switch board.

Shared EV Connection is the provision of a minimum Level 2 40A fast charger and Power Supply to a car parking space connected to an EV Distribution Board.

EV Distribution Board is a distribution board dedicated to EV charging that is capable of supplying not less than 50% of EV connections at full power at any one time during off-peak periods. This will ensure that the impacts of maximum demand are minimised and that increases to electrical feed sizes are not required. to ensure impacts of maximum demand are minimised. To deliver this, the distribution board will be complete with an EV Load Management System and an active suitably sized connection to the main switchboard.

EV Load Management System is to be capable of:
- reading real time current and energy from the electric vehicle chargers under management
- determining, based on known installation parameters and real time data, the appropriate behaviour of each EV charger to minimise building peak power demand whilst ensuring electric vehicles connected are full recharged.
- scale to include additional chargers as they are added to the site over time.

Objectives

O.1 To recognise the positive benefits of increased electric vehicle adoption on urban amenity including air quality and urban heat.

O.2 To ensure new development in Telopea provides the necessary infrastructure to support the charging of electric vehicles.

O.3 To minimise the impact of electric vehicle charging on peak electrical demand requirements.

Controls

C.1 All apartment residential car parking must:

a. Provide an EV Ready Connection to at least one car parking space per dwelling.

b. Provide EV Distribution Board(s) of sufficient size to allow connection of all EV Ready Connections and Shared EV connections.

c. Locate EV Distribution board(s) so that no future EV Ready Connection will require a cable of more than 50 metres from the parking bay to connect.

d. **Provide adequate space for the future installation (post construction) of compact meters in or adjacent to the EV Distribution Board, to enable the body corporate to measure individual EV usage in the future.**

e. **Identify on the plans the future installation location of the cable trays from the EV Distribution Board to the car spaces allocated to each dwelling that are provided a Future EV connection, and to make spatial allowance for it when designing in other services.**

C.2 All car share spaces and spaces allocated to visitors must have a Shared EV connection.

C.3 All commercial building car parking must provide 1 Shared EV connection for every 10 commercial car spaces distributed throughout the carpark to provide equitable access across floors and floor plates.

C.4 Shared bicycle storage facilities and visitor bicycle parking spaces are to include 10A e-bike charging outlets to 10% of spaces with no space being more than 20 metres away from a charging outlet. Chargers are to be provided by the owner.

4.3.9.2 Development and Design

This section provides built form and public domain and open space controls for future developments within the Telopea precinct.

The planning controls for Telopea Precinct envisages delivery of high-quality buildings and public places. The Telopea Precinct planning controls allow for significant transformation and renewal of existing buildings, however new buildings and places shall be designed to maintain existing site characteristics such as mature trees, topography and access to open spaces to retain and enhance the sense of place.

Design excellence of buildings will be required to be demonstrated as required by the Parramatta Local Environmental Plan 2011. Development applications for new buildings or external alterations to existing buildings within the Telopea Precinct must demonstrate that it exhibits design excellence. This ensures that new development contributes positively to the natural, cultural, visual and built character values of the area. Further, development applications for development higher than 55 metres or a capital value of more than $100 million, or where chosen by the applicant, must undertake an architectural design competition.

Development within the Core Area

The following principles and controls apply to all development within the Core Area, which is bounded by Sturt Street, Shortland Street and Evans Road as identified in Figure 4.3.9.1.

Objectives

O.1 To facilitate the development of a new neighbourhood retail, commercial and residential precinct which supports activation, a quality public domain and pedestrian connections to the Parramatta Light Rail.

O.2 To ensure taller buildings are slender in form and are adequately separated to ensure solar access, view to the sky and minimise wind impacts.

O.3 To encourage an urban form which works with the topography, addresses the streets, maximises solar access and creation of views.

O.4 To ensure development facilitates a healthy environment for landscaping and street trees.

Design Principles

P.1 Provide appropriate building depth, bulk and separation which protects amenity, daylight penetration, privacy between adjoining developments and increases solar access and amenity to the public domain.

P.2 Allow building setbacks which reinforce the human scale of the streets, mitigate wind impacts, enable views to the sky in streets and public places, and recognise the variation in street setbacks within the precinct to allow for an appropriate response to topography, street trees and other site constraints.

P.3 Maximise amenity to below street level apartments, including privacy, solar access and natural light.

P.4 Ensure that the design and material selection of buildings and the public domain contribute to a high quality, durable and sustainable urban environment.

P.5 Maximise the opportunity for deep soil to encourage retention of, and planting of new trees, as well as the provision of landscaping on public and private land.

Controls

Lodgement of a Concept Application

C.1 **Prior to, or concurrently with, the lodgement of a development application for all or part of the Core Area, a Masterplan or a Concept Development Application shall be lodged with Council for consideration. The Masterplan or Concept Application must address the Objectives, Principles within the DCP, and demonstrate that the controls are capable of being complied with when detailed development applications are submitted for each stage within the Core.**

C.2 **The following information shall be submitted as part of the Masterplan or Concept Application for the Core:**

- **a. Street and pedestrian layout and hierarchy;**
- **b. Each development lot and indicative staging;**
- **c. Building envelopes – the footprints, heights, building typologies, gross floor areas and separation distances for each development lot;**
- **d. Indicative location of all communal open space, including at grade and roof top areas;**
- **e. Setbacks to streets and setbacks between building and buildings on podia;**
- **f. Streets and street sections, including building and basement setbacks;**
- **g. Public domain plan based on Council's Public Domain Guidelines;**
- **h. A contour and slope plan;**
- **i. Trees to be retained and additional tree planting in the public domain;**
- **j. A deep soil network plan;**
- **k. A basement plan, including entry locations; and**
- **l. Future land ownership and responsibilities as it relates to publicly accessible spaces.**

C.3 **The Masterplan or Concept Application shall calculate residential gross floor area (GFA) at a minimum of 75% of the building envelope.**

C.4 **The Masterplan or Concept Application shall allocate to each development lot a GFA range for both residential and non-residential uses, including calculations demonstrating that the proposed envelopes can accommodate the allowable GFA including a reasonable allowance for building articulation**

C.5 **That the maximum gross floor area for development lots are not to exceed the gross floor area nominated by a Notice of Development Consent granted by a relevant consent authority.**

C.6 **A minimum of 900 square metres of public open space, provided as one contiguous area, and associated with the new community and library facility.**

Existing Waratah Shops

C.7 **A Masterplan or Concept Application for the area known as Waratah Shops (the area bounded by the street block Evans Road, Shortland Street, Sturt Street and Benaud Lane) is to address the controls for concept application required in C.2 of this DCP and to incorporate the following design principles:**

- **a. Where possible, consolidate the existing holdings into development sites comprising privately owned and Council land including the existing Benaud Place car parking and landscaped area along Evans Road.**

b. Building forms should be articulated to ensure solar access to private open space and future apartments.

c. Consolidated vehicular access to basements from Benaud Lane.

d. Consider publicly accessible pedestrian and/or vehicle connection extending directly from Eyles Street.

e. Potential retail uses are to be located, in their current location along Benaud Place if the site is not consolidated.

Core Area Built Form Controls

C.8 The maximum length of a building, (excluding perimeter block buildings) is 50 metres.

C.9 Where the length of a perimeter building exceeds 50 metres, it is to be broken into two or more components. Building breaks should be a minimum of 3m deep and 3m wide.

C.10 Street setbacks within the Core Area should be as follows:

a. Between 0 metres to 3 metres for activated street frontage with retail or commercial uses; or

b. Between 3 metres and 6 metres (or greater) where residential uses are at ground level to allow for landscaping and the protection of significant trees.

c. The setbacks are measured to the face of the building and should be consistent along the length of the street block.

C.11 Buildings that are of a podium and tower form, should provide a street wall of between 2 and 4 storeys, with a tower setback of between 3 metres and 6 metres.

