



PART 8

CENTRES, PRECINCTS, SPECIAL CHARACTER AREAS & SPECIFIC SITES



PART 8 – CENTRES, PRECINCTS, SPECIAL CHARACTER AREAS & SPECIFIC SITES

This Part of the DCP contains specific design requirements for certain centres and precincts of the City of Parramatta (the City) including strategic centres, local centres, neighbourhood precincts, special character areas, and specific sites. The controls guide future development in a manner that enables development potential to be realised whilst continuing to reinforce the special attributes and qualities of the centre, precinct, or site.

In addition to the specific provisions that are specified in this Section, Part 8 should be read in conjunction with the relevant Sections of this DCP including:

- **Part 2 – Design in Context**
- **Part 3 – Residential Development**
- **Part 4 – Non-Residential Development**
- **Part 5 – Environmental Management**
- **Part 6 – Traffic and Transport**
- **Part 7 – Heritage and Archaeology**

The consent authority, in considering a development application for land described in Part 8 must have regard to the specific provisions. Should there be any inconsistency between this Section and any other part of this DCP, this Section prevails to the extent of the inconsistency.

In addition to specific provisions that are specified in Sections 8.1 – Strategic Centres, 8.2 – Local Centres and 8.3 – Neighbourhood Precincts of this DCP, the following general objectives apply:

General Objectives

- O.01 Ensure that new development within the business zones provides active ground level uses, creating vibrant local centres.
- O.02 Ensure that new development provides an interface to adjoining public spaces, including roads, laneways, pedestrian connections and parks.
- O.03 Encourage the provision of new pedestrian and vehicular connections within strategic centres, local centres and neighbourhood precincts.
- O.04 Provide high quality retail, commercial and residential development within strategic centres, local centres and neighbourhood precincts.
- O.05 Encourage the revitalisation of the public domain in strategic centres, local centres and neighbourhood precincts.
- O.06 Encourage opportunities for additional public open spaces in strategic centres, local centres and neighbourhood precincts.

- O.07 Development is to conserve and enhance identified views, heritage items and the natural environment.

New Laneway and Pedestrian Links

- O.08 Improve the existing vehicular and pedestrian network.
- O.09 Improve legibility and permeability of centres.
- O.10 Provide better servicing for residential and commercial uses.
- O.11 Reduce conflict between pedestrian and vehicular movements.
- O.12 Reinforce the role of the street hierarchy.

Setbacks

- O.13 Reinforce the street edge and role of centres.
- O.14 Activate ground level retail spaces and encourage pedestrian activity.
- O.15 Provide for continuous awnings and weather protection in and around centres.
- O.16 Provide an address to important elements of centres such as railway stations and public open spaces.
- O.17 Ensure that new development encourages activation of laneways.

CONTENTS

8.1	STRATEGIC CENTRES.....	3
8.2	LOCAL CENTRES	79
8.3	NEIGHBOURHOOD PRECINCTS.....	444
8.4	SPECIAL CHARACTER AREAS	522
8.5	SPECIFIC SITES.....	546

8.1 STRATEGIC CENTRES

This Section contains development controls for Strategic Centres within the City of Parramatta (the City) as identified in Council's [Local Strategic Planning Statement 2036](#). Strategic Centres co-locate a wide mix of land uses (commercial and residential), provide access to major public transportation, have high levels of amenity, walkability, and are cycle friendly. They have distinct commercial functions, and are prioritised for housing and employment growth with a focus on high-rise development to support this growth.

CONTENTS

8.1	STRATEGIC CENTRES.....	3
8.1.1	EPPING STRATEGIC CENTRE	4
8.1.1.1	EPPING CENTRAL	5
8.1.1.2	EPPING TOWN CENTRE	25
8.1.1.3	EPPING AREAS – RESIDENTIAL DEVELOPMENT	50
8.1.1.3.1	DERBY STREET, EPPING PRECINCT	52
8.1.1.3.2	ESSEX STREET, EPPING PRECINCT.....	54
8.1.1.3.3	EPPING ROAD / FORREST GROVE, EPPING PRECINCT	56
8.1.1.3.4	ESSEX / PEMBROKE STREET, EPPING PRECINCT	58
8.1.1.3.5	CLIFF ROAD, EPPING PRECINCT.....	60
8.1.1.3.6	OXFORD STREET, EPPING PRECINCT	62
8.1.1.3.7	RAY / BEECROFT ROADS, EPPING PRECINCT	66
8.1.1.3.8	ROSEBANK AVENUE, EPPING PRECINCT	69
8.1.1.4	EPPING AREAS – BUSINESS DEVELOPMENT	50
8.1.1.4.1	LANGSTON PLACE, EPPING PRECINCT	72
8.1.1.4.2	CAMBRIDGE STREET, EPPING PRECINCT	74
8.1.1.4.3	RAY ROAD, EPPING PRECINCT	76
8.1.1.4.4	PEMBROKE STREET, EPPING PRECINCT.....	77

8.1.1 EPPING STRATEGIC CENTRE

The Epping Strategic Centre comprises of Epping Central located to the west of the rail line, Epping Town Centre located to the east of the rail line, and its surrounding residential and commercial planned precincts (Figure 8.1.1). This centre is identified by its access to public transport (served by the Metro North West Line, Sydney Trains T9 Northern Line and NSW TrainLink Central Coast & Newcastle Line), provision of mixed-use commercial, retail and residential development, enhanced public domain, and significant heritage context.

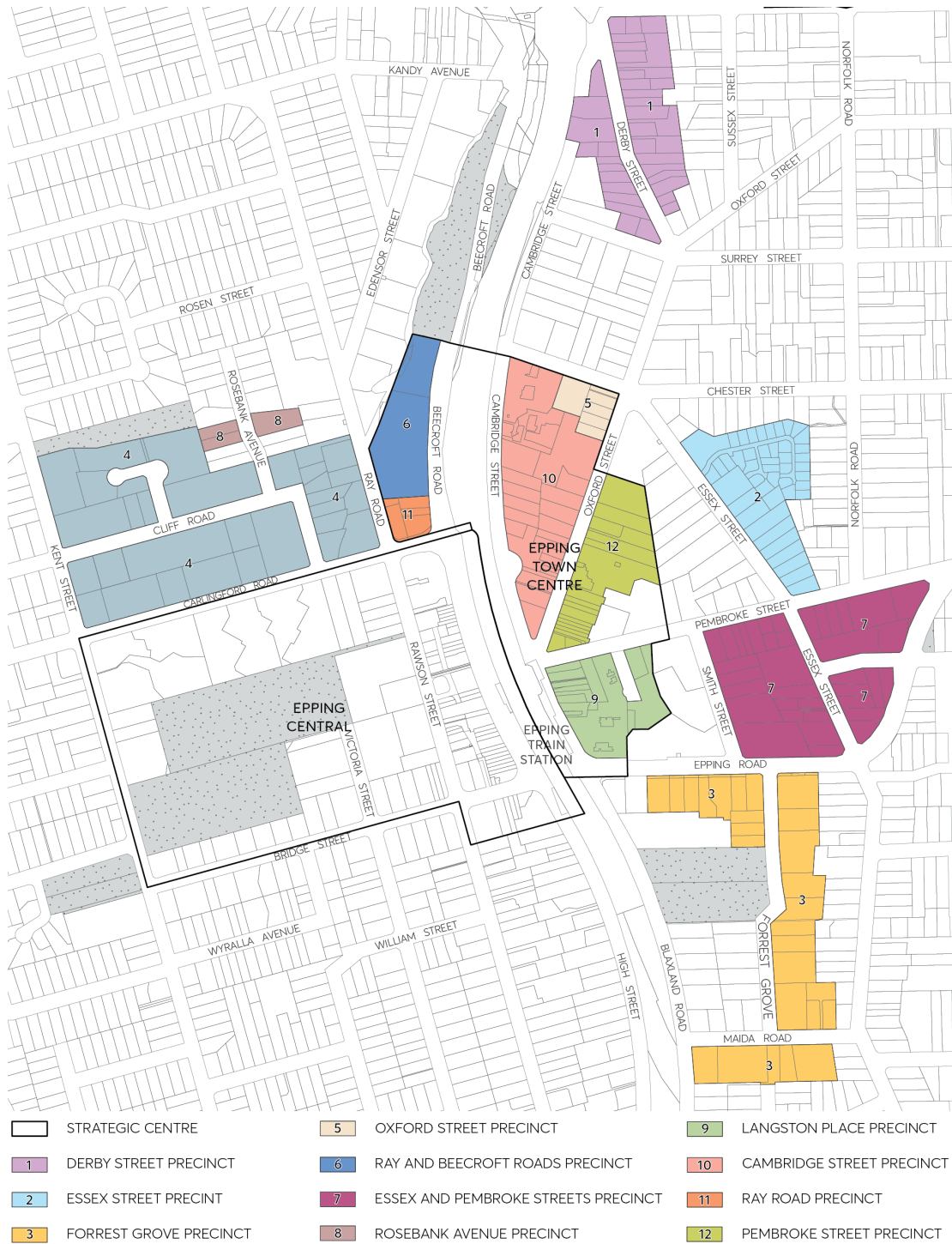


Figure 8.1.1 – Epping Strategic Centre

8.1.1.1 EPPING CENTRAL

8.1.1.1.1 DESIRED FUTURE CHARACTER

Epping Central is focused around Epping Railway Station and is characterised by a compact and vibrant Centre Core immediately adjacent to the station, surrounded by lower density development adjacent to the Core. The lower density area recognises the heritage significance and character of the area, in particular the heritage items and heritage conservation areas.

The Centre Core accommodates higher density commercial, retail and residential development in the form of high quality, tall slim-line towers in the areas fronting Rawson Street and Beecroft Road (between Bridge Street and Carlingford Road). The heights and densities of existing low rise residential flat buildings surrounding Boronia Park remain unchanged and provide a buffer between new high density development in the Centre Core and existing low density development at the periphery.

New development within the Centre Core contribute to public domain improvements, new laneway connections and active ground level uses (particularly along Rawson Street, Beecroft Road and new laneways) that provide high levels of pedestrian amenity and reinforce the role of these streets as a vibrant retail/commercial area. The number of vehicular access points along Rawson Street are minimised to maximise pedestrian safety and to ensure the fine grain pattern of ground floor uses are continued along the length of street with minimal interruption.

Building tower elements are suitably setback from all street alignments so that they do not visually dominate the street, allow a pedestrian scale to be maintained at street level, and reduce overshadowing impacts on the public domain.

Pedestrian connections are improved throughout the centre, and between the western and eastern side of the railway line. An above ground pedestrian link connecting new development in Beecroft Road directly into the Epping Railway Station is encouraged. New through site vehicular connections between Rawson Street car park and Carlingford Road alleviate vehicular movements at the existing Rawson Street/Carlingford Road intersection.

New development is designed and sited in a manner that protects the amenity of occupants on adjoining properties and, where relevant, provides a sympathetic response to heritage items and conservation areas. New development also protects the amenity of future building occupants by appropriately considering noise and vibration impacts from Beecroft and Carlingford Roads, and the railway line. High rise development must not result in wind tunnelling impacting upon both the public domain and new and existing development.

Where properties adjoin Boronia Park, new development address and casually survey the Park, whilst also minimising overshadowing impacts. The future use of the Council owned car park in Rawson Street is subject to future master planning and endorsement by the City of Parramatta Council.



Figure 8.1.1.1.1 – Epping Town Centre Precinct Map

Objectives

In addition to general objectives listed in Part 8 of this DCP, specific objectives of this precinct are identified below.

- O.01 Ensure that new development provides a strong interface to Epping Railway Station and improves connections between the railway station and the eastern and western sides of the centre.
- O.02 Provide high quality built form and to ensure that new buildings provide articulation, modulation and attractive composition of building elements.
- O.03 Ensure that new development maintains and enhances the character and function of Rawson Street and Beecroft Road as a retail/commercial street by continuing the fine grain pattern of ground floor uses.
- O.04 Ensure that new development responds well to heritage items and conservation areas.
- O.05 Ensure new development is suitably treated to reduce noise and vibration impacts from Beecroft Road and Railway Line.

Investigation Areas

As shown in Figure 8.1.1.2 Council will investigate future options for the use of the Council owned car park site in Rawson Street to determine the most appropriate future use of the site. This would be subject to a further Masterplan exercise and endorsement by City of Parramatta Council.

A 'kiss and ride' zone enabling commuters to be set down/picked up in Rawson Street near pedestrian lane links to the railway station to be considered in future redevelopment of Council's car park site. Alternatively, this may be able to be achieved on the eastern side of Rawson Street, in consideration of the amalgamation of existing laneways between Beecroft Road and Rawson Street into redevelopment sites.

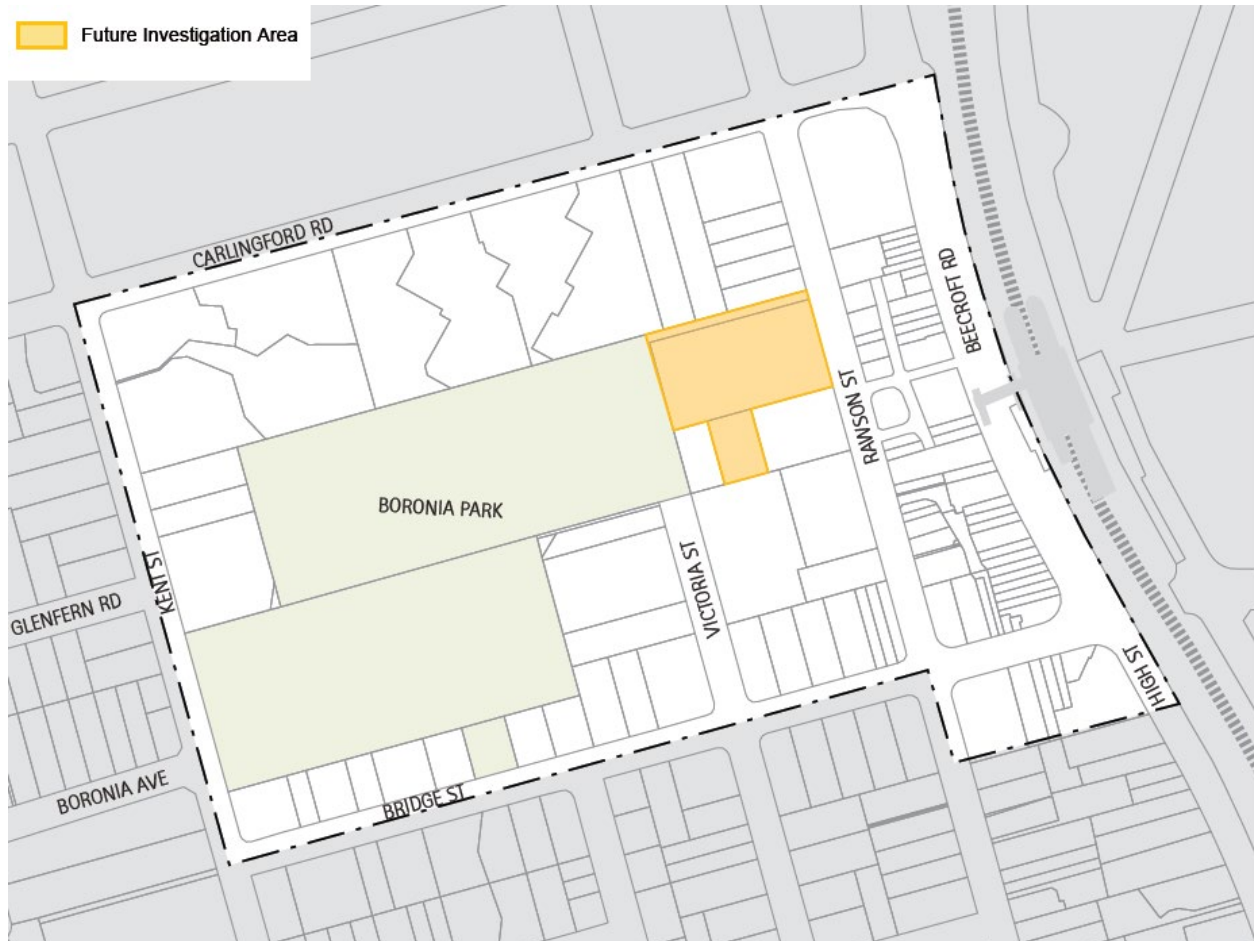


Figure 8.1.1.1.2 – Future Investigation Area

Controls

Note: Development must comply with the controls set out below and any relevant controls within this DCP. Where there is any inconsistency Part 8 will prevail.

Pedestrian Connections and Laneways

- C.01 New and existing pedestrian connections, roads and laneways should be enhanced and provided in accordance with Figure 8.1.1.1.3.
- C.02 New road connections, cycle ways and laneways should be provided to improve through block connections, extend existing connections and improve the interface to Epping Railway Station.
- C.03 New vehicular laneways are to have a minimum width as shown in Figure 8.1.1.1.4.

- C.04 New pedestrian connections are to have a minimum width of 6 metres and are to be consistent in width for their full length. Where pedestrian connections are proposed to be shared with vehicles, these are to have a minimum width of 6.4 metres.
- C.05 Pedestrian through site links are to:
- have active ground floor frontages and encourage outdoor dining opportunities;
 - be legible and direct throughways for pedestrians, clear of obstructions (including columns, stairs and escalators);
 - provide public access 24 hours, 7 days per week;
 - be open to the air above and at each end however, Council may consider an 'arcade style' walkway where this replaces an existing arcade; and
 - have signage at the street entries indicating public accessibility and the street to which the through site link connects.
- C.06 Laneways and through-site links should be dedicated to Council.
- C.07 Where an existing pedestrian link provides access between Beecroft Road and Rawson Street, any re-development of such land is to incorporate a 24-hour pedestrian link between these streets.



Figure 8.1.1.1.3 – Pedestrian Connections and Laneways

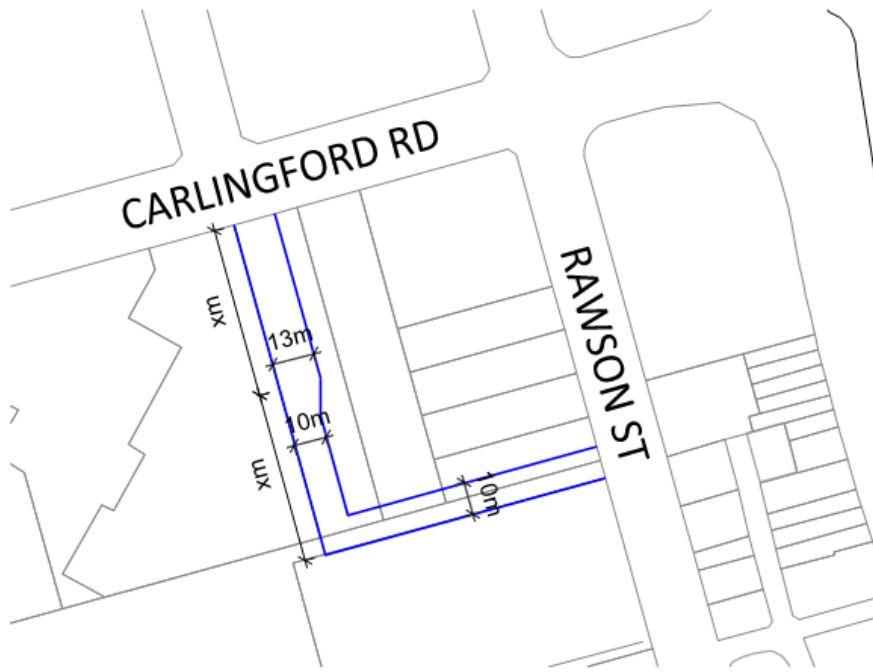


Figure 8.1.1.1.4 – New Vehicular Laneway

Landscaping & Public Domain

- C.08 The Town Centre Core is to complement the existing landscaped character of the surrounding area. To achieve this, podium planting, particularly along the street edge of a podium, is to be provided as part of development on sites identified at Figure 8.1.1.1.5.
- C.09 Where podium planting is required, the planting is to be provided as illustrated at Figure 8.1.1.1.6, with the appropriate soil depth and width as illustrated at Figure 8.1.1.1.7.
- C.10 Existing street trees are to be protected and maintained. New developments are to provide new street trees along the street frontage in line with Council's specifications as detailed on a Public Domain Plan.
- C.11 A Public Domain Plan is to be provided for all new developments, detailing upgrades to the surrounding public domain network, including foot paving, street tree planting, street furniture and the like. Details shall be in keeping with Council's [Parramatta Public Domain Guidelines](#) and finishes/street trees specified should be in line with Council's preferred palette for Epping Town Centre.
- C.12 Paving at ground level within private land adjoining the public domain shall be consistent with the treatment provided within the public domain and should appear as an extension of the public domain.



Figure 8.1.1.1.5 – Planting required on podium

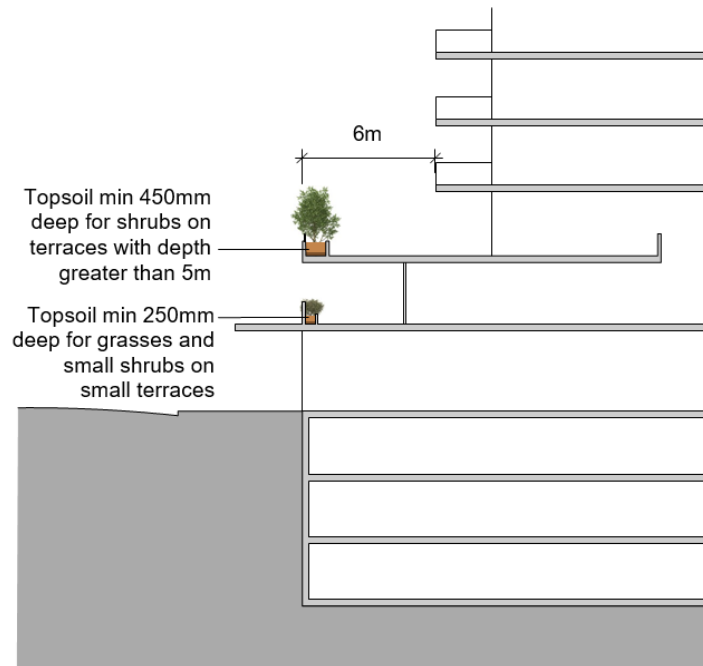


Figure 8.1.1.1.6 – Podium planting provision

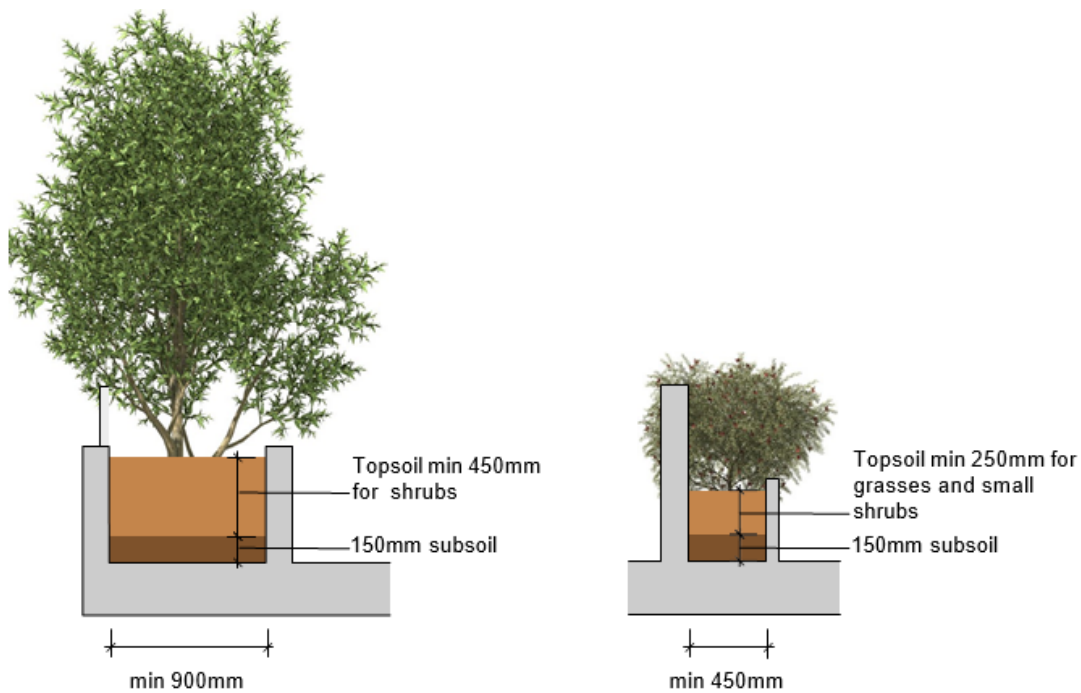


Figure 8.1.1.1.7 – Soil depth and width

Building Height

- C.13 The height of buildings in storeys should not exceed that corresponding the maximum *Parramatta LEP 2023* height in metres under Table 8.1.1.1.

Table 8.1.1.1 – Maximum storey height

Zone (Epping Town Centre)	Height in metres under LEP	Maximum number of storeys
R4 High Density Residential	11	3
E1 Local Centre	18	5
	48	15
	72	22

Building Setbacks

Front setbacks

- C.14 Basement car parking, podium and tower building setbacks are to be in accordance with Figure 8.1.1.1.8 and indicative sections provided at Figure 8.1.1.1.9, Figure 8.1.1.1.10 and Figure 8.1.1.1.11, and any additional controls set out below.
- C.15 Where identified on Figure 8.1.1.1.8 and Figure 8.1.1.1.9, the 2 metre ground level setback area along Rawson Street and the 1.5 metre ground level setback area along Beecroft Road, High Street and Bridge Street should be treated as an extension to the footpath to enhance pedestrian amenity and improve opportunities for outdoor dining and an active, lively street. The gradients, finished levels and treatment of this setback area are to match the adjoining

footway and detailed on the Public Domain Plan. Access should be made available 24 hours per day, 7 days per week.

- C.16 Podiums are to be a maximum of 2-3 storeys in height. Podiums of 3-4 storeys may be considered along Beecroft Road where the proposed use is to be non-residential.
- C.17 Where the building alignment is setback from the street alignment, balconies or architectural elements may project up to 600mm into front building setbacks, provided the cumulative width of all balconies at that particular level totals no more than 50% of the horizontal width of the building façade.
- C.18 Podium setbacks to new and existing laneways and road extensions are shown in Figure 8.1.1.1.8 and Figure 8.1.1.1.9. Podium setbacks can be aligned to the laneway except where accommodating outdoor dining opportunities or where building separation requirements of the Apartment Design Guide seeks increased setbacks.

Note: The building setbacks to existing and desired laneways must ensure that the minimum widths specified in C.03 and C.04 are achieved. Further separation may be required for appropriate building separation between residential uses.

Side setbacks

- C.19 For the commercial/retail component of development within the E1 Local Centre Zone, a zero side setback is permissible for a building height of up to three storeys. That component of the development above 3 storeys is to be setback a minimum of 6 metres from the side boundary.
- C.20 In all circumstances residential components of a development must comply with the minimum building separation distances prescribed under the Apartment Design Guide.

Rear setbacks

- C.21 Development should be setback a minimum of 6 metres from the rear boundary. Within the E1 Local Centre Zone, a zero rear setback may be considered for a maximum height of 3 storeys where a non-residential use adjoins another non-residential use.
- C.22 In all circumstances, residential components of a development must comply with the minimum building separation distances prescribed under the Apartment Design Guide.



Figure 8.1.1.1.8 – Setbacks

Building bulk and depth

C.23 Building floor plates above the podium are not to exceed the following:

- For residential development, 700m² of gross floor area and 900m² inclusive of balconies, external walls, internal voids etc; or
- For commercial development, 1,200m² of gross floor area.

C.24 Floor plates are to be limited to a maximum dimension of 40 metres.

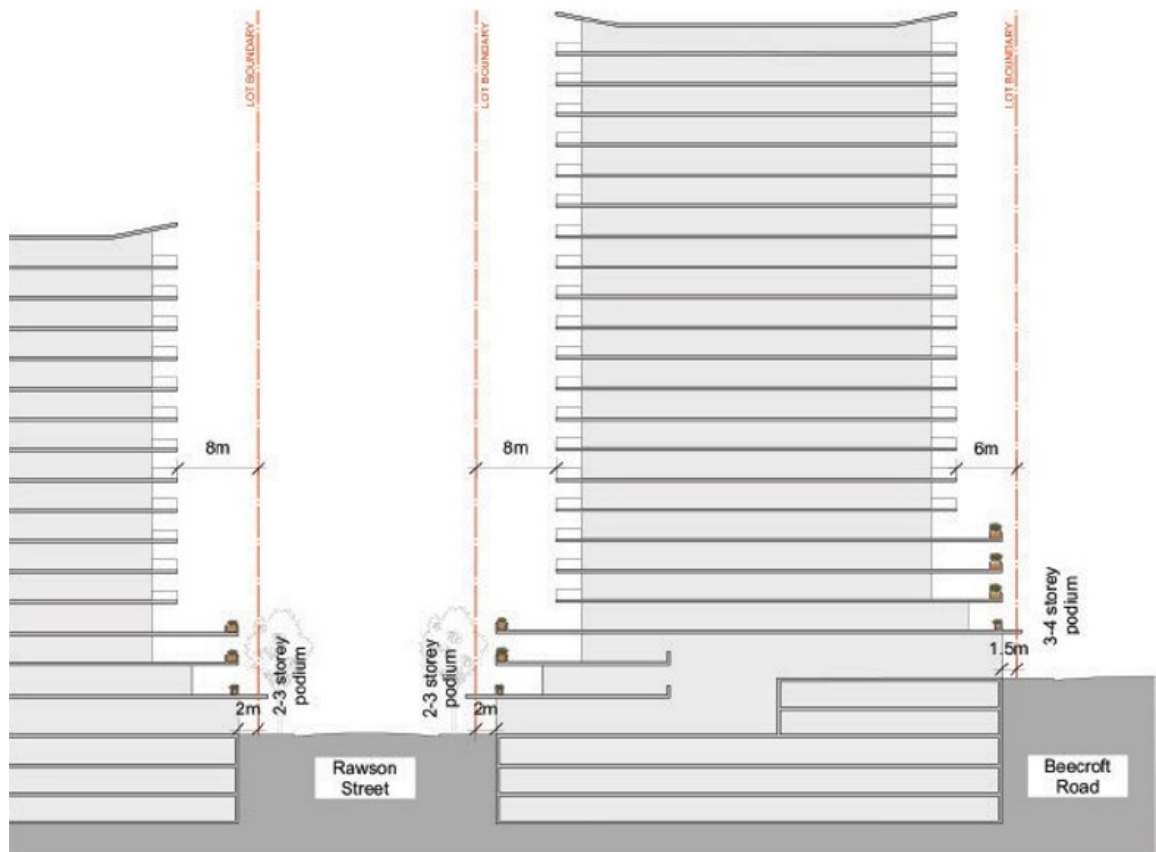


Figure 8.1.1.1.9 – Setbacks to Rawson Street and Beecroft Road

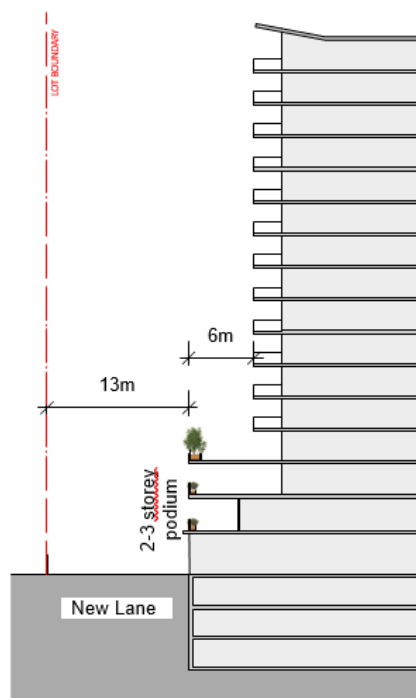


Figure 8.1.1.1.10 – Setbacks to New Lane connecting Carlingford Road and Rawson Street

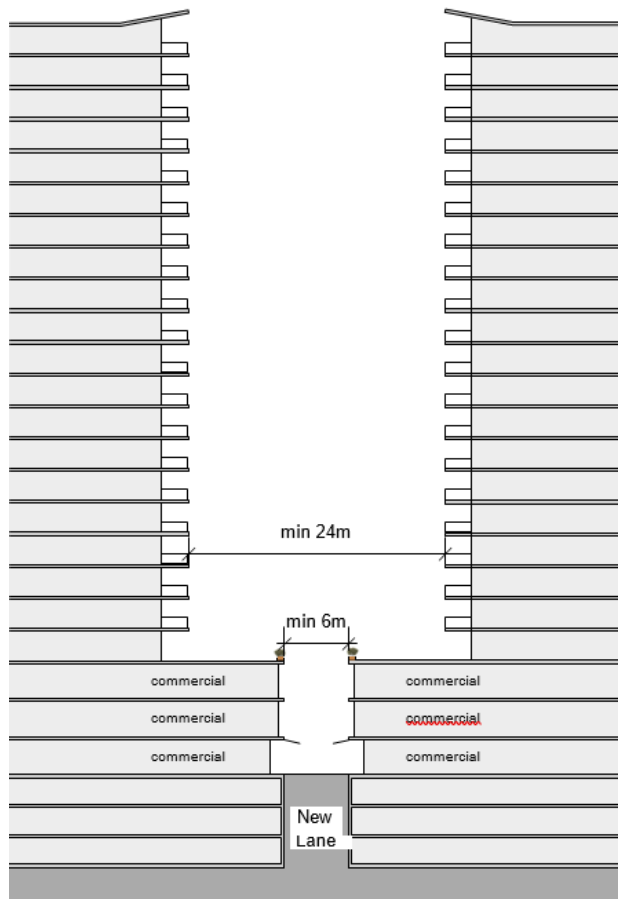


Figure 8.1.1.1.11 – Setbacks to New Lane connecting Rawson Street to Beecroft Road

Minimum site area, frontage and amalgamation

- C.25 Site amalgamation is encouraged to realise the development potential envisaged. For development exceeding six storeys in height, development sites must have a minimum area of 2,000m² with a minimum street frontage of 40 metres.
- C.26 Site amalgamation patterns are to ensure through block amalgamation, particularly between Beecroft Road and Rawson Street.
- C.27 Isolation of small sites may result in poor built form outcomes. The applicant needs to demonstrate how small lots (less than 2,000m²) will not be isolated by new development. Refer to Section 3.6.1 of this DCP – Site Consolidation and Development on Isolated Sites.

Development along Beecroft Road

- C.28 Development to Beecroft Road should incorporate up to four levels of retail and/or commercial floor space fronting Beecroft Road, to ensure the provision of employment space within the Town Centre and act as a noise buffer between the Railway Line, Beecroft Road and residential development to the west.
- C.29 Development along Beecroft Road and directly opposite Epping Railway Station is to consider the opportunity for a direct overpass connection between the development site and Epping Railway Station.

- C.30 The existing pedestrian bridge over Beecroft Road to the Railway Station is to be maintained, and allow pedestrians to access from Rawson Street through to the Railway Station.

Building Height Transition

- C.31 Development on sites that share a boundary with the R2 Low Density Residential Zone are to be a maximum height of 3 storeys within 15 metres of the shared boundary as shown in Figure 8.1.1.12.
- C.32 In all other cases, where adjoining sites have different height limits, the height transition requirements detailed in Section 2.4 – Building Form and Massing of this DCP are to be adhered to.

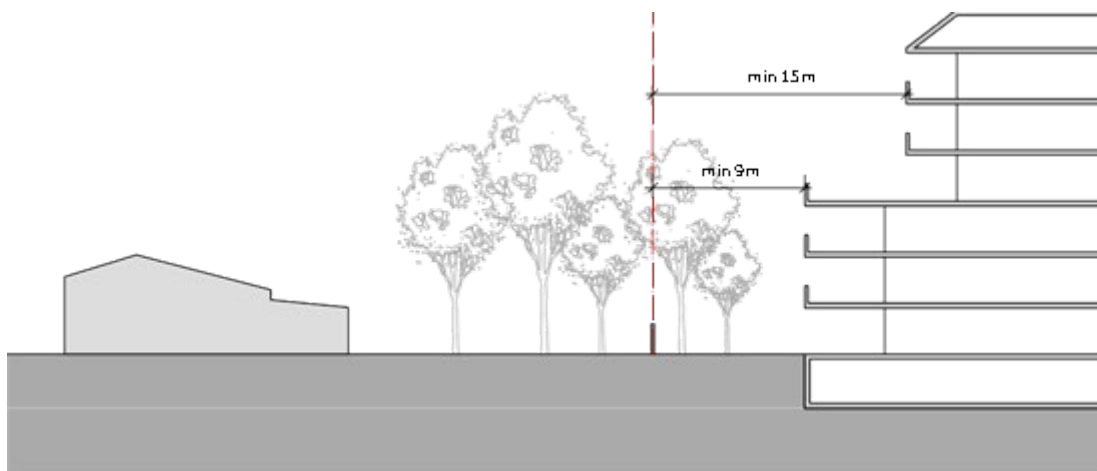


Figure 8.1.1.12 – Zone interface controls

Building Design

- C.33 Design of new buildings are to consider adjoining buildings, heritage buildings or buildings included within a Heritage Conservation Area in the in terms of:
- appropriate alignment and street frontage heights;
 - setbacks above street frontage heights;
 - appropriate materials and finishes selection;
 - façade proportions include horizontal or vertical emphasis; and
 - side and rear setbacks.
- C.34 Balconies and terraces should be provided, particularly where buildings overlook public spaces and on low rise parts of a building. Gardens on the top of setback areas of buildings are encouraged.
- C.35 Façades are to be articulated so that they address the street and add visual interest.
- C.36 External walls are to be constructed of high quality and durable materials and finishes with 'self-cleaning' attributes such as face brickwork, rendered brickwork, stone, concrete and glass. Materials and finishes with high maintenance costs, and those susceptible to degradation or

- corrosion are to be avoided. The use of lightness and colour of materials is to be used to minimise the impacts of massing and respect lower traditional scale.
- C.37 Opaque and blank walls for ground floor uses in the Town Centre Core are to be limited to a maximum of 30% of the street frontage.
- C.38 Buildings are to be designed to create streetscapes that are characterised by:
- a) Clearly defined edges and corners.
 - b) Architectural treatments that are interesting and that relate to the design and human scale of existing buildings.
 - c) Tall, slender buildings with massing and design that allows for light, separation and views between buildings.
- C.39 Special emphasis is to be given to the design of corner buildings, including consideration of how the building addresses its neighbouring buildings, dual frontages and its turning of the corner, and incorporation of distinctive features.

Design Quality

- C.40 New buildings within the Town Centre Core are to provide for high quality urban design outcomes. Development Applications for all new buildings within the Town Centre Core are to be referred to the Design Excellence Advisory Panel for review.
- C.41 A Design Competition process is encouraged for all developments greater than 45 metres in height.

Active street frontages and address

- C.42 Active frontages are required as identified at Figure 8.1.1.13. Active frontages are those which have a direct street entry to retail, commercial, or (to minimal extent) residential lobbies.
- C.43 Active frontages uses are to include one or a combination of the following at street level:
- a) Entrances to retail.
 - b) Shop fronts.
 - c) Glazed entries to commercial and residential lobbies occupying less than 50% of the street frontage to a maximum 6 metres of frontage. Glazing is to be clear and not tinted.
 - d) Active office uses such as reception, if visible from the street.
 - e) Public building if accompanied by an entry.
 - f) Café or restaurant if accompanied by an entry to the street.
 - g) Other non-residential uses such as business premises.
- C.44 Active frontage controls:
- a) Active frontages are to be at the same general level as the footpath and be accessible directly from the street.
 - b) Where active frontages are not required, non-residential uses at the ground floor should provide clear glazing to the street wherever possible.
 - c) Cafés and restaurants should consider providing openable shop fronts.

- d) Retail, café and restaurant tenancies along streets to which active frontages are required are to have a width of 6-12 metres.
- C.45 The following street address controls apply to 'street address' frontages identified at Figure 8.1.1.1.13.
- a) Residential developments are to provide a clear street address and direct pedestrian access off the primary street front, to allow for residents to overlook surrounding streets.
 - b) On large development sites with multiple street frontages, entrances should be provided to each frontage if possible.
 - c) Provide direct 'front door' access from ground floor residential units.
- C.46 Outdoor dining is encouraged within the Town Centre core, particularly along Rawson Street, as identified at Figure 8.1.1.1.13. Refer to the City of Parramatta Council's Outdoor Dining Guidelines for more information relating to outdoor dining.
- C.47 Continuous awnings are to be provided where active frontages are required by Figure 8.1.1.1.13. Where active frontages are not required, awnings to street level commercial and retail developments are encouraged for weather protection and pedestrian amenity. New awnings should have the same height, or the average of, the two adjacent awnings.

Vehicle access

- C.48 Driveways should be:
- a) Provided from lanes and secondary streets rather than the primary street, wherever practical.
 - b) Located taking into account any services within the road reserve, such as 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 1.5 metres from the side boundary with any public domain area, street, lanes or parks, with the setback to be landscaped.

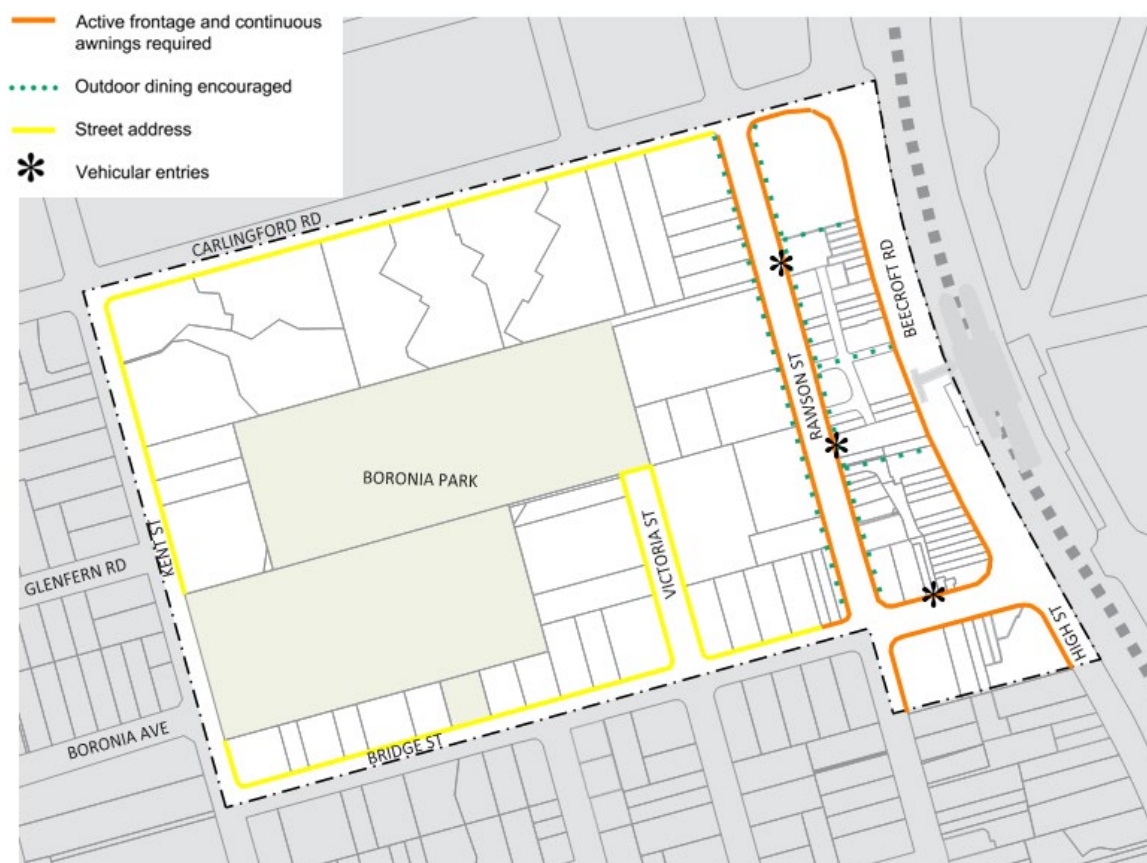


Figure 8.1.1.1.13 – Active frontages, street address, outdoor dining and vehicular entries

- C.49 Shared basements are encouraged to minimise the number of vehicular crossings.
- C.50 A maximum 3 vehicular access points should be provided off the eastern side of Rawson Street. Preferred vehicular access points are identified at Figure 8.1.1.1.13. Opportunities for amalgamated or shared vehicular entry points are also encouraged along the western side of Rawson Street.
- C.51 No new vehicular access points into a development site are permitted off Beecroft or Carlingford Roads. Any vehicular access required within Rawson Street should take into consideration the potential for shared basement access with adjoining sites.
- C.52 Any site on the western side of Rawson Street, that has two street frontages, is not to be accessed off Rawson Street.
- C.53 Vehicular crossing widths are to comply with AS 2890.1.
- C.54 Doors to vehicle access points 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.

Mixed use developments

- C.55 The ground floor of buildings within the E1 Local Centre Zone are to have a minimum floor to ceiling height of 3.6 metres. All retail and commercial floors above the ground floor are to have a minimum floor to ceiling height of 3.3 metres. The minimum floor to ceiling height for residential floors above the ground floor is 2.7 metres.

- C.56 Commercial service areas in mixed use developments, including loading docks and waste areas, are to be separated from residential access, service areas and primary outlook and must not be visible from the public domain.
- C.57 Within mixed use developments, residential entries and vertical circulation are to be clearly demarcated and separated from commercial entries and circulation. Residential entries should be clearly visible and directly accessible from the street or public domain.
- C.58 Provide security access controls to all entrances into private areas, residential lobbies, car parks and internal courtyards and open space.

Deep soil zones

- C.59 Deep soil zones shall be provided in accordance with Part 2 – Design in Context of this DCP.
- C.60 Locate basement car parking predominately under the building footprint to maximise opportunities for deep soil areas.
- C.61 For non-residential and mixed use developments, areas with soil depths of up to 1.2 metres should be provided in atria, courtyards and boundary setbacks.

Environmental management

- C.62 Wind mitigation:
 - a) A Wind Effects Report is to be submitted with a Development Application for all buildings greater than 32 metres in height.
 - b) For buildings over 50 metres in height, results of a wind tunnel test are to be included in the Development Application documentation.

Safety and security

- C.63 The design and use of buildings is to promote active uses fronting public streets and places.
- C.64 Landscaping is to reinforce the public realm without secluding areas where surveillance is limited.
- C.65 The vehicle and pedestrian movement network is to be clearly delineated, including location of car parking near building entries, to minimise opportunities for conflict.
- C.66 Entrances to buildings should be well lit, clear and well defined.

Car Parking

- C.67 Car parking is to be provided below ground in basements within the E1 Local Centre and R4 High Density Residential Zones.
- C.68 Car parking for non-residential, multi-unit residential and mixed use developments is to be provided to the rates set out at Table 8.1.1.2. For other forms of development refer to the applicable rates are in Part 6 – Traffic and Transport of this DCP.
- C.69 In mixed use developments, residential parking should be secure and separated from parking allocated to the retail/commercial components of the development.

Table 8.1.1.1.2 – Parking Rates

Type	Rate	
Residential		
Studios, 1, 2 and 3+ bedroom apartments – on land within 800 metres of Epping railway station	Maximum Car Parking Rate per bedroom	
	Studio	0.4 spaces
	1	0.4 spaces
	2	0.7 spaces
	3 or more	1.2 spaces
	Car parking can be averaged across the residential component of the development.	
Residential visitors – on land within 800 metres of Epping railway station	A minimum of 1 space per 7 dwellings	
Studios, 1, 2 and 3+ bedroom apartments – beyond 800 metres of Epping railway station	Maximum Car Parking Rate per bedroom	
	Studio	0.5 spaces
	1	0.75 spaces
	2	1 spaces
	3 or more	1.5 spaces
	Car parking can be averaged across the residential component of the development.	
Residential visitors – on land beyond 800 metres of Epping railway station	A minimum of 1 space per 10 dwellings	
Accessible parking spaces	Medium and high residential density residential development (including component within mixed use development) – a minimum of 1 space for every adaptable/accessible unit, appropriately designed for use by people with disabilities. Each space must be allocated specifically to the adaptable/accessible unit. Accessible parking is to be designed in accordance with the requirements of relevant Australian Standards.	
Car share spaces	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.	
Storage Areas within Car Parking Areas	In medium/high density residential developments, each residential dwelling must have at least 10m3 of storage space provided. This can be provided within the car parking area only where it can be demonstrated that the storage area does not impede area allocated for car parking.	

Type	Rate
	Where storage space is provided adjacent to car parking areas or within designated car parking spaces, it shall not impede or reduce the area allocated for car parking requirements as set out in the AS 2890 Parking Facilities series, including parking for bicycles and motor cycles.
Retail and commercial	
Retail (including cafés, restaurants and the like) – on land within 800 metres of Epping railway station	Maximum of 1 space per 30m ² of gross floor area
Commercial (including medial and professional consulting) – on land within 800 metres of Epping railway station	Maximum of 1 space per 50m ² of gross floor area
Accessible parking spaces	<p>Commercial – Minimum of 1-2% of all spaces to be provided as readily accessible spaces, appropriately designed for use by people with disabilities.</p> <p>Accessible parking is to be designed in accordance with the requirements of relevant Australian standards.</p>
Motorcycle parking	<p>Buildings with less than 25 car parking spaces – A minimum of one motor cycle space is to be provided as separate parking for a motor cycle.</p> <p>Buildings with more than 25 car parking spaces – An area equal to a minimum of one motor cycle space is to be provided as separate parking for motor cycles for every 25 onsite car parking spaces provided, or part thereof.</p> <p>Each motorcycle parking space is to be designated and located so that parked motorcycles are not vulnerable to being struck by a manoeuvring vehicle.</p>
Bicycle retail/commercial parking	<p>Bicycle parking for tenants and visitors is required at a minimum rate of 1 bicycle space per 200m² commercial/retail gross floor area or part thereof.</p> <p>Secure bicycle spaces for tenants can be provided individually (per tenancy) or collectively for the use of all tenants within a designated area.</p> <p>Visitor bicycle parking should be provided close to the street entrance of a commercial or mixed use development in accordance with <i>Safer by Design</i> principles and be appropriately designated. Council's consent will be required where visitor bicycle spaces are proposed on Council's footpath.</p> <p>Bicycle parking and access should ensure that potential conflict with vehicles are minimised. Bicycle parking</p>

Type	Rate
	should be designed in accordance with AS 2890.3 Parking Facilities – Bicycle Parking Facilities.
Storage Areas within Car Parking Areas	Where storage space is provided adjacent to car parking areas or within designated car parking spaces, it shall not impede or reduce the area allocated for car parking requirements as set out in the AS 2890 Parking Facilities series, including parking for bicycles and motor cycles.

- C.70 The number of car parking spaces currently provided on-site in connection with the existing use shall not be reduced as a result of any new development.
- C.71 Applications that depart from the on-site parking rate specified in Table 8.1.1.1.2 above must be accompanied by a Car Parking Demand Assessment demonstrating the justification for any departure from parking rates and addressing at minimum the following matters:
- a) Any relevant parking policy.
 - b) The availability of alternative car parking in the locality of the land, including:
 - efficiencies gained from the consolidation of shared car parking spaces on the same site,
 - public car parks intended to serve the land,
 - extent of existing on-street parking in non residential zones,
 - extent of existing on-street parking in residential zones,
 - the practicality of providing car parking on the site, particularly for constrained development sites,
 - any car parking deficiency associated with the existing use of the site,
 - local traffic management in the locality of the site,
 - the impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas,
 - the need to create safe, functional and attractive parking areas,
 - access to or provision of alternative transport modes to and from the land, and
 - the character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.
- C.72 Before granting approval to depart from on-site parking rates specified in Table 8.1.1.1.2, Council will consider the Car Parking Demand Assessment and any other relevant planning consideration.
- C.73 For residential flat buildings within 800 metres of Epping railway station, a condition of consent will be imposed by the consent authority requiring the following restrictions to be placed on the property title prior to the issue of the Occupation Certificate:
- a) Apartment owners and tenants are excluded from participating in any future Council residential parking permit scheme; and

- b) Car share car spaces cannot be reallocated as parking spaces for residents or as visitor parking.
- C.74 For residential flat buildings within 800 metres of Epping railway station, a condition of consent will be imposed by the consent authority requiring a Travel Plan to be provided to the satisfaction of the City of Parramatta Council prior to the release of the Construction Certificate. A Travel Plan is a package of measures designed to reduce car trips and encourage the use of sustainable transport. It must include, at the minimum:
- a) Analysis on the existing policy context.
 - b) Analysis on the existing transport conditions.
 - c) Objectives and targets.
 - d) Methods for encouraging modal shift which is to include at the minimum:
 - Strategies: these focus on managing car use, promoting public transport, cycling and walking and other mechanisms, for example, a Transport Access Guide.
 - Actions: this spells out the modal shift mechanisms, for example, reduced car parking rates, car sharing, car pooling and sales of car parking spaces.
 - Targeted audience: this describes the audience at which the Strategies and Actions are targeted, for example, residents, visitors, employees and business owners.
 - Timeline: an indication of when the action is delivered, for example, prior to or upon occupation, on-going, etc.
 - Responsibility: this outlines the responsible body, for example, the proponent, Council, Building Manager, Residents, Travel Plan Coordinator, etc.
 - e) Management and Monitoring of the Travel Plan.

8.1.1.2 EPPING TOWN CENTRE

The Epping Town Centre Core is located around the Epping Railway Station and has good access to public transport. The Epping Town Centre Core is divided into two planning precincts - East Precinct and West Precinct.

The location of the Town Centre Core Planning Precincts is depicted in Figure 8.1.1.2.1 below. The following provides controls for development of land which is zoned E1 Local Centre and located within the East and West Precincts within the Epping Town Centre Core.

Note: Controls for development of land within the Epping Town Centre Core which is zoned R4 High Density Residential is subject to the applicable built form controls in Part 3 – Residential Development of this DCP.



Figure 8.1.1.2.1 – Epping Town Centre Core Planning Precinct Boundaries

8.1.1.2.1 DESIRED FUTURE CHARACTER

Epping Town Centre Core

The Epping Town Centre Core is a compact and vibrant town centre in an important strategic location. The town centre has grown and developed either side of Epping Railway Station and benefits from excellent rail access to most major employment locations in the Sydney metropolitan region through the main North Line, the Epping to Chatswood Link and the future North West Rail Link.

The Epping Town Centre Core encompasses main street retail/commercial activity, dispersed with civic/community uses and surrounded by residential development of varying density.

Responsive scale and built form

Epping Town Centre is the retail, commercial, residential and cultural heart of Epping. The town centre builds upon its compact character and increased activity occurs in the Town Centre Core, being areas with good access to the rail station. The majority of new residential dwellings are developed in the Town Centre Core along with a range of retail, commercial and cultural activities at the lower levels that meets the needs of the local population.

Higher density commercial, retail and residential development is achieved in the form of high quality towers located in the Town Centre Core. New buildings respond to the existing fine grain character of the street, using modulation to reduce the overall massing of a development. Tower elements are elegant with slim and slender proportions and setbacks from the podium to allow view and light corridors.

Better streets and local connections

New development within the Town Centre Core contribute to better quality streets, new and improved local connections, especially for pedestrians and cyclists, and a revitalised public domain.

A finer grain structure of local connections, reinforced by active and continuous ground level uses and clearer and safer connections, strengthen the role of the main streets as the core retail/commercial area, provide good pedestrian amenity, and assist pedestrian safety.

Epping Town Centre's streets are defined and characterised by 2-3 storey podium development at the edge of the street, and provide a range of easily accessible retail, commercial, and other activities at the local level.

Improvements to local connections that benefit the town centre include: more effective and high quality pedestrian links across the railway line, new through site vehicular connections, better cycleway connections, and new/improved pedestrian connections. Development improves physical connections across the railway line, and link the western and eastern parts of the town centre. avenues of street trees along the main vehicular and pedestrian links enhance the visual quality of the area.

Better spaces and places

New development within the Town Centre Core contribute to better local parks, plazas, spaces and places that form part of a revitalised public domain.

Opportunities include a new civic space located on Pembroke Street to the north of Epping Branch Library.

Development along Oxford Street and other key streets strengthen the 'main street' shopping and dining character of the precinct. New buildings reinforce the traditional shopping centre character

of the precinct through well-scaled podium forms, a consistent street wall height, active frontages, and continuous awnings to primary and secondary streets that together contribute to the pedestrian experience and create a distinct character. Tower elements are set back from the podium and are located at prominent locations to provide focal points and enclosure to the public realm.

Building design provides a pedestrian scale at the base and incorporates a podium. Upper levels are setback to maximise solar access to the public domain and reduce the impact of the building bulk on the streetscape.

Epping is a vibrant and attractive place to live, shop, work and visit and provides a range of goods, services and employment opportunities.

The Epping Town Centre Core continues to be developed into two identifiable high density mixed use commercial/residential areas to the south, east and west of the Epping Transport Interchange and a high density residential precinct to the south and south east. Mixed use development are consistent with the individual characteristics of the areas as described in the following desired future character statements:

Epping Town Centre Core – East Precinct

The East Precinct continues to provide traditional main street activities for Epping Town Centre. The Precinct provides a range of housing, retail and commercial offices, food outlets and entertainment, and employment opportunities to support the larger centre and service the working and residential populations in the area.

Development promotes and enhances connections through the core and improve physical connections across the railway line, linking the western and eastern parts of the town centre.

Buildings within the East Precinct reinforce the traditional shopping centre character of the precinct through well scaled podium forms, a consistent street wall height, active frontages and continuous awnings to primary and secondary streets that together contribute to the pedestrian experience and create a distinct character.

The lower levels of development along Oxford Street, and parts of Langston Place, Pembroke Place and Cambridge Street incorporate active uses such as cafes, outdoor dining and other retail activities. Development strengthens the main street shopping and dining character of the precinct and preserves high value heritage buildings and facades that enhance the streetscape and contribute to the over sense of place of the precinct.

Buildings adjacent to the intersection of Langston Place, Pembroke Street, Oxford Street and Cambridge Place incorporate architectural elements that signify the focal point of the town centre.

Buildings adjacent to the proposed village green, plaza and library in Pembroke Place and Chambers Court integrate with the adjacent public domain. Development adjacent to this area facilitates this role by the provision of seats, shade and performance areas such as steps and terraces. Ground floor uses fronting the town square includes outdoor dining at cafes and

restaurants that encourage longer and more active use of the public domain outside core business hours.

Epping Town Centre Core - West Precinct

The West Precinct is a mixed use precinct separated from the 'main street' functions of the Town Centre Core by busy arterial roads and the railway line and station. The West Precinct supports the edge of centre's functions and provides a transition into the adjoining lower density residential areas. Building bulk and scale steps down from Carlingford Road and Beecroft Road to the adjacent residential area to the north in terms of built form, scale and setting.

Setbacks to Beecroft Road encourage the retention of existing trees, and facilitate additional landscaping to screen development from Beecroft Road and the Railway Line.

Objectives

O.01 Development that contributes to the desired future character of the area.

Control

C.01 Development Applications should demonstrate compatibility with the statement of desired future character.

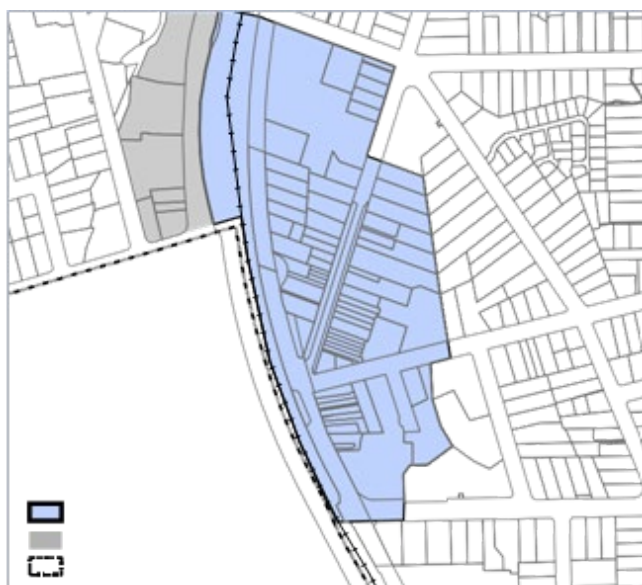


Figure 8.1.1.2.1.1 – East Precinct Boundary

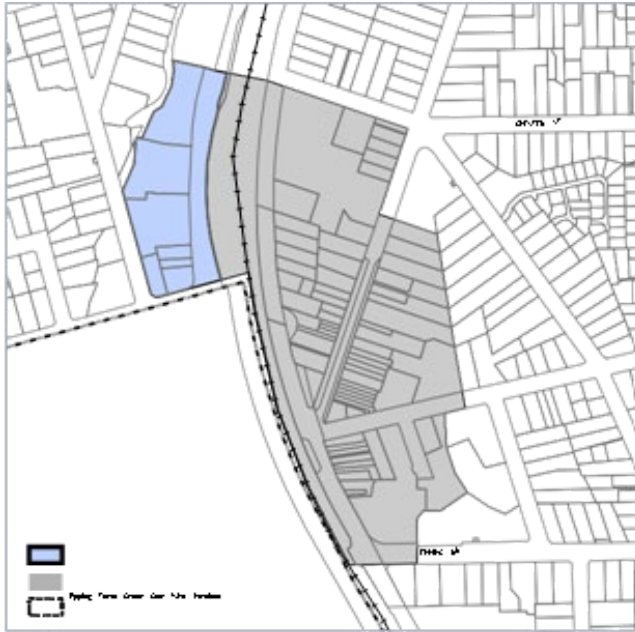


Figure 8.1.1.2.1.2 – West Precinct Boundary

8.1.1.2.2 DESIGN QUALITY – SEPP 65

Objective

- O.01 A built form which responds to the site, locality and landscape and includes appropriate innovation to respond to technical, social, aesthetic, economic and environmental challenges.

Control

- C.01 Development Applications should be accompanied by a design verification from a qualified designer, including a statement that:
- they designed, or directed the design, of the development,
 - that the design quality principles set out in *State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development* are achieved, and
 - the design is consistent with the objectives of the Apartment Design Guide.

Note: Development Applications should be accompanied by a statement of environmental effects which includes the following:

- an explanation of how the design addresses the design quality principles set out in Schedule 1 of *State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development*, namely:
- context and neighbourhood character; built form and scale; density; sustainability; landscape, amenity, safety; housing diversity and social interaction; and aesthetics.
- an explanation of how the design addresses the detailed provisions of the Apartment Design Guide.

- drawings of the proposed development in the context of surrounding development, including the streetscape;
- demonstration of compliance with building heights, setbacks and building envelope controls marked on plans, sections and elevations;
- drawings of the proposed landscape area, including species selected and materials to be used, presented in the context of the proposed development and the surrounding development and its context;
- if the proposed development is within an area in which the built form is changing, statements of the existing and likely future contexts;
- photomontages of the proposed development in the context of surrounding development;
- a sample board of the proposed materials and colours of the facade; and
- detailed drawings of proposed facades.

8.1.1.2.3 SITE REQUIREMENTS

Objective

- O.01 Encourage amalgamation of lots to achieve desired urban design outcomes and the efficient use of land to avoid the creation of isolated sites.

Controls

- C.01 Development sites should have a minimum lot width of 30 metres measured at the street frontage.
- C.02 Development sites should be of an area and width that can accommodate a building envelope consistent with the floor plate and setback controls in this DCP and the Apartment Design Guide under *SEPP 65 Design Quality of Residential Apartment Development*.
- C.03 Where a property is likely to be isolated by a proposed development and it cannot be demonstrated that the site can be developed to its full potential, applicants should provide documentary evidence that a genuine and reasonable attempt has been made to purchase the isolated site based on a fair market value.

Note: Refer to Section 8.1.1.3 and 8.1.1.4 of this DCP for detailed provisions on Isolated Sites.

8.1.1.2.4 SCALE

Objective

- O.01 Development with a scale compatible with the role and function of the centre under the commercial centre's hierarchy.

Controls

Floor Space Ratio

- C.01 The maximum floor space ratio for business lands shall be in accordance with the *Parramatta LEP 2023* Floor Space Ratio Map.

Notes: As detailed in Clause 4.5 of the *Parramatta LEP 2023*, the Floor Space Ratio of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area. See the *Parramatta LEP 2023* for the definition of Gross Floor Area.

Floorplates

- C.02 Residential floorplates above the podium should have a maximum GFA of 700m². Balconies and terraces may project from this maximum.
- C.03 Commercial floorplates above the podium should have a maximum GFA of 1,200m².

Height

- C.04 Business zoned sites with the following maximum building height under Clause 4.3 of the *Parramatta LEP 2023* should comply with the maximum number of storeys in Table 8.1.1.2.4.2 (excluding basement carparking).

Table 8.1.1.2.4.1 – Translation of Height to Storeys

Maximum Building Height (m)	Maximum Storeys Commercial building	Maximum Storeys Mixed use building
48m	12 storeys	15 storeys
72m	18 storeys	22 storeys

- C.05 Basement car parking that protrudes more than 1 metre above existing ground level is counted as a storey.
- C.06 A podium should be provided in accordance with Figure 8.1.1.2.5.3. Buildings should incorporate a podium that:
- presents a human scale at the street frontage,
 - incorporates commercial floor space, and
 - has an active frontage to the public domain.
- C.07 The podiums of buildings facing the junction of Langston Place, Pembroke Street, Oxford Street and Cambridge Street should be 2-3 storeys in height. Elsewhere, podiums should be 2 storeys in height.
- C.08 A transition in building heights should be provided at sensitive interface areas adjacent to heritage items and adjacent residential areas outside the precinct.

Notes:

Building height (or height of building) means the vertical distance between ground level (existing) and the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

Storey means a space within a building that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but does not include:

- a) a space that contains only a lift shaft, stairway or meter room, or
- b) a mezzanine, or
- c) an attic.

A **mixed use building** described above comprises a building with a commercial podium and residential floors above.

8.1.1.2.5 SETBACKS

Objective

- O.01 Well articulated building forms with a "pedestrian friendly" scale that encourages commercial activity along active frontages and provides for landscaping, open space and separation between buildings.

Controls

Street setbacks

- C.01 Ground floor minimum setbacks are illustrated on Figure 8.1.1.2.5.2. Buildings should incorporate a podium adjacent to the public domain setback in accordance with Figure 8.1.1.2.5.2.



Figure 8.1.1.2.5.1 - East Precinct – Illustration of Building Height and Street setbacks along Oxford Street

- C.02 Basements should be located under the building footprint and setback in accordance with the prescribed building setbacks in Figure 8.1.1.2.5.2.

- C.03 Buildings should incorporate a tower element above the 2 to 3 storey (8-12 metres) podium and setback in accordance with the Setbacks Map at Figure 8.1.1.2.5.2.
- C.04 The tower element of buildings on Oxford Street may encroach within the 12 metre front setback to a minimum of 9 metres for up to 1/3 of the tower width.
- C.05 The following minor structures are able to encroach into the prescribed setbacks:
- driveways or basement ramps up to 6 metres wide, with deep soil verges at least 2 metres wide adjacent to the side boundary,
 - roof eaves and awnings,
 - sunshades and screens, and
 - blade columns which support roofs or sunshades.
- C.06 An awning over the footpath should be provided in the locations nominated on the Frontages Map at Figure 8.1.1.2.5.3.
- C.07 Where the building alignment is setback from the street alignment, balconies may project up to 600mm into the front building setback, provided the cumulative width of all balconies at that particular level totals no more than 50% of the horizontal width of the building facade.
- C.08 Where landscape setbacks are identified in the Setbacks Map at Figure 8.1.1.2.5.2, a 3 metre setback between the boundary and the front building alignment is required. The landscape setback should include planting, large trees and turf. Car parking (including basement parking) and hard surfaces areas (excluding driveways and access paths) are not permitted within the setback.

Rear and Side Setback

- C.09 Zero side and rear setbacks for podiums are permissible where a commercial development adjoins another non residential or mixed use development. In other instances, and above the podium height, development should be setback at least 6 metres from the rear and side boundary.
- C.10 Where a property adjoins a boundary with a residential land use, greater setbacks may apply to the upper storeys in accordance with the separation controls in Section 4.6.9 – Privacy and Security.

Notes:

Greater setbacks may apply to the upper residential storeys in accordance with the separation controls in the Apartment Design Guide.

Refer to Part 7 – Heritage and Archaeology of this DCP for additional heritage controls.

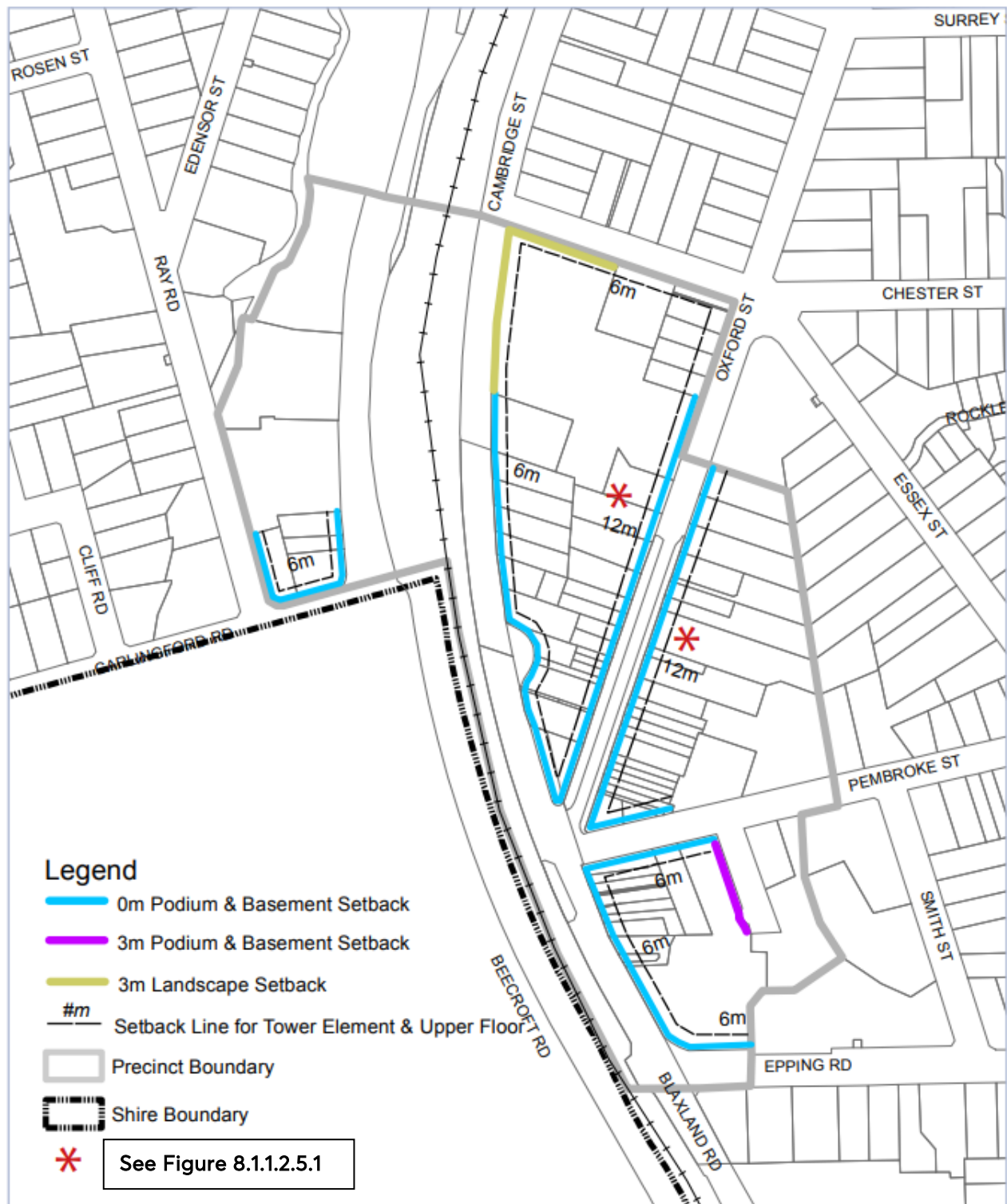


Figure 8.1.1.2.5.2 - Epping Town Centre Podium and Basement Setbacks

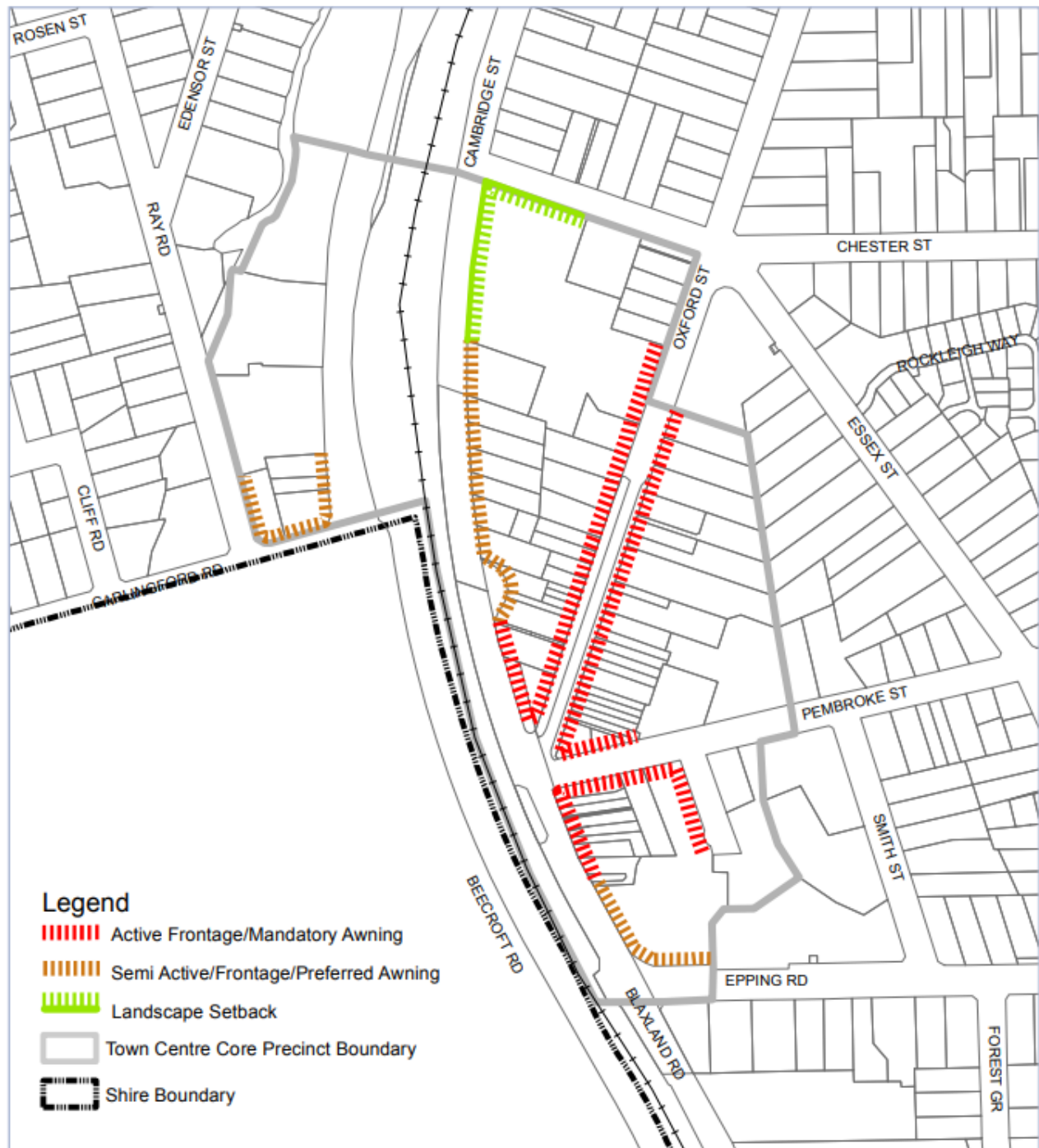


Figure 8.1.1.2.5.3 - Epping Town Centre Frontages

8.1.1.2.6 DESIGN DETAILS

Objective

- O.01 Development that contributes positively to the streetscape and the creation of a vibrant active precinct.

Controls

General

- C.01 Buildings should be designed with external appearances that provide for a distinctive base, middle and a top.
- C.02 Tower forms should appear simple, yet elegant, with slim and slender proportions.
- C.03 Tower forms should have a delineated top to visually terminate the building.
- C.04 Towers should taper towards the sky to appear thinnest at the top.
- C.05 When commercial podiums are provided, the podiums should have minimal gaps in the street wall and maintain a consistent building line.
- C.06 Facades above the podium, are to engage with the public domain through the extensive use of large windows and other openings and the avoidance of large expanses of blank walls.
- C.07 A balance between horizontal and vertical elements should be provided through careful placement of windows, colour patterns and building materials.
- C.08 Continuous awnings should be provided to provide shelter for pedestrians. Awnings should be consistent with the general alignment of awnings in the street and the desired future character of the area.
- C.09 Corner buildings should be designed to:
- address its neighbouring buildings, dual frontage and its turning of the corner,
 - step up at the corner,
 - incorporate distinctive features to enhance the streetscape, (such as stepped parapet turrets, towers, clocks etc.), and
 - incorporate a splayed or square recess treatment to give form to the intersection and provide more circulation space for pedestrians at the corner.
- C.10 Roof fixtures and lift overruns or service plants should be incorporated into the design of the roof to minimise visual intrusiveness and support an integrated building design.
- C.11 Materials should relate to the context of buildings within the precinct to achieve continuity and harmony.
- C.12 Security shutters should be transparent or open grill design.

Active Frontages

- C.13 The design and use of buildings should encourage active uses fronting public streets and places to contribute to the creation of a vibrant precinct. Entrances to buildings should be clear, well lit and well defined.
- C.14 Buildings should embody active living principles.
- C.15 Active and semi active frontages should be provided in the locations nominated on the Frontage Map at Figure 8.1.1.2.5.3.
- C.16 Active frontages are to contribute to the liveliness and vitality of streets by:

- maximising entries or display windows to shops and/or food and drink premises or other uses, customer service areas and activities which provide pedestrian interest and interaction,
 - minimising fire escapes, service doors, plant and basement entries,
 - providing elements of visual interest, such as display cases, or creative use of materials and architectural detailing where fire escapes, service doors and equipment hatches cannot be avoided, and
 - providing a high standard of finish for shop fronts.
- C.17 Driveways and service entries are not permitted on active frontages, unless it is demonstrated that there is no alternative.
- C.18 Security grilles may only be fitted internally behind shop fronts and are to be fully retractable and at least 50% transparent when closed.

Notes:

Active frontages require 90% of the frontage to be shop and office windows and building entrances at street level.

Semi active frontages require 30% of the frontage to be shop and office windows and building entrances at street level.

Facades

- C.19 Building facades should reinforce the continuity of the streetscape by:
- maintaining consistent building heights,
 - maintaining consistent horizontal and vertical lines, and
 - incorporating horizontal features that relate to the features on neighbouring buildings. Where these vary, an infill building should relate to and create a transition between the two buildings.
- C.20 Materials should relate to the context of buildings within the precinct to achieve continuity and harmony. Contrasting materials should be used to provide diversity. However, material and colour should not dominate the streetscape.
- C.21 Building materials and features may include:
- face brickwork or decorative brickwork,
 - contrasting trim and details,
 - rendered masonry or concrete,
 - parapets incorporating decorative brickwork or render, and
 - cantilevered steel, suspended awnings.

Notes: To achieve active living principles, development should have regard to NSW Health's Healthy Urban Development Checklist and the National Heart Foundation's Blueprint for an Active Australia.

Horizontal features include window heads and sills, verandas, balconies, balustrades, parapets, changes in materials, textures or colours and sun hoods.

Wind Effects

- C.22 A wind effects reports is to be submitted with a Development Application for buildings higher than 40m. The report is to be prepared by a suitable qualified engineer and is to:
- be based on wind tunnel testing, which compares and analyse the current and proposed wind conditions,
 - report the impacts of wind on the pedestrian environment within the site and the public domain, and
 - provide design solutions to minimise the impact of wind on the public and private domain.
- C.23 Wind effects caused by development should not exceed:
- 10 metres per second for active frontages as shown on the Frontage Map at Figure 8.1.1.2.5.3.
 - 16 metres per second for all other streets.
- C.24 New development should incorporate design features that will ameliorate existing adverse wind conditions.
- C.25 New development should minimise adverse wind impacts effects on recreation faculties and open space areas within development and within public domain areas.

Reflectivity

- C.26 A Reflectivity Report that analyses potential solar glare from the proposed building design may be required for taller buildings.
- C.27 Generally, light reflectivity from building materials used on facades should not exceed 20%.

External lighting

- C.28 External light fixtures should be integrated with the architecture of the building.
- C.29 External lighting should not disturb the amenity of residents in the locality.
- C.30 External lighting should minimise the light spill into the night sky.

8.1.1.2.7 OPEN SPACES

Objectives

- O.01 Development that incorporates passive and active recreation areas with privacy and access to sunlight.
- O.02 Development that increases the amount and quality of open space available for use by workers, visitors and the residential population.

Controls

Pembroke Street Civic Park

- C.01 A central green space should be created which acts as a gathering and recreational area for the residents and workers of the precinct.

Shop Top Housing

- C.02 Every dwelling should be provided with a principal private open space in accordance with Table 8.1.1.2.7.1.

Table 8.1.1.2.7.1 – Minimum Private Open Space

Dwelling Type	Minimum Principal Private Open Space Area	Minimum Width
Studio	4m ²	2m
1 bed unit	8m ²	2m
2 bed unit	10m ²	2m
3+ bed unit	2m ²	2.4m
Ground level apartments	15m ²	3m

- C.03 Private open spaces should be designed as “outdoor rooms” that adjoin interior living areas, with L-shaped or irregular floorplans that would accommodate a number of outdoor activities plus extensive screening to provide privacy and shade.
- C.04 Each dwelling should have an external air clothes drying area that is separate from the principal private open space area. This facility is to be screened from public places and communal areas.
- C.05 Enclosure of private open space areas as ‘wintergardens’ should be avoided. Wintergardens may be considered where the elevation of a building fronts Epping Road or a rail corridor.

Communal Open Space

- C.06 A principal communal open space area should be provided for any developments over 8 storeys with more than 10 dwellings as follows:
- be located on a podium,
 - have a minimum area of 50m²,
 - have a minimum dimension of 6 metres,
 - be landscaped for active and/or passive recreation and encourage social interaction between residents,
 - achieve a minimum 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21 June (mid-winter),
 - be located to provide direct sight lines and convenient access from the building lobby, and
 - be sited and designed to protect the amenity of adjacent dwellings.

8.1.1.2.8 LANDSCAPING

Objectives

- O.01 Development that contributes to attractive streetscapes by providing shade along pedestrian frontages and screen planting along boundaries.

- O.02 Development that preserves significant trees that add to the environmental character of the commercial centre.

Controls

General

- C.01 Landscaping should be included in building setback areas to complement the appearance of the building.
- C.02 Setbacks from sensitive areas should be fully landscaped.
- C.03 Primary and secondary retail frontages should be landscaped with tree-plantings combined with paving in accordance with the following:
- Trees should be planted as widely-spaced avenues along kerbsides, using a consistent range of species for each precinct, and
 - Pavements within the Town Centre Core should be of a consistent design, constructed of durable and non-slip modular units that are resistant to fading, discolouration and chipping, and that may readily be removed and replaced following future installation of in-ground services.

Shop Top Housing

- C.04 Residential levels should be landscaped with native or exotic species in planter boxes watered by recycled grey water or stormwater to provide screening.
- C.05 Where communal open space is provided, these spaces should include lawn areas surrounded by hedges of shrubs.

Retention of Landscape Features

- C.06 Buildings, driveways and service trenches should have a minimum setback that complies with AS4970 from trees that have been assessed as significant or which are visually prominent streetscape elements.

Fencing

- C.07 Fencing is discouraged in the primary and secondary street frontage setbacks.
- C.08 Allotments adjoining residential lands should be fenced with appropriate residential style fencing.
- C.09 Fencing enclosing private residential courtyards may be up to 1.8 metres high if constructed from lightweight materials with the design allowing at least 50% openings/ transparency.

Notes: Sensitive areas include any adjoining residential lands, community uses, educational uses, public open spaces and recreational areas.

8.1.1.2.9 PRIVACY AND SECURITY

Objective

- O.01 Development designed to provide reasonable privacy to proposed and adjacent residential properties and high levels of security.

Controls

Privacy

- C.01 For development at the interface of a commercial area and a residential zone, development should encourage views from the commercial area to the horizon rather than downward onto residential areas.
- C.02 The commercial and residential component of development should be distinguished in terms of building entries and private, communal and public open space.
- C.03 Orient dwelling's living rooms and principal private open space areas primarily towards the front and rear of the site to promote privacy to dwellings.
- C.04 Building separation should comply with Part 2F Building Separation of the *SEPP 65 Design Quality of Apartment Development*, Apartment Design Guide.
- C.05 For properties with a boundary interface with a lower density zone, an additional 3 metre building separation should be provided.
- C.06 Where communal open space is required, balconies, terraces or bedroom windows near communal areas should be screened or separated from the street and active communal areas by landscaping to protect the privacy of dwelling occupants.
- C.07 Common residential lobbies that face a side boundary should be screened to prevent overlooking and the transfer of noise across side boundaries.

Security

- C.08 Identify safe, clear and direct pedestrian and cyclist entrances to the building from the primary street frontage.
- C.09 Private open spaces, living room windows, commercial unit windows and lobbies should be designed and oriented to overlook the street and communal open spaces on the site.
- C.10 Communal hallways, including access to entrance foyers, should be limited in length and desirably provide windows, so that hallways may overlook the street or communal areas.
- C.11 Where a mix of land uses are proposed, separate, secure access should be provided to lift lobbies, basements and communal storage areas.

Notes:

All developments should comply with the minimum building setback and separation controls within this DCP which will assist in achieving the desired outcome for privacy.

A **privacy screen** means a screen that is at least 1.5 metres high, measured from the floor level, and has

no individual opening more than 30 millimetres wide, and has a total of all openings less than 30% of the surface area of the screen. A privacy screen required to protect an adjacent residence is to be fixed.

8.1.1.2.10 SUNLIGHT AND VENTILATION

Objectives

- O.01 Development that maximises solar access to the public domain, pedestrian areas and public open spaces.
- O.02 Development designed to provide reasonable solar access and natural ventilation to residential living areas and open space areas.

Controls

- C.01 On 22 June, public open space areas and plaza areas should receive 2 hours of sunlight between 9am and 3pm to at least 50% of the area.
- C.02 On 22 June, at least 70% of dwellings should receive 2 or more hours of unobstructed sunlight access to at least half of the dwellings principal living room windows and principal private open space area between 9am and 3pm.
- C.03 Every habitable room should have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room.
- C.04 A window should be visible from any point in a habitable room.
- C.05 At least 60% of dwellings should have dual aspect and natural cross ventilation.

8.1.1.2.11 HOUSING CHOICE

Objective

- O.01 A range of dwelling types that match the demographic diversity of the city and are accessible or may be adapted to meet the needs of people who have limited physical mobility.

Controls

- C.01 Mixed-use developments should include a mix of 1, 2 and 3 bedroom dwellings. For developments with 10 or more dwellings, at least 10% of each dwelling type should be provided.
- C.02 For developments with 10 or more dwellings:
 - At least 10% of proposed dwellings should be Adaptable Housing, designed to meet the needs of residents as they age.
 - At least 20% of proposed dwellings should be Universal Design Housing in accordance with the Livable Housing Guidelines 2012 silver level design features.

- Adaptable Housing and Universal Design Housing is to be equitably distributed through all types and sizes of dwellings

Notes: See Section 3.1.3 of this DCP for more details on Universal Design and Adaptable Housing.

8.1.1.2.12 VEHICLE ACCESS AND PARKING

Objective

- O.01 Development that provides sufficient and convenient parking for residents and visitors with vehicular access that is simple, safe and direct.

Controls

Vehicular Access

- C.01 Access to garages and storage areas should be confined to side and rear facades, with access from main roads avoided.
- C.02 Vehicle access should be consistent with the servicing strategy depicted in the Key Development Principles diagram.

Parking

- C.03 Resident and visitor parking should be provided within basements.
- C.04 All ramps are to be designed as two way ramps in accordance with AS 2890.1 and AS 2890.2.
- C.05 All ramps are to be designed in accordance with the exits and entry widths of AS 2890.1 and AS 2890.2.
- C.06 Street level parking for shoppers should be provided in convenient proximity to primary retail frontages.
- C.07 Any undercroft car parking should be screened and should not be located in a facade that faces a primary or secondary street frontage.
- C.08 Parking for service and delivery vehicles should be integrated with the design of driveways and surrounding landscaped verges, and should not visually dominate any street frontage.
- C.09 Parking requirements in Part 6 – Traffic and Transport of this DCP will apply, unless specified in this Section. If there is an inconsistency between the two, this section will prevail for development which this Section applies to.
- C.10 The parking rate for sites located within the Epping Town Centre Core referred to in Table 8.1.1.2.12.2 refers to development sites that fall within those areas identified as "Town Centre Core" on Figure 8.1.1.2.1. Where a development site falls partly within the Epping Town Centre Core, the parking rate for the Town Centre Core is to apply to the whole development.
- C.11 Motorcycle parking should be available as part of the common property for use by residents and visitors and should be provided in accordance with Table 8.1.1.2.12.1.

Table 8.1.1.2.12.1 - Motor Cycle Parking (Epping Town Centre Core)

Building Type	Motor Cycle Parking
On site car parking with less than 25 parking spaces	1 space (minimum)
On site car parking with more than 25 parking spaces	4 spaces (area equal to a minimum of one car parking space)

Notes: The Motor Cycle Parking is in addition to the car parking required in Tables 8.1.1.2.12.1 and 8.1.1.2.12.2 for tenants and/or visitors (not service vehicles which are separately addressed).

Motor Cycle Parking is not required for dwelling houses.

Table 8.1.1.2.12.2 - On Site Car Parking Rates (Epping Town Centre Core)

Type of Development	Car Parking Requirement
Residential Accommodation	
Residential flat buildings on land within 800 metres of Epping Town Centre (including Universal Design Housing)**	
Studio	Maximum 0.4 space/dwelling
1 Bedroom	Maximum 0.4 spaces/dwelling
2 Bedroom	Maximum 0.7 spaces/dwelling
3 or more bedrooms	Maximum 1.2 spaces/dwelling
Visitors (see Note ***)	Minimum of 1 space per 7 dwellings
Commercial Premises/Health Care - on land within 800 metres of Epping railway station	
Business or Office Premises	Maximum of 1/50m ² of GFA
Shops	Maximum of 1/30m ² , GLFA
Restaurants or Cafes (ex drive-through take-away restaurants) Maximum of 1/30m ² , GLFA	Maximum of 1/30m ² , GLFA
Accessible Parking	Minimum of 1-2% of all spaces to be provided as readily accessible spaces, appropriately designed for use by people with disabilities.
Health Consulting Rooms/Medical Centres	Maximum of 1/50m ² of GFA
Other Uses	as per Table 6.2.1 8.1.1.2.12.1
A condition of consent will be imposed by the consent authority requiring the following restrictions to be placed on the property title prior to the issue of the Occupation Certificate:	
<ul style="list-style-type: none"> Apartment owners and tenants are excluded from participating in any future Council residential parking permit scheme; and Car share car spaces cannot be reallocated as parking spaces for residents or as visitor parking. 	

Notes:

*To ensure secondary dwellings do not have an oversized garage area and have the potential to covertly evolve into a larger dwelling that does not comply with the maximum secondary dwelling size in the *Parramatta LEP 2023*, a maximum of 2 car spaces/dwelling is permitted.

** All car parking spaces including Universal Design Housing should be in accordance with AS 2890.1.

***Visitor parking for medium/high residential development is required for development proposals comprising more than 5 dwellings.

****Parking requirements for Industrial Units is increased when ancillary retailing is permitted, or an ancillary office space component is in excess of 20% of the floor area.

Gross Floor Area is as defined by the *Parramatta LEP 2023*.

Gross leasable floor area means the sum of the area of each floor of a building where the area of each floor is taken to be the area within the internal faces of the walls, excluding stairs, amenities, lifts corridors and other public areas but including stock storage areas.

Car share

- C.12 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 is obtained.
- C.13 For developments which comprise 50 or more dwellings, Council may consider car share spaces in lieu of some resident parking, subject to evidence of an appropriate arrangement with a car share scheme provider.

Bicycle Parking

- C.14 Bicycle parking for medium and high density development (including mixed use and shop top component) should be provided at the following rate:
- secure resident bicycle parking at a minimum rate of 1 space per dwelling, and
 - secure visitor bicycle parking at a minimum rate of 1 space per 10 dwellings.
- C.15 Secure bicycle spaces for residents can be provided individually (per dwelling) or collectively for the use of all residents within a designated area. Bicycle parking and access should ensure that potential conflict with vehicles are minimised.
- C.16 Visitor bicycle parking should be provided close to the street entrance of a residential or mixed use development in accordance with Safer by Design principles and be appropriately designated. Bicycle parking and access should ensure that potential conflict with vehicles is minimised. Council's consent will be required where visitor bicycle spaces are proposed on Council's footpath.
- C.17 Access Network
- For large scale development that is 10 storeys or more: „
- A Framework Travel Plan should accompany any Development Application; and

- A Final Travel Plan should be provided to Council prior to the issue of an Occupation Certificate.

Notes:

A Framework Travel Plan is a design tool to promote efficient and sustainable modes of transport in building and site planning. The Framework Travel Plan is required where the future tenants are unknown.

A Final Travel Plan is a management tool that promotes the implementation and monitoring of a coordinated transport strategy to influence the travel behaviour of employers, employees, residents and visitors towards public transport, walking, cycling, car pooling and car sharing.

For residential flat buildings within 800 metres of Epping railway station, a condition of consent will be imposed by the consent authority requiring a Travel Plan to be provided to the satisfaction of the City of Parramatta Council prior to the issue of the Construction Certificate. A Travel Plan is a package of measures designed to reduce car trips and encourage the use of sustainable transport. It must include, at the minimum:

- a) Analysis on the existing policy context.
- b) Analysis on the existing transport conditions.
- c) Objectives and targets.
- d) Methods for encouraging modal shift which is to include at the minimum:
 - Strategies: these focus on managing car use, promoting public transport, cycling and walking and other mechanisms, for example, a Transport Access Guide.
 - Actions: this spells out the modal shift mechanisms, for example, reduced car parking rates, car sharing, car pooling and sales of car parking spaces.
 - Targeted audience: this describes the audience at which the Strategies and Actions are targeted at, for example, residents, visitors, employees and business owners.
 - Timeline: an indication of when the action is delivered, for example, prior to or upon occupation, on-going, etc.
 - Responsibility: this outlines the responsible body, for example, the proponent, Council, Building Manager, Residents, Travel Plan Coordinator, etc.
- e) Management and Monitoring of the Travel Plan.

C.18 Bicycle parking should be designed in accordance with AS 2890.3 Parking Facilities – Bicycle Parking Facilities.

C.19 Accessible parking is to be designed in accordance with the requirements of relevant Australian Standards.

End-of-trip facilities

C.20 For development that is within 800 metres of Epping railway station and includes 300m² of commercial floor space, end-of-trip facilities including showers and lockers must be provided to adequately service the number of bicycle parking spaces required for the commercial floor space.

Ancillary Fixtures and Facilities

- C.21 Separate dedicated and secure storage areas for each dwelling should be provided in basement car parks suitable to accommodate larger items such as sporting equipment.

Public Domain

- C.22 Car parking areas at ground level should be screened by active uses from the street.
- C.23 Basement parking areas and structures should not protrude above the level of the adjacent street or public domain. Where they are visible, basement structures and vent grills should be integrated into the building and landscape design. Ventilation grills are to block views into basement areas and, in inappropriate locations, be screened by landscaping in garden beds with a minimum soil depth of 1m.

Note: Refer to Part 6 – Traffic and Transport of this DCP for car parking and bicycle parking rates and ancillary general design requirements.

8.1.1.2.13 PUBLIC DOMAIN AND TRAFFIC MANAGEMENT WORKS

Objectives

- O.01 A public domain that encourages vitality around and within development precincts.
- O.02 Traffic management works that provide for the safe and efficient movement of vehicles to, from and within precincts.

Controls

Addressing the street and public domain

- C.01 Buildings should include high quality finishes and public art to enhance the public domain.
- C.02 Align breaks between buildings with the location of nearby streets, lanes and pedestrian links where possible.

Outdoor Dining

- C.03 Outdoor dining areas should be located in areas with good amenity, landscape, outlook, solar access in winter, shading in summer and a compatible local traffic environment.

Note: Outdoor dining proposed on Council land should comply with Council's Outdoor Dining Guidelines.

Traffic Management

- C.04 Traffic Management Works should be undertaken in accordance with the Traffic Management Improvement Plan Figure 8.1.1.2.13.1.
- C.05 Council or the relevant authority will undertake the necessary traffic management improvement located on public land and roads. Development should be designed to accommodate and complement the proposed traffic improvements or offer alternative traffic management solutions.

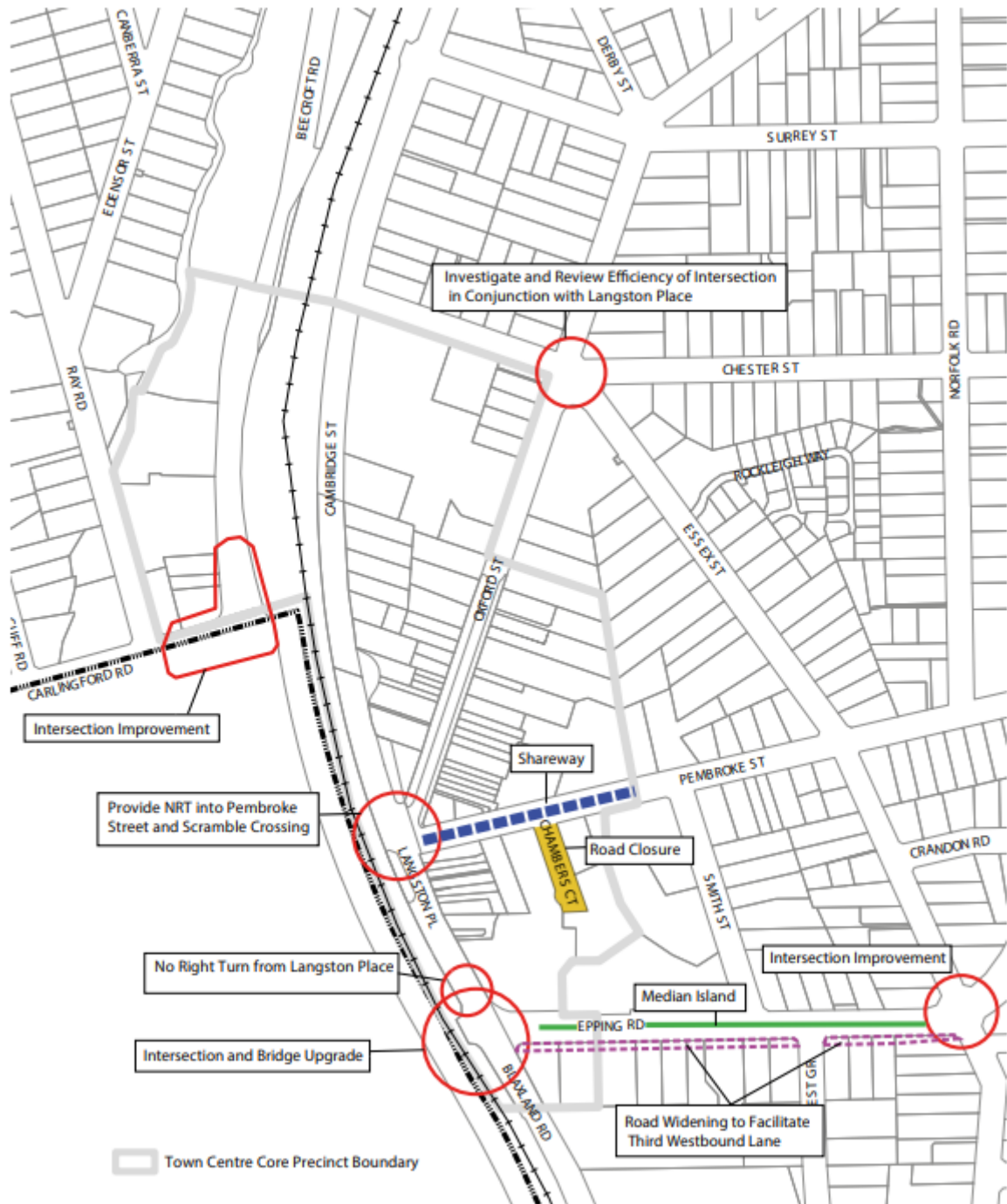


Figure 8.1.1.2.13.1 - Traffic Management Improvement Plan

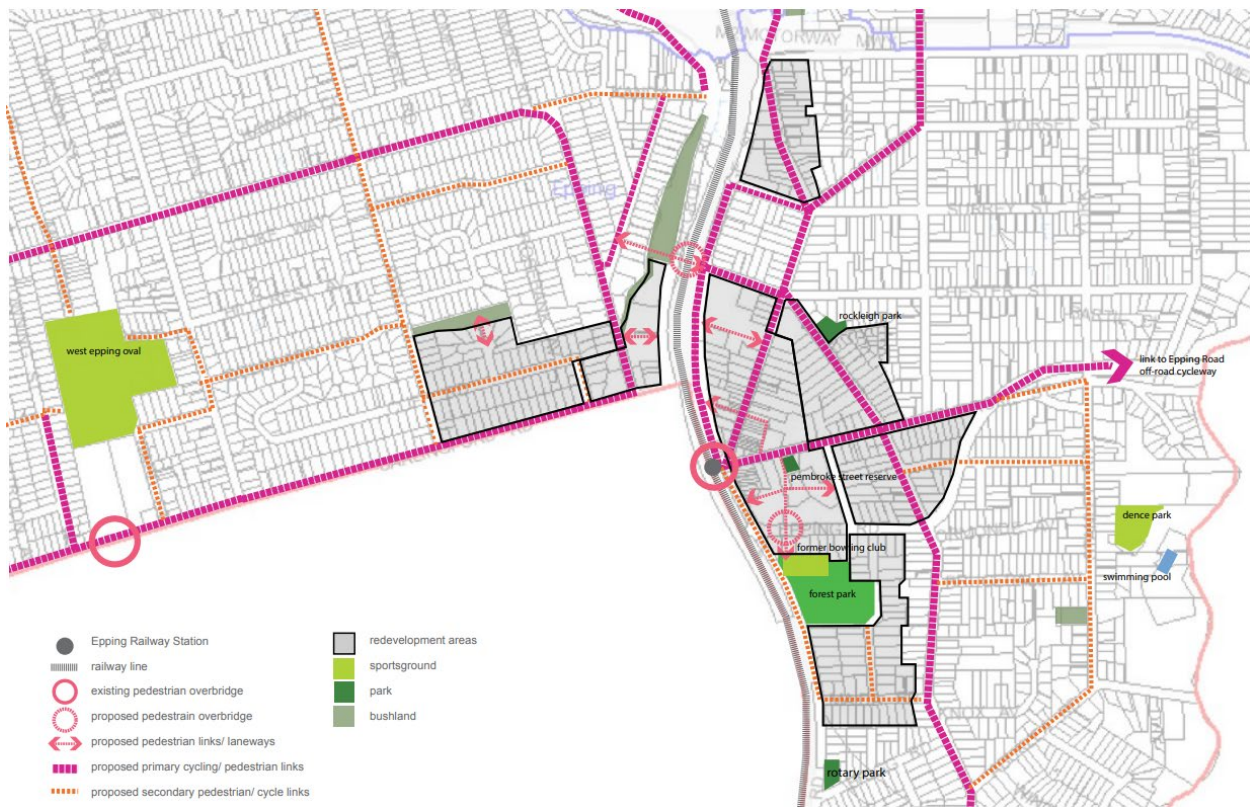


Figure 8.1.1.2.13.2 – Town Centre Linkages Plan

8.1.1.3 EPPING AREAS – RESIDENTIAL DEVELOPMENT

The following provides additional provisions for particular land zoned for medium density housing. This Section should be read in conjunction with Part 3 – Residential Development of this DCP. To the extent of any inconsistencies, the specific provisions within this Section shall prevail.