C.12 Upper levels of any buildings are not to extend over the lower levels.

C.13 The maximum floorplates for residential buildings is 1,000sqm. The floorplate must be measured to the outside face of the building including balconies, vertical and horizontal circulation, internal voids and external walls.

C.14 Where the building is setback from the street, 30% of the balconies or architectural elements may project up to 400mm into front building setbacks. This excludes awnings at the ground floor used for wind mitigation and weather protection, which may extend to a maximum of 3 metres (maintaining a distance of 600mm from the face of the kerb) from the building face.

C.15 The ground floor of buildings used for retail and/or commercial use are to have a minimum floor to ceiling height of 4.2 metres. All retail and commercial floors above the ground floor are to have a minimum floor to ceiling height of 3.3 metres.

C.16 All development applications must include a streetscape analysis and provide details of the street wall and perimeter block. The analysis must include:

a. the street wall elevation at 1:200 scale in context showing existing buildings on the block.

b. a detailed street wall elevation at 1:100 scale including immediately adjacent buildings accurately drawn.

c. sections through the street wall and awning at 1:50 scale including the public domain.

d. detailed facade plans/sections at 1:20 scale including ground floor active frontage and awning details.

C.17 Basement car parking is to be predominately located under the building footprint and cannot extend into the street or deep soil set-backs. Externally visible basement car parking cannot protrude above ground by more than 1metre .

Street Frontages and Access

C.18 Buildings must:

a. address a street.

b. be articulated with depth, relief and shadow on the street façade. A minimum relief of 150mm between the masonry finish and glazing face must be achieved.

c. Utilise legible architectural elements and spatial types such as doors, windows, loggias, reveals, pilasters, sills, plinths, frame and infill. Plinths are particularly encouraged in Telopea so that the topography is emphasised.

C.19 Apartments can be located below the street level, where it demonstrated that they cannot be located at street level due to the slope of the land. If located below street level the following applies:

a. Adequate solar access to habitable rooms and balconies is demonstrated;

b. The distance of the apartment front wall is a minimum of 5 metres from the street boundary or adequate privacy screening and landscaping is demonstrated;

c. the FFL of the lowest apartment is not more than 1500mm below the level of the street; and

d. The minimum floor to floor height of 3.3 metres, with a minimum floor to ceiling height of 2.9 metres and the head height of the windows is not less than 300mm from the underside of the slab above for ground floor and level 1 apartments.

C.20 Ramp access must demonstrate that it can be accommodated without compromising the entrance to the building or the ground floor apartments. If ramp access cannot be adequately accommodated, disability access is to be provided within the building.

C.21 Retaining walls must:

a. be located within the lot boundaries on all development lots or on the boundary if the land is within the same ownership;

b. be designed in consultation with Council if adjoining existing or future Council-owned land;

c. retain a horizontal line, with minimal stepping;

d. be fully masonry or a combination of masonry and timber; and

e. enable casual seating where possible.

Development within Precincts

This section sets out the objectives, design principles and controls for development within the Precinct Areas which is identified in Figure 4.3.9.1.

New development in Telopea must develop a sound response to the precinct's unique topography, subdivision and curvilinear streets. The hillside character of Telopea offers many opportunities for views across the Dundas Valley. It also presents many challenges to minimising the environmental, visual and amenity impacts of increased development on the surrounding landscape. These differences are reflected in the high and low sides of the streets, the irregular subdivision pattern on curved streets, and the sites that have a steep slope along

the frontage. The following design guidance should be considered as part of all applications in Telopea.

Objectives

O.1 To allow for the renewal of housing stock.

O.2 Encourage the amalgamation of lots where possible to achieve a better built form.

O.3 To provide opportunities for publicly accessible pedestrian through site links between large street blocks, including new pedestrian and cycle links to the Greenway Corridor.

O.4 To develop residential buildings that maximise frontage to the street.

O.5 To provide adequate deep soil networks which allow for infiltration of water, reduce stormwater runoff, maintain natural ground water movement, support tree retention, promote healthy growth of trees and vegetation and provide amenity for residents.

O.6 Minimise the need for partially undergrounded apartments and encourage a level transition between apartments and the street or rear setback zone.

O.7 Take up site level changes within the building design to avoid excessive cut and fill or high retaining walls.

O.8 Preserve natural features of the precinct such as knolls or ridgelines through sensitive site grading.

Design Principles

P.1 Buildings are to form a continuous pattern of consistent street setbacks and building separation to create a comfortable neighbourhood environment.

P.2 Development is designed to enhance and maintain the topography, streetscape and natural environment as key features of Telopea.

P.3 Development is to provide breaks between the buildings to provide opportunities for views to the Dundas Valley.

P.4 To maximise the number of apartments facing the street, provide separation between buildings and allow for greater rear and front setbacks and contiguous landscape areas.

P.5 Front and rear setbacks and basement design is to respond to topography, allow for landscaping, privacy and amenity and minimise the undergrounding of apartments.

P.6 To design buildings to retain existing trees, where possible, and provide deep soil to plant new trees.

Design Principles for Sloping Sites

P.7 Match building design to suit the degree of slope, adapting proposed slab construction to either take up the slope of the site with additional half levels or step to complement the slope.

P.8 Prevent site benching and large retaining walls at shared property boundaries to minimise overshadowing, overlooking and drainage issues.

P.9 Locate vehicular crossings where they minimise the need for steep ramping from the street, so that the visual impact of driveways is minimised.

P.10 For sites that are located on the low side of the street (generally sloping from the street down to the rear boundary as per 4.3.9.5):

a. Consider how the fall of the site may be utilised by sleeving the first level of basement with apartments to the rear.

b. Consider designing buildings with higher street wall / building height on the low side of the street than buildings on the high side of the street. This can help balance the space created on the street.

P.11 For sites that are located on the high side of the street (generally sloping from the rear boundary down to the street as per Figure 4.3.9.5)

a. Development may utilise the provision for basements to be built to the front boundary where it is necessary to minimise apartments at the rear being located below natural ground.

b. The larger 6 metre front setback may be more appropriate to assist with vehicular access to the basement.

P.12 For cross slope sites that slope along the street (generally sloping from one side boundary to the other):

a. Vehicular access should be provided at the lowest point of the street frontage.

b. The split slab arrangement of the ground floor is encouraged to manage access requirements and prevent large retaining walls on the high side of the site.

Controls

C.1 New developments should be sited and designed in accordance with the Indicative Block and Building Layout Plan at Figure 4.6.9.3 or demonstrate it is consistent with the design principles P.1 to P.12.

Figure 4.3.9.3: Indicative Block Plan and Building Layout

C.2 **Development of a residential flat building should have a minimum site frontage of 24 metres, except 18 metres for sites with two street or lane frontages.**

C.3 **New development must provide between a 4 to 6 metre setback to the street as outlined in Figure 4.3.9.4. The setback must demonstrate that it adequately considers the following site conditions:**

a. site levels;

b. existing vegetation;

c. topography;

d. surrounding built form; and

e. footpaths and boundaries.