Figure 8.1.1.3.1 – Epping Strategic Centre

Objective

- O.01 Promote development that is consistent with the principles in the relevant Key Development Principles Diagrams. Key Development Principles Diagrams apply to the following precincts:
1. Derby Street, Epping Precinct,
 2. Essex Street, Epping Precinct,
 3. Epping Road/Forest Grove, Epping Precinct,
 4. Essex/Pembroke Street, Epping Precinct,
 5. Cliff Road, Epping Precinct,
 6. Oxford Street, Epping Precinct,
 7. Ray/Beecroft Roads, Epping Precinct,
 8. Rosebank Avenue, Epping Precinct, and
- Figure 8.1.1.2.13.1 – Traffic Management Improvement Plan, Epping Precincts

Controls

- C.01 Development should be designed to embody the principles of the relevant precinct Key Development Principles Diagram.
- C.02 Pedestrian thoroughfares should be provided in accordance with the Key Development Principles Diagrams and Town Centre Linkage diagrams as provided within this Section of this DCP (refer to Figures below).
- C.03 Development in the vicinity of heritage items and Heritage Conservation Areas shown in the precinct diagrams should have regard to the Heritage provisions in Part 7 – Heritage and Archaeology of this DCP.
- C.04 Development adjoining railway lines and arterial roads should incorporate appropriate measures to reduce the impact of road/rail noise vibration and disturbance.

Note: The Key Development Principles Diagrams are indicative only and are not to scale. The diagrams indicate unconstrained land that is available for redevelopment. Unless relevant setback, building form and landscaping controls are provided in this Section, refer to Parts 2, 3 and 4 of this DCP. If there is any inconsistency between this Sections and other Sections of this DCP, this Section prevails.

8.1.1.3.1 DERBY STREET, EPPING PRECINCT



Figure 8.1.1.3.1.1 – Key principles diagram, Derby Street Precinct

Controls

Strategy

- C.01 Redevelopment should be predominantly three storey residential flat buildings and multi-dwelling housing.

Servicing

- C.02 Promote access from Derby Street.

Landscape Setting

- C.03 Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.
- C.04 Surround and screen new buildings with canopy trees and shrubs.
- C.05 Development should take into account bushfire, flooding and overland flow path provisions.

Built Form

- C.06 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

- C.07 Design quality of facades should respond to visibility from all street frontages.
- C.08 Adjoining heritage items and conservation areas: ensure garden setbacks, heights, building forms and design features are compatible with values that are specified by the Heritage NSW State Heritage Inventory.

8.1.1.3.2 ESSEX STREET, EPPING PRECINCT



Figure 8.1.1.3.2.1 – Key principles diagram, Essex Street Precinct

Controls

Strategy

C.01 Redevelopment should be predominantly residential flat buildings and multi-dwelling housing.

Landscape Setting

C.02 Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.

C.03 Surround and screen new buildings with canopy trees and shrubs.

C.04 Development should take into account potential stormwater inundation and overland flow path provisions.

C.05 To reflect the established pattern of detached-dwellings: limit the width of new facades that would be visible from any street, and divide the floorspace of every new building into well-articulated pavilion forms that are separated by courtyards with canopy trees.

C.06 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

C.07 Development should take into account bushfire, flooding and overland flow path provisions.

Built Form

- C.08 Design quality of facades should respond to visibility from all street frontages.
- C.09 Adjoining heritage items and conservation areas: ensure garden setbacks, heights, building forms and design features are compatible with values that are specified by the Heritage NSW State Heritage Inventory.
- C.10 Employ setbacks and building forms that retain reasonable sunlight and privacy for existing neighbours.

8.1.1.3.3 EPPING ROAD / FORREST GROVE, EPPING PRECINCT

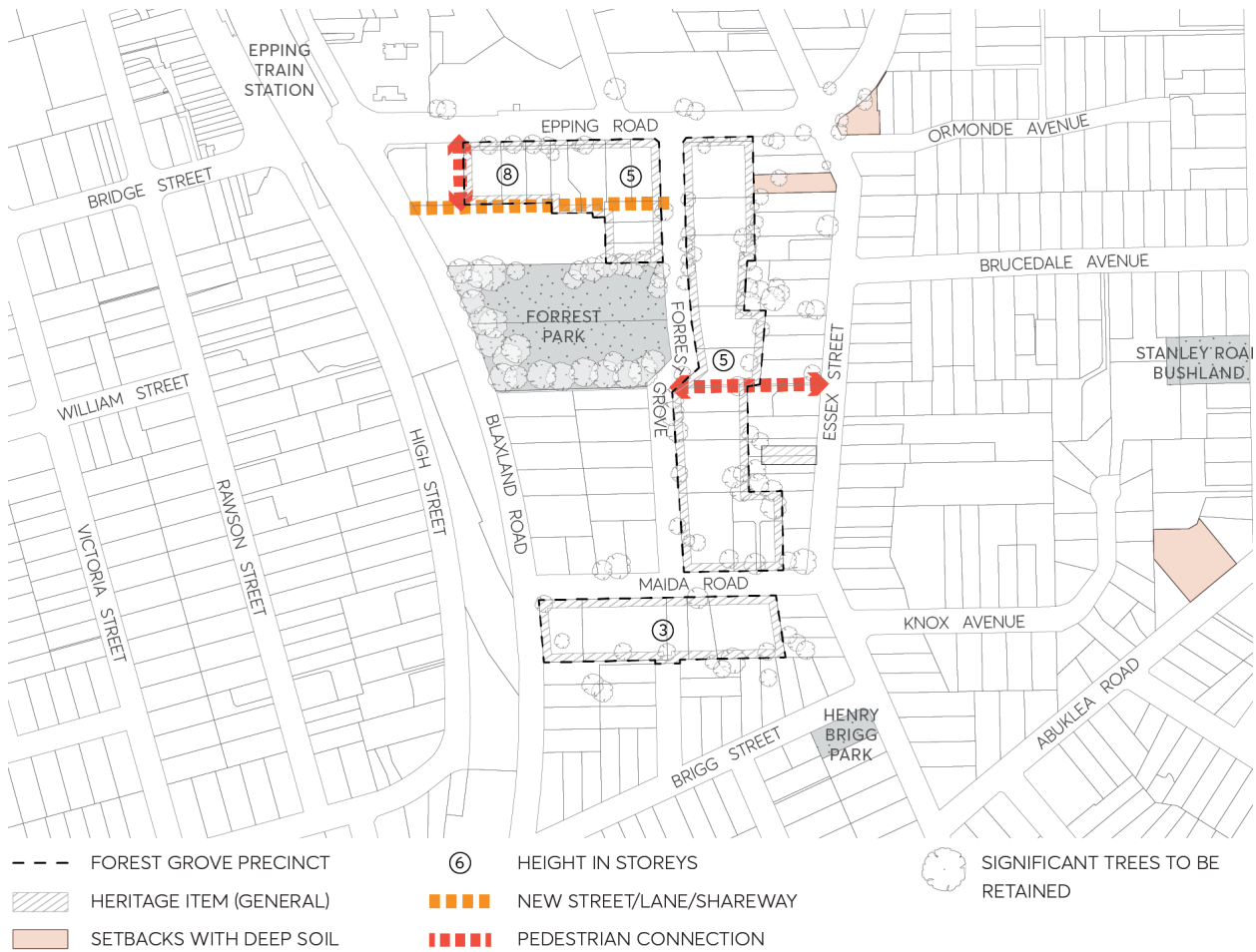


Figure 8.1.1.3.3.1 – Key principles diagram, Epping Road / Forest Grove Precinct

Controls

Strategy

- C.01 Redevelopment should be predominantly residential flat buildings of varying heights. Redevelopment along the southern side of Maida Road should be predominately three storey townhouses.

Servicing

- C.02 Promote access from Derby Street.

Landscape Setting

- C.03 Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.
- C.04 Surround and screen new buildings with canopy trees and shrubs.
- C.05 Development should take into account bushfire, flooding and overland flow path provisions.

Pedestrian Link

- C.06 Future widening of the pedestrian link to 3 metres, to allow for public domain improvements including seating and planting.

Built Form

- C.07 To reflect the established pattern of detached-dwellings: limit the width of new facades that would be visible from any street, and divide the floorspace of every new building into well-articulated pavilion forms that are separated by courtyards with canopy trees.
- C.08 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.
- C.09 Design quality of facades should respond to visibility from all street frontages.
- C.10 Adjoining heritage items and conservation areas: ensure garden setbacks, heights, building forms and design features are compatible with values that are specified by the Heritage NSW State Heritage Inventory.
- C.11 Employ setbacks and building forms that retain reasonable sunlight and privacy for existing neighbours.

8.1.1.3.4 ESSEX / PEMBROKE STREET, EPPING PRECINCT



Figure 8.1.1.3.4.1 – Key principles diagram, Essex / Pembroke Street Precinct

Controls**Strategy**

- C.01 Redevelopment should be predominantly five storey residential flat buildings in garden settings, with parking in basements.

Servicing

- C.02 Promote access from local streets. Limit access along Essex Street.
- C.03 If access along Epping Road is required, consolidate existing vehicle entrances.
- C.04 Accommodate potential intersection upgrade at Essex Street / Epping Road intersection.

Landscape Setting

- C.05 Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.
- C.06 Surround and screen new buildings with canopy trees and shrubs.
- C.07 Development should take into account potential stormwater inundation and overland flow path provisions.

Built Form

- C.08 To reflect the established pattern of detached-dwellings: limit the width of new facades that would be visible from any street, and divide the floorspace of every new building into well-articulated pavilion forms that are separated by courtyards with canopy trees.
- C.09 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.
- C.10 Design quality of facades should respond to visibility from all street frontages.
- C.11 Employ setbacks and building forms that retain reasonable sunlight and privacy for existing neighbours.

8.1.1.3.5 CLIFF ROAD, EPPING PRECINCT



Figure 8.1.1.3.5.1 – Key principles diagram, Cliff Road Precinct

Controls**Strategy**

- C.01 Redevelopment should be predominantly five storey residential flat buildings in garden settings, with parking in basements.

Servicing

- C.02 Promote access from local streets.
- C.03 If access is not available from the local streets, consolidate existing vehicle entrances on Carlingford Road.
- C.04 Subject to amalgamation, close the end of Hazlewood Place and combine within a development site. Maintain pedestrian access from Hazlewood Place to Kent Street Reserve.

Landscape Setting

- C.05 Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.
- C.06 Maintain the significant vegetation adjoining Kent Street Reserve to the north of the precinct.
- C.07 Surround and screen new buildings with canopy trees and shrubs.

C.08 Development should take into account flooding and overland flow path provisions.

Built Form

- C.09 To reflect the established pattern of detached-dwellings: limit the width of new facades that would be visible from any street, and divide the floorspace of every new building into well-articulated pavilion forms that are separated by courtyards with canopy trees.
- C.10 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.
- C.11 Design quality of facades should respond to visibility from all street frontages.
- C.12 Employ setbacks and building forms that retain reasonable sunlight and privacy for existing neighbours

8.1.1.3.6 OXFORD STREET, EPPING PRECINCT

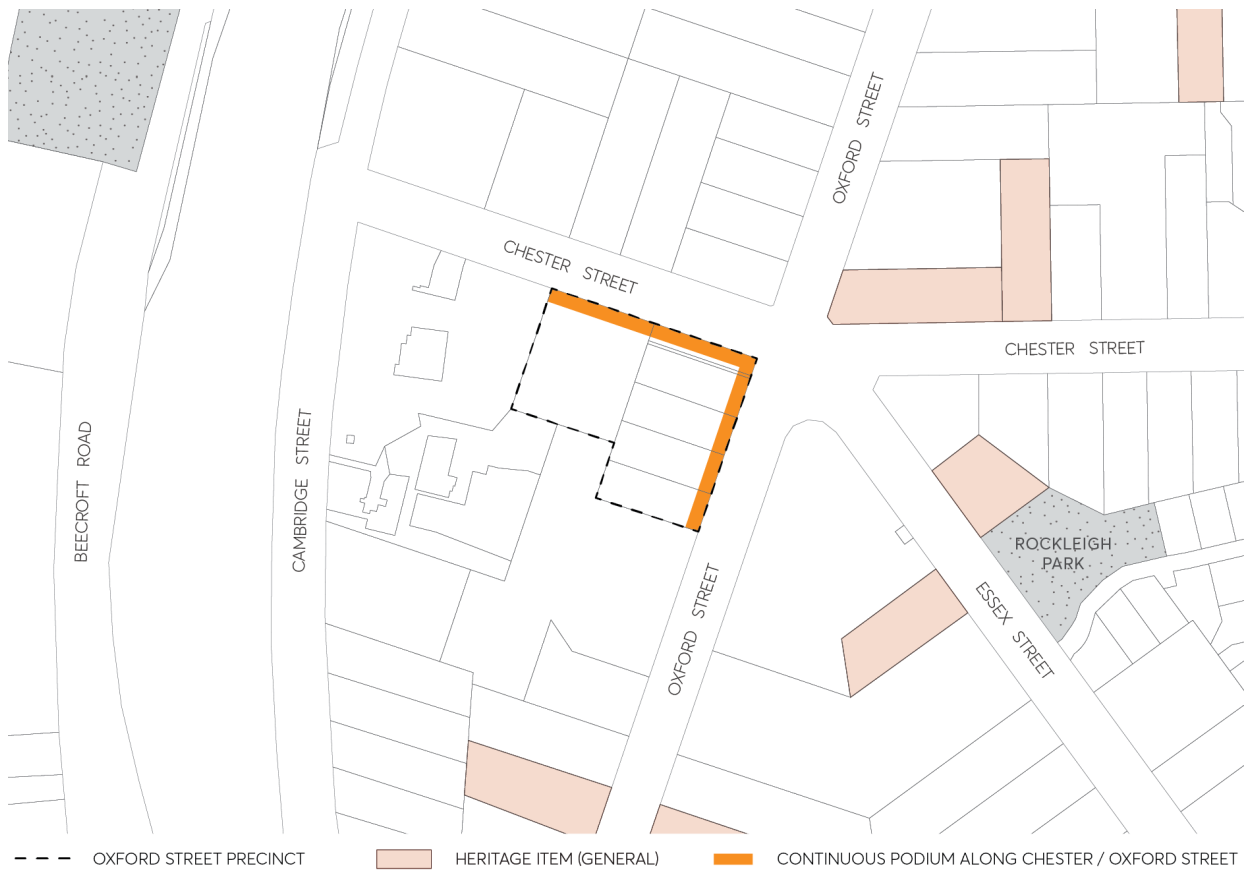


Figure 8.1.1.3.6.1 – Key principles diagram, Oxford Street Precinct

Controls

Strategy

- C.01 Redevelopment along the corner of Chester Street and Oxford Street should be predominantly fifteen storey residential flat buildings serviced by basement parking.

Landscaping

- C.02 Retain significant trees.
- C.03 Surround and screen new buildings with canopy trees and shrubs.
- C.04 Establish landscaped setbacks along street frontages.
- C.05 Landscaped areas should adjoin all primary and secondary property boundaries as follows:
- Achieve a minimum width of 4 metres for the length of the boundary, and
 - Accommodate canopy trees that will reach mature heights of at least 10 to 12 metres.
- C.06 Landscaped areas should be provided between 2 or more buildings located on development site, designed to:
- Have a minimum total width of 12 metres,
 - Accommodate shrubs or small trees that will reach mature heights of at least 3 to 5 metres,

- Provide a minimum soil depth of 1 metre, and
- Be located on a podium above a basement car park.

Built form

- C.07 Provide a continuous podium of three storeys facing Chester Street and Oxford Street, plus an additional setback to tower elements above the podium
- C.08 Ensure high levels of residential amenity for new and existing or approved dwellings by the appropriate siting and design of apartment towers.
- C.09 Locate towers to achieve a co-ordinated network of open spaces upon adjoining properties, and also to provide at least two hours sunlight daily for living areas in 70% of dwellings.
- C.10 Achievable suitable scale and bulk by dividing floorspace into tower structures that have compact floorplates which are separated by deep-soil landscaping.
- C.11 Design quality of facades should respond to visibility from all quarters, and adjacent towers should display distinct variations in terms of height and profile.

Setbacks

- C.12 The minimum setbacks of all buildings and structures to the boundaries of the site in the Oxford Street, Epping precinct are prescribed in Table 8.1.1.3.6.1 below:

Table 8.1.1.3.6.1 – Minimum boundary setbacks for the Oxford Street, Epping precinct

Setback	Minimum Building Setback
Podium	
Primary and secondary road boundary	3m
Side or rear boundary adjoining an existing building	6m
Basement parking setback	3m from any primary and secondary road boundary, and 6m from side and rear boundaries to allow for deep soil landscaping
Tower element	
Primary and secondary road boundary	6m, which can be reduced to 4m for a maximum of 1/3 of the building width.
Side or rear boundary adjoining an existing building	Half of the required building separation prescribed in Part 2F Building Separation of the <i>SEPP 65 Design Quality of Apartment Development</i> , Apartment Design Guide,
Top-storey setback	3m additional setback for exterior walls of the top-most two storeys, measured from the walls of the 4 th storey.

Setback encroachments

- C.13 Balconies are able to encroach within the prescribed boundary setbacks as follows:
- 4 metre setback to the primary and secondary road boundary for the tower element provided there is no impact on the achievement of daylight access, visual privacy and acoustic privacy.

- C.14 Despite the above, the balcony encroachments for the top-most 2 storeys should not extend beyond the setback of the external walls below.

Floorplates

- C.15 The podium level adjacent to the public domain should provide for continuity in the building alignment, with minimal lengths of gaps in the street wall.

Articulation

- C.16 Facades should be expressed as 3 distinct levels; a base, middle and top.
- C.17 Asymmetric floor plans are preferred as they contribute to effective articulation.
- C.18 Facades that face the street may accommodate car parking and building services if the facades are designed architecturally to screen those facilities.
- C.19 Building lobbies and entrances to residential courtyards should be visually prominent elements of the streetscape.
- C.20 Avoid exterior walls that are long and straight by stepping wall alignments and attaching balconies that project (with the exception of side walls with a zero setback that adjoins a side wall of an existing building).
- C.21 Balconies should provide effective articulation for tall buildings by:
- Being varied in form and design across each façade in a variety of shapes and dimensions repeated in semi-regular patterns,
 - Not extended continuously across the full width of any façade, and
 - Varying the form and design of balcony balustrades and limiting the use of masonry upstands to avoid bulky character.



Figure 8.1.1.3.6.2 – Articulation of facades for the Oxford Street, Epping Precinct

Fencing

- C.22 Fencing is discouraged in the primary and secondary boundary setbacks.

Podium planting

- C.23 Where podium planting is proposed, planting is to be provided as illustrated in Figure 8.1.1.6.3, with the appropriate soil depth and width as illustrated in Figure 8.1.1.6.4.

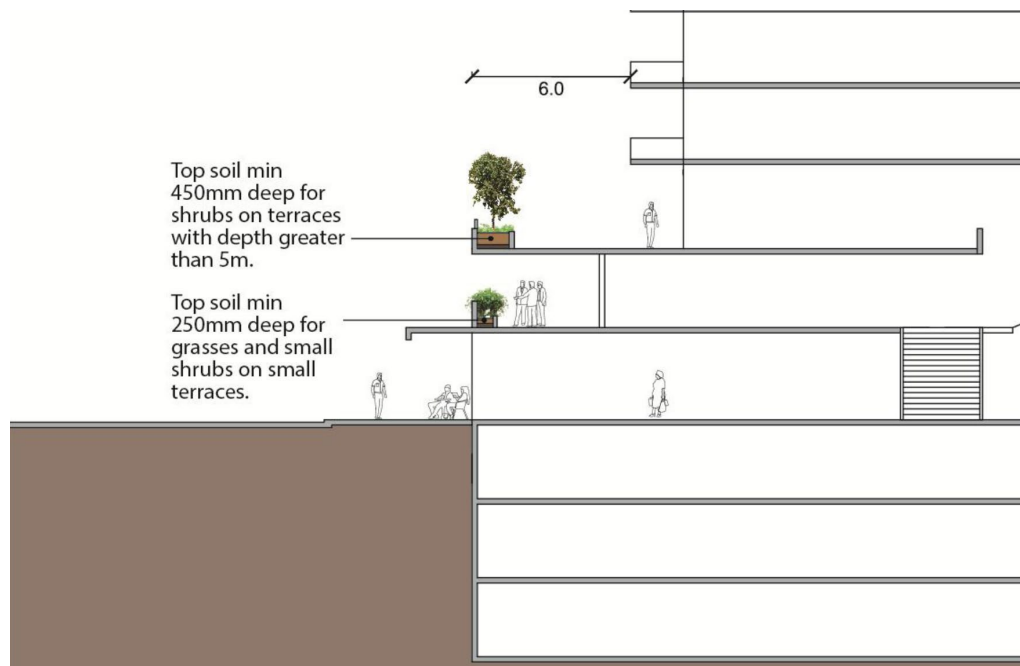


Figure 8.1.1.6.3 – Deep soil planting



Figure 8.1.1.6.4 – Soil depth

8.1.1.3.7 RAY / BEECROFT ROADS, EPPING PRECINCT



Figure 8.1.1.3.7.1 – Key principles diagram, Ray / Beecroft Roads Precinct

Controls**Strategy**

- C.01 Redevelopment should be predominantly five storey residential flat buildings in garden settings, with parking in basements.

Servicing

- C.02 Promote access from local streets.
- C.03 If access is not available from the local streets, consolidate existing vehicle entrances on Carlingford Road.
- C.04 Subject to amalgamation, close the end of Hazlewood Place and combine within a development site. Maintain pedestrian access from Hazlewood Place to Kent Street Reserve.

Landscape Setting

- C.05 Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.
- C.06 Maintain the significant vegetation adjoining Kent Street Reserve to the north of the precinct.
- C.07 Surround and screen new buildings with canopy trees and shrubs.

C.08 Development should take into account flooding and overland flow path provisions.

Built Form

C.09 To reflect the established pattern of detached-dwellings: limit the width of new facades that would be visible from any street, and divide the floorspace of every new building into well-articulated pavilion forms that are separated by courtyards with canopy trees.

C.10 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

C.11 Design quality of facades should respond to visibility from all street frontages.

C.12 Employ setbacks and building forms that retain reasonable sunlight and privacy for existing neighbours.

Open spaces

C.13 Enclosure of private open space areas as wintergardens should be avoided. Wintergardens may be considered where the elevation of building fronts Epping Road or a rail corridor.

Podium planting

C.14 Where podium planting is proposed, planting is to be provided as illustrated in Figure 8.1.1.7.2, with the appropriate soil depth and width as illustrated in Figure 8.1.1.7.3

Deep soil zones

C.15 Landscaped areas should adjoin property boundaries, at 4 metres to 8 metres wide, and be designed to accommodate:

- deep soil landscaping for a minimum 50% of the front setback.
- canopy trees that will mature of at least 10 to 12 metres in the front and rear setback, and
- trees that will reach a mature height of at least 6 to 7 metres in the side setbacks.

C.16 Locate basement car parking predominately under the building footprint to provide opportunities for deep soil areas.

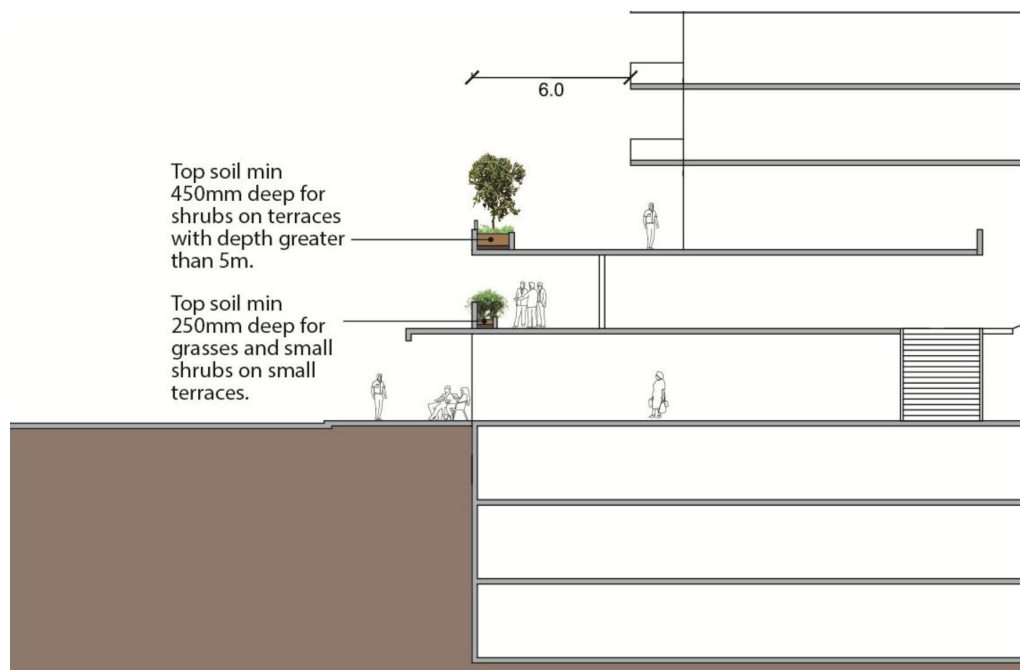


Figure 8.1.1.7.2 – Deep soil planting



Figure 8.1.1.7.3 – Soil depth

8.1.1.3.8 ROSEBANK AVENUE, EPPING PRECINCT

This Section applies to any 3 storey residential flat building development on 6-8 and 5-7 Rosebank Avenue which are adjacent to the Rosebank Avenue Heritage Conservation Area and heritage items at 9 and 10 Rosebank Avenue, as detailed in Figure 8.1.1.3.8.1.

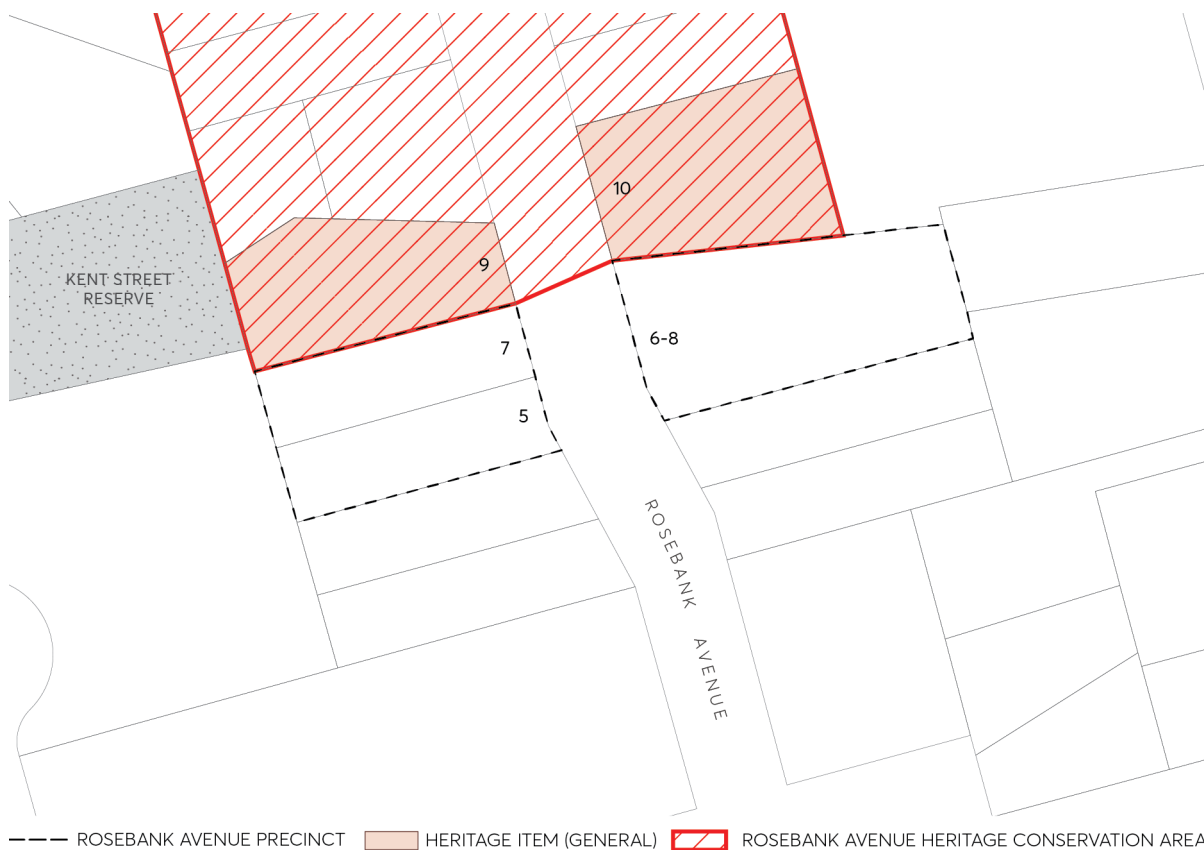


Figure 8.1.1.3.8.1 – Rosebank Avenue, Epping precinct

Objectives

- O.01 Setbacks designed to ensure a sympathetic transition to the adjoining heritage item and heritage conservation area.
- O.02 Setbacks that allow for trees to be retained and planted within the side setback boundaries to maintain the landscape amenity and setting of adjoining heritage items and heritage conservation areas.

Controls

- C.01 The minimum site setback of residential flat buildings to the boundary of the site which sites adjacent to the Rosebank Avenue Heritage Conservation Area and heritage items sites should comply with the following:
 - A minimum 6 metres to the boundary for the ground floor in accordance with Figures 8.1.1.3.8.2 and 8.1.1.3.8.3.

- A minimum of 9 metres to the boundary for the second and third storeys with Figures 8.1.1.3.8.2 and 8.1.1.3.8.3.
- C.02 Minimise the removal of existing trees on the side boundary in order to retain the existing landscape setting of the heritage items and the heritage conservation area.
- C.03 The side setback is to be retained as deep soil and basement car parking shall not intrude into the side setback to the boundary with the heritage item and heritage conservation area.
- C.04 Landscaping on the site should be incorporated to include additional tree planting on the side boundary.
- C.05 Balconies cannot protrude in the front, rear and side setbacks.
- C.06 New development located at 5 and 7 Rosebank Avenue shall minimise the number of balconies facing northward. Those balconies on the first and second floors facing west and north shall provide appropriate screening to minimise overlooking.
- C.07 New development must demonstrate the protection of existing street trees along Rosebank Avenue.

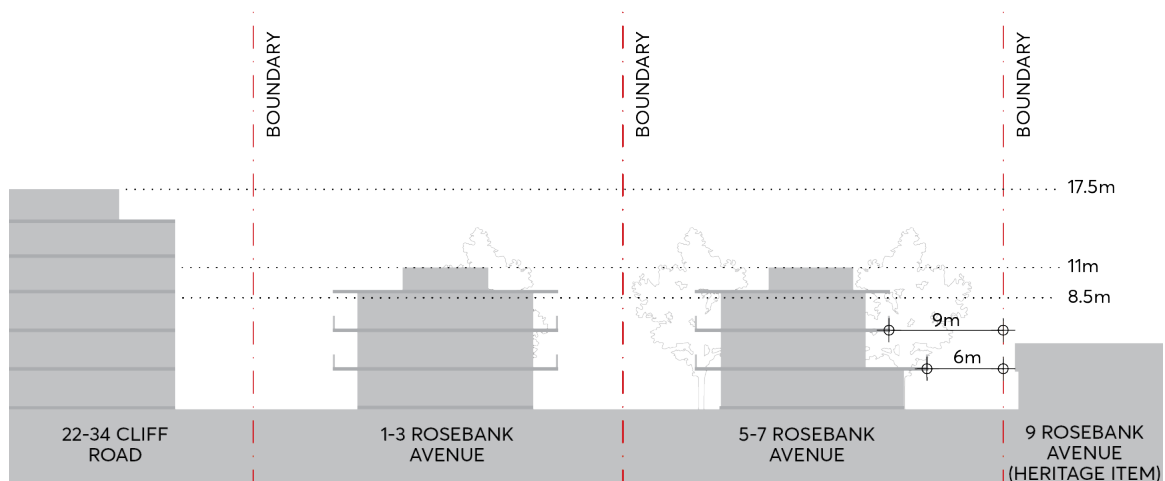


Figure 8.1.1.3.8.2 – Setback controls for 5-7 Rosebank Avenue

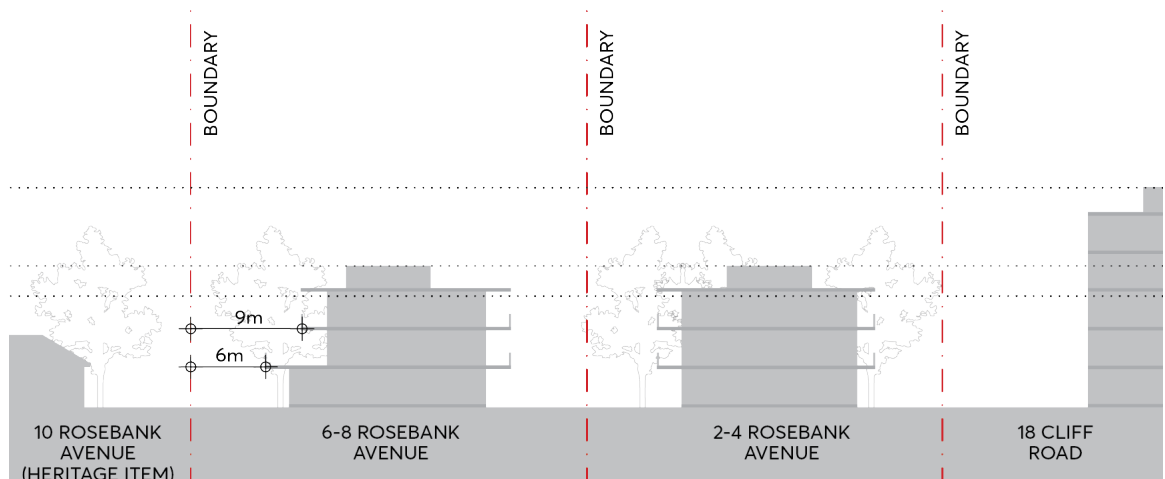


Figure 8.1.1.3.8.3 – Setback controls for 6-8 Rosebank Avenue

8.1.1.4 EPPING AREAS – BUSINESS DEVELOPMENT

In addition to the general provisions set out in Section 8.1.1.2, the following specific provisions apply to specific land zoned E1 Local Centre as identified in this Section. This Section should be read in conjunction with Part 4 – Non-Residential Development of this DCP. To the extent of any inconsistencies, the specific provisions within this Section shall prevail.

Objective

O.01 Promote orderly development that is consistent with the requirements shown in the relevant Key Development Principles Diagrams. Key Development Principles Diagrams apply to the following precincts:

- Langston Place, Epping Precinct;
- Cambridge Street, Epping Precinct;
- Ray Road, Epping Precinct; and
- Pembroke Street, Epping Precinct.

Note: The Key Development Principles Diagrams are indicative only and are not to scale. Relevant scale and site requirements are provided in Section 8.1.1.2 of this DCP.

Controls

- C.01 Development should be designed to embody the principles of the relevant precinct Key Development Principles Diagram.
- C.02 Pedestrian thoroughfares should be provided in accordance with the Key Development Principles Diagrams and Town Centre Linkage diagrams (see Figure 8.1.1.2.13.2).
- C.03 Development in the vicinity of heritage items and Heritage Conservation Areas shown in the precinct diagrams should have regard to the Heritage provisions in Part 7 – Heritage and Archaeology of this DCP.

Development adjoining railway lines and arterial roads should incorporate appropriate measures to reduce the impact of road/rail noise vibration and disturbance.

8.1.1.4.1 LANGSTON PLACE, EPPING PRECINCT

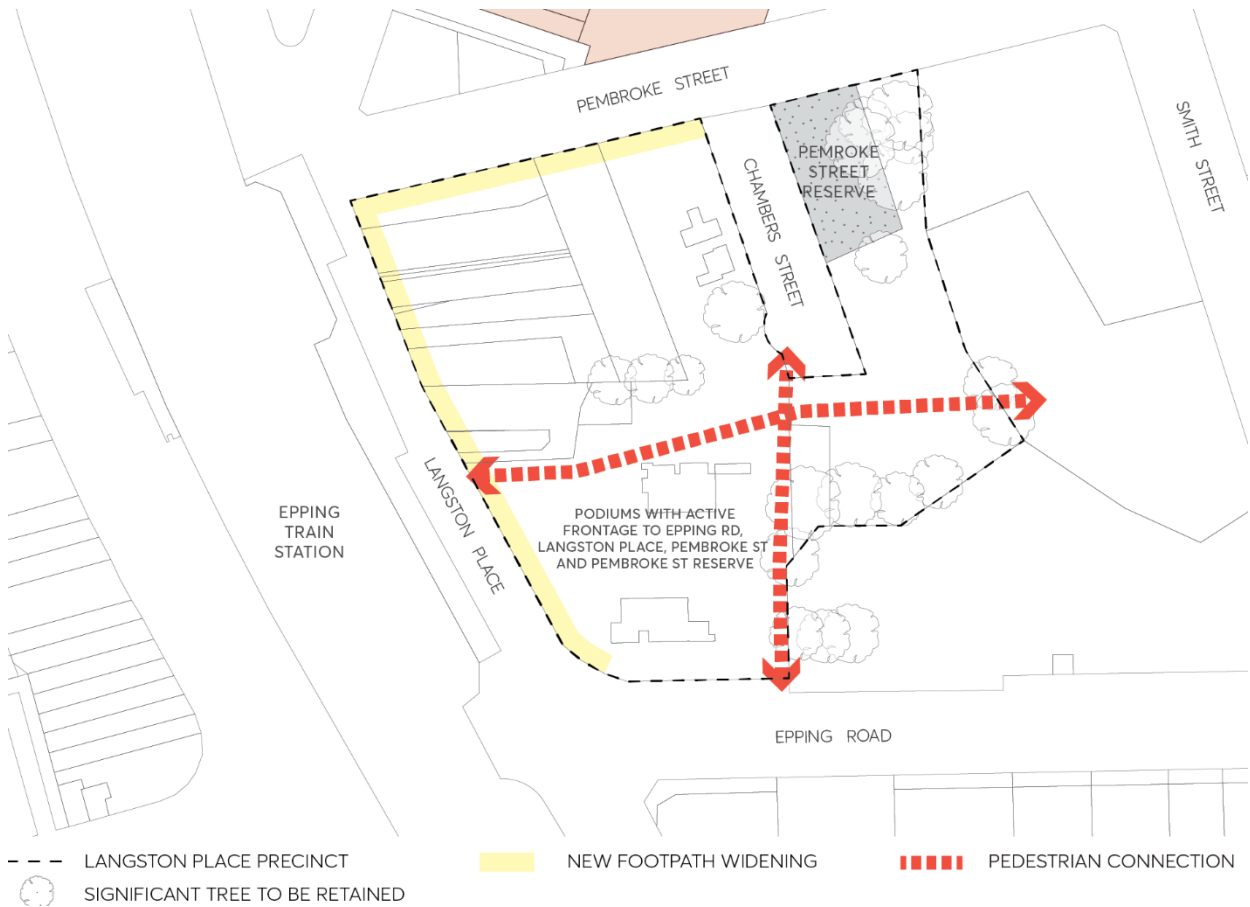


Figure 8.1.1.4.1.1 – Key principles diagram, Langston Place Precinct

Controls

Strategy

- C.01 Redevelopment of up to twenty two storeys should accommodate residential flats, offices, business and/or retail premises, serviced by basement parking.

Servicing

- C.02 Provide access to basements and service areas from Pembroke Street/Chambers Court. Limit vehicle access from Langston Place.
- C.03 No vehicle access to be provided from Epping Road.
- C.04 Chambers Court may be relocated to form a contiguous open space and should be redesigned as a shared space.
- C.05 Street level retail and business premises to be serviced by kerbside parking.

Public frontages

- C.06 A widened footpath is to be provided along Langston Place and Pembroke Street.
- C.07 Maximise activity facing all streets by siting lower storeys without any setback from footpaths and accommodating a nearly-continuous mix of shopfronts and building entrances.

Landscape setting

- C.08 Retain significant trees.
- C.09 Provide a landscaped plaza/public domain space adjacent to Chambers Court with active frontages.
- C.10 Pedestrian connections should be provided north-south and east-west, linking Pembroke Street, Epping Road and Langston Place.

Built form

- C.11 Provide a continuous podium of up to three storeys facing all streets, and shape each podium to address major street corners.
- C.12 Avoid extensive sheer vertical facades by setting upper storeys back from their podium.
- C.13 Achieve a varied skyline by providing different heights, profiles and roof forms for successive buildings. Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

8.1.1.4.2 CAMBRIDGE STREET, EPPING PRECINCT

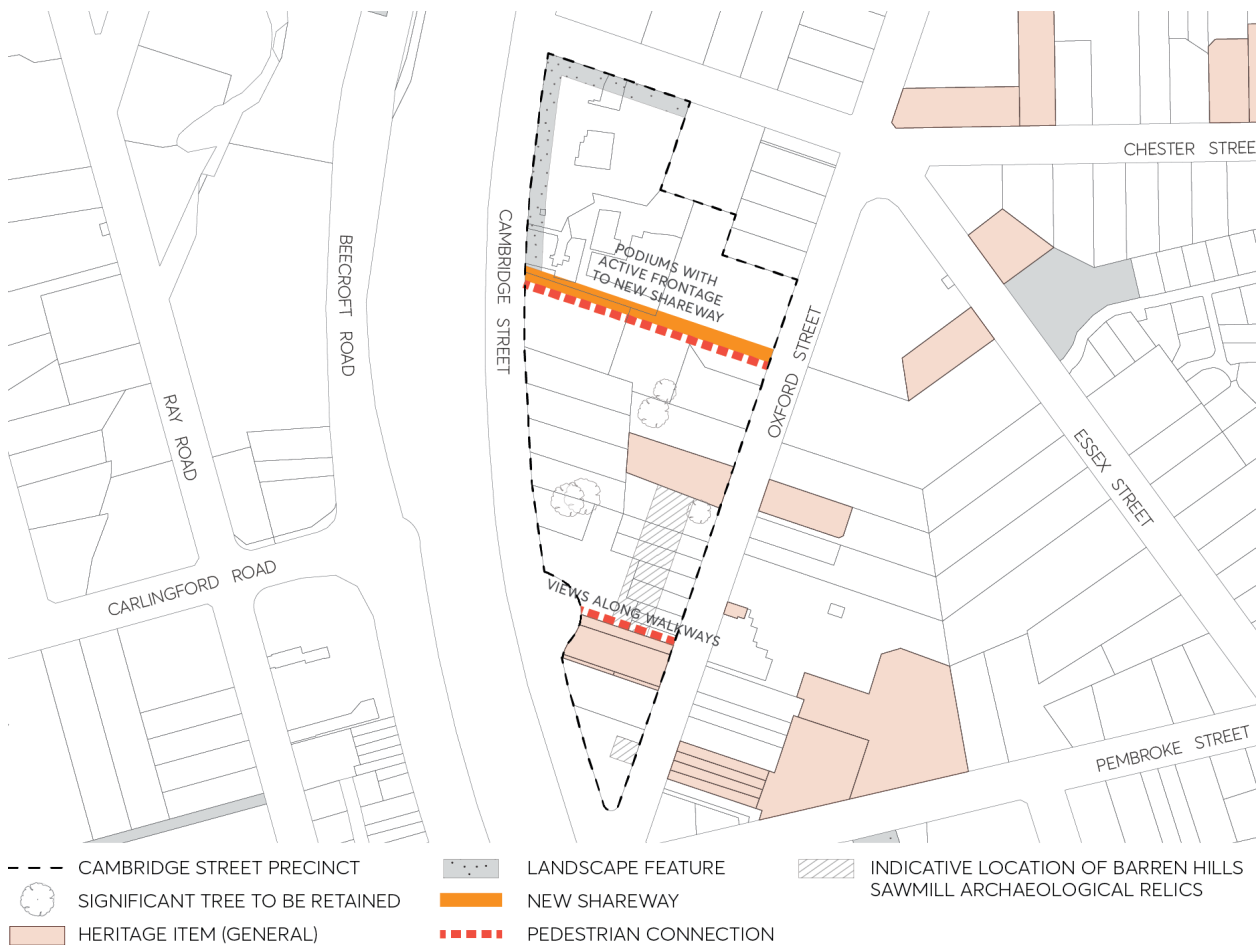


Figure 8.1.1.4.2.1 – Key principles diagram, Cambridge Street Precinct

Controls

Strategy

- C.01 Redevelopment of up to twenty two storeys should accommodate residential flats, offices, business and/or retail premises, serviced by basement parking.

Landscape setting

- C.02 Retain significant trees.
- C.03 Establish landscaped setbacks along non-active frontages. Investigate location of Barren Hills archaeological relics.

Public frontages

- C.04 Maximise activity along Oxford Street and Cambridge Street (south of the new shareway) and both sides of the new eastwest shareway by siting lower storeys without any setback from the footpath and accommodating a nearly-continuous mix of shop fronts and building entrances.
- C.05 Consolidate entries to basement and service areas to protect desired levels of activity facing all active streets and new shareway.

Servicing

- C.06 Provide a new east-west shareway for access linking Oxford Street and Cambridge Street as part of any future redevelopment of 41 Oxford Street (existing Cambridge Business Park). The detailed design of the street including the width, direction and intersection treatments are to be determined in consultation with Council and supported by a Traffic Impact Assessment.
- C.07 Provide access to basements and service areas from the shareway or Chester Street. If access is not available from these streets, consolidate vehicle entrances from Oxford Street.

Built form

- C.08 Provide a continuous podium of up to three storeys facing all streets, and shape each podium to address major street corners.
- C.09 Achieve a varied skyline by providing different heights, profiles and roof forms for successive buildings. Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

8.1.1.4.3 RAY ROAD, EPPING PRECINCT



Figure 8.1.1.4.3.1 – Key principles diagram, Ray Road Precinct

Controls

Strategy

- C.01 Redevelopment of up to fifteen storeys should accommodate residential flats, offices, business and/or retail premises, serviced by basement parking.

Servicing

- C.02 Provide access to basements and service areas from Beecroft Road or Ray Road.

Public frontages

- C.03 Maximise activity facing all streets by siting lower storeys without any setback from footpaths and accommodating a nearly-continuous mix of shopfronts and building entrances.
- C.04 Provide a pedestrian connection between Ray Road and Beecroft Road.
- C.05 Consolidate entries to basements and service areas to protect desired levels of activity facing all active streets.

Built form

- C.06 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

8.1.1.4.4 PEMBROKE STREET, EPPING PRECINCT



Figure 8.1.1.4.1 – Key principles diagram, Pembroke Street Precinct

Controls**Strategy**

- C.01 Redevelopment of up to fifteen storeys should accommodate residential flats, offices, business and/or retail premises, serviced by basement parking.
- C.02 Redevelopment should accommodate existing community and education facilities and heritage items.

Public frontages

- C.03 Maximise activity along Oxford Street and Pembroke Street by siting lower storeys without any setback from the footpath and accommodating a continuous mix of shop fronts and building entrances.
- C.04 Consolidate entries to basement and service areas to protect desired levels of activity facing all active streets.

Landscape setting

- C.05 Retain significant trees.

C.06 Landscaped setbacks should be maintained around St Alban's Anglican Church.

C.07 Investigate location of Barren Hills archaeological relics.

Servicing

C.08 Provide a new laneway linking Oxford Street and Pembroke Street as part of the redevelopment of the site in order to provide additional street frontages. The detailed design of the street including the width, direction and intersection treatments are to be determined in consultation with Council and supported by a Traffic Impact Assessment.

C.09 Provide access to basements and retail service areas from the shareway and Pembroke Street. Limit vehicle access from Oxford Street.

Built form

C.10 Provide a continuous podium of up to three storeys facing all streets and shape each podium to address major street corners.

C.11 Avoid extensive sheer vertical facades by setting upper storeys back from their podium. Towers should generally be aligned in an east-west direction.

C.12 Maintain heritage curtilage setbacks from St Alban's Anglican Church.

C.13 Maintain heritage shop fronts facades along Oxford Street with infill development behind.

C.14 Achieve a varied skyline by providing different heights, profiles and roof forms for successive buildings.

C.15 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

8.2 LOCAL CENTRES

This Section contains development controls for areas identified as Local Centres in Council's [Local Strategic Planning Statement 2036](#). They are identified as being a focal point of neighbourhoods, are diverse, vary in size, with essential access to day-to-day goods and services. These centres are best served by and are generally in close proximity to public transport, public open spaces, schools, shops, and other community and commercial services. Local Centres' low-scale character and identity of suburban Parramatta are to be preserved and enhanced, while their mixed use business zones are to promote diverse and active uses at the street level to encourage lively neighborhoods with interest and vitality. Figure 8.2.1 illustrates each of the Local Centres across the City.

Where there are inconsistencies between the controls contained within this Section and other controls within this DCP, these controls prevail to the extent of the inconsistency.

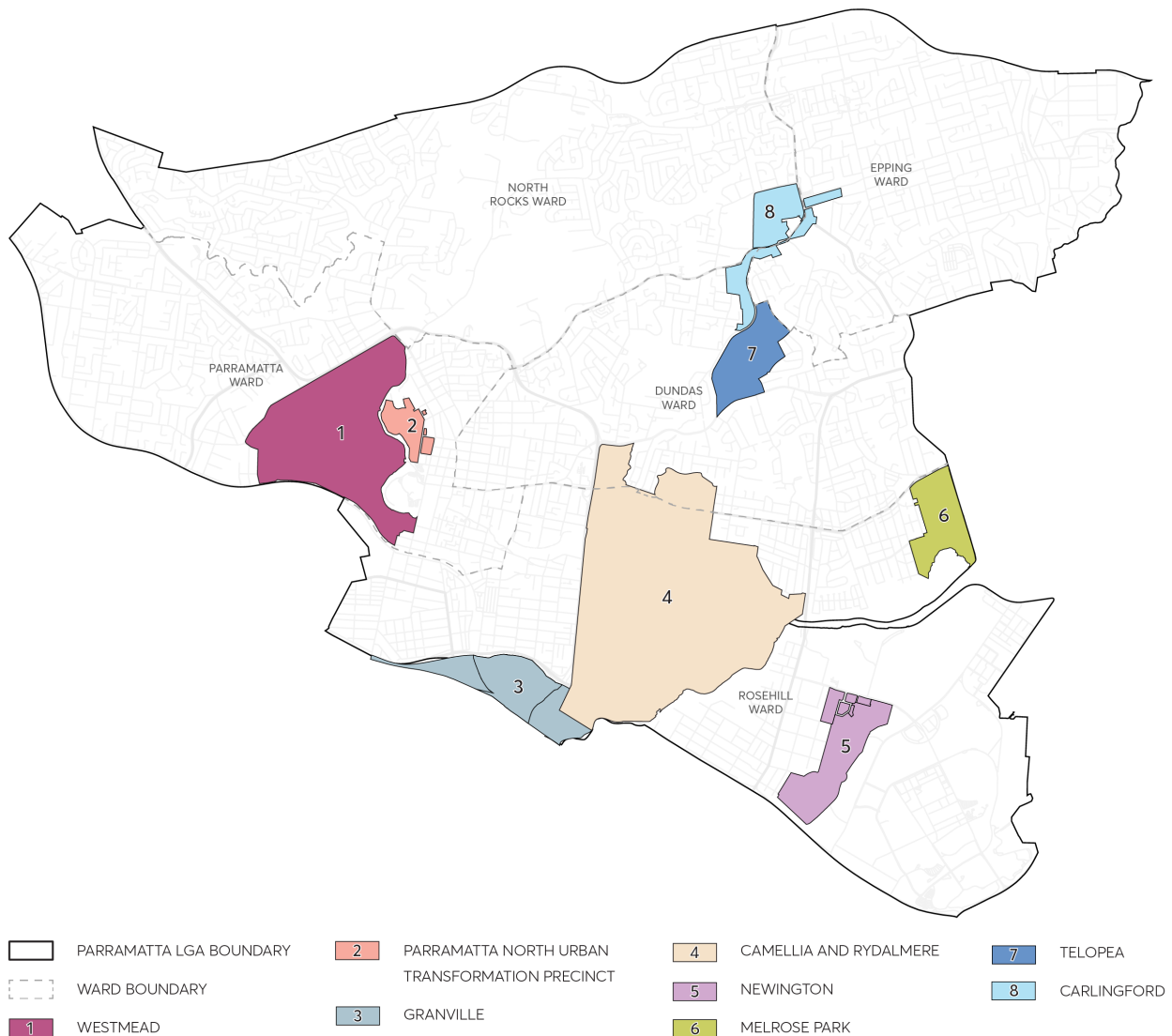


Figure 8.2.1 – Local centres

CONTENTS

8.2	LOCAL CENTRES	79
8.2.1	WESTMEAD LOCAL CENTRE	81
8.2.2	PARRAMATTA NORTH URBAN TRANSFORMATION PRECINCT	83
8.2.3	GRANVILLE LOCAL CENTRE	166
8.2.3.1	GRANVILLE TOWN CENTRE	168
8.2.4	CAMELLIA AND RYDALMERE	176
8.2.5	NEWINGTON LOCAL CENTRE	187
8.2.5.1	NEWINGTON SMALL VILLAGE	188
8.2.5.2	NEWINGTON BUSINESS PARK PRECINCT	190
8.2.5.3	NEWINGTON RESIDENTIAL PRECINCT	193
8.2.6	MELROSE PARK URBAN RENEWAL PRECINCT	217
8.2.7	TELOPEA LOCAL CENTRE	340
8.2.8	CARLINGFORD LOCAL CENTRE	377
8.2.8.1	CARLINGFORD CENTRAL	378
8.2.8.2	CARLINGFORD SOUTH	433
8.2.8.3	CARLINGFORD EAST (BUSINESS)	439
8.2.8.4	CARLINGFORD EAST (RESIDENTIAL)	442

8.2.1 WESTMEAD LOCAL CENTRE

8.2.1.1 DESIRED FUTURE CHARACTER

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



Figure 8.2.1.1.1 – Westmead Precinct

Objectives

- O.01 Ensure new developments protect the amenity of existing residents.
- O.02 Facilitate physical and business research links to other precincts, especially the Parramatta City Centre, Camellia and Rydalmere Precincts.
- O.03 Improve direct and efficient access to and through the precinct.
- O.04 Provide opportunities for a range of housing types.
- O.05 Develop a mixed use centre of retail, residential, business and community services at the transport node serving the precinct.
- O.06 Preserve and improve significant open space areas within the precinct.
- O.07 Maximise pedestrian links and connectivity along the creek/river corridor, throughout significant open space areas and the precinct as a whole.
- O.08 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.

Controls

- C.01 New development is to address and activate public domain areas including open spaces, streets, pedestrian links, laneways and public spaces.
- C.02 All new buildings and additions to existing buildings should not significantly impact upon sun access and accessibility of open space areas.
- C.03 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.
 - 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).

8.2.2 PARRAMATTA NORTH URBAN TRANSFORMATION PRECINCT

8.2.2.1 DESIRED FUTURE CHARACTER

The Parramatta North Urban Transformation (PNUT) is as a mixed use renewal precinct located adjacent to the Parramatta City Centre 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 is 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 facilitates 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 contains non-residential uses that facilitate public access and interpretation of its significant heritage.

The precinct accommodates 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 incorporates heritage buildings and structures, mature landscapes, and preserves significant ecological values along the riparian corridor. Extensive landscaping provides a high-quality and high amenity setting for the precinct.

The vitality of the precinct is supported by the Parramatta Light Rail, which provides connections to the employment, educational, recreation and health precincts within the Greater Parramatta area. New road, pedestrian and cycling networks support regional and local transport connections.

New buildings occur in a variety of forms, and generally scale down in height from east to west across the precinct. New development responds to significant views, vistas, cultural landscapes, plantings and historical (non-Aboriginal) archaeology and are suitably integrated with the retained heritage buildings and their settings.

New development are 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, are sympathetic to existing built form and respond to adjacent heritage buildings.

The eastern edge of the precinct contains the core of the precinct - a vibrant neighbourhood centre around the Factory Street extension. The centre offers opportunities for a range of retail, commercial and residential uses that serve the new and existing local communities. Development within the centre deliver a high-quality public domain, pedestrian through site links, street trees and wide footpaths. The centre has 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 8.2.2.1.1 - Parramatta North Urban Transformation Precinct

Note: Development must comply with the controls set out below and any relevant controls in Parramatta DCP 2023. Where there is any inconsistency the PNUT Special Precinct Provisions of this Part will prevail.

Objectives

- O.01 Provide for the conservation and interpretation of the rich heritage values of the Parramatta North Historic Sites.
- O.02 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.03 Provide a high-quality landscaped residential and commercial precinct in a well- connected location close to the Parramatta City Centre.
- O.04 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.05 Ensure that development respects the greater Parramatta Park area and World Heritage listed Old Government House and Domain precinct.

- O.06 Facilitate visual and physical access to the Parramatta River and opportunities for future connections across the river.
- O.07 Provide new development, mainly in the form of residential apartments, that respects the existing heritage buildings and landscapes.
- O.08 Facilitate improved active transport links to the surrounding area.
- O.09 Facilitate high-quality public transport connectivity with Westmead and Parramatta City Centre.
- O.10 Ensure all development comply with the principles, policies and guidelines contained in the Parramatta North Historic Sites Conservation Management Plan (PNHS CMP).

Controls

- C.01 Conserve and activate buildings of cultural significance through appropriate new uses.
- C.02 Interpret the diverse aspects of Aboriginal and European history and occupation of the site and river foreshore.
- C.03 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.
- C.04 Retain and enhance the key landscape characteristics of the site, consistent with the *PNUT Canopy Replenishment Strategy*.
- C.05 Scale, siting and location of development to respect key heritage views and vistas.
- C.06 That new development respects existing heritage buildings and structures through adherence to relevant development design controls contained in this Section of this DCP.

8.2.2.2 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.

Objectives

- O.01 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.02 New buildings will demonstrate design excellence and consideration of their location and context.
- O.03 New buildings will integrate positively with the surrounding streetscape, public domain and existing buildings, in particular the Parramatta North Historic Sites (PNHS).
- O.04 The architectural design and detailing of new development must respect the existing context to provide integration with the surrounding urban fabric.
- O.05 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.

Controls

- C.01 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.
- C.02 In accordance with *Parramatta LEP 2023*, development consent for some developments may not be granted unless an architectural design competition is carried out (refer to Clause 6.13 Design Excellence, *Parramatta LEP 2023*). As part of the competition process for developments within PNUT, at least one member of the Design Jury must have relevant heritage architectural expertise.
- C.03 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.
- C.04 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.

8.2.2.3 SUBDIVISION

The Indicative Layout Plan (ILP) (Figure 8.2.2.3.1) 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.01 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.02 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.03 Provide a range of development lots of suitable sizes and dimensions to support high-quality residential and mixed use development.
- O.04 Facilitate the timely delivery of the street network, open space areas and supporting infrastructure.
- O.05 Enable the protection and management of existing heritage buildings and proposed new buildings within development lots.
- O.06 To not prejudice affect the future development of sites adjacent to the PNUT.
- O.07 Provide opportunities for connections with surrounding land.
- O.08 To ensure that development lots facilitate the conservation and interpretation of the Parramatta North Historic Sites as places of exceptional heritage significance.

Controls

- C.01 Subdivision of the site is consistent with the intent of the Indicative Layout Plan shown in Figure 8.2.2.3.1 and the objectives and principles contained in this development control plan.
- C.02 Provide development lots that facilitate a new local retail centre at Factory Street and Fleet Street.
- C.03 Provide development lots that allow for new development to be sensitively located adjacent to existing heritage buildings and landscapes.
- C.04 Allow for the provision of efficient and effective public transport options for the site.
- C.05 Subdivision is to create contiguous lots known as the 'Historic Core' of the site, shown as areas F6, F7 and F8 on Figure 8.2.2.3.1. 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.06 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.07 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.08 Development Applications for subdivision are to be in accordance with the Street Types and Connections at Figure 8.2.2.5.1.
- C.09 Proposals for further subdivision of the developments lots shown in the Indicative Layout Plan at Figure 8.2.2.3.1 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.10 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.11 The significance and character of any heritage item must not be adversely affected through subdivision.
- C.12 Any subdivision involving heritage items or contributory buildings should not compromise the setting or curtilage of buildings/items on or adjoining the site.



Figure 8.2.2.3.1 - Parramatta North Urban Transformation Precinct Indicative Layout Plan

8.2.2.4 PUBLIC DOMAIN AND OPEN SPACE

Objectives

- O.01 Creation of an open space network within the site that provides for high-quality amenity.
- O.02 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.03 Creation of an open space network that accommodates a range of active and passive recreational uses.
- O.04 Provide open space linkages to the Parramatta River foreshore, with consideration of the sensitive ecological values of the area.
- O.05 Ensure that new buildings are designed, located and orientated to help activate and define open spaces.
- O.06 Maximise public access to the open space network and provide an integrated pedestrian and cycle network.
- O.07 Develop sustainable stormwater and ecological management systems.
- O.08 Enhance and expand connections of existing vegetation communities to the river foreshore.
- O.09 Enhance the existing mature landscape qualities of the site.

Controls

- C.01 Provide a linear open space on the bank of the Parramatta River that contributes to local amenity and regional connectivity.
- C.02 Provide an open space network that links to wider regional open spaces.
- C.03 Provide a hierarchy of open spaces that offer active and passive recreation.
- C.04 Make public open space areas accessible to the community.
- C.05 Ensure that the new uses for retained heritage buildings situated in the public domain enhance their relationship with the public domain.
- C.06 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.
- C.07 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.
- C.08 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).
- C.09 Development Applications for subdivision are to be in accordance with the Open Space Plan at Figure 8.2.2.4.1 Open Space Provision.

- C.10 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.11 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.12 Development is to comply with the principles and guidelines contained in the PNUT Public Domain Plan.
- C.13 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.14 Any significant works along the riparian corridor shall be accompanied by a Vegetation Management Plan prepared by a qualified ecologist.



Figure 8.2.2.4.1 - Open Space Provision

8.2.2.5 SITE ACCESS, CIRCULATION AND CONNECTIVITY

Objectives

- O.01 Encourage walking and cycling within and through the site by providing safe and legible pedestrian, cycle and shared paths.
- O.02 Provide for safe, clear and legible pedestrian, cycle and vehicular movements within the site and connecting to surrounding areas.
- O.03 Provide for opportunities for future integration with adjoining land and connections to regional open space and cycle networks.
- O.04 Provide regional pedestrian and cycleway connections on the site to facilitate east- west and north-south movements.
- O.05 Accommodate potential public transport access through the PNUT.
- O.06 Provide new connections through development lots to respond to heritage buildings and landscapes, improve through block connections and better links to regional connections.

Controls

- C.01 Create new site vehicular and pedestrian access points at Factory Street and Dunlop Street.
- C.02 Enhance east-west and north-south connectivity and permeability which prioritise pedestrians and cyclists.
- C.03 Establish a clear site circulation loop based on the existing street pattern centred on the existing oval.
- C.04 Incorporate a cycleway system within and through the site that connects with the broader Parramatta cycle network.
- C.05 Provide a network that can be expanded into surrounding lands.
- C.06 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.
- C.07 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.
- C.08 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.
- C.09 Development Applications for pedestrian and cycle connections are consistent with Figures 8.2.2.5.1 to 8.2.2.6.9.
- C.10 Future paths are to facilitate a network of shared (pedestrian and cyclists) use paths whilst minimising the extent of new paved surfaces.
- C.11 Paving treatments are to be consistent with the PNUT Public Domain Plan.



Figure 8.2.2.5.1 - Street Network

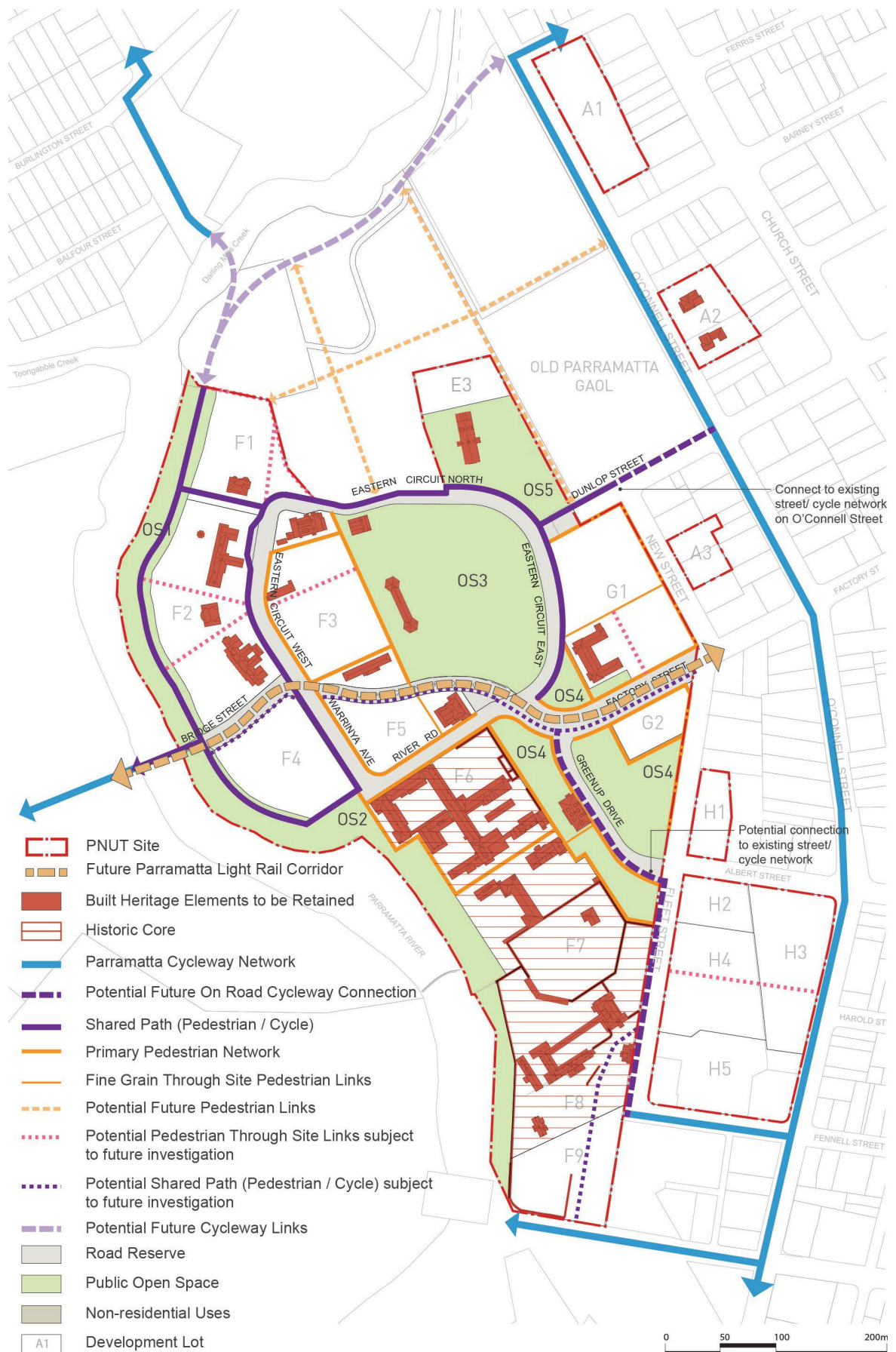


Figure 8.2.2.5.2 - Indicative Pedestrian and Cycle Network

8.2.2.6 STREET NETWORK

Objectives

- O.01 Provide a street network that responds to the heritage constraints of the site as well as the existing street network and development pattern.
- O.02 Restrict car parking in order to minimise traffic congestion and visual impacts and encourage transport use by means other than private vehicles.
- O.03 Maximise the legibility of the street layout by establishing a clear hierarchy of streets, and protecting heritage places and structures.
- O.04 Provide significant street tree planting to achieve shady streets for pedestrians.
- O.05 Provide a street network which responds to the Parramatta Light Rail Network.

Controls

- C.01 Detailed design and implementation of new streets are to have regard to the site's heritage values and constraints.
- C.02 Significant road alignments are to have regard to the Parramatta North Historic Sites Consolidated Conservation Management Plan.
- C.03 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.
- C.04 Development Applications for street network are to be in accordance with the Street Types at Figure 8.2.2.5.1. 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.05 New and upgraded streets are to be consistent with the indicative street sections at Figures 8.2.2.6.1 to 8.2.2.6.9 and the Public Domain Plan.
- C.06 New and upgraded streets are as per Austroads Pavement Design Guide, subject to an assessment of any site-specific design requirements or constraints.

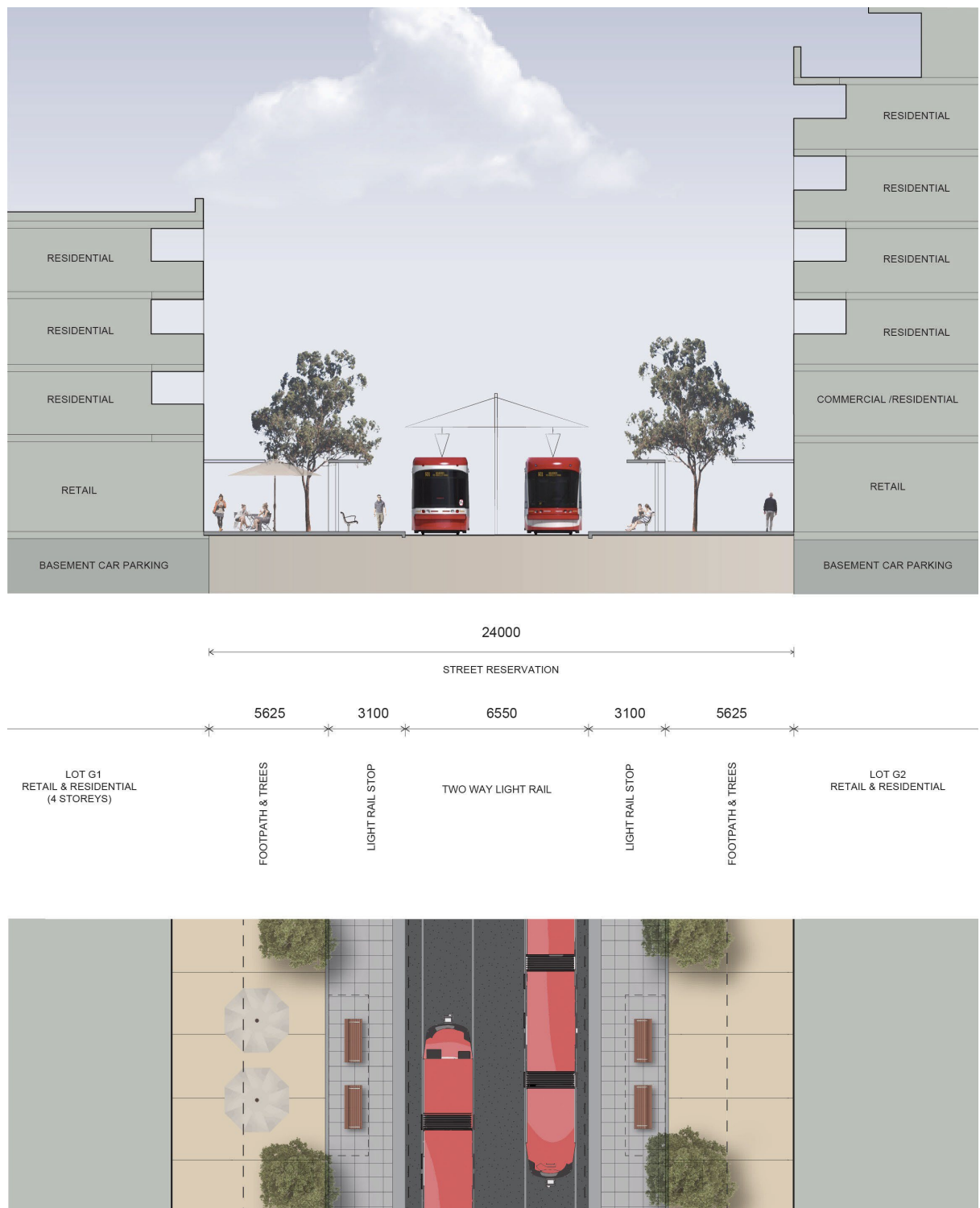


Figure 8.2.2.6.1 - Typical street section 1 – Factory Street

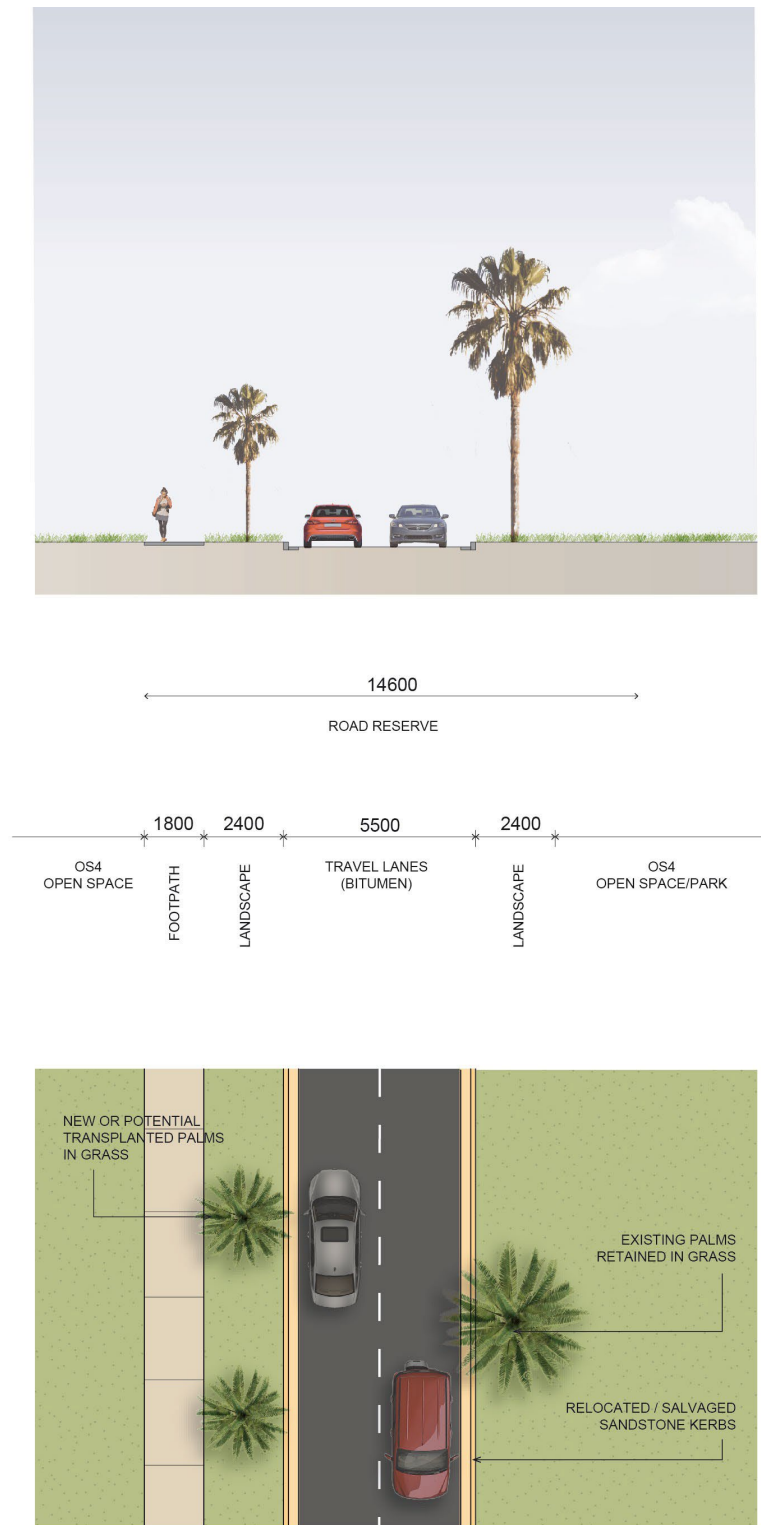


Figure 8.2.2.6.2 - Typical street section 2 – Greenup Drive

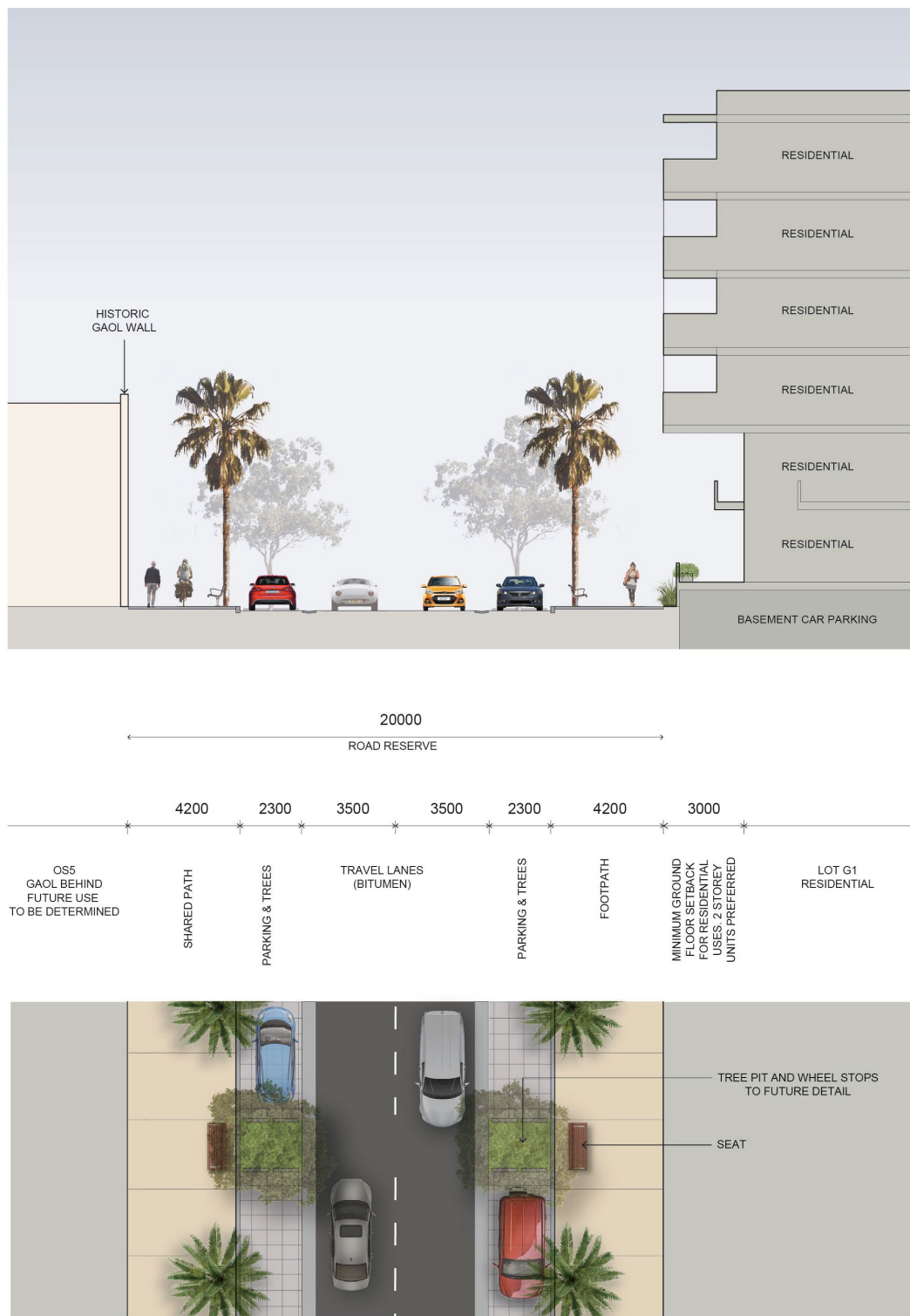


Figure 8.2.2.6.3 - Typical street section 3 – Dunlop Street

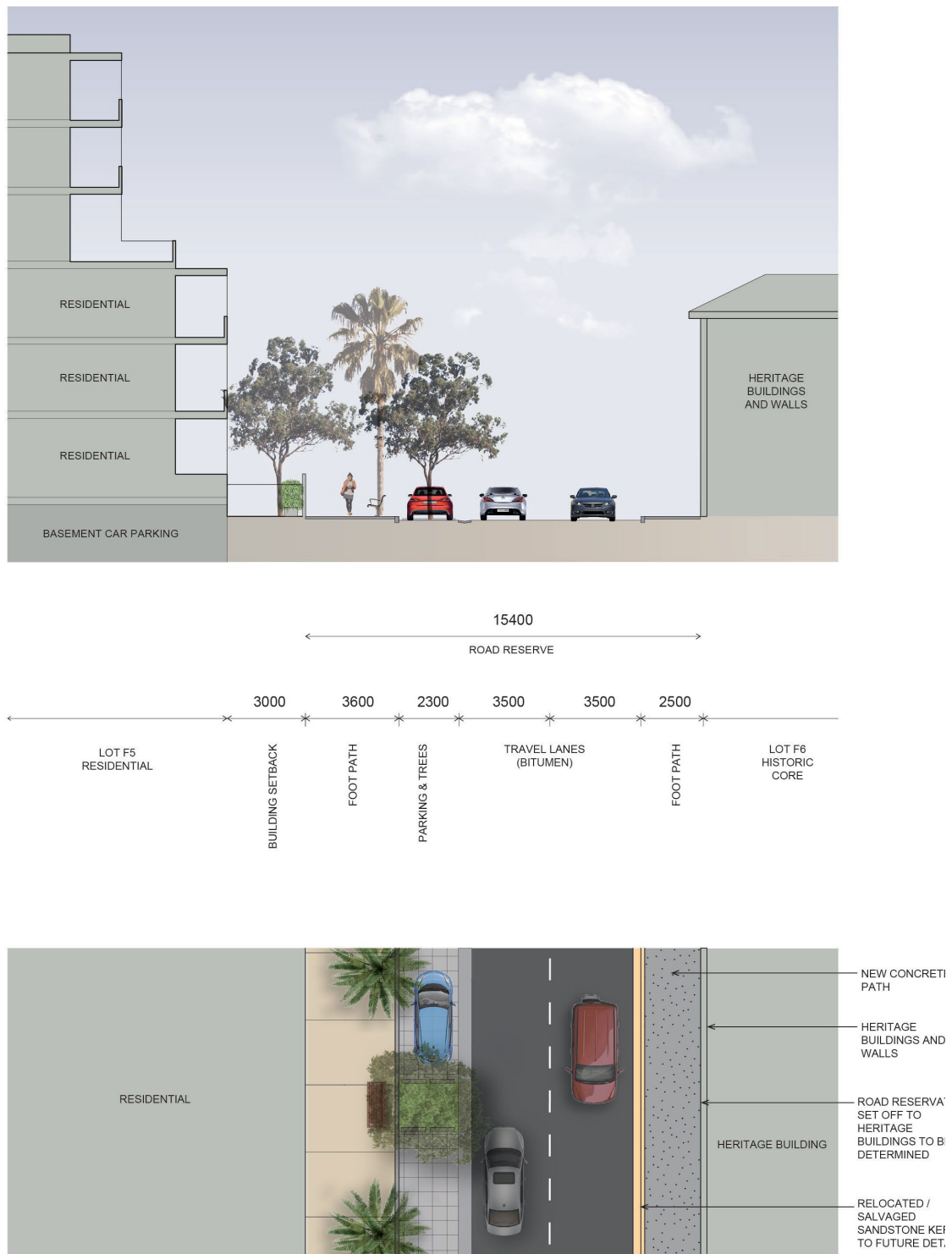


Figure 8.2.2.6.4 - Typical street section 4 – River Road

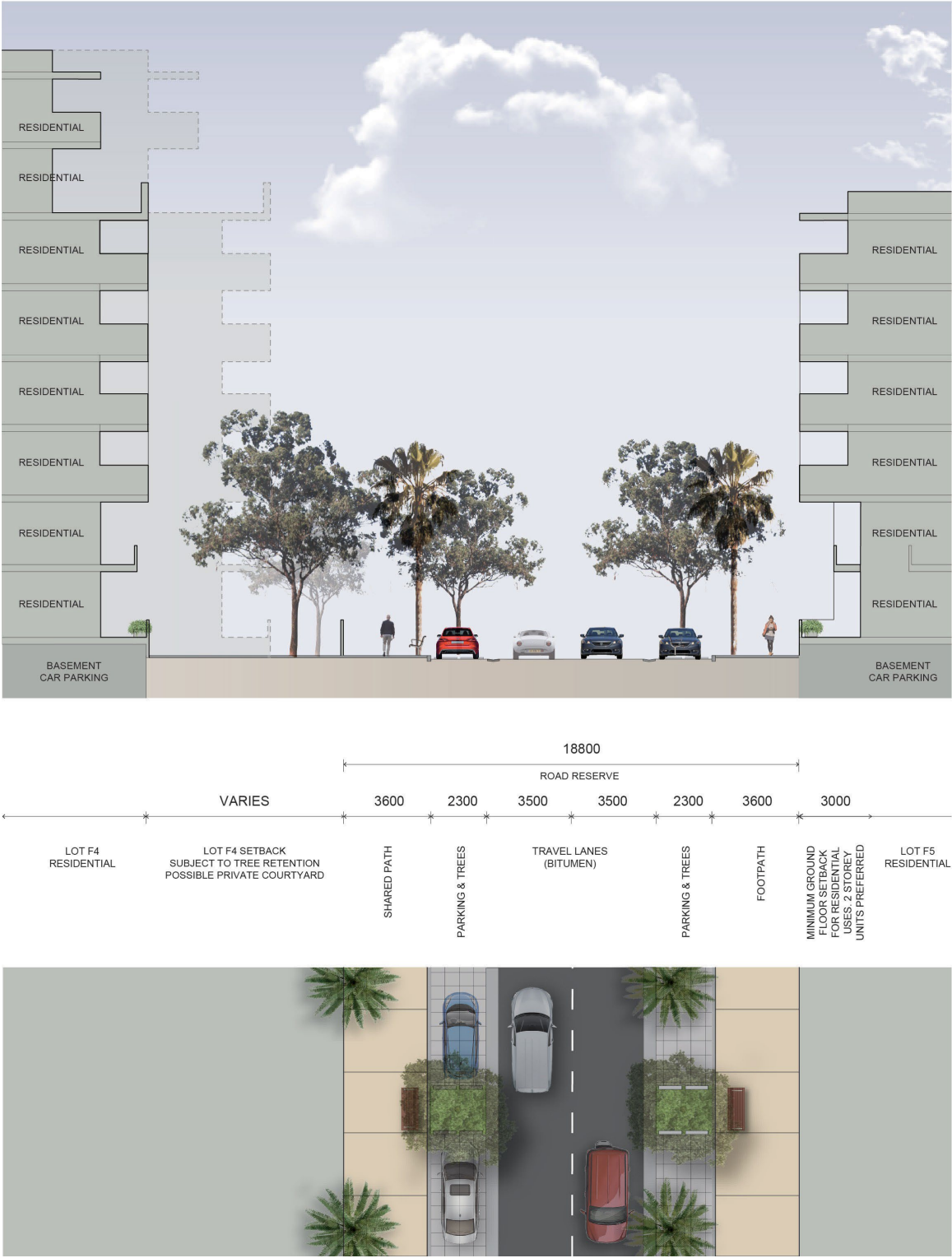


Figure 8.2.2.6.5 - Typical street section 5 – Warrinya Avenue

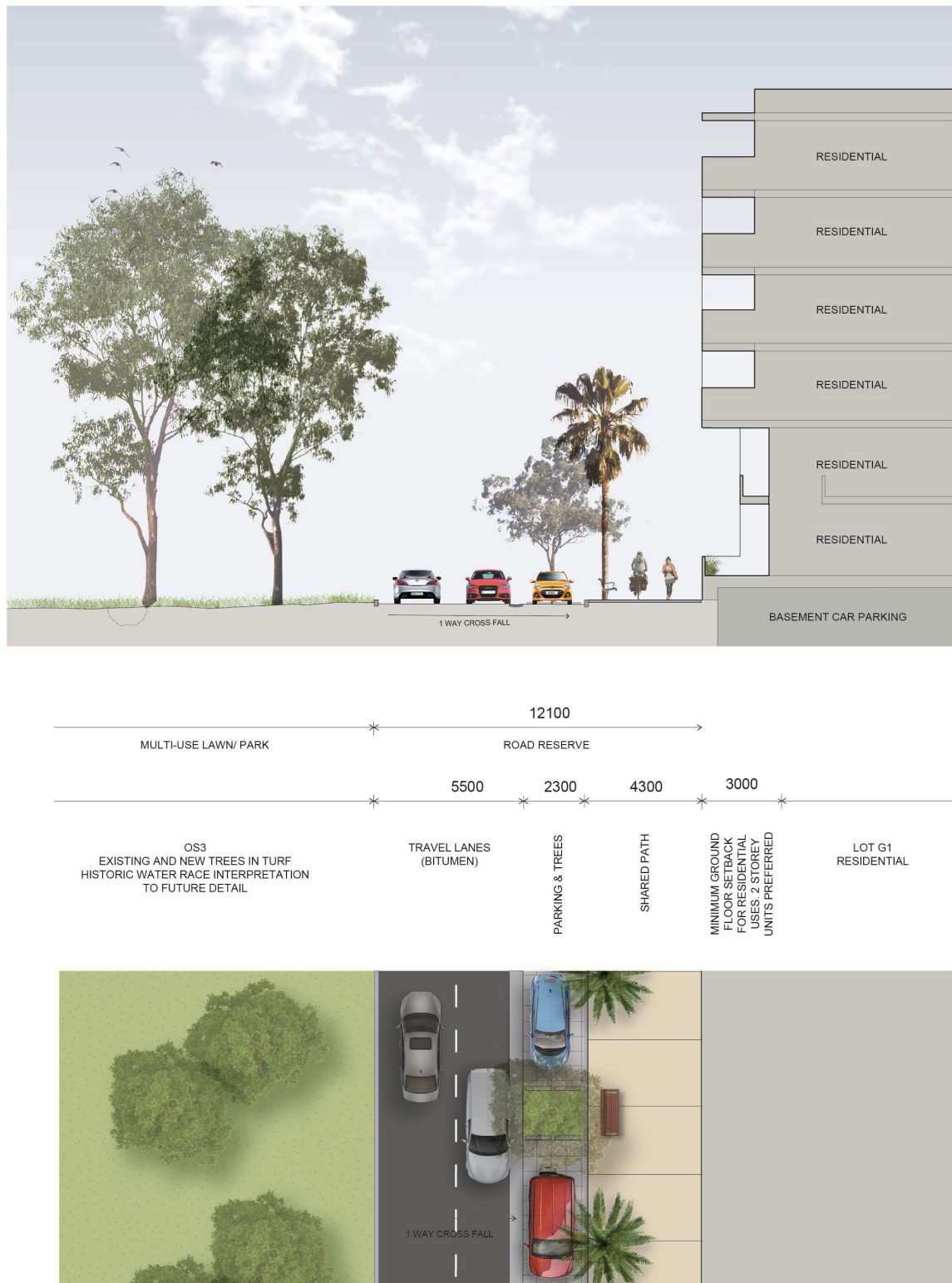


Figure 8.2.2.6.6 - Typical street section 6 – East Circuit (east)

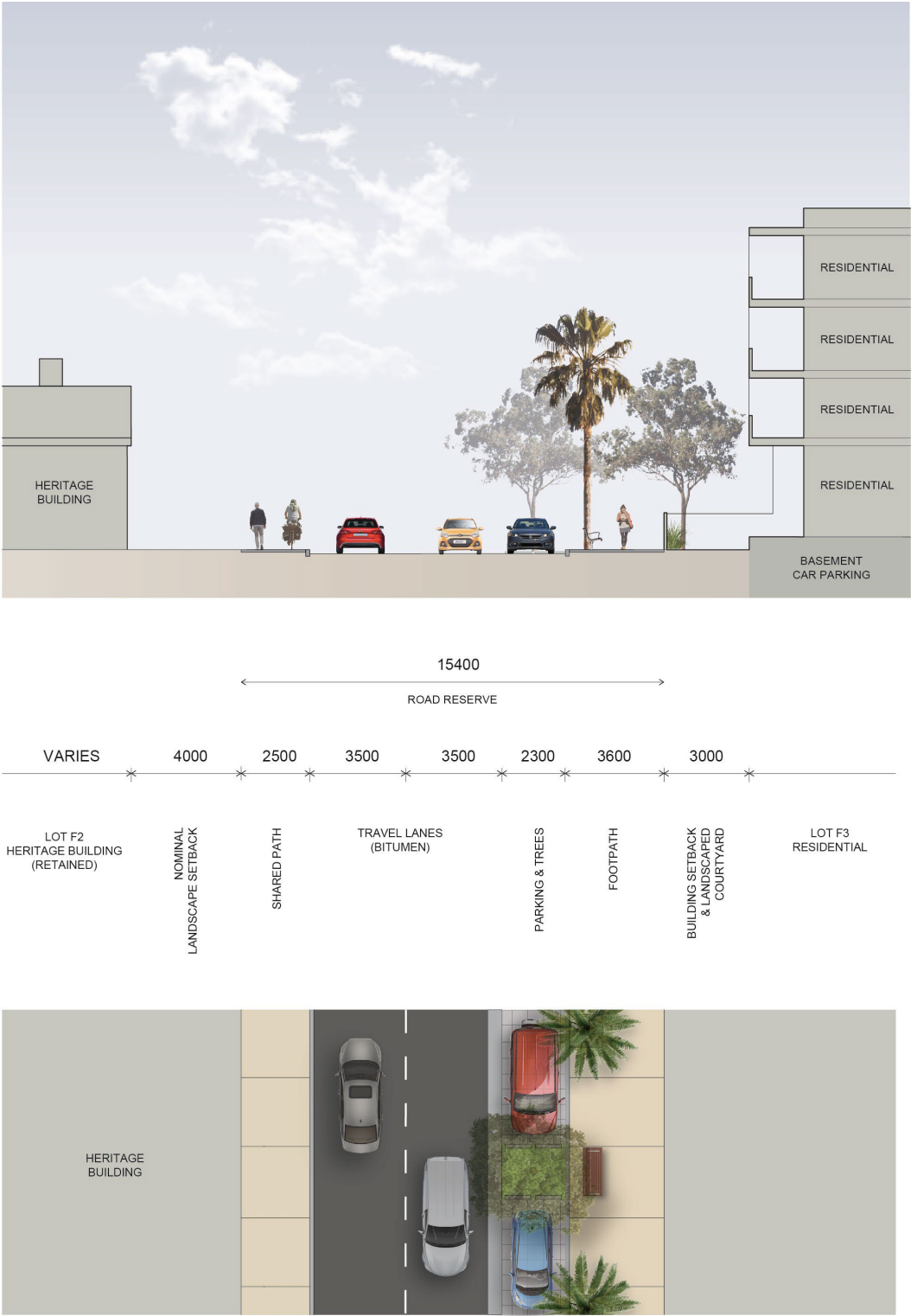


Figure 8.2.2.6.7 - Typical street section 7 – East Circuit (west)



Figure 8.2.2.6.8 - Typical street section 8 – East Circuit (north)

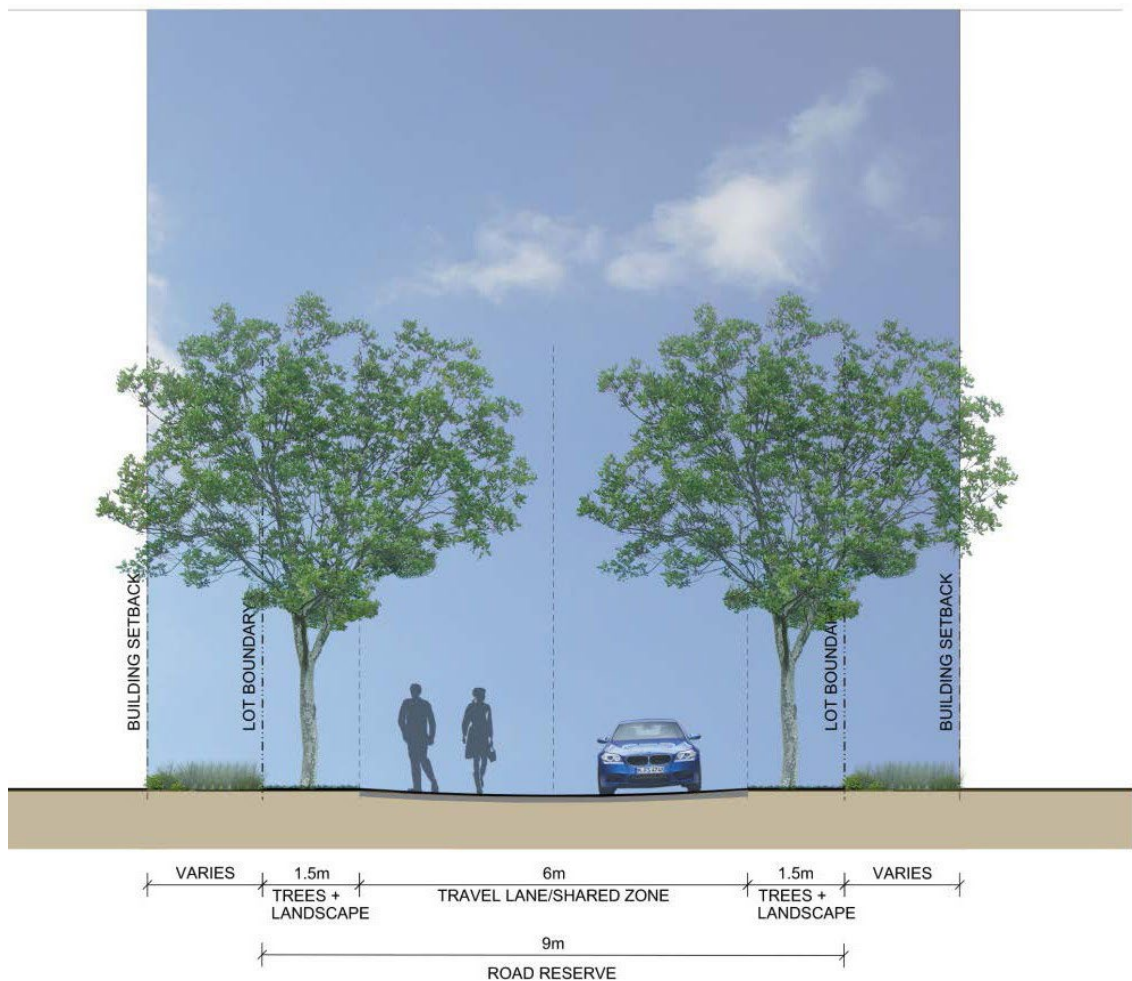


Figure 8.2.2.6.9 - Typical shared street section 9

8.2.2.7 ALLOCATION OF GROSS FLOOR AREA

The maximum floor space ratio controls for the site are provided in the *Parramatta LEP 2023*. 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 LEP 2023*.