C.4 **The minimum setback to the side boundaries is 3 metres for part of the length of the building. Where apartments habitable rooms only face the side boundary, allow a 6 metre wide side setback, as outlined in Figure 4.3.9.4.**

C.5 **The rear setback is to be a minimum of 10 metres or 15% of the total length of the site as measured from centre of the rear boundary (whichever is the greater), as shown in Figure 4.3.9.4. The setback can be averaged to align with the building footprint where the rear alignment is not regular.**

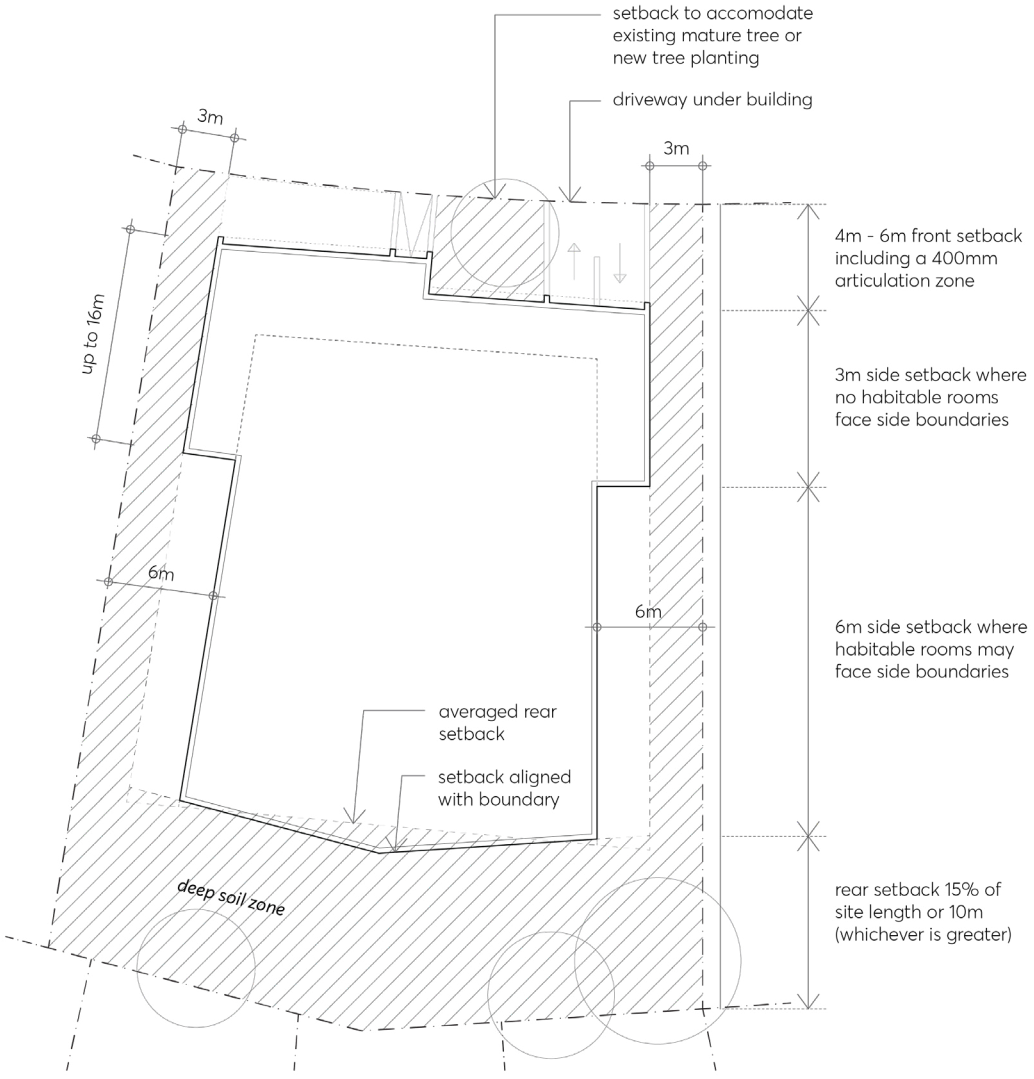


Figure 4.3.9.4: Building Setback Plan

C.6 **Buildings along the western side of Marshall Road should be designed to provide passive surveillance to the Greenway.**

C.7 **30% of balconies or architectural elements such as bay windows, may project up to 400mm into front building setbacks only.**

C.8 **Provide a minimum of 30% of deep soil zone on the site area, with the following requirements:**

a. **A minimum of half of the total deep soil area is located at the rear of the site.**

b. **A minimum of 7% of the total site area which is provided as deep soil area shall be designed to have a minimum dimensions of 6 metres (or greater). The remaining deep soil areas shall provide minimum dimensions of 4 metres (or greater). Noting that a deep soil with a minimum dimension of less than 4 metres does not contribute to the deep soil calculation.**

C.9 **Deep soil should be designed to create a contiguous deep soil network formed with adjacent lots.**

C.10 **Removal of existing trees should be avoided, and new trees should be planted, as detailed in Section relating to Tree Preservation and Enhancement of this DCP.**

C.11 **Where significant excavation is required as part of new development, it must be demonstrated that deep soil back fill must comprise constructed horticultural soil profiles in order to support local vegetation communities.**

C.12 **Basements are to be located predominately under the footprint of the building, as shown in Figures 4.3.9.5 and 4.3.9.6. As detailed in the Design Principles for Sloping Sites contained in this DCP, there may be conditions where basements may extend into the front setback to avoid raising from ground at the rear and/or extending into the rear setback.**

C.13 **Basement car parking entries are encouraged to be located under the apartment building as shown in Figures 4.3.9.6 and 4.3.9.7. Any above ground car parking structures should be of a solid, masonry construction. Vents to car parking must not be located at the street frontage.**

C.14 **Basement car parking structures should be predominantly located below existing ground level. Where the slope conditions mean this is unachievable, the basement structures may project to a maximum of 1 metre above ground, except within the front setback where it may project up to 1.5m above ground where it helps prevent re-grading the site in other locations (see Figure 4.3.9.5 Indicative Street Section).**

C.15 **Front setbacks are to be landscaped. Where trees are located in the front setback above a basement structure, a minimum soil depth of 1 metre above drainage layer is to be cut into the slab.**

C.16 **Impervious surface at ground level must be minimised in all setback areas.**