Objectives

- O.01 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. G2) consistent with the maximum floor space ratio in the *Parramatta LEP 2023*.
- O.02 Allow for the early delivery of public open space and street network.

Controls

- C.01 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.
- C.02 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 LEP 2023* or as otherwise nominated in a Notice of Development Consent granted by a relevant consent authority.
- C.03 The maximum gross floor area for each lot shall include all buildings accommodated on a development lot, including retained heritage buildings and structures.
- C.04 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.05 Development Applications must submit supporting plans that demonstrate the gross floor area outcome on the development lot is consistent with *Parramatta LEP 2023* or as otherwise nominated in a Notice of Development Consent granted by a relevant consent authority.

8.2.2.8 BIODIVERSITY

The PNUT contains species that are listed as vulnerable under the *Biodiversity Conservation Act 2016* 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.01 Have consideration for and maintain the biodiversity of the PNUT.
- O.02 Minimise habitat disturbance and avoid disturbance of the GHFF camp.
- O.03 Enhance the ecological values of the riparian corridor and the River-Flat Eucalypt Forest.
- O.04 Avoid adverse impacts upon threatened and vulnerable species and significant ecological communities.
- O.05 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.

- Implementing best practice bush regeneration techniques to regenerate native vegetation species and control weeds.

O.06 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.
- Educating the community about the risks and benefits of flying-foxes

Controls

- C.02 Development of the PNUT must submit appropriate assessment documentation to demonstrate consideration of the ecological values of the PNHS site.
- C.03 Development shall demonstrate it has regard to the PNUT Riparian Corridor Strategy (ELA 2016) and PNUT Canopy Replenishment Strategy.

8.2.2.9 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 LEP 2023* and the State Heritage Register (as identified on Figure 8.2.2.9.1) 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, policies 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.

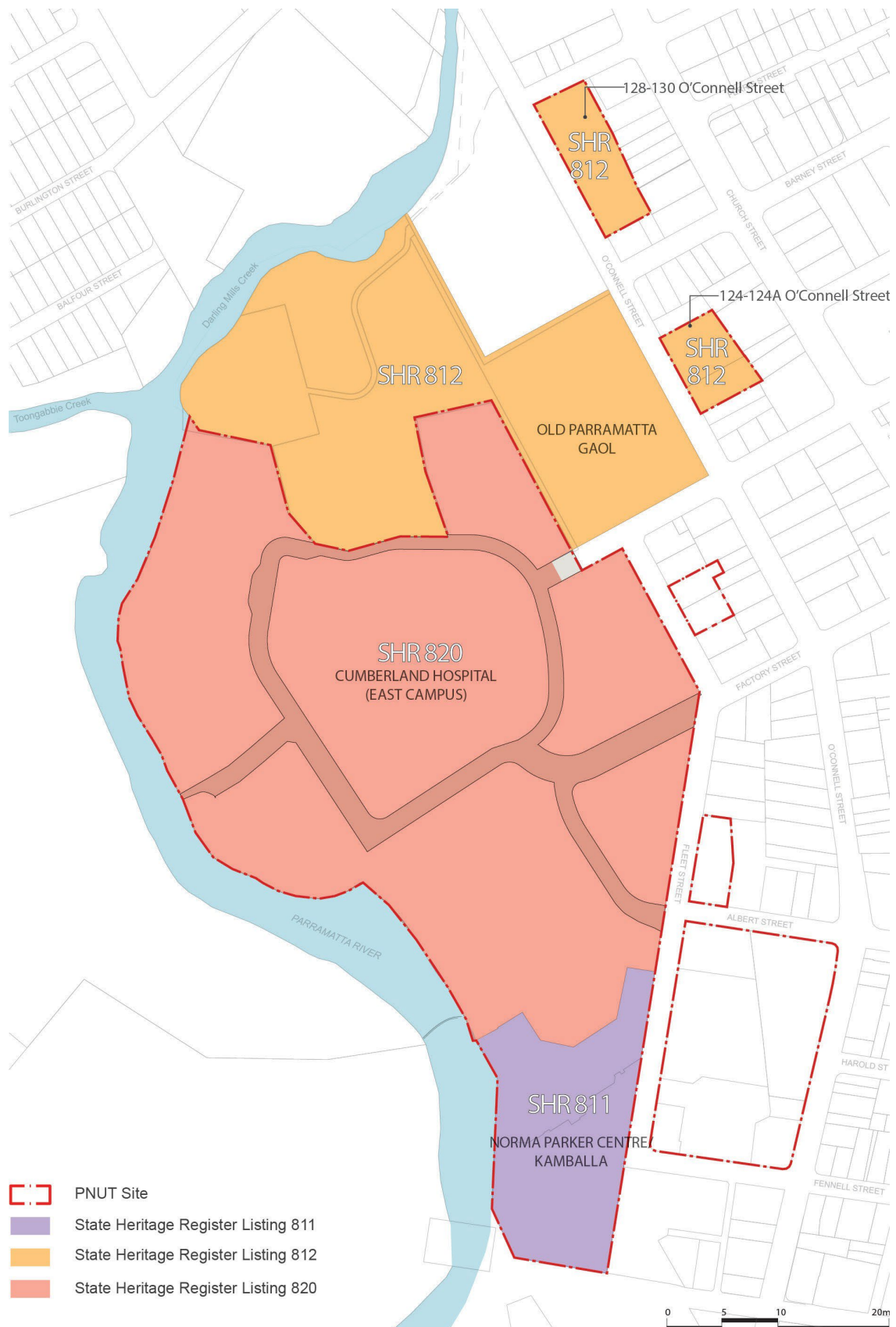


Figure 8.2.2.9.1 - State Heritage Register Listing Boundaries

8.2.2.9.1 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.

Objective

- O.01 Ensure adequate protection and best-practice management of Aboriginal archaeology and cultural heritage within the PNUT.

Controls

- C.01 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.02 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.03 State significant archaeology shall be confirmed through archaeological test excavation and be managed in accordance with the PNHS CMP.

8.2.2.9.2 CULTURAL LANDSCAPES

The PNUT contains significant cultural landscapes that include significant building layouts, spaces, built landscape elements and plantings.

Objectives

- O.01 Protect and appropriately manage the significant European cultural landscapes within the PNUT including layouts, spaces and hard landscaping elements.
- O.02 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.03 Retain and conserve the character of the significant cultural landscapes consistent with the PNHS CMP.
- O.04 Protect significant views to and from the PNUT and significant views within the site consistent with the PNHS CMP.
- O.05 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.01 New developments are to identify and respond to an appropriate setting (curtilage) of existing heritage buildings as identified in Section 8.2.2.10 of this DCP, and as documented in PNHS CMP.
- C.02 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 Section 5.3.4 – Tree and Vegetation Preservation of this DCP.
- C.03 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.04 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.05 Any new development must allow interpretation of the heritage significance of the site, consistent with the requirements of the PNHS Heritage Interpretation Strategy.
- C.06 Existing sandstone kerbs impacted by public domain or future lot development must be salvaged for re-use on-site.
- C.07 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).
 - retained sections along Eastern Circuit.
- C.08 Sandstone kerbing must be considered for use/re-use:
- to assist with the re-instatement of Dunlop Street and/or Factory Street.
 - repair or re-construct existing sandstone kerbs on Fleet Street.
- C.09 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.

8.2.2.9.3 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 8.2.2.9.6.1). The PNHS CMP also provides guidance for the conservation of these buildings and structures.

Objectives

- O.01 Protect the heritage significance of the PNHS within the PNUT.
- O.02 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.03 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).

Controls

- C.01 The assessment of the conservation of buildings and structures is to be consistent with their assessed levels of heritage significance (refer Figure 8.2.2.9.3.1) 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.
- C.02 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.
- C.03 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.
- C.04 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.05 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.06 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 LEP 2023*.
- C.07 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.
 - 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.08 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.

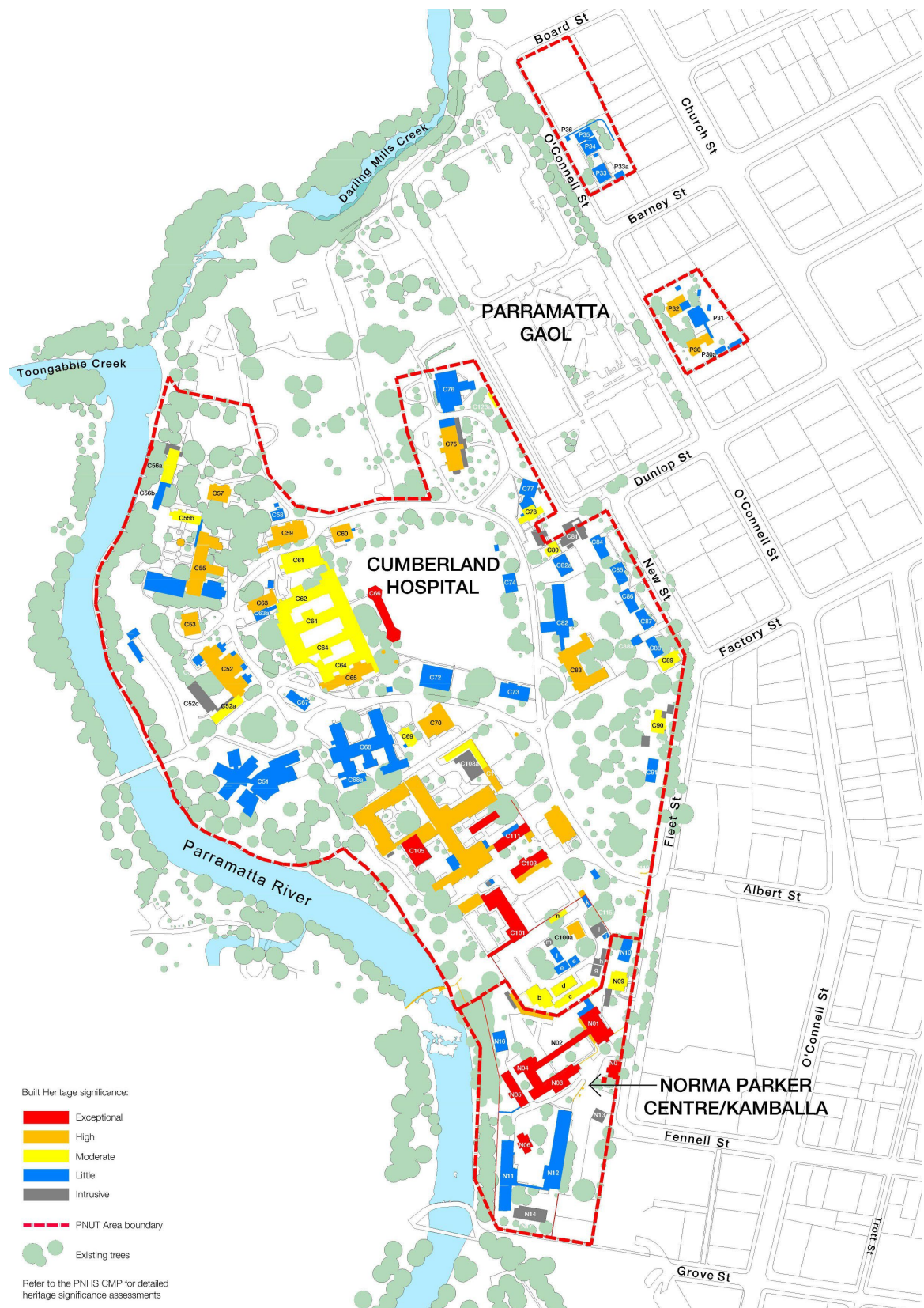


Figure 8.2.2.9.3.1 - Built Heritage Significance (Source: PNHS CMP)

8.2.2.9.4 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.01 Ensure adequate protection and appropriate management of the significant archaeological resource within the PNUT.
- O.02 Ensure that archaeology of local, state and potential National significance is retained in situ, wherever possible, and be interpreted within new development.

Controls

- C.01 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.02 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.03 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.

8.2.2.9.5 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.01 Ensure significant views and vistas to, from and within the PNUT are protected and enhanced.
- O.02 Ensure new development has regard to the views and vistas relating to the location, siting and design of new development.

Controls

- C.01 Development within the PNUT is to protect and enhance the views, vistas and view axes identified in Figure 8.2.2.9.5.1 to 8.2.2.9.5.3.
- C.02 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.
- C.03 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.

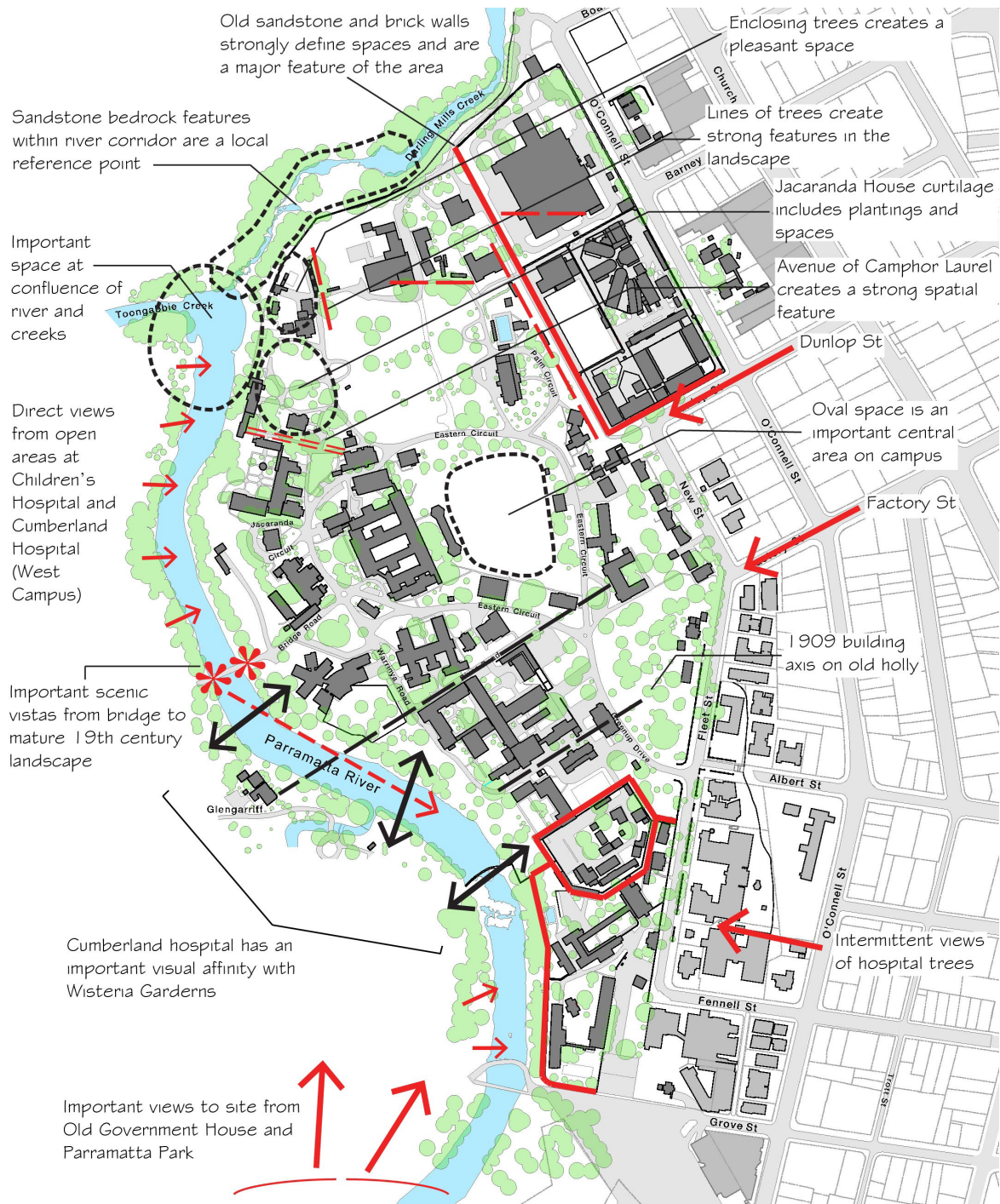


Figure 8.2.2.9.5.1 - Key Views, Landmarks and View Axes (Source: PNHS CMP)

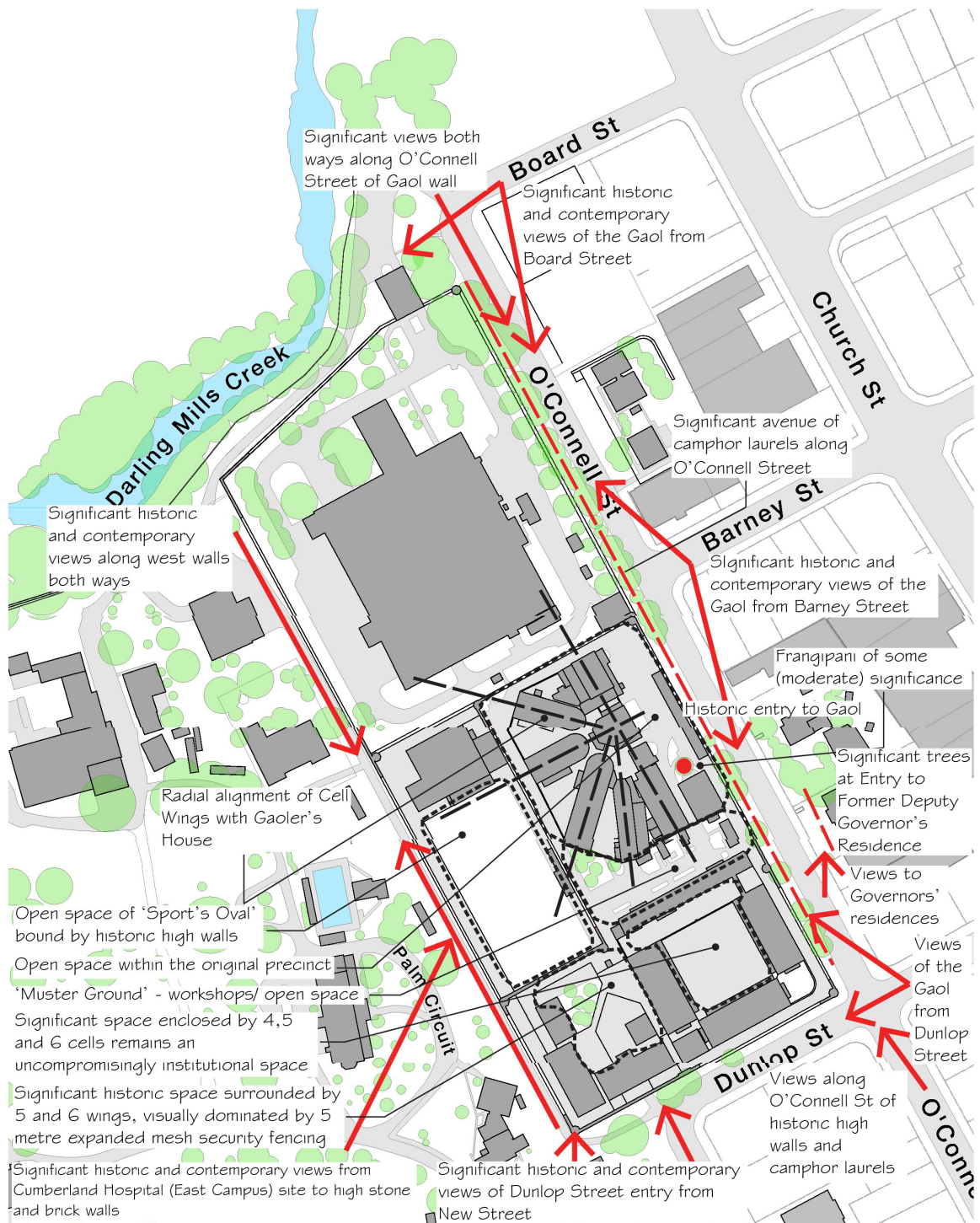


Figure 8.2.2.9.5.2 - Key Views, Landmarks and View Axes (Source: PNHS CMP)

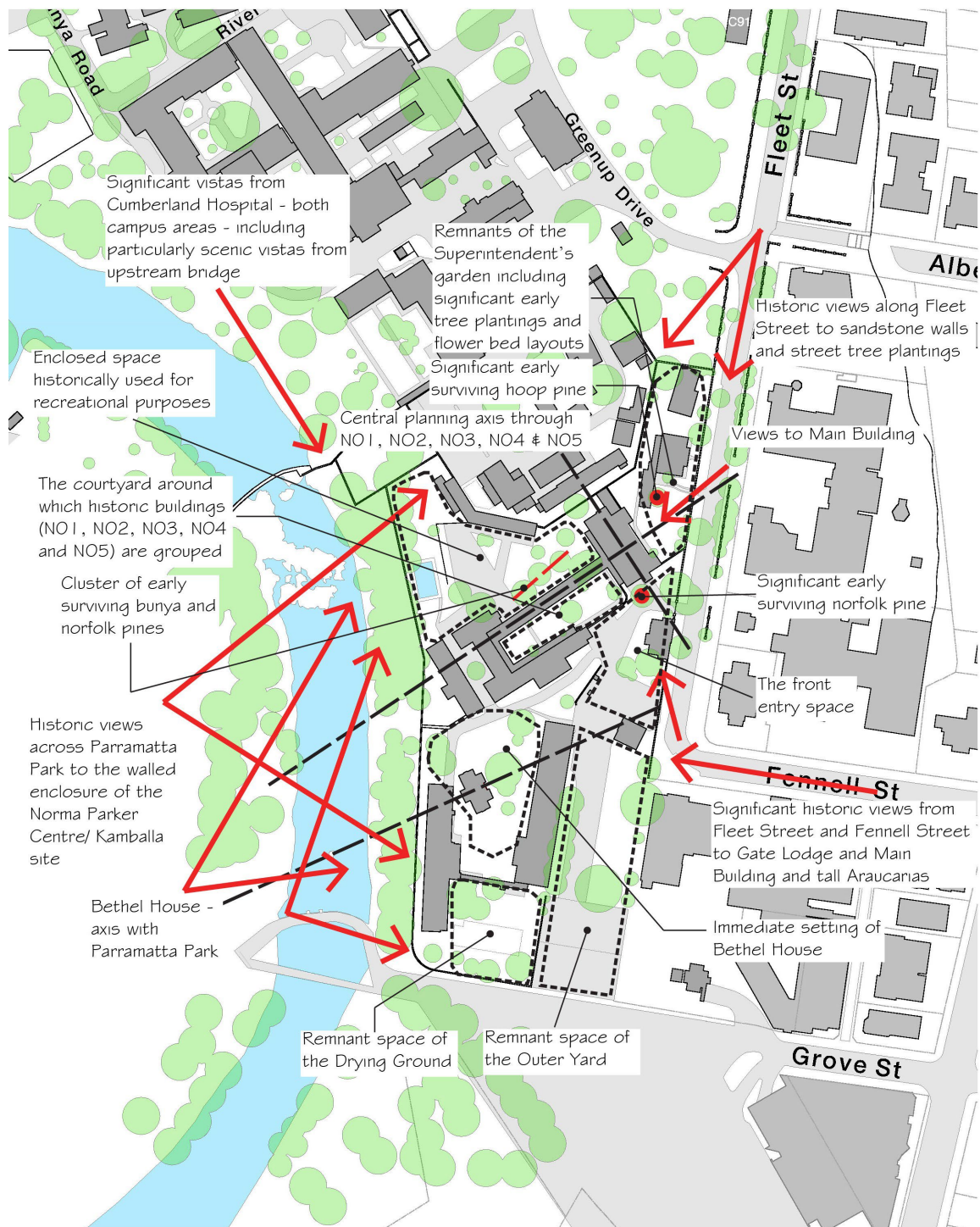


Figure 8.2.2.9.5.3 - Key Views, Landmarks and View Axes (Source: PNHS CMP)

8.2.2.10 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 8.2.2.12.1. Design guidelines for each of the development lots are provided at Figures 8.2.2.12.1.1 to Figure 8.2.2.12.15.1.

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 Parramatta DCP 2023. Where there is any inconsistency Part 8 will prevail.

8.2.2.10.1 BUILT FORM AND MASSING

Objectives

- O.01 Ensure that high levels of residential amenity are achieved.
- O.02 Provide for appropriate separation of buildings to provide opportunities for solar access, natural ventilation, privacy control and provision of outlooks.
- O.03 Ensure new buildings respond to and respect the existing heritage buildings, structures and landscapes.
- O.04 Ensure development floor plate sizes and building footprints are not excessive.
- O.05 Provide adequate opportunities for landscaping.

Controls

- C.01 Each development lot identified at Figure 8.2.2.12.1 and where it may be possible, is to include landscaping to complement the landscaping provided in the public domain.
- C.02 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.03 New buildings should not be longer than 45 metres in length.
- C.04 Where buildings cannot demonstrate a maximum of 45 metres in length, building facades must be articulated 'breaks' in the building form.
- C.05 The maximum floorplates for tower buildings of more than 12 storeys is 850m² (gross building area).

8.2.2.10.2 RELATIONSHIP BETWEEN NEW DEVELOPMENT & EXISTING BUILT FORM

Controls

- C.01 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.
- C.02 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.

- C.03 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.
- C.04 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.

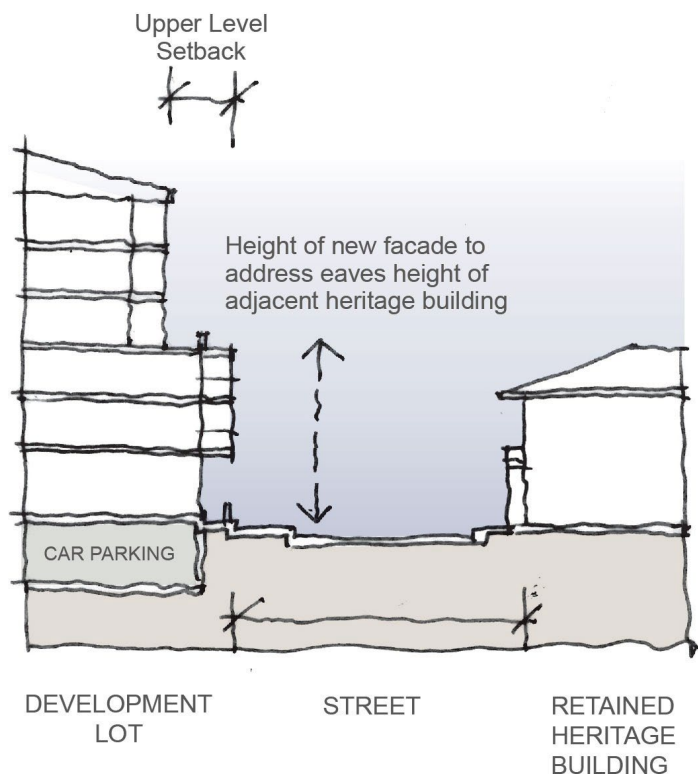


Figure 8.2.2.10.2.1 - Relationship with heritage buildings

- C.05 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 8.2.2.10.2.1.
- C.06 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.07 Where gable or hipped roofs are proposed, the angle of the pitch must be compatible with the adjacent heritage building.
- C.08 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.09 Any new addition to heritage buildings is 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.

8.2.2.10.3 IMPORTANT CORNERS

Control

- C.01 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.

8.2.2.10.4 EXISTING AND NEW VEGETATION

Controls

- C.01 Significant trees and landscape elements must be retained and incorporated in new development.
- C.02 New landscaping is to be consistent with the Parramatta North Historic Sites Consolidated Conservation Management Plan (PNHS CMP) and PNUT Canopy Replenishment Strategy.
- C.03 Developments are to consider and reflect the site's historic planting regimes and species in the layout and specification of future landscape designs.
- C.04 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.
- C.05 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.06 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.07 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.08 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.

8.2.2.10.5 IMPORTANT INTERFACE WITH PUBLIC OPEN SPACE

Controls

- C.01 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.
- C.02 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.
- C.03 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.
- C.04 Development shall respect and contribute to the open landscape and park-like character of the precinct.
- C.05 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.
- C.06 Fencing and boundary delineation must be integrated with the building and landscape design through the use of compatible materials and detailing.
- C.07 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 preferable. No replica fence types, sheet metal or wire fencing shall be used. Landscaping is encouraged where there are changes in level.
- C.08 Raised walls or terraces to streets should be softened by the use of planters.
- C.09 Fencing around heritage buildings should not obstruct or detract from the principal views of the building.
- C.10 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.

8.2.2.10.6 STREET WALLS AND PODIUMS

Controls

- C.01 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.

- C.02 Where towers are required to be setback from podiums, they must be differentiated by a change of material and/or architectural wall expression.
- C.03 The maximum podium height is 6 storeys. Above the podium a minimum 3 metre setback is required as shown in Figure 8.2.2.10.7.1.
- C.04 Where the proposed building interfaces with a heritage building or existing urban development, a lower street wall height is required (refer to Figure 8.2.2.10.2.1 – Relationship to Heritage Building).

8.2.2.10.7 SETBACKS

Controls

- C.01 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.02 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.03 A minimum street level building alignment setback of 3 metres is required for buildings with a residential ground floor use as shown in Figure 8.2.2.10.7.1, unless otherwise specified on the Development Lot Control – Individual Section of this DCP.
- C.04 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.05 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.06 Podium and tower levels must provide a mix of private courtyards, communal landscaped open space and resident amenities.

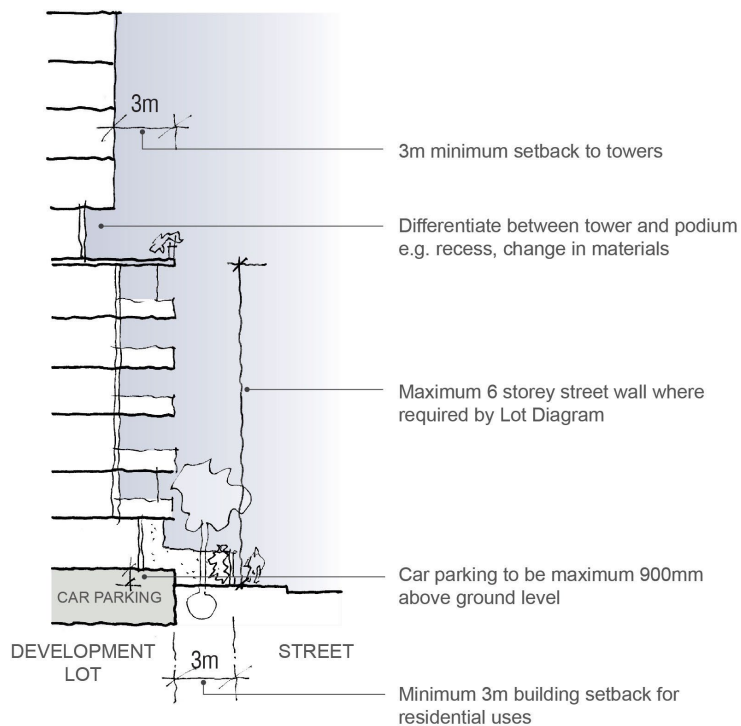


Figure 8.2.2.10.7.1 - Typical Street wall heights and tower setbacks

8.2.2.10.8 THROUGH SITE LINKS

Controls

- C.01 Through site links are to provide pedestrian permeability through large sites as shown at Figure 8.2.2.5.2.
- C.02 Through site links must be generously sized, have direct connections, and include allowance for significant landscaping.
- C.03 Through site links are to incorporate active ground floor uses such as residential building entries, community and/or retail uses.
- C.04 Through site links are to be at natural ground level and be fully open to the sky with no building elements above.
- C.05 Through site links are to be accessible to the public at all times.
- C.06 The required through site links have been identified where necessary in the detailed Development Lot Controls in this DCP.
- C.07 Through site links to be dedicated to the City of Parramatta Council are not to be located over a basement.
- C.08 Additional through site links can be provided through detailed design development if required.

8.2.2.10.9 EXTERNAL MATERIALS

Controls

- C.01 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.
- C.02 Materials must be selected that contribute to the building's sustainability performance, thermal comfort for internal users and the public domain and durability.
- C.03 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.
- C.04 A sample board showing colours and finishes must be submitted as part of any Development Application.
- C.05 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.06 Highly coloured, reflective or white facades are not appropriate materials and must not be approved.
- C.07 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.

8.2.2.10.10 STREET ADDRESSES

Controls

- C.01 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.
- C.02 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.
- C.03 Garbage collection points must be located, wherever achievable, in basement car parks.

8.2.2.11 TRAFFIC AND TRANSPORT

Objectives

- O.01 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.02 Encourage the use of the public transport and bicycles as an environmentally sensitive alternative to the use of private motor vehicles.

8.2.2.11.2 PREFERRED LOT AND PARKING ACCESS

Control

- C.01 Vehicular and pedestrian access points shown on the Individual Lot Figures 8.2.2.12.1.1 to 8.2.2.12.15.1 are preferred. Alternative locations related to detailed design proposals will be considered on traffic and urban design grounds.

8.2.2.11.3 POTENTIAL AT-GRADE AND ABOVE-GROUND PARKING

Control

- C.01 Where for heritage reasons, basement car parking is not provided, at-grade parking may be permitted subject to an assessment of visual impact.

8.2.2.11.4 CAR PARKING AND BICYCLE PARKING

Control

- C.01 Future development proposals must aim to maximise the use of sustainable and active transport by residents and visitors.
- C.02 Future developments are to minimise car parking provision and demonstrate the inclusion of transport alternatives or strategies to discourage private motor vehicle use.
- C.03 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 8.2.2.11.4.1 below.

Table 8.2.2.11.4.1 - 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.04 Development must provide a minimum number of bicycle parking spaces specified in Table 8.2.2.11.4.2 below.

Table 8.2.2.11.4.2 - Bicycle Parking

Development Type	Bicycle Spaces
Residential	1 per 1 dwelling
Residential – Visitor	1 space per 10 dwellings

Commercial	1 per 200m ² GFA
Retail	1 per 200m ² GFA

- C.05 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.06 Driveways and access must demonstrate compliance with AS2890.1:2004 and AS2890.2:2002.

8.2.2.11.5 BASEMENT CAR PARKING

Controls

- C.01 Basement parking must be limited to the footprint of buildings to maximise opportunities for deep soil planting within the public domain, forecourts and courtyards for canopy tree planting.
- C.02 Basement car parking under heritage buildings must be avoided.
- C.03 Basement car parking is to be contained wholly within the building footprint.
- C.04 Vehicular access points must be located away from heritage buildings and features, prominent corners and public open spaces.
- C.05 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 6 – Traffic and Transport of this DCP.

8.2.2.12 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 8.2.2.12.1 - Development Lot identification plan

8.2.2.12.1 LOT A1

Objectives

- O.01 Development is to integrate with existing adjoining urban development.
- O.02 Development is to respond to views to the historic walls of Parramatta Gaol.

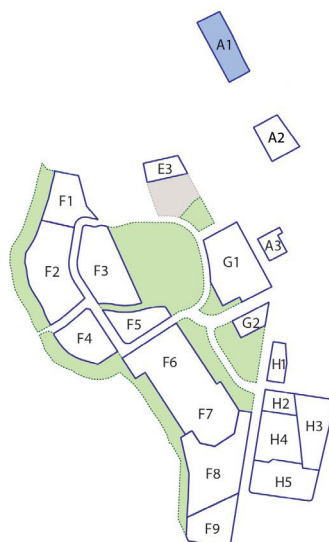
Controls

- C.01 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 8.2.2.12.1.1).
- C.02 New buildings must provide building setbacks which respond to existing building setbacks and provide adequate transition to existing built forms.
- C.03 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.
- C.04 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.
- C.05 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.1.1.
- C.06 New buildings to provide a maximum 6 storey street wall height where fronting Board Street and O'Connell Street.
- C.07 New buildings to provide a minimum 3 metre building setback to Board Street and O'Connell Street.

LOT A1



LOT IDENTIFICATION PLAN



LEGEND

- Net Development Lot Boundary
- # PLEP 2011 maximum building height (m)
- Preferred location of tallest built form
- Minimum building setback
- Minimum tower setback above street wall
- Maximum 6 storey street wall
- Important corner
- Preferred building address
- Preferred parking/service access

Figure 8.2.2.12.1.1 - Development Lot A1

8.2.2.12.2 LOT A2

Objectives

- O.01 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.02 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.

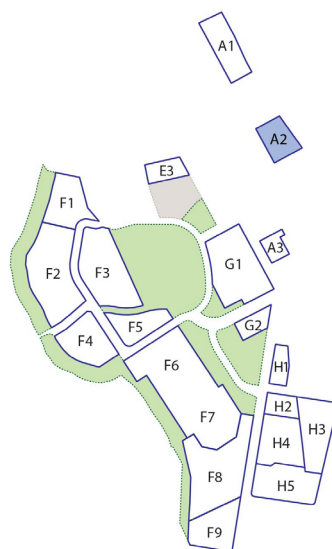
Controls

- C.01 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.
- C.02 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.
- C.03 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.
- C.04 New development on Lot A2 must be located to the rear of the heritage buildings and address the open space between the two buildings.
- C.05 The built form of the new development must step down in height between the two heritage buildings to the central open space area.
- C.06 The main pedestrian access to the new building must be through the central front courtyard space.
- C.07 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.2.1.
- C.08 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.09 New development is to provide a minimum building setback of 6 metres from Buildings P30 and P32.
- C.10 New development located between Buildings P30 and P32 must respond in height and proportion to these significant heritage buildings.
- C.11 No structures shall be located in the area of open landscape in front of buildings P30 and P32.
- C.12 Driveway access to the on-site car parking must utilise the existing driveway access. Opportunities to minimise the driveway widths shall be considered.
- C.13 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 8.2.2.12.2.1.

LOT A2



LOT IDENTIFICATION PLAN



LEGEND

- Net Development Lot Boundary
- Built heritage elements to be retained:
P30: Former Deputy-Governor's Residence
P32: Former Governor's Residence
- Curtilage to heritage buildings - refer to PNHS CMP for heritage opportunities and constraints
- Existing trees to be retained where practicable
- # PLEP 2011 maximum building height (m)
- Minimum building setback
- Preferred building address
- Preferred parking/service access
- Important relationship to heritage building

Figure 8.2.2.12.2.1 - Development Lot A2

8.2.2.12.3 LOT A3

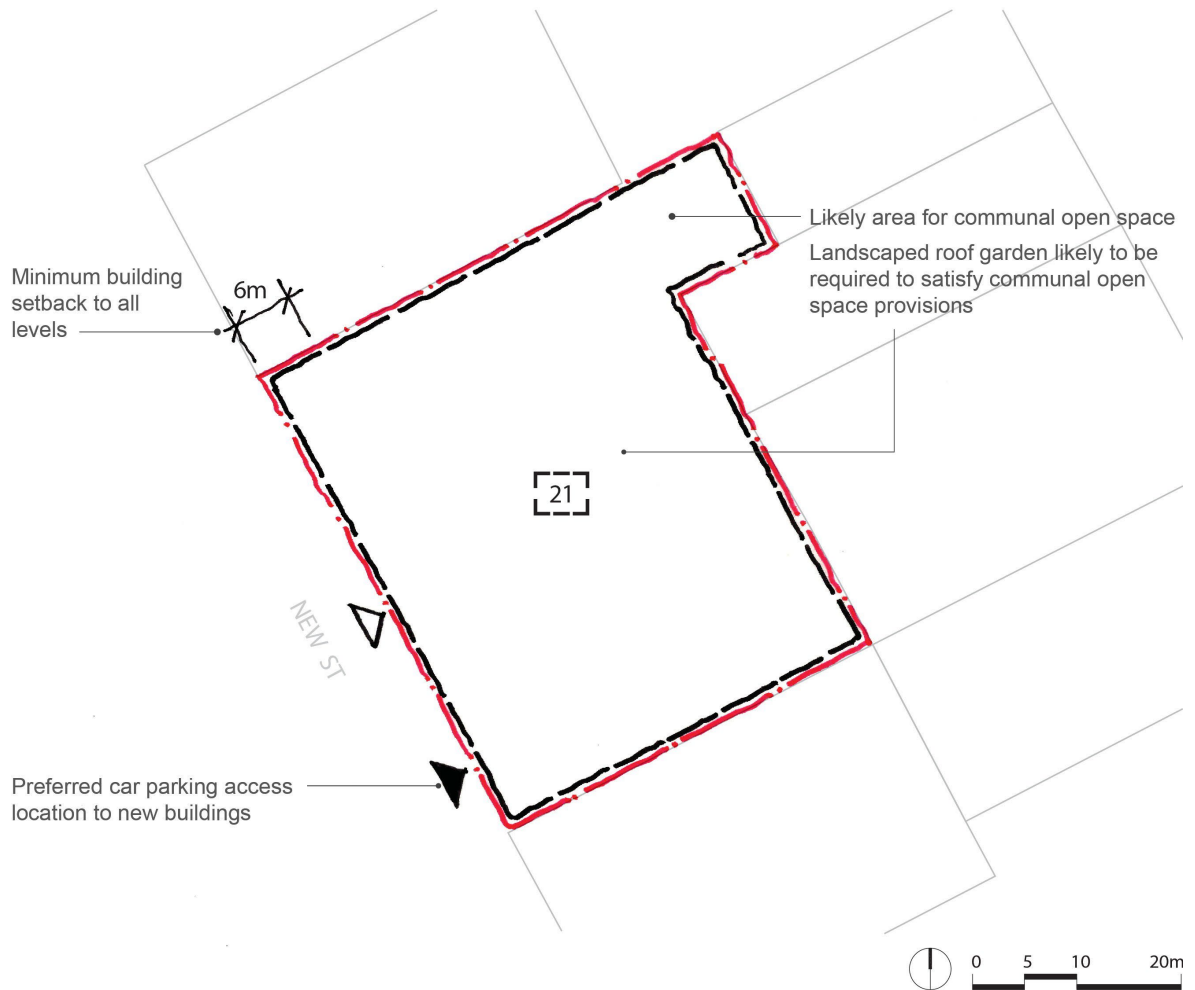
Objectives

- O.01 Development is to integrate with the form and scale of surrounding development.
- O.02 Development is to transition to the adjoining urban development.

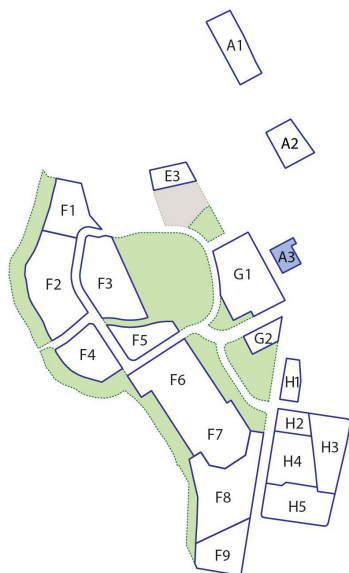
Controls

- C.01 New development must provide building setbacks which respond to the adjacent existing built form.
- C.02 New development must provide a landscaped front setback to enhance the amenity of the New Street streetscape.
- C.03 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.3.1.
- C.04 A 6 metre building setback is required to New Street to reinforce existing building setbacks in the street.

LOT A3



LOT IDENTIFICATION PLAN



LEGEND

- Net Development Lot Boundary
- # PLEP 2011 Maximum Building Height (m)
- Preferred building address
- Preferred parking/service access
- Minimum building setback

Figure 8.2.2.12.3.1 - Development Lot A3

8.2.2.12.4 LOT E3

Objectives

- O.01 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.02 Development must respect the setting and curtilage of the significant Recreation Hall (Building C75) consistent with the PNHS CMP.
- O.03 Development must not compromise the community access and future use of the Recreation Hall.

Controls

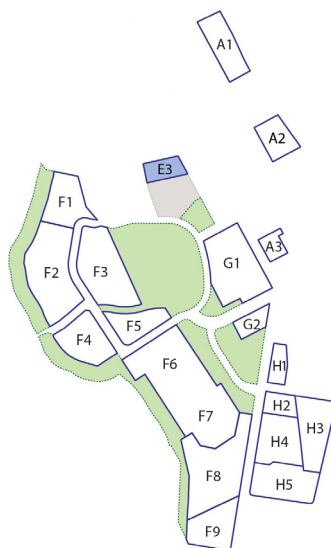
- C.01 New development must respect the heritage significance and landscape setting of the Recreation Hall and Parramatta Gaol walls consistent with the PNHS CMP.
- C.02 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.
- C.03 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.
- C.04 The built form of the new development must respond to the heights of the adjacent to the Recreation Hall (Building C75) and Parramatta Gaol.
- C.05 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.
- C.06 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.
- C.07 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.4.1.
- C.08 Building height is to reduce to the southern and eastern elevation to respond to the relationship with the Recreation Hall and Parramatta Gaol.
- C.09 The permanent address and long term road access for new development is to be provided through future public road access to the site from the north.
- C.10 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.11 Development shall retain significant trees on the site as identified in Figure 8.2.2.12.4.1.
- C.12 New development to provide a minimum setback of 15 metres from the northern elevation of the Recreation Hall (Building C75)

- C.13 New structures must not be located in the area between Eastern Circuit (north) and Recreation Hall (Building C75).

LOT E3



LOT IDENTIFICATION PLAN



LEGEND

- Net Development Lot Boundary
- Built heritage elements to be retained
C75: Recreation Hall and Chapel (former Amusement Hall)
- # PLEP 2011 maximum building height (m)
- Curtilage to heritage buildings - refer to PNHS CMP for heritage opportunities and constraints
- Minimum building setback to heritage building
- Existing trees to be retained where practicable
- Preferred building address
- Preferred parking/service access
- Important relationship to heritage building
- Significant Views

Figure 8.2.2.12.4.1 - Development Lot E3

8.2.2.12.5 LOT F1

Objectives

- O.01 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.02 Development must be undertaken consistent with the PNHS CMP requirements for Jacaranda House (Building C57).
- O.03 Development is to accommodate public access from Eastern Circuit West to the Riparian Corridor.
- O.04 Development is to enhance the visual, pedestrian and landscape interface with the Riparian Corridor.

Controls

- C.01 Jacaranda House (Building C57) and its landscaped setting must be conserved and adapted as an integral part of the development of Lot F1.
- C.02 New development must respect the heritage significance and landscape setting of Jacaranda House (Building 57).
- C.03 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).
- C.04 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.
- C.05 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.
- C.06 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.
- C.07 New development must provide generous landscaped courtyards within the setback zone abutting the river corridor with direct pedestrian access to O/S1.
- C.08 New development must respond sympathetically to the archaeological remains (if any) of Marsden's Mill, including any additional significant archaeological remains in this allotment.
- C.09 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.
- C.10 New development in F1 must be designed to allow for retention of the avenue of trees.
- C.11 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.5.2.

- C.12 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.13 New development shall provide a minimum of 6 metres setback to the shared access way on the southern boundary.
- C.14 A minimum 3 metre landscaped setback is to be provided to the Riparian Corridor as shown on Figure 8.2.2.12.5.1 and 8.2.2.12.5.2.
- C.15 The built form of the new development must step down in height in response to Jacaranda House (Building C57).
- C.16 The design for new buildings in F1 must include clear and legible pedestrian and servicing access.

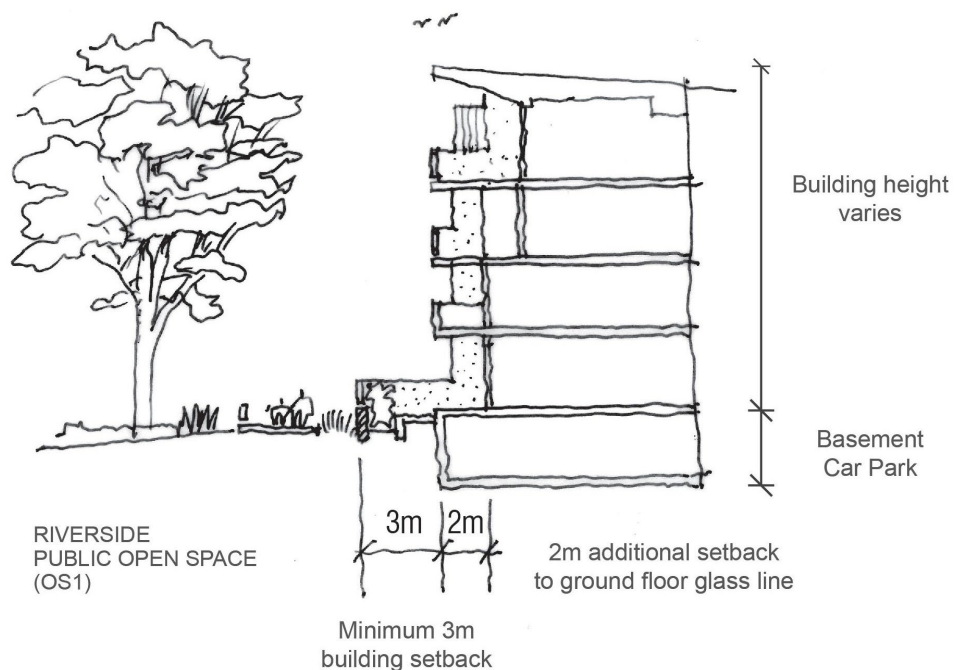
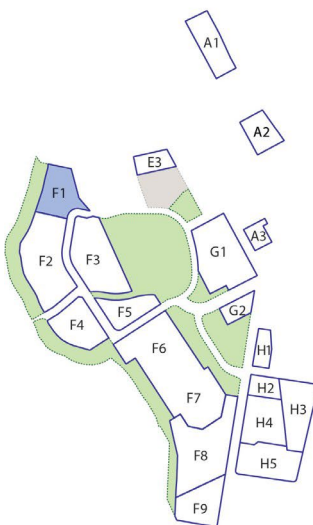


Figure 8.2.2.12.5.1 - Typical Riverside Section

LOT F1



LOT IDENTIFICATION PLAN



LEGEND

- Net Development Lot Boundary
- Built heritage elements to be retained
C57: Jacaranda House (former Nurses Home No.1)
- Curtilage to heritage buildings - refer to PNHS CMP for heritage opportunities and constraints within this area
- Existing trees to be retained where practicable
- # PLEP 2011 Maximum Building Height (m)
- Preferred location of tallest built form
- Minimum building setback
- Preferred building address
- Preferred parking/service access
- Through site link – shared accessway (public right of way)
- Important relationship to heritage building
- Important relationship to public open space
- Significant Views

Figure 8.2.2.12.5.2 - Development Lot F1

8.2.2.12.6 LOT F2

Objectives

- O.01 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.02 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.03 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.

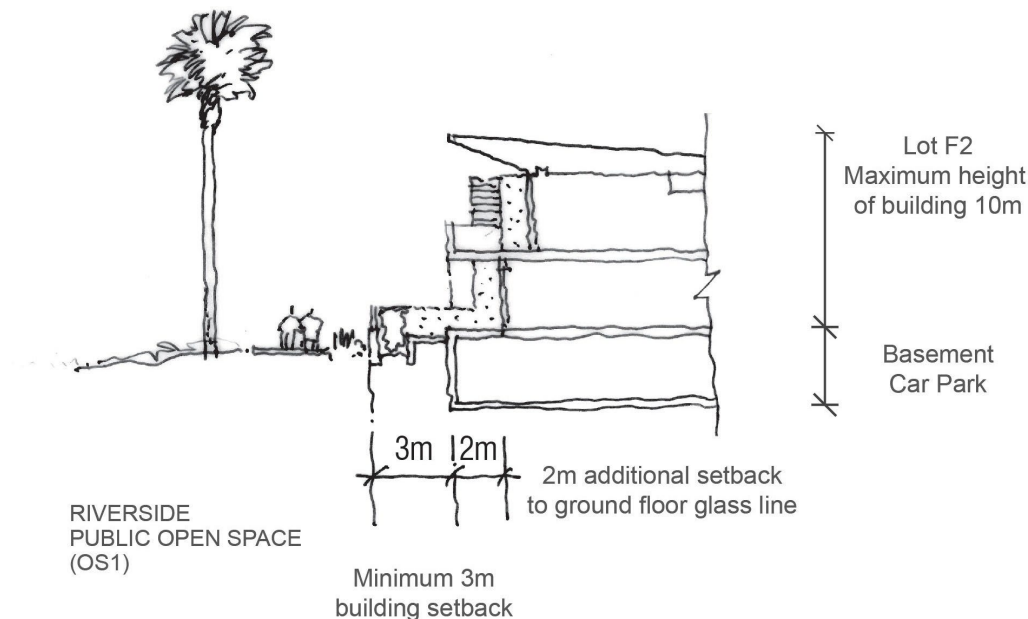


Figure 8.2.2.12.6.1 - Typical Riverside Section

Controls

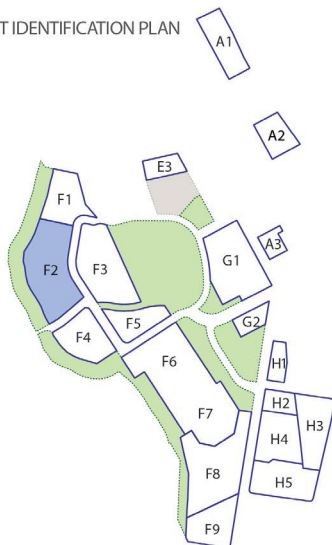
- C.01 The former Male and Female Admissions Wards and the former Administration Block (Buildings C52, C53 and C55) and their landscape settings must be conserved and adapted as an integral part of the development of Lot F2, consistent with the PNHS CMP.
- C.02 New development must be consistent with 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.
- C.03 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.

- C.04 New buildings must be sited to address the adjacent public open space and pedestrian through-site links.
- C.05 New development must provide generous landscaped ground level courtyards opening onto the Riverside corridor.
- C.06 The design for new buildings in F2 must include clear and legible pedestrian and servicing access from adjacent streets.
- C.07 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.7.1.
- C.08 New development is to provide a minimum building setback of 6 metres from Buildings C52 and C55.
- C.09 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 8.2.2.12.6.1.
- C.10 The width of the new pavilion style buildings must not exceed the dimensions shown in Figure 8.2.2.12.6.2.
- C.11 New development must allow two pedestrian through-site links as indicated on Figure 8.2.2.12.6.2.
- C.12 No new structures are permitted in the courtyard areas to the west of C52, C53 and C55.
- C.13 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.

LOT F2



LOT IDENTIFICATION PLAN



LEGEND

- Net Development Lot Boundary
- Built heritage elements to be retained
 - C52 Former Male Admissions Ward 7
 - C53 Former Administration Block- Admissions
 - C55 Former Female Admissions Ward 7
- Curtilage to heritage buildings - refer to PNHS CMP for heritage opportunities and constraints
- Existing trees to be retained where practicable
- # PLEP 2011 Maximum Building Height (m)
- Minimum building setback
- Indicative building depth
- Preferred building address
- Preferred parking/service access
- Through site link
- Important relationship to public open space (historic)

Figure 8.2.2.12.6.2 - Development Lot F2

8.2.2.12.7 LOT F3

Objectives

- O.01 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.02 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.03 Development must address the open space to the east and the street (Eastern Circuit West) to the west.
- O.04 Development must accommodate east west through site pedestrian links to connect Open Space 3, Lot F2 and the Riparian Corridor.

Controls

- C.01 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.
- C.02 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).
- C.03 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.
- C.04 The built form of the new development should step down in height adjacent to the heritage buildings (Buildings C59, C59a, C63 and C65).
- C.05 Any taller built form should be located in the eastern portion of the lot to minimise solar access impacts to the public domain.
- C.06 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 8.2.2.12.7.1.
- C.07 Development must include visual connections to the open space on the western edge of Lot F3.

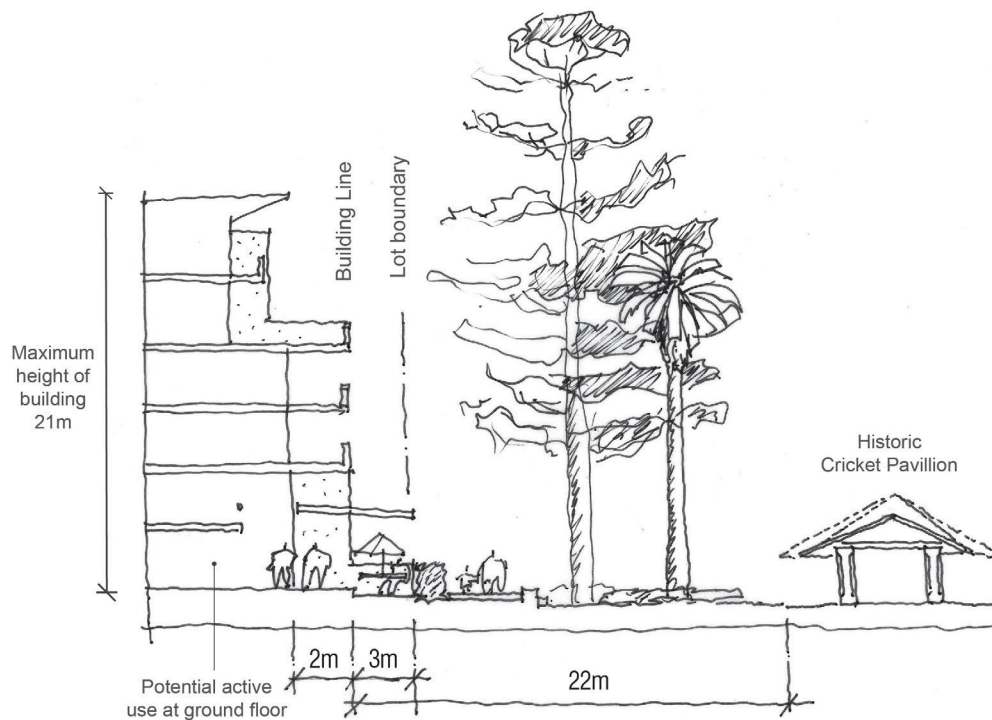


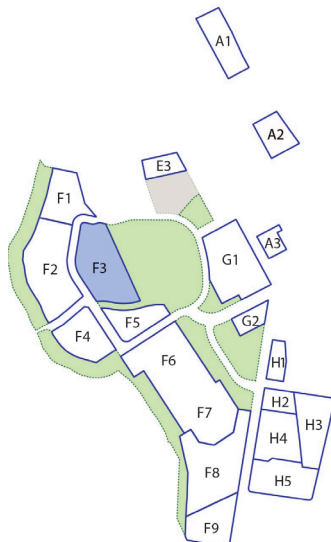
Figure 8.2.2.12.7.1 - Lot F3 and Open Space 3 Section

- C.08 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.7.2.
- C.09 Vehicular access must be provided from Eastern Circuit West.
- C.10 New development must provide a minimum 22 metre setback from the Cricket Pavilion (C66) located within the open space to the east.
- C.11 New development shall provide a minimum setback of 12 metres from heritage buildings C59 and C65.
- C.12 New development shall provide a minimum setback of 6 metres from heritage building C63.
- C.13 Building setbacks between the southern elevation of C63 and new development must be provided to retain the significant trees on-site.
- C.14 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 8.2.2.12.7.1 and 8.2.2.12.7.2.
- C.15 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.

LOT F3



LOT IDENTIFICATION PLAN



LEGEND

- Net Development Lot Boundary
- Built heritage elements to be retained
 - C59 Former Female Asylum Kitchen Block/Ward 9
 - C59a Shed (former Shelter Shed)
 - C63 Former Male Asylum Hospital and Day Room
 - C65 Former Male Asylum Kitchen and Day Room
- Curtilage to heritage buildings - refer to PNHS CMP for heritage opportunities and constraints
- Existing trees to be retained where practicable
- # PLEP 2011 maximum building height (m)
- / / Preferred location of tallest built form
- / / Minimum building setback to heritage building
- ▲ Preferred building address
- ▲ Preferred parking/service access
- ↔ Important relationship to heritage building
- ↔ Important relationship to public open space
- ↔ Through site link

Figure 8.2.2.12.7.2 - Development Lot F3

8.2.2.12.8 LOT F4

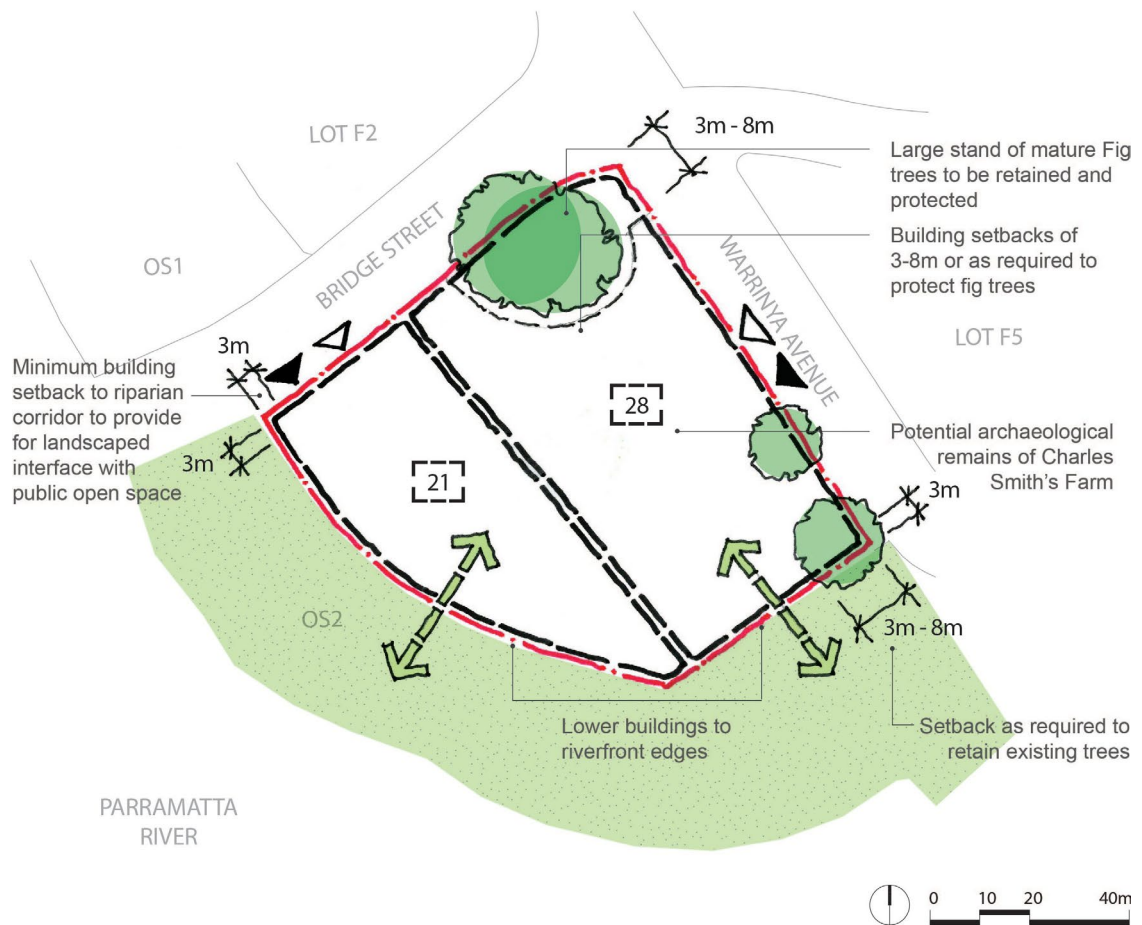
Objectives

- O.01 Development is to integrate and enhance the interface with the Riparian Corridor.
- O.02 Development is to address Bridge Street and Warrinya Avenue.
- O.03 Development is to retain and incorporate significant vegetation.

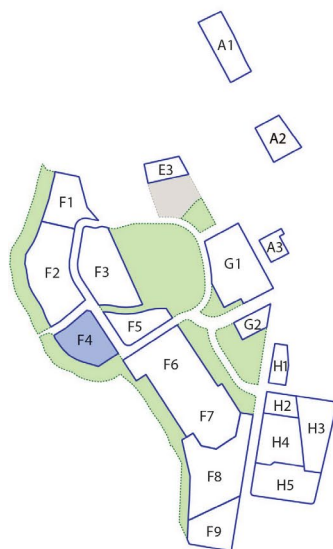
Controls

- C.01 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.
- C.02 New development must maximise views towards the riparian corridor public open space.
- C.03 The tallest buildings must define Warrinya Avenue and be setback in part to retain identified trees to be retained.
- C.04 New development must provide generous landscaped ground level courtyards opening onto the Riverside corridor to maximise this interface.
- C.05 New buildings must step down in height to the Riparian Corridor.
- C.06 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.
- C.07 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.8.1.
- C.08 Buildings are to be setback 3 metres from the river corridor boundary and be consistent with Figure 8.2.2.12.8.1.
- C.09 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 8.2.2.12.8.1. Buildings shall not encroach on the tree canopy.
- C.10 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.

LOT F4



LOT IDENTIFICATION PLAN



LEGEND

- Net Development Lot Boundary
- Existing trees to be retained where practicable
- # PLEP 2011 maximum building height (m)
- Minimum building setback
- Preferred building address
- Preferred parking/service access
- Important relationship to public open space

Figure 8.2.2.12.8.1 - Development Lot F4

8.2.2.12.9 LOT F5

Objectives

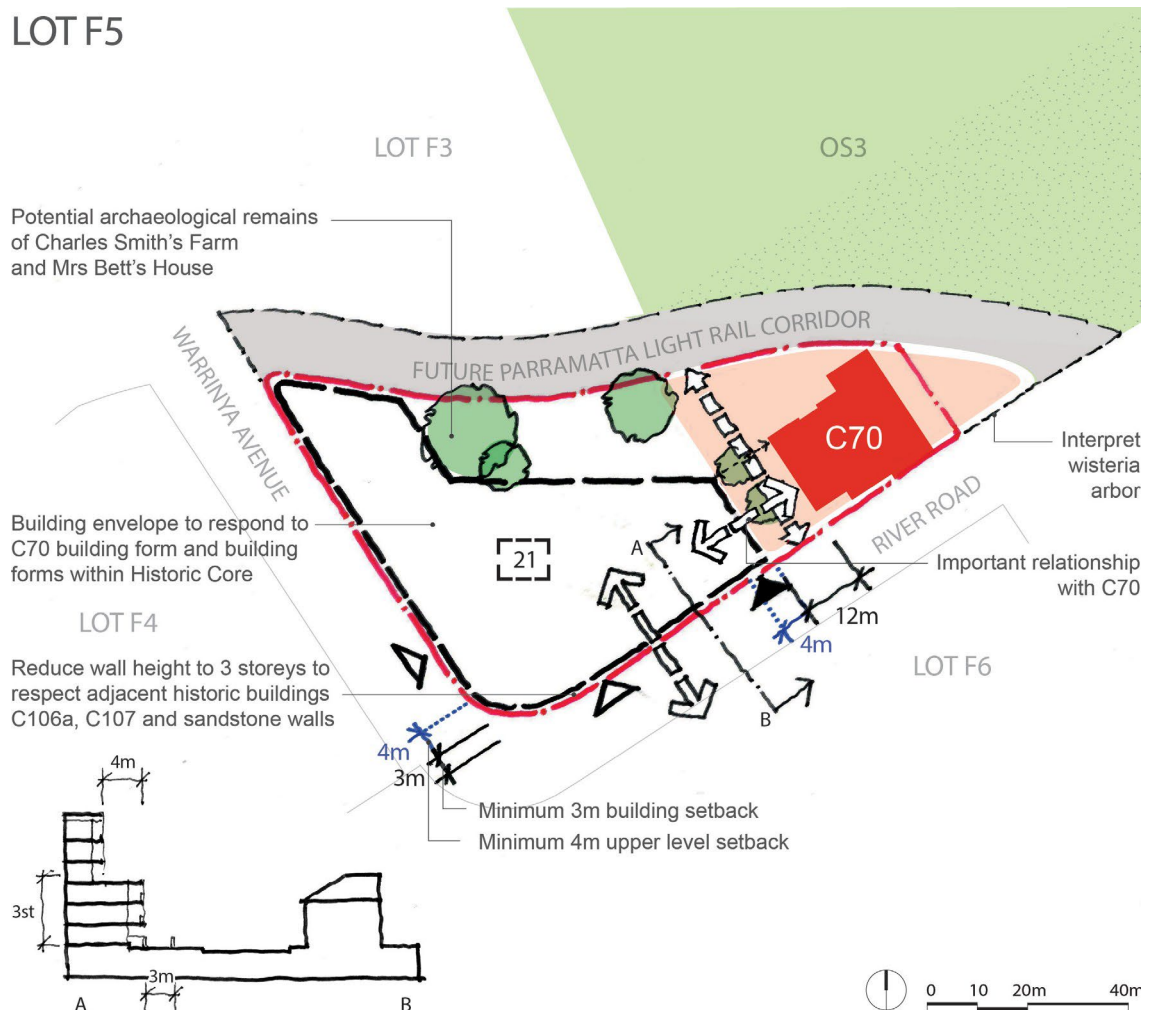
- O.01 The former Staff Dining Room and Kitchen (Building C70) and its landscape setting must be conserved and adapted consistent with the Parramatta North Historic Sites Consolidated Conservation Management Plan (PNHS CMP)
- O.02 New development must be consistent with the requirements of the PNHS CMP for the former Staff Dining Room and Kitchen (Building C70) and its landscape setting and the adjacent Historic Core.

Controls

- C.01 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.
- C.02 New development must be of an architectural design and character that respects the heritage significance and landscape setting of the heritage building.
- C.03 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.
- C.04 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.
- C.05 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.
- C.06 The design and treatment of new buildings must have regard to the adjoining planned light rail route to the north.
- C.07 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.
- C.08 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.9.1.
- C.09 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.10 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.11 The tower setback of new buildings shall respond to the historic building C70.
- C.12 The building alignment of new buildings is to reflect the C70 building alignment along River Road.
- C.13 Buildings are to be setback a minimum of 3 metres to the River Road frontage.

- C.14 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.15 The adaptative reuse of C70 must facilitate public pedestrian access within its curtilage and remain free of fencing or barriers wherever possible.
- C.16 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.

LOT F5



LOT IDENTIFICATION PLAN

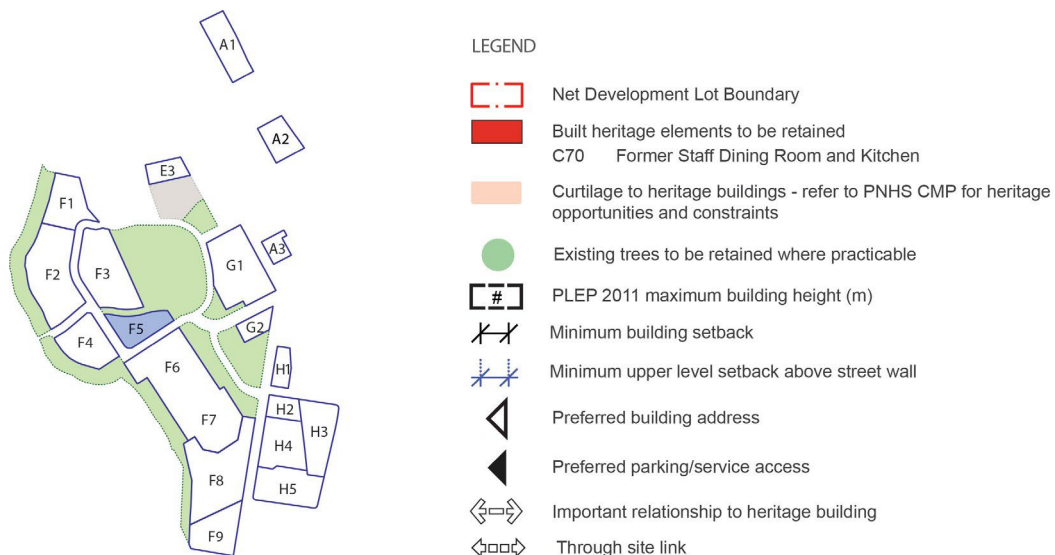


Figure 8.2.2.12.9.1 - Development Lot F5

8.2.2.12.10 LOTS F6, F7 AND F8 (HISTORIC CORE)

Objectives

- O.01 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.02 Any new development must be consistent with the PNHS CMP for the Historic Core, including heritage interpretation.
- O.03 Any new development must respond to the significant archaeological resource to ensure this resource is managed and retained in situ and interpreted.
- O.04 Any new development must facilitate public access and pedestrian connections.

Controls

- C.01 All significant elements within the Historic Core must be conserved and adapted to sustainable long-term new uses.
- C.02 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.
- C.03 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.
- C.04 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.
- C.05 New development, including new uses must respond sympathetically to the archaeology of the Historic Core, including any additional significant archaeological remains in this allotment.
- C.06 New development must include opportunities for heritage interpretation consistent with the PNUT Heritage Interpretation Strategy.
- C.07 New development must include opportunities for through site links and pedestrian access through the Historic Core consistent with the PNHS CMP.
- C.08 Any new buildings must demonstrate accordance with the PNHS CMP.
- C.09 Development must demonstrate compliance with controls as indicated on Figures 8.2.2.12.10.1 and 8.2.2.12.10.2.
- C.10 Any new buildings must demonstrate design excellence by having regard to Clause 6.13 (4) of the *Parramatta LEP 2023*.
- C.11 A minimum 6 metre setback to the south of Bethel House (N06) is to be maintained to any lot boundary.
- C.12 The treatment and use of the courtyard areas between historic buildings and structures are to conserve the visual relationship between buildings and facilitate pedestrian activity and activation and reuse of historic buildings.
- C.13 Vehicular access and above ground parking should be minimised within the Historic Core.

- C.14 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.

LOTS F6/F7 HISTORIC CORE

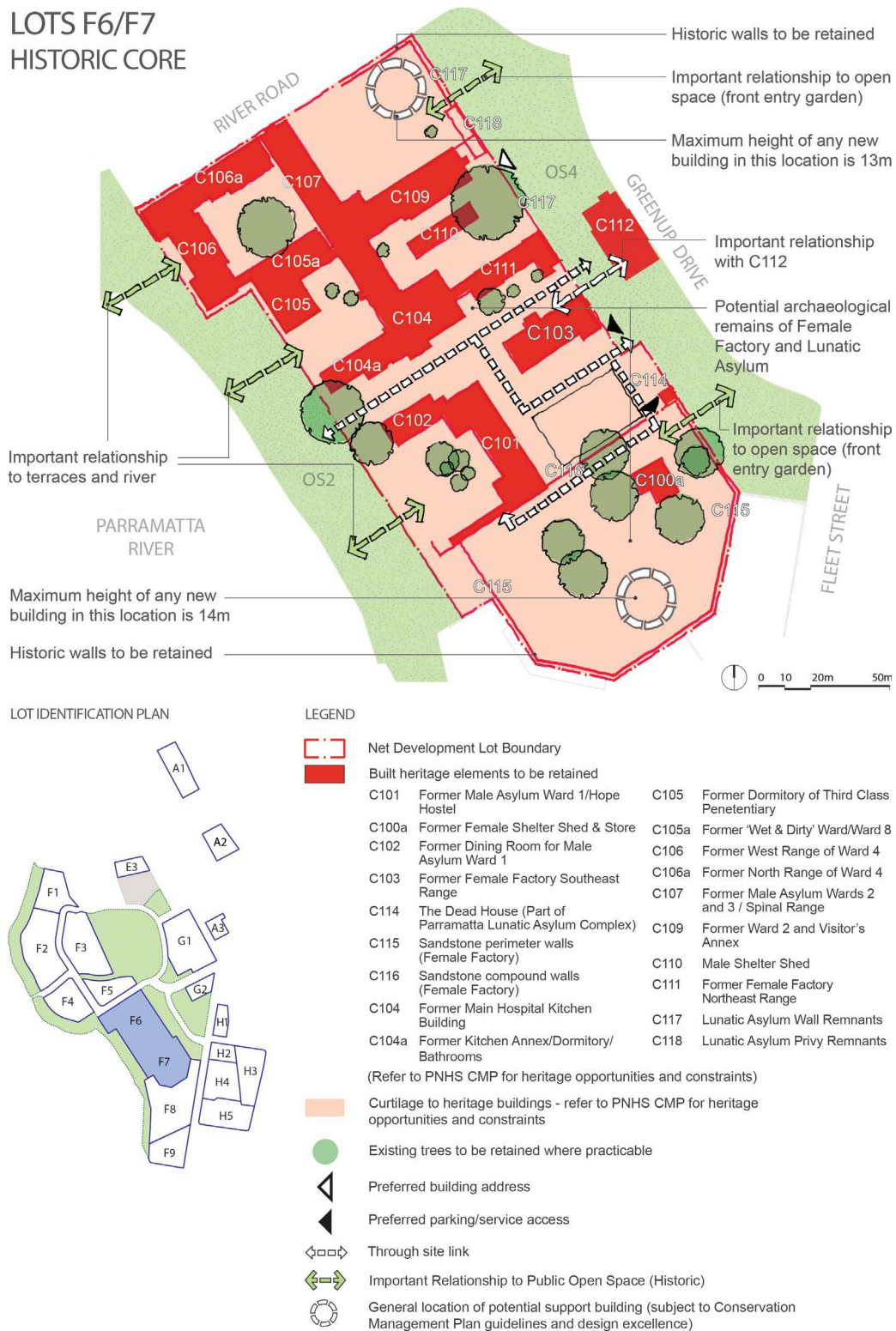
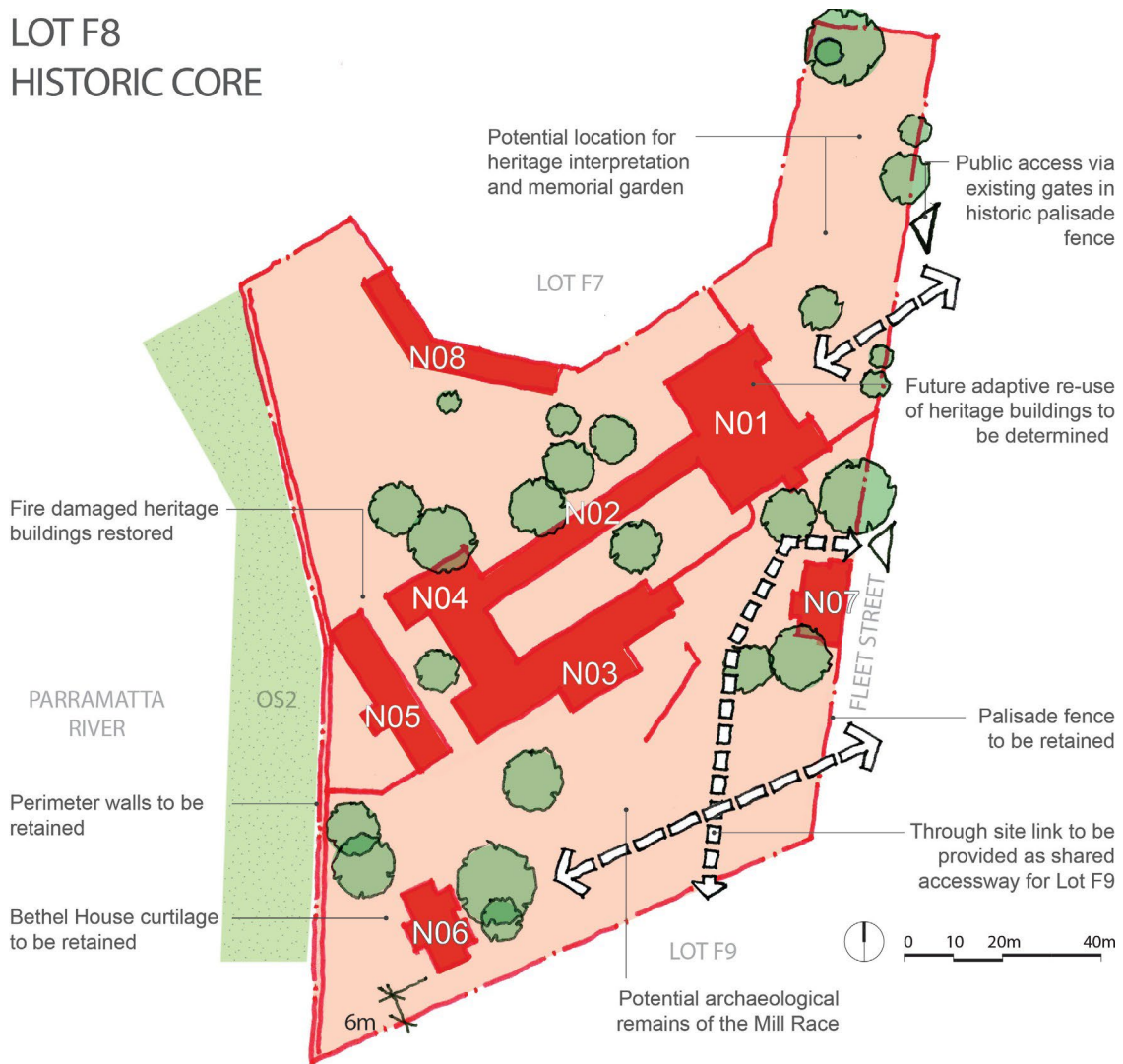
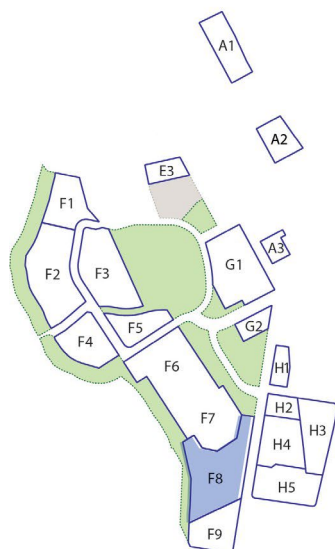


Figure 8.2.2.12.10.1 – Lots F6/F7

LOT F8 HISTORIC CORE



LOT IDENTIFICATION PLAN



LEGEND

- Net Development Lot boundary
- Built heritage elements to be retained
 - N01 Main Building (Administration Building)
 - N02 Covered Way
 - N03 South-West Range
 - N04 Chapel
 - N05 Laundry
 - N06 Bethel House (Former Hospital)
 - N07 Gatehouse
 - N08 Sheds (Carriage Shed/Stables/Play Shed/Stores and Toilets)
 (Refer to PNHS CMP for heritage opportunities and constraints)
- Curtilage to heritage buildings - refer to PNHS CMP for heritage opportunities and constraints
- Existing trees to be retained where practicable
- Preferred building address
- Preferred parking/service access
- Through site link - shared accessway (public right of way)
- Important relationship to heritage building

Figure 8.2.2.12.10.2 – Development Lot F8

8.2.2.12.11 LOT F9

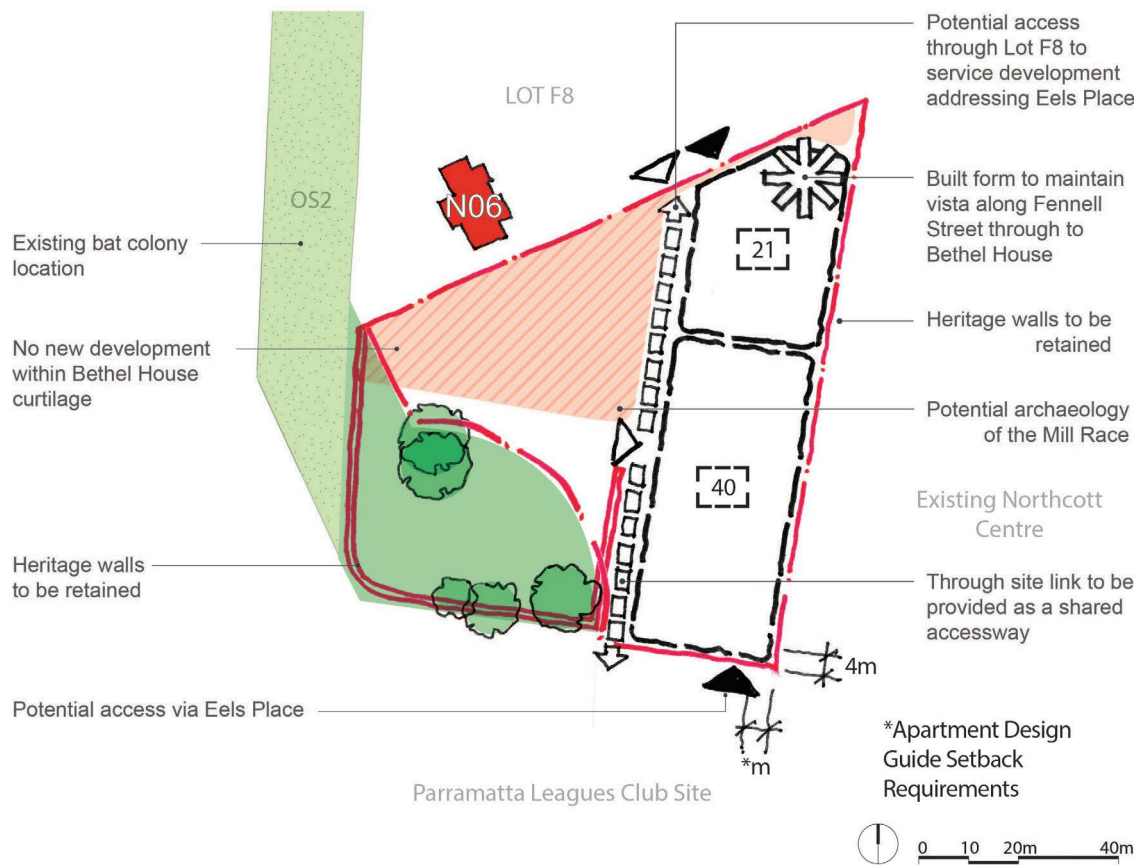
Objectives

- O.01 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.02 Views from Fennel Street looking west towards Bethel House and the Parramatta River foreshore and beyond must be maintained.

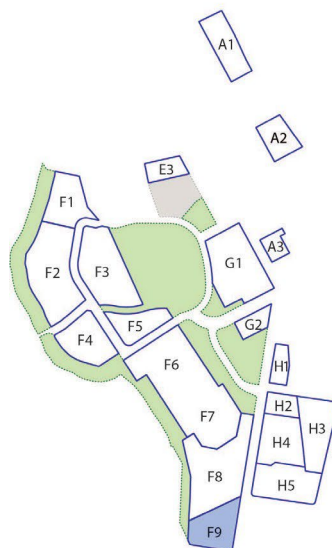
Controls

- C.01 No new development must be located within the curtilage of Bethel House.
- C.02 Any new development must be located in the south eastern portion of Lot F9 and must step down in scale to the north.
- C.03 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.
- C.04 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.
- C.05 New development must consider views from the World Heritage listed Old Government House and Domain precinct.
- C.06 A north – south cycling and pedestrian link is to be provided to ensure between Fleet Street, the Parramatta Stadium area and Parramatta Park via the existing pedestrian bridge.
- C.07 Development must demonstrate compliance with controls as indicated on Figure 8.2.2.12.11.1.
- C.08 Any boundary to Lot F8 is to be a minimum of 6 metres south of Bethel House.
- C.09 A minimum building setback of 4 metres to the southern boundary is to be provided.
- C.10 Significant vegetation south of the Bethel House curtilage shall be retained as shown in Figure 8.2.2.12.11.1 and treated with appropriate supplementary landscaping.
- C.11 New development shall address the new pedestrian through-site link.
- C.12 New development must demonstrate that adequate vehicular access is provided through Lot F8 to the north or Eels Place to the south.

LOT F9



LOT IDENTIFICATION PLAN



LEGEND

- Net Development Lot Boundary
- Built heritage elements to be retained
Walls and palisade fence
- # PLEP 2011 maximum building height (m)
- Curtilage to Bethel House - refer to PNHS CMP for heritage opportunities and constraints within this area
- No build zone
- Existing trees to be retained where practicable
- Minimum building setback
- ✱ Important corner
- ◀ Preferred building address
- ▶ Preferred parking/service access
- ◁▷ Through site link – shared accessway (public right of way)

Figure 8.2.2.12.11.1 – Development Lot F9

8.2.2.12.12 LOT G1

Objectives

- O.01 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.02 New development must be consistent with the requirements of the PNHS CMP for the former Nurses Home (Building C83) and its landscape setting.
- O.03 New development must provide a neighbourhood retail and commercial precinct located on Factory Street.
- O.04 New development must accommodate the planned light rail route access into the site via Factory Street.

Controls

- C.01 The former Nurses Home (Building C83) and its landscape setting must be conserved and adapted as an integral part of Lot G1.
- C.02 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.
- C.03 New development must create a new neighbourhood retail precinct for the PNUT area and have an urban character.
- C.04 The new neighbourhood retail precinct must allow for and integrate with the planned light rail route along Factory Street.
- C.05 New development must provide building and tower setbacks which provide adequate transition to existing built form.
- C.06 The surrounding public domain shall be of high-quality and allow for wide footpaths and the establishment of street trees.
- C.07 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.
- C.08 New development must provide a publicly accessible east-west through site pedestrian link.
- C.09 New development must locate retail and/or active uses along the Factory Street frontages and the through-site link.
- C.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.
- C.11 No vehicular access must be provided from Dunlop Street or Eastern Circuit East. Vehicular access is preferred from New Street.
- C.12 Active retail frontages along Factory Street must include weather protection in the form of awnings and/or colonnade treatments.

- C.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.
- C.14 Development must demonstrate compliance with controls as indicated on Figure 8.2.2.12.12.1.
- C.15 A 0 metre building setback is required where active commercial/retail uses are proposed along Factory Street, as indicated on Figure 8.2.2.6.1.
- C.16 Active commercial/retail uses must provide awnings and designed to make allowance for the full extent of mature street tree canopies.
- C.17 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 8.2.2.6.3 – Typical Street Section 3 – Dunlop Street.
 - Recess 3 metres at ground floor to allow courtyard areas. Double storey residential units are preferred.
- C.18 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 8.2.2.6.6 – Typical Street Section 6 – East Circuit (East).
 - Recess 3 metres at ground floor to allow courtyard areas. Double storey residential units are preferred.
- C.19 Where the minimum footpath standards cannot be met along Dunlop Street and Eastern Circuit East, the building setback control shall be consistent with the 3 metre building setback control in Section 8.2.2.10 of this DCP.
- C.20 Development along New Street must provide a 3 metre building setback.
- C.21 A link from the East-West Link is to be provided to connect to Factory Street within the curtilage of the Nurses Home.
- C.22 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.23 A minimum 16 metre setback is to be provided between the Nurses Home (Building C83) and any new building.
- C.24 The adaptive reuse of the Nurses Home (Building C83) must facilitate pedestrian public access within its curtilage (to the North, West and South) and remain free of fencing or barriers wherever possible. No above ground parking is allowed.

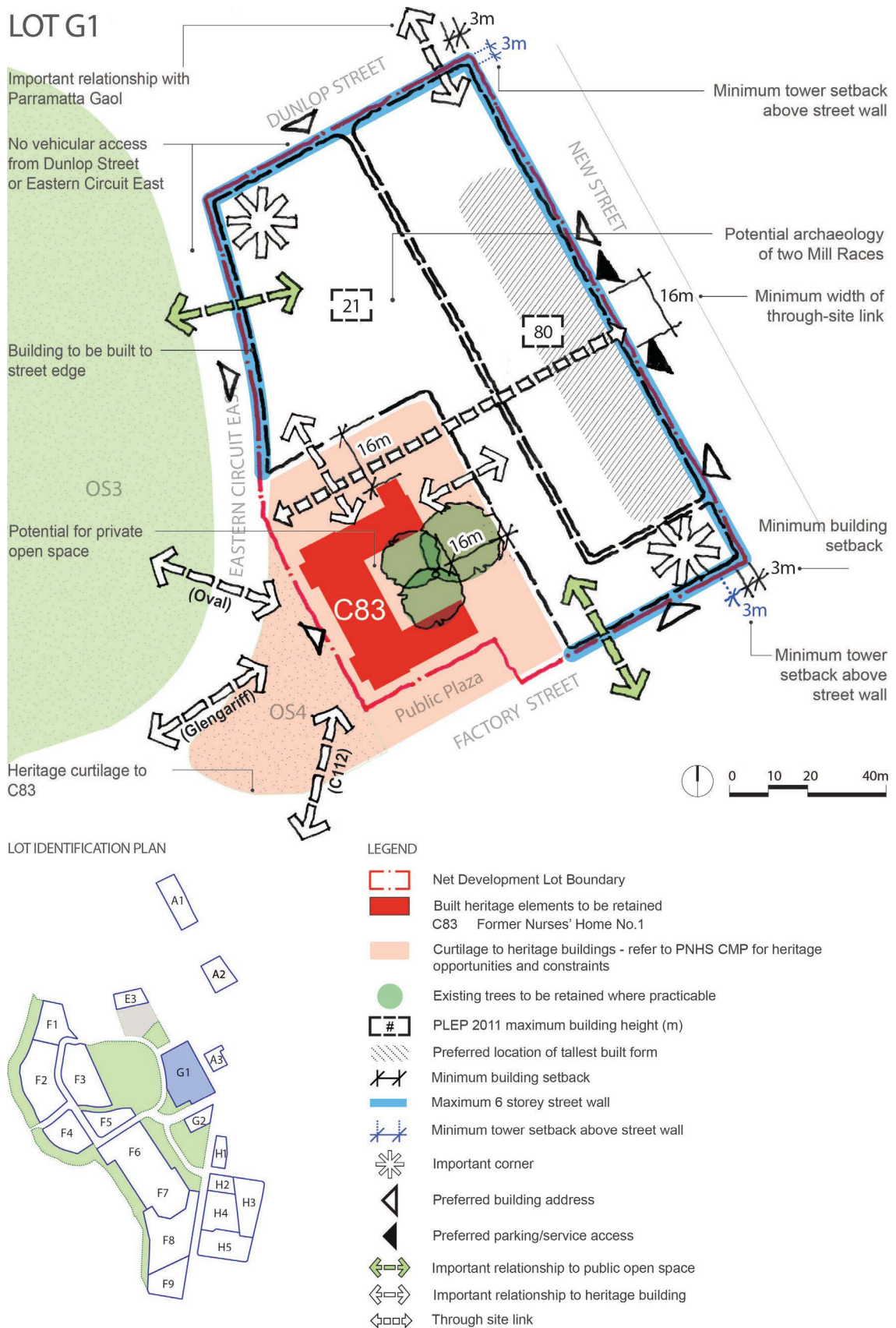


Figure 8.2.2.12.12.1 – Development Lot G1

8.2.2.12.13 LOT G2

Objectives

- O.01 New development should facilitate a neighbourhood retail and commercial precinct on Factory Street.
- O.02 New development should improve the quality of the interface with the adjoining open space.

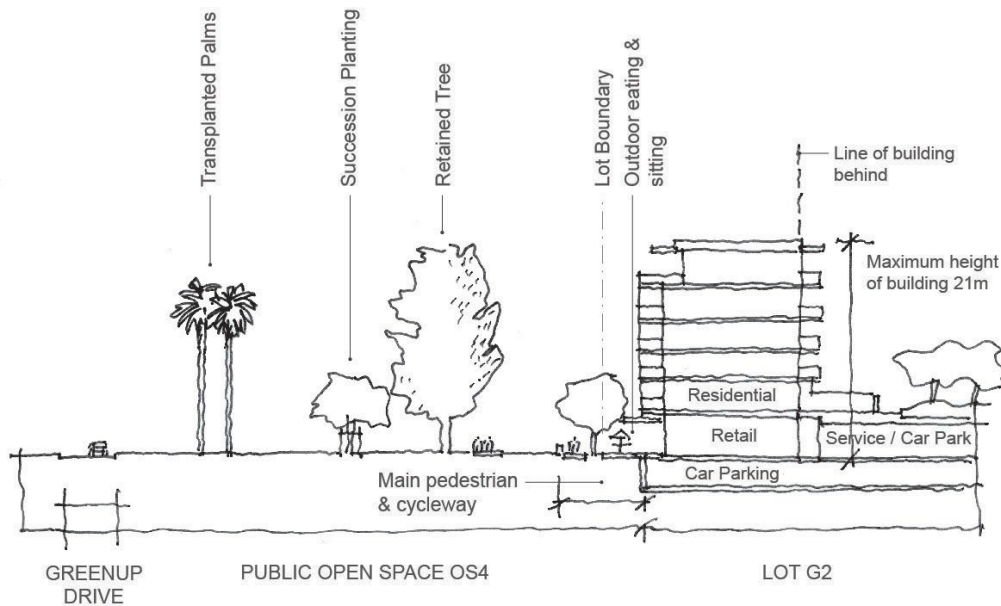


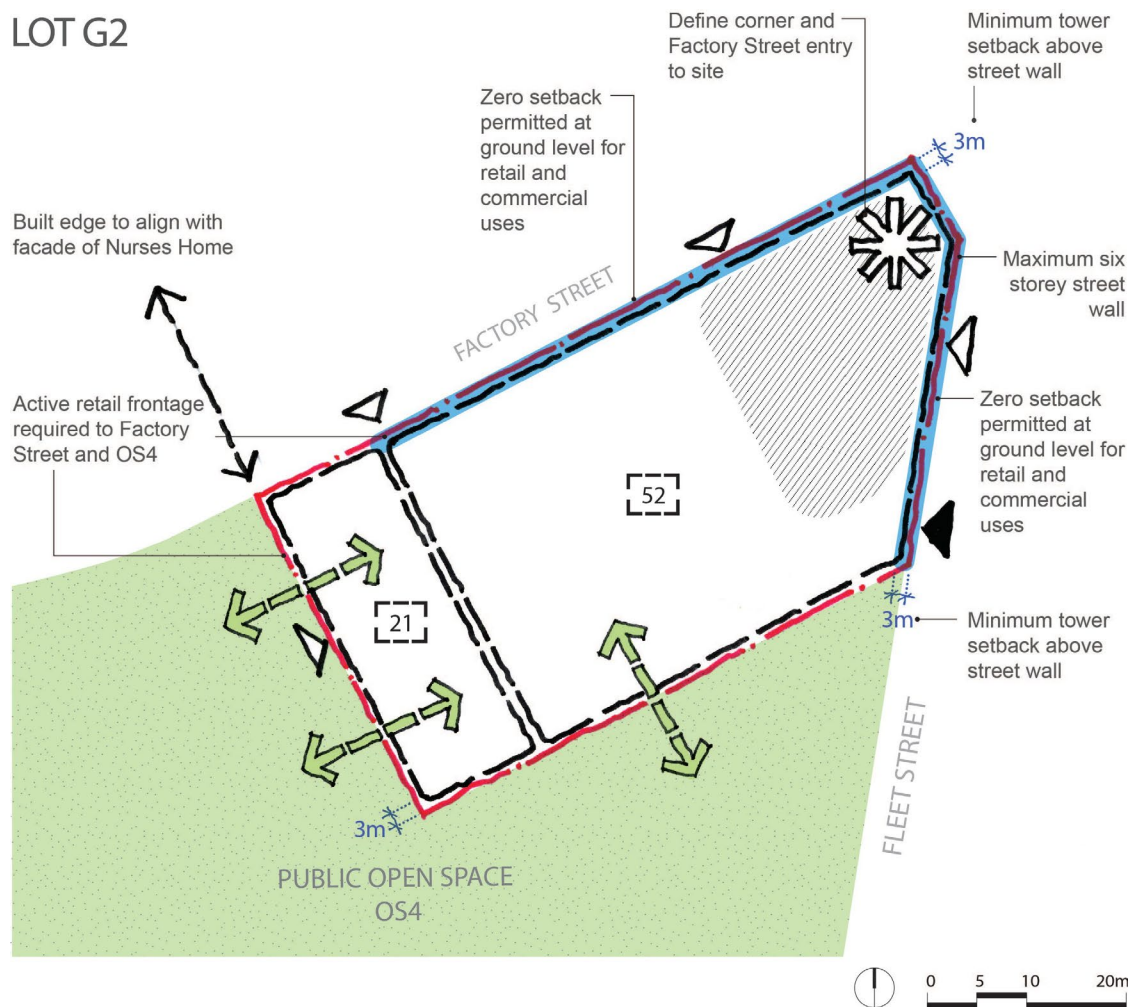
Figure 8.2.2.12.13.1 – Lot G2 interface with open space

Controls

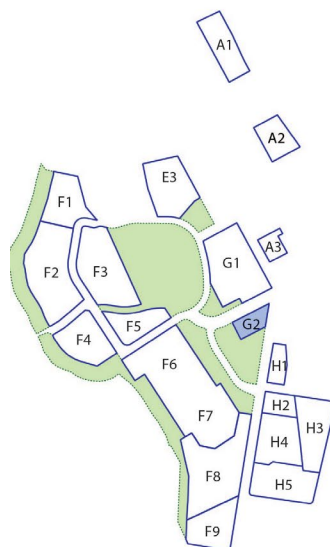
- C.01 New development must define street edges and the Factory Street entry point to the PNUT.
- C.02 Any taller built form must be located to reinforce the north eastern corner and the built form must step down to reduce overshadowing on the Public Open Space (OS4).
- C.03 New development must create a new neighbourhood retail precinct for the PNUT area and have an urban character.
- C.04 The new neighbourhood retail precinct must allow for and integrate with the planned light rail route along Factory Street.
- C.05 Setbacks to the open space are to include landscaped courtyards and/or active uses.
- C.06 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.
- C.07 Development must demonstrate compliance with controls as indicated on Figures 8.2.2.12.13.1 and 8.2.2.12.13.2.
- C.08 New development must provide active retail frontages to Factory Street and Fleet Street.
- C.09 CA 0 metre building setback is allowed where active commercial/retail uses are proposed along Factory Street, as indicated on Figure 8.2.2.6.1.