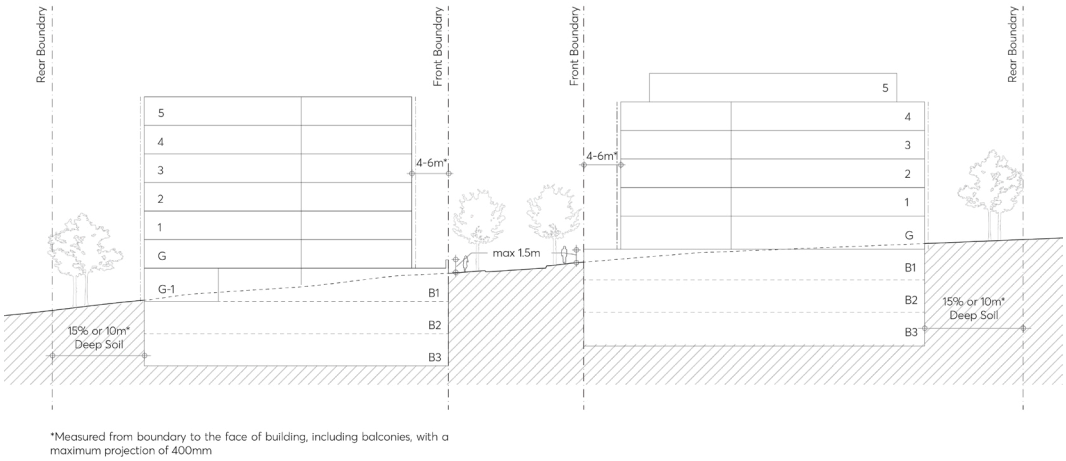


Figure 4.3.9.5. Indicative Street Section

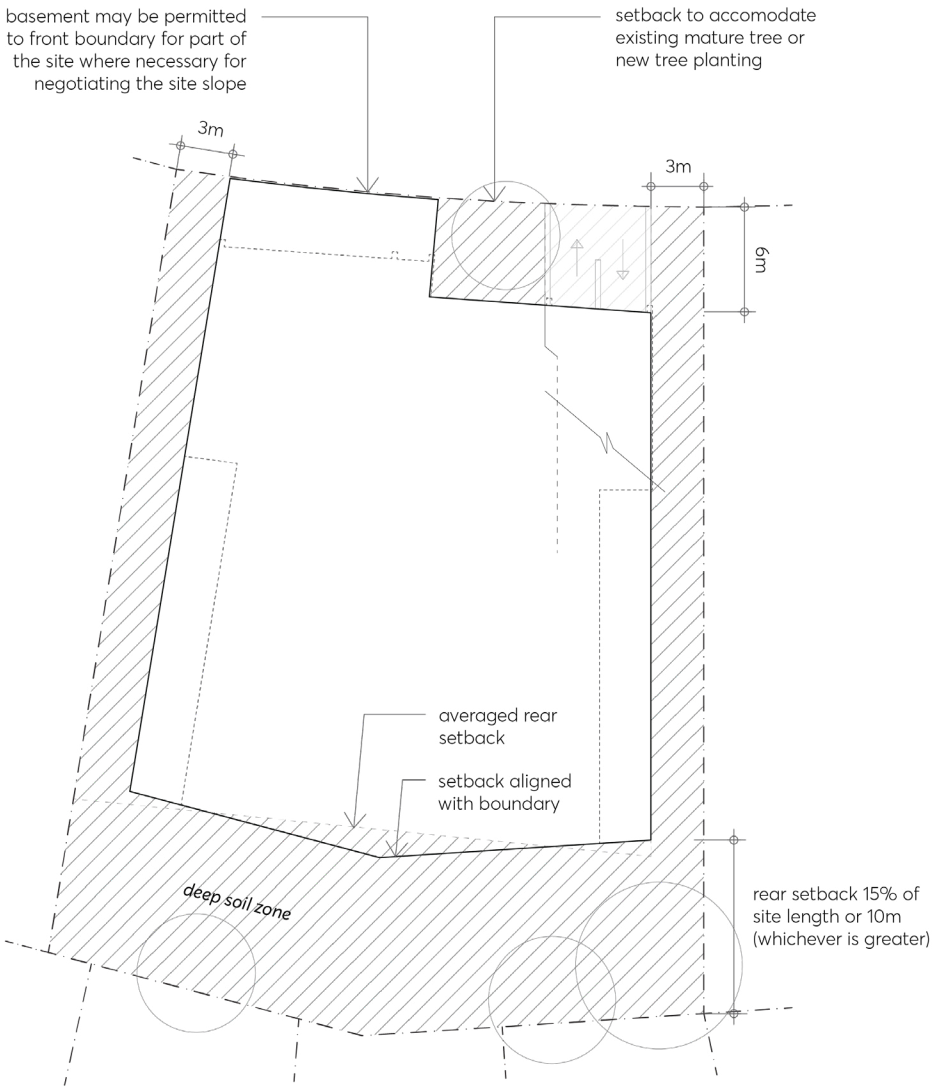


Figure 4.3.9.6: Indicative Basement and Deep Soil Plan

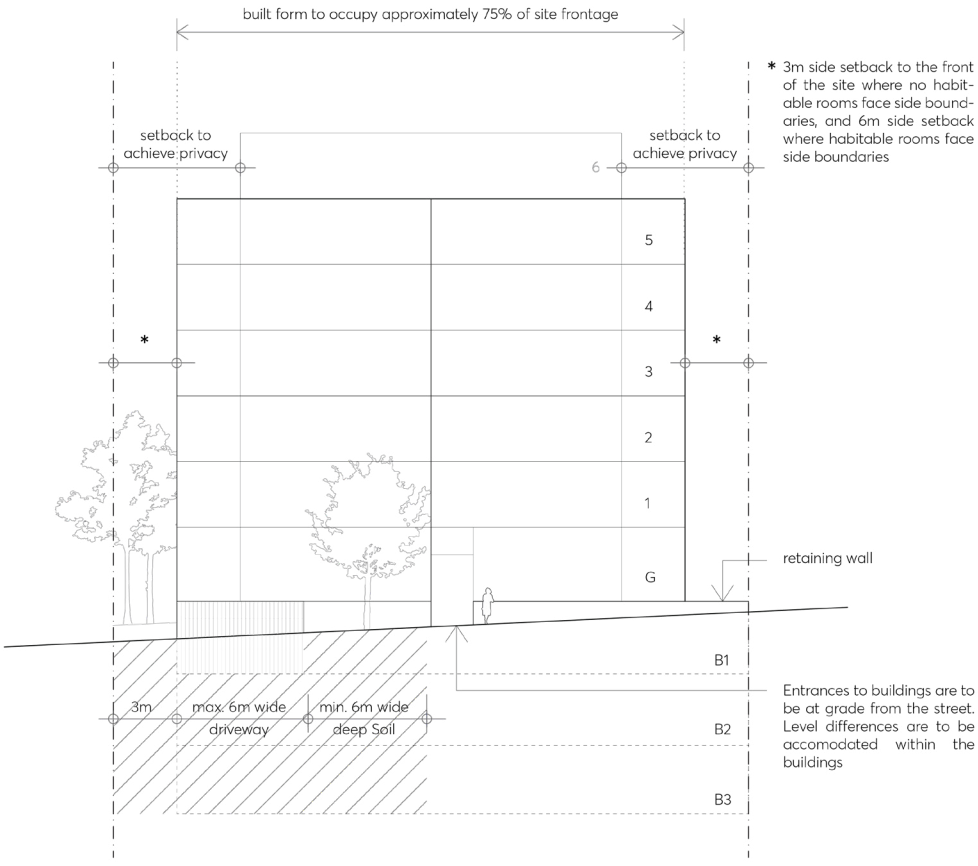


Figure 4.3.9.7: Indicative Street Frontage

C.18 Development of 3 and 4 storeys should be designed as a street wall building.

C.19 Development of 5 and 6 storeys in height may be designed as a street wall building or provide one upper level storey setback of 3 metre from the building line, as outlined in Table 4.3.9.3.

C.20 Development of 7 and 8 storeys shall provide a 6 storey street wall and shall setback upper level storeys in accordance with Table 4.3.9.3.

C.21 Development of 9 storeys shall provide a street wall and upper level setback in accordance with Table 4.3.9.3.

Table 4.3.9.3
Street wall and upper level storeys and setbacks

Total height (in storeys)	Street wall in storeys	Upper Storeys and Upper Level Setbacks
3 or 4 storeys	3 or 4 storeys	0
5 storeys	4 storeys; or 5 storeys	1 storey setback 3 metres from the building line; or 0
6 storeys	5 storeys; or 6 storeys	1 storey setback 3 metres from the building line; or 0

Total height (in storeys)	Street wall in storeys	Upper Storeys and Upper Level Setbacks
7 storeys	6 storeys	1 storey setback back 3 metres from the building line
8 storeys	6 storeys	2 storeys setback 6 metres from the building line
9 storeys	8 storeys; or 7 storeys	1 storey setback 3 metres from the building line; or 2 storeys setback 6 metres from the building line

C.23 Buildings are to occupy approximately 75% of the street frontage to maximise potential for apartments facing the street as outlined in Figure 4.3.9.7.

C.24 Where the length of a perimeter building exceeds 50 metres, it is to be broken into two or more components. Building breaks should be a minimum of 3 metres deep and 3 metres wide.

C.25 Front fences are to be designed to:

- **a. be articulated at any gates and visually permeable in part to enhance the feeling of address and passive surveillance along this edge of the development;**
- **b. be integrated with dividing masonry walls (or a combination of masonry and timber) between the private open spaces where the fences relate to individual apartments facing the street;**
- **c. be located on the front boundary and be designed to form a consistent edge along the street;**
- **d. Not be comprised of sheet metal;**
- **e. address the slope of the site by providing a masonry base with a minimum height of 300mm. This base should form a horizonal plinth with minimal stepping. Upper portions of the fence are to be made of open and lightweight material; and**
- **f. be made of open and lightweight material where located above retaining walls.**

C.26 Retaining walls must:

- **a. be located within the lot boundaries on all development lots or on the boundary if the land is within the same ownership;**
- **b. be designed in consultation with Council if adjoining existing or future Council-owned land;**
- **c. retain a horizontal line, with minimal stepping;**
- **d. vary to suit the topography with a maximum height of approximately 1500mm.**
- **e. be of fully masonry construction or a combination of masonry and timber**
- **f. utilise terracing where necessary to subtly manipulate the existing landscape, avoiding large areas of cut and fill.**

Public Space

The renewal of the Precinct presents the opportunity to deliver upgraded public spaces and new public spaces. For the purposes of this DCP 'public space' is defined as places publicly owned

or for public use, accessible and enjoyable by all for free, including active and passive public open spaces, streets, pedestrian and cycleway connections and plazas.

Objectives

O.1 That new development provide quality public spaces domain, including publicly accessible and safe open space and plazas.

O.2 To maximise the areas for contiguous deep soil network to sustain existing and new vegetation and street tree canopy planting and to provide for permeable ground surface.

O.3 To provide universal access and key connections to transport nodes (buses, light rail, taxi stand etc), community facilities and retail precinct in the Core Area.

O.4 To provide for active living and connectivity through the provision of healthy, walkable, green built environments which integrate sustainable water and energy features.

Principles

P.1 Clearly delineate public space separate from private space.

P.2 Incorporate passive and active recreational facilities to complement and enhance those already provided in Sturt Park and other nearby Council public open spaces.

P.3 Provide safe opportunities and points of interest for the community to gather / meet, walk, engage in physical activity and children's play.

P.4 Improve pedestrian connections to and between existing public spaces.

P.5 Maximise solar access to public areas during winter months and shade during summer months.

P.6 Provide flexible public spaces that provide multifunctional offerings in different areas for different activities.

P.7 Respond to local character and identity and support connection with Country in design of public space.

Controls

C.1 A Public Domain Plan is to be provided for all new developments over six (6) storeys. The Public Domain Plan is to detail:

- **a. Upgrades, expansion of, and connectivity improvements to the surrounding public domain network, including footpaths, cycle paths, street tree planting, green networks, street furniture, street lighting and the like.**
- **b. Consistency with Council's Public Domain Guidelines and finishes/street trees specified should be in line with Council's preferred palette for Telopea.**
- **c. Street and pedestrian lighting in accordance with AS/NZS 1158.0:2005 – Lighting for roads and public spaces.**

C.2 All public spaces and connections are to be safe and publicly accessible 24 hours, 7 days a week.

C.3 All public space that is dedicated to Council is to be designed:

- **a. on deep soil with no underground car parking;**
- **b. to maximise solar access across the year;**
- **c. to maximise its frontage with a public road or laneway or pedestrian pathway with a minimum width of 4 metres;**
- **d. to be associated with and support walkable connections to other public amenity such as libraries, community facilities and transportation nodes; and**

e. to provide equitable universal access across the whole site; and

f. to be safe and welcoming.

C.4 Wherever possible, universal access is to be provided in the public domain or through a community facility building. Existing streets cannot be relied upon to provide universal access.

C.5 Where universal access routes for the public spaces are provided within a building, they are to be designed to be:

a. clearly visible and accessible from the public domain;

b. communicate that it is operable 24/7 without the need for signs;

c. provide protection from the weather;

d. clearly connect via the shortest distance to the nearest associated vertical access (lift).

C.6 Vertical access (lifts) and internal routes for the public to be designed to provide access to all levels and amenity between the street levels within the publicly accessible open space. In the event of a breakdown of any one vertical access (lifts), alternative systems/options to move across the site are to be integrated in to the public domain and to be clearly visible without an over reliance on signs.

C.7 The primary access point to all private buildings and vertical lifts are to be universally accessible, contained within the building. Ramps and landings do not interfere with the public domain.

C.8 Wherever possible, universal access is to be provided in the public domain or through a community facility building. Existing streets cannot be relied upon to provide universal access.

3.3.1 Arrival and Retail Plaza

C.9 The new hilltop Arrival Plaza and pocket park will be located adjacent to the Light Rail stop. The detailed design of the Arrival Plaza should incorporate the following:

a. Integration with the future Light Rail stop and retail services across Sturt Street.

b. Bicycle parking spaces to encourage transition between active transport and other modes.

c. Safe cycle access through the Arrival Plaza to link with the Greenway Corridor and other regional cycle connections.

d. Integration with future design of bus stop, taxi rank and pick up/drop off zones.

e. Pedestrian footpaths to provide clear sightlines and minimise the number of pathways to prevent the 'carving up' of plaza space.

f. Optimising active and passive recreational opportunities.

g. Complement and integrate with any adjacent open space, including any future retail plaza.

C.10 If a retail plaza is located between Wade Street and Sturt Street, it is to be designed to:

a. provide access to internal lifts, escalators or similar to help people move between Wade Street and Sturt Street through the retail centre;

b. be safe and publicly accessible 24 hours 7 days a week;

c. have an area of at least 600 square metres;

d. achieve 3 hours of solar access to at least 300sqm of the plaza during mid-winter; and

e. Be active which may include retail frontages, residential entrances to individual properties, residential lobbies and residential communal facilities.

3.3.2 New pedestrian and cycleway connections

C.11 Any new pedestrian and / or cycleway connections are to be designed to:

a. Respond to the level change by providing an accessible vertical transportation (lift, escalator and/or travelator) 24/7;

b. Have a general width of between 6 and 12 metres if the connection is for pedestrians and cyclists only. The connection may widen in order to provide for tree retention and stair landings;

c. Have clear sight lines;

d. If the connection is pedestrian only, basement parking may extend below this area, except where those areas are intended to be dedicated to Council;

e. Be safe and welcoming; and

f. Be inclusive and accessible to all ages and abilities.

4.3.9.3 Natural Environment and Heritage

Tree Preservation and Enhancement

This section shall be read in conjunction with Section 5.4 Preservation of Trees or Vegetation of the Parramatta DCP 2011. The controls in this Part, to the extent of any inconsistency in relation to trees, take precedence over the controls in the Parramatta DCP 2011.

Objectives

C.1 To maintain natural amenity, increase biodiversity and reduce urban heat through preservation and enhancement of tree canopy.

C.2 To ensure the longevity of the trees through minimising disturbance to their root zone and canopy, the disruption of the subterranean water table and the reduction of solar access.

Principles

P.1 Street layout and building location and design should demonstrate viable retention of existing trees of high significance, including clusters of significant trees.

P.2 To ensure the existing canopy tree character is maintained by planning for and implementing replacement tree planting to naturally replace the existing trees.

P.3 New street trees should be planted to maximise and enhance tree canopy cover and provide opportunities for wildlife corridors.

P.4 Building setbacks and public domain should maximise deep soil zones to accommodate existing and newly planted large trees.

Controls

C.1 As part of any development application where a tree, as defined by 5.4.1 in the Parramatta DCP 2011, is proposed to be removed, or directly impacted by the development, the following information may be required to be submitted with the application:

a. An Arboricultural Impact Assessment (AIA) report prepared by an AQF Level 5 consulting arborist and prepared in line with the Australian Standard AS4970-2009 Protection of trees on development sites.

b. If there are trees to be retained, a detailed, site specific Tree Management Plan (TMP) should be provided to ensure that the design can be successfully implemented without detrimental impacts to the trees proposed for retention.

c. A Landscape Plan showing existing tree retention, protection zones and any additional trees to be planted, including in the public domain.

C.2 Where a tree is proposed to be removed, removal will only be granted where it is demonstrated that the removal of the tree will result in significant benefit in relation to built form, heritage or public domain outcomes.

C.3 If removal of a tree is required on private land, replacement trees are required to be provided as part of the Landscape Plan submitted with the development application as follows:

a. Approximately 1 canopy tree per 80 square metres of ground level landscaped area including natural deep soil area is required. Trees are to be capable of reaching a mature canopy height of 13 metres.

b. Additional trees can be provided on podium in set down slabs (not planter boxes) with minimum dimensions in accordance with Apartment Design Guide.