- C.10 Vehicular access is to be from Fleet Street to avoid disrupting the Factory Street retail frontage.
- C.11 New development to provide a minimum 3 metre upper level building setback to street frontages and rear and side boundaries.
- C.12 The western edge of the new built form must align with the western façade of the Nurses Home across Factory Street.
- C.13 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 8.2.2.12.13.1).
- C.14 New development must demonstrate, through design testing, that overshadowing impacts to open space are minimised.

LOT G2



LOT IDENTIFICATION PLAN



LEGEND

- Net Development Lot Boundary
- # PLEP 2011 Maximum Building Height (m)
- Preferred Location of Tallest Built Form
- Maximum 6 storey street wall
- Minimum tower setback above street wall
- Important Corner
- Preferred building address
- Preferred parking/service access
- Important Relationship to Public Open Space

Figure 8.2.2.12.13.2 – Development Lot G2

8.2.2.12.14 LOT H1

Objectives

- O.01 Development is to retain and respond to the historic Quarry Face and retain the early sandstone walling along Fleet and Albert Streets.
- O.02 Development is to integrate and transition to surrounding urban development.

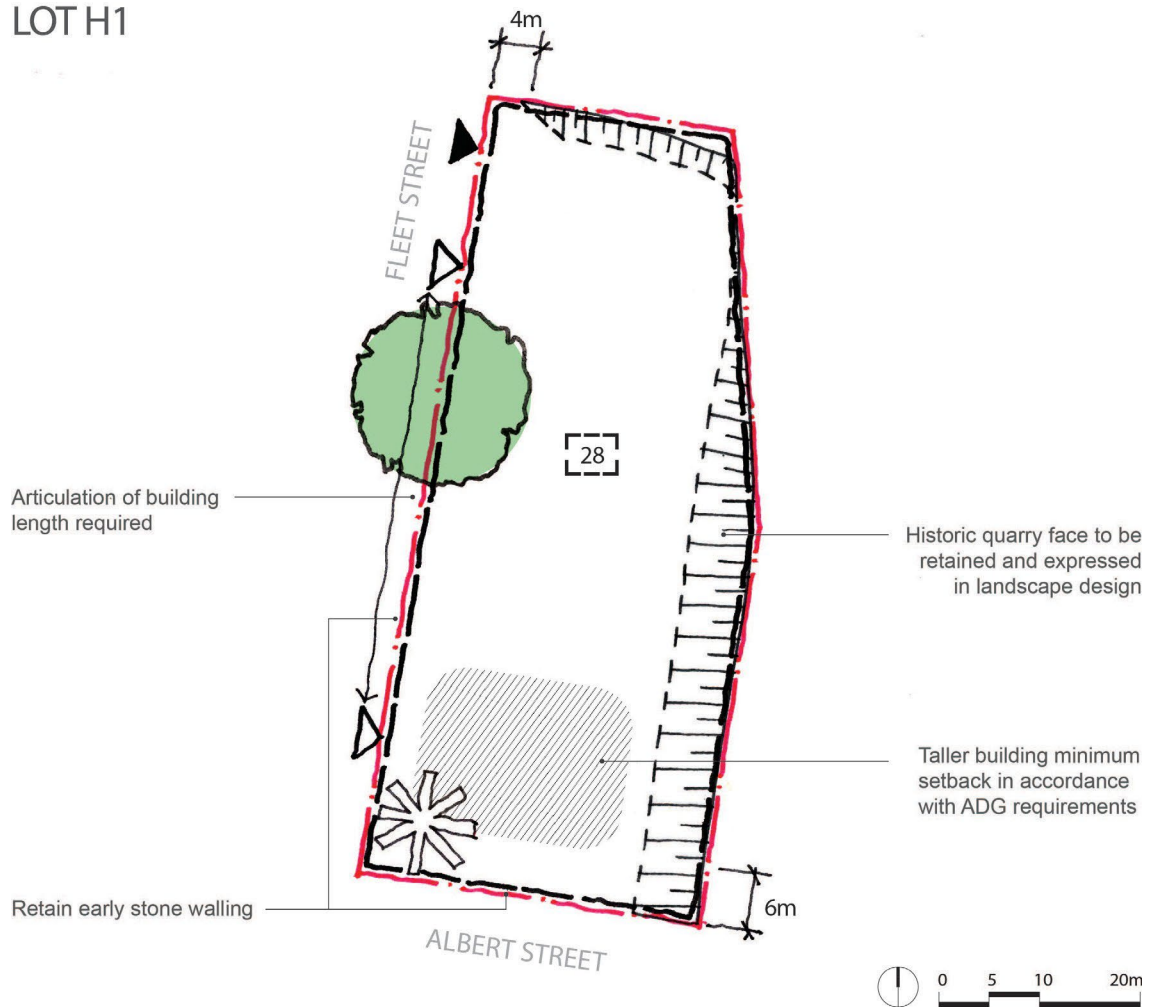
Controls

- C.01 New development within H1, H2, H3, H4 and H5 must retain the sandstone quarry face and early sandstone walls to Fleet and Albert Streets.
- C.02 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.
- C.03 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.
- C.04 Development must demonstrate compliance with controls as indicated on Figure 8.2.2.12.14.1.

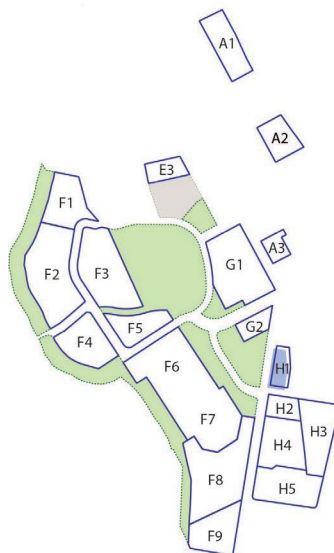
Setbacks

- C.05 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.
- C.06 Buildings are to be setback a minimum of 4 metres from Fleet Street.
- C.07 Buildings are to be setback a minimum of 6 metres from Albert Street.
- C.08 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.

LOT H1



LOT IDENTIFICATION PLAN



LEGEND

- Net Development Lot Boundary
- Existing trees to be retained where practicable
- # PLEP 2011 maximum building height (m)
- Preferred location of tallest built form
- ✳ Important corner
- Minimum building setback
- ▴ Preferred building address
- ▴ Preferred parking/service access

Figure 8.2.2.12.14.1 – Development Lot H1

8.2.2.12.15 LOTS H2-H5

Objectives

- O.01 Development is to integrate and transition to surrounding urban development.
- O.02 Development is to respond to and retain the historic Quarry Face.

Controls

- C.01 New development within H1, H2, H3, H4 and H5 must retain the sandstone quarry face and early sandstone walls to Fleet and Albert Streets.
- C.02 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.
- C.03 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.
- C.04 New development may include a pedestrian through-site link connecting O'Connell Street with Fleet Street and transitioning across the quarry face.
- C.05 New development within the lots must comprise a series of high-quality apartment buildings with a diversity of scale and architectural character.
- C.06 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.
- C.07 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.
- C.08 All new buildings to have addresses and lobbies with access to a public street or through site link.
- C.09 Development fronting Fleet Street must respect the visual relationship with the Historic Core to the west.
- C.10 Development must demonstrate compliance with controls as indicated on Figure 8.2.2.12.15.1.
- C.11 A cross-site pedestrian link is to be provided centrally between O'Connell Street and Fleet Street to align with Harold Street.
- C.12 A minimum 4 metre building setback to Fleet Street is to be provided.
- C.13 A minimum 6 metre building setback to Albert, O'Connell and Fennel Streets is to be provided.
- C.14 All new buildings are to address public streets.

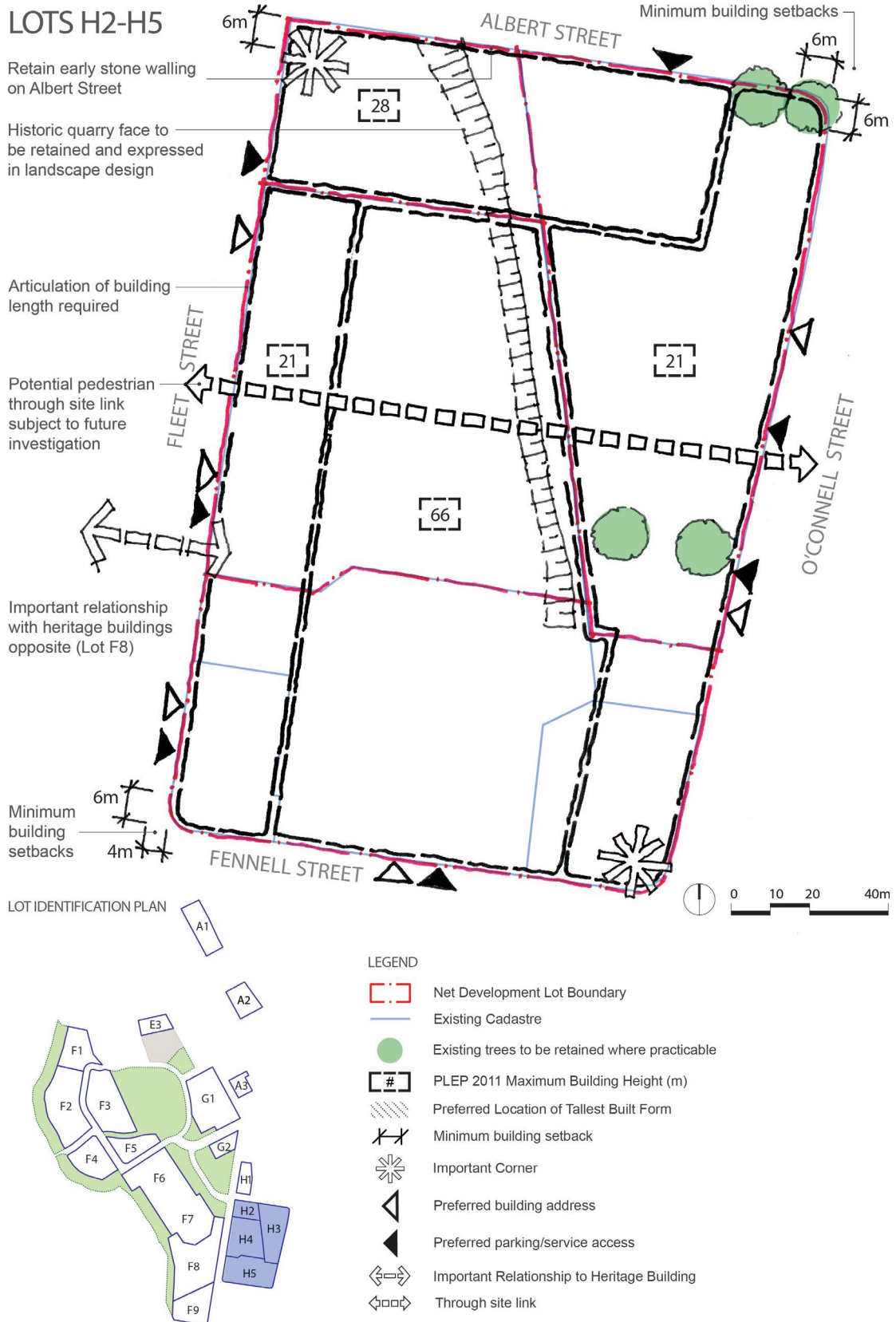


Figure 8.2.2.12.15.1 – Development Lots H2 – H5

8.2.3 GRANVILLE LOCAL CENTRE

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.

Granville Local Centre 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.

The provisions of this Section of this DCP apply to development within Granville Local Centre (shown in Figure 8.2.3.1). This Section should be read in conjunction with Section 8.5 of this DCP which provides for additional development controls of specific sites within Granville Local Centre.

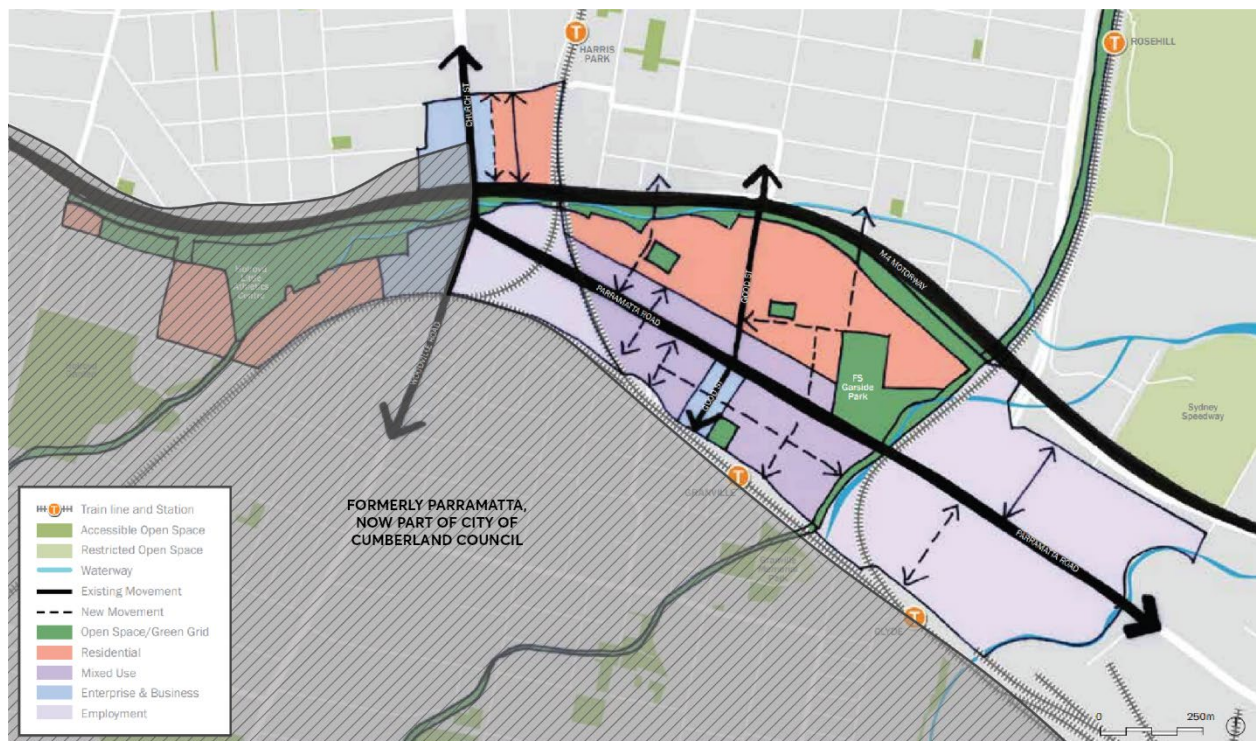


Figure 8.2.3.1 – Granville Local Centre (PRCUTS)

Objectives

- O.01 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.02 Ensure new development within the mixed use core provides active ground floor uses to increase vibrancy, safety, use and interest of the area,
- O.03 Preserve and improve significant open space areas within the precinct.
- O.04 Maximise pedestrian links and connectivity through new laneways and through site links.

Control

- C.01 New development is to be consistent with the *Parramatta Road Corridor Urban Transformation Strategy: Planning and Design Guidelines* unless otherwise detailed in this Section.

8.2.3.1 GRANVILLE TOWN CENTRE

8.2.3.1.1 DESIRED FUTURE CHARACTER

The Granville Town Centre precinct continues to be a vibrant place with a variety of activities within and surrounding the centre. This is achieved through a mix of uses, building heights and densities to support the role and function of Granville. Throughout the precinct, new development will retain and enhance the heritage character of the precinct. Specific characteristics for parts of the town centre are detailed below.

Parramatta Road Corridor: Parramatta Road accommodates non-residential development including business and office uses, light industries and specialised 'retail' developments that require large floor plates. New development is set back from the roadway to improve pedestrian amenity.

Mixed use development: is located between the railway line and Cowper Street with increased height limits and floor space ratios permitted on larger sites. The amalgamation of lots is required to achieve the maximum building heights and floor space ratios prescribed in the *Parramatta LEP 2023*. Where the required site amalgamation does not occur, reduced building heights and floor space ratios apply (refer to the *Parramatta LEP 2023*). The prescribed maximum floor space ratios may not be wholly achievable on all sites due to urban design considerations or site configuration. Residential development is located away from Parramatta Road to minimise adverse amenity impacts. The interface between development along Parramatta Road and residential development to the rear is carefully designed to ensure that privacy and visual amenity are managed and protected.

Retail Centre: New development in the main retail precincts north of the railway line is consistent with the scale and fine grain form of existing development. Active ground level frontages are provided, with at grade pedestrian access. The existing street pattern, including rear lanes, is retained to reflect the main streets' historical context. Shop top housing is encouraged and set back from the street alignment in order to respect pedestrian scale of the existing streetscape.

This Section is to be read in conjunction with Section 8.2.3 Granville Local Centre and Section 8.5 of this DCP which provides for additional development controls of specific sites within Granville.



Figure 8.2.3.1.1.1 – Granville Town Centre

Objectives

In addition to general objectives listed in Part 8 of this DCP, specific objectives of this precinct are identified below.

- O.01 Ensure that new development provides a strong interface to Granville Railway Station, Parramatta Road and Good Street.
- O.02 Ensure that new development responds well to existing heritage items.
- O.03 Ensure new development within the mixed use area provides active ground floor uses to increase the safety, use and interest of the area.
- O.04 Ensure new buildings within the mixed use area provide articulation and an attractive composition of building elements.
- O.05 Enhance residential amenity through provision of landscaping and communal open space at ground level.
- O.06 Ensure an appropriate height transition of building heights to maintain amenity of adjacent development.

Investigation Areas

- a) As shown in Figure 8.2.3.1.1.2, Council will investigate the potential for redevelopment of the bus interchange and car park to provide for a mix of community, residential and commercial uses.

- b) Council will investigate the block bound by Railway Parade and Mary Street as shown in Figure 8.2.3.1.1.1. Development in this location will need to respect the significance of the existing heritage items and heritage conservation areas in relation to scale, character, form, siting, material, colour and detailing. In addition, the proportion and massing of buildings is to relate favourably to that of existing building patterns in the street.

Controls

Pedestrian Connections and Laneways

- C.01 New pedestrian connections, roads and laneways should be provided in accordance with Figure 8.2.3.1.1.2. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with C.02 below.
- C.02 Where a development provides for dedication of land to Council for the purposes of providing public access and the construction of the access way, Council may consider increasing the maximum floor space ratio. As a guide, the maximum floor space ratio may be increased by the equivalent area represented by 50% of the land area to be dedicated to Council for the public access. The site area may include the area of land to be dedicated to Council for the purpose of the floor space ratio calculation. The proposed variation to floor space is to be addressed under Clause 4.6 'Exceptions to development standards' in the *Parramatta LEP 2023*.
- C.03 New road connections and laneways should be provided to improve through block connections, remove dead end streets, extend existing connections, improve serviceability of retail development and improve the interface to the railway line.
- C.04 New street links are to match the width of the existing public road that it forms and extension of. New laneways are to have a minimum width of 6 metres.
- C.05 New pedestrian links are to improve through block connections and provide better links to and from Granville Railway Station.
- C.06 New pedestrian connections are to have a minimum width of 3 metres and are to be consistent in width for their full length.

Setbacks

- C.07 Front building setbacks are to be in accordance with Figure 8.2.3.1.1.2 and any additional controls set out below:
 - a) For development along Parramatta Road, setbacks shown in Figure 8.2.3.1.1.2 apply to the first 4 storeys (15 metres) of development. An additional 3 metre upper level setback applies to any portion of development above 4 storeys (15 metres) in height.
 - b) For development along Good Street, setbacks shown in Figure 8.2.3.1.1.2 apply to the first 3 storeys of development. Remaining storeys are to be set back an additional 3 metres. Balconies are not to encroach the upper level setback area.
 - c) For development in the MU1 Mixed Use Zone with frontage to Mary Street the front setback to be between 5 and 9 metres.
 - d) For development in the MU1 Mixed Use zone between Parramatta Road and the railway line, setbacks shown in Figure 8.2.3.1.1.2 apply to the first 4 storeys (15 metres) of

development. An additional 3 metre upper level setback applies to any portion of development above 4 storeys (15 metres) in height.

C.08 Side and rear building setbacks are to be in accordance with Figure 8.2.3.1.1.2 and the below controls:

Rear Setbacks

a) E1 Local Centre Zone

A zero rear setback is allowable for development in the E1 Local Centre Zone.

b) MU1 Mixed Use Zone

A minimum rear setback of 9 metres is required for development up to 25 metres in height.

A minimum rear setback of 12 metres is required for development above 25 metres.

c) E3 Productivity Support Zone

A minimum rear setback of 4 metres is required.

Side Setbacks

a) E1 Local Centre Zone

A zero side setback is allowable for development up to 4 storeys (15 metres) in height, except where the development addresses a lane.

b) MU1 Mixed Use Zone

A zero side setback is allowable for development up to 4 storeys (15 metres) in height, except where the development addresses a lane.

c) For any portion of development above 4 storeys (15 metres) in height, a minimum side setback of 9 metres is required for habitable rooms and a minimum side setback of 6.5 metres is required for non-habitable rooms.

d) E3 Productivity Support Zone

A zero side setback is allowable for development up to 6 storeys (21 metres) in height.

Side Setbacks (Addressing Lanes)

e) Where lanes are indicated in Figure 8.2.3.1.1.2 (see Front Setbacks above), half of the width of the lane is to be provided by each adjoining property. For passive surveillance and a high-quality public domain, continuous full length blank walls are discouraged to lanes. Streetscape setbacks to lanes are shown in Figure 8.2.3.1.1.3. For visual and acoustic privacy the following additional setbacks are required.

6 Metre Wide Lanes

f) Development up to 4 storeys (12 metres) in height are to be setback a minimum of 1.5 metres from the lane where there are non-habitable rooms and setback a minimum 3 metres where there are habitable rooms.

g) For the portion of development above 4 storeys (15 metres) but less than 25 metres, a minimum 3.5 metre setback to the lane is required for non-habitable rooms and a minimum 6 metre setback to the lane is required for habitable rooms.

3 Metre Wide Lanes

- h) For privacy of buildings up to 4 storeys a minimum 3 metre setback to the lane is required for non-habitable rooms and a minimum 4.5 metre setback to the lane is required for habitable rooms.
 - i) For the portion of development above 4 storeys (15 metres) but less than 25 metres, a minimum 5 metre setback to the boundary is required for non-habitable rooms and a minimum 7.5 metre setback for habitable rooms.
- C.09 To achieve a continuous street edge development in the E1 Local Centre zone should have a nil side setback where it will not have a detrimental impact upon adjoining development.
- C.10 Building setbacks to existing and desired laneways should be designed to activate the laneway while still allowing for the servicing needs of development.
- C.11 Where development proposes of adjoins residential development greater than 2 storeys in height, building separation requirements prescribed by the Apartment Design Guide published by the NSW Department of Planning and Environment should be achieved.
- C.12 The building separation distances between buildings on the same site are not to be less than those required between buildings on adjoining sites.

Site Frontage

- C.13 The minimum site frontage for development in MU1 Mixed Use zone or E3 Productivity Support zone on land between Parramatta Road and the railway line is to be in accordance with the following table:

Table 8.2.3.1.1 – Minimum site frontage

Site area	<950m ²	950m ² -2100m ²	>2100m ² – 3200m ²	>3200m ²
Minimum frontage (m)	24	30	45	60

Land Amalgamation

- C.14 The preferred pattern of land amalgamation is to be side by side to maximise lineal street frontage and to encourage east west built form for good solar access, as shown in Figure 8.2.3.1.1.4.

Landscaping and Deep Soil

- C.15 In the E3 Productivity Support zone along Parramatta Road, a minimum of 20% of the site is to be a deep soil zone.
- C.16 In the MU1 Mixed Use zone between Parramatta Road and railway line, a minimum of 30% of the site is to be a deep soil zone, and not less than 40% of the site is to be landscaped.
- C.17 The required deep soil areas are to be predominantly located at the rear of the site to provide a landscape corridor and visual screening between buildings.
- C.18 Where a front building setback is required as shown in Figure 8.2.3.1.1.2 (with the exception of Parramatta Road), the front setback area is to be landscaped. Provision of street trees is required in this area.
- C.19 For development fronting Parramatta Road, the setback area is to form an extension of the footway. Landscape planting including street trees is encouraged.

For Land at 2-22 William Street, communal open space and landscaping is to be provided at ground level where possible.

Development between Parramatta Road and Railway Line

- C.20 Residential and commercial apartments are to be designed to enable casual surveillance of public spaces.
- C.21 For development greater than 15 metres in height, buildings with large floor plates, must be expressed as separate building elements.
- C.22 For development greater than 15 metres in height the horizontal dimension of any building façade must not exceed 35 metres.
- C.23 For development greater than 15 metres in height the maximum floor plate area of a non-residential buildings is 480m², with a maximum depth of 25 metres.
- C.24 For commercial buildings, the maximum building depth is 25 metres.
- C.25 Use light wells and courtyards to improve internal building amenity and cross ventilation.
- C.26 The roof forms of all buildings are to add interest to the skyline.

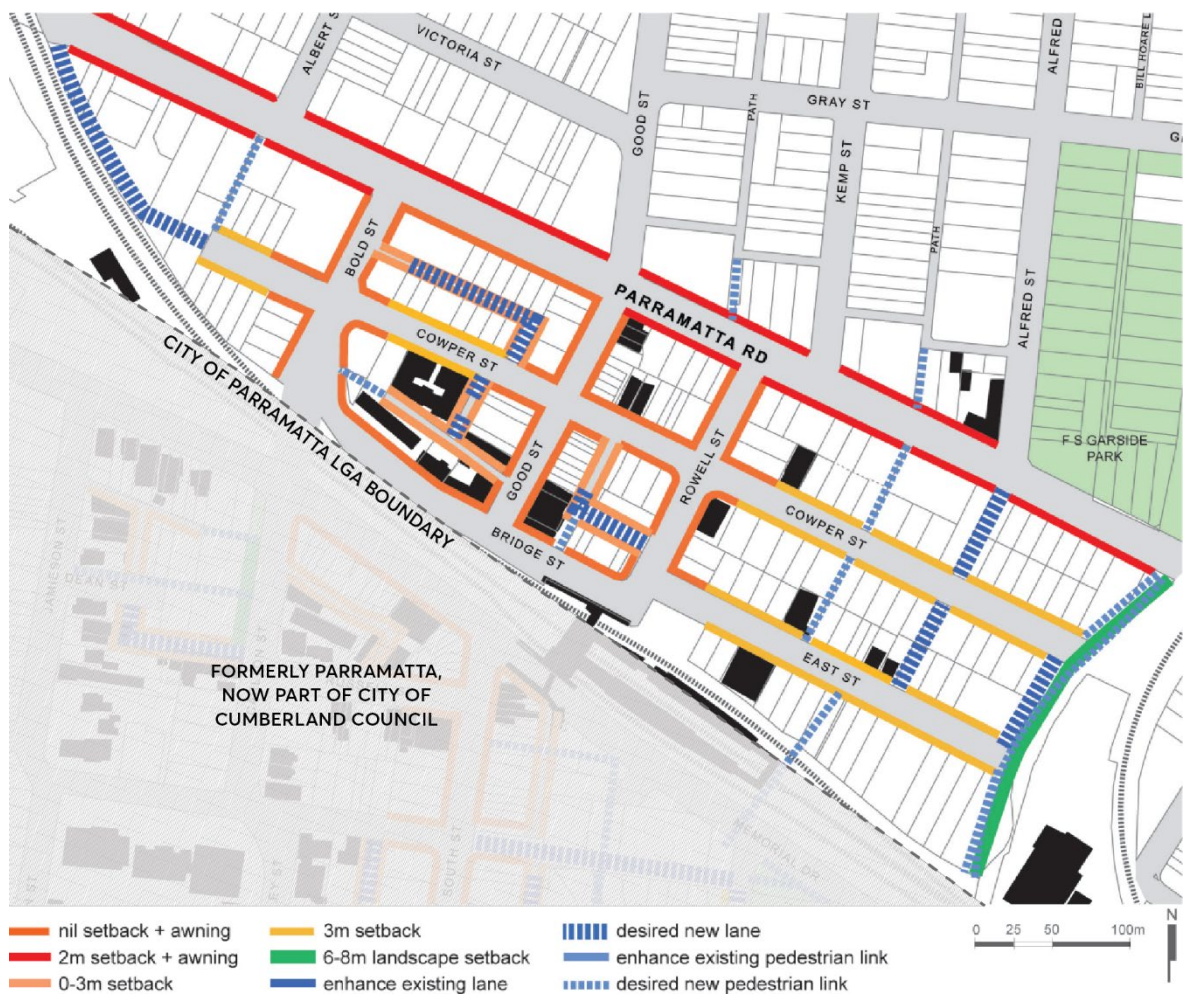


Figure 8.2.3.1.1.2 - Building Setbacks, Pedestrian Links and Laneways

Recommended Controls - 6m Lane Section



Recommended Controls - 3m Lane Section

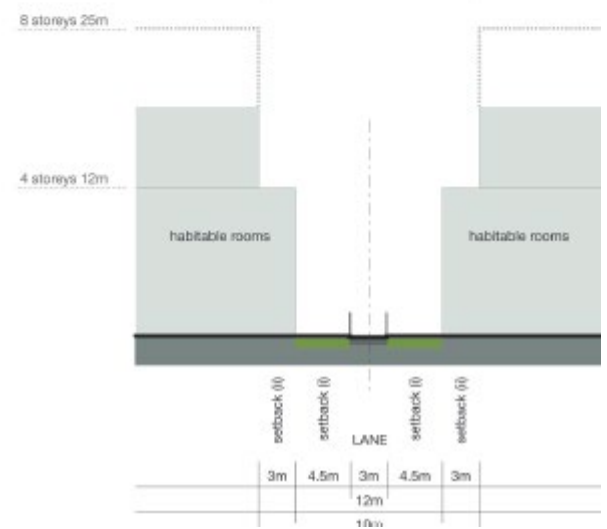
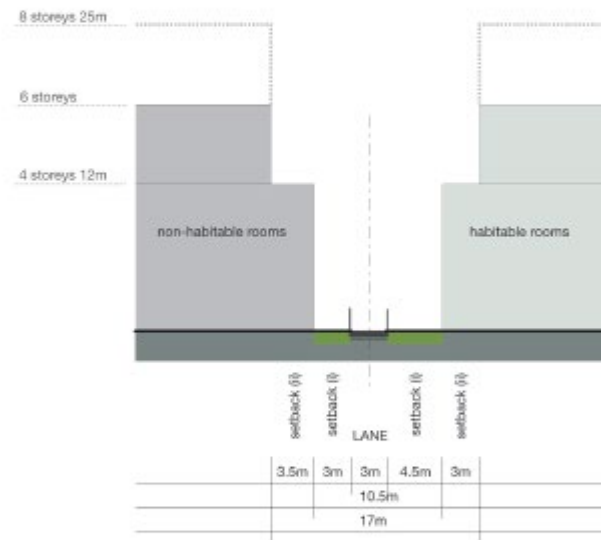
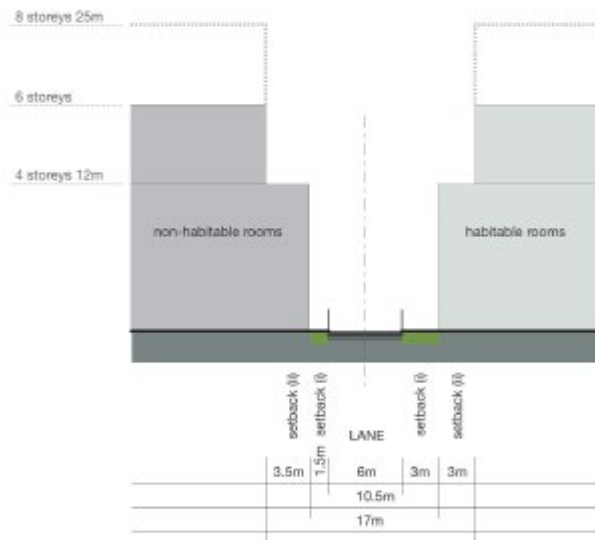
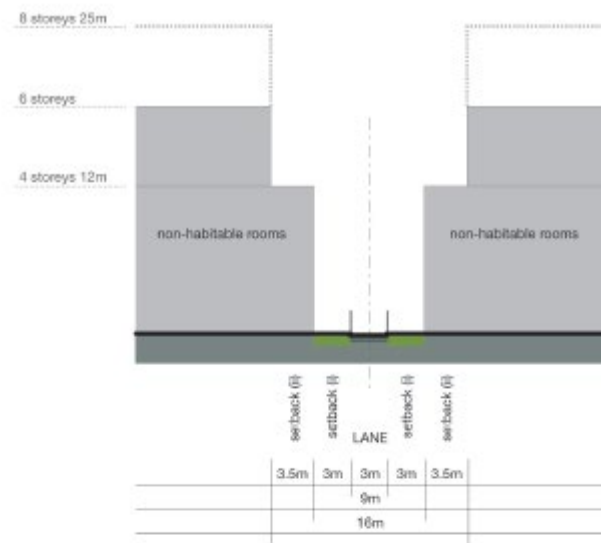


Figure 8.2.3.1.1.3 – Lane and Street Sections

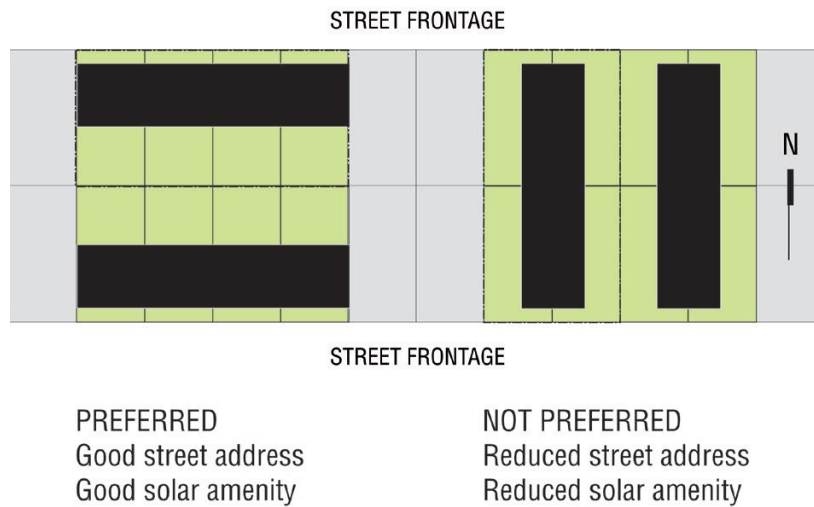


Figure 8.2.3.1.1.4 – Preferred Street Frontage condition

Development at 2- 22 William Street, Granville

- C.27 Storeys above the first four storeys of the proposed development shall have an additional 3.1 metres upper level rear setback and the proposed development's rear building setback (facing the low density residential area) is to be a minimum of 9 metres (without the rear existing laneway).
- C.28 The proposed development at 2-22 William Street, is to be not more than 5 storeys.

8.2.4 CAMELLIA AND RYDALMERE

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

The Parramatta River corridor is 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. Parts 5.3.2 and 2.9 of this DCP are important controls for protecting and managing the river and the public domain.

Properties adjoining the foreshore 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.

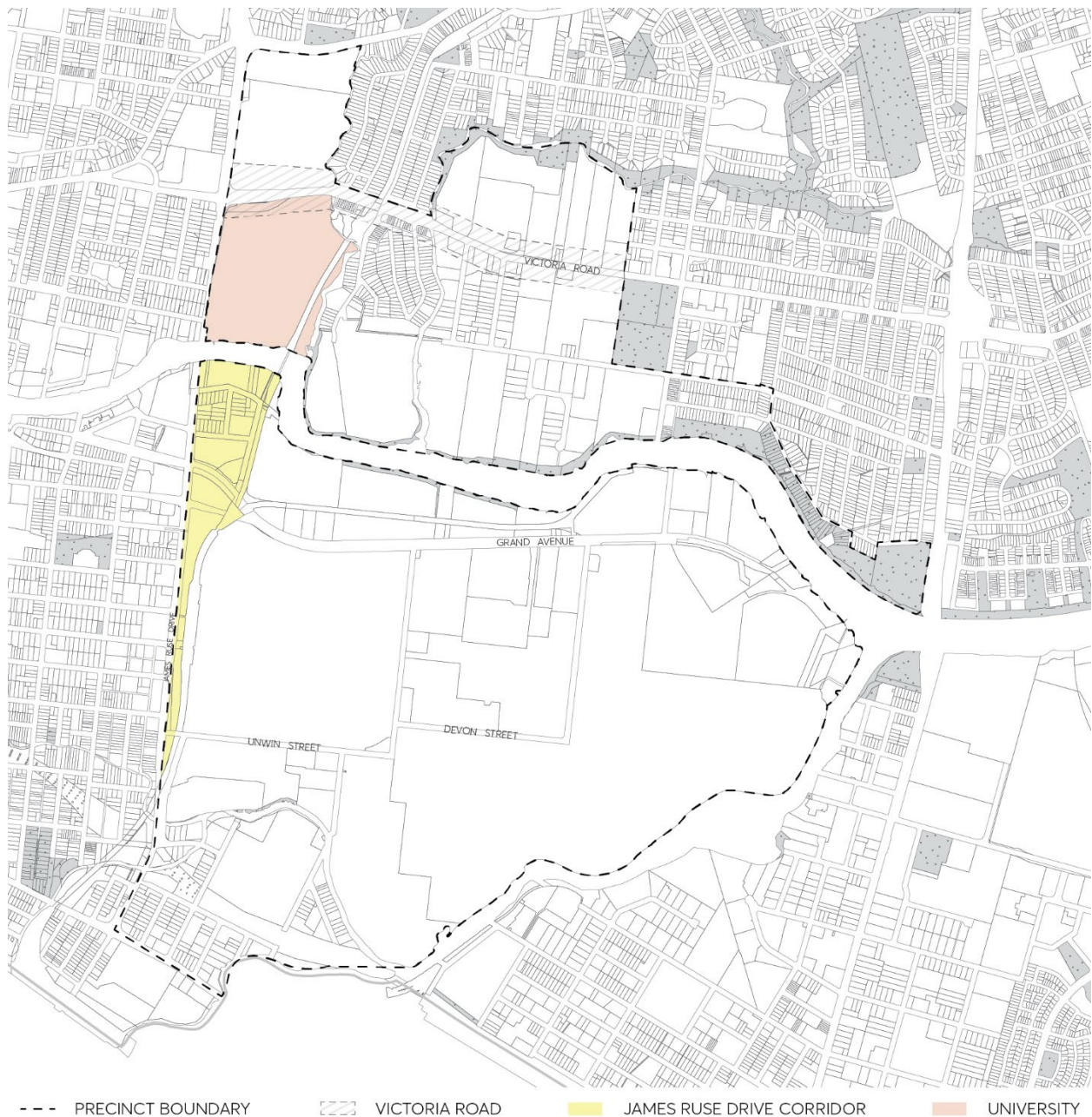


Figure 8.2.4.1 – Camellia and Rydalmere

General Objectives

- O.01 Protect and support one of Sydney's significant industrial and educational hubs.
- O.02 Create a vibrant, attractive and mutually supportive industrial, educational and research precinct.
- O.03 Maintain and improve existing access to major public transport links outside the area.
- O.04 Encourage industrial development that is innovative and incorporates into its business best practice environmental management.

- O.05 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.06 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.07 Improve public access along the foreshore to create a regional pedestrian and open space network.
- O.08 Conserve and enhance identified views and encourage the conservation and adaptive reuse of heritage items within the Camellia and Rydalmere Precincts and wider community use and access of these assets.
- O.09 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.

8.2.4.2 HEIGHT OF BUILDINGS

Objectives

- O.01 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.02 Buildings should make a positive contribution to the streetscape and the skyline.
- O.03 Create a strong and unified character along the major gateways into Parramatta.
- O.04 That buildings that not significantly overshadow the public domain, vegetated riparian areas, environmental protection areas or adjoining properties.
- O.05 Conserve heritage sites, their settings, identified views and their visual interconnections.

Controls

- C.01 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.
- C.02 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 1.

8.2.4.3 LANDSCAPING

Objectives

- O.01 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.02 Protect and enhance the riparian ecosystem along the Parramatta River and its tributaries.
- O.03 Improve environmental performance, particularly in terms of water management, pollution control, the natural environment, biodiversity, energy efficiency and transport management.
- O.04 provide for recreational use of the foreshore and establishment of paths for walking and cycling where these will not diminish natural values.

Controls

- C.01 Development must improve the foreshore landscape so that locally native vegetation and natural geomorphology are preserved, restored and extended and in accordance with any Government-adopted catchment strategies.
- C.02 Any fencing is to be set back from the property boundary and screened in front by locally native and local provenance trees and shrubs.
- C.03 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.
- C.04 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.
- C.05 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.
- C.06 Redevelopment of land adjacent to waterways must make provision for landscaped corridors that enhance the natural values of the foreshore ecosystem.
- C.07 The landscape setbacks 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.
- C.08 A landscape management plan and strategy is to be developed to ensure continuity and attractiveness of landscaping.

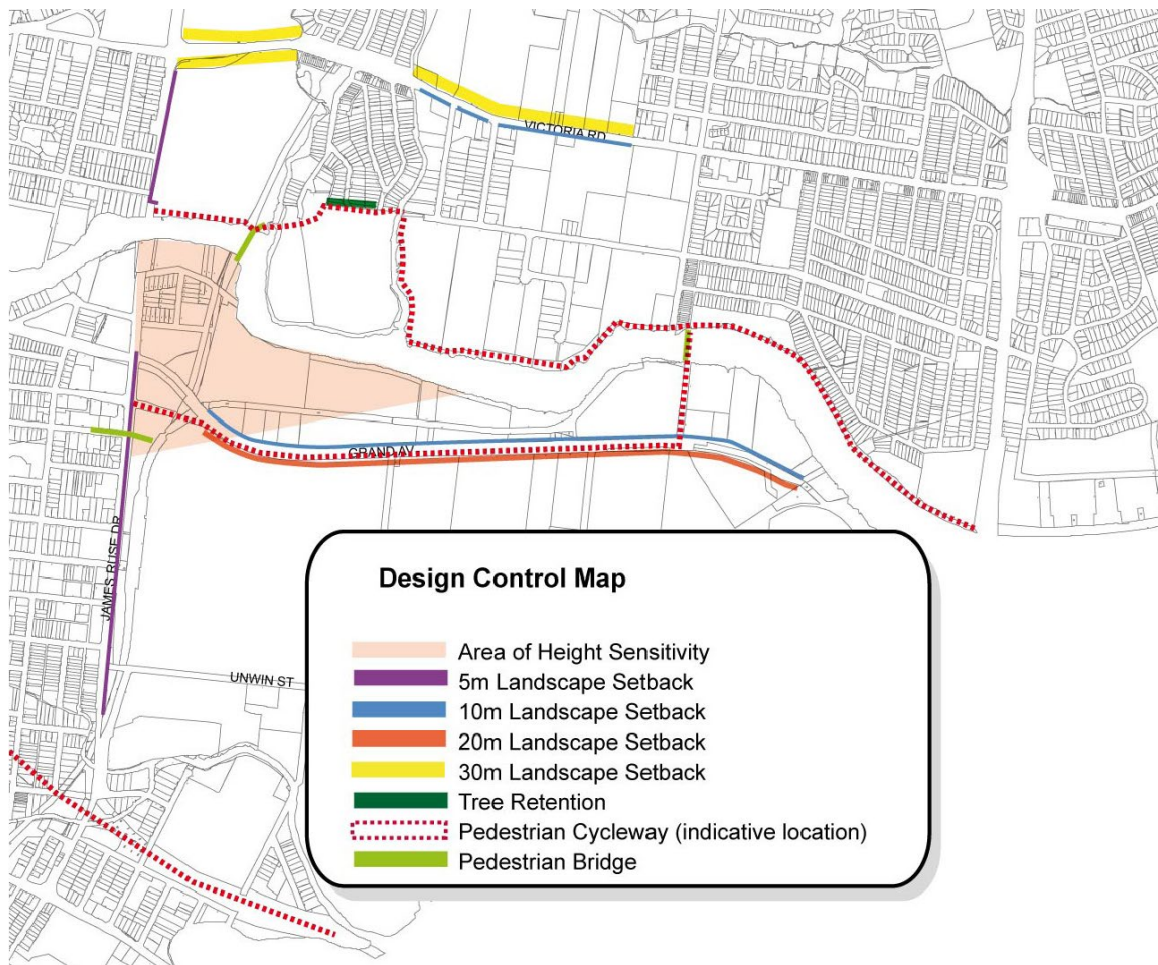


Figure 8.2.4.3.1 – Camellia and Rydalmere Design Control Map

8.2.4.4 TRAVEL PLANS AND TRAVEL INFORMATION GUIDES

Objective

- O.01 Increase opportunities to use public transport, to cycle or walk to work.

Controls

- C.01 Development that contains 5,000m² 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.02 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.03 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.

8.2.4.5 BUILDING DESIGN

Objectives

- O.01 Provide opportunities for casual surveillance of the streetscape and public domain.
- O.02 Improve architectural interest by minimising the bulk of buildings and to encourage articulation and modulation of development.
- O.03 Development that respects, conserves and responds to identified views and the existing heritage character of the precinct.

Controls

- C.01 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.
- C.02 Major facade and entries of buildings are to address major public places, including roads, parks and waterways.
- C.03 Development is to have regard to adjoining building works and transition of height, massing and scale.
- C.04 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.
- C.05 Buildings on sites adjacent to the Parramatta River and its tributaries are to be set back in accordance with any foreshore building line.
- C.06 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.
- C.07 Buildings are not to overshadow environmental protection areas or riparian vegetation areas.
- C.08 Lighting is not to have adverse impact on the natural habitats.

- C.09 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.
- C.10 Building roofs and lift overrun structures are to be dark and have matt colours so as to be recessive.

8.2.4.6 ECO-INDUSTRIAL DEVELOPMENT

Objectives

- O.01 Promote and achieve the principles of eco-industrial development in the Camellia Precinct.
- O.02 Capitalise on the potential that exists in the Camellia Precinct for eco-industrial development.
- O.03 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.

Control

- C.01 Identify the bio-products and/or waste produced by the proposal that can be reused by another local industry. Refer to Section 5.4.8 – Waste Management.

8.2.4.7 SPECIAL AREAS

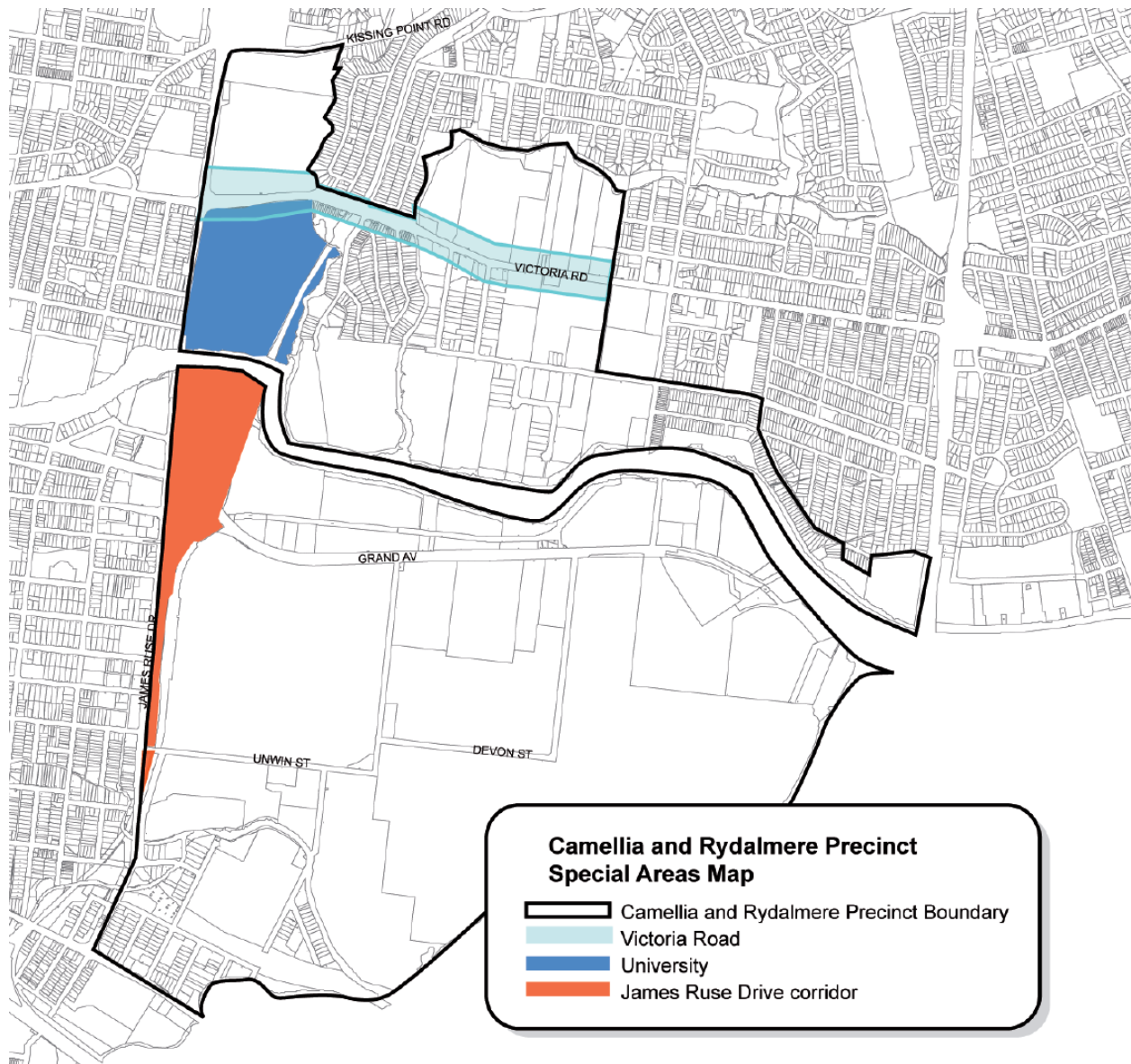


Figure 8.2.4.7.1 – Special Areas

8.2.4.7.1 THE JAMES RUSE DRIVE CORRIDOR SPECIAL AREA

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.

Controls

- C.01 Development must contribute to a strong, unified and visually attractive character for James Ruse Drive, enhancing its role as an important gateway to Parramatta.
- C.02 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.
- C.03 Development has vehicular access via local roads and not directly off James Ruse Drive.
- C.04 Management of the traffic impacts of development on James Ruse Drive.
- C.05 Integration of development with public transport.
- C.06 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.
 - 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).
- C.07 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.
 - 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.
- C.08 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.

8.2.4.7.2 THE VICTORIA ROAD SPECIAL AREA

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.

Controls

- C.01 Buildings must have high-quality finishes where visible from the street and a high-quality frontage with landscaping.
- C.02 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.
- C.03 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.
- C.04 The landscape setbacks shown on the Design Control Map in this Section are to be met.

8.2.4.7.3 THE UNIVERSITY SPECIAL AREA

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 setbacks 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.

Controls

- C.01 Development must conserve and enhance items of heritage significance consistent with a Conservation Management Plan for the area.
- C.02 Development must respect, conserve and respond to key views identified in that Plan.

- C.03 Development must protect and enhance cultural plantings and native bushland and other natural features along the foreshore.
- C.04 Development must provide for public access along the foreshore.
- C.05 The scale and character of the development must recognise and complement the unique visual qualities of the site.
- C.06 Development should integrate with the public transport network and facilitate access for pedestrians and cyclists to the site and, where appropriate, through the site.
- C.07 The siting and design of the development must minimise adverse effects from adjoining land uses, including noise from James Ruse Drive.
- C.08 Development must enhance the key approach routes to Parramatta, being James Ruse Drive, Victoria Road, the rail line and Parramatta River.

8.2.5 NEWINGTON LOCAL CENTRE

Newington Local Centre has a long history of Aboriginal, early colonial, and government uses. The precinct was later used as the site of Sydney's athlete village during the 2000 Sydney Olympic Games. At the time, this precinct was the largest solar-powered suburb in the world, with solar panels and water recycling facilities to service the village. These facilities are still used today.

This Section outlines specific provisions for Newington Small Village, Business Park, and Residential Precinct, as shown in Figure 8.2.5.1, and must be read in conjunction with any relevant Parts of the Parramatta DCP 2023. Where there are inconsistencies between the controls contained within this Section and other controls within this DCP, these controls prevail to the extent of the inconsistency.



Figure 8.2.5.1 – Newington Local Centre

8.2.5.1 NEWINGTON SMALL VILLAGE

This Section applies to Newington Small Village, as shown in Figure 8.2.5.1.1, which is zoned E1 Local Centre under the *Parramatta LEP 2023*. The development controls for these sites apply in addition to the development controls presented in previous Sections of this Part. Where there are inconsistencies between the controls contained within this Section and other controls within this DCP, these controls prevail to the extent of the inconsistency.

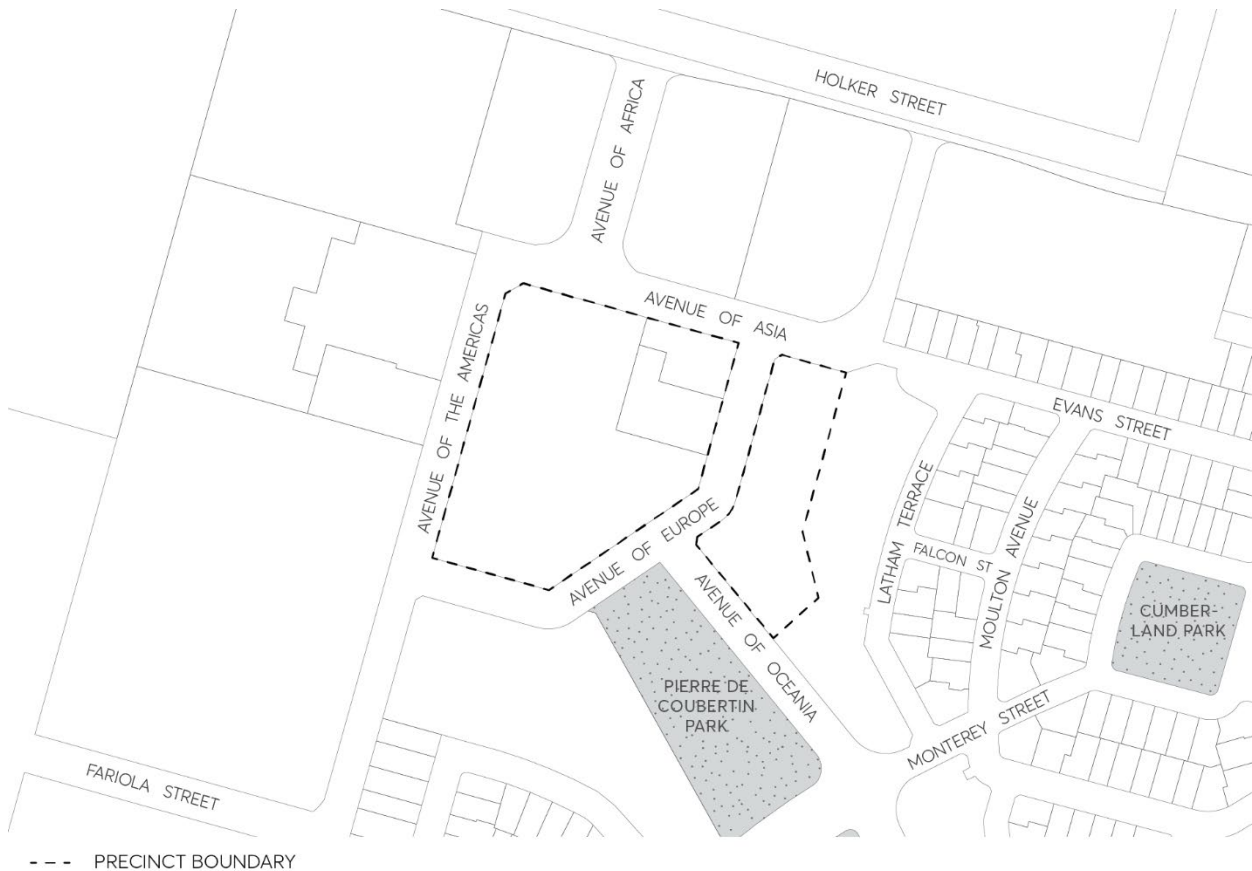


Figure 8.2.5.1.1 – Newington Small Village

Controls

Site coverage

C.01 A maximum site coverage of 80% shall be permitted on site.

Figure 8.2.5.1.1 - Newington Small Village

Setbacks

C.02 The following setbacks shall apply:

- Setback from residential areas shall be 3-6 metres.
- Setback from Newington Business Park shall be 1 metre.
- Setback to retail front shall be 3.5 metres.

Loading areas

- C.03 Loading areas shall be screened from public roads and public access areas.
- C.04 Active and defined frontages
- C.05 Entrances and windows shall be located on the ground floor of the building to face the public domain and created visual surveillance.
- C.06 Buildings on street corners or the interface with public space shall emphasise the corner by appropriate architectural treatment.

Materials

- C.07 All building materials used shall be durable, low maintenance and of high-quality.

Pedestrian amenity

- C.08 Public pedestrian networks within sites shall provide solar, wind and rain protection using a colonnade, an awning or other appropriate shading devices.

Architectural elements

- C.09 Awnings/colonnades in buildings shall be designed to a height of 3.5 metres.
- C.10 Signage shall be located below the awning height of a building.

Parking rates

In addition to the general parking requirements in Part 6 – Traffic and Transport of the Parramatta DCP 2023, parking controls below are to be applied to the Newington Small Village. Where there is an inconsistency, the parking controls below prevail.

Bicycle Parking

- C.11 Bicycle parking requirement is 1 bicycle space per 300m² of retail space.

Car Parking

- C.12 Minimum of 1 car space per 38m² GFA

8.2.5.2 NEWINGTON BUSINESS PARK PRECINCT

This Section contains specific provisions for the Newington Business Park, as shown in Figure 8.2.5.2.1, which is zoned E3 Productivity Support under *Parramatta LEP 2023*. This Section applies in addition to the provisions held in Part 2 – Design in Context and Part 4 – Non-Residential Development of this DCP. Where there is any inconsistency between this Section and Parts 2 and 4, the provisions in this Section prevail to the extent of the inconsistency.



Figure 8.2.5.2.1 – Newington Business Park

8.2.5.2.1 ECOLOGICALLY SUSTAINABLE DEVELOPMENT REQUIREMENTS

Controls

- C.01 Stairwells shall be positioned to create a stack effect to enhance natural ventilation and remove warm summer air from upper floors.
- C.02 Plant types shall be selected so as not to overshadow potential location of rooftop solar collectors.
- C.03 Refer to Part 5 – Environmental Management of this DCP for other development controls for energy efficiency and water conservation.

Landscaping

- C.04 Plant species that are drought tolerant or will require minimal watering once established shall be used.
- C.05 Water-conserving landscape practices shall be applied where possible, including soil amendment, mulch, irrigation zoning, limited turf areas, planting in relation to micro-climate, water scheduling and selection of plants with water needs that match site rainfall and drainage conditions.
- C.06 No imported topsoil shall be used. Stockpile and rehabilitate existing topsoil on site.
- C.07 Landscape plant species used in the public domain shall be predominantly native, including local indigenous species.
- C.08 Native ground covers and grasses shall be used in lieu of turf where practicable.

8.2.5.2.2 URBAN DESIGN

Objectives

- O.01 Maximise the exposure of active zones to ensure an active streetscape.
- O.02 Reduce the impact of large building mass and service areas.

Controls

- C.01 Where appropriate, street corners and main entry points shall be emphasised by appropriate architectural treatment.
- C.02 Setbacks shall be designed to provide for a street edge defined by built form and landscape treatment, with minimum setbacks to active façade zones, and increased setbacks to solid walls.
- C.03 Streetscapes shall be treated as active zones. Where possible, entry and office facades shall be orientated to the street. Other façade zones, such as setback solid walls, shall be treated with landscape areas to provide shade and amenity as well as visual interest to the streetscape.
- C.04 Where buildings are setback to allow for car parking at entry zones, street edges shall be designed with permeable landscape buffers to permit street address/exposure, whilst maintaining defined edges.

Site coverage

- C.05 The total site coverage shall not exceed 60% of the area of the allotment.
- C.06 Building setbacks:
 - Holker Street: 4 metres minimum
 - Main access street (linking Holker Street and Village Centre Boulevard): 5 metres minimum

- Village Centre Boulevard and other streets: 1 metre minimum to active façade zones (ie. office, showroom, etc.)
2 metre minimum to other façade zones
- Awnings, sunshading etc, shall be excluded from setbacks listed above.

Service areas

- C.07 Service areas generally shall not detract from the character of the public street.

Loading docks and access points to service areas shall be via the side or rear of the building or be appropriately treated by building or landscape means.

Landscape

- C.08 10% of the site area shall be soft landscaping.

Architectural Elements

- C.09 Building facades and/or landscape treatment shall create a defined edge to the Newington Small Village boulevard and primary public streets.
- C.10 Identification signs shall be integrated with the building design or within the landscape zone not higher than 2.4 metres above ground. All signage shall be permitted to be illuminated as per the relevant Australian Standards.

8.2.5.2.3 BICYCLE PARKING RATES

In addition to the general parking requirements in Part 6 – Traffic and Transport of this DCP, parking controls below are to be applied to the Newington Business Park. Where there is an inconsistency, the parking controls below prevail.

- C.01 1 bicycle space/1,000m² (GFA) is to be provided.

8.2.5.3 NEWINGTON RESIDENTIAL PRECINCT

This Section applies to the Newington residential precinct as shown in Figure 8.2.5.3.1, specifically to land zoned R3 Medium Density Residential and R4 High Density Residential under *Parramatta LEP 2023*.



Figure 8.2.5.3.1 - Newington residential precinct

Objective

O.01 Ensure that the Newington residential precinct: "

- is pleasurable to live in and creates enjoyable urban places.
- maintains a high level of amenity. „
- contributes to the overall street locality and streetscape. „
- minimises the impact on the environment. „
- optimises use of the land. „
- responds appropriately to allotment size, location, opportunities and constraints.

8.2.5.3.1 GENERAL CONTROLS

This Section applies to single lot housing types such as detached, semi-detached (town house), attached (terrace house), courtyard dwellings and residential flat buildings.

Objectives

- O.01 Ensure that development provides a degree of consistency to establish the neighbourhood character of the precinct.
- O.02 Ensure that the appearance of the development is of high visual quality and enhances and addresses the street.
- O.03 Ensure that the form, scale and height of proposed development protects the amenity of adjoining properties and the locality.
- O.04 Ensure that the form, scale and height of the proposed development responds appropriately to site characteristics.
- O.05 Ensure that the development is designed, detailed and finished to provide an appropriate scale to the street.
- O.06 Ensure that new development relates well to surrounding development.
- O.07 Ensure that when 'built out' the precinct provides a high-quality sustainable environment.

Controls

- C.01 All buildings shall address the street.
- C.02 Where a building has two street frontages, it shall address the primary (major) street.
- C.03 Stepped building arrangements may be encouraged where narrow lot types reinforce the street.
- C.04 Entrances to residential flat buildings shall be clear and legible from the street.
- C.05 The storey height shall be controlled in residential areas to avoid overshadowing of neighbouring private open spaces.
- C.06 Car court arrangements shall ensure that a minimum of 60% of dwellings have garages at rear.
- C.07 Where private open space is located on the street frontage, 2 metre walls shall be permitted for a maximum of 60% of frontage.
- C.08 Driveways and high fences shall be paired where possible.

Stormwater drainage

- C.09 Applicants shall consult the Part 5 – Environmental Management of this DCP for Stormwater Drainage.

Waste

- C.10 Applicants shall consult the Section 5.4.9 of this DCP for waste requirements.

Landscaping

C.11 Table 8.2.5.3.1.1 below lists the plant species to be used in the private domain for single lot housing and residential flat buildings.

Table 8.2.5.3.1.1 – Plant species to be used in the private domain

		Indigenous	Invasive	Allergenic	Bird attracting
TREES					
Acacia elata	Cedar Wattle	x		x	x
Acacia glaucesens	Coast Myall	x		x	
Acmena smithii	Lilly Pilly	x			x
Allocasuarina glauca	Swamp Oak	x		x	
Angophora floribunda	Rough Barked Apple	x			x
Banksia serrata	Old Man Banksia	x			x
Callicoma serratifolia	Black Wattle	x			
Ceratopetalum apetalum	Coachwood	x			
Eleaocarpus reticulatus	Blueberry Ash	x			x
Eucalyptus citriodora	Lemon Scented Gum	x			
Eucalyptus maculata	Spotted Gum	x			x
Eucalyptus scoparia	Tallangatta White Gum	x			
Eucalyptus sideroxylon	Mugga Ironbank	x			x
Livistona australis	Cabbage Tree Palm	x			x
Melia azedarach	White Cedar	x		x	
Pittosporum revolutum	Yellow Pittosporum	x			x
Pittosporum undulatum	Sweet Pittosporum	x			x
Syncarpia glomulifera	Turpentine	x			
TALL SHRUBS					
Backhousia myrtifolia	Lemon Ironwood	x		x	
Banksia ericifolia	Heath Banksia	x		x	
Banksia integrifolia	Coast Banksia	x		x	
Baurea rubioides	Dog Rose	x			
Ceratopetalum gummifera	NSW Christmas Bush	x		x	
Grevillea banksii	Banks Grevillea	x		x	
Grevillea hookeriana	Toothbrush Grevillea	x		x	
Hakea salicifolia	Willow Leaved Hakea	x		x	
Leptospermum laevigatum	Coast Tea Tree	x			
Melaleuca armillaris	Bracelet Honey Myrtle	x		x	

		Indigenous	Invasive	Allergenic	Bird attracting
Melaleuca nesophila	Honey Myrtle	x		x	
Shrubs					
Boronia serrulata	Native rose	x		x	
Correa reflexa	Native Fuschia	x			
Epacris pulchella	Coral Heath	x			
Erisotemon australasius	Waxflower	x		x	
Grevillea 'Robyn Gordon'	Grevillea	x	x	x	
Grevillea sericea	Pink Spider Flower	x	x	x	
Westringia fruticosa	Coast Rosemary	x			
GROUND COVERS					
Acacia suaveolens	Sweet Scented Wattle	x		x	
Cissus antartica	Grape Ivy	x			
Hardenbergia violacea	Native Sarspirella	x	x		
Hibbertia scandens	Gold Guinea Flower	x			
Kennedia rubicunda	Dusky Coral Pea	x	x		
Kenzea 'Badja Carpet'	Badja Carpet	x		x	
Muehlenbeckia axillaris	Wire Plant	x	x		
Myoporum parvifolium	Creeping Boobialla	x			
Viola hederacaea	Native Violet	x			
GRASSES					
Cyperus gracilis	Dwarf Umbrella Grass	x			
Dianella revoluta	Flax Lily	x		x	
FERNS					
Adantum aethipoicum	Maidenhair Fern	x			
Asplenium australasicum	Birds Nest Fern	x			
Blechnum nudum	Hard Tree Fern	x			
Culcita dubia	False Bracken	x			
Cyathea cooperi	Coopers Tree Fern	x			
Doodia aspera	Rasp Fern	x			
Pleris spp	Jungle Brake	x			
Todea barbera	King Fern	x			

Accent plants for dramatic foliage effect	Innovative use of materials in softscape	Private
Anigosanthos flavidus	Kangaroo Paw	
Apinia caerulea	Native Ginger	x

<i>Araucaria cunninghamii</i>	Norfolk Island Pine	
<i>Cordyline stricta</i>	Erect Palm Lily	x
<i>Crinum pedunculatum</i>	River Lily	x
<i>Curculigo capitulata</i>	Weevil Lily	x
<i>Dendrobium speciosum</i>	Native Orchid	x
<i>Dicksonia antarctica</i>	Soft Tree Fern	x
<i>Doryanthes excelsa</i>	Gymea Lily	x
<i>Gahnia sieberiana</i>	Slender Saw Sedge	
<i>Heimholtzia glaberrima</i>	Stream Lily	x
<i>Livistona chinensis</i>	Cabbage Tree Palm	x
<i>Lomandra longifolia</i>	Mat Rush	
<i>Macrozamia communis</i>	Burrawang	x
<i>Vitex trifolia</i> 'Purpurea'		
<i>Xanthorrhoea australis</i>	Grass Tree	

Australian native plants for special effect	Unique showcase of native Australian plants	Private
<i>Acmena smithii</i>	Blue Lilly Pilly	x
<i>Aiphitonia excelsa</i>	Red Ash	x
<i>Amaianthus populifolius</i>	Bleeding Heart	x
<i>Archontophoenix alexan</i>	Alexander Palm	x
<i>Archontophoenix cunnin</i>	Bangalow Palm	x
<i>Backhousia citriodora</i>	Lemon Scented Myrtle	x

Car parking

- C.12 Applicants shall refer to the relevant provision within the Section 6.4 – Loading and Servicing of this DCP.

Public domain

- C.13 Applicants shall consult the [Parramatta Public Domain Guideline](#) for all public domain requirements.

Access and mobility

- C.14 Applicants shall consult the relevant provisions within Section 2.11 – Access for People with a Disability of this DCP.

Adaptable housing

- C.15 Applicants shall consult the relevant provisions of the Multi Dwelling or the Residential Flat Building sections within Part 3 – Residential Development of this DCP.

8.2.5.3.2 SINGLE LOT HOUSING

This Section provides detailed and specific controls for single lot housing which comprises of detached, semi-detached and attached housing types.

Controls

Private open space

- C.01 A minimum area of 25m² of continuous open space relating to living areas shall be provided on each site.
- C.02 Major open space shall be screened if located at the front of the building.

Privacy

- C.03 Visual privacy shall be required and may be achieved by:
- separation of functions by lot layout.
 - placement of buildings between adjoining private open spaces.
 - window placement that avoids overlooking from living area to living area.
 - use of screening where the above strategies cannot be achieved.
- C.04 For acoustic privacy, buildings shall:
- separate active recreation areas from bedroom areas.
 - locate noise sensitive rooms and private open space away from the noise source or use of solid barriers where dwellings are close to high noise sources.
 - minimise transmission of sound through the building structure, and in particular, protect sleeping areas from noise intrusion.
 - include shared floors and walls between dwellings to be constructed in accordance with noise transmission and insulation requirements of the Building Code of Australia (BCA).

Solar amenity

- C.05 Single lot dwelling living spaces shall be orientated within 20 degrees west of North and 30 degrees east of North and open directly onto north facing private open space where possible.
- C.06 North facing external walls to living areas of dwellings shall achieve 2 hours of solar access in mid-winter.
- C.07 Single lot dwellings shall be designed to ensure minimum of 2 hours of solar access to a minimum of 50% of the required provision of adjacent private outdoor living space between 9:00am and 3:00pm midwinter.
- C.08 North facing windows shall be maximised and have horizontal protection to ensure shading of glazing occurs when the midday sun angle is 65 degrees or more. Shading devices to north facing windows shall provide sun penetration when the midday sun angle is 34 degrees or less.
- C.09 Window sizes shall be minimized when facing south, west and east or shall be installed with vertical screens or solar film to west and east facing windows.
- C.10 High mass materials shall be used where possible.

Building height

- C.11 Building heights shall reinforce the scale and quality of the streetscape within Newington's residential precinct and surroundings. To allow flexibility, sloping sites shall have a maximum building height of two storeys plus attic.

Front fences

- C.12 Front fencing shall be 50% transparent. The minimum requirement for front fencing shall be 900mm. The maximum front fencing height requirement shall be 1.2m.
- C.13 Dividing fences shall be a maximum of 1.8 metres in height and, where required, shall allow for surveillance of street.
- C.14 Privacy shall be provided to private open space where it abuts the street. Surveillance via the entry and living/kitchen room windows shall be maintained.
- C.15 Design of wall/fence shall be integrated with the design of the building and shall allow for penetration of breezes.
- C.16 Where surveillance of the street or open space is required, fences shall be permeable. Refer to Table 8.5.3.2.1 for building materials, colours and finishes.

Garden walls

- C.17 Garden walls (semi-transparent) shall be a minimum height of 1.5 metres and a maximum height of 2 metres.
- C.18 Garden walls shall be permitted to the street only when enclosing north facing private residential open space with a maximum width of 60% of street frontage and a maximum unarticulated length of 12 metres wide residential areas.
- C.19 Garden walls shall not obscure the view of the front door from the street. Refer to Table 8.5.3.2.1 for garden wall materials, colours and finishes of this Part.

Carports and garages

- C.20 Garages and carports shall read as secondary to building forms and compatible with the architectural character. Refer to Table 8.5.3.2.1 for materials, colours and finishes for carports and garages.

Pergolas

- C.21 Dimensions of pergolas as shown below shall be appropriate to the function and design of pergolas shall be integral with architectural design of the building. Refer to Table 8.5.3.2.1 for building materials, colours and finishes.

Height	Maximum 3 metres
Depth	Minimum 1 metre and 3 metres maximum
Width	2 metres over outdoor living areas

- C.22 Pergolas shall provide shade when sun is above 65 degrees or more (summer) and when the sun angle is 34 degrees or less (winter).

Decks, porches, terraces, verandahs

- C.23 Refer Table 8.5.3.2.1 for development controls and finishes relating to decks, porches, terraces and verandahs.

Materials

C.24 Refer to Table 8.5.3.2.1 for materials, sizes and finishes for various building elements associated with the development.

Table 8.5.3.2.1 - Architectural materials, sizes and finishes

Building elements	Material	Shape and size	Colour and other requirements
Carports and garages	Walls to be timber or rendered or bagged and paint finish masonry.	Refer detail building controls.	Masonry to be off white to earth tones. Timber can have colour accents.
Front door	Timber and glass (max 50%)		Weather strips required. Any colour allowed. Shall be visible from the street.
Plumbing	No exposed sanitary plumbing.		Vent pipes and other roof protrusions. See roof additions.
Hot water/Photo voltaic cells		Solar panels mounted flush onto roofing or incorporated into built form.	Storage tank to be remotely located at ground level.
External paving	Permeable materials preferred.	Position to minimise site coverage	
Roof	Terracotta or pre-finished concrete tile or metal	North facing pitch to be sufficient in area for solar collectors.	Highly reflective surfaces not allowed. Colour range generally light colours including greys, terracotta, light earth tones. Overhang to shade windows midday midsummer and allow maximum penetration to windows of midday midwinter sun.
Roof additions (i.e., satellite dish, TV aerial)	Refer <i>State Environmental Planning Policy (Exempt and Complying Development Codes) 2008</i> .	Refer <i>State Environmental Planning Policy (Exempt and Complying Development Codes) 2008</i> .	Not to be visible from the street.
Skylight			Shaded to exclude 100% midday midsummer sun and allow maximum penetration of midwinter sun.
Wall	Ground Level: rendered or bagged and paint finish masonry. Upper Level: As for ground or mixture of rendered or bagged and	Front wall parallel to front property boundary except for articulation	Wall colour to range from off-white to earth tones. 20% of light weight upper level walls can be an accent colour.

Building elements	Material	Shape and size	Colour and other requirements
	paint finish masonry and light weight cladding including FC sheet/shingles/timber boarding.	elements and lots less than 10 metres in width.	
Window and glass door	Timber and metal framing and shading. No reflective or tinted glass.	No maximum limit for appropriately shaded glazing.	All rooms including bathrooms and kitchens shall have minimum window opening area to meet BCA for natural ventilation and natural light. Weather strips to all windows. All windows shall have external shading to exclude 100% midday midsummer sun and allow maximum penetration of midday midwinter sun. Colour of frames shall be accent colour.
Balcony	Floor: timber, pavers (pre-cast, brick or unit) or tiles. Balustrade: mild steel, timber or masonry.	Refer detail building controls in Part 3	Shall be screened to prevent overlooking. To be timber trellises, lattices, shutters, fabric screens.
Deck	Floor: As for balcony. Balustrade: mild steel, timber or clay brick.	Min 1.2 metres max 3 metres deep. Min 2.5 metres wide.	Do not shade minimum required windows midday midwinter. Screened to prevent overlooking. Screen materials as per balcony.
Garden wall	Clay brick, earthen construction or timber.	Refer to C.17 – C.19.	Refer to C.17 – C.19.
Pergola	Timber or clay brick posts. Metal or timber beams.	Refer to C.21 and C.22.	Do not shade minimum required windows midday midwinter provide shade midday midsummer.
Porch	Clay brick, earthen construction, timber or glass.	Roofed cover to front door. Min 1 metre, max 2 metres deep. Min 2 metres, max 4 metres wide. Max 1 storey high.	
Terrace	Floor: As for Balcony. Balustrade: mild steel, timber or clay brick.	Min 2 metres deep. Min 2.5 metres wide.	Screened to prevent overlooking.
Verandah	Posts: timber or clay brick. Paving: As for Balcony.	Min 1.2 metres deep. Min 3 metres wide.	Do not shade windows minimum required midday midwinter. Screened to prevent overlooking.

8.2.5.3.3 LANDSCAPING

Objective

- O.01 Provide landscaping within a site that comprises predominantly of native species with an emphasis on those species that existed on site.
- O.02 Planting shall ensure optimum ecological sustainable development (ESD) advantage and residential amenity through:
- good planning and design.
 - practical lawn areas.
 - efficient irrigation.
 - soil improvement.
 - use of mulches.
 - low water demand plants.
 - good maintenance.

Controls

- C.01 The following percentage targets of landscape treatments within dwelling lots shall be required:

Grass	30%
Mass planting/trees	40%
Mulches/gravels	30%

- C.02 Deciduous trees shall be used where summer shading and winter sun is required.
- C.03 Mass planting areas shall be fully mulched.

8.2.5.3.4 SINGLE LOT HOUSING TYPES

DETACHED FAMILY DWELLING – STANDARD LOT

Controls

Lot size

- C.01 Minimum lot width shall be 12 metres and minimum lot depth shall be 18 metres.

Siting

- C.02 Living areas shall face north. Minimum 25m² shall be required as private open space with direct access to living area.
- C.03 Dwelling entry shall be clearly visible from street.
- C.04 A 2 metres garden wall shall be permitted where private open space is on street frontage. The maximum dwelling width shall be 60% of frontage.

Solar amenity and private open space

- C.05 Minimum 50% of private open space area shall be required and north facing living area wall shall have a minimum of 2 hours solar access during mid-winter.

Setbacks

- C.06 Front setback shall be a minimum of 1.5 metres and 3 metres at a collector street. Add 1 metre where private open space is to the street. 50% of frontage shall be within the 5 metres building alignment zone.
- C.07 Rear setback shall be zero lot lined. Side setback shall be zero lot lined on one boundary.
- C.08 Where it is not zero lot lined, side setback shall be a minimum of 1 metre.

Dwelling height

- C.09 Maximum height shall be 2 storeys plus attic to the street. Dwelling setback at upper levels shall be determined by overshadowing of adjoining block. Single storey shall be in the rear 50% of site.

Note: Figure 8.2.5.3.4.1 below illustrates the site layout for a detached family dwelling for a standard lot.

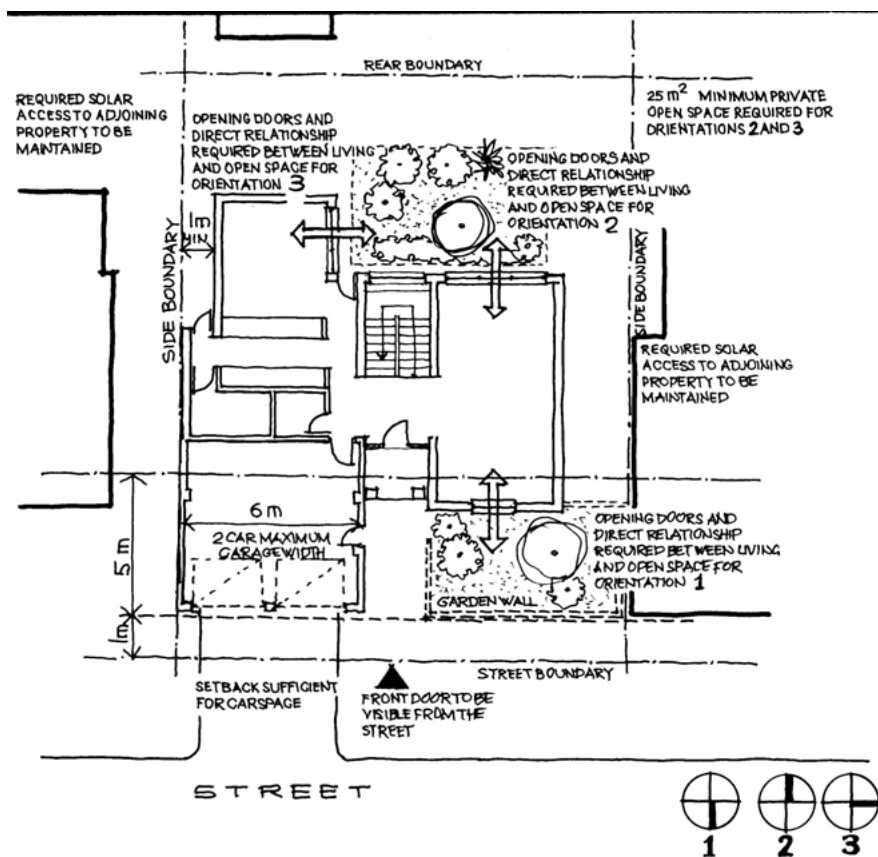


Figure 8.2.5.3.4.1 - Detached family dwelling – standard lot.

DETACHED FAMILY DWELLING – ZIPPER LOT

Controls

Lot size

- C.01 Minimum lot width shall be 12 metres and minimum lot depth shall be 18 metres.

Siting

- C.02 Living areas shall face north. Minimum 25m² is required as private open space with direct access to living area.
- C.03 Dwelling entry shall be clearly visible from street.

Solar amenity and private open space

- C.04 Minimum 50% of private open space area shall be required and north-facing living area wall shall have a minimum of 2 hours solar access during mid-winter.

Setbacks

- C.05 Front setback shall be a minimum of 1.5 metres and 3 metres at a collector street. Add 1 metre where private open space is to the street.
- C.06 50% of frontage shall be within the 5 metres building alignment zone.
- C.07 Rear setback shall be zero lot lined.
- C.08 Side setback shall be zero lot lined on one boundary. Where it is not zero lot lined, side setback shall be a minimum of 1 metre.

Dwelling height

- C.09 Maximum dwelling height shall be 2 storeys plus attic to the street. Dwelling setback at upper levels shall be determined by overshadowing of the adjoining block.
- C.10 Single storey shall be in the rear 50% of site.

Note: Figure 8.2.5.3.4.2 below illustrates the site layout for a detached family dwelling for zipper lot.

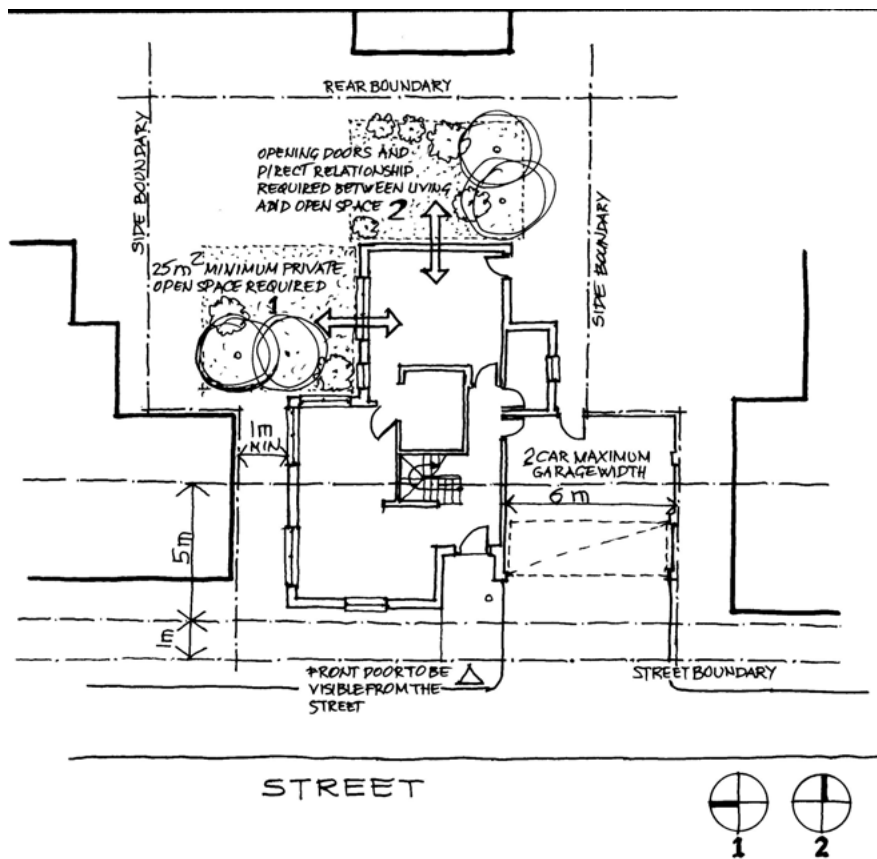


Figure 8.2.5.3.4.2 - Detached family dwelling layout – zipper lot.

SINGLE STOREY COURTYARD DWELLING

Controls

Lot size

- C.01 Minimum lot width shall be 10 metres and minimum lot depth shall be 20 metres. (Includes 12 metre buffer at boundary to existing industrial development).

Siting

- C.02 Living areas shall face north. Minimum 25m² area of private open space shall be required with direct access to the living area. Dwelling entry shall be clearly visible from street.

Solar amenity and private open space

- C.03 Minimum 50% of private open space area shall be required and north facing living area walls shall have a minimum of 2 hours solar access during mid-winter.

Setbacks

- C.04 Front setback shall be a minimum of 1.5 metres and 3 metres at a collector street. 50% of frontage to be within the 5 metres building alignment zone.
- C.05 Rear setback shall be zero lot lined or 12 metres where site is adjacent to industrial development areas on the western side of the precinct.
- C.06 Side setback shall be zero lot lined on one boundary. Where not zero lot lined, side setback shall be a minimum of 1 metre.

Dwelling height

- C.07 Maximum height of a dwelling shall be 2 storeys plus attic.
- C.08 Dwelling setback at upper levels shall be determined by overshadowing of the adjoining block.

Note: Figures 8.2.5.3.4.3 and 8.2.5.3.4.4 illustrate the site layout and cross section for a single storey courtyard dwelling.

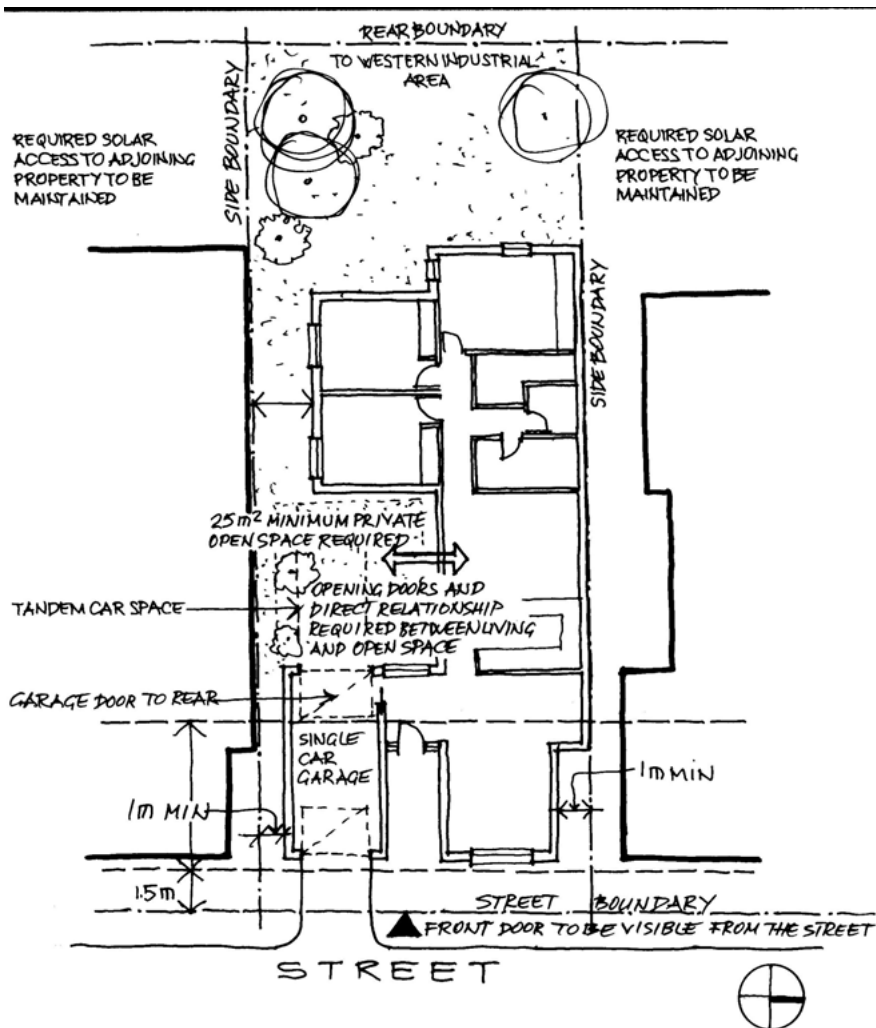


Figure 8.2.5.3.4.3 – Single storey courtyard dwelling layout.

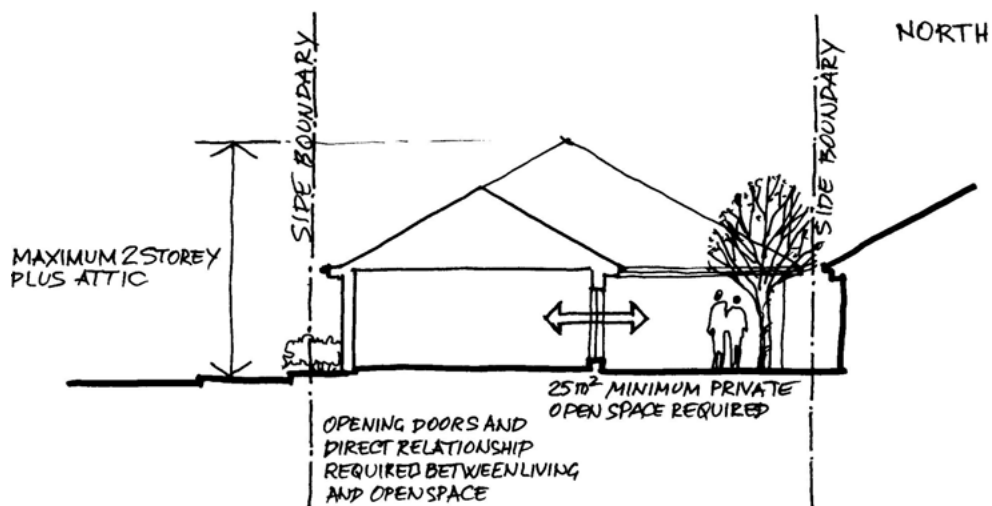


Figure 8.2.5.3.4.4 - Cross section of single storey courtyard dwelling.

TWO STOREY COURTYARD DWELLING

Controls

Lot size

- C.01 Minimum lot width shall be 10 metres and minimum lot depth shall be 20 metres.

Siting

- C.02 Living areas shall face north. Minimum 25m² of private open space shall be required with direct access to living areas.

Solar amenity and private open space

- C.03 Minimum 50% of private open space area shall be required.
- C.04 North facing living area walls shall have a minimum of 2 hours solar access during mid-winter.

Setbacks

- C.05 Front setback shall be a minimum of 1.5 metres and 3 metres at a collector street. 50% of frontage shall be within the 5 metres building alignment zone.
- C.06 Rear setback shall be zero lot lined or 12 metres where site adjacent to industrial development areas on the western side of the precinct.
- C.07 Side setback shall be zero lot lined on one boundary. Where it is not zero lot lined, side setback shall be a minimum of 1 metre.

Dwelling height

- C.08 Maximum height of dwelling shall be 2 storeys plus attic.
- C.09 Dwelling setback at upper levels shall be determined by overshadowing of the adjoining block.

Note: Figures 8.2.5.3.4.5 and 8.2.5.3.4.6 illustrates the site layout and cross section for a two storey courtyard dwelling.

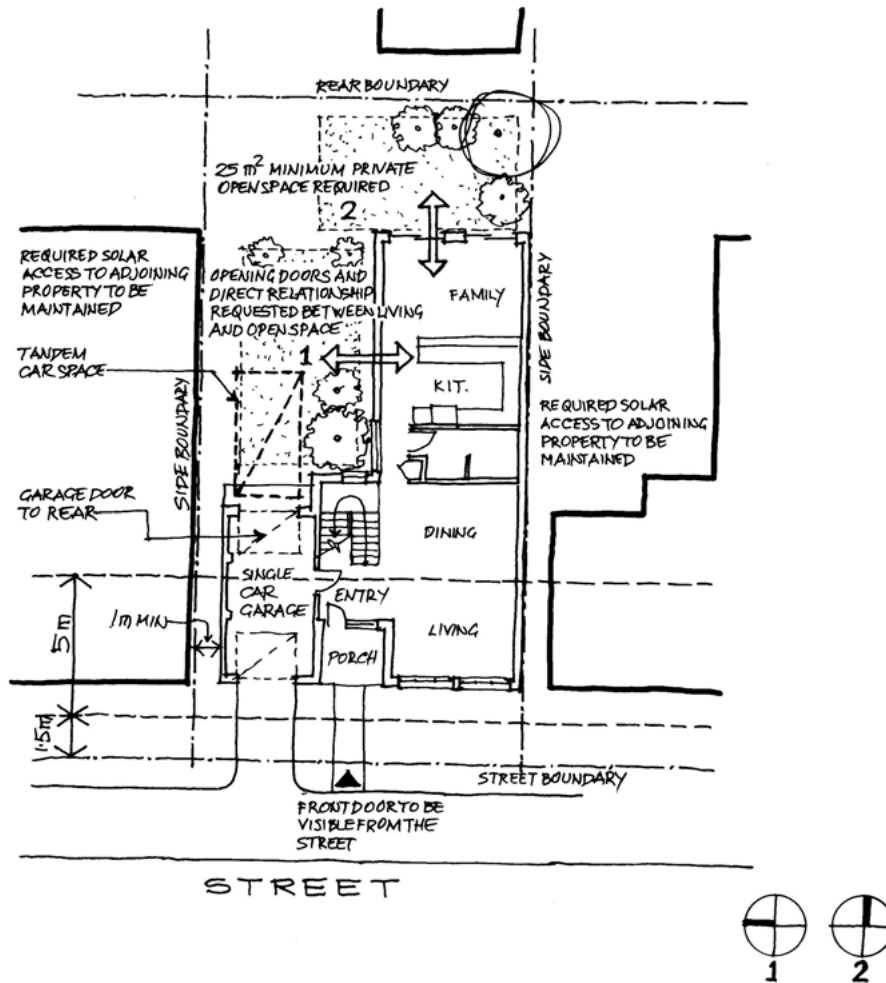


Figure 8.2.5.3.4.5 - Two storey courtyard dwelling layout.

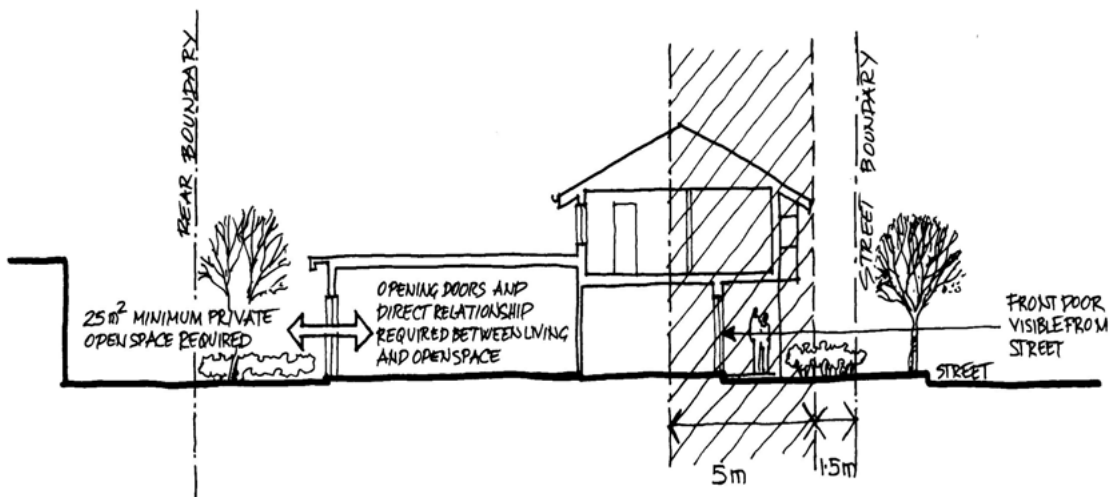


Figure 8.2.5.3.4.6 - Section of two storey courtyard dwelling.

TERRACE HOUSE – NORTH TO THE STREET

Controls

Lot size

- C.01 Minimum lot width shall be 6 metres and minimum lot depth shall be 20 metres.

Siting

- C.02 Living areas shall face north. Minimum 25m² shall be required as private open space with direct access to living areas. Dwelling entry shall be clearly visible from street.

Solar amenity and private open space

- C.03 Minimum 50% of private open space area shall be required and north facing living area wall shall have a minimum of 2 hours solar access during mid-winter.

Setbacks

- C.04 Front setback shall be a minimum of 1.5 metres and 3 metres at a collector street. 50% of frontage shall be within the 5 metres building alignment zone.
- C.05 Rear setback shall be 3 metres minimum or 12 metres where site is adjacent to western industrial development area of the precinct.
- C.06 Side setback shall be zero lot lined on both boundaries. Where it is not zero lot lined, side setback shall be a minimum of 1 metre.

Dwelling height

- C.07 Maximum dwelling height shall be 2 storeys plus attic. Dwelling setback at upper levels shall be determined by overshadowing of the adjoining block. Single storey shall be in rear 50% of site.

Note: Figure 8.2.5.3.4.7 illustrates the site layout for a two storey terrace house.