C.4 Tree species shall be in accordance with Council requirements as per the Parramatta DCP, Section 3.3.1 Landscaping.

Natural Environment

Two Endangered Ecological Communities, river-flat eucalypt forest and blue gum high forest, listed under the Biodiversity Conservation Act 2016 are located within the Telopea Precinct and are identified on Figure 4.3.9.8 as Core Habitat. Any impact to Core Habitat will require further assessment at development application stage, including any formal impact assessments required under the relevant New South Wales and Commonwealth legislation. In relation to tree preservation and enhancement, this section should be read in conjunction with Section Tree Preservation and Enhancement of this DCP.

Objectives

O.1 To protect and enhance natural areas to provide habitat to native flora and fauna, as well as for the enjoyment of the community.

Controls

C.1 Future development will retain, protect and improve those areas nominated as Core Habitat in Figure 4.3.9.8.

C.2 Any enhancement of Sturt Park, where proposed, should be undertaken using native species characteristic of Alluvial Woodland and using local native provenance where possible.

C.3 The boundaries of impacted areas should be clearly delineated using fences or similar means to prevent encroachment of the works into the surrounding bushland and riparian areas.

C.4 Sediment and erosion control plans are to be submitted with each development application. Installation of sediment and runoff control measures are to be installed prior to any construction works commencing to prevent runoff entering adjacent riparian areas and watercourses.

C.5 Areas proposed for disturbance where noxious weeds are present should be managed according to the weed class.

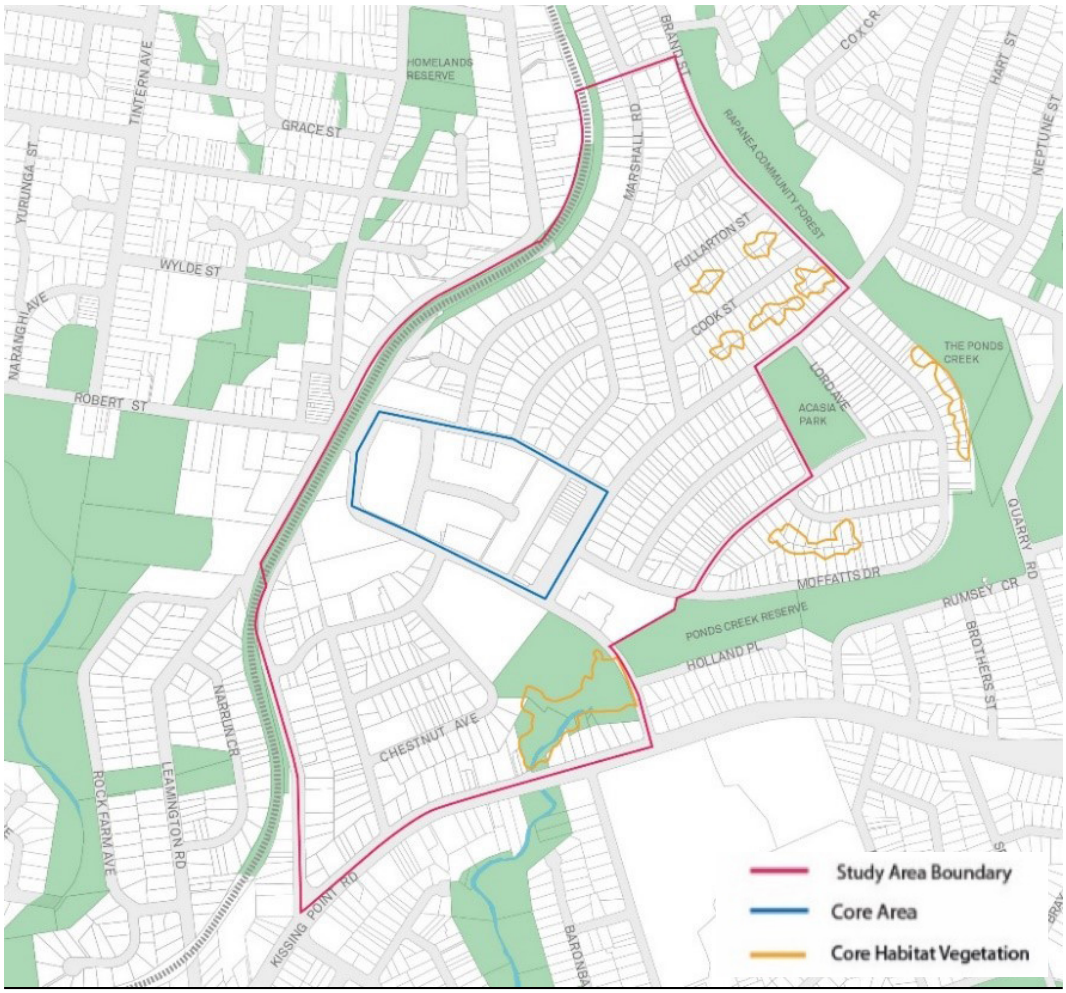


Figure 4.3.9.8 Core Habitat

Heritage

A State heritage site, known as known as Redstone, is located at the corner of Adderton Road and Manson Street. The building was designed by Sir Walter Burley Griffin in 1935 and the garden is an intact example of an interwar garden which contributes to the setting of the house. Adjacent to the Telopea Precinct is Acacia Park, which is listed as an archaeological site under the *Parramatta LEP 2011*. The large tract of bushland known as the Rapanea Community Forest along the north-eastern edge of the Precinct is listed as a local heritage item under the *Parramatta LEP 2011*.

Principles

P.1 Any new development must demonstrate consideration of and response to minimising the impact on the heritage and archaeological significance of the listed items in Telopea.

Controls

C.1 A new development located within 200 metres of the heritage item 'Redstone' may require a specific heritage impact statement (HIS) to be submitted as part of a development application. This is to ensure that detailed design is sympathetic and responds appropriately to the heritage items in terms of design, form, materiality, setbacks. Council can provide advice, prior to the submission of a development application, if the nature and size of the development would require the preparation of the HIS.

C.2 There will be no removal or pruning of trees shown on Figure 4.3.9.9 unless the application is accompanied by a heritage impact statement demonstrating that the removal or pruning of the tree does not detrimentally impact on the contextual setting of Redstone.

C.3 Any future development located within the Telopea Precinct and located adjacent to or facing Acacia Park and the Rapanea Forest will require a specific heritage impact statement, including consideration of potential archaeological impacts, to be submitted as part of any development application.

Figure 4.3.9.9 Trees to be retained in relation to Redstone

4.3.9.4 Sustainability

Dual Water Systems

Objectives

O.1 To increase resilience and water security by providing an alternative water supply to buildings.

O.2 To reduce the technical and financial barriers to upgrading buildings to connect to future non-drinking water supply infrastructure.

O.3 To support the growth infrastructure requirements for the Greater Parramatta Olympic Peninsula area.

Controls

C.1 All development must install a dual reticulation system to support the immediate or future connection to a recycled water network. The design of the dual reticulation system is to be such that a future change-over to an alternative water supply can be achieved without significant civil or building work, disruption or cost.

C.2 The dual reticulation system is to provide:

a. One reticulation system servicing drinking water uses, connected to the drinking water supply, and

b. One reticulation system servicing non-drinking water uses, such as toilet flushing, irrigation and washing machines. The non-drinking water system is to be connected to the rainwater tank (if available) with drinking water supply back up, until an alternative water supply connection is available.

c. Metering of water services is to be in accordance with the current version of Sydney Water's Multi-level individual metering guide. Individual metering of the non-drinking water service is optional.

Urban Heat

The following controls aim to reduce and remove heat from the urban environment at the city and local scale. These are innovative controls based on Australian and international evidence on cites and the urban heat island effect. The controls address the:

- reflectivity of building roofs, podia and facades;
- reduce the impacts of heat rejection sources of heating and cooling systems.

Solar heat reflectivity should not be confused with solar light reflectivity, as these are distinctly different issues. Solar heat contributes to urban warming and solar light reflectivity can be the cause of glare.

These controls do not consider energy efficiency or thermal comfort within buildings. These important issues are dealt with in other controls, State Environmental Planning Policies and the National Construction Code.

The following technical terms are used as part of controls in this section of the draft DCP:

Solar heat reflectance is the measure of a material's ability to reflect solar radiation. A 0% solar heat reflectance means no solar heat radiation is reflected and 100% solar heat reflectance means that all of the incident solar heat radiation is reflected. In general, lighter coloured surfaces and reflective surfaces such as metals will have typically higher solar heat reflectance, with dark coloured surfaces or dull surfaces will typically have lower solar heat reflectance. External solar heat reflectance measured at the surface normal (90 degrees) is used in these controls.

Solar transmittance is the percentage of solar radiation which is able to pass through a material. Opaque surfaces such as concrete will have 0% solar transmittance, dark or reflective glass may have less than 10%, whilst transparent surfaces such as clear glass may allow 80 to 90% solar transmittance.

Solar Reflectance Index (SRI) is a composite measure of a materials ability to reflect solar radiation (solar reflectance) and emit heat which has been absorbed by the material. For example, standard black paint has a SRI value of 5 and a standard white paint has a SRI value of 100.

Reflective Surface Ratio (RSR) is the ratio of reflective to non-reflective external surface on any given façade.

Reflective surfaces are those surfaces that directly reflect light and heat and for the purposes of this DCP are defined as those surfaces that have specular normal reflection of greater than 5% and includes glazing, glass faced spandrel panel, some metal finishes and high gloss finishes.

Non-reflective surfaces are those surfaces that diffusely reflect light and heat and for the purposes of this DCP are defined as those surfaces that have specular normal reflection of less than 5%.

Maximum External Solar Reflectance is the maximum allowable percentage of solar reflectance for the external face of a Reflective Surface. The percentage of solar reflectance is to be measure at a normal angle of incidence

Objectives

O.1 To reduce the contribution of development to urban heat; and

O.2 To improve user comfort in the local urban environment (private open space and the public domain).

5.2.1 Roof Surfaces

Objectives

O.1 To reflect and radiate heat from roofs and podium top areas;

O.2 To improve user comfort of roof and podium top areas.

Controls

C.1 Where surfaces on roof tops or podia are used for communal open space or other active purposes, the development must demonstrate at least 50% of the accessible roof area complies with one or a combination of the following:

- **a. Be shaded by a shade structure;**
- **b. Be covered by vegetation consistent with the controls on Green Roofs or Walls;**
- **c. Provide shading through canopy tree planting, to be measured on extent of canopy cover 2 years after planting.**

C.2 Where surfaces on roof tops or podia are not used for the purposes of private or public open space, for solar panels or for heat rejection plant, the development must demonstrate the following:

- **a. Materials used have a minimum solar reflectivity index (SRI) of 82 if a horizontal surface or a minimum SRI of 39 for sloped surface greater than 15 degrees; or**
- **b. 75% of the total roof or podium surface be covered by vegetation; or**
- **c. A combination of (a) and (b) for the total roof surface.**

Vertical facades

Objectives

O.1 To minimise the reflection of solar heat downward from the building façade into private open space or the public domain.

Controls

C.1 The extent of the vertical façade of street walls, podia, perimeter block development (or if no street wall, as measured from the first 12 metres from the ground plane) that comprise Reflective Surfaces must demonstrate a minimum percentage of shading as defined in Table 4.3.9.4 as calculated on 21 December on the east facing façade at 10am, northeast and southeast facing façade at 11.30am, north facing façade at 1pm, northwest and southwest facing façade at 2.30pm and the west facing faced at 4pm.

Table 4.3.9.4
Minimum percentage shading for the street wall or first 12 metres from the ground plane of a building

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Minimum percentage shading (%)	0	1.5*RSR-45	75

C.2 Calculation of RSR for each relevant façade must be submitted with the development application.

C.3 Shadow diagrams must be submitted with the development application quantifying the extent of shading at 10am, 11.30am, 1pm, 2.30pm and 4pm on 21 December for each relevant façade. Shadows from existing buildings, structures and vegetation are not considered in the calculations. Refer to Table 4.3.9.5 for sun angles corresponding to shading reference times.

C.4 Where it is demonstrated that the RSR is less than 30% shadow diagrams are not

Table 4.3.9.5
Shading sun angles

Façade Orientation	Sun Angles
East ± 22.5∞	Reference Time: 10am AEDT (UTC/GMT+11) Sun Elevation: 51∞ Sun Azimuth: 86∞v
Northeast/Southeast ± 22.5∞	Reference Time: 11.30am AEDT (UTC/GMT+11) Sun Elevation: 69∞ Sun Azimuth: 66∞
North ± 22.5∞	Reference Time: 1pm AEDT (UTC/GMT+11) Sun Elevation: 80∞ Sun Azimuth: 352∞
Northwest/Southwest ± 22.5∞	Reference Time: 2.30pm AEDT (UTC/GMT+11) Sun Elevation: 67∞ Sun Azimuth: 290∞
West ± 22.5∞	Reference Time: 4pm AEDT (UTC/GMT+11) Sun Elevation: 48∞ Sun Azimuth: 272∞

C.5 The extent of the vertical façade of the tower (above the street wall or if no street wall, as measured above the first 12 metres from the ground plane) that comprise Reflective Surfaces must demonstrate a minimum percentage of shading as defined in Table 4.3.9.6 as calculated on 21 December on the east facing façade at 10am, northeast and southeast facing façade at 11.30am, north facing façade at 1pm, northwest and southwest facing façade at 2.30pm and the west facing faced at 4pm.

Table 4.3.9.6
Minimum tower percentage shading

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Minimum percentage shading (%)	0	0.8*RSR-24	40

C.6 Calculation of RSR for each relevant façade must also be submitted with the development application.

C.7 Shadow diagrams must be submitted with the development application quantifying the extent of shading at 10am, 11.30am, 1pm, 2.30pm and 4pm on 21 December for each relevant façade. Shadows from existing buildings, structures and vegetation are not considered in the calculations. Refer to Table 4.3.9.5 for sun angles corresponding to shading reference times.

C.8 Where it is demonstrated that the RSR is less than 30% shadow diagrams are not required to be submitted with the development application.

C.9 Shading may be provided by:

a. External feature shading with non-reflective surfaces;

b. Intrinsic features of the building form such as reveals and returns; and

c. Shading from vegetation such as green walls that is consistent with the controls on Green Roofs or Walls.

C.10 Non-reflective surfaces of vertical facades do not require shading and these areas can be excluded from the calculations.

C.11 Where it is demonstrated that shading cannot be achieved in accordance with the above controls, a maximum external solar reflectance as defined in Table 4.3.9.7 is generally acceptable.

Table 4.3.9.7
Maximum solar reflectance of Reflective Surfaces.

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Maximum External Solar Reflectance (%)	No Max.	62.5-0.75*RSR	40

C.12 Where multiple reflective surfaces or convex geometry of reflective surface introduce the risk of focussing of solar reflections into the public spaces:

a. Solar heat reflections from any part of a building must not exceed 1,000W/m2 in the public domain at any time;

b. A reflectivity modelling report may be required to qualify extent of reflected solar heat radiation.

Awnings

Objectives

O.1 To ensure awnings are designed to improve user comfort, providing shelter from the sun and reduced solar heat at the street level.

Controls

C.1 All awnings and shading devices should have non-reflective surfaces

C.2 Transparent awnings are not encouraged on buildings. If transparent awnings are used, the awning must have a maximum solar transmittance of 20.