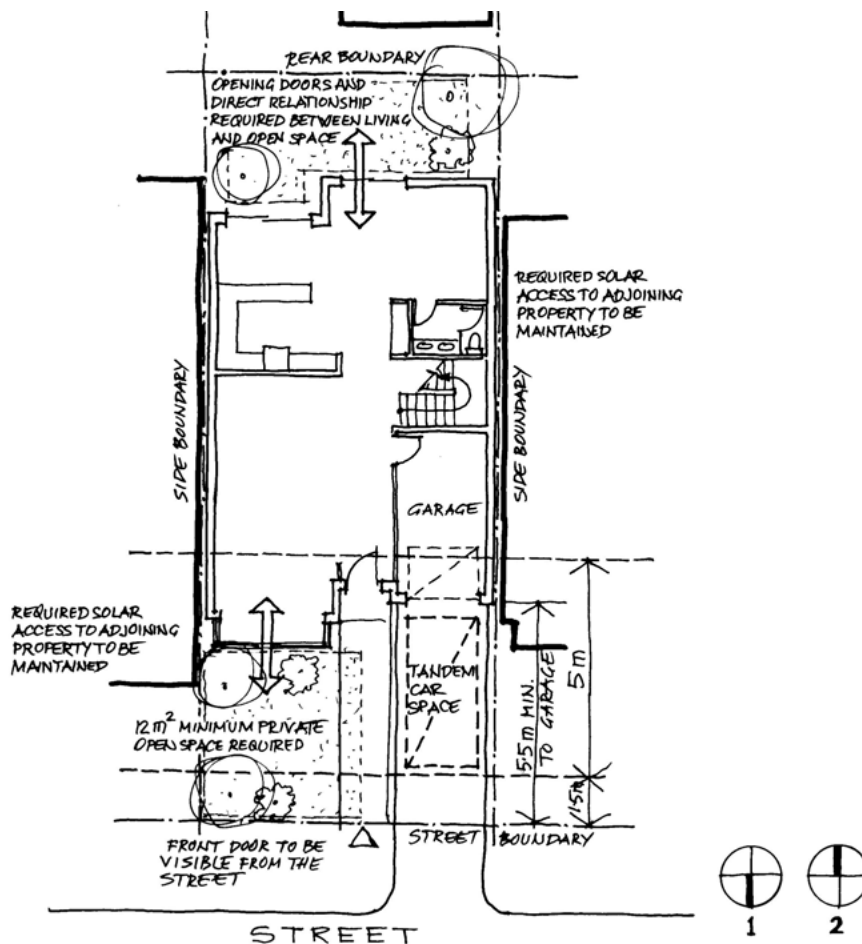


Figure 8.2.5.3.4.7 - Terrace house layout - north to the street.

TOWN HOUSE (SOUTH TO THE STREET)

Controls

Lot size

C.08 Minimum lot width and depth shall be 6 metres and 20 metres.

Siting

C.09 Living areas shall face north. Minimum 25m² shall be required as private open space with direct access to living area. Dwelling entry shall be clearly visible from street.

Solar amenity and private open space

C.10 Minimum 50% of private open space area shall be required and north facing living area wall shall have a minimum of 2 hours solar access during mid-winter.

Setbacks

C.11 Front setback shall be a minimum of 1.5 metres and 3 metres at a collector street. 50% of frontage shall be within a 5 metres building alignment zone.

- C.12 Rear setback shall be 3 metres minimum or 12 metres where site is adjacent to western industrial development area.
- C.13 Side setback shall be zero lot lined. Where it is not zero lot lined, side setback shall be a minimum of 1 metre.

Dwelling height

- C.14 Maximum dwelling height shall be 2 storeys plus attic. Dwelling setback at upper levels shall be determined by overshadowing of adjoining block. Single storey shall be in rear 50% of site.

Note: Figures 8.2.5.3.4.8 and 8.2.5.3.4.9 illustrates the site layout and a cross section for a two storey town house.

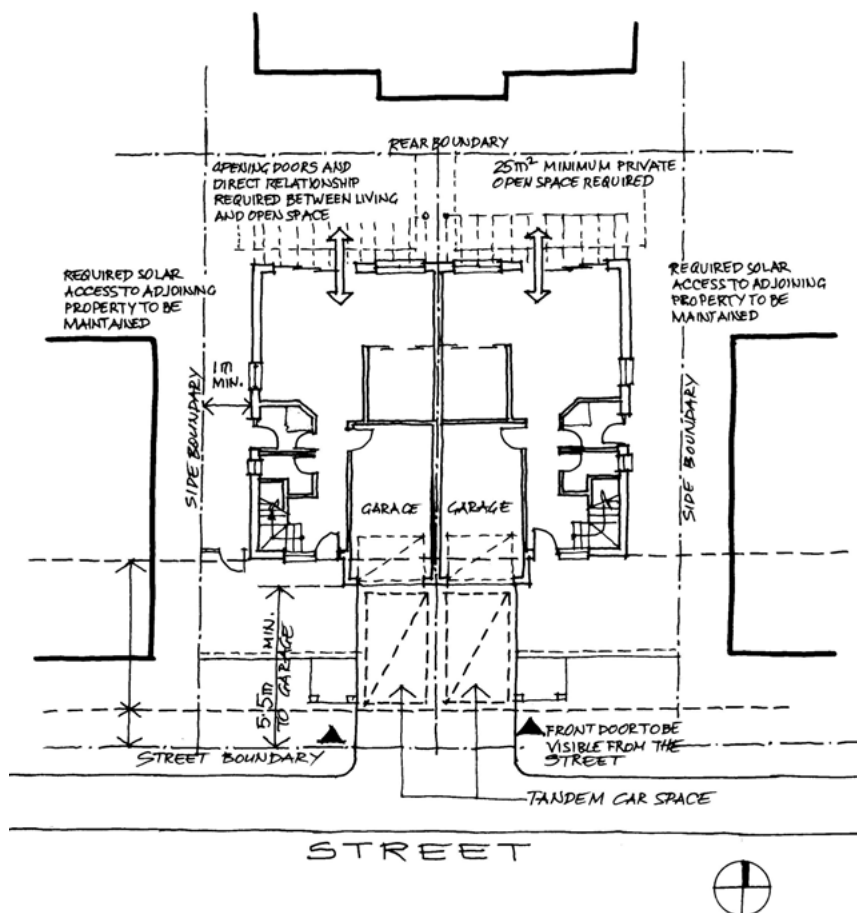


Figure 8.2.5.3.4.8 - Town house layout (south to the street).

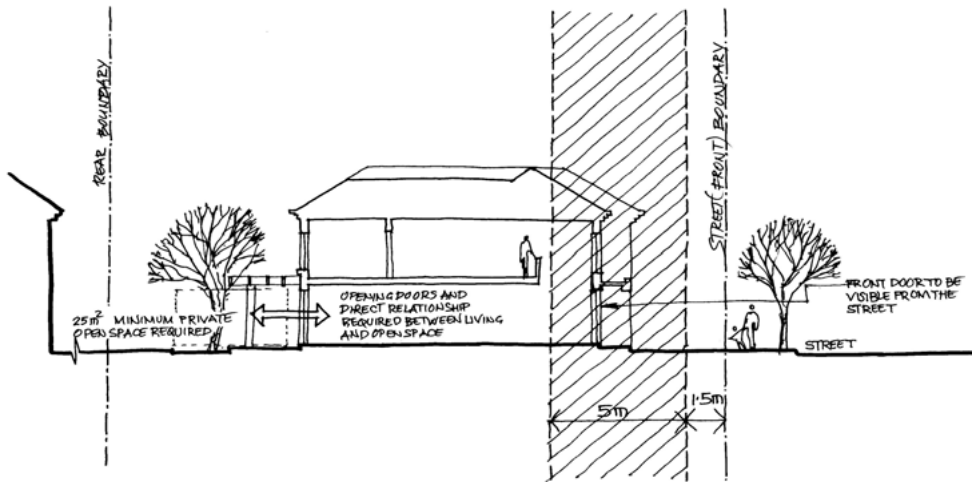


Figure 8.2.5.3.4.9 – Cross section of town house.

8.2.5.3.5 RESIDENTIAL FLAT BUILDINGS

This Section provides detailed controls for residential flat buildings development on the land zoned R4 High Density Residential within the Newington residential area shown in Figure 8.2.5.3.1.

Controls

Site planning and solar amenity

C.01 Site planning shall maximise the northern aspect for a majority of units of the development.

Site coverage

C.02 The maximum site coverage shall be 60%.

Private open space

C.03 The above ground floor level shall have a 7m² minimum area of private open space for a balcony and a minimum width of 1.8 metres.

C.04 The ground floor level shall have 10m² minimum area of private open space per dwelling and a minimum dimension of 3 metres.

Privacy

C.05 Visual privacy shall be required and may be achieved by:

- separation of functions by lot layout.
- placing buildings between adjoining private open spaces.
- window placement that avoids overlooking from living area to living area.
- use of screening where above strategies cannot be achieved.

C.06 For acoustic privacy, buildings shall:

- be designed to locate noise sensitive rooms and private open space away from the noise source or by use of solid barriers where dwellings are close to high noise sources.

- minimise transmission of sound through the building structure and in particular protect sleeping areas from noise intrusion.
- all shared floors and walls between dwellings to be constructed in accordance with noise transmission and insulation requirements of BCA.

Built form

Building height

- C.07 Building heights shall be set to reinforce the scale and quality of the streetscape. A maximum building height of 4 storeys (residential) for a residential flat building shall be permitted.

Fencing/screening

- C.08 Fencing or screens shall be used to maintain privacy between balconies/terraces.
- C.09 Fencing or screens shall not be permitted to lot boundaries unless for security or privacy or to screen service areas or equipment.
- C.10 Surveillance of the street shall be allowed where required.
- C.11 Privacy shall be provided to ground floor private open space where it abuts the street. Surveillance via the entry and living/kitchen room windows to be maintained.
- C.12 Design of the wall/fence shall be integrated with the design of the building.
- C.13 Front walls/fences unless enclosing private open space shall be a maximum of 1.2 metres in height.
- C.14 The front and side dividing fences, where located within the front yard area, shall not exceed a height of 1.2 metres as measured above existing ground level and shall be a minimum of 50% transparent. Front and side dividing fences where located within the front yard area shall not be constructed of solid pre-coated metal type materials such as Colorbond or similar.
- C.15 Front walls/fences shall be a maximum of 1.8 metres high if enclosing private residential open space with a maximum width of 60% of street frontage and a maximum unarticulated length of 12 metres in residential development.

Materials

- C.16 Refer to Table 8.5.3.2.1 for materials, finishes and colours.

Lot size

- C.17 Minimum lot width shall be 40 metres and minimum lot depth shall be 25 metres.

Siting

- C.18 Minimum 10m² private open space with direct access to living areas shall be required at ground floor levels.
- C.19 Minimum 7m² private open space with direct access to living areas shall be required at upper floor levels. Building entry shall be clearly visible from the street.

Setbacks

- C.20 The following setbacks shall apply:
- Front setback shall be 4 metres minimum (6 metres at collector street). 50% of frontage to be within 8 metres building alignment zone.

- Rear setback shall be 6 metres minimum (12 metres minimum between buildings).
- Side setback shall be 3 metres minimum.

Note: Setbacks are illustrated in Figure 8.2.5.3.5.1.

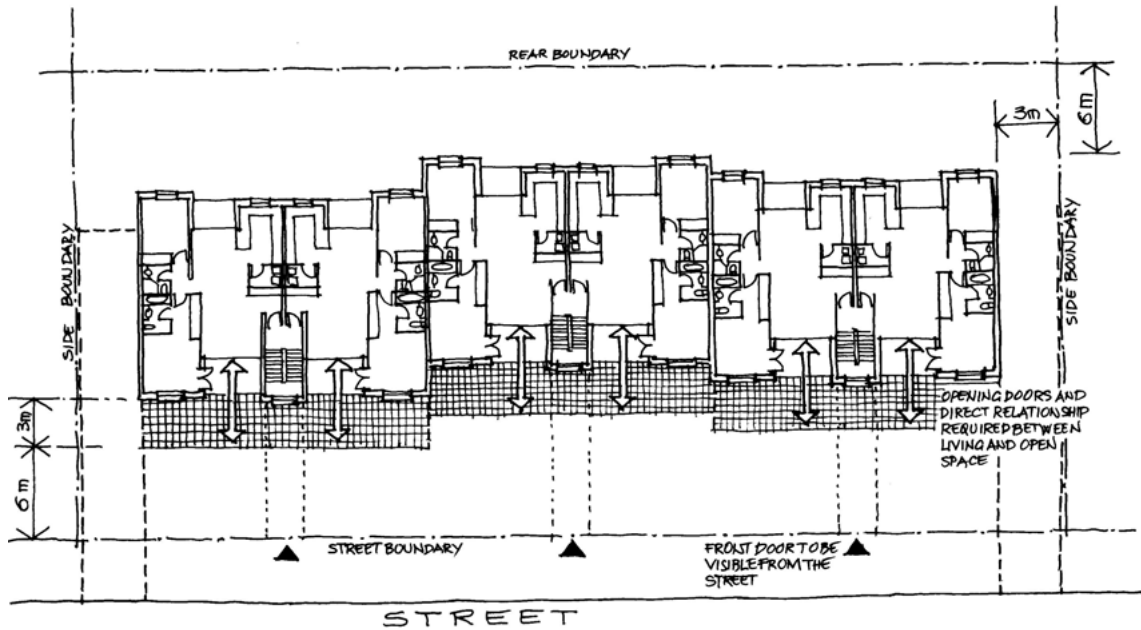


Figure 8.2.5.3.5.1- Plan - residential flat building development.

Number of Storeys

- C.21 Residential flat building shall be a maximum of 4 storeys above ground level (existing), as shown in Figure 8.2.5.3.5.2. Setback at upper levels is determined by overshadowing of adjoining block.

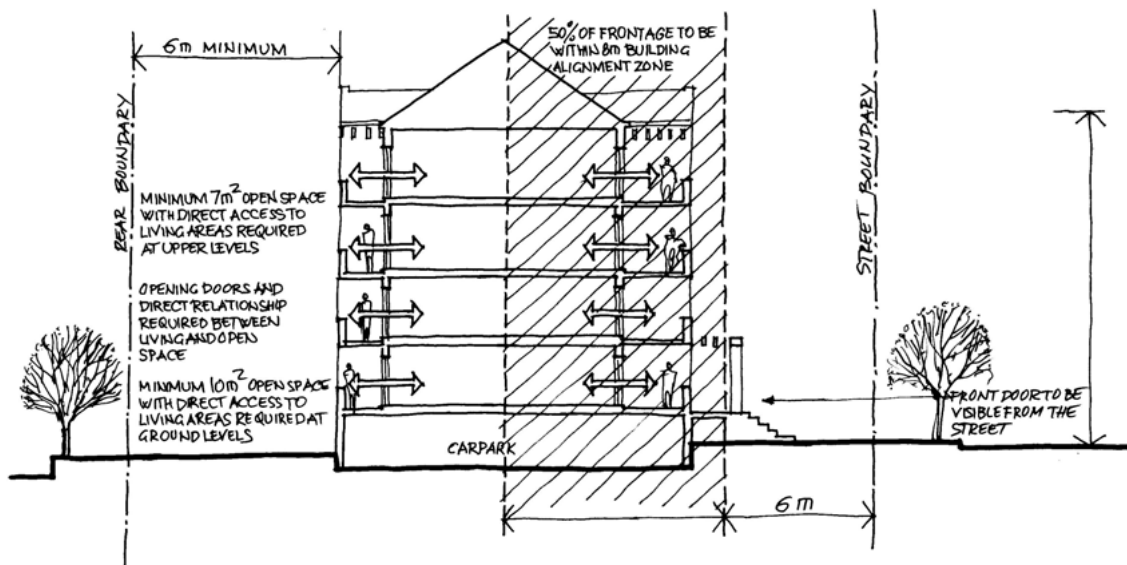


Figure 8.2.5.3.5.2 - Cross section - residential flat building.

8.2.5.3.6 PARKING

In addition to the general parking requirements of Part 6 – Traffic and Transport of this DCP, parking controls below are to be applied to the Newington Residential Precinct. Where there is an inconsistency, the parking controls below prevail.

Single lot housing

C.01 Maximum of 2 car parking spaces on-site shall be either tandem or adjacent spaces, covered or uncovered. Drive through single garages permitted.

Residential flat buildings and multi unit dwellings

C.02 The following parking controls shall apply.

- 1 visitor space per 7 units.
- 1 space per 1 bedroom unit.
- 1.2 spaces per 2 bedroom unit.
- 1.5 spaces per 3 bedroom unit.
- Minimum one resident space per unit in semi-basement.

Note: Refer to Part 6 – Traffic and Transport of this DCP for additional parking and loading requirements.

8.2.6 MELROSE PARK URBAN RENEWAL PRECINCT

8.2.6.1 INTRODUCTION

The Melrose Park precinct is made up of two sub-precincts, Melrose Park North and Melrose Park South. The development controls of this Section apply to certain land in Melrose Park as shown in Figure 8.2.6.1.1.1 – Land Application Map and must be read in conjunction with any relevant Parts of the Parramatta DCP 2023. Where there are inconsistencies between the controls contained within this Section and any other controls within this DCP, the Melrose Park Urban Renewal Precinct provisions will prevail to the extent of the inconsistency. Furthermore, Section 8.2.6.6 – Site Specific Controls prevails over other controls within this Section to the extent of any inconsistencies.

Section 8.2.6 – Melrose Park Urban Renewal Precinct is to be used in conjunction with the *Parramatta Local Environmental Plan 2023* (PLEP 2023) and in consideration of the following documents:

- Melrose Park North Structure Plan
- Melrose Park South Structure Plan
- Council's Standard Construction details
- Melrose Park Public Domain Guidelines

While a DCP generally does not apply to Development Applications lodged prior to its commencement, given this DCP was endorsed by Council on 11 October 2021 but came into effect on 1 December 2023, this DCP therefore applies to Development Applications lodged prior to its commencement.

8.2.6.1.1 DESIRED FUTURE CHARACTER

City of Parramatta Council aims to foster the development of a lively, diverse, and healthy Local Government Area, one which celebrates a sense of place and local character.

Situated to the east of the Parramatta City Centre, the Melrose Park precinct is being developed on rezoned industrial land located between Victoria Road and the Parramatta River. The precinct falls south to the river and is surrounded by low-density detached housing on the east and the west.

The DCP is underpinned by and relates to the Melrose Park Structure Plan. The Structure Plan has been prepared by City of Parramatta Council and responds to the topography and the street context of the precinct.

The streets are organised to optimise connectivity for people and vehicles, minimise perceived density, address water management, enable canopy planting and support the proposed built form. Buildings are organised to define the streets and open spaces, provide deep soil, and create a legible public domain with amenity and spatial complexity. The building envelopes provide the opportunity for high quality architectural resolution.

The clarity and quality of public spaces are essential to this conception of a place centered on people. The public spaces – streets, and parks – will be the basic and enduring structuring spaces of Melrose Park, of which streets are the most prevalent. The interaction of buildings and public spaces is critical

in shaping the way the place is experienced, particularly at the lower levels where detailed design plays an important part in the creation of a stimulating pedestrian environment.

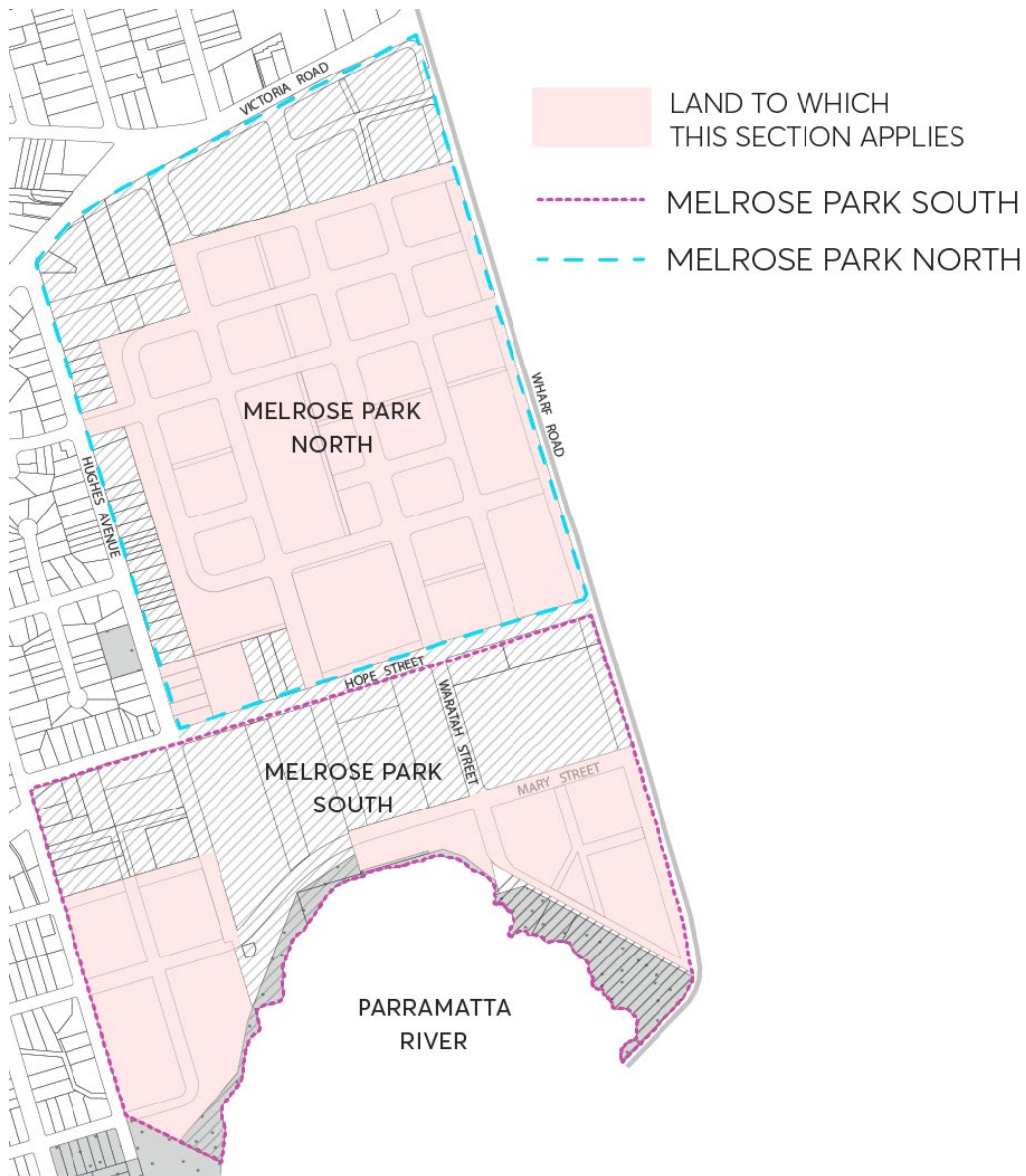


Figure 8.2.6.1.1.1 – Land Application Map

Objectives

- O.01 Create a legible, coherent, and attractive suburb characterised by generous, diverse streets and public spaces reinforced by the built form and vegetation.
- O.02 Organise the buildings so that they form a coherent outcome; address and define the streets, pedestrian connections, courtyards, and special places.
- O.03 Ensure that the spaces of the public domain - streets, squares, and parks are of high quality and amenity.

- O.04 Facilitate sustainable, resilient buildings that address climate, topography, energy consumption, urban heat, pedestrian scale, and internal amenity.
- O.05 Protect and improve the natural environment and biodiversity.
- O.06 Provide sufficient detail of Council requirements and expectations to enable Development Applications to be easily assessed.
- O.07 Safely manage overland flow and stormwater through the site and broader precinct, and design buildings and landscape accordingly.
- O.08 Ensure that infrastructure is delivered in accordance with the staging plan and TMAP Implementation Plan.

Controls

- C.01 An infrastructure Development Application (Development Application) is required to be lodged for the entire precinct upfront prior to individual Development Applications being lodged on a site-by-site basis, detailing the following:
 - a) The proposed lot boundaries.
 - b) Site levels, including cut and fill and retaining wall locations.
 - c) The design of the roads, including drainage.
 - d) Public open space provision.
 - e) Demonstrate how the obligations under the Planning Agreement will be addressed.

8.2.6.1.2 DESIGN EXCELLENCE

The promotion of good design in the built environment is an objective of the *Environmental Planning and Assessment Act 1979*, and good design is a central aim for all development in the Local Government Area.

Design is a complex synthesis of multiple factors - technical, social, environmental, historic, aesthetic, and economic. It responds to the context – physical as well as cultural – and generates sustainable living and working environments. It is concerned not only with how buildings look but includes fundamental considerations of amenity for occupants and how buildings contribute to the development of quality urban places.

Good design generates spaces with a sense of appropriateness in which people naturally feel comfortable. It has detail and material quality, is long lasting, and creates financial return through the making of places that people value.

Good design also incorporates an understanding that individual buildings should relate to each other as well as contribute to a larger whole. This conception of the importance of collective urban form is an underlying principle of the DCP and informs design quality processes in the Local Government Area.

Melrose Park is a predominantly high-density environment and design quality is therefore paramount. Careful definition of the spaces between the buildings in plan and section, and

preservation of all views to the sky and discrete modulation of the buildings are required to ensure variety and interest in the public domain and amenity in the apartments.

Objectives

- O.01 Ensure that development individually and collectively contributes to the architectural and overall urban design quality of Melrose Park.
- O.02 Incorporate design quality in public and private development as a central consideration through all stages of the process from design to completion.
- O.03 Ensure that the integrity of design quality is carried through to the construction and completion of developments.
- O.04 Incorporate overall coherence of the architecture within the whole precinct with variety in the detailed architectural resolution.

Controls

- C.01 All Design Competition briefs must contain a reference to the objectives and controls in this DCP and be prepared in accordance with Council's Design Excellence Competition Manual.
- C.02 Architectural Reference Designs developed as part of a Design Competition brief should use this DCP as the basis for building envelopes.
- C.03 This DCP should form the primary basis of assessment of all Design Excellence Competition winning schemes.
- C.04 For all Development Applications in Melrose Park that are not subject to a Design Competition, the Architect should provide sufficient detailed documentation for the building façades and external areas to form part of the consent documents. These should include fully annotated 1:20 scale cross-sections and partial plans of façades, details of typical and important junctions, and details and materials specification of all external works.
- C.05 The Landscape Architect and Civil Engineer for all Development Applications must provide fully coordinated Public Domain Alignment Drawings (refer to Section 8.2.6.3 – Public Domain).
- C.06 A variety in the detailed design of individual buildings shall be provided.

8.2.6.1.3 WATER MANAGEMENT

As a result of development, the overland flow paths have been considerably altered from their natural state. Water management aims to reverse any negative environmental impacts that have arisen because of these changes so that a sustainable water environment can be recreated.

Despite the precinct being located within close proximity to Parramatta River it is not affected by riverine flooding. However, it is still considered to be at high risk of potentially polluting the river. The precinct is subject to overland flow flooding, reflecting the two historical watercourses that once traversed the precinct from north to south-east (and from north-west to south).

Principles

- P.01 The pre-development (natural) overland flow paths and flow regimes are to be acknowledged in water management planning, while recognising this is a substantially changed urban environment requiring complex water management systems.
- P.02 Post-development run-off must not result in a harmful impact on surrounding properties or the environment.
- P.03 Water management practices must be sustainable.
- P.04 The Water Management Control Plan governs water aspects of development and infrastructure, and landscape and environment in the precinct, and includes:
 - a) Flooding and overland flow management;
 - b) Road and public domain piped drainage;
 - c) Flood reduction using public and private water detention systems;
 - d) WSUD - Environmental management of private and public low flows with Water Sensitive Urban Design to reduce pollutant loads and create habitats; and
 - e) Rainwater harvesting and use.

Objectives

- O.01 Ensure that overland water flows are to be managed and conveyed safely across the precinct within the roads, reserves and identified public open space areas.
- O.02 Ensure that post-development run-off does not result in a net negative impact on surrounding properties or the environment, resulting in damage to public and private assets.
- O.03 Ensure that sustainable water management practices are applied, where practicable.
- O.04 Acknowledge and safely accommodate with design, the overland flow flooding and stormwater conveyance in residential and ground floor frontage treatments.

Controls

- C.01 A Water Management Control Plan shall be submitted in accordance with the Principles, Objectives and Controls contained in this section and Section 8.2.6.7 – Water Management Control Plan. It must address:
 - a) Flooding and overland flow management;
 - b) Road and public domain drainage;
 - c) Flood reduction using public and private water detention systems;
 - d) WSUD – environmental management of private and public low flows with Water Sensitive Urban Design to reduce the pollutant loads and create habitats; and
 - e) Rainwater harvesting and use.
- C.02 For a building that is part of or adjacent to an overland flow path or flood storage area:

- a) In the 1% AEP event with 100% blockage, Council will require minimum finished floor levels of habitable rooms to be 500mm freeboard above the adjacent 1% AEP water surface level as mapped in the 2 Dimension (Tuflow) overland flow model accepted by Council. This level may vary along the site/building boundary with changing water levels.
- C.03 For a building that is not part of an overland flow path or flood storage area:
- a) Finished floor levels at the boundary adjacent to a road that is accepted by Council as not being an overland flow path or flood storage area, in a 1% event including 100% blockage, must be a minimum of the adjacent top of kerb levels plus 2% rising grade to the boundary.
 - b) Where a building is not part of or adjacent to an overland flow path or flood storage area, in a 1% event including a 100% blockage, surface levels must fall away from the building entrances and openings to the adjacent drainage/WSUD system at a minimum of 2%, or greater if necessary, to ensure adequate surface drainage.
- C.04 A piped drainage reticulation system capable of carrying the 5% AEP stormwater flows is to be provided throughout the precinct for all roads, public domain areas and private lots. This system must be designed and constructed to Council standards and specifications and reasonable satisfaction. This drainage infrastructure is to be dedicated to Council at appropriate stages in the development process for ongoing operation by Council.
- C.05 Excess peak flows are to be detained in both on-site and collective detention systems.
- C.06 Excess peak flows from private lots, public roads and public domain are to be detained in both on-site and collective detention systems. Detention systems are to be integrated into a sustainable overall water management plan for the site which may include WSUD and rainwater harvesting.
- C.07 Peak flows are to be limited throughout the catchment in a 1% AEP storm event to estimated peak flows under 1999 conditions, regardless of whether future redevelopment within the catchment occurs which improves the quantity of overland flow entering the precinct.
- C.08 Lower flows are to be managed within the landscape and directed through landscape water quality biotreatment systems (Water Sensitive Urban Design) including deep soil.
- C.09 On-site detention (OSD) systems are to be integrated into a sustainable overall water management plan for the site, where possible.
- C.10 Subject to maintaining environmental flows and irrigation of the public domain landscapes, rainwater must be captured and used on site wherever feasible.

8.2.6.2 BUILT FORM

Objectives

The following principles apply to all development in Melrose Park:

- O.01 The floor space is generally consistent with the Gross Floor Area (GFA) as derived from the Floor Space Ratio (FSR).
- O.02 The street network and building locations shall be consistent with the Masterplan to be designed to enable deep soil planting, reinforce the human scale of the streets, and enable views to the sky in streets and public places.
- O.03 Building depth, bulk, and separation protects amenity, daylight penetration, and privacy between adjoining developments, and minimises the negative impacts of buildings on the amenity of the public domain.
- O.04 Buildings should align with the streets so that positive spaces are formed within the streets and the lots.
- O.05 Towers are to be appropriately proportioned and maximise their slender form.
- O.06 The design and materials selection of buildings and the public domain are to contribute to a high quality, durable, and sustainable urban environment.
- O.07 Buildings are organised to create spatially defined streets and courtyards that are well proportioned, comfortable, safe, functional, and attractive.
- O.08 The collective built form should reinforce the variety evidenced in the topography and the spatial organisation of the streets and open spaces.
- O.09 Variety within the precinct is to be derived from the detailed resolution of the buildings and not from excessive differences in the form of the buildings and/or the selection of materials.

8.2.6.2.1 ALLOCATION OF GROSS FLOOR AREA

Objectives

- O.01 Regulate the density of development identifying a maximum GFA for lots, resulting from the maximum floor space ratio in the PLEP 2023.
- O.02 Ensure development floor plate sizes and building footprints are not excessive.

Controls

- C.01 The maximum GFA for any development lot is to be generally consistent with the GFA as shown in Figure 8.2.6.7.2.1 – Maximum Gross Floor Area.
- C.02 The GFA attributed to each lot results from the FSR controls in the PLEP 2023 or as otherwise nominated in a Notice of Development Consent granted by a relevant consent authority.

- C.03 The indicative allocation of the total floor space relates to the Masterplan and is based on the capacity of the building envelope on each lot. The GFA is calculated at 75% of the building envelopes and the Gross Building Area (GBA) for residential development.
- C.04 The maximum GFA is approximate for each lot and includes all buildings accommodated on a development lot.
- C.05 The floor space is to be generally distributed as shown in the setback, building height, and street hierarchy figures. The perimeter-block is to be retained and floor space is not to be redistributed into towers where heights would enable greater height.
- C.06 Development applications must submit supporting plans that demonstrate the GFA outcome on the development lot is consistent with PLEP 2023 or as otherwise nominated in a Notice of Development Consent granted by a relevant consent authority.
- C.07 Should a maximum GFA not be able to be achieved for a development lot, or where there are minor variations, that amount of GFA may potentially be transferred to another development lot under the same ownership subject to consideration against the relevant provisions in this DCP and maintaining the gross permitted FSR across the development lots.

8.2.6.2.2 STREET, BLOCK, OPEN SPACE, AND BUILDING LAYOUT

Objectives

- O.01 Optimise the internal and external connectivity.
- O.02 Provide views to sky and views that are not blocked by buildings at the ends of streets.
- O.03 Reveal the topography.
- O.04 Minimise perceived density.
- O.05 Define a street hierarchy considering the landform, street widths, and built form.
- O.06 Enable generous canopy tree planting.
- O.07 Enable all road users to move safely.
- O.08 Provide access to parking basements.
- O.09 Enable streets to be dedicated to Council.
- O.10 Accommodate passive and active recreational needs of the residents and workers.
- O.11 Manage overland floodwater as well as local stormwater drainage, water sensitive urban design (WSUD), and ground water.
- O.12 Minimise non-permeable surfaces.
- O.13 Enable buildings to achieve setbacks, solar access, and separation requirements, optimise the amenity of the apartments, define the public domain and minimise perceived density.

Controls

- C.01 The street network, pedestrian connections, block layout, and location of buildings shall be generally consistent with Figure 8.2.6.7.1 – Masterplan, Figure 8.2.6.7.8.1 – Street Hierarchy, and Figure 8.2.6.7.9.1 – Public Domain Plan.
- C.02 All streets are to be at ground level and public streets are to be dedicated to Council.
- C.03 Pedestrian connections that are above basements and privately owned should be publicly accessible 24/7.

8.2.6.2.3 THE BUILDING ENVELOPE

The building envelopes resulting from the setbacks, floor plate, and height constitute a three-dimensional volume within which, together with all other applicable controls, should result in a coherent built form. The envelope heights in the Masterplan are generous and designed to enable a well-considered architectural response rather than 'filling' the envelope.

The building envelopes have been located to reinforce view corridors, create a layered spatial network, and minimise perceived density. The taller towers are located strategically with generous separation. The building envelopes are designed to enhance the topography and have been tested for separation distances and overshadowing of public parks.

Objectives

- O.01 Provide a coherent spatial and built form structure for the precinct.
- O.02 Create meaningful variety related to street character and topography.
- O.03 Define the streets, intersections, and open spaces in plan and in section.
- O.04 Enable the resolution of quality architecture within the building envelopes.
- O.05 Optimise the number of units with outlook to open spaces, courtyards, and views.
- O.06 Minimise overshadowing on open spaces and residential development.
- O.07 Minimise perceived density.
- O.08 Provide view corridors within the site and to the surrounding context.
- O.09 Enable satisfactory resolution of the slope and the water management of the precinct.

Controls

- C.01 The building envelopes as defined in Figure 8.2.6.7.1 – Masterplan are to form the basis of the architectural resolution.
- C.02 All view corridors as defined by the streets and pedestrian connections in Figure 8.2.6.7.1 – Masterplan are to be retained.
- C.03 The floor space is to be distributed as shown in Figure 8.2.6.7.2.1 – Maximum Gross Floor Area.

- C.04 The perimeter block residential buildings up to 6 storeys must extend for the full frontage of lots within the nominated street setbacks and except where there are courtyards of pedestrian connections.
- C.05 The maximum length of all residential buildings 10 storeys and above must be no greater than 50 metres.

8.2.6.2.4 STREET SETBACKS

The purpose of establishing street setbacks is to ensure an appropriate interface with the street, ground floor usage, and building separation.

There are two principal categories for the ground floor:

- a. The buildings that have a residential ground floor frontage.
- b. The buildings that have an active/commercial ground floor frontage.

On lots with residential ground floors, the buildings should be set back from the street alignment allowing an arrangement which balances the need for residential privacy as well as engagement with the street. The setback provides the necessary space for deep soil, and landscaping and amenity, both for residents and the street.

Due to the sloping topography of the precinct, issues of residential amenity may also be addressed by raising the building ground floor levels relative to the site topography where residential uses are located adjacent to a pedestrian connection or public boundary.

On lots that have active frontages and no set back, the ground floor design of the buildings is the part of the development that has most impact on the street and public domain experience as it defines and articulates the street with appropriate scale and detail.

Objectives

- O.01 Reinforce the appropriate spatial definition of streets and public spaces.
- O.02 Emphasise the importance of the street as a distinct spatial entity and design the street interface and street wall with an appropriate human scale and sense of enclosure for the street.
- O.03 Ensure consistent street frontages with buildings having common setbacks and alignments.
- O.04 Provide building forms that achieve comfortable public domain conditions for pedestrians, with adequate daylight, appropriate scale, and adequate mitigation of wind effects on tower buildings.
- O.05 Create a clear delineation between public and private space.
- O.06 Provide a landscape interface between residential buildings and streets, with room for street trees.
- O.07 Emphasise the courtyard spaces as a distinct spatial entity and design with an appropriate human scale and sense of enclosure and landscaping.

- O.08 Reinforce important elements of the local context including public spaces, key intersections, public and heritage buildings, and landscape elements.
- O.09 Provide space on residential sites for ground level residents to engage appropriately with the street and for landscape that contributes to the public domain.

Controls

- C.01 Building setbacks from the streets should comply with those shown in Figure 8.2.6.7.6.1 – Street Setbacks.
- C.02 A 400mm articulation zone is permitted forward of the setback, in which building elements such as bay windows, balconies, and shading devices may occupy a maximum of approximately one third of the area of the façade. Services or lift shafts are not permitted in the articulation zone.
- C.03 Setbacks should be measured perpendicular to the boundary to the outer faces of the building. Elements in the articulation zone are excluded.
- C.04 Above the 4-6 storey component and the Town Centre podium, buildings are to be set back as shown in Section 8.2.2.6.10 – Indicative Application of Building Envelopes.
- C.05 The ground floor, first and second floors of the NSR 2 and EWR 4 intersection and the NSR 3 and EWR 4 intersection may extend into the front setback a maximum of 3 metres measured from the front building line. Refer to Figure 8.2.6.2.4.1 – Street Wall Heights at Key Intersection. In plan the decreased street setback can extend for a distance of up to 25 metres along each street. Refer to Figure 8.2.6.2.4.2 – Indicative Corner Activation at Key Intersections, Plan (NSR 2 and EWR 4 Highest Priority and EWR 4 Second Highest Priority).
- C.06 All buildings with the decreased setback at the NSR 2 and EWR 4 intersection and the NSR 3 and EWR 4 intersection are to relate to each other and define the space of the intersection up to a height of 3 levels. The corner design is to incorporate a building form such as a splayed setback, orthogonal recess to address the intersection. The levels above the ground floor are to relate to the ground floor resolution.
- C.07 Setbacks should be measured perpendicular to the boundary to the outer faces of the building. Refer to Figure 8.2.6.2.4.3 – Street Wall Height in Town Centre. Elements (such as awnings and signage) in the articulation zone are excluded.

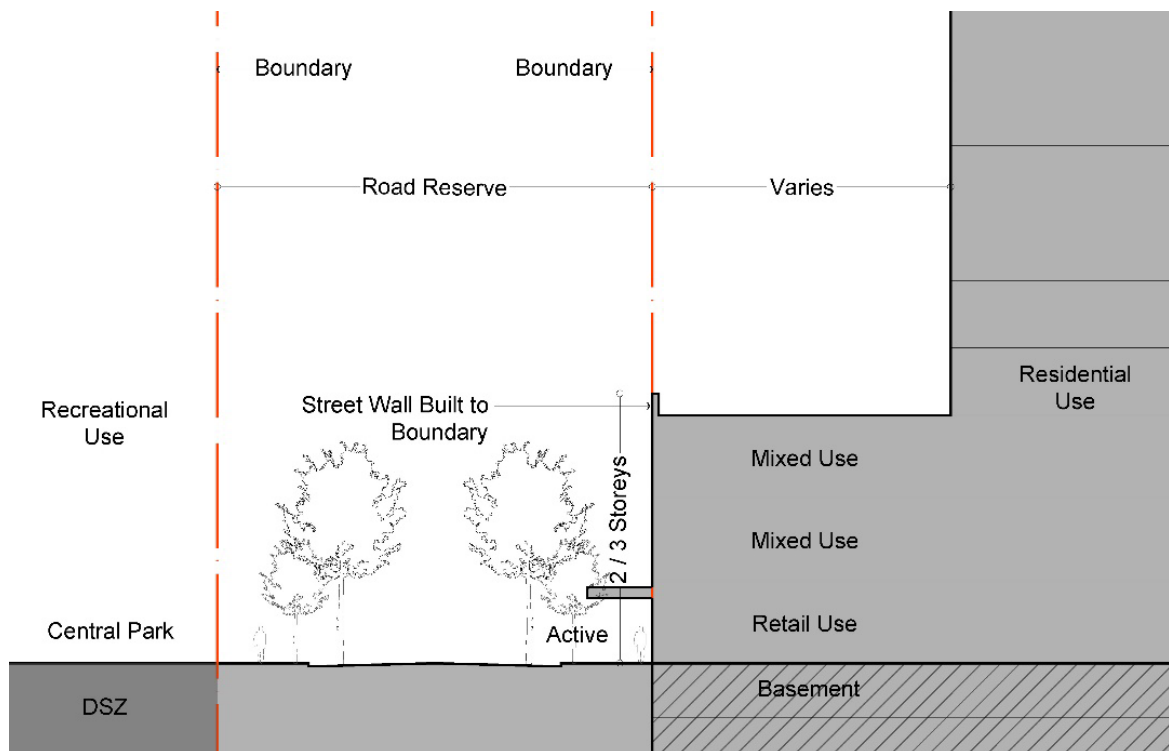


Figure 8.2.6.2.4.1 – Street Wall Heights at Key Intersection

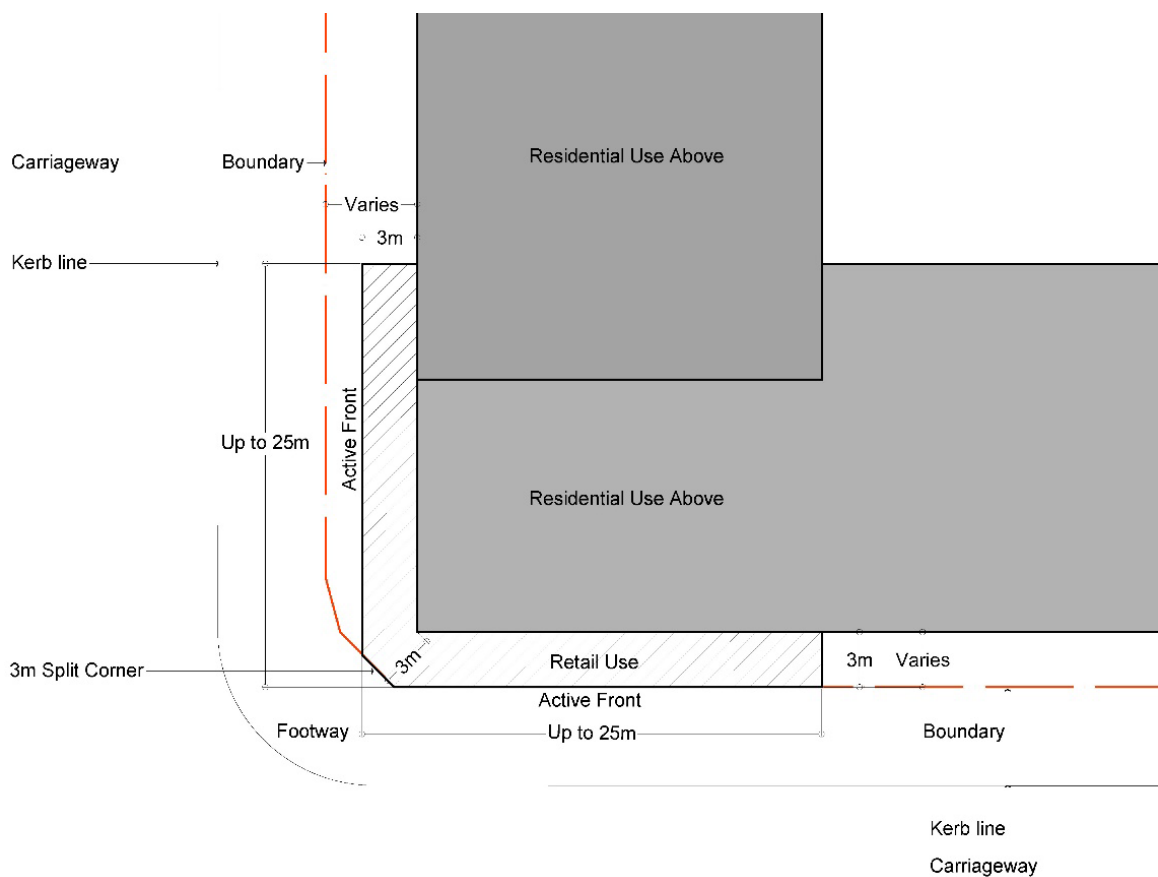


Figure 8.2.6.2.4.2 – Indicative Corner Activation at Key Intersections, Plan (NSR 2 and EWR 4 Highest Priority and NSR 3 and EWR 4 Second Highest Priority)

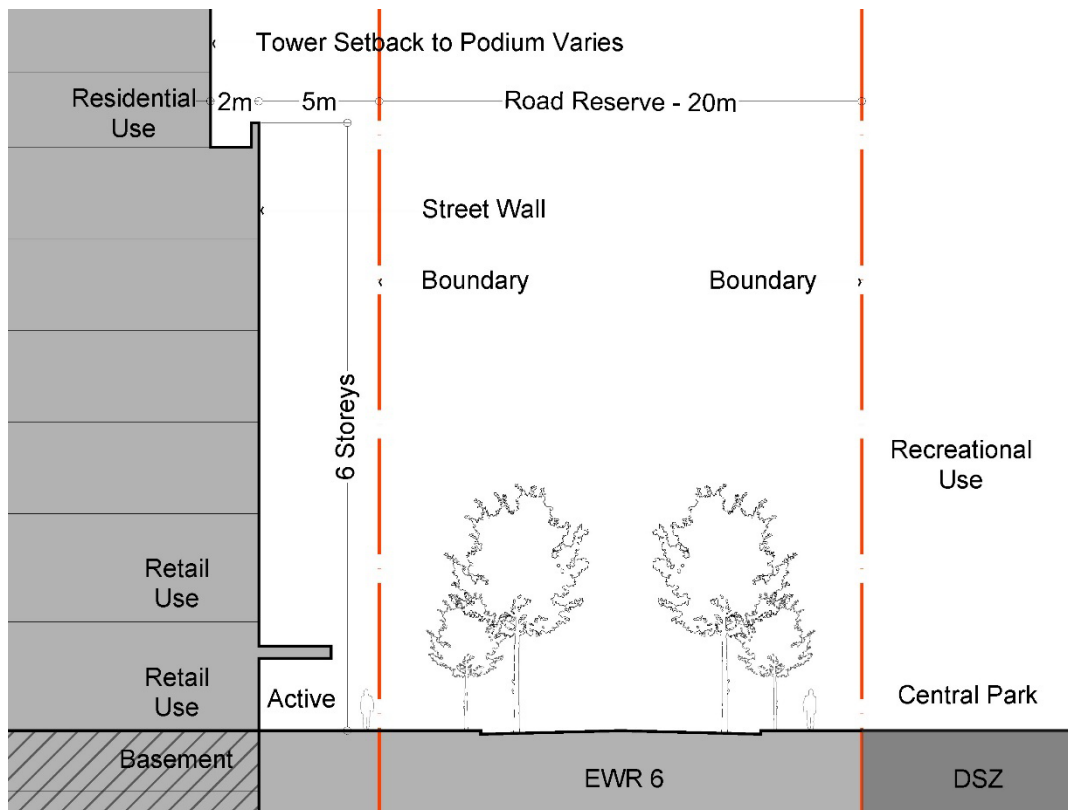


Figure 8.2.6.2.4.3 – Street Wall Height in Town Centre

8.2.6.2.5 BUILDING SEPARATION

Building separation for residential buildings is based on the proportions of the pedestrian connections, courtyards and streets, and overshadowing. Issues of privacy and surveillance are to be resolved in the architectural resolution.

Objectives

- O.01 Protect and manage the impact of development on the public domain and neighbouring sites.
- O.02 Protect the amenity of streets and public places by providing a healthy environment for street trees and allowing adequate daylight and views to the sky.
- O.03 Ensure a pattern of built form and spatial definition that contributes to the character of the suburb.
- O.04 Provide access to light, air, and outlook for the occupants of buildings, neighbouring properties, and future buildings.

Controls

- C.01 The separation distances of buildings across courtyards are 24 metres minimum building to building and is to be appropriately landscaped.

- C.02 The separation distances of buildings across any pedestrian connections shall be 12 metres building to building. Within this space, a straight pedestrian path of a minimum 4 metres in width is to be located. Private gardens and entrances to apartments are permitted from these pedestrian paths. Refer to Figure 8.2.6.2.5.1 – Pedestrian Connections.
- C.03 Issues of visual and noise privacy are to be addressed in the design of the buildings.
- C.04 Separation distances should be measured perpendicular to the boundary to the outer faces of the building. Elements in the articulation zone are excluded.

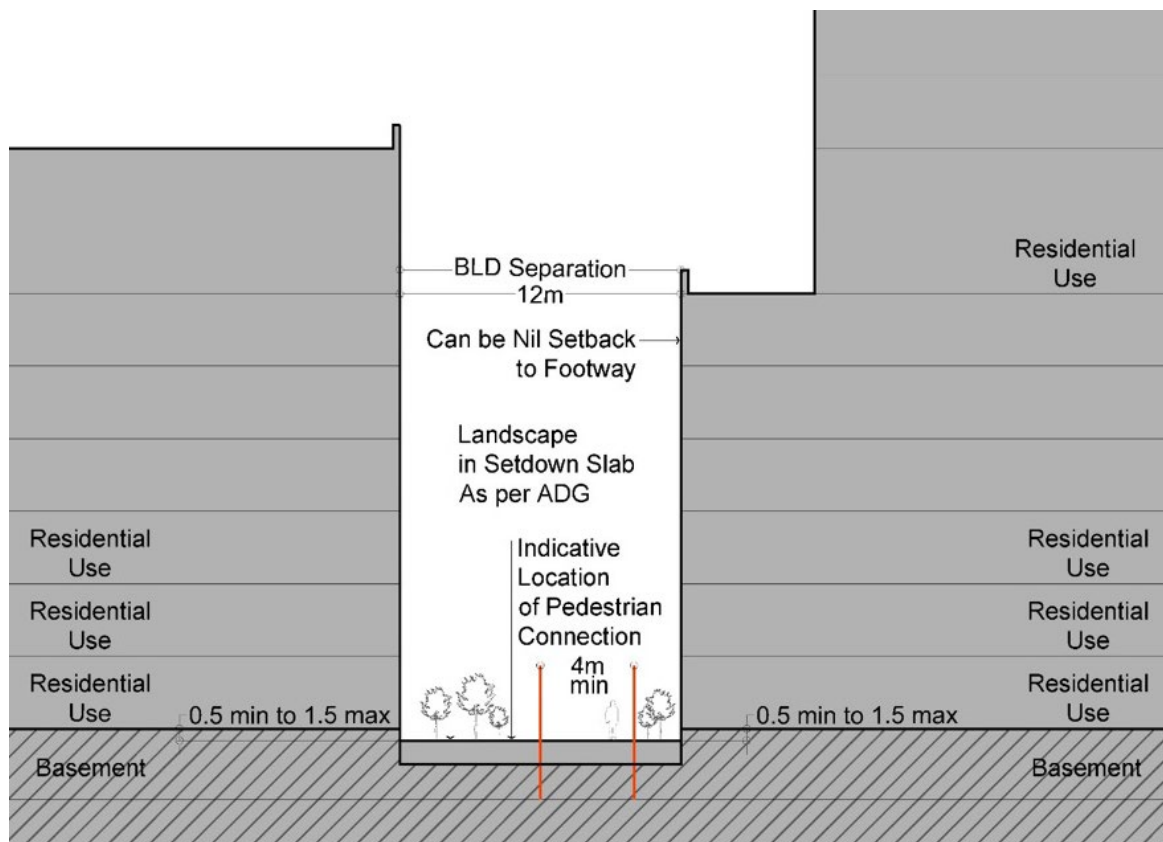


Figure 8.2.6.2.5.1 – Pedestrian Connections

8.2.6.2.6 TOWER DESIGN AND SLENDERNESS

The slenderness of towers is important both to achieve elegance of form as well as to minimise the perceived density and maximise amenity and environmental performance. Plan area, plan proportion, alignment, and height are contributing factors in the perception of slenderness. Their design needs to respond to context, climate, and views, and to provide a continuity of built form but with subtle differences.

The silhouettes of many buildings are significant and contribute to the identity of the place and its skyline. The massing and arrangement of the skyline and building silhouettes should be carefully considered and proposed development should be designed so that its appearance complements the broader skyline.

Objectives

- O.01 Towers have slender proportions.
- O.02 Towers are well-proportioned, reflect their orientation and address the public domain.
- O.03 Minimise the potential adverse effects that buildings may have on the public domain.
- O.04 Achieve living and working environments with good internal amenity.
- O.05 Minimise the need for artificial heating, cooling, and lighting.

Controls

- C.01 The maximum floorplate for a residential tower over 8 storeys should be 1,000m² (the floorplate shall be measured to the outside face of the building inclusive of balconies, vertical and horizontal circulation, internal voids, and external walls).
- C.02 The maximum length of the part of a building above 8 storeys should be 50m. In Melrose Park South the tower component height should be approximately double the height of the podium component (e.g. an 18-storey building where 12-storey minimum tower sits on 6-storey maximum podium).
- C.03 No tower forms should be 'L' shaped in plan.
- C.04 Upper levels of towers should not extend over the lower levels and create under-croft spaces.
- C.05 The higher building forms are to be integrated with the lower levels and should define positive spaces for streets, open spaces, and courtyards.
- C.06 Towers should meet sustainability measures.
- C.07 Tower design should respond to context, climate, and views.

8.2.6.2.7 BUILDING HEIGHTS

Objectives

- O.01 Recognise the variation of podium heights in perimeter-block buildings that respond to topographical features.
- O.02 Minimise adverse wind, reflectivity, glare, and urban heat impacts.
- O.03 Minimise solar impacts to streets, open spaces, and neighbouring buildings.
- O.04 Form a balanced composition of built form when viewed from within the street, neighbouring areas, and the river.

Controls

- C.01 The number of storeys must be consistent with the number of storeys shown in the number of storeys in Figure 8.2.6.7.4.1 – Building Storeys.
- C.02 The perimeter-block residential buildings are to be 8 storeys maximum.

8.2.6.2.8 FLOOR TO FLOOR HEIGHTS

Objectives

- O.01 Provide adequate amenity for buildings.
- O.02 Ensure that floor heights support a range of uses and enable a change of use over time.

Controls

- C.01 Minimum floor to floor heights shall be provided in accordance with Table 8.2.6.2.8.1 – Minimum floor to floor heights.

Table 8.2.6.2.8.1 – Minimum floor to floor heights

Use	Minimum Floor to Floor Height
Commercial	3.6m
Residential floor to floor heights from level 1 and above. Floor to ceiling heights greater than the minimum 2.7 metres are encouraged.	3.1m
Ground floor active street frontage	4.5m
Residential floor to floor heights for ground floor	3.6m
Residential floor to floor heights for ground and first floor	7.6m

8.2.6.2.9 THE PERIMETER BLOCK BUILDINGS AND PODIUM

Together with the public domain, the perimeter-block residential building frontages and the retail podium are the built elements that shape the way most of Melrose Park is experienced.

As the primary means of providing definition and spatial enclosure to the streets and other public spaces, they are the principal architectural component of collective civic intent. That is, they should operate in concert with other buildings to form a satisfyingly rich experience for the public spaces of the town, and its modulation, articulation and character should be guided by this understanding of its role. The design of the lower parts of the building should be derived from the attributes that generate successful streets – human scale, expressed detail, and tactile material quality.

The lower levels of all buildings should complement each other. The buildings that are lower in height act as a mitigating element for the tower building, able to define the street at the appropriate height, and protect the street from the wind effects of the tower. The perimeter buildings and podiums are set to address the street setbacks, building separation, and the proportions of the street and overshadowing.

Erosions of the lower levels of towers and the podium in the form of undercrofts are not appropriate.

For U-shaped buildings where the courtyards are located with the ends of the U to the street, the landscaping in the courtyard is to relate to the street interface but allow for a reading of the built form and open space from the street.

Objectives

- O.01 Define the space of the street, pedestrian connections, parks, and courtyards by articulating their edges with perimeter-block buildings and podiums.
- O.02 Create visual interest and variety in the streetscape within an overall framework of consistency in the definition of the street and its character.
- O.03 Reveal the topography and provide rhythm.
- O.04 Provide a façade design that enhances the walking experience.
- O.05 Optimise active frontages in the Town Centre and at key intersections.

Controls

- C.01 The perimeter-block buildings and the podiums should:
 - a) Be built to align with the street along their full frontage as generally shown on the Masterplan. Minor recesses in the profile for modulation and articulation, and to accommodate building entrances are permissible.
 - b) Be modulated in vertical increments to provide rhythm to the street.
 - c) Be articulated horizontally to reveal the topography.
 - d) Be articulated horizontally to address any negative impacts of wind from the taller buildings.

- e) Be of predominantly masonry character with no lightweight panel construction or curtain walling.
 - f) Be articulated with depth, relief, and shadow on the street façade. A minimum relief of 150mm between the masonry finish and glazing face should be achieved.
 - g) Utilise legible architectural elements and spatial types – doors, windows, loggias, reveals, pilasters, sills, plinths, frame, and infill, etc. – not necessarily expressed in a literal traditional manner. Horizontal plinths are particularly encouraged in Melrose Park so that the topography is emphasised.
- C.02 Under-crofts or other interruptions of the street wall that expose the underside of towers and amplify their presence on the street are not encouraged.
- C.03 All Development Applications should include a streetscape analysis and provide details of the street wall and perimeter-block. Submissions should 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 façade plans/sections at 1:20 scale including ground floor active frontage and awning details.
- C.04 Above ground car parking is only permitted for 3 levels in the Town Centre. It is to be sleeved by other uses on the East/West frontages EWR 6 and Hope Street. On the North/South frontages, it is to be screened.

8.2.6.2.10 RETAIL GROUND FLOOR FRONTAGE

Objectives

- O.01 Enable retail uses at key locations.
- O.02 Ensure retail frontages have comfort and shelter for pedestrians.
- O.03 Provide visual interest.
- O.04 Enable retail uses along the streets in the Town Centre and at key intersections.

Controls

- C.01 Ground floor commercial uses should be located to activate the public domain.
- C.02 Service frontages should be minimised.
- C.03 The internal tenancy widths, foyers, and lobbies should create a fine grain frontage.
- C.04 Ground floor commercial uses should include:

- a) A nominal 500mm interface zone at the frontage should be set aside to create interest and variety in the streetscape, to be used for setbacks for entries, opening of windows, seating ledges, benches, and general articulation.
 - b) A masonry façade that allows for fine grain tenancy widths.
 - c) A high level of expressed detail and tactile material quality.
 - d) A well resolved meeting with the ground that takes account of any slope.
 - e) A horizontal plinth, at the base of glazing to the footpath.
 - f) A clear path of travel for disability access.
 - g) Legible entrances.
 - h) Awnings in accordance with Section 8.2.6.3.5 – AWNINGS & AWNING DESIGN.
- C.05 An appropriate freeboard at ground floor level is to be provided, where required.
- C.06 Fire escapes and service doors should be designed to complement the commercial frontage and be seamlessly incorporated into the façade with quality materials.
- C.07 Colonnades are not encouraged.
- C.08 All required major services should be incorporated in the design of the ground floor frontage at Development Application stage, refer to Section 8.2.6.2.21 – Servicing and Utilities.
- C.09 Security doors or grilles should be designed to be fitted internally behind the shopfront, fully retractable and a minimum 50% transparent when closed.

8.2.6.2.11 RESIDENTIAL GROUND FLOOR FRONTAGE

Residential buildings should be set back from the street boundary or set at a different level to the street/pedestrian connections to provide amenity for ground floor residents. Setbacks are to enable a landscaped setting for buildings.

The area between the façade and the street boundary should receive attention both in design and in its material quality. The subtleties involved in the design of ground level entries, private terraces or balconies, fences, walls, level changes, and planting play an important part in the articulation of the street.

A detailed resolution of these elements is essential in contributing to an unambiguous definition of public space, good street form, pedestrian scale, clarity of access and address, and a balance of privacy and passive surveillance. These details should all be designed with the same level of care given to the building.

Objectives

- O.01 Deliver a ground floor that achieves amenity and privacy for residents as well as engagement with and passive surveillance of the street and other public places.
- O.02 Enable a landscape setting where buildings are set back from the public domain.

- O.03 Provide appropriate amenity for all residential apartments, including:
 - a) Apartments that are located below street level.
 - b) Apartments that have no setback to the public domain.
- O.04 Locate the disability access so that it relates seamlessly to the building design.
- O.05 Minimise the impact of basements.

Controls

- C.01 Basements are to be located under the footprints of the buildings. They can extend under courtyards but not into the street setbacks, refer to Figure 8.2.6.2.11.2 – Apartment below street level.
- C.02 Generally, ground floor apartment levels should be a minimum of 500mm and maximum of 1500mm above the adjacent footpath level except where the buildings front the pedestrian connections or additional height above the ground is required for privacy and/or to address the slope. Refer to Figure 8.2.6.2.11.1 – Residential ground floor.
- C.03 Where apartment have individual entries from the street, a front door with a distinct entry space within the apartment should be provided. Individual apartment entries should be understated, with post boxes and street numbers located at the common entry. Individual entries are permitted from the pedestrian connections.
- C.04 Unless easy ramp access can be provided without compromising the entrance to the building or the ground floor apartments, disability access should be provided as per AS 1428.
- C.05 Apartments cannot be located below the street level except in the following situations at Council's discretion (refer to Figure 8.2.6.2.11.1 – Residential ground floor):
 - a) Where the adjacent public road or public land is not an overland flow flood path as shown in approved flood maps included in the Water Management Strategy, or in any other flood study approved by Council.
 - b) Where the proposed apartment will not be subject to flooding in a 1%AEP flood plus 500mm freeboard as identified by Council.
 - c) Where the orientation is not south.
 - d) Where the distance of the apartment front wall is a minimum of 5 metres from the street boundary.
 - e) Where the finished floor level of the lowest apartment is not more than 1500mm below the level of the adjacent street.
- C.06 The head height of the windows is not to be more than 300mm from the underside of the slab above.
- C.07 The ground floor design is to:
 - a) Address privacy and articulation (refer to Figure 8.2.6.2.5.1 – Pedestrian Connections) for an example)
 - b) Provide a sense of address and passive surveillance along the edge of the development.

- C.08 The setback area should be designed to relate to the footpath and as common property for landscaping.
- C.09 Canopy trees can be provided within setbacks that are 5 metres or greater, contributing to the landscape character of the street and residential amenity. Canopy trees should be planted in this area, a minimum 3.5 metres from any structure. Trees are to achieve greater than 13 metres mature height and spread, at the rate of 1 canopy tree for every 15 lineal metres of frontage.
- C.10 Establish lower scale planting including hedges at street boundary for a minimum of 1 metre in street setback zone.
- C.11 Establish canopy planting in courtyards to achieve amenity and privacy for residents as well as contributing to the street.
- C.12 Co-locate the deep soil planting with the courtyard planting where the courtyards face the street setback.
- C.13 Minimise impervious surfaces at ground level in the setback areas.
- C.14 All required major services should be incorporated in the design of the ground floor frontage at Development Application stage, refer to Section 8.2.6.2.21 – Servicing and Utilities.
- C.15 A fully illustrated and coordinated ground floor design, showing all the necessary levels and detail, should accompany applications. Drawings should include the following:
 - a) A detail ground level plan and sections as part of the architectural submission that illustrates the relationships between the interior and the exterior spaces of the setback area, including the landscape and hydraulic detail, and extends into the public domain.
 - b) Any required services should be discreetly integrated into the frontage design.
 - c) The architectural drawings should be fully coordinated with the landscape and hydraulic drawings.
 - d) Elevations and sections at minimum 1:50 scale of all built elements in the setback area should be provided.

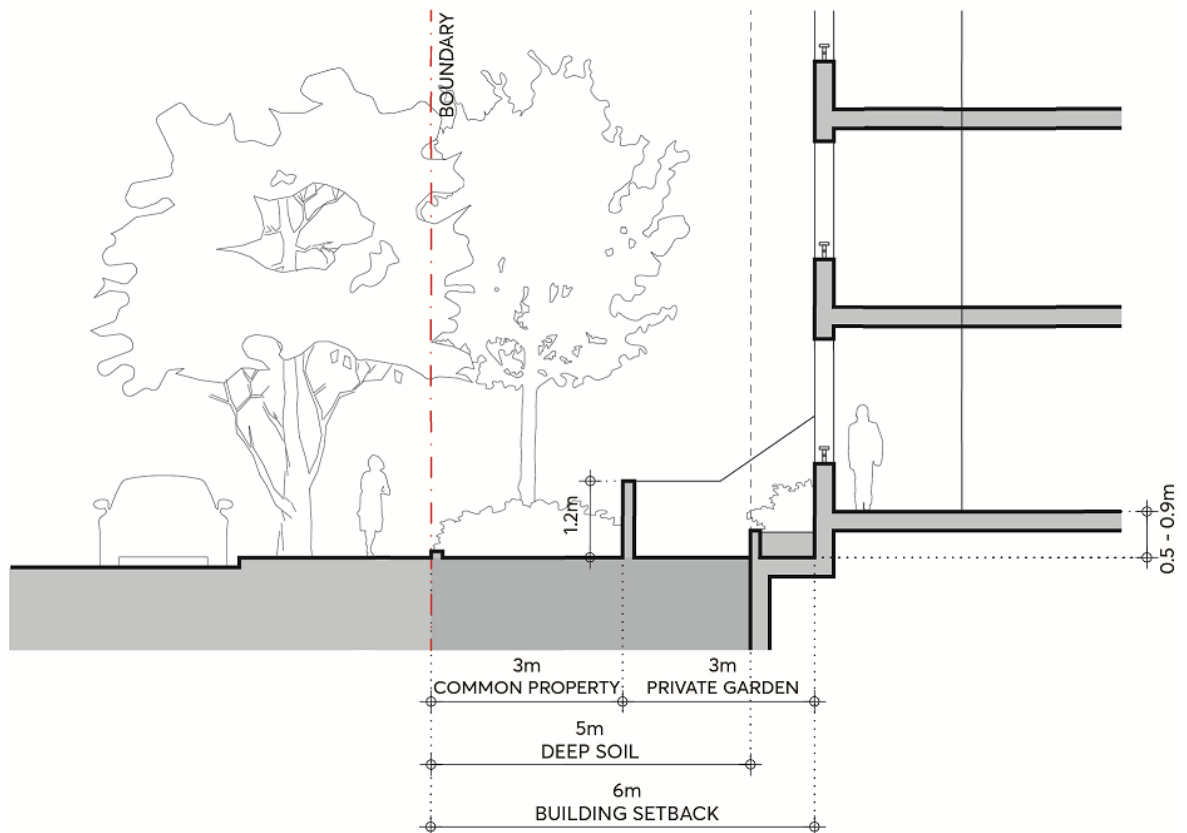


Figure 8.2.6.2.11.1 – Residential ground floor

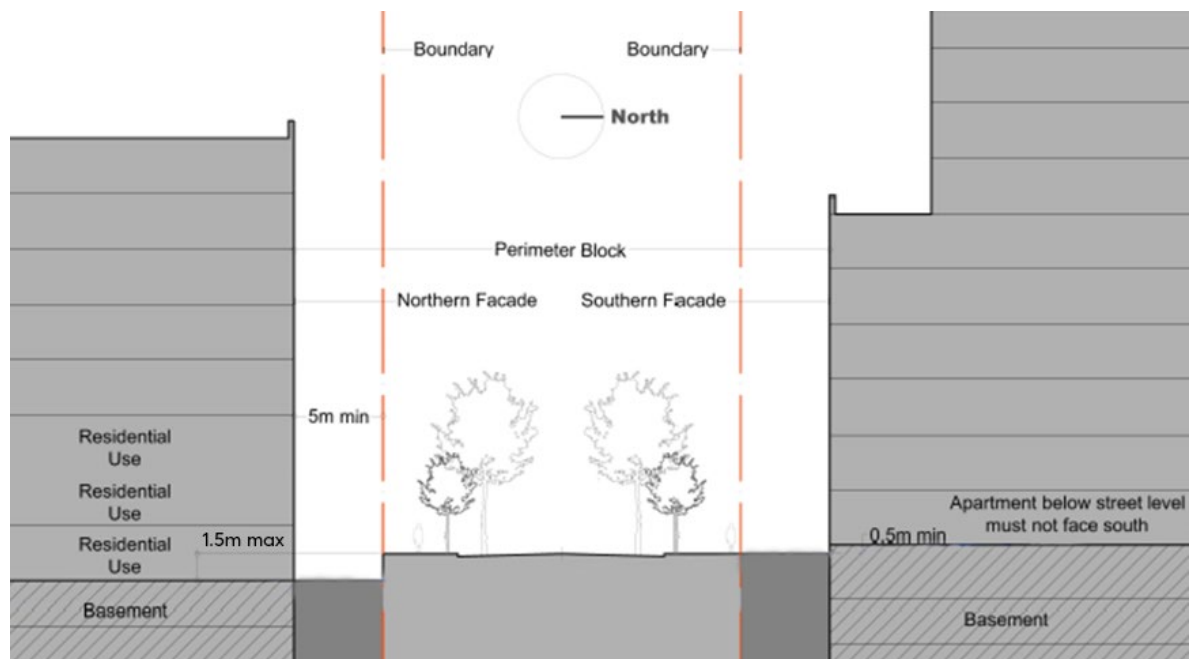


Figure 8.2.6.2.11.2 – Apartment below street level

8.2.6.2.12 RESIDENTIAL APARTMENT DESIGN QUALITY

Objectives

- O.01 Ensure development achieves good amenity standards for residents.

Controls

- C.01 Upper levels of buildings should not extend over the lower levels.
- C.02 Building floor plates and sections should define positive spaces for streets, open spaces, and courtyards.
- C.03 Building indentations providing light and ventilation to apartments should have a minimum width to depth ratio of 2:1.
- C.04 High-level windows should not be used as the primary source of light and ventilation for habitable rooms.
- C.05 Where practicable, balconies should be rectangular in shape with the longer side parallel to the façade of the building.
- C.06 Divisions between apartment balconies should be of solid construction and extend from floor to ceiling.
- C.07 Common open space should include a unisex WC, seating, solid sun shading, and a BBQ and food preparation area with a sink.
- C.08 Balustrades should take account of sightlines to balance the need for privacy within apartments and views out of apartments. A proportion of solid or translucent material should be used, which will vary according to outlook and height relationships.
- C.09 The following details should be resolved in principle and shown on drawings at Development Application stage so as not to compromise amenity, built form, and aesthetics at a later stage:
- a) HVAC equipment should be grouped within designated plant areas either on typical floors or on rooftops. If HVAC equipment is located on rooftops of lower buildings, it is to be screened as necessary to minimise impacts of heat buildup and noise to neighbouring units.
 - b) Wall mounted equipment (and associated pipework) should be concealed into wall cabinets and ducts.
 - c) The above items should be positioned so that they are not visible from common areas or the public domain adjacent to the development.
 - d) If equipment is located on private balconies, additional area above Apartment Design Guide (ADG) minimums should be provided.
 - e) Rainwater downpipes should be integrated into the building fabric and coordinated with stormwater drawings.
- C.10 Apartment design should consider incorporating suitable spaces that can be utilised as a work from home space.

8.2.6.2.13 SOLAR ACCESS (RESIDENTIAL)

Objectives

- O.01 Development should be designed to maximise the solar access of neighbouring properties.

Control

- C.01 Where residential development cannot strictly comply with the design criteria of the ADG, it should demonstrate how solar access is maximized to the living rooms and private open space of neighbouring properties taking account the site constraints and orientation of the site.

8.2.6.2.14 WINTERGARDENS

Objectives

- O.01 Improve amenity of balconies in high-rise apartments above 8 storeys and apartments fronting noisy environments.
- O.02 Provide acoustic attenuation for internal living areas.
- O.03 Improve thermal environment.
- O.04 Balance ventilation and wind impacts in high-rise apartment balconies.
- O.05 Maximise daylight access, views, and comfort of balconies.

Controls

- C.01 Wintergardens are only permitted above 8 storeys or where there are negative external impacts such as high levels of noise.
- C.02 Wintergardens should:
- a) Be designed and constructed as a private external balcony with drainage, natural ventilation, and finishes acceptable to an outdoor space and should not be treated as a conditioned space or weatherproof space.
 - b) Have 75% of the external walls (excluding balustrade) fully operable louvres or sliding glass panels. Casement or awning windows are not permitted.
- C.03 All wintergardens are to have a balustrade less than 1.4m above finished floor level and a contiguous and permanently openable area between the balustrade and the ceiling level of not less than 25% of this area. This restriction shall apply to all elevations if the wintergarden has multiple elevations.
- C.04 A generous opening should be provided between the wintergarden and any adjacent living area to allow connection of the spaces when ambient conditions are suitable.
- C.05 Acoustic control for living areas and bedrooms should be provided on the internal façade line between the wintergarden and the living area or bedroom.

- C.06 Glazing in the external façades of a wintergarden should have a solar absorption of less than 10% glass so as not to have solar heat absorption greater than what a clear float glass might be of the same composition.
- C.07 The flooring of the wintergarden should be an impervious finish and provide exposed thermal mass.
- C.08 Air conditioning units should not be located on wintergarden balconies.
- C.09 Wintergarden areas able to be excluded from Gross Floor Area should be limited to a depth of 3 metres.

8.2.6.2.15 CLIMATE CONTROL AND PRIVACY

The precinct of Melrose Park experiences high temperatures and will be subject to urban heat impacts resulting from the density of buildings. Most towers and many of the perimeter-block buildings have east and west facing façades so it is essential that climate control measures are included on the façades.

Climate control devices should also be used to assist in protecting both visual and acoustic privacy.

Objectives

Climate control devices are to:

- O.01 Enhance the:
 - a) Amenity of the balcony and interior spaces.
 - b) Design of the building façades.
- O.02 Provide:
 - a) Individual apartment owners with the ability to moderate external impacts from climate, noise, and overlooking.
 - b) Commercial tenants with the ability to moderate external impacts from climate, noise, and overlooking.
- O.03 Ensure that the design of climate control devices can:
 - a) Provide optimum control.
 - b) Be easily cleaned.
 - c) Assist in providing both visual and acoustic privacy.

Controls

- C.01 Climate control devices such as louvres or blinds should:
 - a) Have the ability to act as visual, wind and noise privacy screens.
 - b) Be used on balconies.

- c) Be used where apartment façades are subject to solar loads and there are no other mechanisms that assist in climate moderation, such as green walls.
- d) Be designed as an integral part of the building façade.
- e) Have the capacity to be adjusted to suit sun access angles and allow the passage of air.
- f) Be constructed in materials that meet the sustainability objectives.
- g) Be able to be cleaned from within the individual apartment boundary.

8.2.6.2.16 DWELLING MIX AND FLEXIBLE HOUSING

Objectives

- O.01 Ensure a range of dwelling types and size.
- O.02 Promote the design of buildings that are adaptable and incorporate flexible apartments to suit the changing lifecycle housing needs of residents over time.

Controls

- C.01 The dwelling mix identified in Table 8.2.6.2.16.1 – Dwelling Mix is to be used as a guide for the apartments in Melrose Park:

Table 8.2.6.2.16.1 – Dwelling Mix

Dwelling Type	Dwelling Mix
1 Bedroom	10 – 20% of total dwellings
2 Bedroom	60 – 75% of total dwellings
3 Bedrooms	10 – 20% of total dwellings

- C.02 A maximum 25% of the total apartments can be split into a pair of dual key apartments (which are considered to be one apartment for the purpose of dwelling mix). In all combinations the size and amenity of each dual key apartment should be consistent with the ADG.
- C.03 Dual key apartments are to be under one strata title.
- C.04 Consider the provision of apartment designs in sole occupancy units that are fully serviced but that have internal moveable walls, subject to compliance with the Building Code of Australia (BCA).

8.2.6.2.17 MATERIALS

Melrose Park proposes very high densities with towers and perimeter-block buildings in close proximity. To achieve both variety and continuity the perimeter-block buildings and towers, require consistency in both form and the selection of materials so there is an overall continuity of built form throughout the precinct.

Objectives

- O.01 Ensure that materials contribute to the coherence of the precinct so that one building does not stand out from another. Variety within the precinct is derived from the detail resolution of the buildings and not from excessive differences in the selection of materials.
- O.02 Use materials that meet sustainability objectives and requirements.
- O.03 Select a palette of materials for the buildings that enable a complementary response with the finishes in public domain.
- O.04 Employ materials that are durable, of an appropriate scale, and easily maintained.

Controls

- C.01 A selected palette of materials for buildings, fencing, and retaining walls are to be agreed in consultation with Council.
- C.02 Materials should:
 - a) Ensure that one building does not stand out one from another building.
 - b) Meet sustainability requirements of embodied energy.
 - c) Be durable, of an appropriate scale, and easily maintained.
 - d) Complement the materials in the public domain.

8.2.6.2.18 RETAINING WALLS

Melrose Park is located on sloping terrain. The retaining walls may occur adjacent to the street boundary of a lot or within the lot depending on the topographical conditions and/or the specific lot design. Because of their highly visible location adjacent to streets and pedestrian connections, the design of retaining walls should provide continuity across the precinct and a sensitive interface with the public domain.

Objectives

The retaining walls are to:

- O.01 Provide continuity across the precinct.
- O.02 Be an integral element in the design character of the precinct.

- O.03 Employ construction details and materials that are durable and appropriate for the public domain interface.
- O.04 Provide opportunities for casual seating.

Controls

- C.01 Retaining walls should:
 - a) Be located within the lot boundaries on all development lots.
 - b) Use a design and profile to meet Public Domain Guidelines in consultation with Council.
 - c) Select a limited palette of durable materials in consultation with Council.
 - d) Enable casual seating where appropriate.
 - e) Have horizontal tops and minimal stepping.

8.2.6.2.19 FENCING

Objectives

- O.01 Relate to the scale and materiality of the buildings.
- O.02 Define the public/private edge.
- O.03 Provide privacy and visibility.
- O.04 Be durable.
- O.05 Relate to and reveal the slope of the land.

Controls

- C.01 Fencing is to:
 - a) Be located at the street boundary or to private terraces on ground floor units.
 - b) Provide a combination of solidity and porosity.
 - c) Reveal the slope by introducing a horizontal element such as a masonry plinth.
 - d) Be of an appropriate height and detail that reflects the scale of buildings.
 - e) Define the public edge to the property and reinforce the edge to the public domain.
 - f) Provide continuity with subtle differences across the precinct.
 - g) Use construction details and materials that are durable and appropriate for the public domain interface.
- C.02 Fencing to private terraces where ground floor units extend into the street setback are to be designed to relate to any fencing on the property boundary.
- C.03 The height of fences can vary but be no greater than 2 metres.

8.2.6.2.20 COURTYARDS

Courtyards provide communal open space for residents at ground level associated with deep soil supporting large crown canopy trees. Courtyards provide alternative, secondary entry points to the building linked to the pedestrian connections and public domain. Courtyards provide visual extension to the public domain. Courtyards provide relief to the overall physical and visual bulk of the built form and perceived density.

Objectives

- O.01 Reinforce the built form and open space structure of the precinct.
- O.02 Expand and enhance the public domain.
- O.03 Provide outlook from the apartments.
- O.04 Provide a communal space for relaxation and communal activities.
- O.05 Provide passive surveillance opportunities in public areas.
- O.06 Have generous planting.
- O.07 Assist with reducing urban heat.
- O.08 Assist with flood management.
- O.09 Provide visual separation between buildings.

Controls

- C.01 Courtyards are to be located as shown in Figure 8.2.6.7.3.1 – Courtyard Locations and have a minimum width (east – west) of 24 metres.
- C.02 Courtyards should:
 - a) Be visually and physically linked with streets, open spaces, and pedestrian connections.
 - b) Be usable outdoor spaces that provide good amenity, having regard to aspect and configuration.
 - c) Include vegetation and canopy planting.
 - d) Generally, be the same level as the street to facilitate access and integration with the public domain. Where they are not level, access stairs and ramps are to be located on the private lot.
- C.03 Courtyard levels are to be designed to appropriately address flood risk management.
- C.04 Where courtyards are located over basements, canopy planting is to be set down in the slab.
- C.05 Courtyards are to be designed to respond to the street interface (Refer to Figure 8.2.6.2.20.1 – Courtyard Basement – Interface with Street).

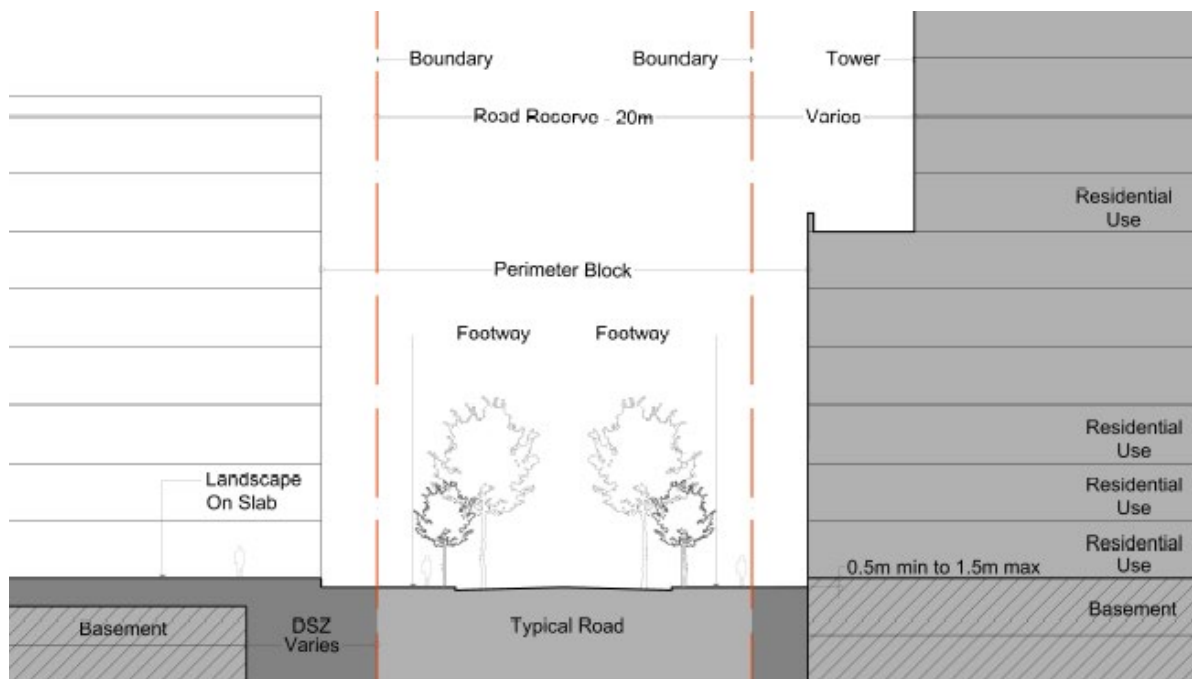


Figure: 8.2.6.2.20.1 – Courtyard Basement – Interface with Street

8.2.6.2.21 SERVICING AND UTILITIES

The location of utilities and services can adversely affect the ground floor street frontage if not properly taken account of in the initial design stage. It is also essential that building services are located and designed to be free from flooding impacts.

Objectives

- O.01 Minimise the extent of space and blank walls occupied by services, including electricity substations, fire boosters, fire doors, plant, and equipment hatches.
- O.02 Locate building services so that they are free from flooding impacts.
- O.03 Encourage design and location solutions for services and utilities that minimise adverse visual, environmental, and access impacts.
- O.04 Organise garbage collection and recycling facilities to have minimum impact on the development and public domain.

Controls

- C.01 Wherever possible, services and utilities should be located on secondary street frontages, or non-active street frontages.
- C.02 Substations are to be designed within the building.
- C.03 Services and utilities should be designed and located to minimise the length of ground floor frontage occupied.

8.2.6.2.22 TOWN CENTRE MALL INTERFACE

Objectives

- O.01 Link the external spatial network with the internal spatial network in the Town Centre.
- O.02 Improve connectivity.
- O.03 Encourage walkability.
- O.04 Maintain the number of safe routes of travel throughout Melrose Park North as shown in the Masterplan.

Controls

- C.01 Provide direct access and sight lines from the 6 metre north/south pedestrian path from the EWR2 to the Parramatta River through the Town Centre.
- C.02 Define the access internally to reflect the external space.
- C.03 Allow for pedestrian access to Hope Street during the hours of operation of the Light Rail through the Town Centre.
- C.04 Provide an east/west connection through the Detention Basin open space to the Mall. This is to be located to relate to any proposed entrances on the western site of the Mall or if entrances are not proposed to connect to the corner of EWR5 and NSR2. This connection is to ultimately connect to Hughes Avenue.

8.2.6.3 PUBLIC DOMAIN

Public spaces – streets, squares, and parks – are the most enduring spaces of the city, the shared social and cultural domain that make up the organising framework of the city. Their clarity, quality, and amenity contribute in a fundamental way to the experience and identity of Melrose Park.

This section details aspects of the design of the public domain and should be read in conjunction with the Melrose Park Public Domain Guidelines. These set out the process, design guidelines, and submission requirements for all new public domain assets in the City of Parramatta Local Government Area.

Street tree location shown in the public domain cross sections, Figures 8.2.6.3.1.1 to 8.2.6.3.1.9 are indicative. For final street tree arrangements refer to Figure 8.2.6.7.9.1 – Public Domain Plan – Melrose Park South, Figure 8.2.6.7.9.2 – Public Domain Plan – Melrose Park North, and the Melrose Park Public Domain Guidelines.

8.2.6.3.1 STREET NETWORK AND FOOTPATHS

The streets and footways in Melrose Park are accessible to the public. The elements in the street such as footpaths and paving widths, parking lanes, tree planting, and cycleways should be designed to suit the street network.

Objectives

- O.01 Provide a safe, efficient, and generous network of pedestrian, bicycle, and vehicular movements for a precinct of this density.

Controls

- C.01 The streets network, hierarchies, and widths are to be laid out as per Figures 8.2.6.7.1.1 – Masterplan and 8.2.6.7.8.1 – Street Hierarchy.
- C.02 Streets, footways, and footpath layout and widths vary for each street type and should be laid out as per the street cross sections in this section, and Figure 8.2.6.7.9.1 – Public Domain Plan – Melrose Park South, and Figure 8.2.6.7.9.2 – Public Domain Plan – Melrose Park North.
- C.03 Materials for the footpath shall be as per the Melrose Park Public Domain Guidelines.
- C.04 Street trees are to be planted as per Figure 8.2.6.7.9.1 – Public Domain Plan – Melrose Park South, Figure 8.2.6.7.9.2 – Public Domain Plan – Melrose Park North and Melrose Park Public Domain Guidelines.
- C.05 Street trees are to be planted in the parking lanes and the footway as per the Public Domain Plans. The spacing of trees in the parking lanes should aim to achieve a closed tree canopy at tree maturity – selected tree species as per Melrose Park Public Domain Guidelines.
- C.06 Street tree planting is to use best practice water sensitive urban design (WSUD) measures that provide best long-term sustainability to support that tree. The planter pit length should be no less than the minimum car parking bay width, preferably larger, and the soil profile will be as per the Melrose Park Public Domain Guidelines and should be detailed prior to Development Application approvals to the satisfaction of Council.
- C.07 All cycleways and bike paths are to be provided and designed in accordance with Council's Bike Plan.

Melrose Park Street Type Cross-Sections

Table 8.2.6.3.1.1 – Legend for all Street Cross Sections

F	Footpath	L	Landscape
V	Vehicular Lane	LR	Parramatta Light Rail 2
B	Bike Path	B/V, BL	Lane Able to Accommodate Buses
P	Parking	SHP	Shared Path

Note:

- i) Level changes to be managed within the building footprint.
- ii) Light poles are indicative and for locations only. Lighting is subject to specialist design. Light pole and type to be confirmed.
- iii) All street cross-sections noted below should be read in conjunction with Figure 8.2.6.7.8.1 – Street Hierarchy.

TYPE 1A – MAJOR ROAD – TWO WAY (NSR 2 – TYPICAL)

- 25m-wide road corridor as typical.
- 3.2m lanes.
- 2.6m for parking both sites.
- 3.5m wide footpaths both sides.
- Trees in parking Lanes.

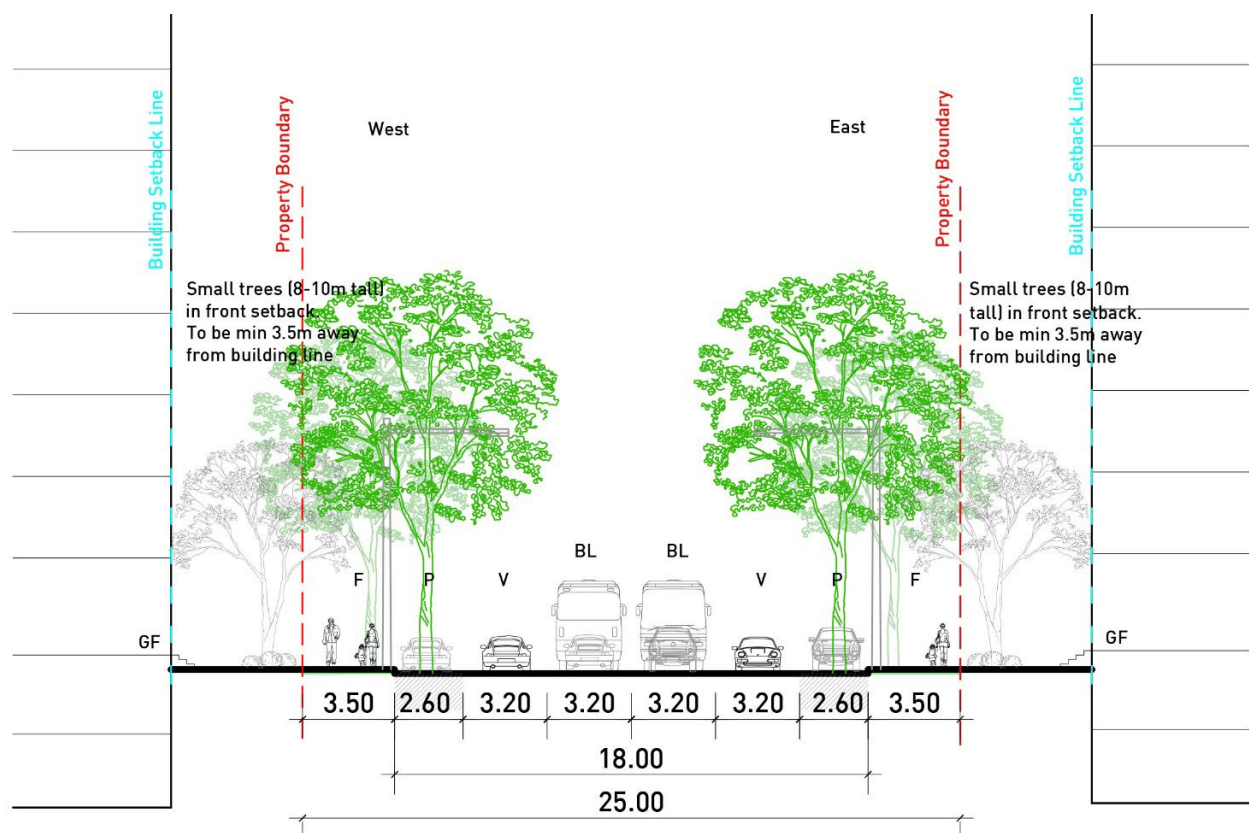


Figure 8.2.6.3.1.1 – Type 1A Major Road Building to Building (NSR 2)

TYPE 1B – MAJOR ROAD – TWO WAY (NSR 2 – BETWEEN EWR 4 & EWR 6)

- 22m-wide road corridor.
- 2.5m lanes.
- 2.6m for parking both sides.
- Minimum 2.4m wide footpaths both sides.
- Trees in footpath and/or verge.
- WSUD details to be applied.
- Trees in deep soil in the 5m front setbacks.

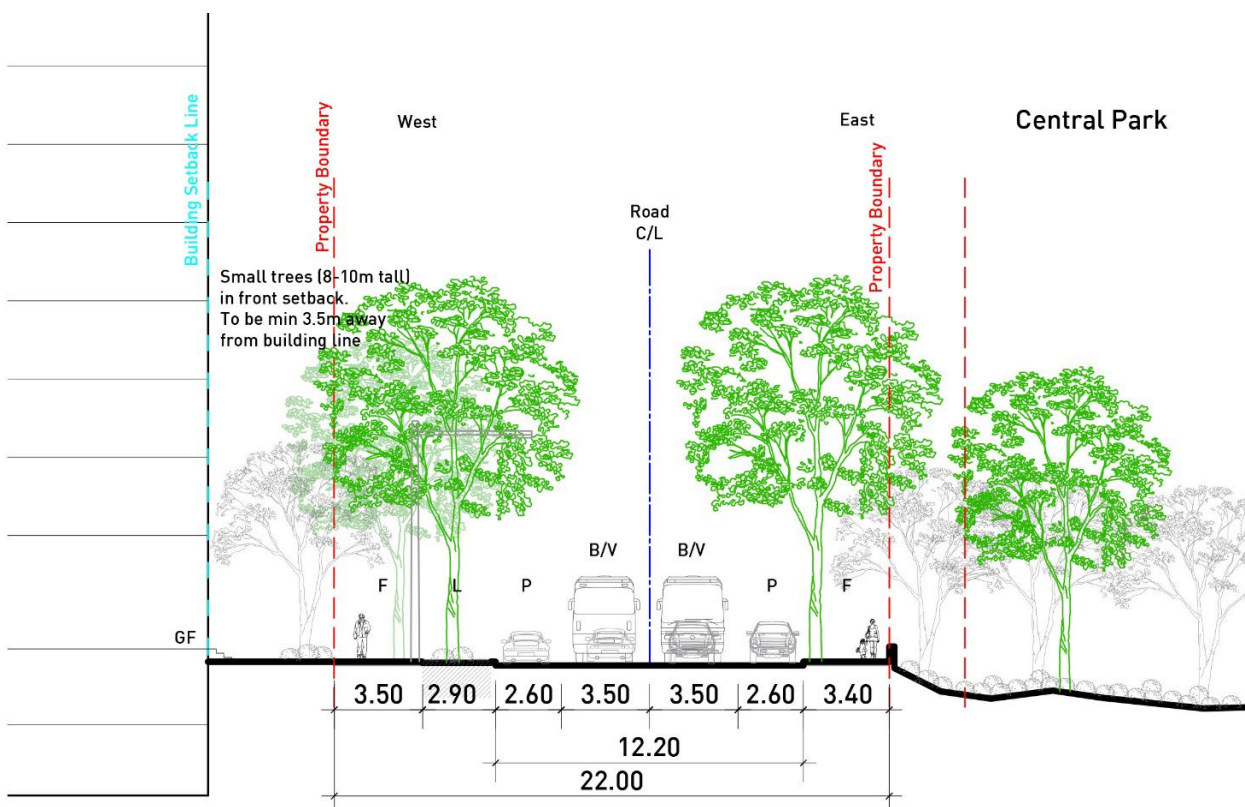


Figure 8.2.6.3.1.2 – Type 1B Major Road Central Park Interface (NSR 2 between EWR 4 and EWR 6)

TYPE 1C – MAJOR ROAD (NSR 2 – TOWN CENTRE AND WESTERN PARK INTERFACE)

- 25m-wide road corridor.
- 3.2m lanes.
- 2.6m for parking both sides.
- Minimum 3.5m wide footpaths both sides.
- Trees in footpath and/or verge.
- WSUD details to be applied.

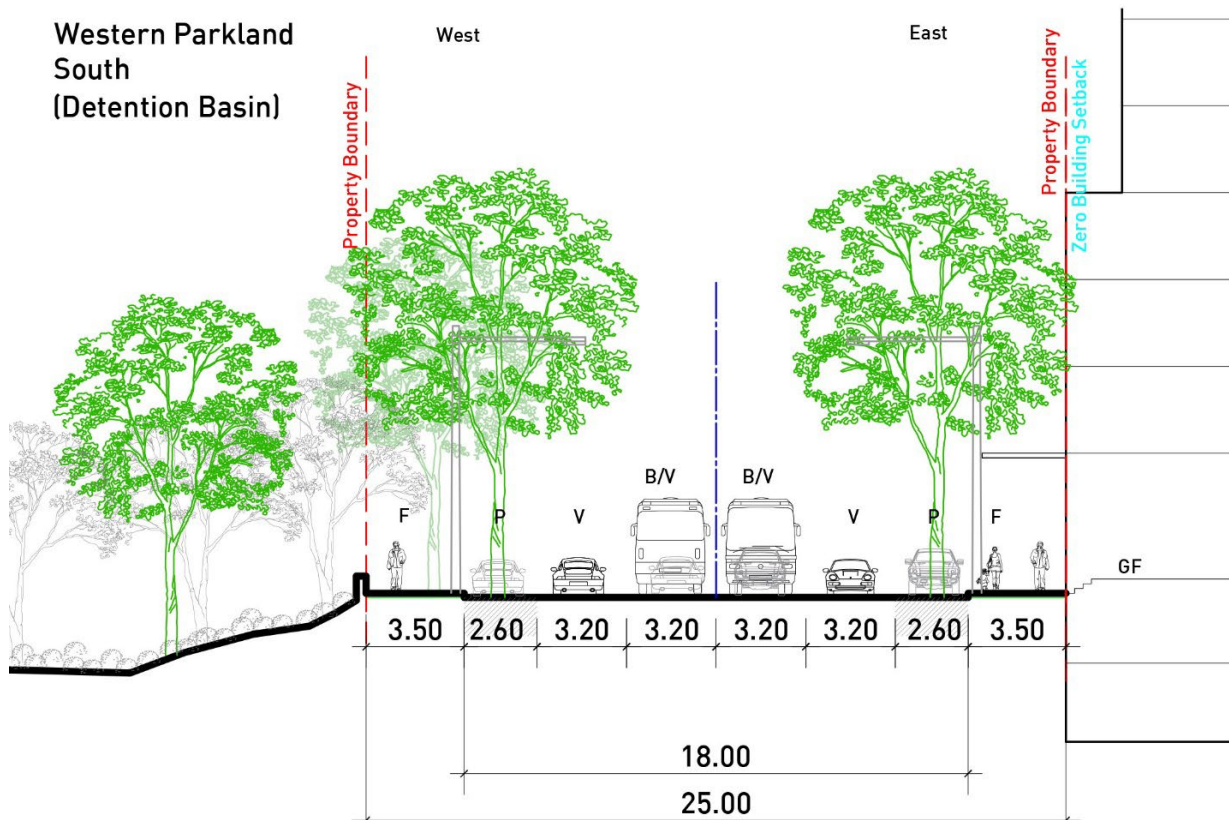


Figure 8.2.6.3.1.3 – Type 1C Major Road Town Centre and Western Park Interface (NSR 2)

TYPE 2A – MAIN ROAD – TWO WAY WITH CYCLE TRACKS (NSR 3 – TYPICAL)

- 23.5m-wide road corridor.
- 3.2m lanes.
- 2.3m parking both sides.
- 1.8m wide footpaths both sides.
- One-way paired, separated bicycle paths: 1.5m wide with an additional 1m buffer with parking lane, on both sides (2.5m corridor each side).
- Trees in parking lanes.
- WSUD details to be applied.
- Trees in open planted beds between the footpath and cycle track.
- Trees in 5m front setback.

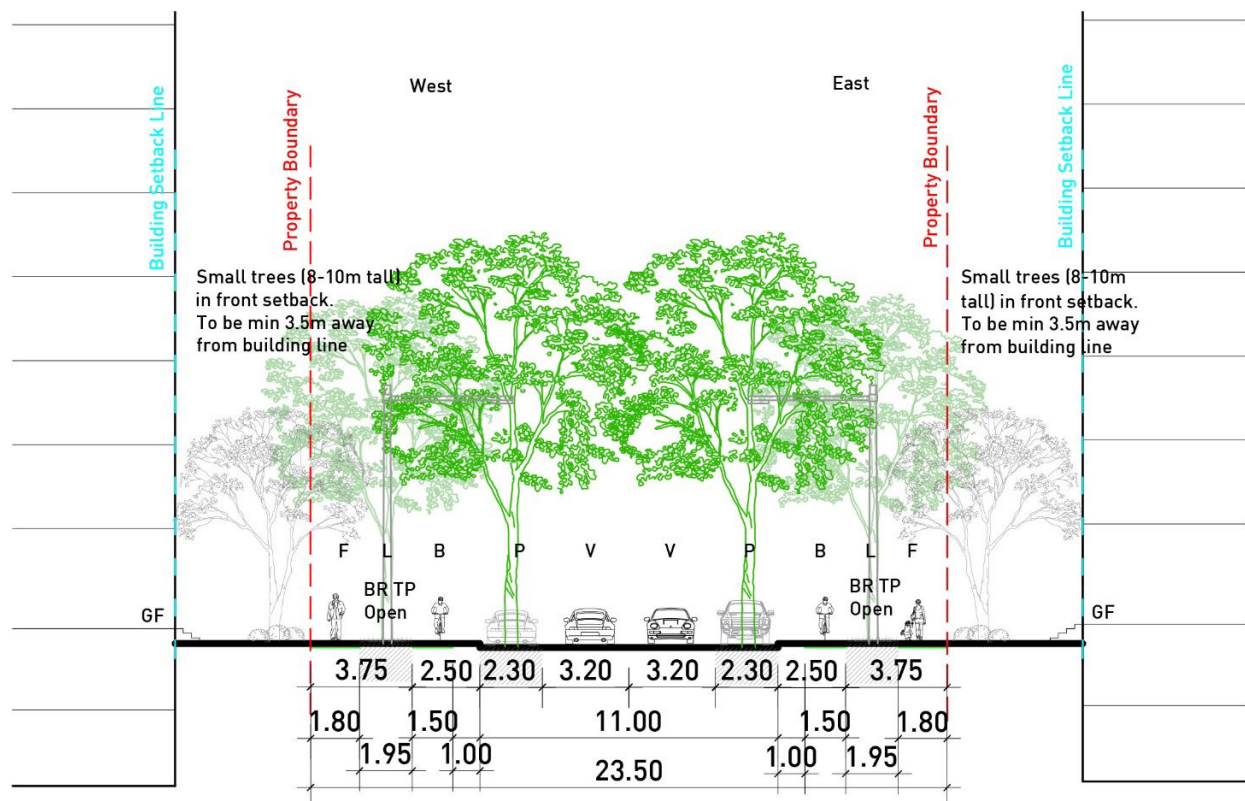


Figure 8.2.6.3.1.4 – Type 2A Main Road with Cycle Tracks (NSR 3)

TYPE 2B – MAIN ROAD WITH CYCLE TRACKS (NSR 3 – BETWEEN EWR & EWR 6)

- 26.5m-wide road corridor.
- 2m wide footpath on western side and 1.8m wide on eastern side.
- One-way Paired, separated bicycle paths: 1.5m wide with an additional 1m buffer with parking lane on both sides (2.5m corridor each side).
- Trees in parking Lanes.
- WSUD details to be applied.
- Trees in open planted beds between the footpath and cycle track.
- Vegetated area in the wider public domain on western side.
- Trees in 5m front setback.

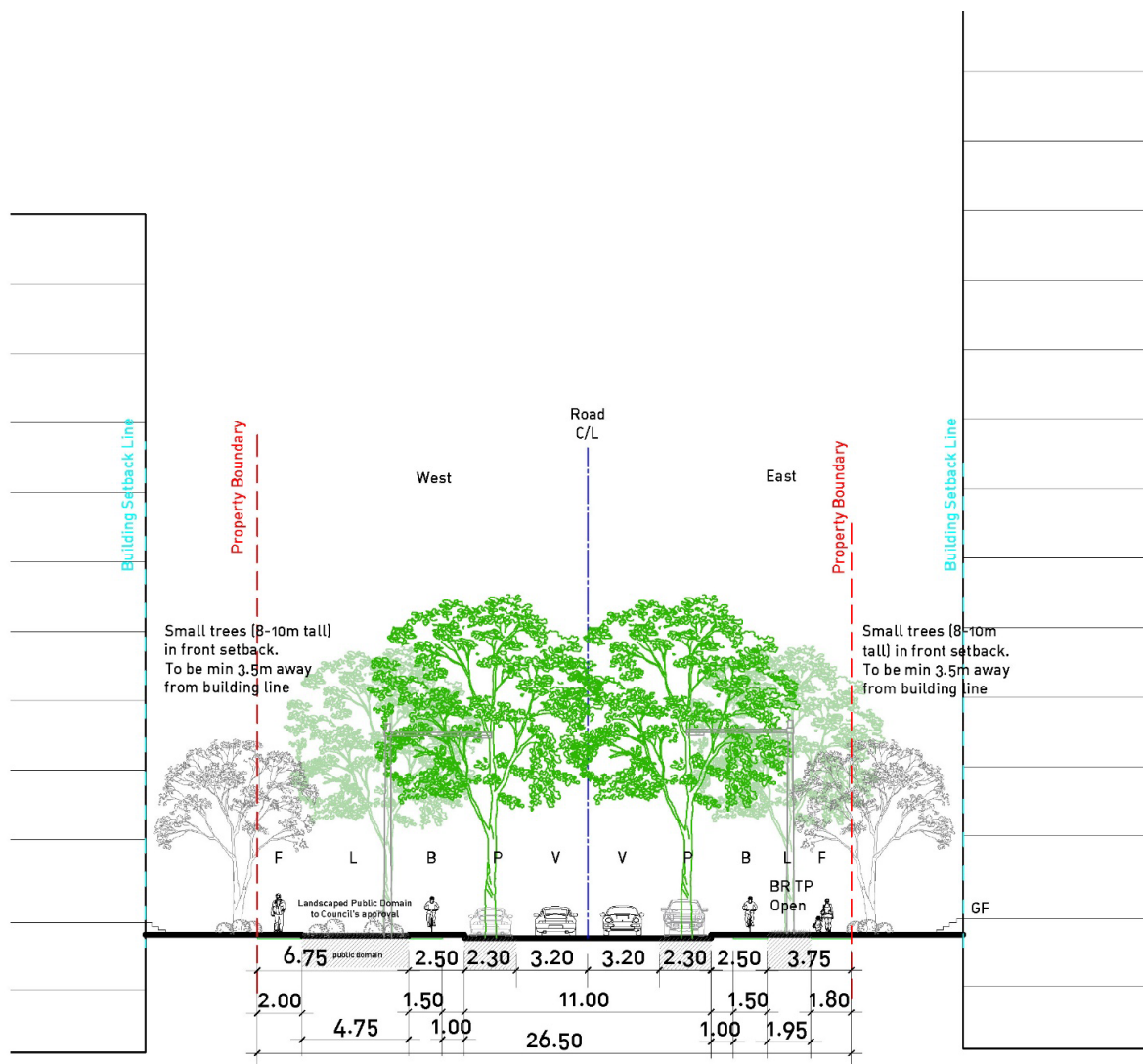


Figure 8.2.6.3.1.5 – Type 2B Main Road with Cycle Tracks between EWR 4 and EWR 6 (NSR 3)

TYPE 2C – MAIN ROAD TWO WAY WITH CYCLE TRACKS (NSR 3 – TOWN CENTRE INTERFACE)

- 23.5m-wide road corridor.
- 3.2m lanes.
- 2.3m parking both sides.
- 1.8m-wide footpaths both sides.
- One-way Paired, separated bicycle paths: 1.5m wide with an additional 1m buffer with parking lane on both sides (2.5m corridor each side).
- Trees in parking lanes.
- WSUD details to be applied.
- Trees in open planted beds between the footpath and cycle track.
- Trees in 5m front setback.

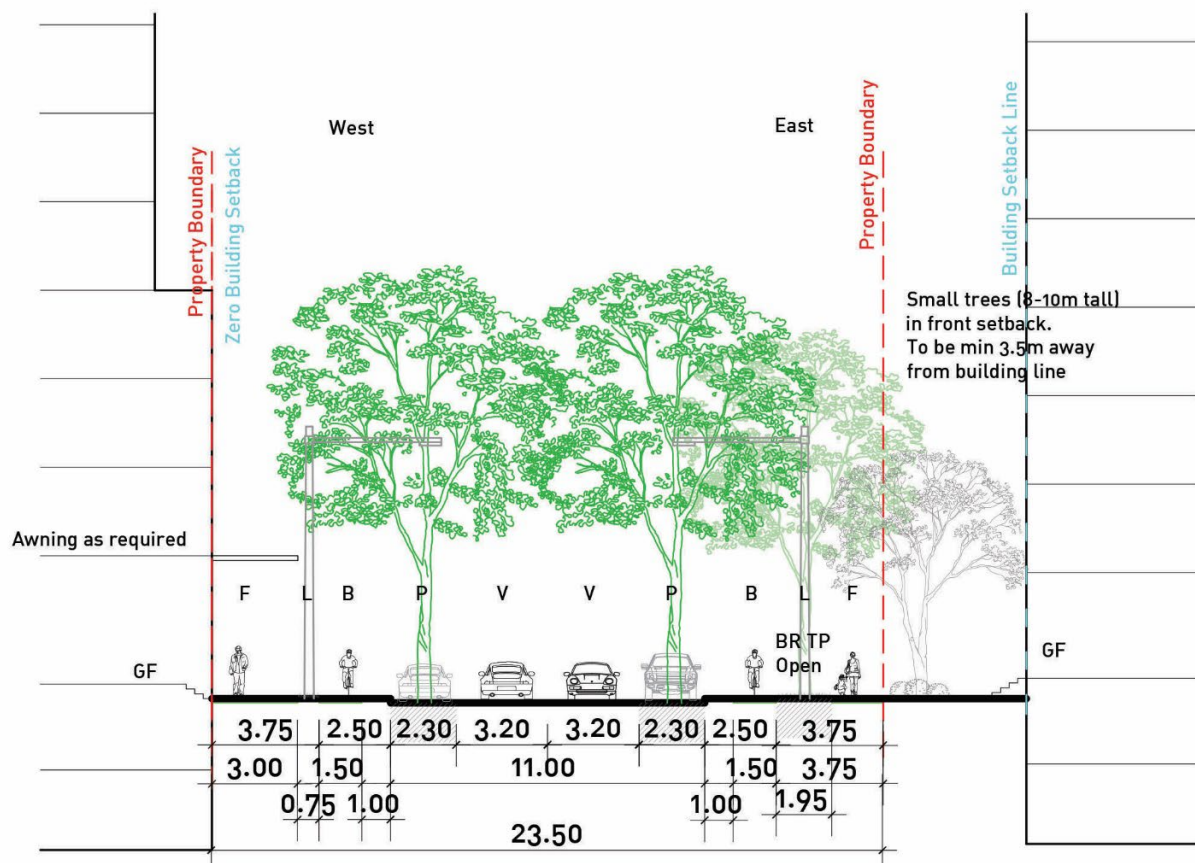


Figure 8.2.6.3.1.6 – Type 2C Main Road with Cycle Tracks Town Centre Interface (NSR 3)

TYPE 3 – MAIN EAST/WEST CONNECTOR ROAD (EWR 4 – TYPICAL)

- 20m-wide road corridor.
- 3m-wide shared path on northern side of the road.
- 2m-wide footpath on south side next to swale/rain garden.
- WSUD treatment via the continuous swale/rain garden.
- Trees in parking lanes.
- WSUR details to be applied.
- Trees in deep soil, in the 5m front setback on southern side of the road.

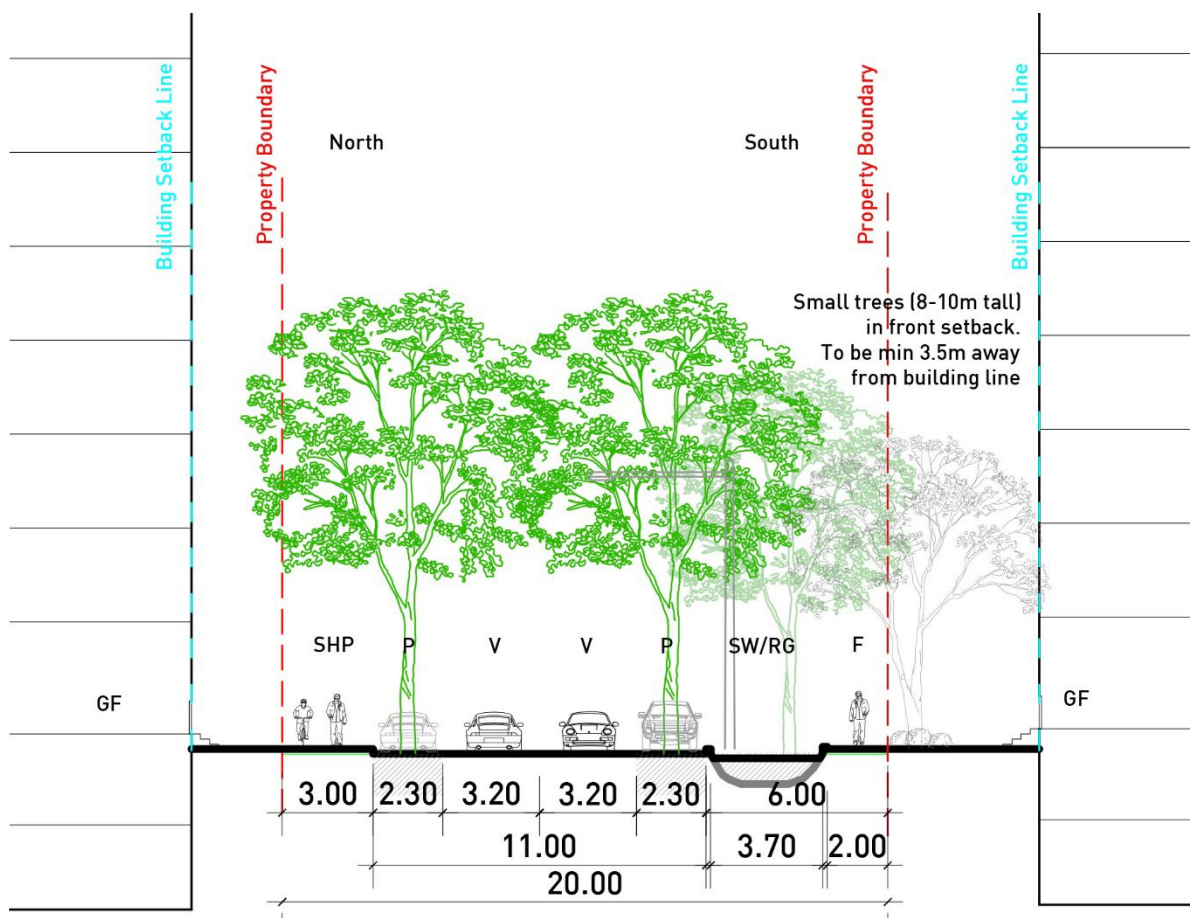
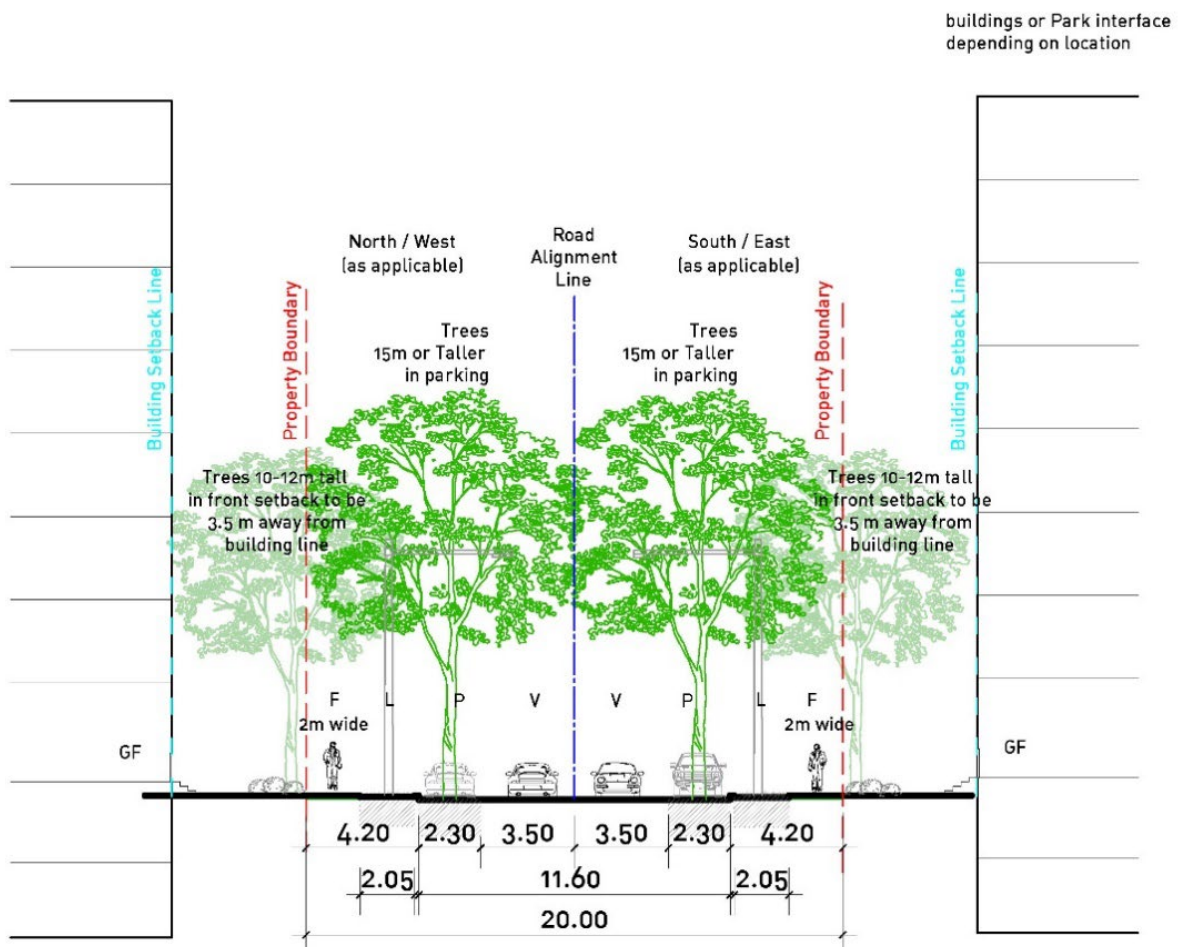


Figure 8.2.6.3.1.7 – Type 3 Main East West Connector road

TYPE 4 – LOCAL STREET, TWO-WAY (NSR 1, NSR 4, EWR 2, EWR 3, EWR 6 & EWR 8)

- 20m-wide road corridor.
- 2 x 3.5m lanes.
- 2.3m for parking both sides.
- 2m-wide footpaths both sides.
- Trees in parking lanes.
- WSUD details to be applied where possible.

**TYPICAL 20m WIDE STREET – Applicable to HUGHES AVENUE & EWR 8 (Mary Street)**

Note: Building setbacks vary per street, and are as per the setback drawing
 EWR 8 predominantly has the River Park has the river park interface on the southern side

Figure 8.2.6.3.1.8 – Type 4 Local Street (Hughes Avenue & EWR 8/Mary Street)

TYPE 5A – LOCAL STREET, TWO-WAY (NSR 5, NSR 5A, EWR 10)

- 15.8m-wide road corridor.
- 2 x 3.2m lanes.
- 2.3m for parking both sides.
- 2.4m-wide footpaths both sides.
- Tree planting in parking zone.

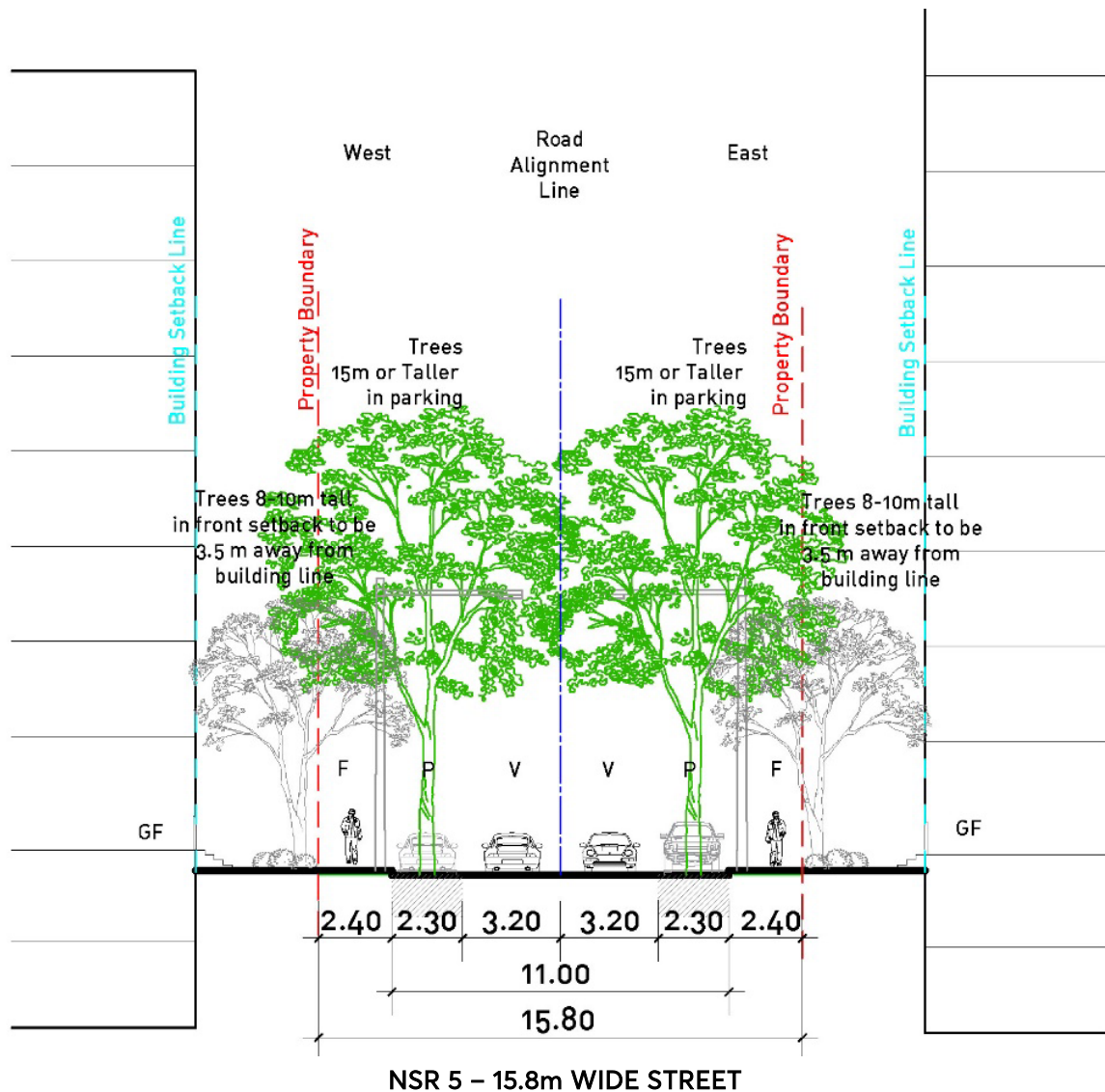
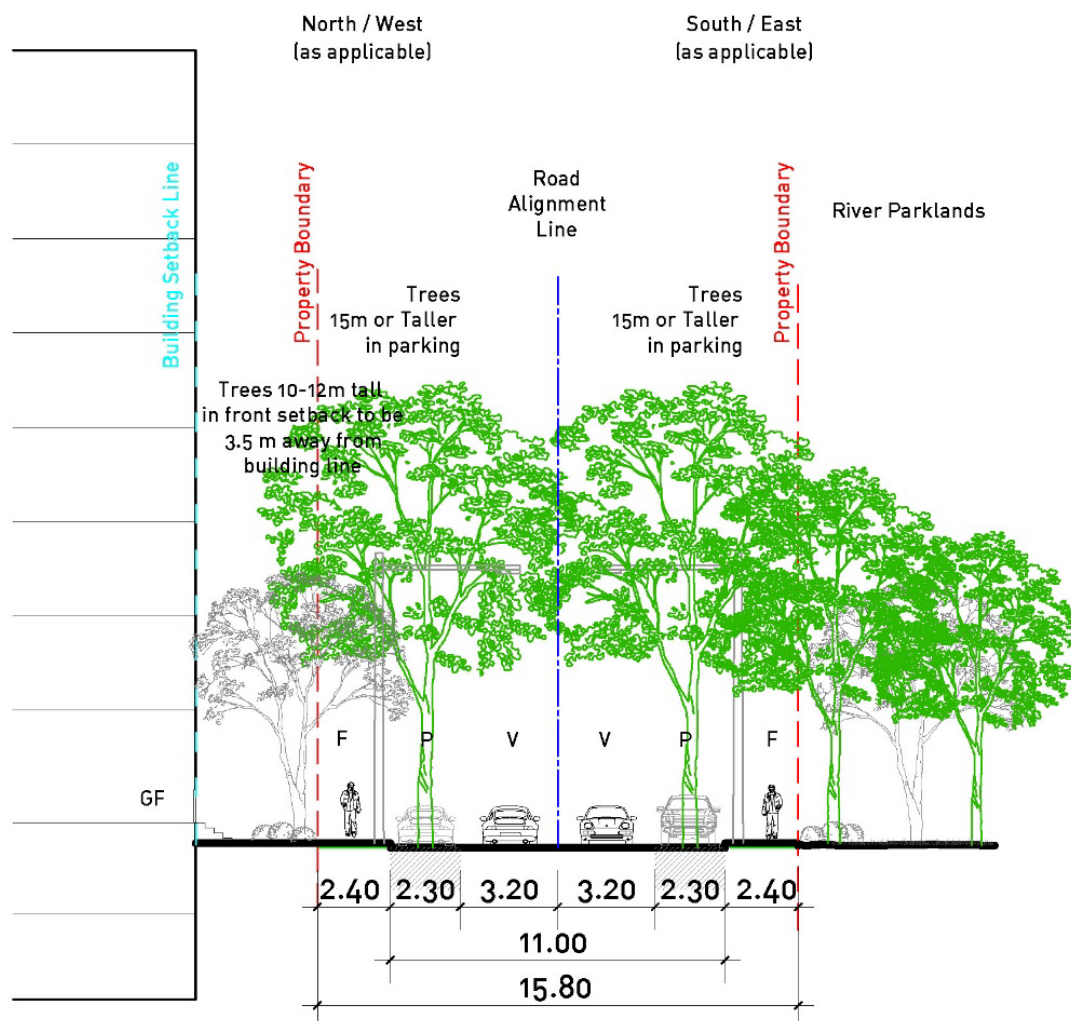


Figure 8.2.6.3.1.9 – Type 5A Local Street (NSR 5)

TYPE 5B – LOCAL STREET, TWO-WAY, INTERIM CONFIGURATION (UNTIL PRECINCT IS BUILT COMPLETELY)

- 15.8m-wide road corridor.
- 2 x 3.2m lanes.
- 2.3m for parking both sides.
- 2.4m-wide footpaths both sides.
- Tree planting in parking zone.

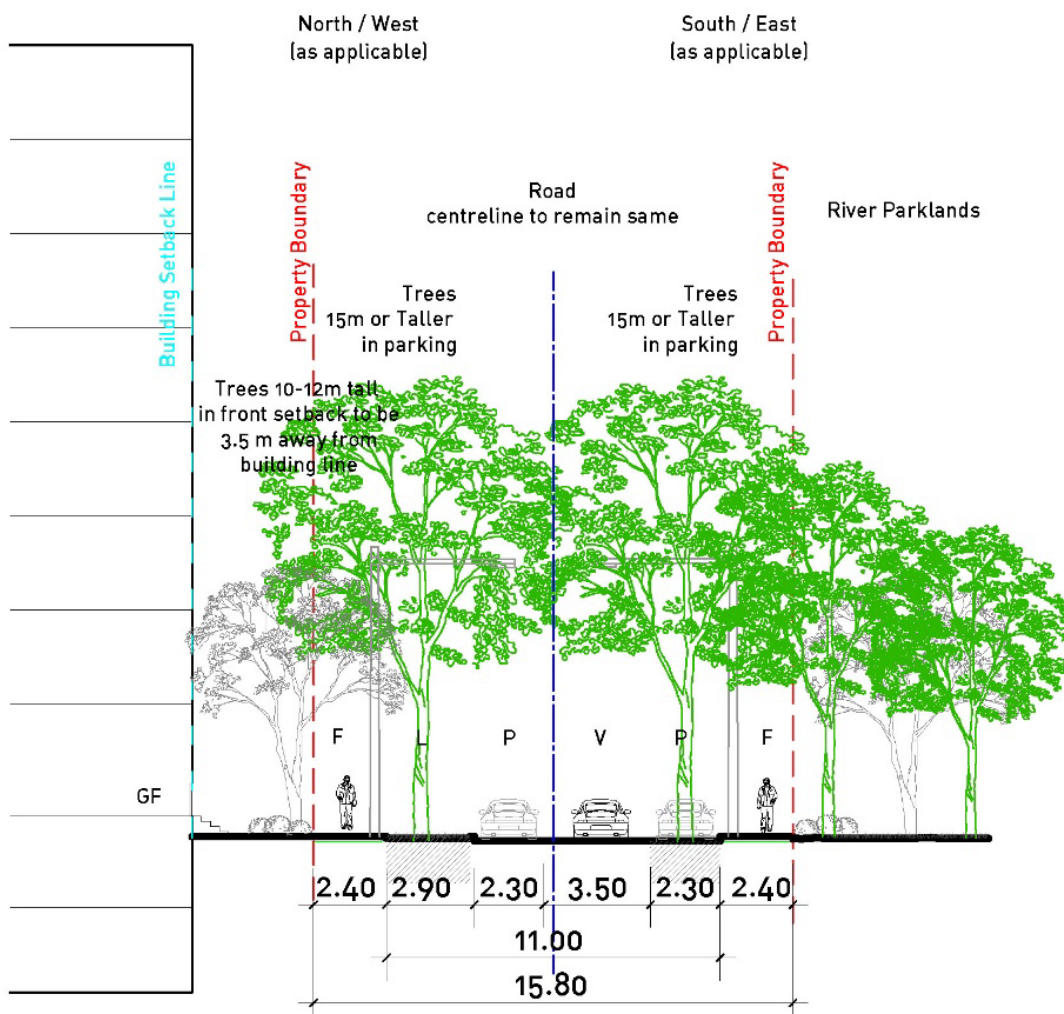


NSR 5A & EWR 10 – 15.8m WIDE STREET TWO WAY – INTERIM CONFIGURATION

Figure 8.2.6.3.1.10 – Type 5B Local Street Interim Configuration (NSR 5A and EWR 10)

TYPE 5B – LOCAL STREET, ONE-WAY, FINAL CONFIGURATION (AFTER PRECINCT IS BUILT COMPLETELY)

- 15.8m-wide road corridor.
- 3.5m single lane, one way.
- 2.3m for parking both sides.
- 2.9m planted verge with trees, one side (northern or western edge of street, as applicable).
- 2.4m-wide footpaths both sides.
- Tree planting in parking zone one side (southern or eastern edge of street, as applicable).



NSR 5A & EWR 10 – 15.8m WIDE STREET ONE WAY – FINAL CONFIGURATION

- Eastern/Southern edge of the street to remain unchanged.
- Tree locations and footpath locations to remain unchanged.
- Road alignment to be maintained, vehicular lane shall be widened to 3.5m northward/westward,
- New parking lane to be line marked, kerb shifted out, and older parking lane to be converted to a planted verge.

Figure 8.2.6.3.1.11 – Type 5B Local Street Final Configuration (NSR 5b & EWR 10)

TYPE 6 – LOCAL STREET, TWO-WAY (NSR 6)

- 17.2m-wide road corridor.
- 2 x 3.2m lanes.
- 2.3m for parking both sides.
- 2m-wide footpaths both sides.
- 0.95m planted verge both sides.
- Tree planting in parking zone.

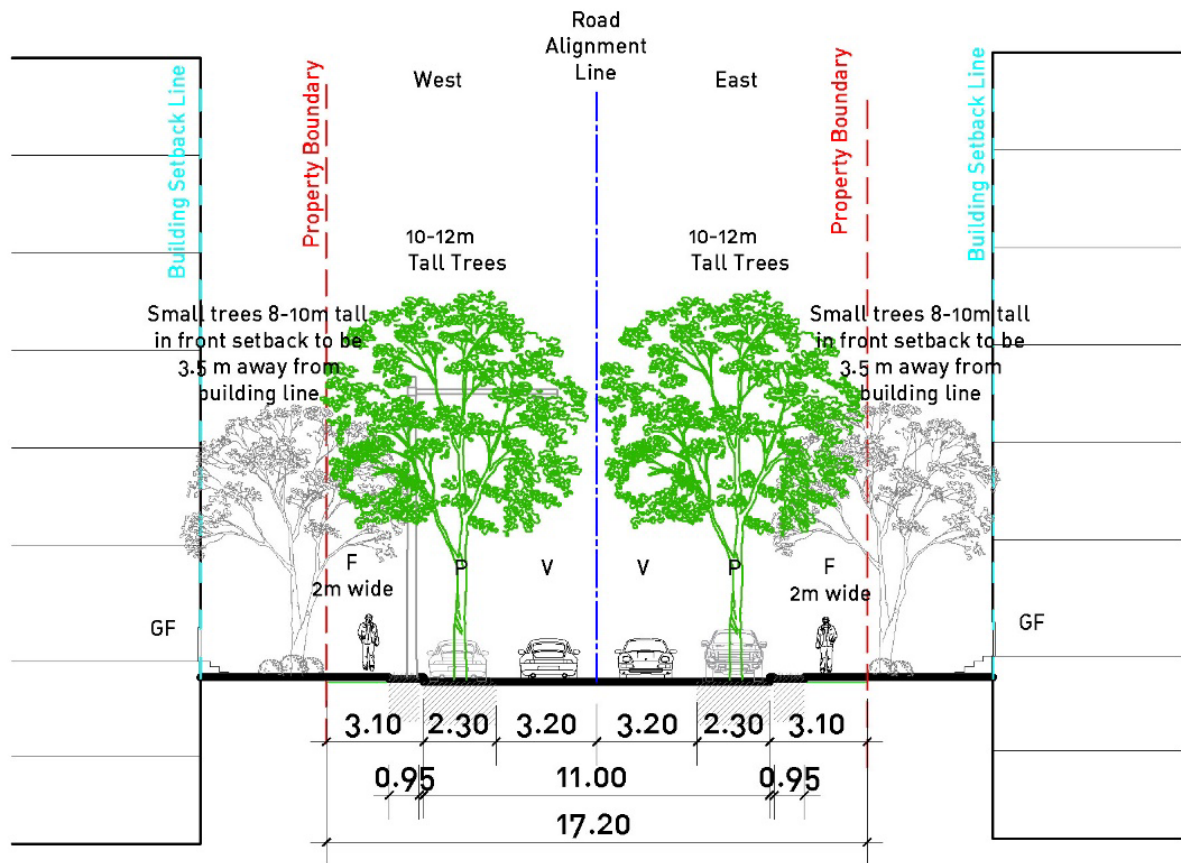
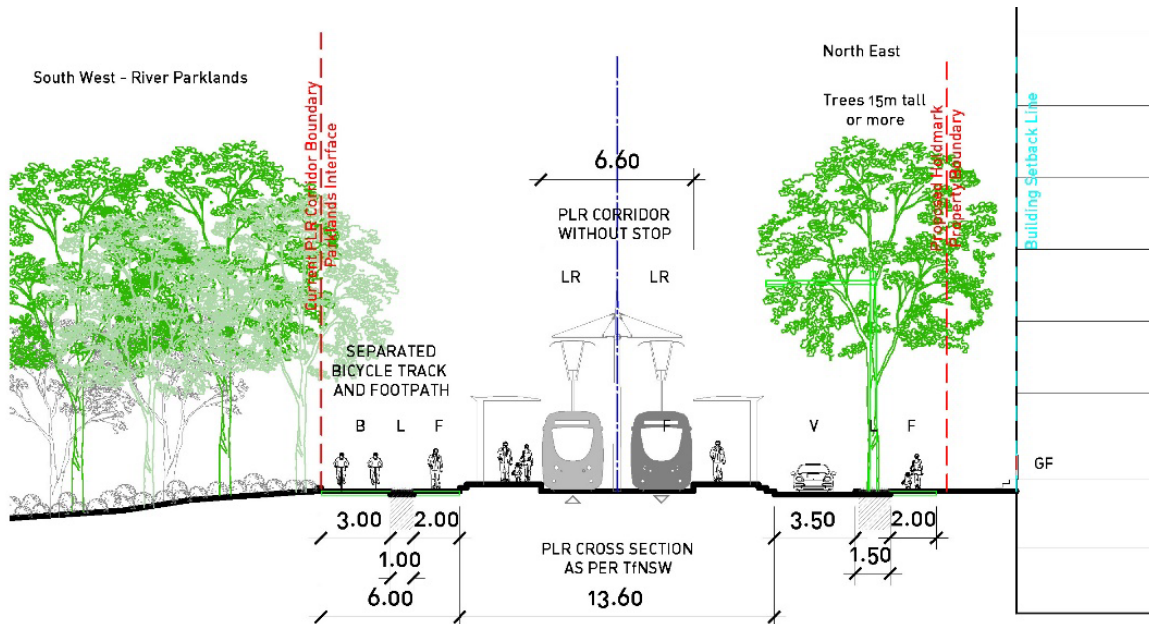
**NSR 7 – 17.2m WIDE ROAD**

Figure 8.2.6.3.1.12 – Type 6 Local Street (NSR 6)

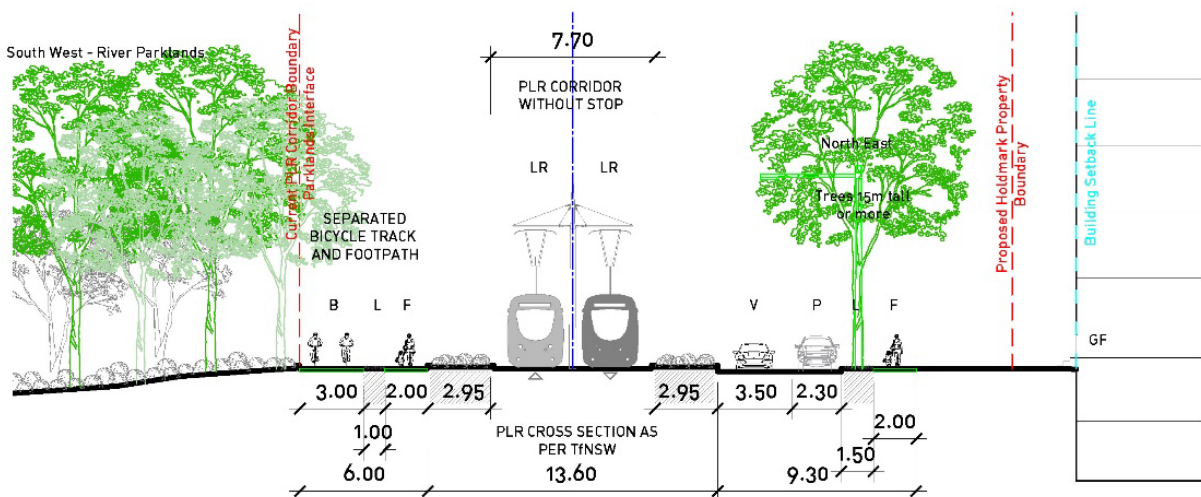
TYPE 7 – LOCAL STREET, ONE-WAY (NSR 3B)

- 7m to 9.3m-wide road corridor.
- 3.5m single lane, one-way.
- 2.3m for parking on one side, depending on location along street.
- 2m-wide footpath on one side.
- Tree planting in verge 1.5m wide, beside footpath.
- Interface with PLR corridor and stop as per location along street.



WARATAH STREET / NSR 3B – Interface with PLR with stop (South of Mary Street)

Figure 8.2.6.3.1.13 – Type 7 Local Street (NSR 3B with Stop)

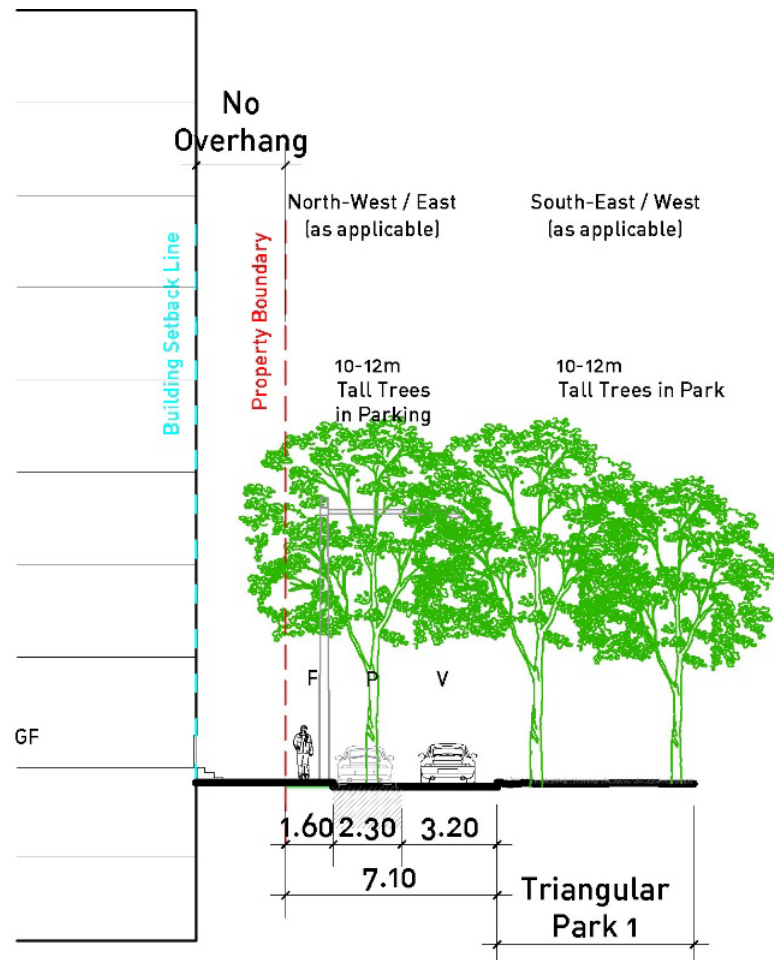


WARATAH STREET / NSR 3B – Interface without PLR stop (South of Mary Street)

Figure 8.2.6.3.1.14 – Type 7 Local Street (NSR 3B in areas without Stop)

TYPE 8 – LOCAL STREET, ONE-WAY (EWR 9A & NSR 6A)

- 7.1m-wide road corridor.
- 3.2m single lane, one-way.
- 2.3m for parking, one side.
- 1.6m-wide footpath, one side.
- Tree planting in parking, one side.



**7.1m WIDE LOCAL ONE WAY STREET with parking on one side –
NSR 6A (southbound) & EWR 9A (northeast-bound)**

Figure 8.2.6.3.1.15 – Type 8 Local Street (NSR 6A & EWR 9A)

TYPE 9 – LOCAL STREET, ONE-WAY (EWR 9)

- 14.2m-wide road corridor.
- 3.5m single lane, one-way.
- 2.3m for parking, both sides.
- 1.8m-wide footpaths, both sides.
- Tree planting in verge 1.1m-wide, both sides.

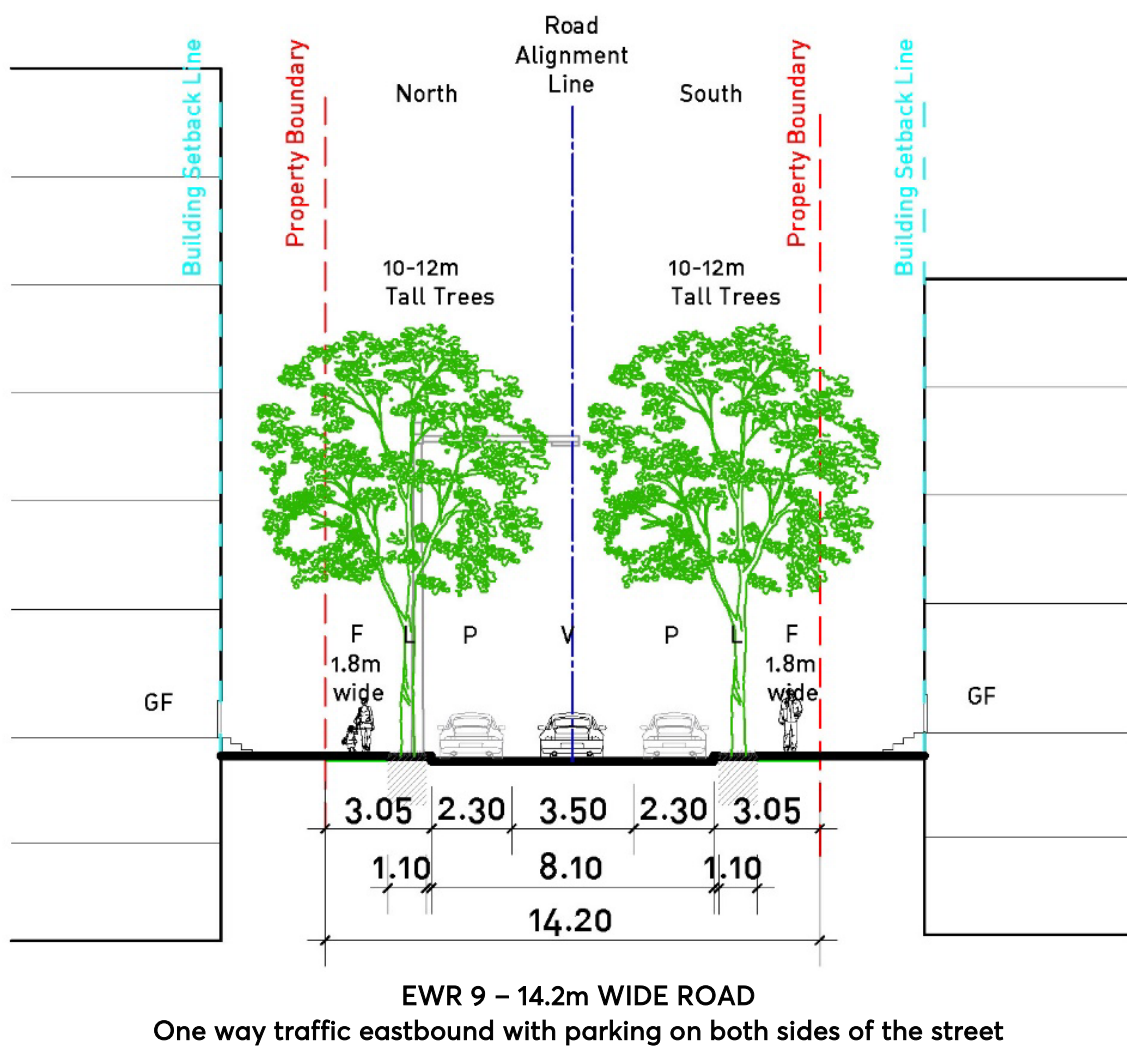


Figure 8.2.6.3.1.16 – Type 9 Local Street (EWR 9)

8.2.6.3.2 PEDESTRIAN CONNECTIONS – TYPE 10

The benefits of a finer network of connections are numerous: greater connectivity, increased frontage for entries and business opportunities, and spatial intimacy and variety in the public domain.

Pedestrian connections in Melrose Park enable access for service vehicles but are narrower in width than streets.

Refer to Council's Melrose Park Public Domain Guidelines for site-specific guidance for the materials, finishes, and treatment of the pedestrian connections.

Objectives

- O.01 Pedestrian connections are to increase connectivity and spatial variety in the street network and break up built form.
- O.02 Provide a direct path of access to the town centre, public amenities, parks, and modes of transport.
- O.03 Enable alternative access points to apartments.
- O.04 Link the open spaces to the overall precinct.
- O.05 Have a design characteristic equivalent to the public domain.

Controls

- C.01 The pedestrian connections should be:
 - a) Consistent with the Masterplan.
 - b) 24/7 publicly accessible.
 - c) Extend from street to street or street to park.
 - d) Open to sky.
 - e) Available for controlled access for lightweight maintenance/service vehicles.
 - f) Fully accessible using, in order of preference:
 - graded walkways (no steeper than 1:20);
 - limited use of ramp system as per the *Disability Discrimination Act 1992*;
 - 24/7 clearly visible and publicly accessible lift service within the building structure; or
 - alternative options for approval.
- C.02 The pedestrian connections should have:
 - a) View lines that align across all blocks.
 - b) Building to building separation generally as 12m. A public path with a minimum width of 4 metres within the separation between buildings.

- c) Trees in deep soil (preferably) or in set down slabs and planters to encourage and sustain large canopy trees generally consistent with the ADG requirements including soil volumes, soil depth, irrigation, and sub-soil drainage.
 - d) Pedestrian lighting to provide safe 24/7 access without creating nuisance to residential properties.
- C.03 Materials as per the Melrose Park Public Domain Guidelines.
- C.04 The pedestrian connections can provide secondary entry to the buildings and courtyards.
- C.05 Landscaping, lighting, and street furniture elements such as seating (formal and incidental) is to be developed as an overall design, and be strategically located, with recognition of the grades and sight lines across the site.
- C.06 Central Park north/south connection, refer Figure 8.2.6.3.2.1 – Pedestrian connection – interface with Central Park, is to have:
- a) A minimum 6m wide path.
 - b) A low wall located on the park edge, with a 6m boundary.
 - c) The wall is to be masonry or similar durable material a minimum of 300mm high and up to 1000mm high and suitable for sitting.
 - d) Canopy trees within the path corridor.

8.2.6.3.3 STREET TREES

Street trees help improve the quality of environment for the residents by reducing temperatures, providing shade, attracting fauna, and providing outlook. Street trees will be the elements in public domain which will define the spaces and relate to the scale of buildings in Melrose Park.

Objectives

- O.01 Maintain existing and plant additional street trees within the public domain.
- O.02 Improve and enhance environmental biodiversity and mitigate temperature at ground level.
- O.03 Select tree species and planting regime to maximise connected street tree crown.
- O.04 Improve visual amenity of the public domain and from the buildings.

Controls

- C.01 Street trees should be provided along streets in accordance with Figure 8.2.6.7.9.1 – Public Domain Plan and Melrose Park Public Domain Guidelines.
- C.02 Street trees in the footway should be 12-15 m (or higher) in mature height, at 8-10m centres and planted generally in accordance with the Melrose Park Public Domain Guidelines and Council Design Standards.

- C.03 Street trees in the street parking lanes should have a mature height of more than 15m and are to be installed as per Figure 8.2.6.3.1.9 Public Domain Plan and street cross sections above, and the Melrose Park Public Domain Guidelines. Spacing of the trees should ensure tree crown touching at maturity.
- C.04 Development applications should be consistent with the Melrose Park Public Domain Guidelines.
- C.05 Public domain documentation indicating the street tree locations as detailed in the Melrose Park Public Domain Guidelines should be submitted with Development Applications and at Construction Certificate Applications approval stage.

8.2.6.3.4 OVERHEAD POWER LINES

Objectives

- O.01 Ensure the appropriate location of all power lines within the precinct to provide an aesthetic appeal and necessary function.

Controls

- C.01 All new and existing power lines (excluding the high voltage power lines) are to be undergrounded for all streets of Melrose Park, where possible, for the full lengths of the development site street frontages, and should be in accordance with the Melrose Park Public Domain Guidelines.

8.2.6.3.5 AWNINGS & AWNING DESIGN

Awnings assist in encouraging pedestrian activity along streets by providing comfortable conditions at footpath level and, in conjunction with active ground floor frontages, contribute to the vitality of the streets.

Awnings are preferred on public footpaths with active frontages, to provide shelter and weather protection for pedestrians.

As an architectural element that is both part of the building as well as the public space of the street, the awning should integrate both with the characteristics of the building as well as existing and possible future adjacent awnings. In Melrose Park awnings are encouraged only at the town centre and along activated street frontages.

Objectives

- O.01 Increase amenity in areas of high pedestrian volume.
- O.02 Design awnings to provide protection from rain, sun, and wind down draft.
- O.03 Maintain complementary architectural detail between awnings.

Controls

- C.01 Awnings in Melrose Park should be used at activated retail frontages.
- C.02 New awnings should align with adjacent existing awnings and complement building façades.
- C.03 Where a proposed building is located on a street corner and an awning is not required on one frontage, the awning should extend around the corner by a minimum of approximately 6m.
- C.04 Awning dimensions should generally be consistent with Figure 8.2.6.3.5.1 – Typical Awning Condition with Street Trees, and:
 - a) Minimum soffit height of 3.3 metres, maximum of 4.2 metres.
 - b) Low profile, with slim vertical fascias or eaves (generally not to exceed 300mm height).
 - c) Setback a minimum of 600mm from the face of the kerb.
 - d) Minimum of 2.0 metres deep unless street trees are required.
 - e) Where street trees are required, the entire length of the awning should be set back from the kerb by a minimum of 1.9 metres. Cut outs for trees and light poles in awnings are not permitted.
- C.05 Double height awnings are not permitted except where emphasis is required for entries and the like.
- C.06 All awnings are to have non-reflective surfaces.
- C.07 Glass in awnings should be used where climatically appropriate and should comply with the controls outlined in Section 8.2.6.5 – Sustainability.
- C.08 The awning roof should be designed so that all gutters are concealed, and downpipes incorporated in the building fabric.
- C.09 Lighting and other fixtures should be recessed and integrated into the design of the soffit.

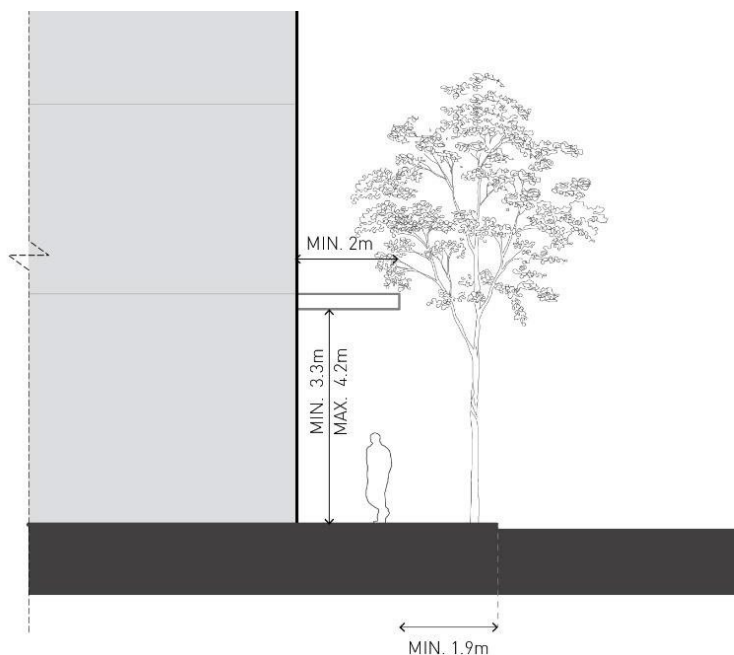


Figure 8.2.6.3.5.1 – Typical Awning Condition with Street Trees

8.2.6.3.6 PEDESTRIAN ACCESS AND MOBILITY

Objectives

- O.01 Enable access and use of all spaces, services, and facilities through the creation of a barrier-free environment in all public spaces, premises, and associated spaces.
- O.02 Provide 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.01 Disability access and provisions must be in compliance with the relevant Building Codes, Australian Standards, and *Disability Discrimination Act 1992*.

8.2.6.3.7 SOLAR ACCESS & OVERSHADOWING OF PUBLIC SPACES

The provision of solar access throughout the year is critical to the success of public open space. In a densely occupied precinct, public open spaces with good solar access provide a respite and resource for residents, workers, and visitors.

In addition, sunlight is another essential ingredient for public open space, to ensure the necessary conditions for the health of trees and vegetation. Public spaces have been identified in the Masterplan (Figure 8.2.6.7.1.1), which provide valuable opportunities to maintain and maximise use of solar access at ground level.

Objectives

- O.01 Maximise solar access to public parks, public spaces, and streets during periods in the day when they are most used, throughout the year.
- O.02 Support the successful growth and survival of trees and vegetation within the streets, parks, and open spaces.

Controls

- C.01 Development should demonstrate how built form massing, orientation, and distribution of height will provide adequate sunlight to parks and public spaces as identified in Figure 8.2.6.7.1 – Public Open Space

8.2.6.3.8 PUBLIC OPEN SPACE

Objectives

- O.01 Create a strong definition of the public domain and maintain the range of public open spaces as shown in the Masterplan, Public Domain Plan, and Public Open Space Plan, to support the new residential community to meet, walk, and recreate.
- O.02 The public open spaces are:
- Southern Parklands West OS4 (Melrose Park South).
 - Southern Parklands East OS3 (Melrose Park South).
 - Wharf Road Gardens OS1 and OS2 (Melrose Park South).
 - Wharf Road Gardens OS3 - OS6 (Melrose Park North).
 - Central Park OS1 (Melrose Park North).
 - Playing Field OS2 (Melrose Park North).
 - Western Parklands OS7 and OS8 (Melrose Park North).
 - The Wetlands (Melrose Park North).
- O.03 Public open spaces are capable of:
- a) Accommodating a range of uses and events, experiences, and activities.
 - b) Encouraging social interaction and use by people of different ages and abilities.
 - c) Accommodating the needs of key user groups including children, young people, the elderly, low-income earners, and people with a disability.
 - d) Provide public open spaces that are attractive and memorable with high levels of amenity that consider safety, climate, activity, circulation, seating, lighting, and enclosure.
 - e) Contribute to the management of stormwater and enhancement of ecological values.

Controls

- C.01 Public open space is to be provided in accordance with this Section and as identified in the Masterplan (Figure 8.2.6.7.1.1), Public Domain Plans (Figures 8.2.6.7.9.1 – 8.2.6.7.9.2), and Table 8.2.6.8.1 – Public Open Space Key Characteristics.
- C.02 The designs for the public open spaces and the wetlands are to be developed in consultation with Council. They are to be designed to:
- a) Incorporate a palette of high quality and durable materials, and robust and drought tolerant landscaping species.
 - b) Include clear, accessible, safe, and convenient linkages to each other and to the surrounding public open space network.
 - c) Integrate stormwater management and urban tree canopy.

- d) Include design elements, furniture, and infrastructure to facilitate active and passive recreation and community gatherings.
 - e) Maximise the safety and security of users consistent with 'Safety by Design' principles.
 - f) Provide deep soil throughout, with no car parking or infrastructure underneath unless agreed to by Council.
 - g) Encourage pedestrian use through the design of open space pathways and entrances.
 - h) Clearly delineate private and publicly accessible open space.
 - i) Provide access to both sunlight and shade.
 - j) Incorporate appropriate levels of lighting to maximise hours of use.
 - k) Accommodate high levels of use.
 - l) Be accessible 24/7.
 - m) Be capable of being well maintained within reasonable costs.
- C.03 All public open space is to be dedicated and then maintained by Council.
- C.04 The landscaping and materials palette should respond to the character and environmental conditions of each space and should unite and relate to the other public open spaces throughout the precinct.
- C.05 Vehicular movement through public open space should be restricted, except for emergency vehicles, servicing, and special events.
- C.06 Landscaping, plant species, and structures such as retaining walls should be compatible with flood risk and not located on a flow path. Also see Section 8.2.6.2.18 – Retaining Walls.
- C.07 Soil profile to be consistent with the Soil Profile Strategy – fill within the public domain and open spaces should not occur prior to undertaking a Soil Profile Strategy which has been agreed to by Council.
- C.08 Where open space performs dual recreation and stormwater detention functions, the design of the detention basin should:
- a) Provide an appropriate balance between stormwater management and recreation functions.
 - b) Include appropriate measures to restrict gross pollutants from entering the basin.
 - c) Allow the release of detained water within 24 hours of a significant rainfall event to protect landscaping within the basin.
 - d) Have one or more embankment batters of a maximum 1 in 3 gradient to provide for the safe exit of persons from the basin following a significant rainfall event.
 - e) Accommodate plant species and structures that can tolerate temporary flood inundation.

Table 8.2.6.8.1 – Public Open Space Key Characteristics

Site	Purpose(s)	Use(s)
Southern Parklands West OS4 (Melrose Park South)	Foreshore Park	Active informal recreation, passive recreation, community events, and gatherings
Southern Parklands East OS3 (Melrose Park South)	Foreshore Park	Passive recreation, gatherings
Wharf Road Gardens OS1 and OS2 (Melrose Park South)	Landscape Buffer	Passive recreation
Wharf Road Gardens OS3 – OS6 (Melrose Park South)	Landscape Buffer	Passive recreation
Central Park OS1 (Melrose Park North)	District Park	Play, passive recreation, community events and gatherings
Playing Field OS2 (Melrose Park North)	Sport, WSUD	Active recreation, wetland
Western Parklands OS7 and OS8 (Melrose Park North)	Green Link, WSUD	Pedestrian/cycle connections, dog off-leash, multi-use courts, stormwater detention
The Wetlands (Melrose Park North)	Stormwater Management	Passive recreation

Southern Parklands East OS3 and Southern Parklands West OS4 (Melrose Park South)

The Southern Parklands East OS3 and Southern Parklands West OS4 will assist in creating one continuous foreshore park along the Parramatta River once the entire south precinct is developed. The Southern Parklands East OS3 and Southern Parklands West OS4 will have an area of approximately 22,126m² and:

- function as the principal gathering space for the Melrose Park South precinct,
- be edged by the existing Parramatta River cycleway to the south,
- have a diverse mix of hard and soft landscaping and deep soil planting utilising indigenous, native, and exotic species to suit park environmental conditions,
- should provide:
 - a variety of outdoor spaces (including sheltered, sunny, shaded, intimate, expansive),
 - informal seating areas, public amenities, BBQ, shade structures, and drinking fountains.
- utilise durable materials to resist vandalism and graffiti,
- include gathering spaces and play elements integrated into the landscape design,
- provide opportunities and infrastructure to support small scale events,
- facilitate cross-site and internal pedestrian connections that are sympathetically integrated to maintain the overall landscape character, and
- achieve direct sunlight to a minimum of 50% of Southern Parklands East OS3 and Southern Parklands West OS4 between 10am and 2pm on 21 June in accordance with Figure 8.2.6.7.5.1 – Solar Access Plan.

Wharf Road Gardens OS1 and OS2 (Melrose Park South)

A linear park with a minimum width of approximately 17 metres and minimum area of 3,907m² should be provided along the eastern boundary of the precinct as identified in the Masterplan, and should:

- explore opportunities to integrate references to the agricultural or pharmaceutical heritage,
- provide a green buffer of soft landscaping to protect significant trees,
- include deep soil planting utilising indigenous, native, and exotic species,
- incorporate shade and some formal and informal seating, and
- achieve direct sunlight to a minimum of 50% of Wharf Road Gardens OS1 & OS2 between 10am and 2pm on 21 June in accordance with Figure 8.2.6.7.5.1 – Solar Access Plan – Melrose Park South.

Wharf Road Gardens OS1 and OS2 (Melrose Park South)

A linear park with a minimum width of approximately 17 metres; 13 metres adjacent to the playing field and an approximate area of 7,500m² should be provided along the eastern boundary of the precinct as identified in the Masterplan and should:

- explore opportunities to integrate references to the agricultural/pharmaceutical heritage,
- provide a green buffer of soft landscaping to protect significant trees,
- include deep soil planting utilising indigenous, native and exotic species,
- incorporate shade and some formal and informal seating, and
- achieve direct sunlight to a minimum of 40% of the park between 10am and 2pm on 21 June in accordance with Figure 8.2.6.7.5.2 – Solar Access Plan – Melrose Park North.

Central Parklands OS1 (Melrose Park North)

A district park with a minimum size of approximately 84.89 metres by 207 metres and an approximate area of 17,600m² is to be provided in the location identified in the Masterplan and should:

- function as the key open space and principal gathering space for the Melrose Park precinct,
- accommodate a range of experiences and activities, including space for outdoor performances and temporary events,
- be edged by a 6m north/south pedestrian walkway on the eastern edge between the park and the development,
- have a diverse mix of hard and soft landscaping and deep soil planting utilizing indigenous, native and exotic species to suit park environmental conditions,
- should provide:
 - a variety of outdoor spaces (including sheltered, sunny, shaded, intimate, expansive),
 - informal seating areas, public amenities, BBQ, and shade structures, and drinking fountains,
 - a district level playground for children that is to:
 - physically and visually integrate into the surrounding park,

- maximise play value, accessibility, and inclusiveness for children of all ages and abilities,
 - incorporate nature play to provide opportunities for exploration, imagination, and creativity.
- utilise durable materials to resist vandalism and graffiti,
- include gathering spaces and play elements integrated into the landscape design,
- provide opportunities and infrastructure to support small scale events,
- facilitate cross-site and internal pedestrian connections that are sympathetically integrated to maintain the overall landscape character,
- provide new street trees to define the boundary of the park, and
- achieve direct sunlight to the minimum standards in accordance with Figure 8.2.6.7.5.2 – Solar Access Plan – Melrose Park North.

Playing Field OS2 (Melrose Park North)

An active recreation park with a minimum size of approximately 75 metres by 108 metres and an approximate area of 8000m² is to be provided in the location identified in the Masterplan and should:

- achieve an appropriate balance between active recreation and stormwater detention functions,
- provide a multi-use field,
- incorporate appropriate:
 - floodlighting to maximise capacity, and
 - perimeter fencing to minimise potential conflict with pedestrians and vehicles Flood Lighting
- achieve direct sunlight to a minimum of 50% of the playing field between 10am and 2pm on 21 June in accordance with Figure 8.2.6.7.5.2 – Solar Access Plan – Melrose Park North, and
- integrated stormwater and floodwater management.

Western Parklands OS7 and OS8 (Melrose Park North)

A linear park with a minimum dimension of approximately 20 metres and an approximate area of 15,180m² should be provided along the western boundary of the precinct in the location identified in the Masterplan and should:

- provide for passive and active recreation including multi-use courts, outdoor fitness equipment and skateable elements,
- incorporate a north-south shared pedestrian/cycle connection,
- include soft landscaping and deep soil planting utilising indigenous, native and exotic species,
- incorporate shade and some formal and informal seating,
- provide fenced dog off-leash exercise area,
- dual recreation and stormwater detention function, and
- achieve direct sunlight to a minimum of 50% of the park between 11am and 3pm on 21 June in accordance with Figure 8.2.6.7.5.2 – Solar Access Plan – Melrose Park North.

Western Parklands South (Area 4, Melrose Park North)

An extension of the linear Western Parklands South OS8, the Western Parklands South (Area 4, Melrose Park North) will provide a linear park connection between Hope Street and Victoria Road.

- Provide pedestrian access from the park to a residential lobby in the neighbouring development.
- Provide suitable boundary treatments to ensure an appropriate transition of levels between neighbouring sites and the subject site, and
- The setback area between the neighbouring development and the park should comprise soft landscaping that complements the design of the park.

Wetlands (Melrose Park North)

A triangular park with an approximate area of 2,260m² should be provided along the eastern boundary of the precinct as identified in the Masterplan and should:

- assist in the management of stormwater,
- increase the provision of deep soil,
- be accessible to the public 24/7 through a formalised path separated from the stormwater management function,
- designed to be safe and guarded against inappropriate use, and
- not have underground structures, such as car parking, unless approved by Council.

8.2.6.3.9 LANDSCAPE DESIGN

Objectives

- O.01 Ensure that the landscape is fully integrated into the design of development.
- O.02 Optimise landscaping to ameliorate urban heat effects.
- O.03 Provide tree canopies to enhance the street character.

Controls

- C.01 A landscape plan should be provided for all landscaped areas. The plan should outline how landscaped areas are to be maintained for the life of the development.
- C.02 Canopy trees should be provided in the street frontage setback deep soil to complement tree canopy species in accordance with Figure 8.2.6.7.9.1 – Public Domain Plan and the Melrose Park Public Domain Guidelines.
- C.03 Ensure that A-grade soil profile is appropriate for the planting in the deep soil zones.
- C.04 Deep soil depth should be provided as per Figure 8.2.6.2.11.1 – Residential ground floor.

- C.05 Landscape requirements should be as per Section 3.3.1 – Landscaping, and 3.3.2 – Private and Communal Open Space of the Parramatta DCP 2023. Where there is any inconsistency the Melrose Park provisions of this part will prevail.

8.2.6.3.10 PLANTING ON STRUCTURES

Constraints on the location of car parking structures may mean that landscaping within the site and not in the setbacks might need to be provided over parking structures on rooftops or on walls.

Objectives

- O.01 Contribute to the landscape quality and amenity of buildings.
- O.02 Encourage the establishment and healthy growth of landscaping on structures in urban areas.
- O.03 Ensure that A-grade soil profile appropriate for the proposed planting in the deep soil zones and for the landscaping on slab is provided.

Controls

- C.01 Design for optimum growing conditions and sustained plant growth and health by providing minimum soil depth and soil volume as per Table 8.2.6.3.10.1 – Minimum soil depth for plant establishment (in addition to drainage layer), and soil area appropriate to the size of the plants to be established.
- C.02 Provide appropriate soil conditions including irrigation (where possible using recycled water) and suitable drainage.
- C.03 Provide square or rectangular planting areas rather than narrow linear areas.
- C.04 Provide a soil profile report that specifies A-grade soil that meets the specific requirements for the proposed planting, for 1 metre above drainage in landscape planting on slab.
- C.05 Tree planting and landscaping located on a slab is to be set down into the slab a minimum of 1 metre, plus drainage for trees, and a lesser amount appropriate for other planting.
- C.06 The minimum number of trees to be provided in landscaped areas is 1 tree per 80m² or as agreed by Council's Landscape Management Officer.

Table 8.2.6.3.10.1 – Minimum soil depth for plant establishment (in addition to drainage layer)

Plant type	Min soil depth	Min soil volume
Large trees (over 12m high, to 16m crown spread at maturity or to connect with other tree crowns)	1.3m	150m ³
Medium trees (8-12m high, up to 8m crown spread at maturity)	1m	35m ³
Small trees (6-8m high, up to 4m crown spread at maturity)	800mm	9m ³
Shrubs and ground cover	500mm	n/a

8.2.6.4 VEHICULAR ACCESS, PARKING, SERVICING

8.2.6.4.1 VEHICULAR ACCESS

The design and location of vehicle access to developments should give priority to pedestrian movement, to minimise conflicts between pedestrians and vehicles on footpaths, particularly along primarily pedestrian streets. Vehicle access should also be designed to minimise visual intrusion and disruption of the public domain.

Porte-cocheres are not encouraged as they disrupt pedestrian movement, do not contribute to active street frontage, and provide no public benefit.

Objectives

- O.01 Minimise the impact of vehicle access points and driveway crossovers on streetscape amenity, pedestrian safety, and the quality of the public domain.
- O.02 Minimise the size and number of vehicle and service crossings to retain streetscape continuity and reinforce a high-quality public domain.
- O.03 Minimise the impact of vehicle access points and driveway crossovers on streetscape amenity, pedestrian safety, and the quality of the public domain by:
 - a) Designing vehicle access to required safety and traffic management standards.
 - b) Integrating vehicle access with site planning, streetscape requirements, and traffic patterns.
 - c) Minimising potential conflict with pedestrians.
 - d) Limiting street crossings.
- O.04 Minimise the size and quantity of vehicle and service crossings to retain streetscape continuity and reinforce a high-quality public domain. Where possible, limit vehicle entries to basement to one for each lot.
- O.05 Enable pedestrian movement to have priority when vehicles crossing the public domain.
- O.06 Minimise the width of any vehicular crossing at the footpath.

Controls

- C.01 Where practicable, provide one entry point to each lot for service vehicles and residential vehicles.
- C.02 Where practicable, vehicle access is to be from less busy streets and streets on the low side of lots where possible, rather than busy streets or streets with major pedestrian activity.
- C.03 Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on-site signal equipment should 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.04 Vehicle access ramps parallel to the street frontage will not be permitted.

- C.05 Doors to vehicle access points should 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.06 Vehicle entries should 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.
- C.07 Driveways should be:
 - a) Provided from less busy streets rather than the primary street, wherever practical.
 - b) Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing or proposed street trees.
 - c) Located a minimum of 10 metres from the perpendicular of any intersection of any two roads.
 - d) Located on the less busy streets.
- C.08 The number of street crossings and entrances to basement car parking should be minimised.
- C.09 Where possible, limit basement vehicle entries to one per development lot.
- C.10 Vehicle access should be designed to:
 - a) Minimise the visual impact on the street, site layout, and the building design,
 - b) Integrated into the building design.
- C.11 All vehicles should be able to enter and leave the site in a forward direction without the need to make more than a three-point turn.
- C.12 Pedestrian and vehicle access should be separate and be clearly differentiated.
- C.13 Vehicle access should be a minimum of 3 metres from pedestrian entrances.
- C.14 Vehicular access should not ramp along boundary alignments edging the public domain, streets, lanes parks, water frontages, and the like.
- C.15 Driveway crossings should be designed 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.16 Driveway entries and vehicle crossings should be in accordance with AS 2890.1.
- C.17 Vehicle entries visible from the street when doors are open should have a high-quality finish to walls and ceilings as well as a high standard of detailing. No service ducts or pipes are to be visible from the street.
- C.18 Loading docks and waste collection should be incorporated within the basement with one entry where possible.
- C.19 Driveway grades, vehicular ramp width/grades, passing bays, and sight distance for driveways should be in accordance with the relevant Australian Standard (AS 2890.1).
- C.20 Vehicular ramps less than 20 metres long within developments and parking stations should be in accordance with AS 2890.
- C.21 Access ways to underground parking should not be located adjacent to doors of the habitable rooms of any residential development.

- C.22 Semi-pervious materials should be used for all uncovered parts of driveways/spaces to provide for some stormwater infiltration.
- C.23 Entrances to basement facilities should not terminate the view at the ends of any streets or pedestrian connections.
- C.24 Entrance doors to basements should be:
 - a) Located behind the façade of the building by a minimum of 500mm, or
 - b) Designed to be recessive.
 - c) Be of materials that integrate with the design of the building and that contribute positively to the public domain.
- C.25 Vehicle slip lanes in public streets for private use are not permitted.
- C.26 Vehicular access, egress, and manoeuvring should be provided in accordance with the NSW Fire Brigades Code of Practice – Building Construction – NSWFB Vehicle Requirements.
- C.27 Vehicle access ramps should be perpendicular to the street frontage to minimise the width of vehicle entry openings. Where driveway width exceeds the maximum dimension (typically) the driveway should be separated and coordinated with the street tree layout as per Figure 8.2.6.7.9.1 – Public Domain Plan – Melrose Park South and Figure 8.2.6.7.9.2 – Public Domain Plan – Melrose Park North.
- C.28 Vehicle landings should comply with the relevant Australian Standards to maximise visual contact with oncoming pedestrians.
- C.29 Vehicle crossings shall use Council's current standard vehicle crossing detail, as agreed by Council.

8.2.6.4.2 ON-SITE PARKING

Car parking should be provided on-site in discreetly located basements for all development.

Objectives

- O.01 To facilitate an appropriate level of on-site parking provision in Melrose Park.
- O.02 To minimise the visual impact of on-site parking.
- O.03 To provide adequate space for parking and manoeuvring of vehicles (including service vehicles and bicycles).
- O.04 To maximise the use and benefit of public transport and non-motorised modes of transport, such as bicycles and walking.

Controls

- C.01 Car parking rates for Melrose Park are as per the rates identified Table 6.2.1 of the Parramatta DCP 2023. While these rates in the table refer to minimums, these rates are to be applied as maximum rates in Melrose Park and should not be exceeded.

- C.02 Car parking should generally be provided in basements and semi-basements.
- C.03 Car parking should be consolidated in basement areas under building footprints and courtyards to maximise the available area for deep soil planting in setbacks.
- C.04 Maximise the efficiency of car park design with predominantly orthogonal geometry and consideration of circulation and car space sizes.
- C.05 Accessible parking spaces designed and appropriately signed for use by people with disabilities are to be provided to meet Australian Standards.
- C.06 Separate motorcycle parking is to be provided at the rate of 1 car parking space, as a minimum, for every 50 car parking spaces provided, or part thereof. Motorcycle parking does not contribute to the number of parking spaces for the purpose of complying with the maximum number of parking spaces permitted.
- C.07 On-site parking should meet the relevant Australian Standard (AS 2890.1:2004 – Parking facilities, or as amended).
- C.08 Pedestrian pathways to car parking areas are to be provided with clear lines of sight and safe lighting especially at night.
- C.09 If excavation is required management procedures as set out in the Parramatta Historical Archaeological Landscape Management Study is to be undertaken.
- C.10 Provide greater flexibility in the use of car parking by separating the title of car parking from the title of the apartments for sale.
- C.11 Natural ventilation should be provided to underground parking areas where possible, with ventilation grilles and structures:
 - a) Integrated into the overall façade and landscape design of the development,
 - b) Not located on the primary street façade, and oriented away from windows of habitable rooms and private open spaces areas.

8.2.6.4.3 BICYCLE PARKING

Objectives

- O.01 Ensure safe, accessible, and adequate bicycle parking is provided for residents and visitors of the precinct.
- O.02 Ensure end of trip facilities are provided within developments in the precinct.

Controls

- C.01 Ensure secure bicycle parking is provided in residential and town centre buildings.
- C.02 Secure bicycle parking facilities are to be provided in accordance with Council's Bike Plan.
- C.03 Where possible, bicycle parking for residents and/or employees should be provided at-grade. Where bicycle parking is provided within the basement or above ground levels, it is to be

- located on the first level of the basement or first level above ground and in proximity to entry and exit points.
- C.04 Bicycle parking access and facilities are to be provided in accordance with Australian Standard AS2890.3.
- C.05 Visitor bicycle parking shall be located at-grade near the entry point to the building, and be undercover and accessible at all times.
- C.06 Where visitor bicycle parking cannot be provided at-grade it is to be provided on the first level of the basement or first level above ground adjacent to the visitor car parking and be accessible at all times.
- C.07 The area required for bicycle parking is to be calculated in addition to storage areas required as per the ADG.
- C.08 End of trip facilities for non-residential development (excluding the town centre) are to be provided at the following rates:
- a) 1 personal locker per bicycle parking space.
 - b) 1 shower and change cubicle for up to 10 bicycle parking spaces.
 - c) shower and change cubicles for 11 to 20 or more bicycle parking spaces are provided.
 - d) Additional shower and cubicles for each additional 20 bicycle parking spaces or part thereof.
- C.09 Shower and change room facilities may be provided in the form of shower and change cubicles in a unisex area and are to be designed to accommodate separate wet and dry areas, including areas to hang towels and clothes.
- C.10 End of trip facilities are to:
- a) Be located within the basement or above ground levels. Where located in a basement it is to be located on the first level of the basement. Where located above ground it is to be located on the first level above ground and in proximity to entry and exit points.
 - b) Provide for a clear and safe path of travel to minimise conflict between vehicles and pedestrians.
 - c) Be in close proximity to bicycle parking facilities and the entry and exit points.
 - d) Be within an area of security camera surveillance, where there are such building security systems available.
 - e) Development proposing multiple commercial tenancies must demonstrate how all tenancies will have access to the end of trip facilities and employee bicycle parking.

8.2.6.5 SUSTAINABILITY

8.2.6.5.1 ENERGY AND WATER EFFICIENCY

Objectives

- O.01 Promote sustainable development which uses energy efficiently and minimises non-renewable energy usage in the construction and use of buildings.
- O.02 Ensure that the Melrose Park development contributes positively to an overall reduction in energy consumption and greenhouse gas emissions.
- O.03 Reduce energy bills and the whole of life cost of energy services.
- O.04 Reduce consumption of potable water.
- O.05 Harvest rainwater and urban stormwater runoff for use.
- O.06 Reduce wastewater discharge.

Controls

- C.01 The development should:
 - a) Seek to achieve a BASIX Energy score of
 - BASIX 50 (+25) for buildings with 2-15 storeys.
 - BASIX 45 (+20) for buildings with 16-30 storeys.
 - b) Seek to achieve a BASIX Water score of at least 55.
 - c) Provide photovoltaics to each of the buildings if sufficient roof space is available.

8.2.6.5.2 RECYCLED WATER

New developments must be connected to a source of recycled or reuse water. 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, and parks.

Objectives

- O.01 Increase resilience and water security by providing an alternative water supply to buildings.
- O.02 Reduce the technical and financial barriers to upgrading buildings to connect to future non-drinking water supply infrastructure.
- O.03 Support the growth infrastructure requirements for the Greater Parramatta Olympic Peninsula.

Controls

- C.01 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 changeover to an alternative water supply can be achieved without significant civil or building work, disruption, or cost.
- C.02 The dual reticulation system should have:
- a) one reticulation system servicing drinking water uses, connected to the drinking water supply, and
 - b) one reticulation system servicing all 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 with drinking water supply backup, 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 is optional.

8.2.6.5.3 ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

The following Electric Vehicle (EV) technical terms are used:

EV Ready Connection is the provision of a cable tray and 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 switchboard.

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, 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. The distribution board must provide adequate space for the future installation (post-construction) of compact meters in or adjacent to the distribution board, to enable the body corporate to measure individual EV usage in the future.

Objectives

- O.01 Recognise the positive benefits of increased electric vehicle adoption on urban amenity including air quality and urban heat.
- O.02 Ensure that Melrose Park provides the necessary infrastructure to support the charging of electric vehicles.

O.03 Minimise the impact of electric vehicle charging on peak electrical demand requirements.

Controls

C.01 EV Load Management System is to be capable of:

- a) reading real time current and energy from the electric vehicle chargers under management.
- b) 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.
- c) being scaled to include additional chargers as they are added to the site over time.

C.02 All apartment residential car parking must:

- a) provide an EV Ready Connection to at least one car 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 50m from the parking bay to connect.
- d) Identify on the plans submitted with the Development Application 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, with confirmation of adequacy from an electrical engineer. Spatial allowances are to be made for cable trays and EV Distribution Board(s) when designing to include other services.

C.03 All car share spaces and spaces allocated to visitors must have a Shared EV connection.

C.04 All commercial building car parking must:

- a) Provide 1 Shared EV connection for every 10 commercial car spaces distributed throughout the car park to provide equitable access across floors and floor plates.

C.05 The bicycle storage facility is to include 10A e-bike charging outlets to 10% of spaces with no space being more than 20m away from a charging outlet.

8.2.6.5.4 URBAN HEAT

Urban heat, or the 'Urban Heat Island Effect', refers to the higher temperatures experienced in urban areas compared to rural or natural areas. Urban heat impacts our communities, businesses, and natural environment in many ways, including increasing demand for electricity and water, and resulting in a less comfortable public domain for pedestrians, with associated health impacts. On average, Melrose Park experiences more frequent hotter days than the Sydney average (Australian Bureau of Meteorology).

As more development takes place within the Parramatta Local Government Area, the build-up of heat in the environment occurs through increased hard surfaces, reduced vegetation, and heat rejection from buildings surfaces and air conditioning units. The build-up of heat is compounded as more dense urban environments reduce the amount of heat able to be removed by wind and re-radiation to the night sky, extending the period of discomfort.

This section of the DCP provides controls which 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 cities and the Urban Heat Island Effect. The controls address the:

- reflectivity of building roofs, podiums, and façades; and
- reduce the impacts of heat rejection sources of heating and cooling systems.

The following complementary controls contained in the DCP assist with the reduction of urban heat:

- Encouraging laminar wind flows and reducing turbulence through the setbacks above street wall and podium height controls.
- Vegetation and retention of soil moisture through Water Sensitive Urban Design.
- Street trees and vegetation in the public domain (PDG).
- Well-designed landscaping and Green Roofs and Walls.

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, which is covered in Section 8.2.6.5.9 SOLAR LIGHT REFLECTIVITY (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.

Terminology

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 the incidental 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 can 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 material's ability to reflect solar radiation (solar reflectance) and emit heat which has been absorbed by the material. For example, a standard black paint has an SRI value of 5 and a standard white paint has an 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.

Principles

- P.01 Reduce the contribution of development in Melrose Park to urban heat in the Parramatta Local Government Area
- P.02 Improve user comfort in Melrose Park, in private open space and the public domain.

8.2.6.5.5 ROOF SURFACES

Objectives

- O.01 Reflect and radiate heat from roofs and podium top areas.
- O.02 Improve user comfort in roof and podium top areas.

Controls

- C.01 Where surfaces on roof tops or podiums 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 in Section 8.2.6.5.8 – Green Roofs or Walls;

- c) Provide shading through canopy tree planting, to be measured on extent of canopy cover 2 years after planting.
- C.02 Where surfaces on roof tops or podiums are not used for the purposes of private or public open space, or for solar panels or heat rejection plant, the development must demonstrate the following:
- a) Materials used have a minimum solar reflectivity index (SRI) of 82 for 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 should be covered by vegetation; or
 - c) A combination of (a) and (b) for the total roof surface.

8.2.6.5.6 VERTICAL FACADES

Objectives

- O.01 Minimise the reflection of solar heat downward from the building façade into private open space or the public domain.

Controls

- C.01 The extent of the vertical façade of street walls, podia, and perimeter-block development (or if no street wall, as measured from the first 12 metres from the ground plane) that comprise Reflective Surfaces should demonstrate a minimum percentage of shading as defined in Table 8.2.6.5.6.1 – Minimum Percentage Shading 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
- west facing façade at 4pm

Table 8.2.6.5.6.1 – Minimum Percentage Shading

Reflective Surface Ratio (RSR)	<30%	30%-70%	≥70%
Minimum percentage shading (%)	0	1.5*RSR-45	75

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 8.2.6.5.6.2 – Shading Sun Angles for sun angles corresponding to shading reference times.

Calculation of RSR for each relevant façade must also be submitted with the Development Application.

Table 8.2.6.5.6.2 – Shading Sun Angles

Façade Orientation	Sun Angles
East $\pm 22.5^\circ$	Reference Time: 10am AEDT (UTC/GMT+11) Sun Elevation: 51° Sun Azimuth: 86°
Northeast/Southeast $\pm 22.5^\circ$	Reference Time: 11.30am AEDT (UTC/GMT+11) Sun Elevation: 69° Sun Azimuth: 66°
North $\pm 22.5^\circ$	Reference Time: 1pm AEDT (UTC/GMT+11) Sun Elevation: 80° Sun Azimuth: 352°
Northwest/Southwest $\pm 22.5^\circ$	Reference Time: 2.30pm AEDT (UTC/GMT+11) Sun Elevation: 67° Sun Azimuth: 290°
West $\pm 22.5^\circ$	Reference Time: 4pm AEDT (UTC/GMT+11) Sun Elevation: 48° Sun Azimuth: 272°

C.02 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 should demonstrate a minimum percentage of shading as defined in Table 8.2.6.5.6.3 – Minimum tower percentage shading 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
- west facing façade at 4pm.

Table 8.2.6.5.6.3 – Minimum tower percentage shading

Reflective Surface Ratio (RSR)	<30%	30%-70%	$\geq 70\%$
Minimum percentage shading (%)	0	$0.8 \times \text{RSR} - 24$	40

Calculation of RSR for each relevant façade must also be submitted with the Development Application.

C.03 Shading may be provided by:

- External feature shading with non-reflective surfaces;
- Intrinsic features of the building form such as reveals and returns; and
- Shading from vegetation such as green walls that is consistent with the controls in Section 8.2.6.5.8 GREEN ROOFS AND WALLS.

- C.04 Non-reflective surfaces of vertical façades do not require shading and these areas can be excluded from the calculations.
- C.05 Where it is demonstrated that shading cannot be achieved in accordance with the above controls, a maximum external solar reflectance as defined in 8.2.6.5.6.4 – Maximum solar reflectance of Reflective Surfaces is generally acceptable.

8.2.6.5.6.4 – 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	10

- C.06 Where multiple reflective surfaces or convex geometry of reflective surfaces introduce the risk of focusing solar reflections into the public spaces:
- Solar heat reflections from any part of a building must not exceed 1,000W/m² in the public domain at any time;
 - A reflectivity modelling report may be required to qualify the extent of reflected solar heat radiation.

8.2.6.5.7 HEATING AND COOLING SYSTEMS – HEAT REJECTION

Objectives

- O.01 Reduce the impact of heat rejection from heating, ventilation, and cooling systems in Melrose Park from contributing to the urban heat island effect in the Parramatta Local Government Area; and
- O.02 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.01 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 uppermost roof.
- C.02 Where the heat rejection source is located on the uppermost roof, these should be designed in conjunction with controls in this section of the DCP relating to Roof Surfaces and the controls in Section 8.2.6.5.8 – Green Roofs and Walls.
- C.03 No heat rejection units should be located on the street wall frontage on the primary street.
- C.04 Heat rejection units are strongly discouraged from being located on building façades or on private open space, such as balconies and courtyards. However, where it is demonstrated that heat rejection cannot be achieved in accordance with the above controls C.01 and C.02 above and these units are installed, the HVAC system must demonstrate:

- a) Heating, ventilation, and cooling systems exceed 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.

8.2.6.5.8 GREEN ROOFS AND WALLS

Objectives

- O.01 Ensure that green roofs and walls are considered for integration into the design of new development.
- O.02 Design green roofs and walls to maximise their cooling effects.
- O.03 Ensure green roofs and walls are designed and maintained to respond to local climatic conditions and ensure sustained plant growth.

Controls

- C.01 Green roofs 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.02 Waterproofing for green roofs and walls is to be assessed as a part of the waterproofing certification for the building.
- C.03 Where vegetation or trees are proposed on the roof or vertical surfaces of any building, a Landscape Plan should be submitted, which demonstrates:
 - a) Adequate irrigation and drainage are 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 ADG for 'Planting on Structures'.
- C.04 Green roofs or walls, where achievable, should use rainwater, stormwater, or recycled water for irrigation.
- C.05 Container gardens, where plants are maintained in pots, are not considered to be green roofs, however they are acknowledged as contributing to the reduction of urban heat.
- C.06 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.
- C.07 Green roof planting, structures, and toilet facilities are permitted to exceed the height plane.

8.2.6.5.9 SOLAR LIGHT REFLECTIVITY (GLARE)

Objectives

- O.01 To ensure that buildings in Melrose Park restrict solar light reflected from buildings to surrounding areas and other buildings.
- O.02 To minimise the risk of bird collision due to high transparency, through treatment of external windows and other glazed building surfaces.

Controls

- C.01 New buildings and façades must not produce 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.02 Solar light reflectivity from building materials used on façades must not exceed 20%.
- C.03 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.04 Buildings greater than 40 metres 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;
 - 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.
- C.05 Demonstrate that development will not significantly affect migratory or threatened bird species because of illumination or obstruction of flight pathways into Melrose Park. Consideration is to be given to the *National Light Pollution Guidelines for Wildlife* (Migratory Shorebirds) and the *Industry Guidelines for Avoiding, Assessing and Mitigating Impacts on EPBC Act Listed Migratory Shorebird Species*.
- C.06 A report is to be prepared by a suitably qualified consultant at Development Application stage to determine appropriate treatments of building surfaces for buildings within close proximity to open space and water bodies.

8.2.6.5.10 BUILDING FORM AND WIND MITIGATION

Objectives

- O.01 Ensure that building form enables the achievement of nominated wind standards to maintain safe and comfortable conditions in the precinct.
- O.02 Ensure wind mitigation methods enable full development of street tree canopy.

Controls

- C.01 Wind Effects Report is to be submitted with the Development Application for all buildings greater than 32m in height. For buildings over 50m in height, results of a wind tunnel test are to be included in the report.
- C.02 Report recommendations cannot rely on or include street trees to assist to mitigate wind downdraft effects on the public domain.
- C.03 Site design for tall buildings (towers) should:
- a) Protect pedestrians from strong wind downdrafts at the base of the tower.
 - b) Ensure that tower buildings are well spaced from each other to allow breezes to penetrate city centre.
 - c) Consider the shape, location, and height of buildings to satisfy wind criteria for public safety and comfort at ground level.
 - d) Ensure usability of open terraces and balconies.
- C.04 Buildings and public and private open spaces are to be designed in response to wind testing outcomes.
- C.05 Historical data of wind speed and direction collected over a minimum of 10 years should be used as the basis of a pedestrian level Wind Effects Report. Data from the Bankstown Airport Bureau of Meteorology anemometer starting earliest in 1993 is to be used and adequately corrected for the effects of differences in roughness of the surrounding natural and built environment. The use of wind data for daytime hours between 6am and 9pm is generally recommended and may be specifically requested by the City of Parramatta, however, wind data for all hours may be used as well, where appropriate. Climate data are to be presented in the Wind Effects report.
- C.06 **NOTE:** The criteria for pedestrian level wind comfort and safety are based on published research, particularly on the criteria developed by Lawson (1990). Pedestrian safety and comfort are affected by both the mean and the gust wind speed.

8.2.6.5.11 ECOLOGY

Objective

- O.01 Ensure that potential flora and fauna species located on the site are identified and managed appropriately.

Controls

- C.01 A survey of all buildings and landscaping is to be undertaken to identify any species occupying existing buildings/land.

8.2.6.6 SITE SPECIFIC CONTROLS – AREA 4 MELROSE PART NORTH

8.2.6.6.1 GENERAL CONTROLS – AREA 4 MELROSE PARK NORTH

Area 4 Melrose Park North site on the corner of Hope Street and Hughes Avenue is a high-quality mixed-use site that integrates with and enhances the surrounding Melrose Park area.

The site will play an important role in contributing to additional supply for diverse housing and commercial development, capitalising on its proximity to the future Melrose Park Light Rail stop, the nearby development of the Melrose Park North Town Centre and proximity to the Western Parklands.

Objectives

- O.01 The desired future character of Hughes Avenue is predominantly residential, and the desired future character of Hope Street is a mixed commercial and residential strip related to the Light Rail line.
- O.02 Achieve an appropriate built form scale along Hughes Avenue and Hope Street that contributes to the prevailing streetscape and the existing and future character of the locality.
- O.03 Create a transition of building heights stepping down to the existing R2 low-density fabric along Hughes Avenue to the north of the site.
- O.04 Buildings are sited to reinforce the street network and to frame pedestrian links within the site.
- O.05 Provide a legible and permeable movement network for pedestrians.

Controls

- C.01 Built form should be consistent with Figures 8.2.6.7.1.1 to 8.2.6.7.9.1.
- C.02 Notwithstanding C.01, the building setbacks are to be as follows:
 - a) Northern setback - 3 metres to the pedestrian link boundary (i.e. the RE1 zone boundary).
 - b) Eastern setback - 6 metres to the parkland/pedestrian link boundary (i.e. the RE1 zone boundary).
 - c) Hope Street setback – 12 metres from the proposed site boundary to the road reserve with no light rail (0 metres from proposed site boundary to Hope St with light rail).
 - d) Hughes Avenue setback – 6 metres to the residential frontage, or 0 metres to any ground floor commercial/retail.
- C.03 Pedestrian through-site links are to be in accordance with Section 8.2.6.3.2 – Pedestrian Connections, Figure 8.2.6.7.7.1 – Public Open Space and Figure 8.2.6.7.8.1 – Street Hierarchy.
- C.04 The East-West pedestrian link is to be 4 metres wide and setback 2 meters from the 67 Hughes Avenue boundary.
- C.05 Design of the public open space should be in accordance Section 5.6.3.8 – Public Open Space - Western Parklands South.

- C.06 The existing overhead utility poles on Hughes Avenue, adjacent the subject site, must be undergrounded in accordance with the requirements of the relevant authorities.

8.2.6.6.2 VEHICULAR PARKING AND ACCESS – AREA 4 MELROSE PARK NORTH

Objectives

- O.01 To facilitate an appropriate level of on-site parking at the subject site.
- O.02 Ensure provision of parking minimises any potential visual impacts through appropriate design and use of materials and finishes.

Controls

- C.01 Above ground parking may be provided within the podium subject to implementation of appropriate sleeving and/ or screening.
- C.02 Any driveway entry or vehicular loading zone is to be located off Hughes Avenue.

8.2.6.6.3 HOPE STREET AND HUGHES AVENUE INTERFACE – AREA 4 MELROSE PARK NORTH

Objectives

- O.01 Ensure street activation by promoting pedestrian activity at the corner of Hope Street and Hughes Avenue, and through a north-south and east-west through site pedestrian link connecting to the Western Parklands South.

Controls

- C.01 Provide an active frontage with commercial uses and residential entry lobbies at street level along Hope Street and corner of Hughes Avenue.
- C.02 Extend the footpath paving materials and urban landscape character from Hope Street around the corner into Hughes Avenue.
- C.03 Provide at least one residential entry lobby from Hughes Avenue at ground level. A landscaped setback is to be provided adjacent to the residential entry, including low level planting and ground covers.