Heating and Cooling Systems – Heat Rejection

Objectives

O.1 To reduce the impact of heat rejection from heating, ventilation and cooling systems from contributing to the urban heat island effect in the Parramatta Local Government Area; and

O.2 To avoid or minimise the impact of heat rejection from heating, ventilation and cooling systems on user comfort in private open space and the public domain.

Controls

C.1 Residential apartments within a mixed-use development or residential flat building should incorporate efficient heating, ventilation and cooling systems which reject heat from a centralised source on the upper most roof.

C.2 Where the heat rejection source is located on the upper most roof, these should be designed in conjunction with controls in this Section of the DCP relating to Roof Surfaces and Green Roofs or Walls.

C.3 Where it is demonstrated that heat rejection cannot be achieved in accordance with the above controls C.1 and C.2 above and these units are installed, the HVAC system must demonstrate:

a. Heating, ventilation and cooling systems exceeds current Minimum Energy Performance Standard requirements; and

b. The heat rejection units are situated with unimpeded ventilation, avoiding screens and impermeable balcony walls; and

c. The area required by the heat rejection units is additional to minimum requirements for private open space.

C.4 Where a mixed use development or residential flat building proposes wintergardens as the primary private open space, no heat rejection source from heating, ventilation and cooling systems are permitted to be located in the wintergarden.

Green Roofs or Walls

Objectives

O.1 To ensure that green roofs or walls are integrated into the design of new development.

O.2 To encourage well designed landscaping that caters for the needs of residents and workers of a building.

O.3 To design green walls or roofs to maximise their cooling effects.

O.4 To ensure green walls and roofs are designed and maintained to respond to local climatic conditions and ensure sustained plant growth.

Controls

C.1 Green roofs located on upper most roofs or podium levels should be designed as part of communal open space for residential development and as part of usable roof top space for commercial developments.

C.2 Green roof and wall structures are to be assessed as a part of the structural certification for the building. Structures designed to accommodate green walls should be integrated into the building façade.

C.3 Waterproofing for green roofs and walls is to be assessed as a part of the waterproofing certification for the building.

C.4 Where vegetation or trees are proposed on the roof or vertical surfaces of any building, a Landscape Plan must be submitted which demonstrates:

a. Adequate irrigation and drainage is provided to ensure sustained plant growth and health and safe use of the space;

b. Appropriate plant selection to suit site conditions, including wind impacts and solar access; and

c. Adherence to the objectives, design guidelines and standards contained in the NSW Department of Planning and Environment's Apartment Design Guide for 'Planting on Structures'.

C.5 Green roofs or walls, where achievable, should use rainwater, stormwater or recycled water for irrigation.

C.6 Container gardens, where plants are maintained in pots, may be an acceptable alternative, however should demonstrate that the containers are of significant scale to support high quality vegetation growth for cooling and amenity.

C.7 Register an instrument of positive covenant to cover proper maintenance and performance of the green roof and walls on terms reasonably acceptable to the Council prior to granting of the Occupancy Certificate.

Solar light reflectivity (glare)

Objective

O.1 To ensure that buildings restrict solar light reflected from buildings to surrounding areas and other buildings.

Controls

C.1 New buildings and facades should not result in solar light reflectivity that results in glare that is hazardous, undesirable or causes discomfort for pedestrians, drivers, and occupants of other buildings or users of public spaces.

C.2 Solar light reflectivity from building materials used on facades must not exceed 20%.

C.3 Subject to the extent and nature of glazing and reflective materials used, a Reflectivity Report that analyses potential solar light reflectivity from the proposed development on pedestrians, motorists, or surrounding areas may be required.

C.4 Buildings greater that 40m in height require a Reflectivity Report that includes the visualisation and photometric assessment of solar light reflected from the building on the surrounding environment. Analysis is to include:

a. the extent of solar light reflections resulting from the development for each day in 15 minute intervals; and

b. A visual and optometric assessment of view aspects where solar light reflections may impact pedestrians, or drivers, occupants of other buildings or users of public spaces including assessment of visual discomfort and hazard.

Water Sensitive Urban Design

Objectives

O.1 To manage the quantity of stormwater run-off

O.2 To protect and enhance existing natural or constructed drainage networks including channel bed and banks by controlling the magnitude and duration of erosive flows.

O.3 To ensure that downstream flora and fauna are protected from stormwater impacts during and post construction.

O.4 To minimise surcharge from the existing drainage systems.

O.5 To ensure that on-site stormwater management measures are operated and maintained in accordance with design specifications.

Controls

C.1 The development must:

a. integrate WSUD principles into the development through the design and use of 'green' stormwater systems, biological water retention and treatment and integration of water management into the landscape rather than relying on 'end of pipe' proprietary treatment devices prior to discharge.

b. employ operating practices that prevent contamination of stormwater.

c. maximise pervious surfaces and use soft landscaping and deep soil to promote infiltration and reduce stormwater run-off.

d. WSUD elements should be located and configured to maximise the impervious area that is treated through them.

e. make adequate provision for the control and disposal of stormwater run-off from the site to ensure that stormwater has no adverse impact on Council's stormwater drainage systems, natural watercourses, the development itself, or adjoining properties.

f. Stormwater drainage design criteria are to be in accordance with Council's Stormwater Disposal Policy and current Development Engineering Design Guidelines.

g. Stormwater, including overland flows entering and discharging from the site, must be managed. The site drainage network must provide the capacity to safely convey stormwater run-off resulting from design storm events listed in Council's Development Engineering and Guidelines.

h. Council will generally not permit the construction of stormwater drainage lines through public reserves.

i. The design and location of stormwater drainage structures, such as detention and rainwater tanks, is to be in accordance with Council's Stormwater Disposal Policy and current Development Engineering and Design Guidelines

j. Run-off entering directly to waterways or bushland is to be treated to reduce erosion and sedimentation, nutrient and seed dispersal.

k. The discharge of polluted waters from the site is not permitted. Discharges from premises of any matter, whether solid, liquid or gaseous is required to conform to the Protection of the Environment Operations Act and its Regulations, or a pollution control approval issued by the NSW Environmental Protection Authority for Scheduled Premises.

C.2 Where site conditions mean that water sensitive urban design cannot be integrated within the landscape area, the applicant must demonstrate to Council why integration is not possible and the range of alternatives considered.

C.3 Development applications must prepare and implement a Site Stormwater Management Plan (SSMP) incorporating water sensitive urban design measures is required. The SSMP must:

a. identify the potential impacts associated with stormwater run-off for a proposed development and provide a range of appropriate measures for water quantity, water quality, water efficiency and re-use; and

b. be developed in accordance with Council's Stormwater Disposal Policy and current Development Engineering and Design Guidelines; and

c. to the maximum extent practical, achieve pollution reduction targets identified in Table 4.3.9.8 and consider measures including vegetated swales; vegetated filter strips; sand filters; bioretention systems; permeable pavements; infiltration trenches; infiltration basins; landscape developments; Gross Pollutant Traps and filters; and

d. utilise the MUSIC modelling tool (or equivalent) to determine pollution load reduction as defined in Table 4.3.9.8; and

e. be prepared by a suitably qualified professional.

Table 4.3.9.8
Stormwater Treatment Targets for Development

Pollutant	Performance Target reduction loads
Gross Pollutants	95% reduction in the post development mean annual load of (greater than 5mm)
Total Suspended Solids	90% reduction in the post development mean annual load of Total Suspended Solids (TSS)
Total Phosphorus	85% reduction in the post development mean annual load of Total Phosphorus (TP)
Total Nitrogen	65% reduction in the post development mean annual load of Total Nitrogen (TN)
Hydrocarbons, motor oils, oil and grease	No visible oils for flows up to 90% of the one-year ARI peak flow specific for service stations, depots, vehicle body repair workshops, vehicle repair stations, vehicle sales or hire premises, car parks associated with retail premises, places of public worship, tourist and visitor accommodation, registered clubs and pubs

NOTE: Reductions in loads are relative to the pollution generation from the same development without treatment