8.2.6.7 APPENDIX A – MELROSE PARK FIGURES

8.2.6.7.1 MASTERPLAN

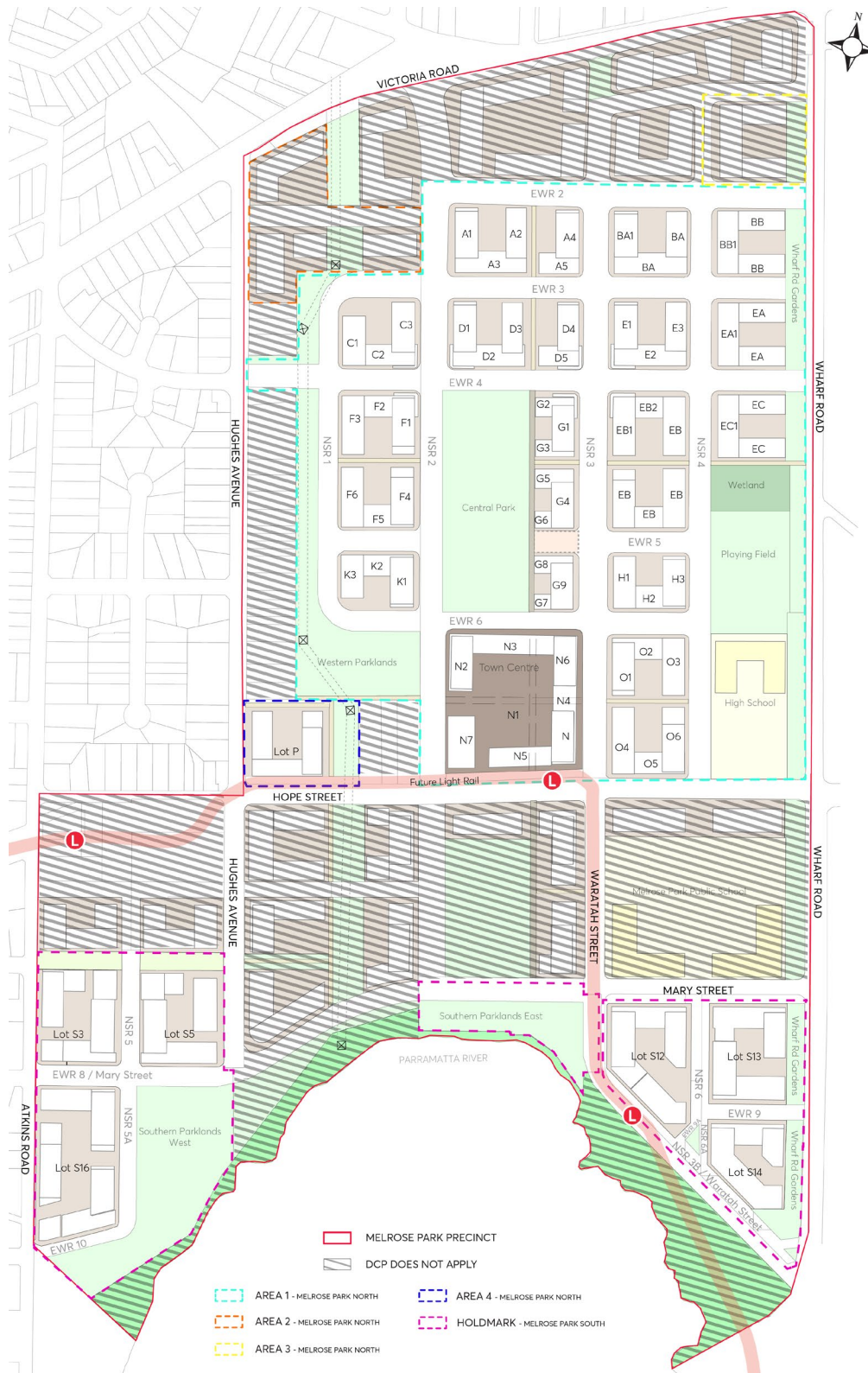


Figure 8.2.6.7.1.1 – Melrose Park Masterplan

8.2.6.7.2 MAXIMUM GROSS FLOOR AREA

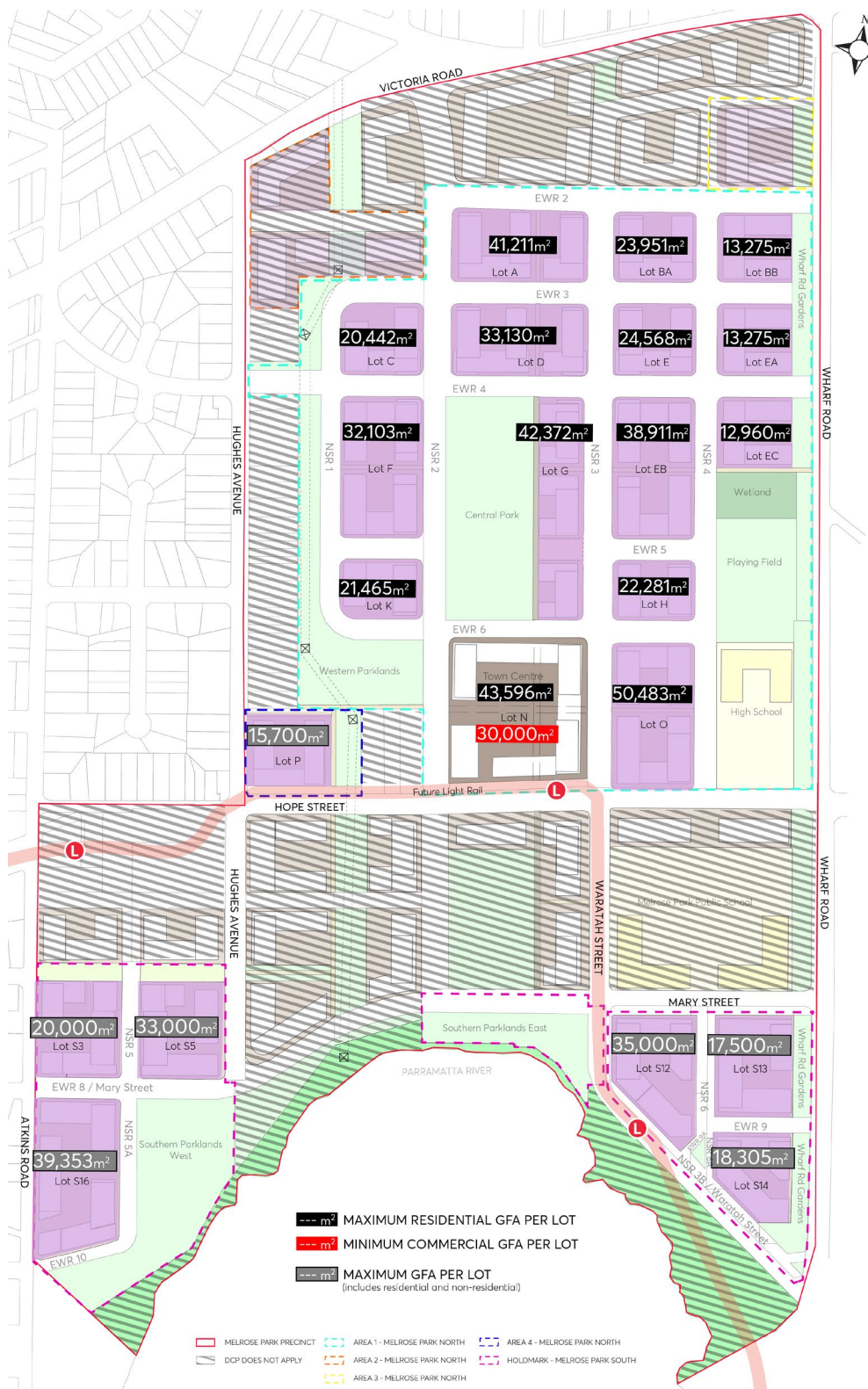


Figure 8.2.6.7.2.1 – Maximum GFA Plan per Lot

8.2.6.7.3 COURTYARD LOCATIONS

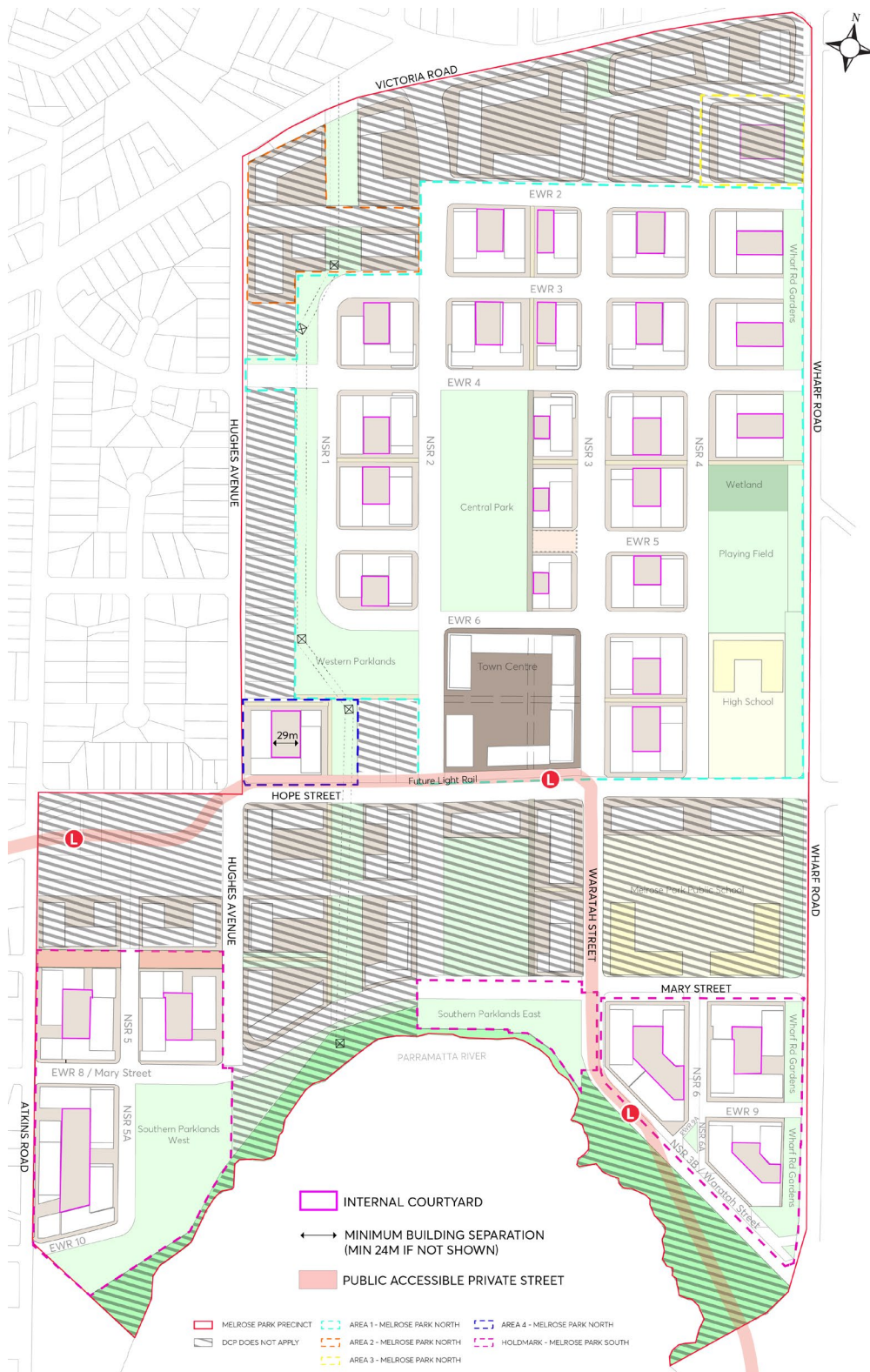


Figure 8.2.6.7.3.1 – Courtyard Locations

8.2.6.7.4 BUILDING STOREYS

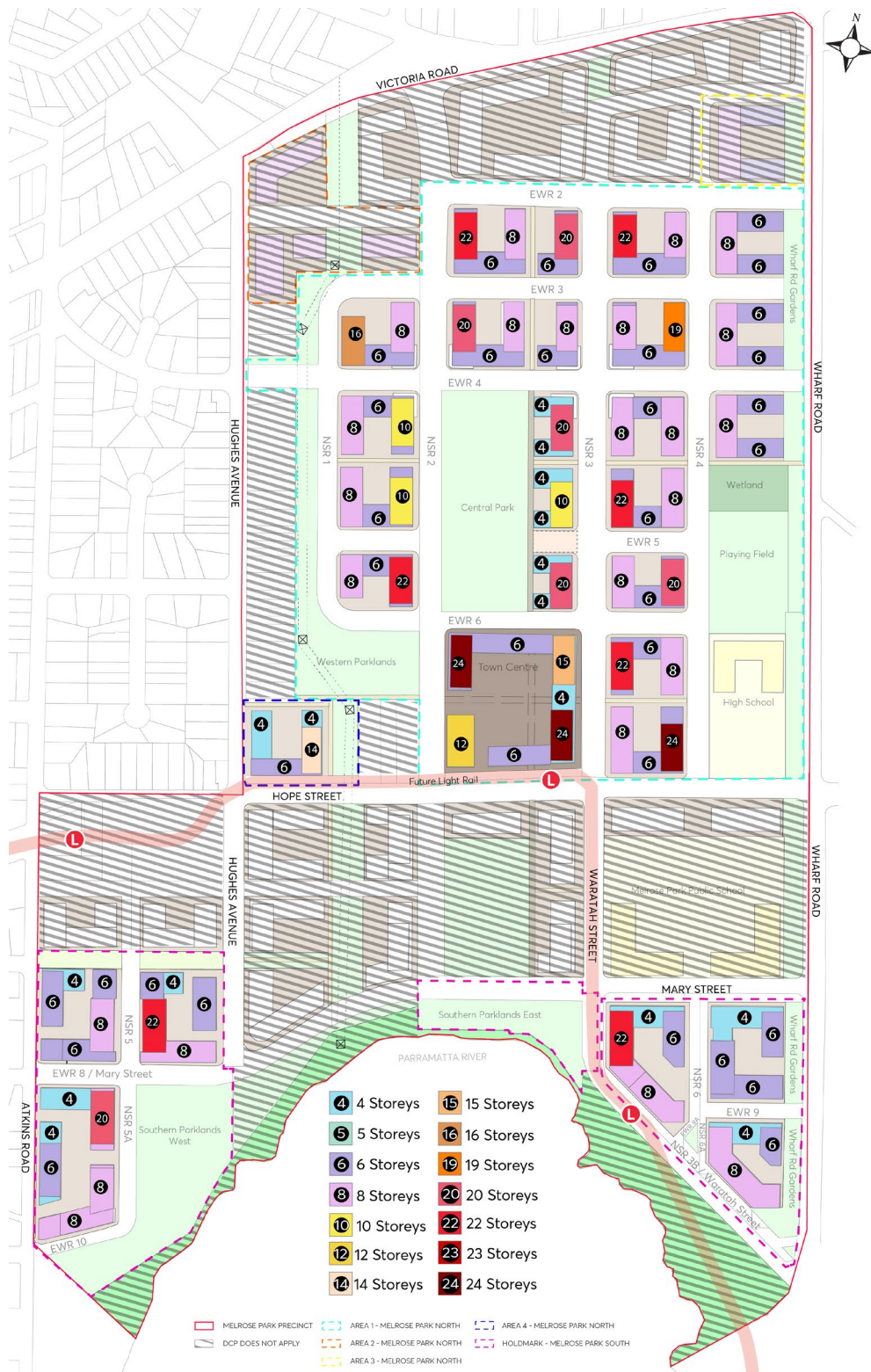


Figure 8.2.6.7.4.1 – Building Heights

8.2.6.7.5 SOLAR ACCESS PLAN



Figure 8.2.6.7.5.1 – Solar Access Plan - Melrose Park South

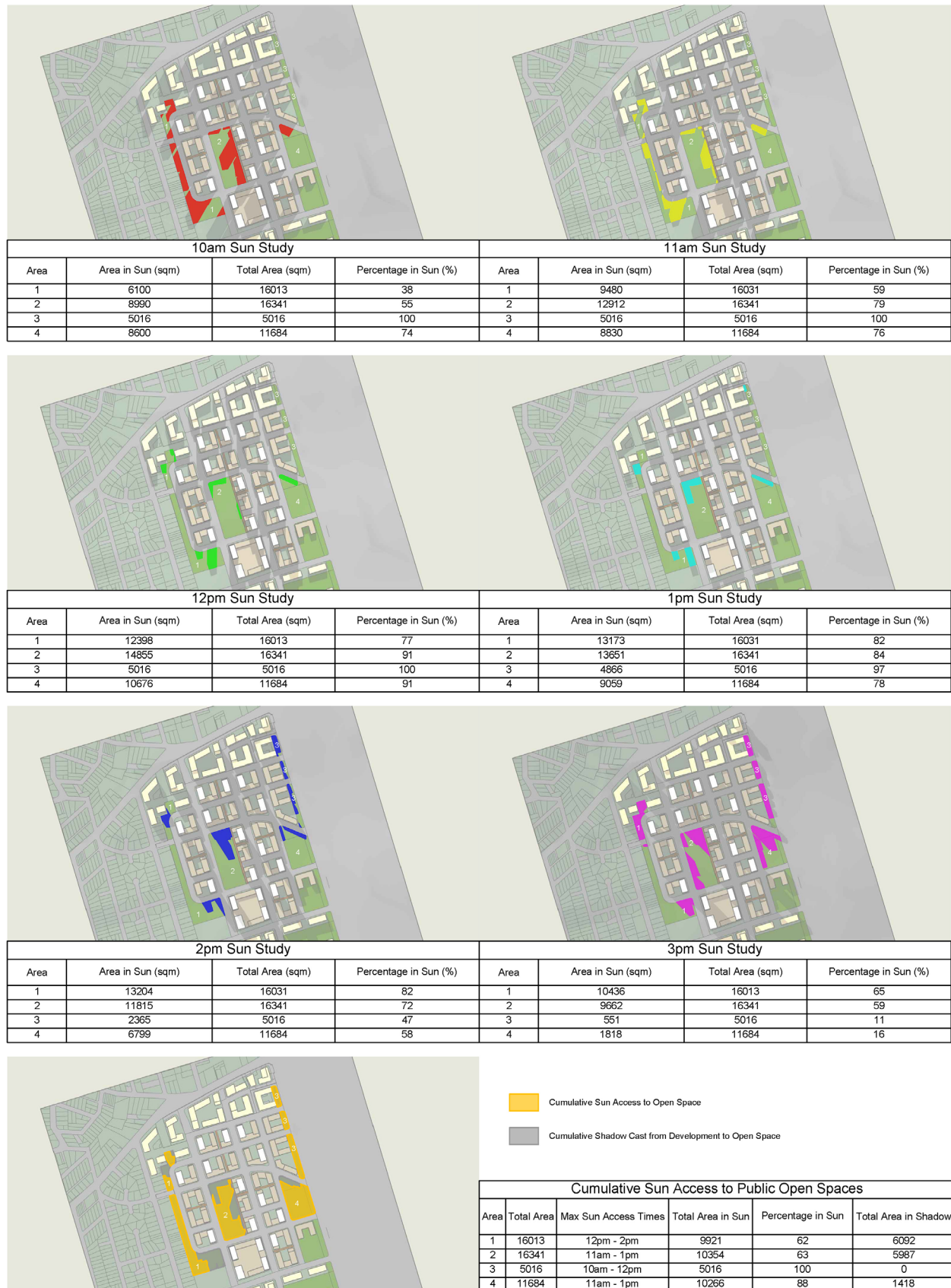


Figure 8.2.6.7.5.2 – Solar Access Plan – Melrose Park North

8.2.6.7.6 STREET SETBACKS

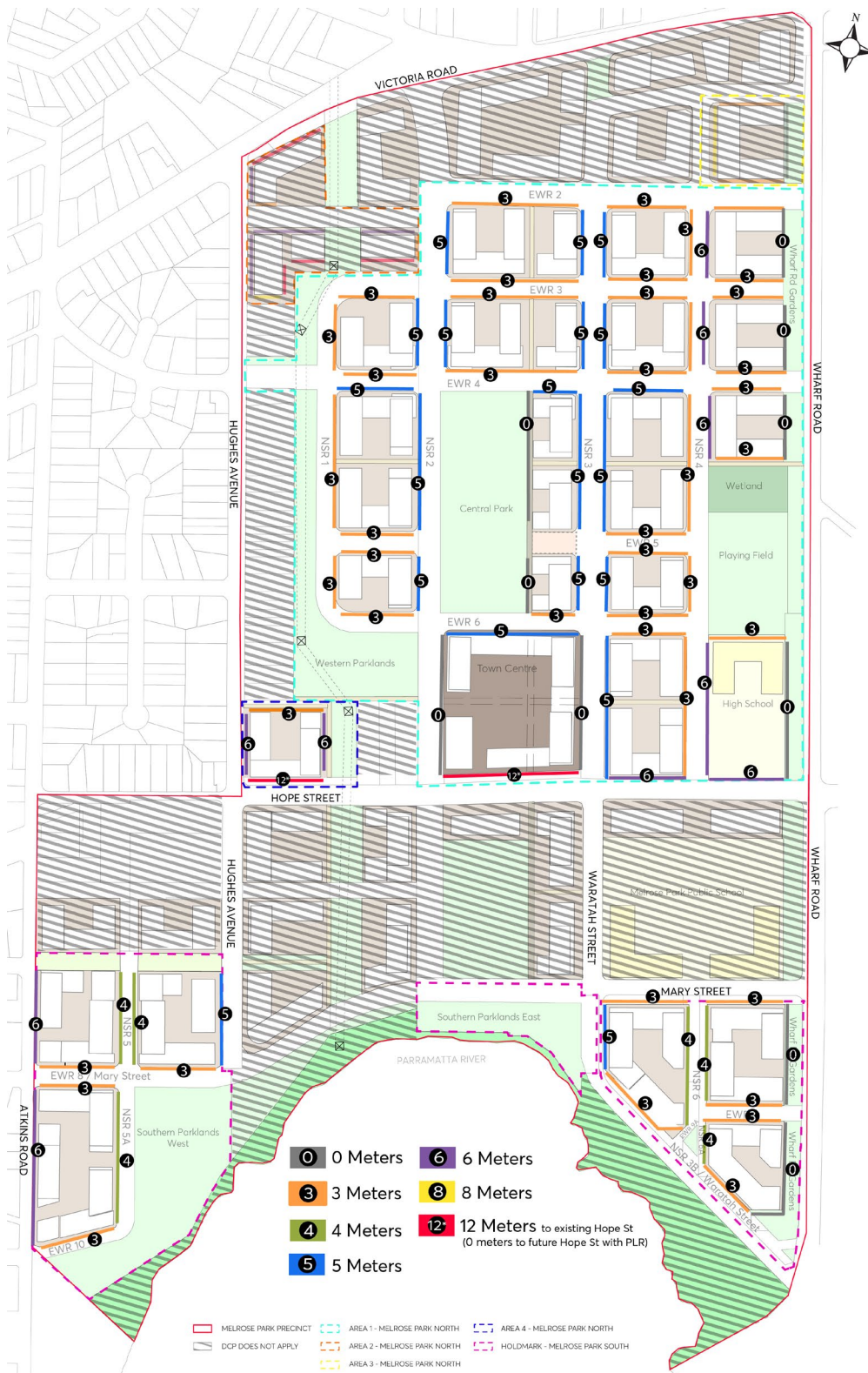


Figure 8.2.6.7.6.1 – Street Setbacks

8.2.6.7.7 PUBLIC OPEN SPACE

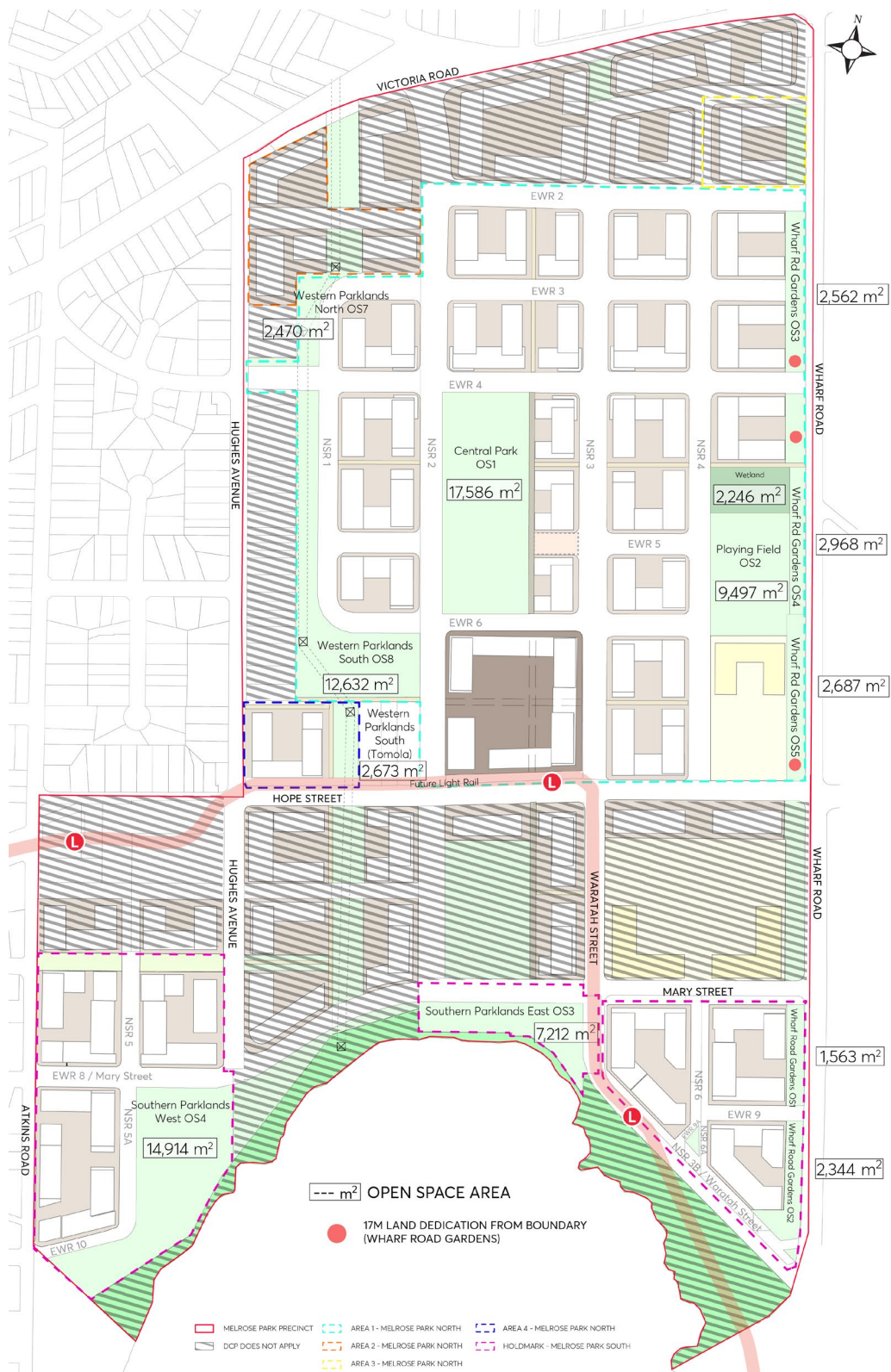


Figure 8.2.6.7.7.1 – Public Open Space

8.2.6.7.8 STREET HIERARCHY

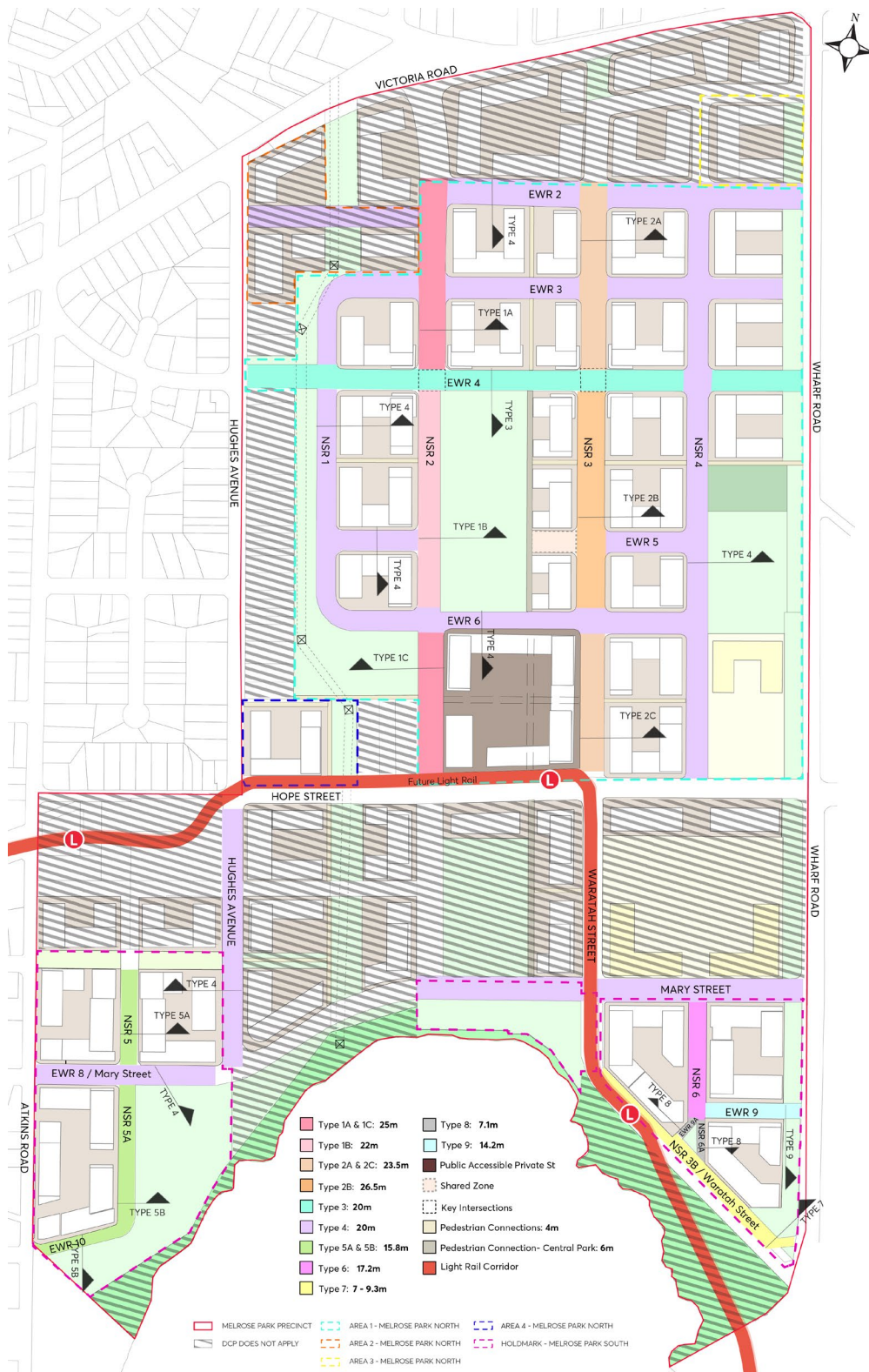


Figure 8.2.6.7.8.1 – Street Hierarchy

8.2.6.7.9 PUBLIC DOMAIN PLAN



Figure 8.2.6.7.9.1 – Public Domain Plan - Melrose Park South

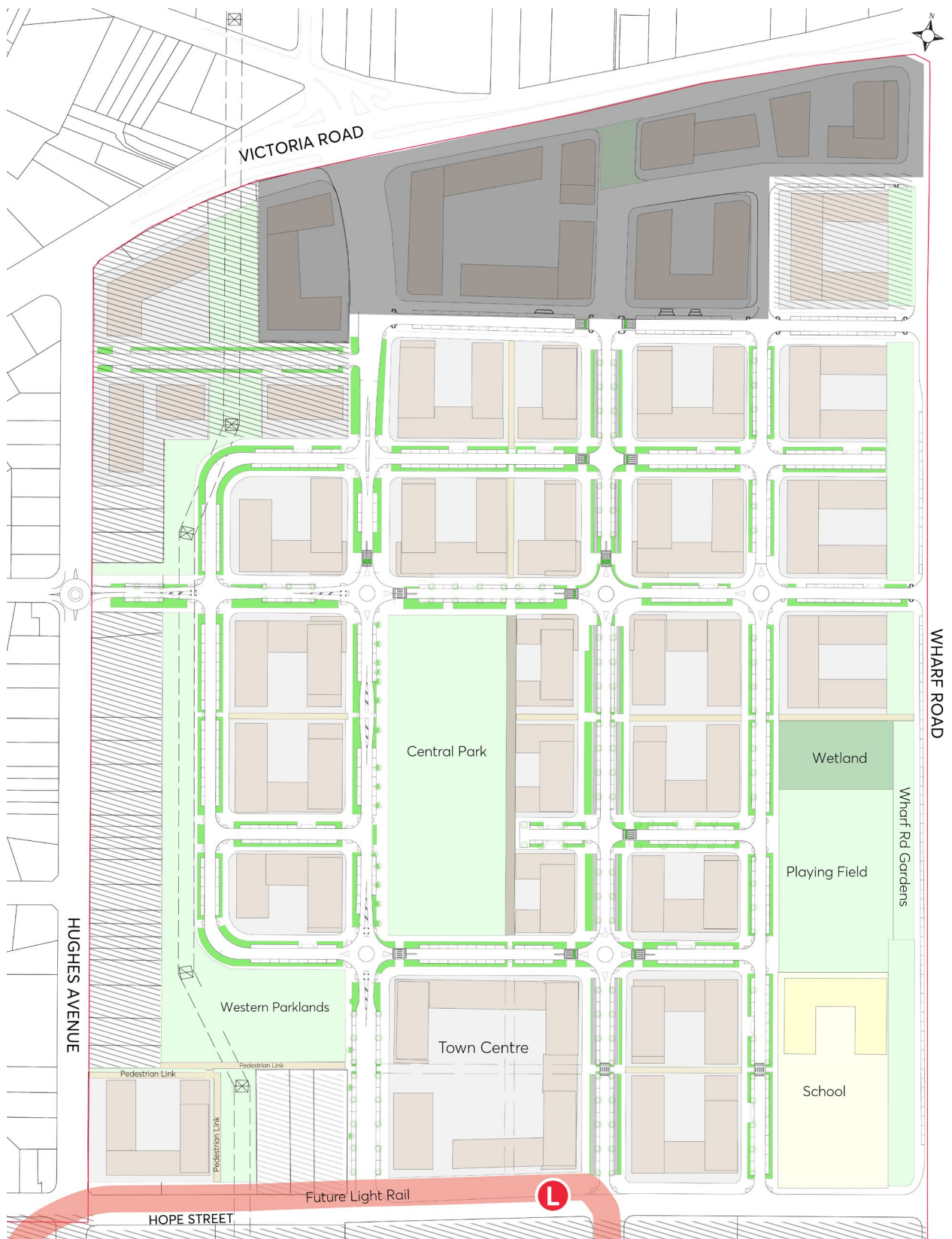


Figure 8.2.6.7.9.2 – Public Domain Plan - Melrose Park North

8.2.6.7.10 INDICATIVE APPLICATION OF BUILDING ENVELOPES

The purpose of this information is to clarify for the architects and assessment officers how the masterplan and the setback controls are to be interpreted.

Part 1 – Setbacks provides information and a table of how the upper-level setbacks to all buildings above are determined on each block.

Part 2 – Illustrated Examples provides drawings of how the height and setbacks are to be applied. The lots selected are D, G and EA because they show different building types and different topography.

PART 1 SETBACKS

Assumptions

Base Building Element

- The perimeter block height is generally 6 storeys.
- Block G is 4 storeys.
- The Town Centre is 2 retail + 3 car parking levels sleeved with residential.
- The 6 storey and 4 storey elements of all buildings must extend to the required street setbacks and align with the streets.
- The podium of the Town Centre must extend to the street setbacks.

Length and Width of Buildings

- The length of buildings that are 10 storeys and above are drawn at 50 metres.
- The width of buildings aligned East-West are drawn at 20 metres.
- The width of buildings aligned North - South without tower are drawn at 20 metres.
- The width of buildings aligned North -South with tower are drawn at 22 metres.

Changes to the length and width in the detail design of buildings may alter some of the setbacks and heights but these differences will only be minor.

Alignments

The Masterplan has organised the building envelopes at ground and above to define a series of spaces. For example:

- a) Buildings C1, D1, D3, D4, E1 align on the southern side.
- b) Buildings A1, A2, A4, BA1, BA3 align on the southern side.
- c) Buildings C3, F3 and EA1 align on the southern side.
- d) Buildings C3, F3 align on the northern side.

- e) Buildings F3, G1, EB1, EB3 align on the southern side.
- f) Buildings F6, F4, G4, EB4, EB6 align on the southern side.
- g) Buildings K1, G7, H1, H3 align on the southern side.
- h) Buildings O4, O6 align on the southern side.
- i) Buildings O1, O3 align on the northern side.

Minor discrepancies in the Masterplan drawings are evident because of scale of the drawing and where streets are slightly non orthogonal.

Table 8.2.6.6.10.1 – Building Setbacks Above Perimeter Block and Podium

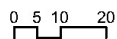
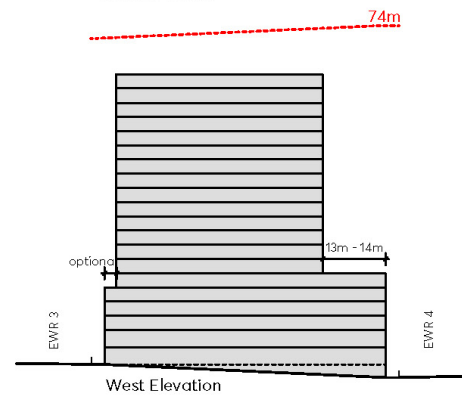
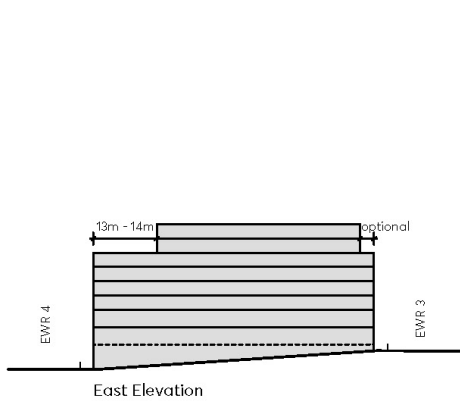
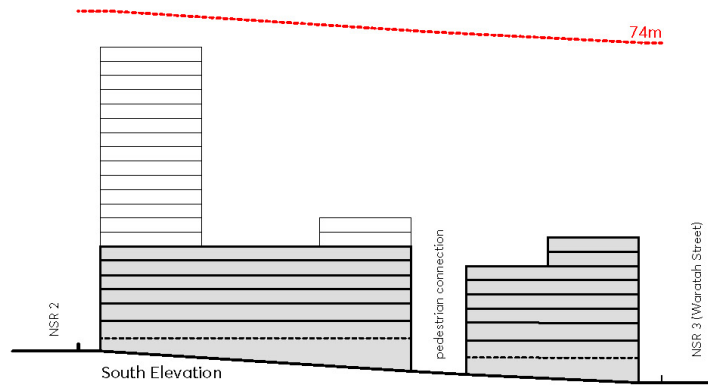
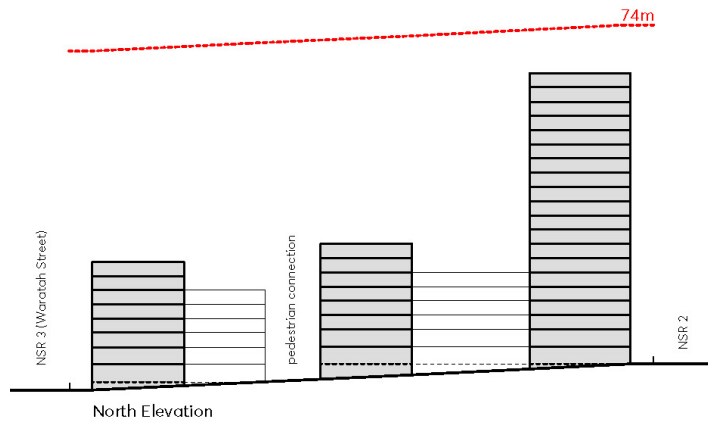
Lot	Building Number	No. of Storeys	Setback Above Perimeter Block Height		
			North	East + West	South
X	X1	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	X2	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	X3	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	X4	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
A	A1	22	Optional	Nil	Mandatory - Approx. 13-14m
	A2	8	Optional	Nil	Mandatory- Approx. 13-14m
	A4	20	Optional	Nil	Mandatory - Approx. 13-14m
BA	BA1	22	Optional	Nil	Mandatory - Approx. 13-14m
	BA3	8	Optional	Nil	Mandatory - Approx. 13-14m
Y	Y2	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
BB	BB1	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
C	C3	16	Nil	Nil	Nil
	C1	8	Nil	Nil	Mandatory - Approx. 13-14m
D	D1	20	Optional	Nil	Mandatory - Approx. 13-14m
	D3	8	Optional 1 or 2 Storeys	Nil	Mandatory - Approx. 13-14m
	D4	8	Optional 1 or 2 Storeys	Nil	Mandatory - Approx. 13-14m
E	E1	8	Optional 1 or 2 Storeys	Nil	Mandatory - Approx. 13-14m
	E3	19	Remainder	Nil	Mandatory to align with EA1 and C3
EA	EA1	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	EA4	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	EA5	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
F	F3	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	F1	10	Nil	Nil	Remainder
	F6	8	Optional 1 or 2 Storeys		
	F4	10	Remainder	Nil	Nil
G Base Perimeter Block of 4 storeys					
G	G1	20	Block Dimension minus length of tower	Nil on West Block Dimension minus width of tower on East	Nil
	G4	10	Block Dimension minus length of tower	Nil on West	Nil

Lot	Building Number	No. of Storeys	Setback Above Perimeter Block Height		
			North	East + West	South
				Block Dimension minus width of tower on East	
	G7	20	Block Dimension minus length of tower	Nil on West Block Dimension minus width of tower on East	Nil
EB	EB1	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	EB3	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	EB4	22	Block Dimension minus length of tower	Nil	Nil
	EB6	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
K	K3	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	K1	22	Nil	Nil	Nil
H	H1	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	H3	20	Block Dimension minus length of tower to align with G7	Nil	Nil
O	O1	22	Block Dimension minus length of tower	Nil	Nil
	O3	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	O4	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	O6	24	Block Dimension minus length of tower	Nil	Nil
TOWN CENTRE Setbacks to the podium are flexible but buildings are to align with the streets. 12 metres between N6 + N9; 12 metres between N2 + N7					
N	N2	24	N2 to align with N6 North Side		
	N6	15	N6 to align with N9 East Side and West Side		
	N7	12	N7 to align with N2 West Side		
	N9	24			

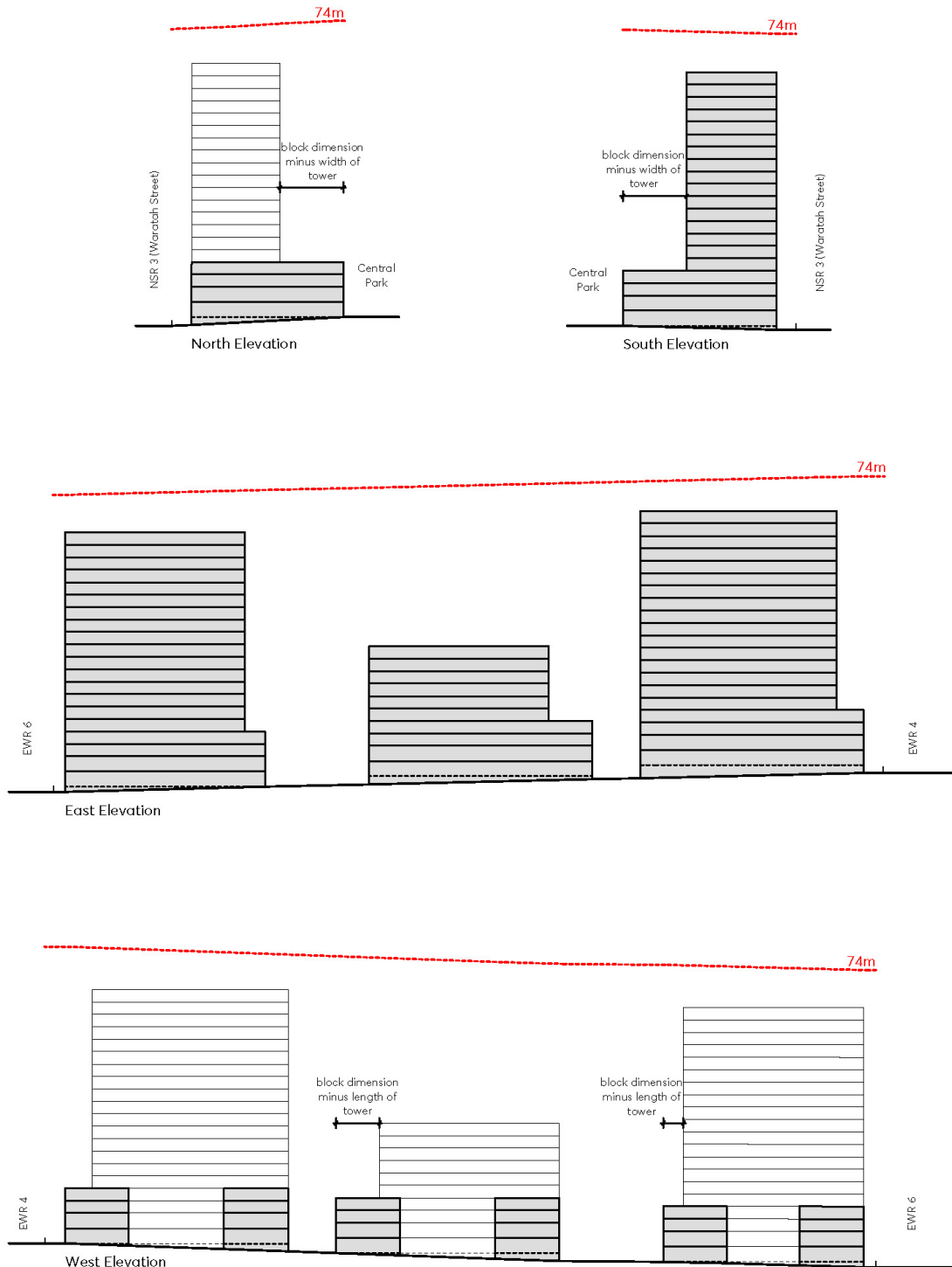
PART 2 ILLUSTRATED EXAMPLES

Examples of Blocks D, G and EA have been prepared to illustrate how the height and setback controls are interpreted. These illustrated that:

- The different topographical levels are to be taken up in the lower levels, so the upper levels of buildings are not stepped.
- The height nominated on the Building Height Drawing Appendix 2 for the base building (4 and 6 storeys) is to be located on the high side of the lot and the additional height on the lower side of the lot.

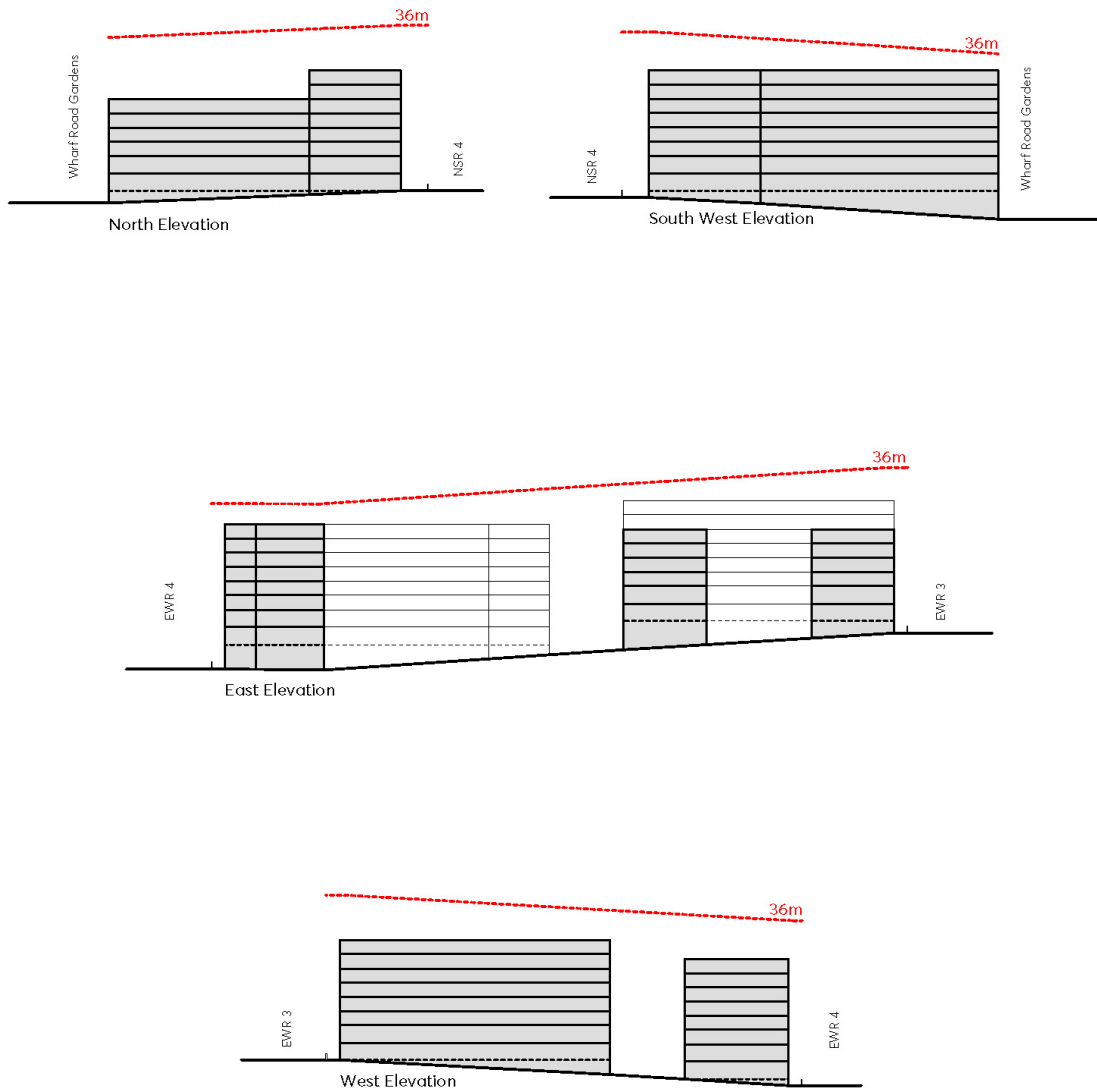


BLOCK D

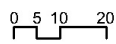


0 5 10 20

BLOCK G



Optional setbacks of 1 or 2 storeys on 8 storey component



BLOCK EA

8.2.6.8 APPENDIX B – WATER MANAGEMENT CONTROL PLAN

8.2.6.8.1 WATER MANAGEMENT STRATEGY – OVERVIEW

Urbanisation brings impermeable paving and roofing, replacing 'natural' landscapes. More rainwater runs off, and it runs faster. This substantially changes the catchment: flooding is increased, water and waterways become polluted, bushland degrades and there are numerous other impacts. Sustainable water management is required to counteract this.

Overland flow will traverse the VRS and Melrose Park precinct during severe storms. There is a catchment above Victoria Road that contributes to this overland flow.

At present, overland flow and drainage across Melrose Park is informal but allows overland stormwater to be delayed on its passage through the site into the two key discharge points – Wharf Road, near Jennifer Park, and Hope Street.

Overland flow will traverse the catchment above the Melrose Park South precinct and the precinct itself during severe storms. There are catchments above Victoria Road and west of Melrose Park Precincts that contribute to this overland flow.

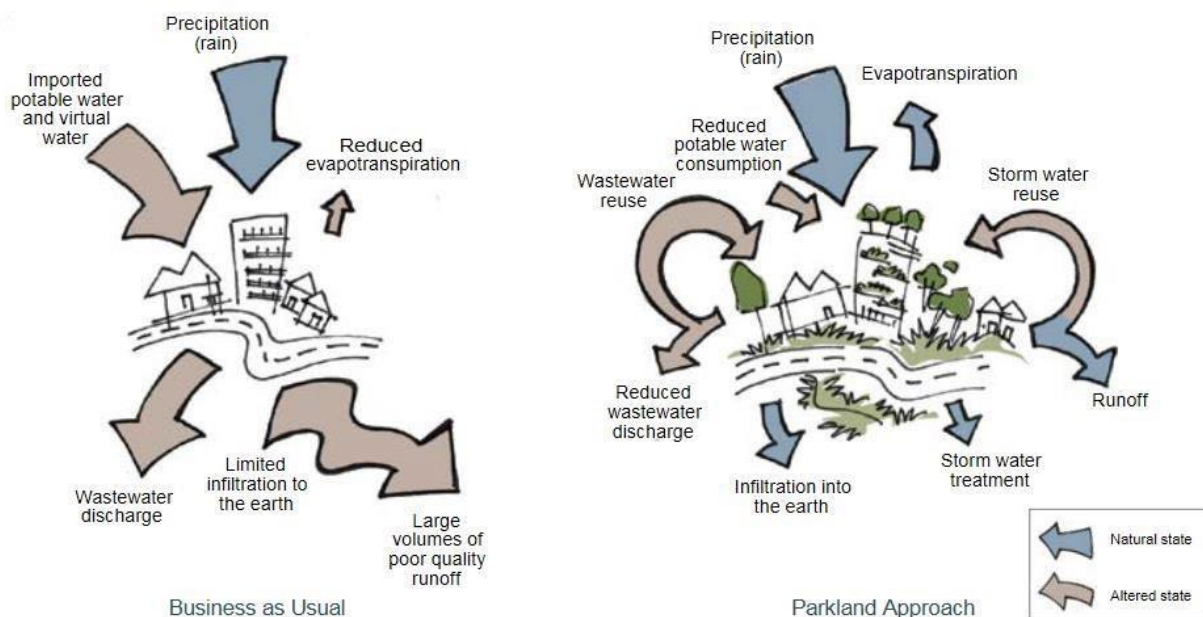


Figure 8.2.6.8.1.1 – 'Business as Usual' and 'Parkland Approach' (Source: Urban Typologies and Stormwater Management – achieving a cool green liveable Western Parkland City, Sydney Water, Bligh Tanner and Architectus 2020)

Once the Melrose Park North precinct development is completed, some but not all, of this overland flow will be managed to prevent accelerated runoff and other factors that would otherwise increase flooding below the site, particularly in Melrose Park South precinct. However, with this size of catchment and its terrain and character, some overland flow flooding is unavoidable, and this must be managed within the Melrose Park South precinct so that overland flow floodwaters are safely conveyed through the precinct to the Parramatta River.

In Melrose Park North, both private and public stormwater/floodwater detention will be implemented so that peak discharges from the northern precinct are reduced to at or below pre-development peak levels and at the same time Council's obligations regarding on site detention in the Parramatta River Catchment are met. This detention and flood peak management must occur for the range of storm/rainfall events up to the 1% AEP, and for higher events to ensure flood impacts are not significant.

Flood detention within Melrose Park North will not reduce the total volume of water flowing across and out of the site but will delay and reduce its peak so that flood levels are kept below predevelopment levels at least up to the 1% AEP events.

In Melrose Park North, private On-Site-Detention (OSD) will be provided within the privately owned sites for each development in accordance with the Upper Parramatta River Catchment Trust Handbook Edition 4.

Water Sensitive Urban Design (WSUD) within the private sites will manage water quality as well as rainwater capture and use.

In addition, public OSD and WSUD will be provided within the road reserves where practicable, as well as playing fields, parks, and other public lands. The primary purpose of the public OSD systems is to ensure that flooding conditions are not exacerbated in existing development that lies downstream of the Melrose Park North Precinct for all storms up to 1% AEP in intensity. As a minimum, both overland and piped flows are to be detained in two surface detention systems which are to be located in the open space areas which are to be provided adjacent to Wharf Road and Hope Street.

Initial modelling suggests there will be several overland flow paths from Melrose Park North flowing across the Melrose Park South precinct. All of these overland flow paths and those not yet modelled to the east and west that are not part of the Melrose Park precincts must be accommodated by planned and designed overland flow paths through the Melrose Park South precinct site.

These flow paths are likely to be a combination of roadways and open space – which may be public domain, such as parks, or privately owned but protected with easements and covenants on title.

Unlike for the North, OSD within the Melrose Park South precinct may cause worsening of flooding due to this area's close proximity to the Parramatta River. An earlier undetained discharge from the precinct may be preferable. If this negative consequence can be demonstrated, it is possible, at Council's discretion, that the requirements for both public and private OSD will be waived.

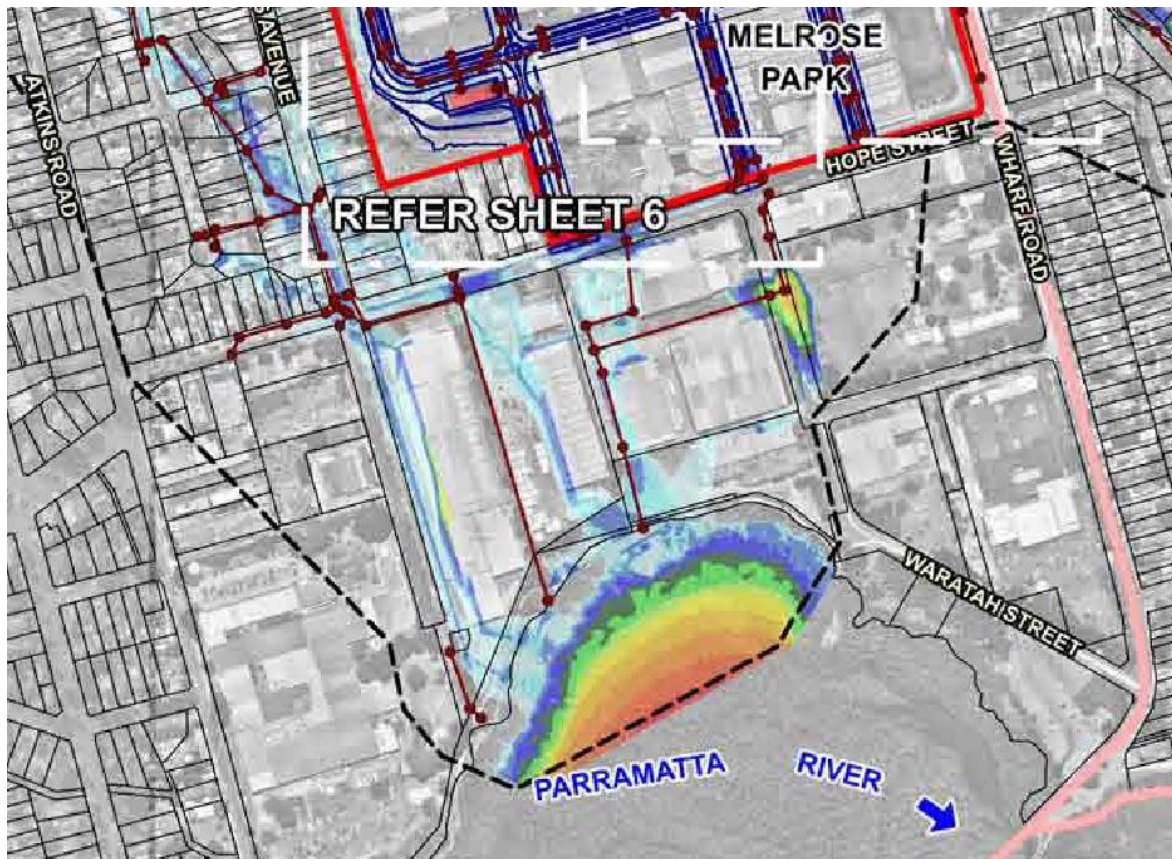


Figure 8.2.6.8.1.2 – Overland flow 1% AEP fully blocked condition. Indicative only. Not adopted by Council

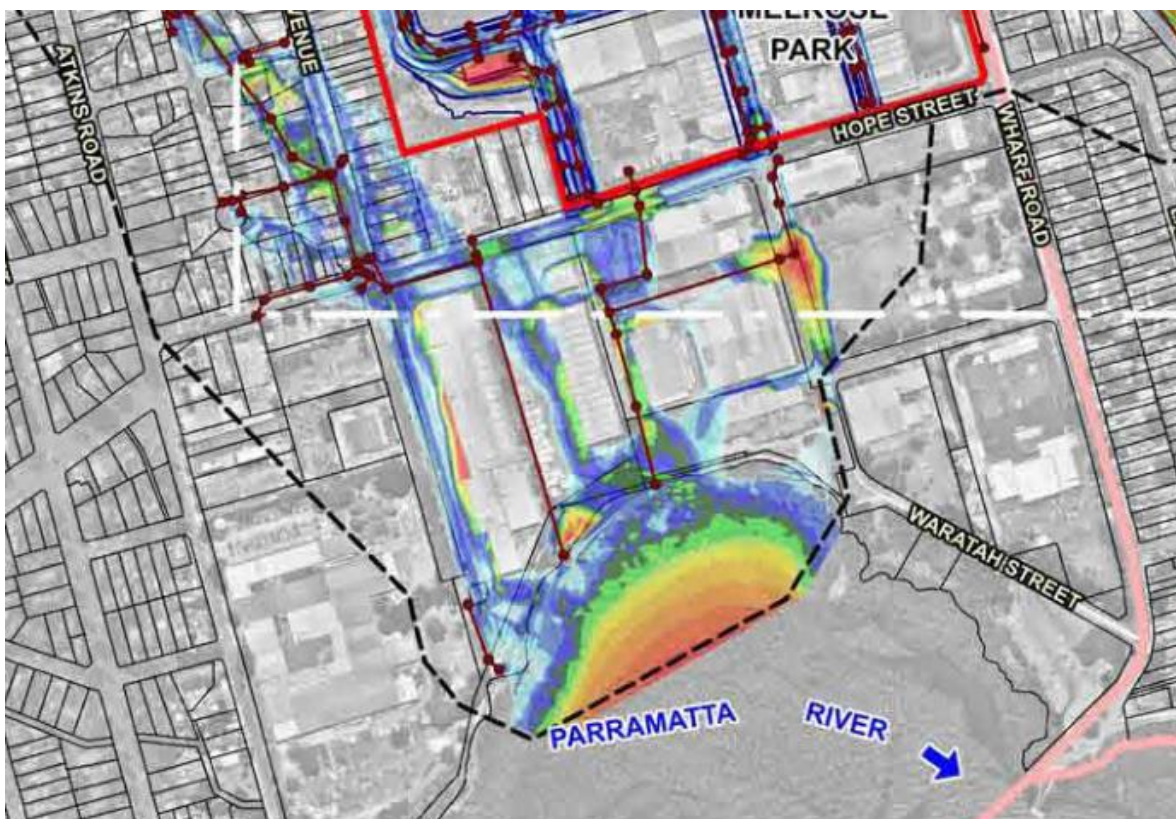


Figure 8.2.6.8.1.3 – Overland flow. PMF Indicative only. Not adopted by Council

Note there are additional catchments to the east and west that are not modelled here. Source of both images: Lyall and Associates, January 2022

The roads will theoretically convey up to the 5% AEP flows in the pipes and between opposite kerbs. The 'public' 1% AEP flows above the 5% AEP flows will be conveyed across the whole road reserve width between property boundaries and in designed floodways if the road width is not sufficient.

Flood planning levels for buildings adjacent to the overland flow paths will be derived from the condition in a 1% AEP event where drainage pits and pipes are assumed to be not functioning and all flow is overland (100% blockage). Flood Planning Levels will include 0.5m freeboard.

Both the private and public WSUD systems must achieve the water quality targets set out in this DCP.

The development of the Parramatta Local Government Area and Melrose Park itself requires integrating water management within the landscape and urban design using appropriate, sustainable technology.

This appendix provides technical guidelines for water management for the whole Melrose Park Precinct. It applies to water management as follows.

The Water Management Strategy must be considered under six (6) interdependent aspects:

- a) Flooding and Overland flow management.
- b) Road and public domain piped drainage.
- c) Flood reduction using public and private water detention systems.
- d) Environmental management of private and public low flows with Water Sensitive Urban Design (WSUD).
- e) Rainwater harvesting and use.
- f) Interactions with the Parramatta River.

8.2.6.8.2 FLOODING AND OVERLAND FLOW MANAGEMENT

Principles

- P.01 Assess and design for the safe conveyance (and detention) of overland flow through the site with protection of people, buildings, and property during rainfall events of 1% AEP (100 year) plus 0.5m freeboard and up to Probable Maximum Precipitation Floods (PMP, PMF).
- P.02 Design conveyance and detention of overland flow to ensure there is no worsening of flooding in a 1% AEP event anywhere as a result of the development of the precinct and there is no significant worsening of flooding in higher events up to the PMP/PMF anywhere as a result of the development.
- P.03 Protect the Melrose Park South precinct from flooding from the Parramatta River
- P.04 Protect the Parramatta River and its foreshore and riparian zone from suffering adverse environmental impacts caused by flooding and stormwater discharges from the Melrose Park South and North precincts.

Objectives

- O.01 Protect the community and developments from river flooding rising from Parramatta River and its tributaries/creeks.
- O.02 Protect the community and developments from overland flow flooding from rainfall within, and up slope of, the site.
- O.03 Manage the risks for all floods up to the Probable Maximum Flood.
- O.04 Identify and manage overland flow paths and buildings and land affected by them.

Controls

- C.01 A set of hydrologic and hydraulic models are to be developed of the catchments within which the Melrose Park Precinct is located. These models must be to Council's satisfaction and criteria.
- C.02 The 'ensemble approach' prescribed in Australian Rainfall and Runoff (ARR) 2019 is to be adopted for deriving design discharge hydrographs for storms up to 0.2% AEP in intensity, while the 2003 update of the Bureau of Meteorology's "The Estimation of Probable Maximum Precipitation in Australia: Generalised Short-Duration Method" is to be used to derive estimates of Probable Maximum Precipitation.
- C.03 The hydraulic model is to incorporate all of the features which influence flood behaviour in the study catchments, including details of the existing stormwater drainage system.
- C.04 Blockage factors of 20% and 50% are to be applied to on-grade and sag type inlet pits, respectively when designing major/minor drainage systems.
- C.05 Flood and stormwater behaviour is to be defined for design storms with AEPs of 5% and 1%, 1% plus climate change, as well as the Probable Maximum Flood (PMF).
- C.06 Steady-state design discharge hydrographs are to be adopted for defining the maximum rate at which flow will discharge from each individual super lot within the Melrose Park North

Precinct under post-development conditions. Where OSD is to be provided, this flow rate is to be based on the OSD calculations which are referred to in this document and is to be adopted when defining flood behaviour under post-development conditions for storms up to 0.2% AEP in intensity. Uncontrolled flow from each super lot is to be adopted when defining flood behaviour for more intense storm events (for example, the PMF event).

- C.07 The impact that a potential increase in design 1% AEP rainfall intensities associated with future climate change is to be assessed. The assessment is to be in accordance with the NSW Department of Planning, Infrastructure and Environment's floodplain risk management guideline entitled "Practical Considerations of Climate Change". Design storms of 0.5% and 0.2% AEP may respectively be adopted as being analogous to Representative Pathway Concentration 4.5 and 8.5 increases in 1% AEP design rainfall intensities under year 2090 conditions for the purpose of the assessment, noting that the assessment need only be undertaken for post-development conditions.
- C.08 An assessment is to be undertaken into the impact a complete blockage of the existing and proposed piped drainage system in the vicinity of the Melrose Park South Precinct would have on flood behaviour for a 1% AEP storm event, as well as its implications on the proposed developments.
- C.09 When modelling to determine flood levels and flood planning levels with respect to overland flow, the analysis and modelling of the overland flow paths must be with 2D modelling such as TufLOW, and must assume all flow is overland, while piped reticulation is fully blocked and not contributing to conveyance.
- C.10 Flood modelling (and drainage design) must take account of tailwater levels in the Parramatta River, including with climate change.
- C.11 This modelling must also assume that, where it is to be provided, on site detention is fully functional within the private lots and that such flows are discharging on to the surfaces of roads etc.
- C.12 The Flood Planning Levels shall be the adjacent interpolated 1% AEP flood levels (100% blocked) plus 0.5 metre freeboard.
- C.13 Minimum finished floor levels must be the respective Flood Planning Levels as defined above. For sloping sites these levels may be stepped.
- C.14 There must be no habitable rooms/floors below the applicable flood planning level, including residential, retail, community use, gathering and performance spaces and offices. In addition, any uses that would present a significant risk of harm to occupants are not permitted below the applicable Flood Planning Levels.
- C.15 As and if determined by Council, non-habitable rooms and floors such as car parks, waste and loading docks, plant rooms and the like may be constructed below the applicable Flood Planning levels, provided such floors are protected from flooding to Council's satisfaction by the building design from inundation up to the applicable Flood Planning Level(s) and, if required by Council, by additional means such as flood gates and flood doors up to the Probable Maximum Flood Level.
- C.16 Council may require a sensitivity analysis for the effects of climate change.
- C.17 For a building that is adjacent to a road, or public domain, or other land adjacent, that is part of an overland flow path or flood storage area:

- a) Where Council is satisfied that the roadway, or public domain, or other land adjacent to a building, is an overland flow path or flood storage area in the 1% AEP event with 100% blockage, Council will require minimum finished floor levels of habitable rooms to be 500mm freeboard above the adjacent 1% AEP water surface level as mapped in the 2 Dimension (2D) overland flow model accepted by Council. This level may vary along the site /building boundary with changing water levels.
- C.18 For a building that is adjacent to a road, or public domain, or other land adjacent, that, in Council's view, is not part of an overland flow path or flood storage area:
- a) Finished floor levels at the boundary adjacent to a road that is accepted by Council as not being an overland flow path, or flood storage area, in a 1% event, including 100% blockage, must be a minimum of the adjacent top of kerb levels plus 2% rising grade to the boundary.
 - b) Where there is no road, such as paving or landscape, and Council accepts the area is not part of an overland flow path, or flood storage area, in a 1% event including 100% blockage, surface levels must fall away from the building entrances and openings to the adjacent drainage/WSUD system at a minimum of 2%, or greater if necessary to ensure adequate surface drainage.

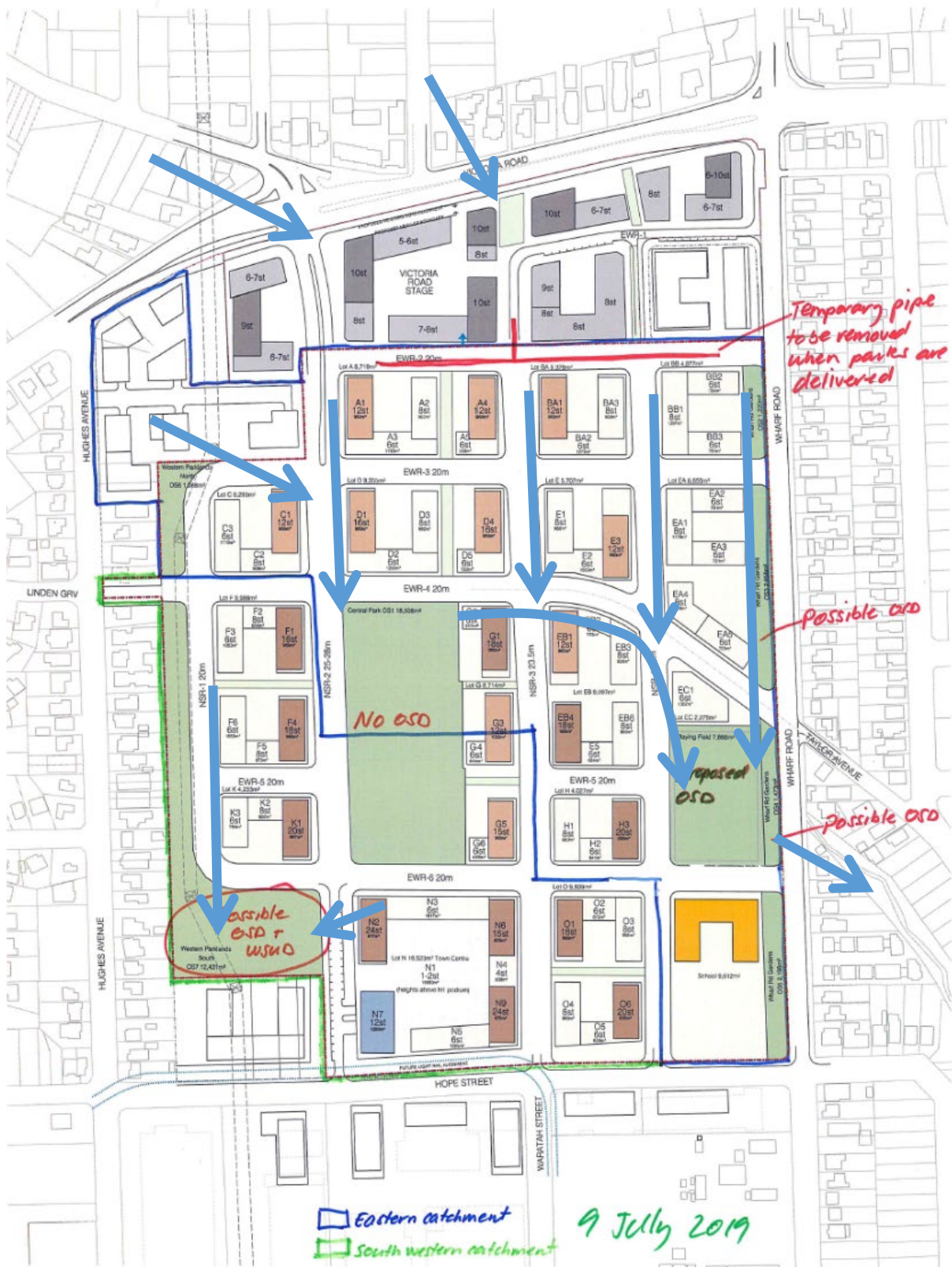


Figure 8.2.6.8.2.1 - Sketch of Melrose Park North approximate overland flow paths and public detention basins. For details refer Lyall and Associates drawings dated 5 November 2020 - Figure 6: Indicative Extent and Depth of Inundation - Post-VRS and PP Development and Complete Blockage Conditions – 1% AEP (9 sheets) (Included as attachment)

8.2.6.8.3 ROAD AND PUBLIC DOMAIN DRAINAGE

Principles

- P.01 Provide effective, safe conveyance of stormwater across the catchment using planned and managed overland flow paths, trunk, and local drainage.

Objectives

- O.01 Protect occupants of roads and the public domain and property from uncontrolled stormwater in events up to the 5% AEP (1 in 20 year) rainfall by installing underground or above ground drainage infrastructure to contemporary standards.

Controls

- C.01 All drainage work to be designed and constructed to Council standards.
- C.02 All civil designs for public infrastructure must be approved in writing by Council's Manager Assets prior to commencement of construction.
- C.03 All construction of public infrastructure must be inspected and approved by Council's representative as the works proceed and upon completion prior to occupation or use.
- C.04 Appropriate easements, restrictions, covenants, and land title dedications must be in place to Council's satisfaction prior to occupation or use.

8.2.6.8.4 FLOOD REDUCTION USING PUBLIC AND PRIVATE STORMWATER DETENTION SYSTEMS

Principles - public and private stormwater detention

- P.01 Manage and moderate stormwater flow across the catchment to minimise the effects of urbanisation, which include increased amount of runoff, shorter times of concentration, faster and deeper overland flows, erosion and flooding.
- P.02 Manage and moderate stormwater flow from individual sites to compensate for increased impervious areas and faster conveyance systems, using on site detention, WSUD, deep soil, permeability, and other measures.
- P.03 Provide sustainable management, conveyance, and detention of stormwater within the Public Domain.
- P.04 Mitigate floods.
- P.05 Melrose Park North requires a combination of on-site detention within the private lots and stormwater detention basins in the public domain to sufficiently attenuate flows prior to discharge from the precinct. These two systems must be designed to work together hydraulically in a full range of design storms.

- P.06 Stormwater from the private lots must be attenuated using OSD in accordance with this DCP and generally in accordance with catchment management criteria advised by the Upper Parramatta River Catchment Trust in their Edition 4 OSD Design Handbook.
- P.07 On site detention within the Melrose Park South precinct may cause worsening of flooding due to this area's close proximity to the Parramatta River. An earlier undetained discharge from the precinct may be preferable. If this negative consequence can be demonstrated, it is possible, at Council's discretion, that the requirements for private OSD will be waived.

Principles - private stormwater detention

- P.01 Council has identified the following design criteria which is to be adopted in the design of the Private OSD systems, noting for OSD on private land that it is generally in accordance with the Fourth Edition Upper Parramatta River Trust's On-site Stormwater Detention Handbook (UPRCT Edition 4). The design principles for stormwater conveyance and detention within private land are:
- a) To ensure that new developments and redevelopments do not increase peak stormwater flows in any downstream area during major storms up to 1% AEP in intensity.
 - b) To reduce post-development peaks throughout the catchment in a 50% AEP storm event to be as close to natural levels as practical and
 - c) To encourage the integration of OSD with other water quality WSUD measures.
 - d) To prevent any increase in the site discharge to the downstream drainage system nor reduction in the volume of storage provided unless specifically allowed in the following sections or for rainwater storage.

Objectives – private stormwater detention

- O.01 To limit flow peaks throughout the catchment in a 1% AEP storm event, to estimated peak flows under 1999 conditions, even if the further development of the catchment is equivalent to full medium/high density redevelopment throughout the catchment thereby preventing any increase in downstream peak flows resulting from new developments or redevelopments by temporarily storing on-site the additional and quicker runoff generated.
- O.02 Prevent increases in downstream flooding and drainage problems that could:
- a) Increase flood losses.
 - b) Damage public assets.
 - c) Reduce property values.
 - d) Require additional expenditure on flood mitigation or drainage works.
- O.03 Reduce post-development peaks, throughout the catchment, in the 50% AEP storm event to as close to natural levels as practical.
- O.04 Encourage integration of OSD systems into the architectural design and layout of the development so that adequate storage areas are included in the initial stages of the site design.

- O.05 Encourage integration of the OSD facilities into a sustainable overall water management plan for the site.
- O.06 Require construction supervision of OSD systems by the OSD designer to improve construction standards.

Controls

- C.02 The private lot stormwater drainage system (including surface gradings, gutters, pipes, surface drains and overland flow paths) for the property must:
 - a) be able to collectively convey all runoff to the OSD system in a 1% AEP storm event with a duration equal to the time of concentration of the site; and
 - b) ensure that the OSD storage is by-passed by all runoff from neighbouring properties and any part of the site not being directed to the OSD storage, for storms up to and including the 1% AEP storm event.
 - c) direct all site runoff to the Private OSD. That is the storage is 'on-line'.
- C.03 The Private OSD is to have two orifices (or other) outlets and a non-piped overflow spillway.
- C.04 The primary or lower orifice or controlled discharge must have a SRDL of 40 L/s/ha. This must be located as close as possible to the storage invert.
- C.05 A secondary orifice must be provided located at the base of a discharge control pit (DCP) providing HED with a SRDU of 150 L/s/ha.
- C.06 SRDL (40 L/s/ha) and SRDU (150 L/s/ha) may need to be adjusted in accordance with the procedures set out in UPRCT ED 4 Section 5.1 when the entire site cannot be drained to the storage.
- C.07 The crest of the DCP must be designed to be at the water level of the 50% AEP storm event when the volume in the lower storage (SSRL) reaches 245 m³/ha.
- C.08 The secondary orifice must operate from when the water level in the storage exceeds the crest level and water starts to overflow into the DCP.
- C.09 A non-piped spillway, of suitable length must be provided to prevent flooding of neighbouring lands if the OSD outlets become blocked. This overflow must be located at the top of the storage (i.e., at 396 m³/ha).
- C.10 The SSRT and SSRL are only adjusted if a rainwater tank is included in the development/redevelopment and an airspace "credit" is claimed to partially offset the SSR.
- C.11 The site area to be adopted for sizing the Private OSD systems in the individual super lots is to include half of the adjacent road reserve, appreciating that the portion of the site area which is not controlled by each individual Private OSD system may exceed the permissible 30% rule.
- C.12 Unless otherwise advised by Council, Version 9 of the UPRCT Edition 4 OSD calculation sheet shall be used for sizing the various components of the Private OSD systems.
- C.13 Guidelines to assist in determining depths and frequencies of ponding for different classes of storages are given in Table 6.1 of UPRCT Edition 4. It is emphasised that these are general guidelines that will be varied according to the nature of the development and the location of the storage.

- C.14 In general, the maximum depth of ponding in above ground storages is 600 mm.
- C.15 Council may approve deeper ponding in individual cases where the applicant demonstrates that safety issues have been adequately addressed. For example, warning signs and fencing must be installed where the depth exceeds 600 mm, or the ponding is adjacent to pedestrian traffic areas.
- C.16 Surface storages should be constructed so as to be easily accessible, with gentle side slopes permitting walking in or out. A maximum gradient of 1(V):4(H) (i.e. 1 vertical to 4 horizontal) will be required on at least one side to permit safe egress in an emergency. Where steep or vertical sides are unavoidable, due consideration should be given to safety aspects, such as the need for fencing or steps or a ladder, both when the storage is full and empty.
- C.17 Balustrades (fences) must comply with the BCA (See Section D2.16 of the Code), while safety fences should comply with the *Swimming Pool Act 1992*. Fencing must not obstruct overland flow and floodwaters.

Table 8.2.6.8.4.1 – Private OSD System Glossary

Detention storage	Detention devices capture and temporarily store stormwater runoff during major (infrequent) storm events. Stormwater is then discharged to the drainage system at a controlled rate. Detention devices act to mitigate potential downstream flooding impacts.
Extended Detention storage	The lower portion of the OSD storage, which detains stormwater in smaller, frequent storms up to the 50% AEP event in order to reduce stormwater runoff closer to the rates under natural, pre-development conditions. This helps minimise damage and disturbance to downstream watercourses and aquatic ecosystems.
Flood Detention storage	The upper portion of the OSD storage that detains stormwater to prevent any increase in downstream flooding in moderate to major storms. Water held in the Flood Detention storage drains away through both the primary and secondary orifice outlets.
PSD	Permissible Site Discharge - the maximum allowable discharge leaving the site in litres/sec/hectare (L/s/ha)
SRDL	The Site Reference Discharge from the extended detention storage in litres/sec/hectare (L/s/ha), or in litres/sec (L/s) when applied to a specific site, when the volume of runoff stored in the extended detention storage equals the SRDL. In the case of the Melrose Park North Precinct, the SRDL has been set at 40 L/s/ha.
SRDU	The Site Reference Discharge from the DCP that receives stormwater when the volume of runoff exceeds the volume of the extended detention storage in litres/sec/hectare (L/s/ha), or in litres/sec (L/s) when applied to a specific site. The site reference discharge occurs when the DCP is completely filled and HED conditions are established at the commencement of flood detention. In the case of the Melrose Park North Precinct, the SRDU has been set at 150 L/s/ha.
SSRL	33 the minimum volume (in m ³ /hectare or in m when applied to a specific site) required for the lower Extended Detention storage when the outflow is restricted to the SRD. In the case of the Melrose Park North Precinct, the SSRL has been set at 245 L/s/ha.
SSRT	3 the total volume (in m ³ /hectare or in m when applied to a specific site) required for overall storage (combined Extended Detention storage and Flood Detention storage) when outflows occur through the primary and secondary orifice outlets. In the case of the Melrose Park North Precinct, the SSRT has been set at 396 L/s/ha.

8.2.6.8.5 PUBLIC STORMWATER DETENTION SYSTEMS

Principles

- P.01 The following principles, objectives and controls must be adopted in the design of the public stormwater conveyance and detention systems, noting that it is generally in accordance with the latest addition of Australian Rainfall and Runoff (ARR 2019).
- P.02 Public stormwater detention within the Melrose Park South precinct may cause worsening of flooding due to this area's close proximity to the Parramatta River. An earlier undetained discharge from the precinct may be preferable. If this negative consequence can be demonstrated, it is possible, at Council's discretion, that the requirements for public OSD will be waived.

Objectives

- O.01 Flooding conditions and risks must not be worsened anywhere for all storms up to 1% AEP in intensity.
- O.02 Flooding conditions and risks must not be significantly worsened anywhere for storms that are more intense than 1% AEP up to the Probable Maximum Precipitation.
- O.03 Ensure Safety, amenity, aesthetic, and ecological values affected by the detention systems are satisfactory.
- O.04 Detention infrastructure can readily be maintained in perpetuity.

Controls

- C.01 Sufficient area must be provided for above ground detention purposes within the public domain of the Melrose Park South precinct assuming max depths of 300mm – 600mm. To this is to be added sloping sides, inflow, and outflow swales etc.
- C.02 Playing fields and open space are in suitable locations and of appropriate size to be used for stormwater detention purposes.
- C.03 Unless otherwise approved by Council, basins shall be designed as a dry basin, with low level inundation potentially occurring statistically every 18 months (approx.) and will remain temporarily wet (for a few hours) after a triggering rain event.
- C.04 The depth of the basins during severe storms will be typically 300mm to 600mm although greater depths may be necessary in extreme events. Basins must not pose a safety hazard or affect overall usability of the playing field under normal weather conditions.

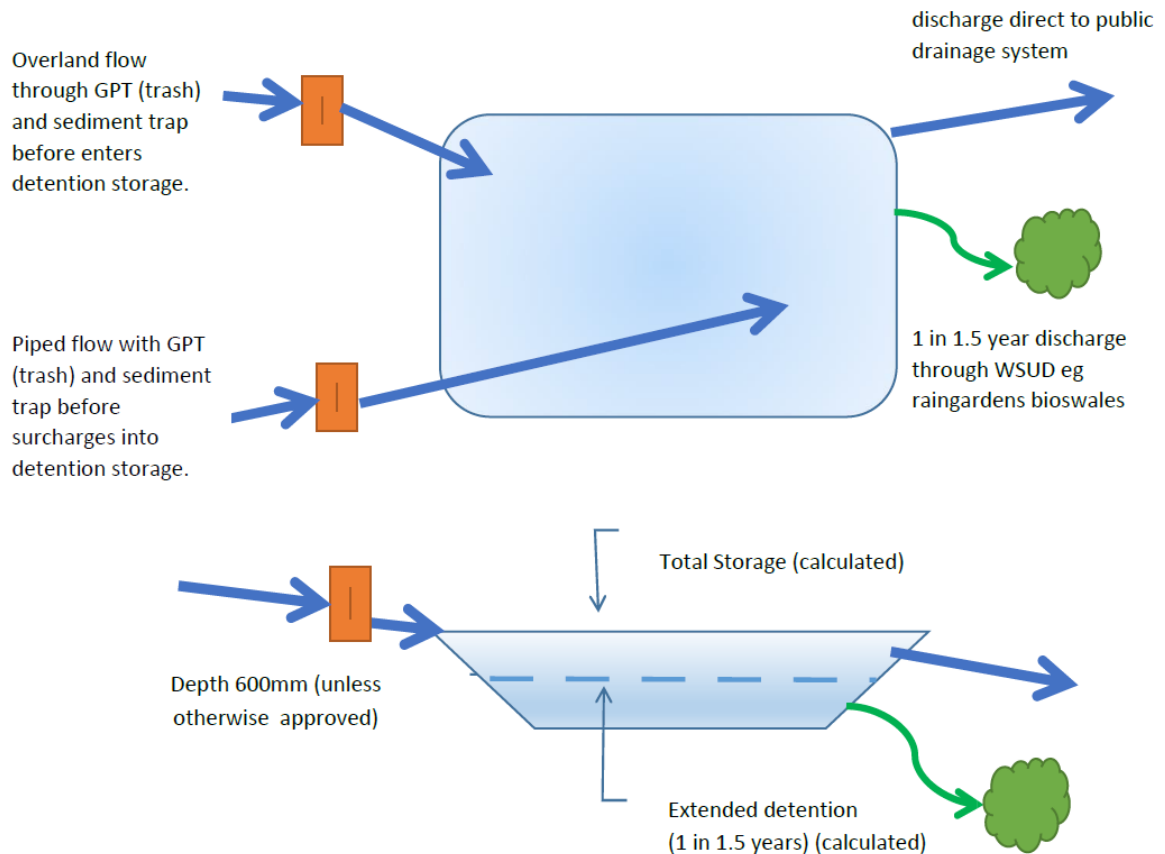


Figure 8.2.6.8.5.1 – Melrose Park - Typical above-ground overland flow detention 1% AEP (1 in 100 year)

8.2.6.8.6 WSUD - ENVIRONMENTAL MANAGEMENT OF PRIVATE AND PUBLIC LOW FLOWS WITH WATER SENSITIVE URBAN DESIGN

Principles

- P.01 In the Melrose Park North Precinct all developments must implement Water Sensitive Urban Design (WSUD).
- P.02 WSUD is used to ensure runoff water quality is within acceptable limits using landscape integration and if necessary, treatment technology.
- P.03 Water sensitive urban design is used to enhance the landscape, support tree canopies with rainwater and deep soil to increase evapotranspiration, urban heat reduction and to reduce uncontrolled runoff.
- P.04 A water sensitive stormwater system must be designed to minimise the impact of urban development on the catchment, by improving the quality and quantity of stormwater runoff as well as providing ancillary benefits.
- P.05 A WSUD system may contribute to aspects such as biodiversity, reduction of potable water use, carbon sequestration, habitat provision, amenity, community engagement in water resource management and reduction of urban heat island effect.

- P.06 Protect and enhance natural water systems (creeks, rivers, wetlands, estuaries, lagoons, groundwater systems etc.).

Objectives

- O.01 Use Water Sensitive Urban Design to manage water, particularly for rainfall events up to 1 in 1.5 years probability.
- O.02 Implement successful Water Sensitive Urban Design and Stormwater Quality improvements for the public domain.
- O.03 Implement successful Water Sensitive Urban Design and Stormwater Quality improvements for private developments.

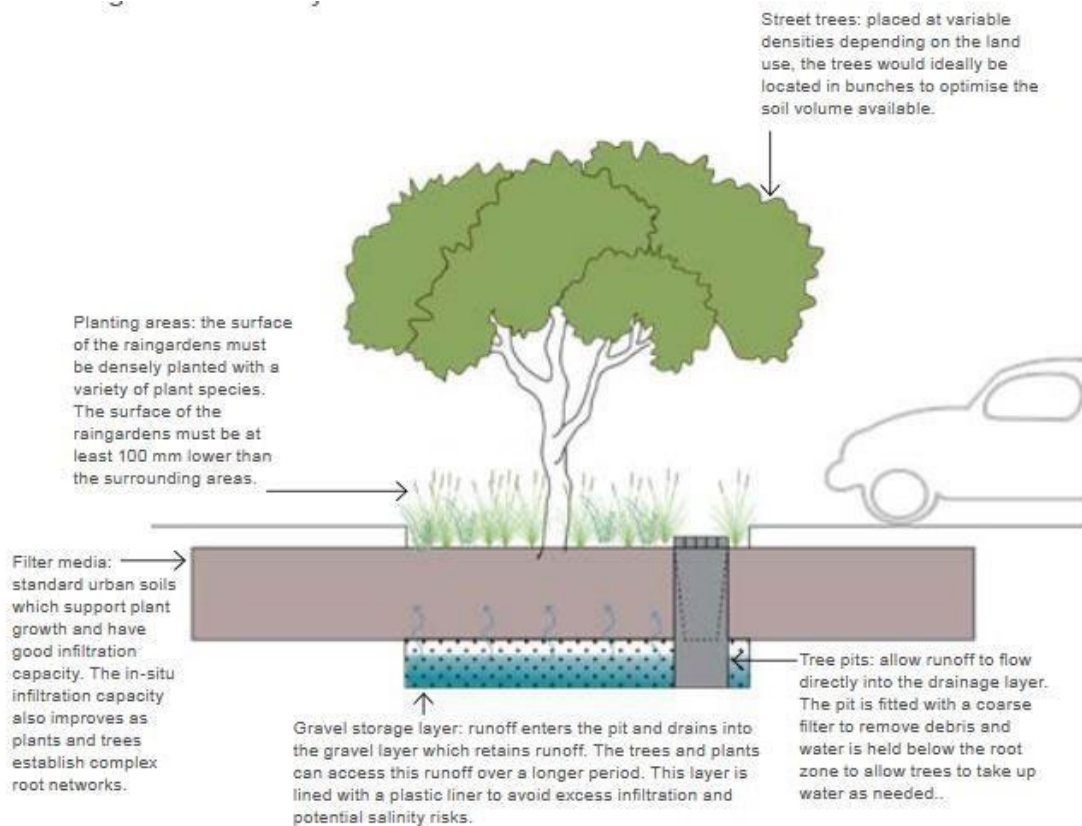


Figure 8.2.6.8.6.1 – Street Trees using WSUD – design and benefits (Source: Urban Typologies and Stormwater Management – achieving a cool green liveable Western Parkland City, Sydney Water, Bligh Tanner and Architectus 2020)



Figure 8.2.6.8.6.2 – Stormwater Swales (Source: Sydney Water – 'Water Sensitive Urban Design' SW277 03/18)

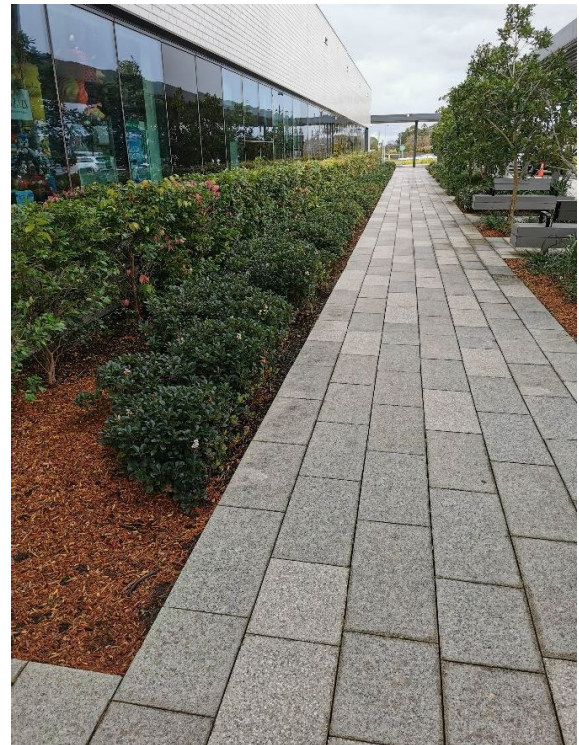


Figure 8.2.6.8.6.3 – WSUD at Northern Beaches Hospital

Controls

- C.01 WSUD principles are to be integrated into the development through the design of the stormwater systems and landscaping scheme and in the orientation of the development rather than relying on 'end of pipe' treatment devices prior to discharge.
- C.02 Some options for WSUD measures at Melrose Park include:
- a) Vegetated and grassy swales.
 - b) Vegetated filter and buffer strips.
 - c) Wetlands.
 - d) Sand and gravel filters (depending on indigenous soil suitability).
 - e) Bio-retention systems.
 - f) Permeable/porous pavements.
 - g) Infiltration basins.
 - h) Rainwater tanks.
 - i) Gross pollutant traps and filters.
 - j) Passive watering systems for landscaped areas.
 - k) Additional deep soil areas.
 - l) Naturalised watercourses.
 - m) Rain gardens.
 - n) 'End of pipe' proprietary treatment devices (these must be used in conjunction with other landscape integrated measures to provide ancillary social, environmental, and economic benefits).
 - o) This is not an exclusive list and Council does not specify particular measures for particular types of development. These measures are typically employed in a 'treatment train' to maximise the range of pollutants removed.
- C.03 Development is to be sited and designed to minimise disturbance of natural watercourses and overland flow paths.
- C.04 Impervious surfaces are to be minimised and soft landscaping with deep soil and tree planting extensively used to promote infiltration, evapotranspiration and reduced stormwater run-off.
- C.05 WSUD elements should be located and configured to maximise the impervious area that is treated.
- C.06 WSUD must be adopted for the following development types:
- a) Residential on lots greater than 1500m² or with 5 or more dwellings.
 - b) Commercial and Industrial – development, redevelopment and alterations/additions which increase gross floor area by more than 150m² or alter and/or add more than 150m² of impervious area. (Approach to WSUD will vary depending on lot size.)
 - c) Subdivisions of Industrial/commercial properties.

- d) Subdivision of residential properties where the existing lot is greater than 1500m² or 5 or more lots are being created.
 - e) Other development >\$50k in value which exceeds either of the following criteria:
 - Development which alters and/or adds more than 150m² of impervious area.
 - Development which results in an increase in gross floor area of more than 150m².
- C.07 WSUD systems shall generally be designed to treat storm events up to the 1 in 1.5 year average recurrence interval. Low flows of this frequency must be separated from higher flows that will be diverted into OSD and other stormwater quantitative management systems.
- C.08 WSUD must achieve the following pollution reduction targets:

Table 8.2.6.7.5.1 – WSUD Pollution Reduction Targets

Pollutant NOTE: Reductions in loads are relative to the pollution generation from the same development without treatment.	Performance Target (% reduction in the post development mean annual load of pollutant)
Gross Pollutants (greater than 5mm)	90%
Total Suspended Solids (TSS)	85%
Total Phosphorus (TP)	60%
Total Nitrogen (TN)	45%
Hydrocarbons, motor oils, oil and grease	90%

- C.09 The post development mean annual runoff volume from the entire site must be reduced by at least 10% from that pre-development. This may be achieved with rainwater tanks, infiltration into deep soil, minimising impervious areas, using permeable paving and other methods.
- C.10 Rainwater is a valuable water resource to be harvested and used if possible.
- C.11 The receiving waterway must be protected and enhanced.
- C.12 Where water sensitive urban design measures are required, Development Application or other proposal lodgement must be supported by the following documentation to Council's satisfaction:
- a) A WSUD report, describing the treatment train including all measures used, justification for this selection and a summary of design ancillary benefits.
 - b) MUSIC software modelling (or equivalent) to demonstrate that the proposed WSUD design achieves the required pollution reduction targets. Both a written summary of the assumptions, configuration and results of the model, and a digital copy of the model file must be submitted.
 - c) The above documentation must be prepared by a qualified hydraulic/environmental engineer in consultation with the project landscape and architectural professionals.
 - d) Council requires simple WSUD landscape designs that achieve water management objectives without unusual or complicated maintenance demands.

- e) The Development Application must be accompanied with a management and maintenance Plan for the WSUD biological and landscape facilities for both establishment phase (3-5 years) and the long-term phase.
 - f) The Development Application must be accompanied with a Management and Maintenance Plan for the WSUD proprietary treatment devices (such as GPT's, filters etc).
 - g) The Applicant must also provide evidence to Council that they have signed a minimum 3-year contract with a suitable maintenance contractor to carry out ongoing maintenance of the water treatment facilities and technology installed on site.
- C.13 The discharge of polluted waters from any 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 1997* and its Regulations, or a pollution control approval issued by the NSW Environment Protection Authority for Scheduled Premises.



Figure 8.2.6.8.6.4 – WSUD at Northern Beaches Hospital

8.2.6.8.7 RAINWATER HARVESTING AND USE

Principles

- P.01 Rainwater harvesting and use is encouraged in any water management system for individual lots and for the public domain.
- P.02 Rainwater captured by WSUD direction of flows into deep soil will assist plant and tree growth, reduce ambient temperatures, trap pollutants and moderate runoff flows.
- P.03 Captured rainwater is readily suited for landscape irrigation and, with treatment, for other internal uses such as toilet flushing.
- P.04 Rainwater may be captured in a separate rainwater tank or a combined rainwater and on-site detention tank. Refer Edition 4 of the Upper Parramatta River Catchment Trust On-Site Detention Handbook.
- P.05 Refer to Section 8.2.6.5 – Sustainability of this DCP; Section 8.2.6.5.1 – Energy and Water Efficiency; and Section 8.2.6.5.2 – Recycled Water.



Figure 8.2.6.8.7.1 – Council GIS Parramatta River: PMF, 1% AEP and 5% AEP river flood extents as adopted by Council

Principles

- P.01 Melrose Park South precinct has a large interface with Parramatta River which must be managed to control environmental impacts.
- P.02 The river's flooding for events up to the PMF does partially affect the precinct.

Controls

- C.01 All water management planning, implementation, and associated infrastructure, such as floodways, stormwater pipes and headwalls, must result in minimum disturbance and must not adversely affect the riparian and aquatic environment and riparian and aquatic ecology.
- C.02 Flooding of the site by the Parramatta River for all flood events up to the PMF must be considered to Council's satisfaction in planning the precinct.
- C.03 Elevated river levels must be considered (tailwater levels) to Council's satisfaction in design of hydraulic systems including floodways, stormwater pipes and detention systems.

Resources and Further Information

Australian Disaster Resilience Handbook 7, Managing the Floodplain: A Guide to Best Practice in Flood Risk Management in Australia (AIDR 2017), Australian Government

Australian Runoff Quality, Engineers Australia 2005

Ball J, Babister M, Nathan R, Weeks W, Weinmann E, Retallick M, Testoni I, (Editors) Australian Rainfall and Runoff: A Guide to Flood Estimation, © Commonwealth of Australia (Geoscience Australia), 2019.

Book 9: Runoff in Urban Areas: Coombes, P., and Roso, S. (Editors), 2019 Runoff in Urban Areas, Book 9 in Australian Rainfall and Runoff - A Guide to Flood Estimation, Commonwealth of Australia, © Commonwealth of Australia (Geoscience Australia), 2019

CRC for Water Sensitive Cities, <https://www.watersensitivecities.org.au>

Facility for Advancing Water Biofiltration 2008, Guideline Specifications for Soil Media in Bioretention Systems

Flood Risk Management Manual NSW 2023, <https://www.environment.nsw.gov.au/research-and-publications/publications-search/flood-risk-management-manual>

Flood Emergency Planning for Disaster Resilience, Australian Institute for Disaster Resilience, First Edition 2020

Melrose Park Flooding and Drainage Investigation, VRS and PP Development Sites, Lyall and Associates, 5 November 2020, Figure 6: *Indicative Extent and Depth of Inundation - Post-VRS and PP Development and Complete Blockage Conditions – 1% AEP* (9 sheets)

MUSIC Modelling Guidelines for New South Wales, eWater Cooperative Research Centre 2009

South East Queensland Healthy Waterways Partnership 2010, Water by Design Guidelines and Resources, <http://www.waterbydesign.com.au>

Urban Typologies and Stormwater Management, achieving a cool green liveable Western Parkland City, Sydney Water, Bligh Tanner and Architectus 2020

Water Sensitive Planning Guide, <http://www.wsud.org>

Water Sensitive Urban Design Engineering Procedure: Stormwater, Melbourne Water.

Water Sensitive Urban Design Technical Guidelines for Western Sydney (UPRCT, 2004), <http://www.wsud.org/tech>

8.2.6.9 APPENDIX C – MELROSE PARK NORTH FLOODING MAPS

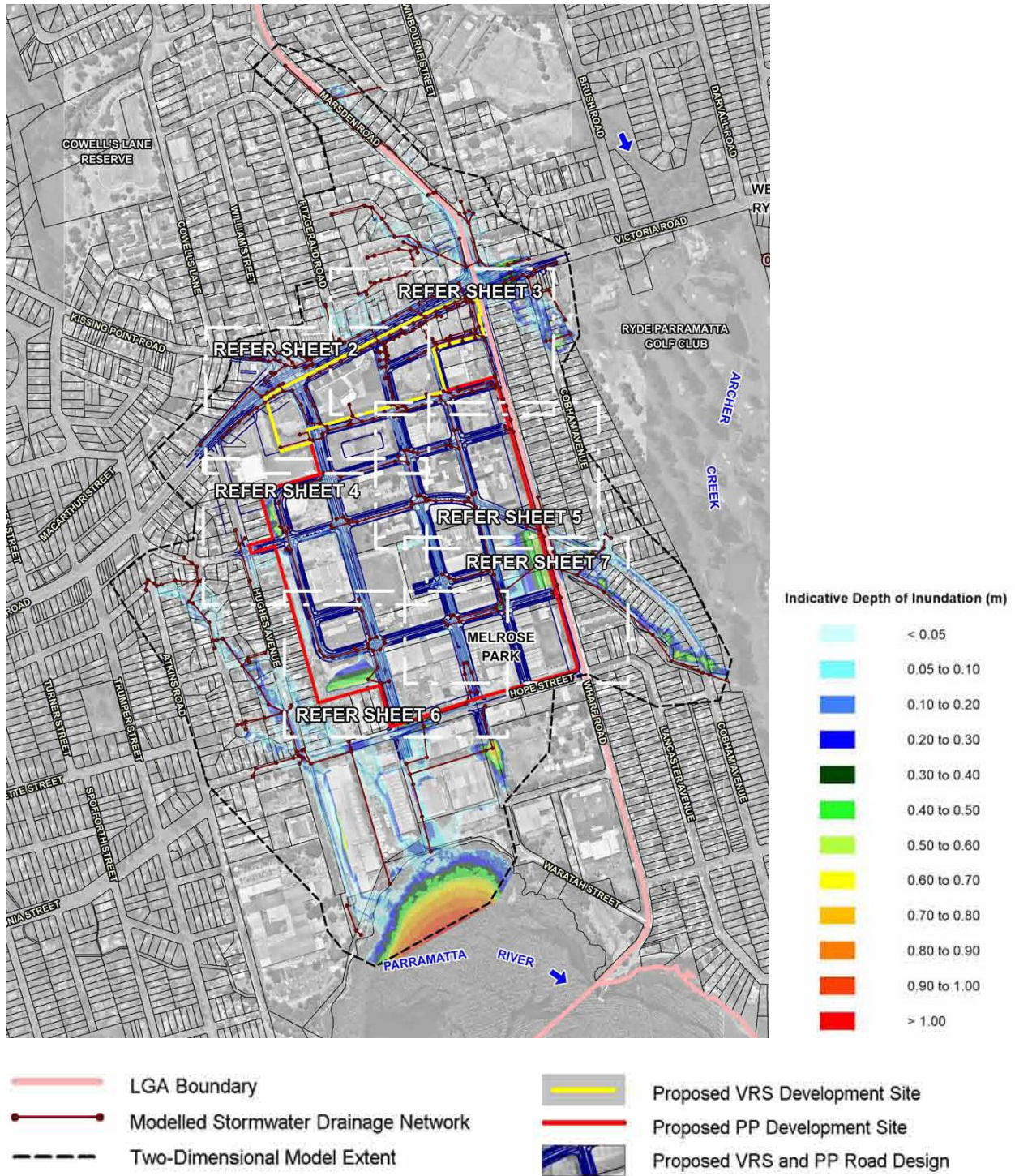


Figure 8.2.6.9.1 – Melrose Park Stormwater Sheet 1 (Source: Lyall & Associates)

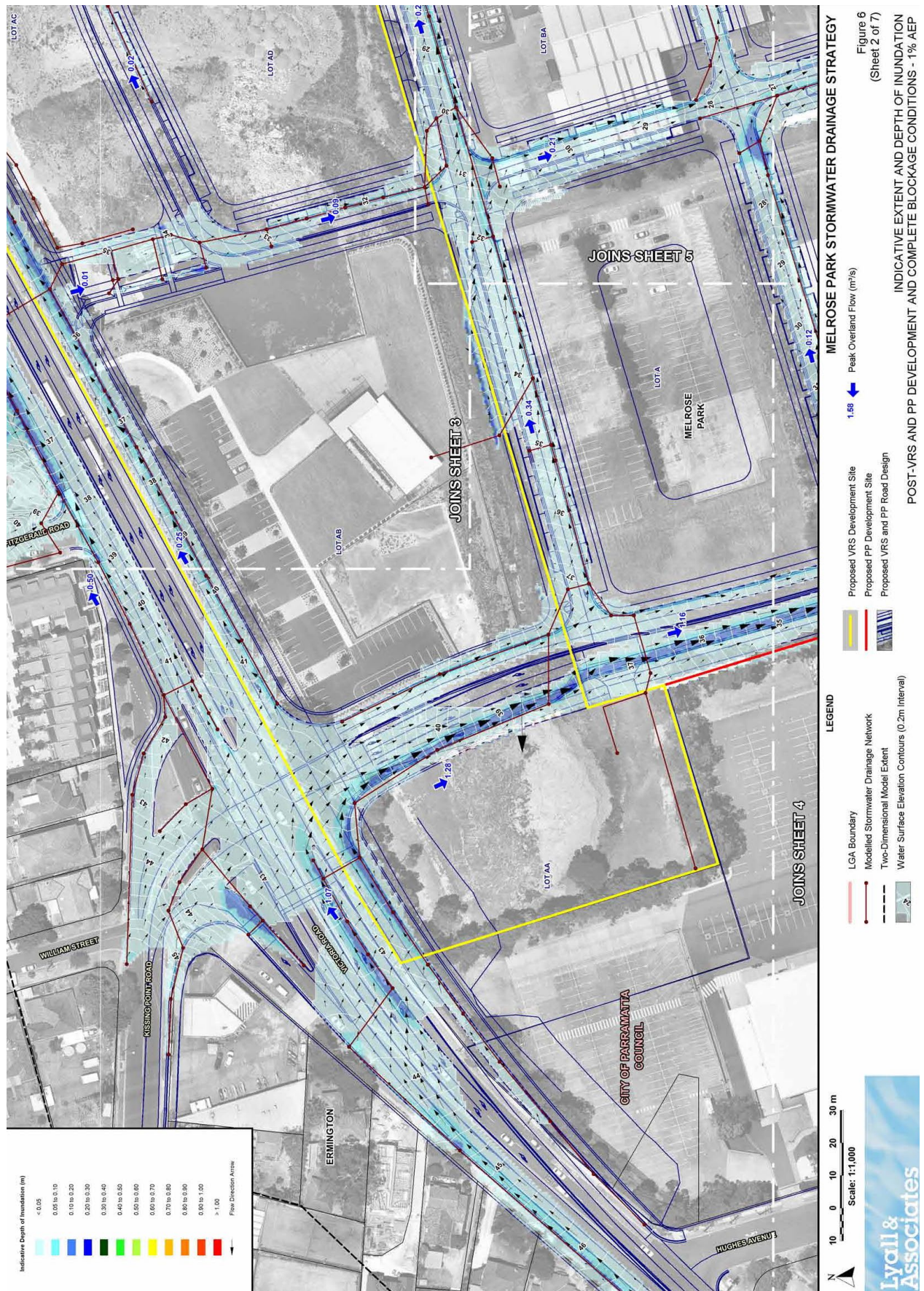


Figure 8.2.6.9.2 – Melrose Park Stormwater Sheet 2 (Source: Lyall & Associates)

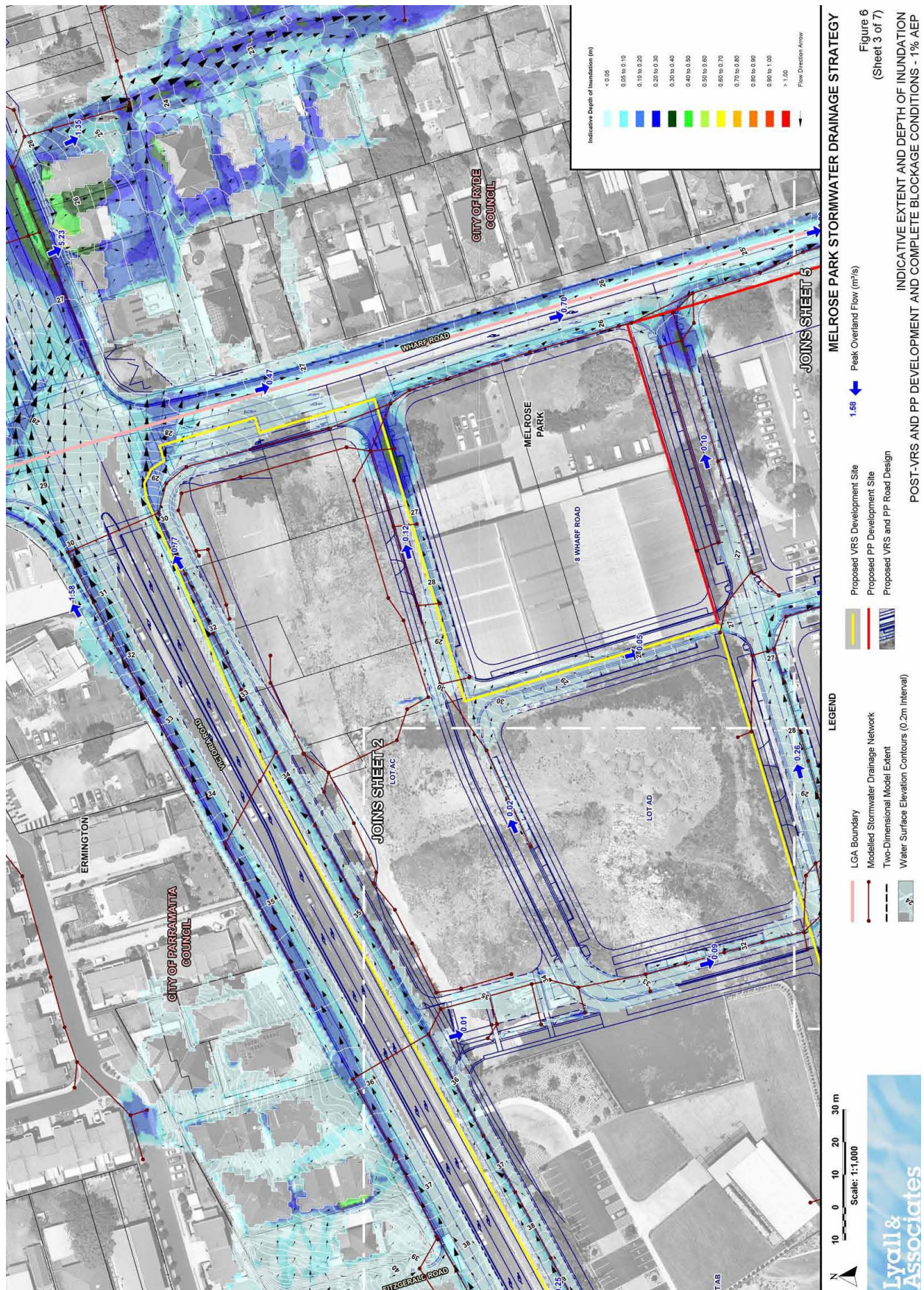


Figure 8.2.6.9.3 – Melrose Park Stormwater Sheet 3 (Source: Lyall & Associates)

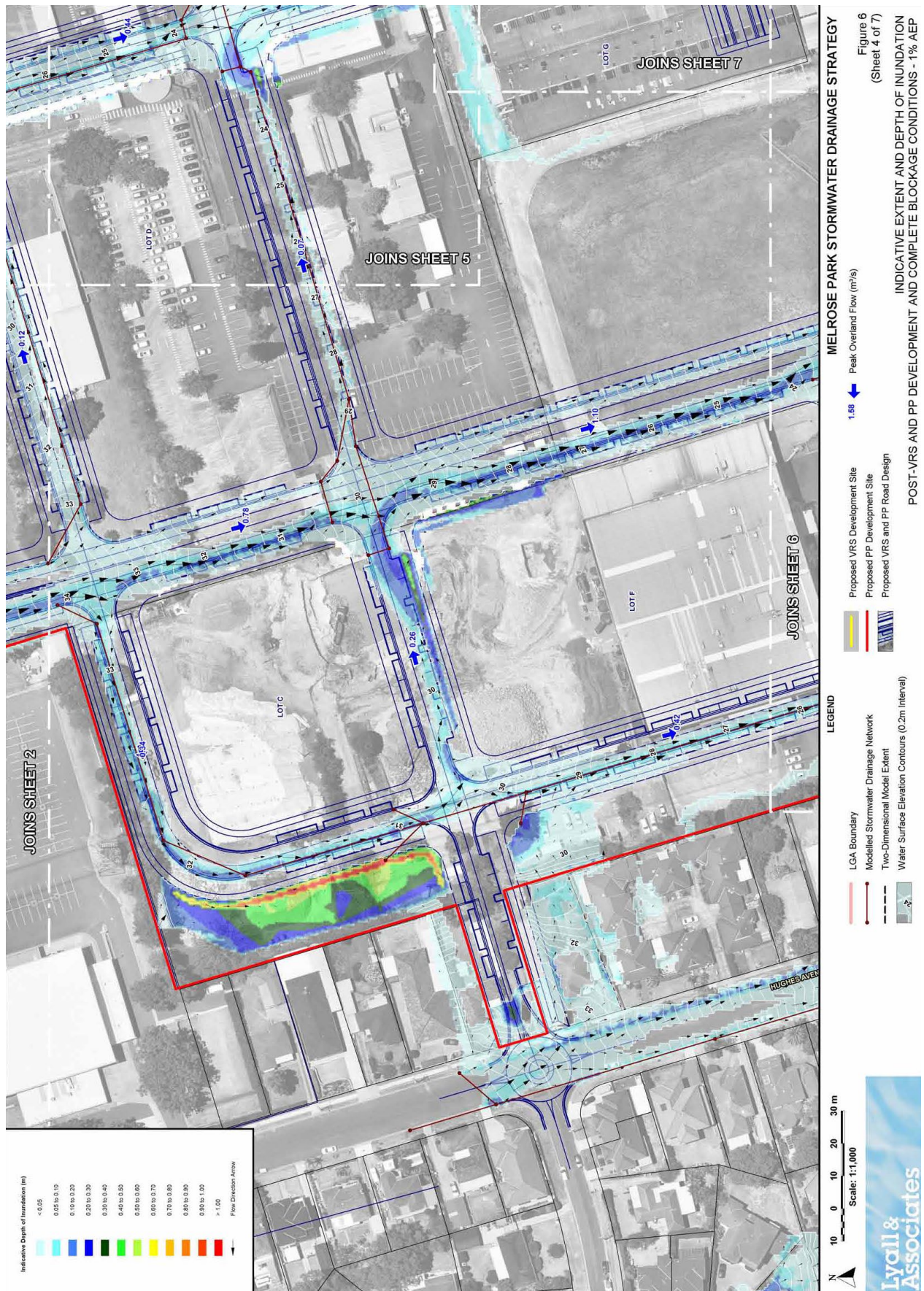


Figure 8.2.6.9.4 – Melrose Park Stormwater Sheet 4 (Source: Lyall & Associates)

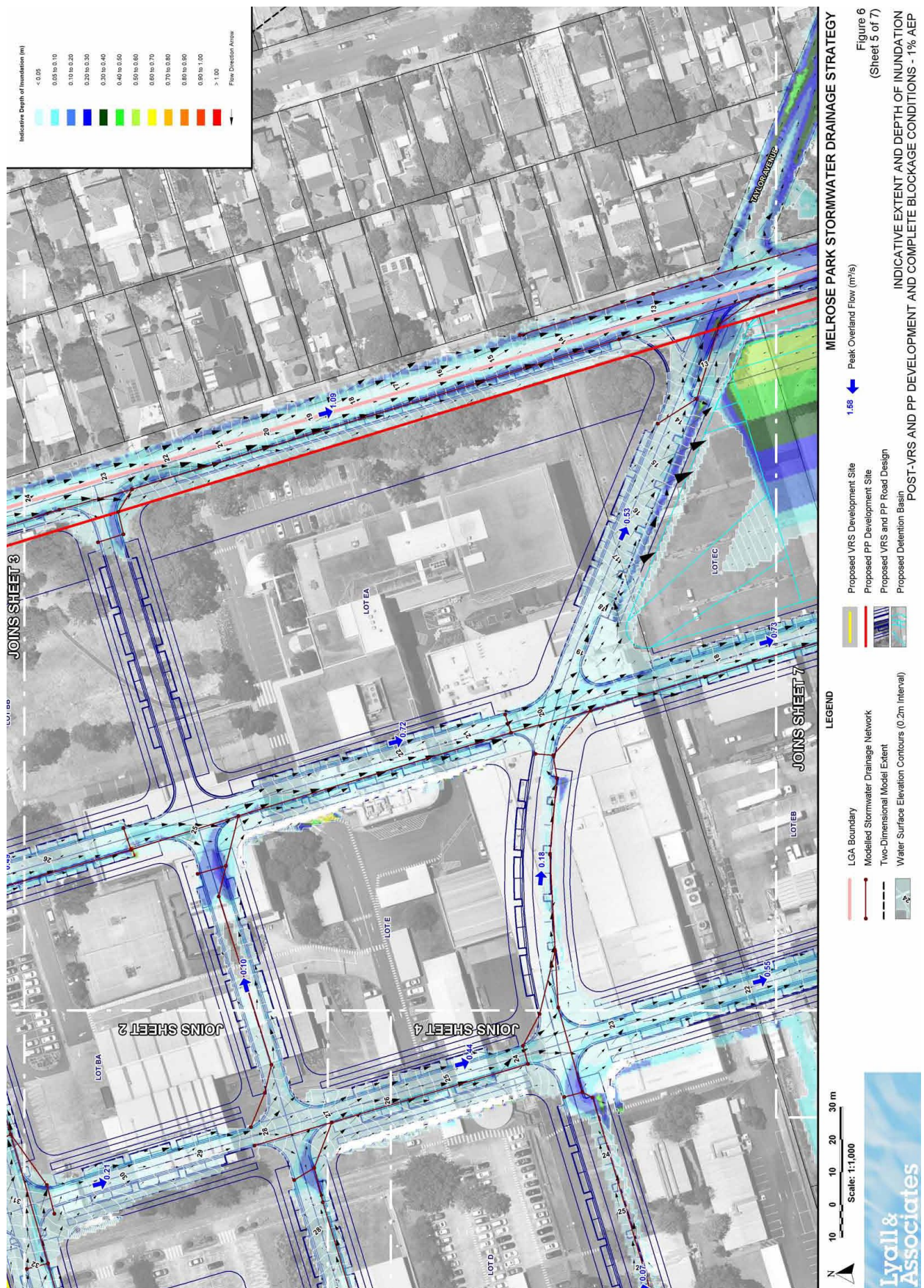


Figure 8.2.6.9.5 – Melrose Park Stormwater Sheet 5 (Source: Lyall & Associates)

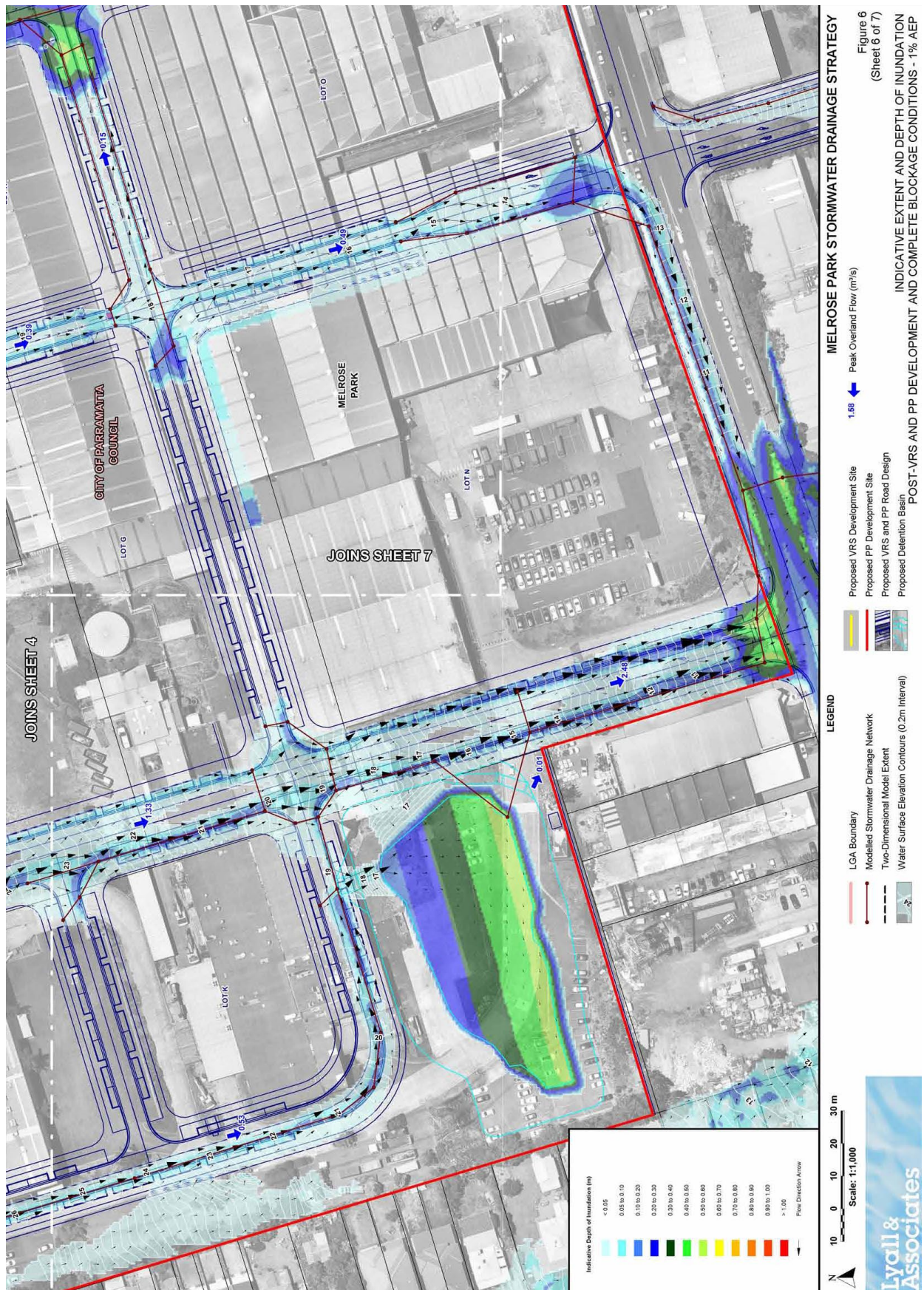


Figure 8.2.6.9.6 – Melrose Park Stormwater Sheet 6 (Source: Lyall & Associates)

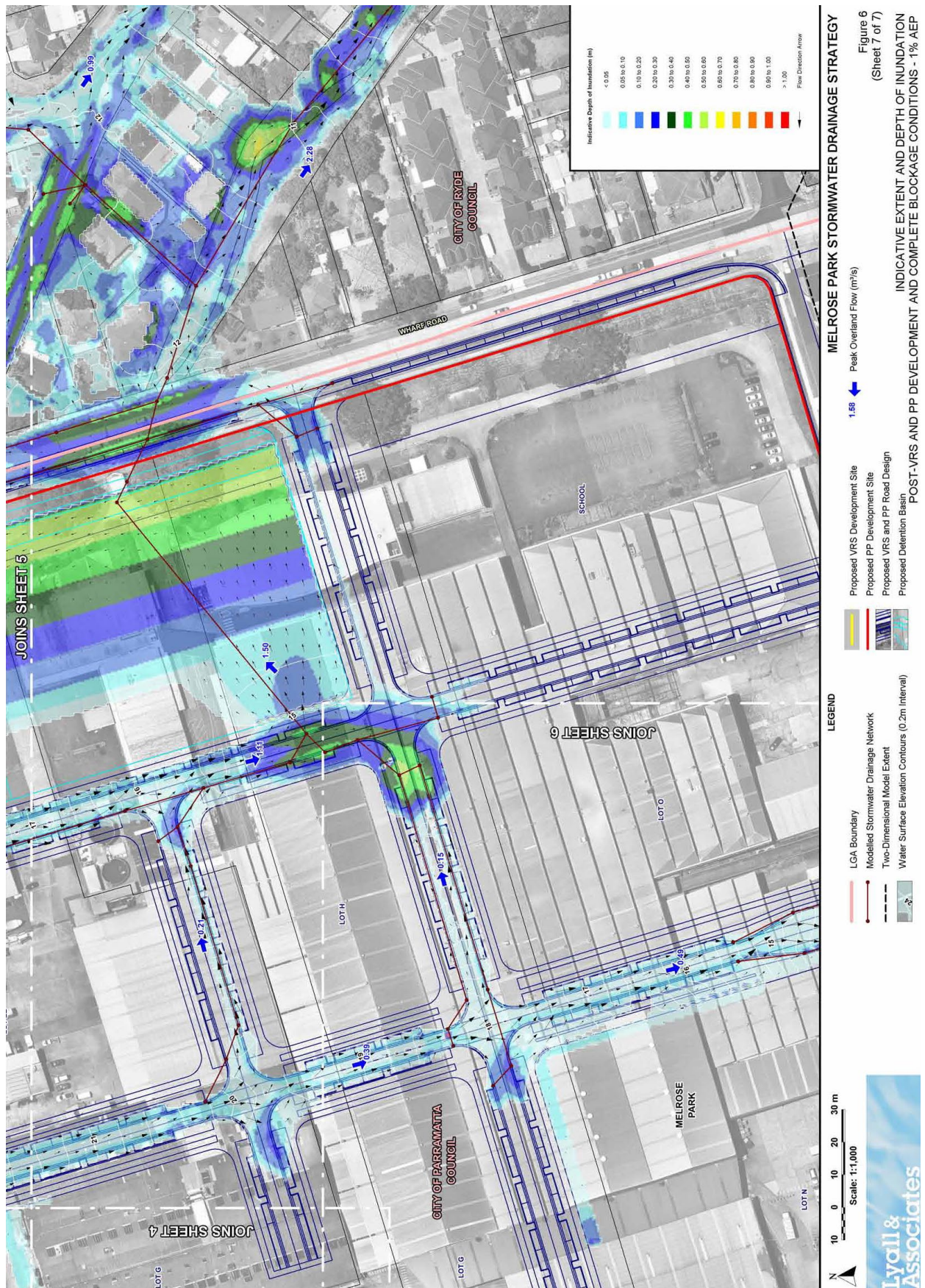


Figure 8.2.6.9.7 – Melrose Park Stormwater Sheet 7 (Source: Lyall & Associates)

8.2.7 TELOPEA LOCAL CENTRE

The provisions of this Section of this DCP apply to development within the Telopea precinct as shown in Figure 8.2.7.1 and any relevant controls in Parts 2, 3 and 5 of the Parramatta DCP 2023. Where there is any inconsistency the Telopea Precinct provisions of this part will prevail.



Figure 8.2.7.1 – Land application map

8.2.7.1 DESIRED FUTURE CHARACTER

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.01 Create a vibrant, cohesive and safe mixed-use precinct which delivers shared civic spaces, community facilities and services and retail facilities.
- O.02 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.03 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.04 Ensure development promotes the reduction of water and energy consumption, reducing the impact of urban heat and improving pedestrian comfort.

- O.05 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 landowners 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.

8.2.7.2 TRAFFIC AND TRANSPORT

8.2.7.2.1 ROAD CONNECTIONS

Objectives

- O.01 Provide new or relocated road connections and intersections to service the new retail precinct and residential developments.
- O.02 Road connections are to be provided to increase accessibility and appropriately navigate the topography of the precinct for motorists, pedestrians and cyclists.
- O.03 To ensure new streets are designed to maximise equitable access, where possible, and as topography permits.
- O.04 Where possible, that new road connections connect with the existing street pattern in order to provide direct connections.

Controls

- C.01 Any new road or any relocation of an existing road or active transport connections are to be provided in accordance with Figure 8.2.7.2.1.1 and the specifications in Table 8.2.7.2.1.1.
- C.02 Any additional new road connections not listed in Table 8.2.7.2.1.1 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 8.2.7.2.1.1 – 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 metres	On both sides	3 metres each side	3 metres - 5 metres
Extension of Elyse Street	10 metres	On the northern side of the street.	4 metres - metres each side	-
Benaud Place	9 metres	One the western side of the street.	3 metres each side	-

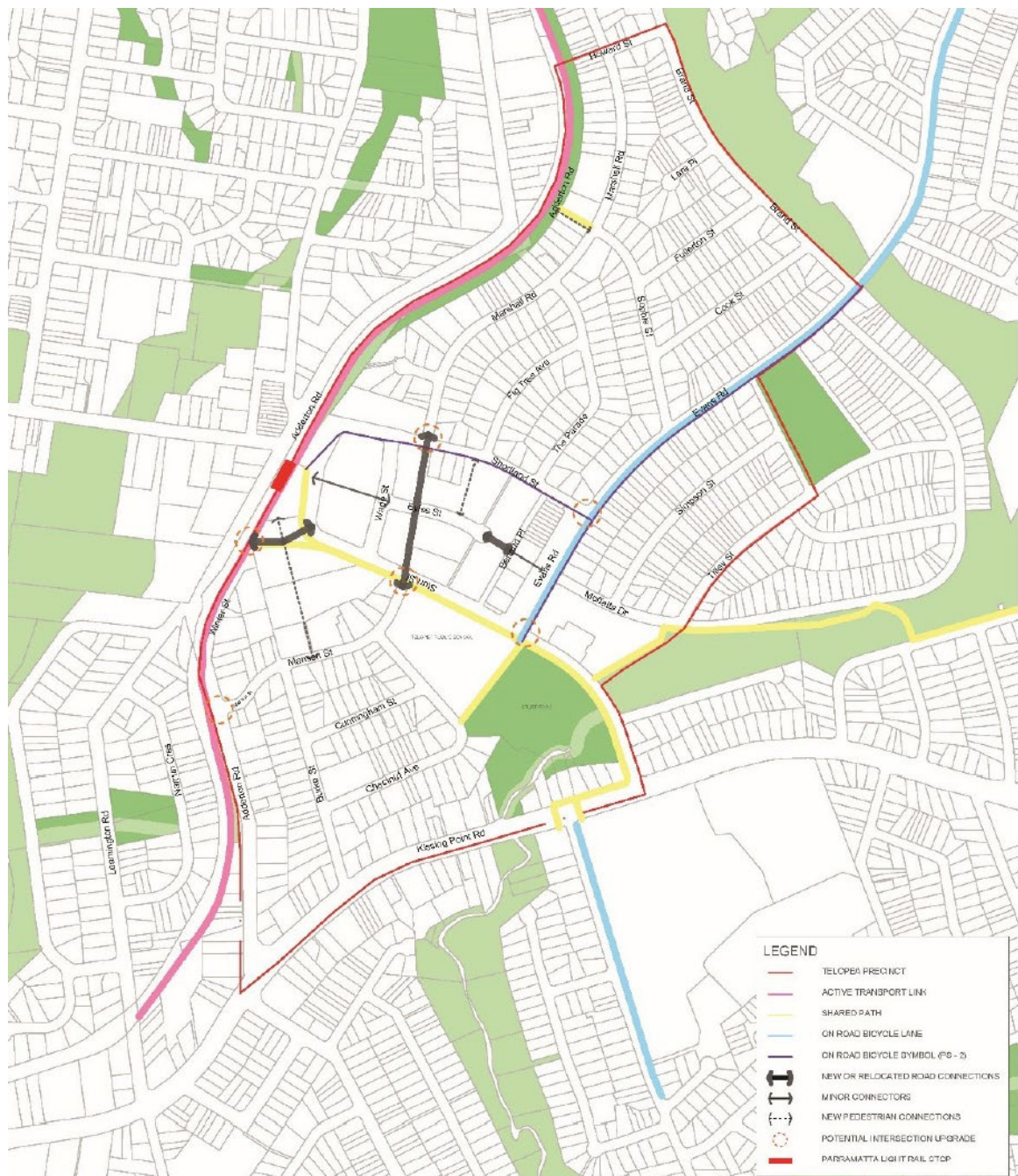


Figure 8.2.7.2.1.1 – Road and Transport Connections

8.2.7.2.2 VEHICLE ACCESS

Controls

C.01 Driveways should be:

- Provided from lanes and secondary streets rather than the primary street, wherever practical.
- 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.02 Access to basement parking or service areas should be located in combined and consolidated entries to minimise impacts on pedestrians.
- C.03 Vehicular crossing widths are to comply with AS2890.1.
- C.04 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.

8.2.7.2.3 OFF-STREET PARKING AND BICYCLE STORAGE

Objectives

- O.01 Development shall provide adequate off-street car parking which responds to Telopea as a suburban centre and access to the Parramatta Light Rail.
- O.02 Development shall encourage sustainable and active transport usage by residents and visitors.

Controls

- C.01 Development must provide a minimum number of the car parking spaces specified in Table 8.2.7.2.3.1 below.
- C.02 Car parking will generally be incorporated into basement (for apartments, shopping centres and community facilities) and utilised by occupants or visitors.

Table 8.2.7.2.3.1 – 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 30m ² of Gross Floor Area	
Commercial (including medical and professional consulting)	1 space per 50m ² 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 6 of the Parramatta DCP 2023. 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 6 of the Parramatta DCP 2023.	

8.2.7.2.4 ACTIVE TRANSPORT CONNECTIONS

Objectives

- O.01 Encourage walking and cycling and public transport use in order to reduce the number of motor vehicles travelling to and from the precinct.
- O.02 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.01 Any new or improved pedestrian or cycle connections are to be provided in accordance with Figure 8.2.7.2.1.1.
- C.02 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.03 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.

8.2.7.2.5 2.5 ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

The following technical terms are used as part of controls in this Section of this 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.01 Recognise the positive benefits of increased electric vehicle adoption on urban amenity including air quality and urban heat.
- O.02 Ensure new development in Telopea provides the necessary infrastructure to support the charging of electric vehicles.
- O.03 Minimise the impact of electric vehicle charging on peak electrical demand requirements.

Controls

- C.02 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.03 All car share spaces and spaces allocated to visitors must have a Shared EV connection.
- C.04 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.05 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.

8.2.7.3 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 LEP 2023*. 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.

8.2.7.3.1 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 8.2.7.1.

Objectives

- O.01 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.02 Ensure taller buildings are slender in form and are adequately separated to ensure solar access, view to the sky and minimise wind impacts.
- O.03 Encourage an urban form which works with the topography, addresses the streets, maximises solar access and creation of views.
- O.04 Ensure development facilitates a healthy environment for landscaping and street trees.

Controls

- C.01 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.
- C.02 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.
- C.03 Maximise amenity to below street level apartments, including privacy, solar access and natural light.
- C.04 Ensure that the design and material selection of buildings and the public domain contribute to a high-quality, durable and sustainable urban environment.
- C.05 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.

Lodgement of a Concept Application

- C.06 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 this 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.07 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 the [Parramatta 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.08 The Masterplan or Concept Application shall calculate residential gross floor area (GFA) at a minimum of 75% of the building envelope.
- C.09 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.10 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.11 A minimum of 900m² of public open space, provided as one contiguous area, and associated with the new community and library facility.

Existing Waratah Shops

- C.12 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.7 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.13 The maximum length of a building, (excluding perimeter block buildings) is 50 metres.
- C.14 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.15 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.16 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.17 Upper levels of any buildings are not to extend over the lower levels.
- C.18 The maximum floorplates for residential buildings is 1,000m². The floorplate must be measured to the outside face of the building including balconies, vertical and horizontal circulation, internal voids and external walls.
- C.19 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.20 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.21 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.22 Basement car parking is to be predominately located under the building footprint and cannot extend into the street or deep soil setbacks. Externally visible basement car parking cannot protrude above ground by more than 1 metre.

Street Frontages and Access

C.23 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.24 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.25 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.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) be fully masonry or a combination of masonry and timber; and
- e) enable casual seating where possible.

8.2.7.3.2 DEVELOPMENT WITHIN PRECINCTS

This Section sets out the objectives, design principles and controls for development within the Precinct Areas which is identified in Figure 8.2.7.1.

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.01 Allow for the renewal of housing stock.
- O.02 Encourage the amalgamation of lots where possible to achieve a better built form.
- O.03 Provide opportunities for publicly accessible pedestrian through site links between large street blocks, including new pedestrian and cycle links to the Greenway Corridor.
- O.04 Develop residential buildings that maximise frontage to the street.
- O.05 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.06 Minimise the need for partially undergrounded apartments and encourage a level transition between apartments and the street or rear setback zone.
- O.07 Take up site level changes within the building design to avoid excessive cut and fill or high retaining walls.
- O.08 Preserve natural features of the precinct such as knolls or ridgelines through sensitive site grading.
- O.09 Buildings are to form a continuous pattern of consistent street setbacks and building separation to create a comfortable neighbourhood environment.
- O.10 Development is designed to enhance and maintain the topography, streetscape and natural environment as key features of Telopea.
- O.11 Development is to provide breaks between the buildings to provide opportunities for views to the Dundas Valley.
- O.12 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.
- O.13 Front and rear setbacks and basement design is to respond to topography, allow for landscaping, privacy and amenity and minimise the undergrounding of apartments.
- O.14 To design buildings to retain existing trees, where possible, and provide deep soil to plant new trees.

Sloping Sites

- O.15 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.
- O.16 Prevent site benching and large retaining walls at shared property boundaries to minimise overshadowing, overlooking and drainage issues.
- O.17 Locate vehicular crossings where they minimise the need for steep ramping from the street, so that the visual impact of driveways is minimised.

- O.18 For sites that are located on the low side of the street (generally sloping from the street down to the rear boundary as per 8.2.7.3.2.3):
- 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.
- O.19 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 8.2.7.3.2.3)
- 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.
- O.20 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.01 New developments should be sited and designed in accordance with the Indicative Block and Building Layout Plan at Figure 8.2.7.3.2.1 or demonstrate it is consistent with the above objectives.



Figure 8.2.7.3.2.1 – Indicative Block Plan and Building Layout

- C.02 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.03 New development must provide between a 4 to 6 metre setback to the street as outlined in Figure 8.2.7.3.2.2. 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.04 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 8.2.7.3.2.2.

- C.05 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 8.2.7.3.2.2. The setback can be averaged to align with the building footprint where the rear alignment is not regular.

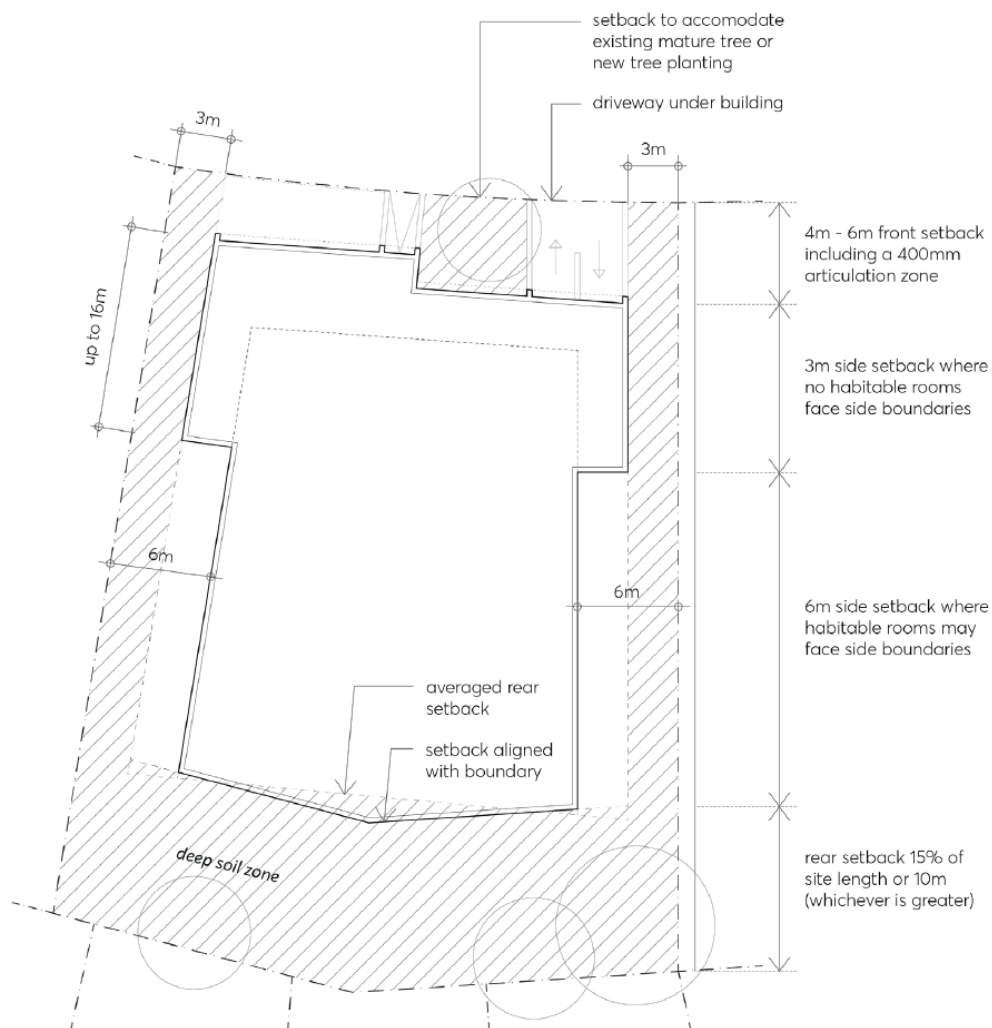


Figure 8.2.7.3.2.2 – Building Setback Plan

- C.06 Buildings along the western side of Marshall Road should be designed to provide passive surveillance to the Greenway.
- C.07 30% of balconies or architectural elements such as bay windows, may project up to 400mm into front building setbacks only.
- C.08 Provide a minimum of 30% of deep soil zone on the site area, with the following requirements:
- A minimum of half of the total deep soil area is located at the rear of the site.
 - A minimum of 7% of the total site area which is provided as deep soil area shall be designed to have a minimum dimension 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.09 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 Part 5 – Environmental Management 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 8.2.7.3.2.3 and 8.2.7.3.2.4. 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 8.2.7.3.2.4 and 8.2.7.3.2.5. 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 1.5 metres above ground where it helps prevent re-grading the site in other locations (see Figure 8.2.7.3.2.3 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.

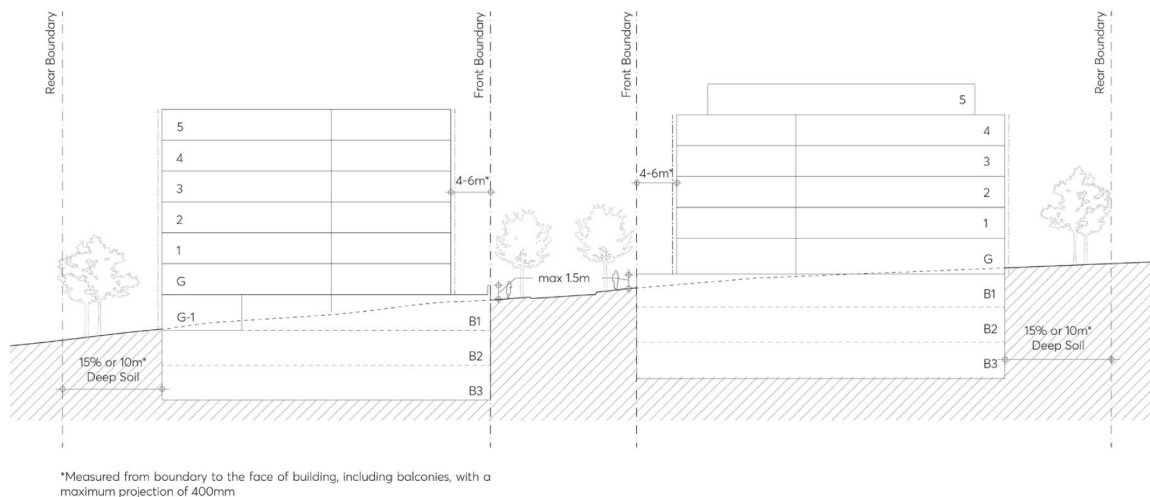


Figure 8.2.7.3.2.3 – Indicative Street Section

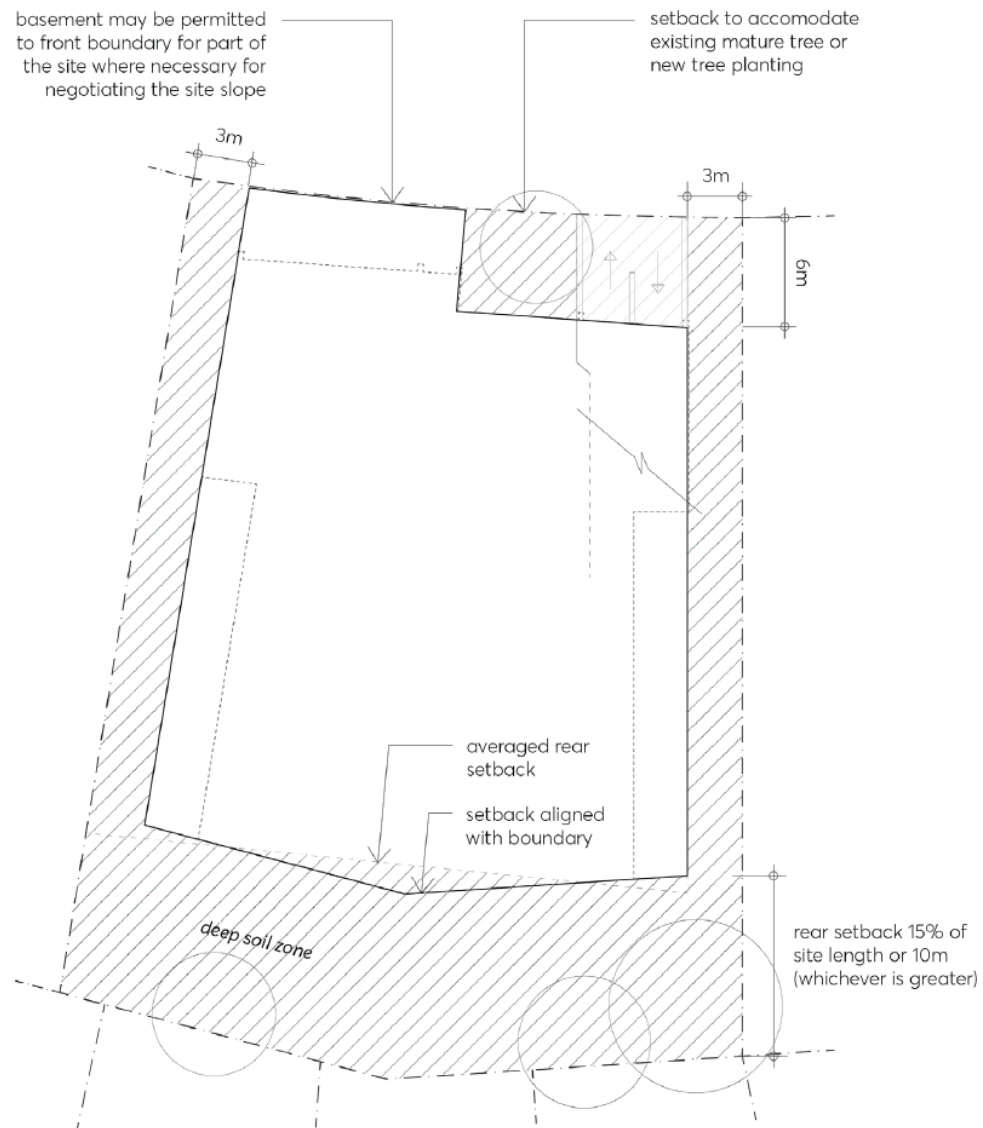


Figure 8.2.7.3.2.4 – Indicative Basement and Deep Soil Plan

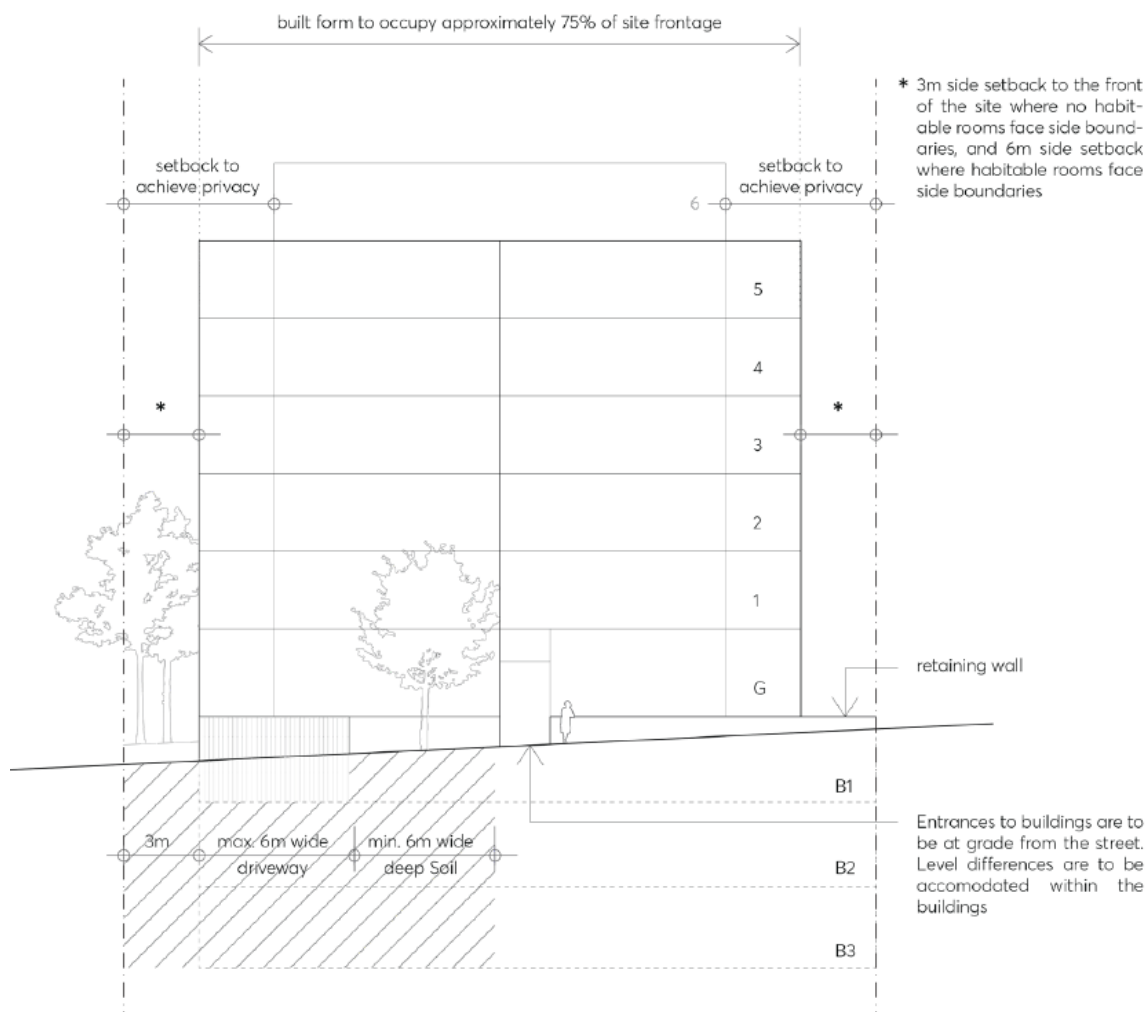


Figure 8.2.7.3.2.5 – Indicative Street Frontage

- C.17 Development of 3 and 4 storeys should be designed as a street wall building.
- C.18 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 8.2.7.3.2.1.
- C.19 Development of 7 and 8 storeys shall provide a 6 storey street wall and shall setback upper level storeys in accordance with Table 8.2.7.3.2.1.
- C.20 Development of 9 storeys shall provide a street wall and upper level setback in accordance with Table 8.2.7.3.2.1.

Table 8.2.7.3.2.1 – 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
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
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- C.21 Buildings are to occupy approximately 75% of the street frontage to maximise potential for apartments facing the street as outlined in Figure 8.2.7.3.2.5.
- C.22 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.23 Front fences are to be designed to:
- 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;
 - 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;
 - be located on the front boundary and be designed to form a consistent edge along the street;
 - not be comprised of sheet metal;
 - address the slope of the site by providing a masonry base with a minimum height of 300mm. This base should form a horizontal plinth with minimal stepping. Upper portions of the fence are to be made of open and lightweight material; and
 - be made of open and lightweight material where located above retaining walls.
- C.24 Retaining walls must:
- be located within the lot boundaries on all development lots or on the boundary if the land is within the same ownership;
 - be designed in consultation with Council if adjoining existing or future Council-owned land;
 - retain a horizontal line, with minimal stepping;
 - vary to suit the topography with a maximum height of approximately 1500mm.
 - be of fully masonry construction or a combination of masonry and timber
 - utilise terracing where necessary to subtly manipulate the existing landscape, avoiding large areas of cut and fill.

8.2.7.3.3 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.01 Provide quality public spaces domain, including publicly accessible and safe open space and plazas within new development.
- O.02 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.03 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.04 Provide for active living and connectivity through the provision of healthy, walkable, green built environments which integrate sustainable water and energy features.

Controls

- C.01 Clearly delineate public space separate from private space.
- C.02 Incorporate passive and active recreational facilities to complement and enhance those already provided in Sturt Park and other nearby Council public open spaces.
- C.03 Provide safe opportunities and points of interest for the community to gather/meet, walk, engage in physical activity and children's play.
- C.04 Improve pedestrian connections to and between existing public spaces.
- C.05 Maximise solar access to public areas during winter months and shade during summer months.
- C.06 Provide flexible public spaces that provide multifunctional offerings in different areas for different activities.
- C.07 Respond to local character and identity and support connection with Country in design of public space.
- C.08 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 [Parramatta 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.09 All public spaces and connections are to be safe and publicly accessible 24 hours, 7 days a week.
- C.10 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.11 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.12 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.13 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 into the public domain and to be clearly visible without an over reliance on signs.
- C.14 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.15 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.

Arrival and Retail Plaza

- C.16 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.17 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 600m²;
- d) achieve 3 hours of solar access to at least 300m² 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.

New pedestrian and cycleway connections

C.18 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.

8.2.7.4 NATURAL ENVIRONMENT AND HERITAGE

8.2.7.4.1 TREE PRESERVATION AND ENHANCEMENT

This Section shall be read in conjunction with Part 5 – Environmental Management of this DCP. To the extent of any inconsistency in relation to tree provisions contained in other parts of this DCP, the provisions in this Section shall prevail.

Objectives

- C.01 Maintain natural amenity, increase biodiversity and reduce urban heat through preservation and enhancement of tree canopy.
- C.02 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.

Controls

- C.03 Street layout and building location and design should demonstrate viable retention of existing trees of high significance, including clusters of significant trees.
- C.04 To ensure the existing canopy tree character is maintained by planning for and implementing replacement tree planting to naturally replace the existing trees.
- C.05 New street trees should be planted to maximise and enhance tree canopy cover and provide opportunities for wildlife corridors.

- C.06 Building setbacks and public domain should maximise deep soil zones to accommodate existing and newly planted large trees.
- C.07 As part of any Development Application where a tree, as defined by Part 5 – Environmental Management in the Parramatta DCP 2023, 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.08 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.09 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 80m² 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.10 Tree species shall be in accordance with Council requirements as per the Parramatta DCP 2023, Section 5.3.1 – Biodiversity.

8.2.7.4.2 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 8.2.7.4.2.1 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 Part 5 – Environmental Management of this DCP.

Objectives

- O.01 Protect and enhance natural areas to provide habitat to native flora and fauna, as well as for the enjoyment of the community.

Controls

- C.01 Future development will retain, protect and improve those areas nominated as Core Habitat in Figure 8.2.7.4.2.1.
- C.02 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.03 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.04 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.05 Areas proposed for disturbance where noxious weeds are present should be managed according to the weed class.

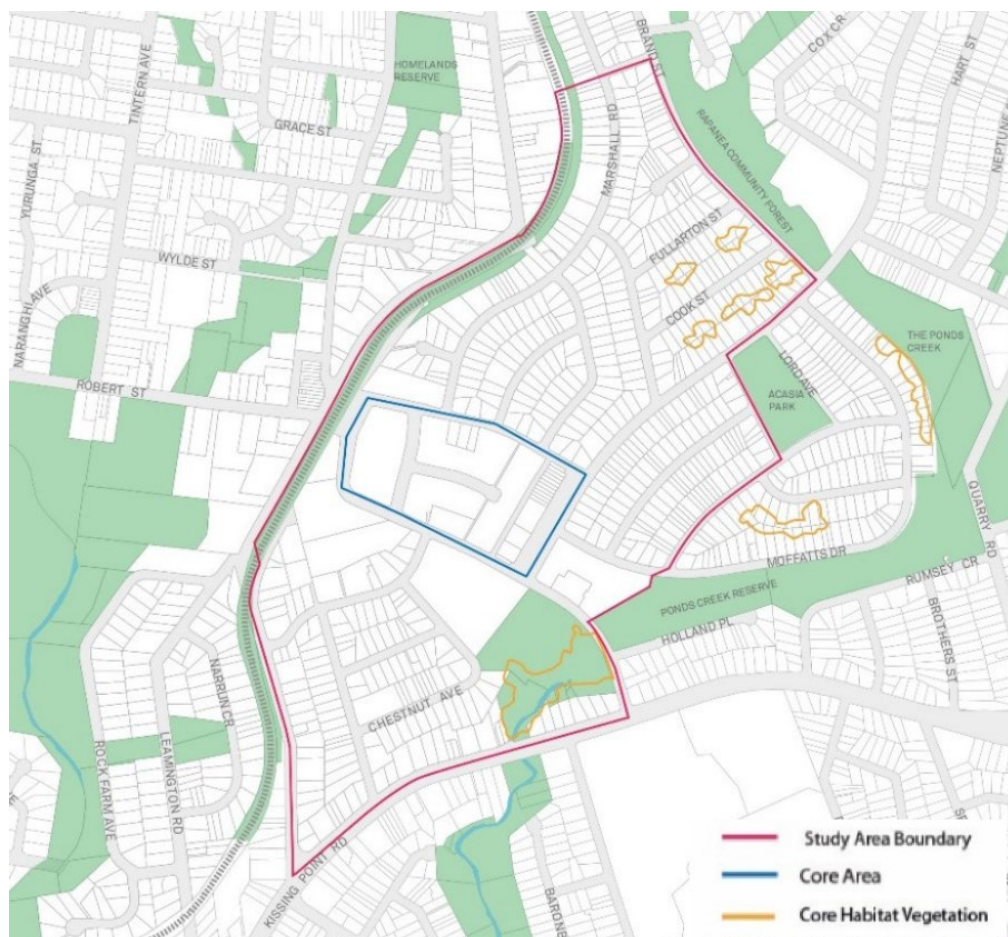


Figure 8.2.7.4.2.1 – Core Habitat

8.2.7.4.3 HERITAGE

A State heritage site, 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 2023*. 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 2023*.

Objective

- O.01 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.01 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.02 There will be no removal or pruning of trees shown on Figure 8.2.7.4.3.1 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.03 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 8.2.7.4.3.1 – Trees to be retained in relation to Redstone

8.2.7.5 SUSTAINABILITY

8.2.7.5.1 DUAL WATER SYSTEMS

Objectives

- O.01 Increase resilience and water security by providing an alternative water supply to buildings.
- O.02 Reduce the technical and financial barriers to upgrading buildings to connect to future non-drinking water supply infrastructure.
- O.03 Support the growth infrastructure requirements for the Greater Parramatta Olympic Peninsula area.

Controls

- C.01 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.02 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.

8.2.7.5.2 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 cities 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 this 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 an 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.01 Reduce the contribution of development to urban heat; and
- O.02 Improve user comfort in the local urban environment (private open space and the public domain).

8.2.7.5.3 ROOF SURFACES

Objectives

- O.01 Reflect and radiate heat from roofs and podium top areas.
- O.02 Improve user comfort of roof and podium top areas.

Controls

- C.01 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.02 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.

8.2.7.5.4 VERTICAL FACADES

Objectives

- O.01 Minimise the reflection of solar heat downward from the building façade into private open space or the public domain.

Controls

- C.01 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 8.2.7.5.4.1 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 8.2.7.5.4.1 – 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.02 Calculation of RSR for each relevant façade must be submitted with the Development Application.
- C.03 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 8.2.7.5.4.2 for sun angles corresponding to shading reference times.
- C.04 Where it is demonstrated that the RSR is less than 30% shadow diagrams are not

Table 8.2.7.5.4.2 – Shading sun angles

Façade Orientation	Sun Angles
East \pm 22.5°	Reference Time: 10am AEDT (UTC/GMT+11) Sun Elevation: 51° Sun Azimuth: 86°v

Northeast/Southeast $\pm 22.5^\circ$	Reference Time: 11.30am AEDT (UTC/GMT+11) Sun Elevation: 69° Sun Azimuth: 66°
North $\pm 22.5^\circ$	Reference Time: 1pm AEDT (UTC/GMT+11) Sun Elevation: 80° Sun Azimuth: 352°
Northwest/Southwest $\pm 22.5^\circ$	Reference Time: 2.30pm AEDT (UTC/GMT+11) Sun Elevation: 67° Sun Azimuth: 290°
West $\pm 22.5^\circ$	Reference Time: 4pm AEDT (UTC/GMT+11) Sun Elevation: 48° Sun Azimuth: 272°

- C.05 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 8.2.7.5.4.3 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 8.2.7.5.4.3 – Minimum tower percentage shading

Reflective Surface Ratio (RSR)	<30%	30%-70%	$\geq 70\%$
Minimum percentage shading (%)	0	$0.8 \times \text{RSR} - 24$	40

- C.06 Calculation of RSR for each relevant façade must also be submitted with the Development Application.
- C.07 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 8.2.7.5.4.2 for sun angles corresponding to shading reference times.
- C.08 Where it is demonstrated that the RSR is less than 30% shadow diagrams are not required to be submitted with the Development Application.
- C.09 Shading may be provided by:
- External feature shading with non-reflective surfaces;
 - Intrinsic features of the building form such as reveals and returns; and
 - 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 8.2.7.5.4.4 is generally acceptable.

Table 8.2.7.5.4.4 – 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:
- Solar heat reflections from any part of a building must not exceed 1,000W/m² in the public domain at any time.
 - A reflectivity modelling report may be required to qualify extent of reflected solar heat radiation.

8.2.7.5.5 AWNINGS

Objectives

- O.01 Ensure awnings are designed to improve user comfort, providing shelter from the sun and reduced solar heat at the street level.

Controls

- C.01 All awnings and shading devices should have non-reflective surfaces.
- C.02 Transparent awnings are not encouraged on buildings. If transparent awnings are used, the awning must have a maximum solar transmittance of 20.

8.2.7.5.6 HEATING AND COOLING SYSTEMS – HEAT REJECTION

Objectives

- O.01 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.02 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.01 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.02 Where the heat rejection source is located on the upper most roof, these should be designed in conjunction with controls in this Section of this DCP relating to Roof Surfaces and Green Roofs or Walls.
- C.03 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.04 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.

8.2.7.5.7 GREEN ROOFS OR WALLS

Objectives

- O.01 Ensure that green roofs or walls are integrated into the design of new development.
- O.02 Encourage well designed landscaping that caters for the needs of residents and workers of a building.
- O.03 Design green walls or roofs to maximise their cooling effects.
- O.04 Ensure green walls and roofs are designed and maintained to respond to local climatic conditions and ensure sustained plant growth.

Controls

- C.01 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.02 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.03 Waterproofing for green roofs and walls is to be assessed as a part of the waterproofing certification for the building.
- C.04 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.05 Green roofs or walls, where achievable, should use rainwater, stormwater or recycled water for irrigation.
- C.06 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.07 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.

8.2.7.5.8 SOLAR LIGHT REFLECTIVITY (GLARE)

Objective

- O.01 Ensure that buildings restrict solar light reflected from buildings to surrounding areas and other buildings.

Controls

- C.01 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.02 Solar light reflectivity from building materials used on facades must not exceed 20%.
- C.03 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.04 Buildings greater than 40 metres 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.

8.2.7.5.9 WATER SENSITIVE URBAN DESIGN

Objectives

- O.01 Manage the quantity of stormwater run-off.
- O.02 Protect and enhance existing natural or constructed drainage networks including channel bed and banks by controlling the magnitude and duration of erosive flows.
- O.03 Ensure that downstream flora and fauna are protected from stormwater impacts during and post construction.
- O.04 Minimise surcharge from the existing drainage systems.
- O.05 Ensure that on-site stormwater management measures are operated and maintained in accordance with design specifications.

Controls

- C.01 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 1997* and its Regulations, or a pollution control approval issued by the NSW Environmental Protection Authority for Scheduled Premises.
- C.02 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.03 Development Applications must prepare and implement a Site Stormwater Management Plan (SSMP) incorporating water sensitive urban design measures is required. The SSMP must:
- 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
 - be developed in accordance with Council's Stormwater Disposal Policy and current Development Engineering and Design Guidelines; and
 - to the maximum extent practical, achieve pollution reduction targets identified in Table 8.2.7.5.9.1 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
 - utilise the MUSIC modelling tool (or equivalent) to determine pollution load reduction as defined in Table 8.2.7.5.9.1; and
 - be prepared by a suitably qualified professional.

Table 8.2.7.5.9.1 – 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	

8.2.8 CARLINGFORD LOCAL CENTRE

Carlingford Local Centre comprises of three precincts referred to as Carlingford Central, Carlingford South, and Carlingford East. The precinct has a notable history of Aboriginal, early colonial, agricultural, and educational uses. It has been identified as a precinct with opportunities for a range of built forms and allowing for a mix of housing styles, commercial, retail and community uses.

This Section outlines specific provisions for Carlingford Central, Carlingford South, and Carlingford East, as indicated in Figure 8.2.8.1, and must be read in conjunction with any relevant Parts of the Parramatta DCP 2023. Where there are inconsistencies between the controls contained within this Section and other controls within this DCP, these controls prevail to the extent of the inconsistency.

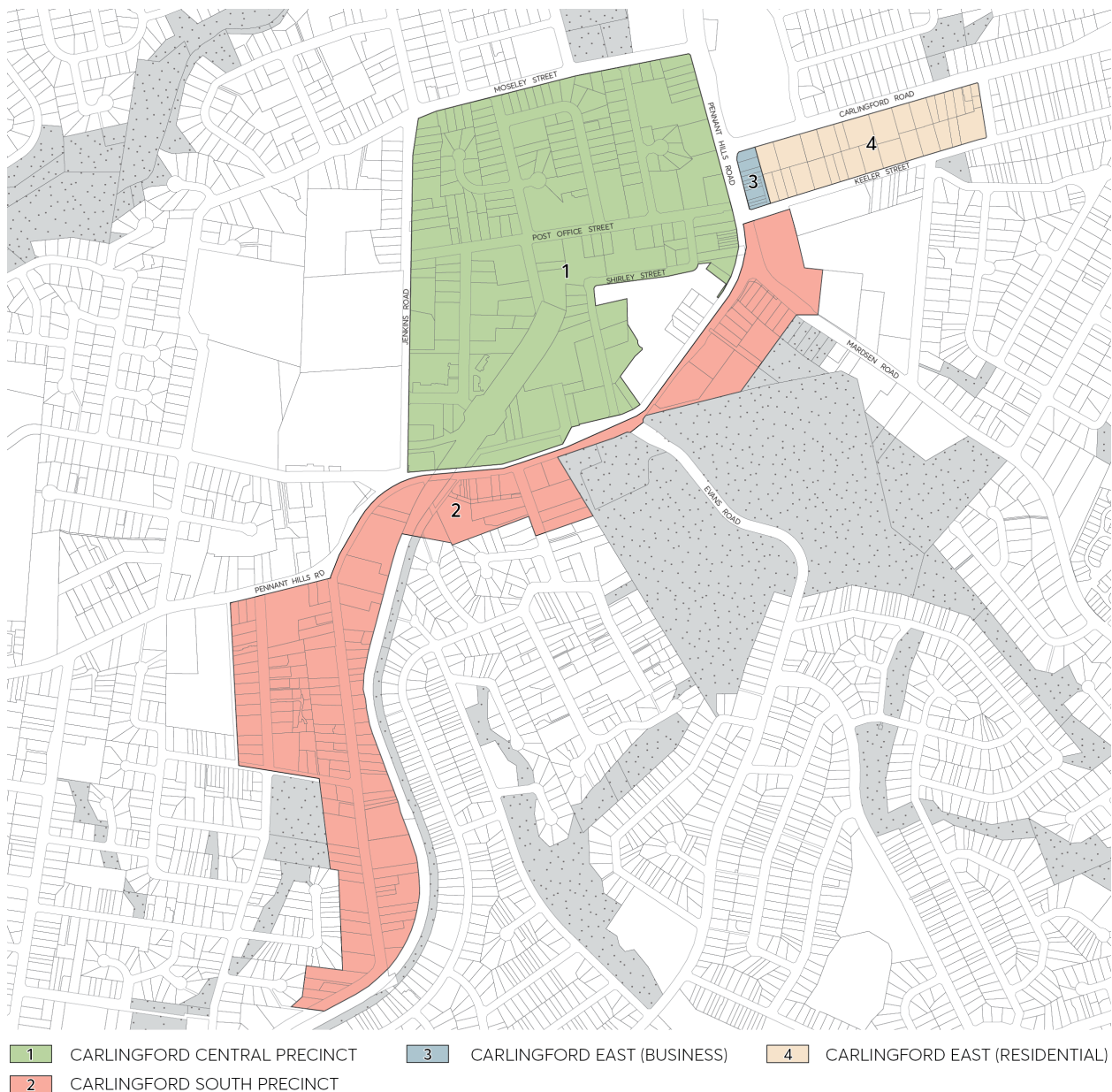


Figure 8.2.8.1 – Carlingford Local Centre

8.2.8.1 CARLINGFORD CENTRAL

This plan applies to land bounded by Jenkins Road to the west, Pennant Hills Road to the south and east and Moseley Street to the north within the City as shown in Figure 8.2.8.1.1 and referred to in this Section of this DCP as the Carlingford Precinct.

The aim of this is to provide parameters to guide development in the Precinct for a range of built forms that allow for a mix of housing styles, commercial, retail and community uses. This Section of this DCP, in association with a development contributions plan for the Precinct also proposes upgrades of open space, vehicular and pedestrian access, public realm and upgrades of existing infrastructure for electricity, drainage and roads.

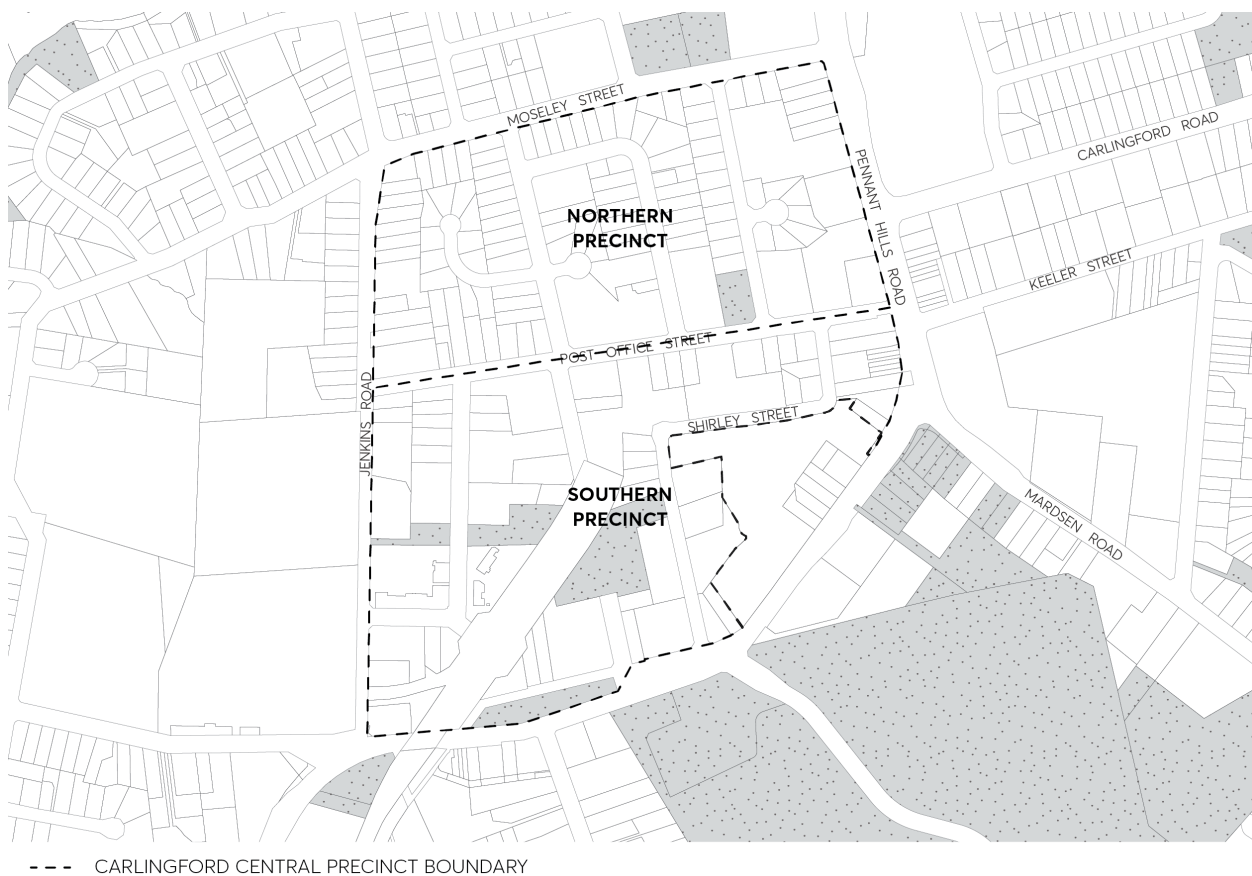


Figure 8.2.8.1.1 – Carlingford Central

8.2.8.1.1 DESIRED FUTURE CHARACTER

Southern precinct

The character of the southern end of the Precinct in the vicinity of the light rail station will be largely determined by the development of landmark buildings on the key sites and their role in creating street oriented village built form and character, open spaces and a civic plaza linked to the station.

In key sites affected by electricity easements, developments can contribute to publicly accessible open space with strong connections to the local open space network and civic area.

Buildings on key sites and in the southern side of the Precinct generally have been placed to provide transition in building scale and to provide natural ventilation, solar access, outlook from apartments and year round sunlight to communal open spaces.

Streetscapes are to be resident and visitor friendly in an urban landscaped setting associated with a street hierarchy that promotes a safe pedestrian and vehicular environment. The landscape works in the public realm help to define the character areas in the Precinct. These characters range from the more urban, civic and light rail station oriented village to the suburban character further from the light rail station.

North precinct

The northern end of the Precinct will comprise lower scale residential flat buildings interspersed with existing multi unit developments.

The built form of development will reflect a transition of scale between the larger residential flat buildings concentrated around the light rail station in the south of the Precinct and the smaller scale residential flat buildings proposed in the land north of Post Office Street.

Street setbacks are to complement the proposed garden setting in contrast to the strong street edge, activated urban village character of development closer to the light rail station.

Additional streets are proposed to complement this relationship of buildings to the public domain and establish a finer grained street hierarchy and built forms. Private and communal open space within developments is encouraged to visually compliment the public realm and where feasible, allow some public access.

General objectives

- O.01 Provide a clear vision and the desired future character for the revitalization of the Carlingford Precinct.
- O.02 Formulate structure plans and a Master plan in response to the opportunities and constraints identified and incorporating the following design concepts for the Carlingford Precinct:
 - Streetscape character, particularly in the vicinity of Thallon and James Streets, including the concept of street level activity with living above and that adjacent public spaces be augmented and upgraded.
 - Increased height and density, in targeted locations, will be used as a mechanism to ensure that the desired future character for the Precinct and public infrastructure can be achieved.
 - Integration of floodplain management with adjoining development to achieve high-quality open spaces.
 - Alternative development approaches/patterns to address site specific issues within the Precinct.
 - Undergrounding of local and 132kv power lines to improve streetscape appearance and street lighting.
- O.03 Create a high-quality, aesthetically pleasing, and functional Precinct for future residents.

Where any provision of this Section of this DCP is inconsistent with any provision of any other Part of this DCP, the provisions of this Section of this DCP shall prevail to the extent of that inconsistency.



Figure 8.2.8.1.1.1 – Communal open space with controlled public access to compliment developments (Source: Residential Flat Design Code, 2002)



Figure 8.2.8.1.1.2 – Urban character around light rail station with active retail on ground floor (Source: Residential Flat Design Code, 2002)

8.2.8.1.2 URBAN CONTEXT

OPPORTUNITIES AND CONSTRAINTS

The Precinct's opportunities and constraints are discussed in the supporting document for this Section of this DCP. The opportunities and constraints are synthesised in ways to provide for the development of the Precinct to the densities considered appropriate for the area while optimising urban design quality and environmental outcomes. See Figure 8.2.8.1.2.1 – Opportunities and Constraints.

There are a series of constraints that apply across the Precinct. These include the essentially immovable elements that tend to delineate, separate and punctuate the Precinct as a whole. These elements include the rail line with its station and heritage building, major roads and pedestrian routes, topography, drainage lines, existing overhead power lines and pylons. Land subject to overland flow paths occurs in both the northern and southern sides of the Precinct. Such land is both an opportunity and a constraint to development and has been influential in the structure planning for the Precinct.

Other constraints include the existing multi unit buildings that are unlikely to change due to their being under strata title, commercial developments and the fragmented pattern of land ownership.

The Precinct includes characteristics that are opportunities for development including amalgamated key sites, proximity to the railway station, topography, the relationship of sites to the road hierarchy, public open space, property boundaries, edges, nodes, slopes, drainage, roads, landmarks, existing developments, pedestrian desired lines and areas of potential high residential amenity or public activity and commercial opportunities.

The integration of the opportunities and constraints determines the suitability of a locality for a particular combination of spatial organisation, land use, built form and unit density, design approach to public realm, landscape theme, and movement system including traffic management. In this way areas of the same desired future character and built form are reflected by appropriate controls.

This process has led to the identification of a range of development scales and densities that generally decrease moving from the south of the Precinct to the north, further from the light rail station and village centre.

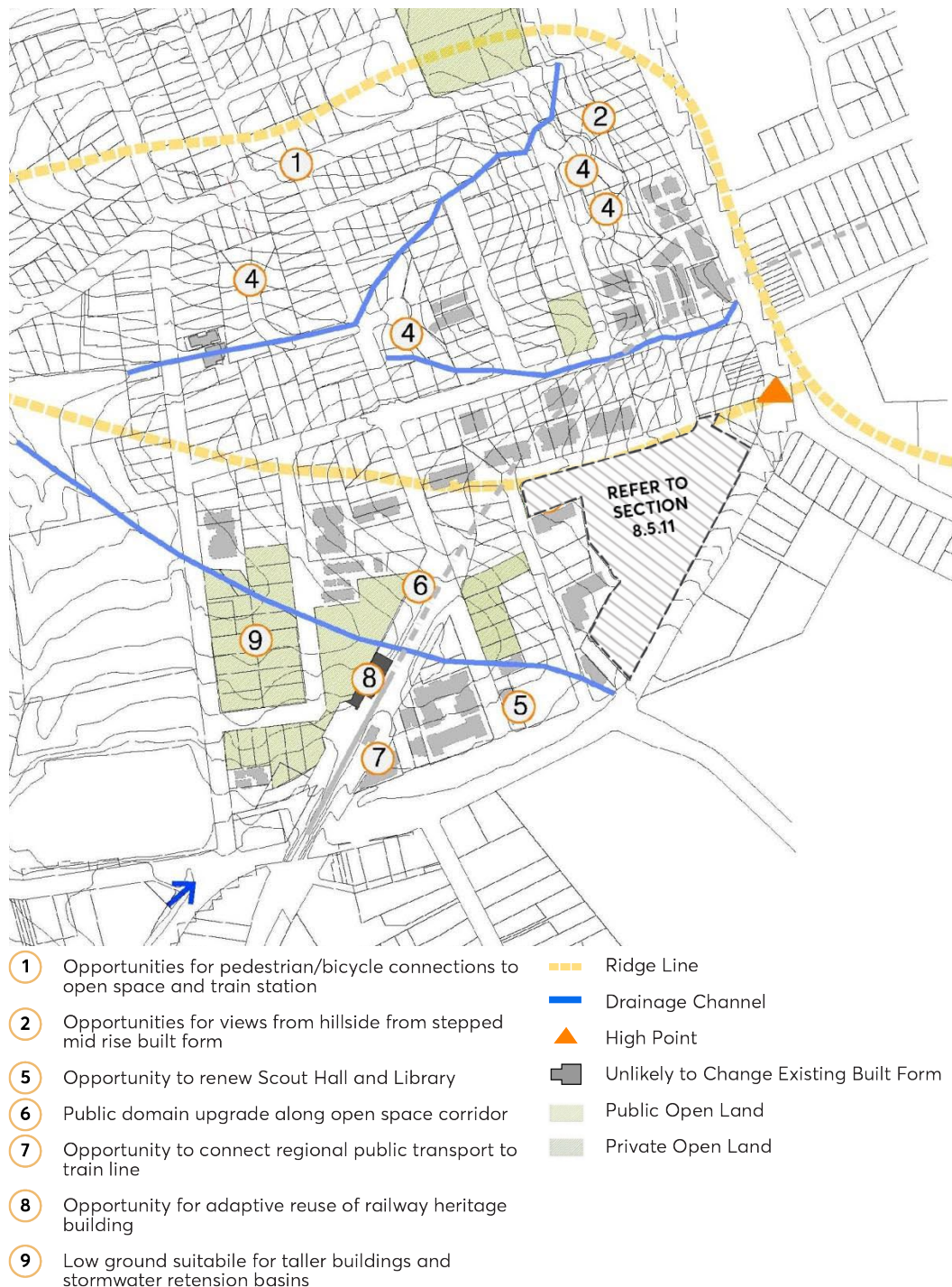


Figure 8.2.8.1.2.1 – Opportunities and Constraints

KEY SITES

The major opportunity to achieve a coordinated, holistic development of the Precinct is the existence of several 'key sites'. These key sites comprise large land holdings that are mainly under single ownership, in locations critical to the establishment of a village centre and suitable for buildings containing a relatively large number of units. As a result, developments of a substantial size and complexity can be delivered promptly. In this way the development of these sites will be the catalyst for the redevelopment of the Precinct. These sites are identified as block numbers in Figure 8.2.8.1.2.2 – Key Sites and are described as follows:

- Block 3 Jenkins Road and Thallon Street
- Block 4 2-12 James Street
- Block 6 1-7 Thallon Street
- Block 5 The 'Service station site' on corner of Pennant Hills Road and Jenkins Road
- Block 16 The 'Bunnings site' at the corner of Pennant Hills Road and Post Office Street



Figure 8.2.8.1.2.2 – Key Sites

This Section of this DCP recognises the role of the key sites and proposes development controls to ensure their development will contribute to achieving the objectives of this plan. The urban design, functional and socioeconomic outcomes proposed for these sites are the expression of the opportunity to:

- Provide landmark buildings denoting the core of an urban village centred around the light rail station, open space, pedestrian and cycle connections, and community facilities.
- Provide street level active uses and human scale in the village centre.
- Provide a substantial number of residential units in close proximity to the light rail station.
- Contribute to the local open space network while ensuring development applies water sensitive urban design principles.
- Provide landmark buildings at key gateways to the Precinct on Pennant Hills Road including the Bunnings site and the service station site.

8.2.8.1.3 STRUCTURE PLAN AND MASTERPLAN

STRUCTURE PLAN AND MASTERPLAN PROCESS

The interaction of the following parameters were analysed to inform the structure plans and masterplan:

- Access and transport.
- Stormwater management.
- Street hierarchy.
- Response of building bulk to topography.
- Design excellence (NSW Residential Flat Design Code).
- Open space and recreation.
- Public domain improvements.
- Pedestrian connections.
- Sustainability and water sensitive urban design.
- Infrastructure upgrades.
- Adaptive reuse of the railway heritage building and access to the light rail station.
- Streetscape.

URBAN DESIGN PRINCIPLES

For each of the above parameters a set of design principles were identified. These principles are based on best practice, such as the co-location of drainage reserves and public open space.

Other principles are based on efficiency of connections and access, convenience and the synergies of place making such as locating highest residential densities close to the light rail station and civic areas.

These principles are to ensure the creation of a quality living environment with appropriate relationship between residential buildings, public infrastructure and public realm and in response to topography.

The light rail station, in association with the Council owned library, future community facilities, open space and increased residential densities near the light rail station provide a central focus and landmark for the Precinct and create a strong identity for the existing centre as a potential Town Centre. The following four layered series of structure plans show the major urban design proposals for the Precinct regarding:

- access and circulation.
- open space.
- public domain.
- building height and floor space ratio.

The desired future character statements for the Precinct outlined below are informed by the structure plans. Each structure plan includes a set of guiding urban design principles.

The structure plans inform the masterplan/indicative built form plans thus expressing the guiding principles. These plans show the distribution of the different built forms, the relationship of open space to built form, and the integration of outcomes to improve the public domain, open space, vehicle circulation and pedestrian links.

A set of development controls for each of the key sites are proposed as well as development standards for the whole of the Precinct and generic controls applying to all development. These provisions are set out in the following Sections of this DCP.

STRUCTURE PLAN – ACCESS AND CIRCULATION

Street Hierarchy and Permeability

- Extend the northern section of Boundary Road to connect with Tanderra Street.
- Arrange open space and pathways to focus on the light rail station and link to open space/community facilities to the east of the station also to connect to the James Ruse locality on the west of Jenkins Road (see Figure 8.2.8.1.3.2 – Structure Plan – Open Space Strategy).
- Establish a network of cycle/pedestrian access tracks throughout the open space network of the Precinct to connect with public transport links and routes beyond the Precinct (see Figure 8.2.8.1.3.3 – Structure Plan – Public Domain).

Proximity to Transport

- Locate the proposed residential flat buildings with highest density closest to the light rail station to maximise infrastructure use, improve convenience for commuters and to contribute to a critical mass for a future civic/transport hub.

Upgrade of existing road networks and footpath surfaces and traffic management works

- Provide progressively the road improvements and traffic management measures shown in Figure 8.2.8.1.3.1 in consultation and conjunction with Council, with possibilities for planning agreements.

- Install new signalised traffic signals and traffic management structures such as kerb blisters, medians and lane treatments in accordance with recommendations of the Carlingford Precinct Plan Traffic Report (May 2008) prepared by Masson/Wilson/Twiney Traffic and Transport Consultants.
- Install high-quality pedestrian and cycle pathways in an efficient and coherent network designed to enhance the pedestrian experience.
- Improve local traffic management in accordance with the Carlingford Precinct Plan Traffic Report including the provision of a bus stop and 'kiss and ride' passenger set down area at the light rail station, intersection upgrades, roundabouts and signalisation.



Figure 8.2.8.1.3.1 – Structure Plan – Access and Circulation

STRUCTURE PLAN – OPEN SPACE STRATEGY

Linking of existing and potential open space areas

- The existing open space in the south of the Precinct is an opportunity to combine with the proposed open space "green spine" created by undergrounding of the electricity lines and dual use of flood prone land.
- The combination of the former easement with an overland stormwater flow path enhances the scenic and environmental outcomes of this element with the possibility of creating water features.
- Create a civic square addressing the entrance to the light rail station and connected to open space links associated with electricity easements.
- Install play equipment in safe and appropriate locations within open space.

Open space and built form relationships

- Several key sites close to the light rail station have easements for the existing electricity pylons. Once the pylons are removed, the former overhead easement can contribute to publicly accessible open space surrounding new developments and linked to the open space adjacent to Council's existing library building.
- In areas further from the light rail station, use key sites and flood prone land to create communal open spaces and new parks addressed by buildings. These parks help to impart a garden suburb character to complement residential buildings set in generous private/communal open space.
- In areas further from the light rail station, site planning for buildings could aim to amalgamate private green spaces to optimise deep soil planting areas, communal open space, shared views and landscape and contribute to the garden suburb theme.

Quality residential open space areas

- Communal open space at ground or podium level for residents is to be provided. This open space should enhance the quality of the built environment by providing opportunities for landscaping in a parkland setting as well as providing a visual and activity focus for the new residential community created through this development.
- All communal open space areas are to accommodate appropriate facilities such as picnic and barbeque areas, children's play area and grassed areas for passive recreational use. Developments are to include designated communal open space areas with year round solar access.
- Water Sensitive Urban Design (WSUD) guidelines and On-site Stormwater Detention (OSD) principles are to be incorporated in both private and communal open space design.



- | | |
|---|---|
| <p>1 Link existing council land holdings</p> <ul style="list-style-type: none"> a) existing flood prone land (zoned business to be zoned open space) b) existing public open space upgrade for recreation including sports facilities and landscape management c) existing easement to serve as open space accessible to public d) existing easement to serve as open space accessible to public <p>2 Civic plaza at western side of light rail station</p> <p>3 Existing Scout Hall and potential library expansion fronting open green</p> | <p>4 Boulevard character along Post Office Street and Boundary Road</p> <p>5 Proposed drainage easements</p> <ul style="list-style-type: none"> Flood prone land Proposed drainage layout Proposed drainage easement Open space corridor Open space |
|---|---|

Figure 8.2.8.1.3.2 – Structure Plan – Open Space Strategy

STRUCTURE PLAN – PUBLIC DOMAIN

Streetscape

- Street tree planting and landscaping is to be consistent with the Carlingford Precinct Public Domain Plan.

Public domain improvements

- Embellish the existing public open space to the west of the rail reserve. The railway station, rail reserve and public open space near the scout hall are major organising elements in the Precinct. This is an opportunity to increase the pedestrian connections to the park and its attractiveness for recreation of the future residents of the Precinct.
- A public square on the west of the light rail station to act as a gateway entry point.

Infrastructure upgrades

- It is proposed to underground both the street power lines and the high voltage power lines and pylons to remove the visual impact of the existing structure and provide public open space within the easement.

Pedestrian connections

- Provide improved footpath connections and unified hardscape treatment of the public realm.
- Provide cycle and pedestrian paths responding to desired lines.

Adaptive re-use of the railway heritage building

- The existing heritage building in the light rail station curtilage may have the potential for adaptive reuse. This would be an opportunity to add variety and activity to a future civic precinct that centres on the station and the public open space adjacent to the railway reserve.

Stormwater management

- Site planning and development generally must respond to the recommendations of Council's Carlingford Stormwater Study and Management Plan.
- On the southern side of Post Office Street a major opportunity arises from site amalgamation to provide a series of linked open spaces. These spaces could be combined with a stormwater capture system incorporating linked retention basins along the water course to form a "green spine" linking the upper Pennant Hills Road section of the Precinct to the lower section being the public open space adjacent to the railway line.
- Install a variety of bio-retention measures including grass depressions and swales on street edges and within open space.

Sustainability and WSUD

- Development in the Precinct will be required to undertake sustainability initiatives: stormwater capture, bio-retention basins, integration of watercourses with open space and landscaping.

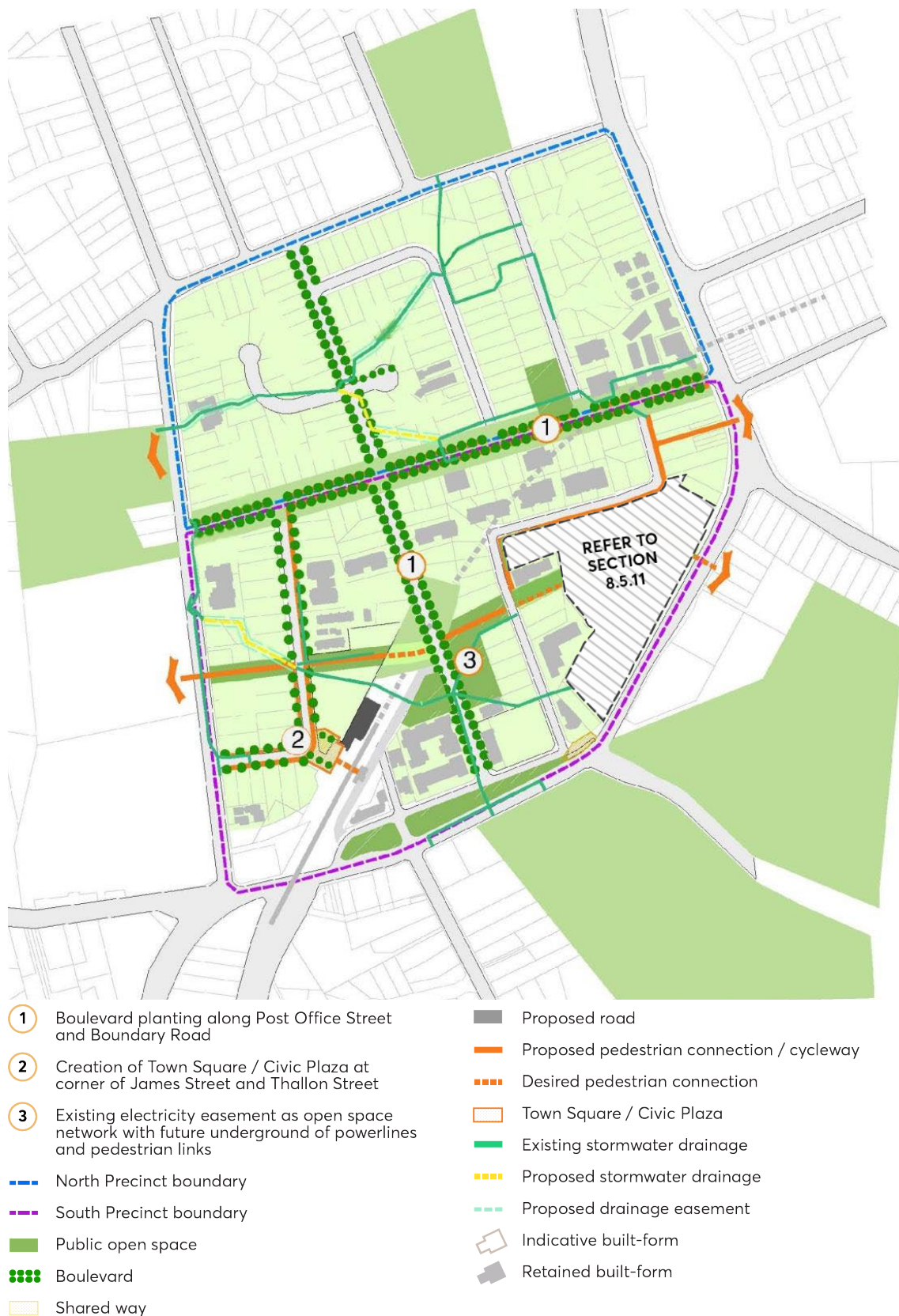


Figure 8.2.8.1.3.3 – Structure Plan – Public Domain

STRUCTURE PLAN (INDICATIVE BUILDING HEIGHT AND FSR)

Building heights should increase the closer sites are to the light rail station

- Concentration of the residential density close to the station will maximise usage of the train service by the maximum number of people in the shortest, most convenient walking distance from the station.
- Concentration of high-rise buildings close to the station will provide an orienting landmark for the village centre.

Built Form Should Address Open Space

- In areas further from the light rail station, building placement should address adjacent open space to allow interaction of residents with that space and for passive surveillance.

Built Form Should Respond To Street Hierarchy

- In general, the low-rise buildings are proposed together with lower FSR limits on the local roads within the northern part of Precinct. This approach responds to the lower scale suburban desired future character for areas further from the light rail station.
- Maximum of 9 storeys is proposed for development fronting Pennant Hills Road. This is to achieve a presence associated with deep setbacks for major planting, footpath upgrades and pedestrian amenities.

ILLUSTRATIVE MASTERPLAN

Response of Building Bulk and Scale to Topography

- Site specific development controls are to be provided for Key Sites in the vicinity of the light rail station to minimise overshadowing and create pedestrian scale podiums containing retail and commercial uses and associated public open spaces.
- High rise developments are to be concentrated in the low ground close to the light rail station. This is an opportunity for the apparent height of high rise buildings to be diminished when viewed in their topographic context. The proposed building envelopes thus take up the opportunity for the prominence of tower buildings to be visually absorbed by the backdrop of the slopes leading up to the ridge lines along which runs Pennant Hills Road.
- Provide for home office and ancillary commercial and convenience retail uses on ground floor areas of developments on pedestrian routes to the light rail station.
- In areas further from the light rail station, the built form, site coverage, setbacks and composition of boundaries and building placement are to create a garden suburb character. This character should complement, in style and function, the public open space adjacent to the light rail station and community facilities to the east. This integrated approach is key to producing a synergy and coherence between private development and the public realm. This will be a unique place making force for a possible civic hub in the vicinity of the light rail station/scout hall.

Design Excellence (NSW Residential Flat Design Code)

- Buildings that are close to the light rail station should be in the form of a slender tower and positioned so as to minimise impacts on privacy and overshadowing of open space and adjacent development.
- Iconic buildings located at gateways, nodes and major intersections.

Built Form and Setbacks are to Relate to Street Hierarchy

- On the axial boulevards of the Precinct, built form, height and landscaping is to be of a scale that signifies the importance of these major urban elements and their intersections.
- Setbacks in the Thallon Street area are to contribute to the urban village character. Setbacks in the remainder of the southern part of the Precinct are to contribute to the landscaped character while allowing flexibility in the siting of buildings. The setbacks of proposed buildings are designed to minimise adverse impacts such as overshadowing and privacy on adjacent and adjoining properties.
- Key sites are identified sites that can accommodate landmark buildings.
- Other key sites are identified in flood prone land that can act as dual usage parks and stormwater retention basins.



Figure 8.2.8.1.3.4 – Illustrative Masterplan

Note: This is indicative only. Refer to Section 8.5 – Specific Sites of this DCP for any site-specific provisions.

8.2.8.1.4 SITE COVERGE AND REQUIREMENTS

Objectives

Site requirements

- O.01 Encourage the amalgamation of sites thus promoting the efficient use of land.
- O.02 Promote developments compatible with the desired Precinct character.
- O.03 Encourage orderly development in regular allotment patterns.

Site coverage

- O.04 Ensure an appropriate balance of open space surrounding buildings within their site area, reflecting the different scales of development appropriate in the north and south of the Precinct.
- O.05 Provide solar access.
- O.06 Control building bulk by working in conjunction with the FSR and height limits that help differentiate the desired future character appropriate in the north and south of the Precinct.

Controls

Site requirements

- C.01 The minimum site area of development sites shall be consistent with the site areas specified in the potential site amalgamation plan (Figure 8.2.8.1.4.1).

Site coverage

- C.02 Building site coverage shall not exceed of 35% of site area.

"Building" for the purpose of this control is defined as the building footprint to the outside of the external walls excluding underground parking structures no more than 1.2 metres above ground and where roof of the parking structure is a private or communal open space.

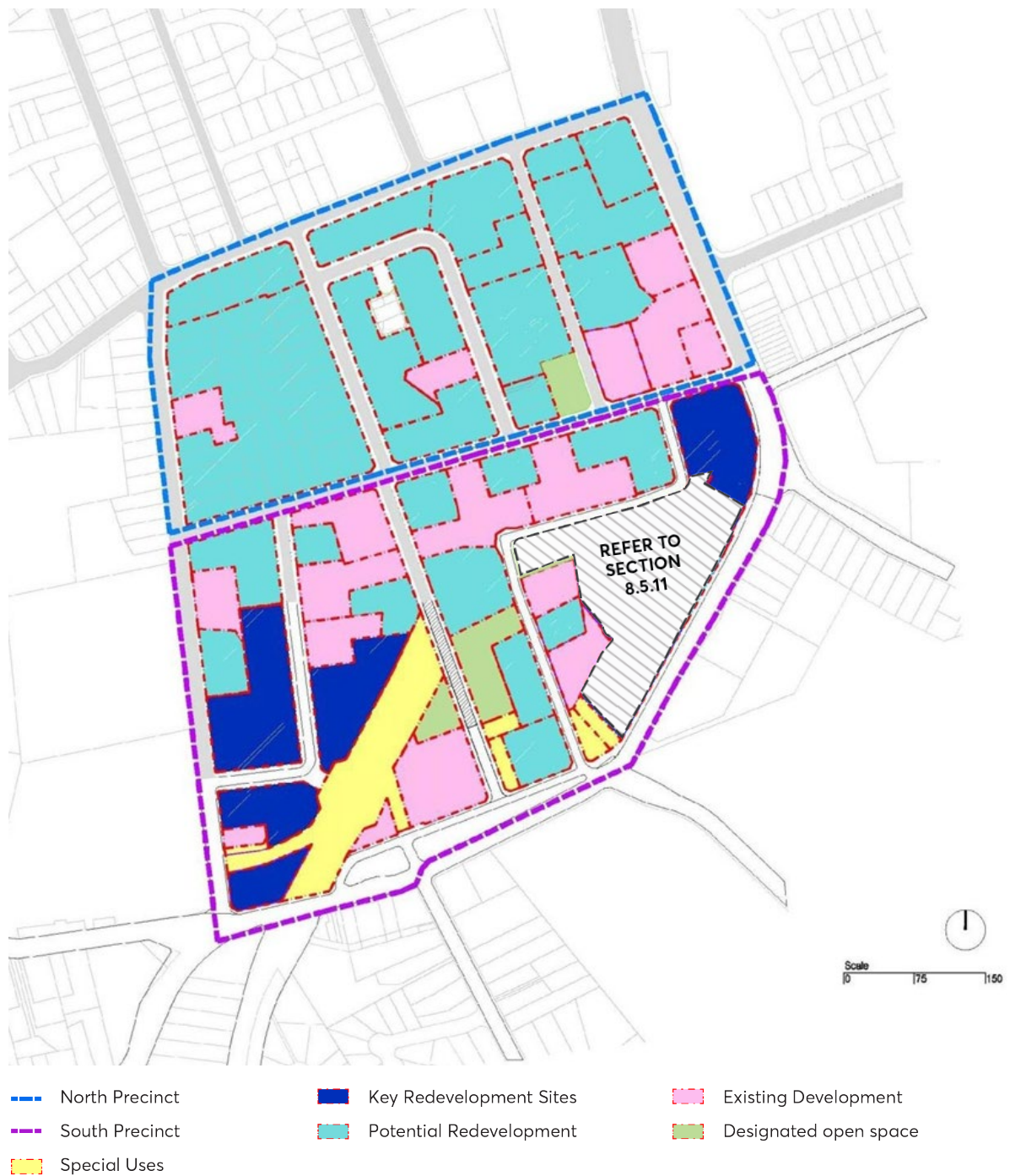


Figure 8.2.8.1.4.1 – Potential Site Amalgamation Guide Plans

8.2.8.1.5 RESIDENTIAL DEVELOPMENT TYPES

Objectives

Residential flat buildings – apartment size

- O.01 Provide a diversity of residential flat building/apartment types, which cater for different household requirements now and in the future.
- O.02 Maintain equitable access to new housing by cultural and socio-economic groups.

Mixed use development

- O.03 Support the integration of appropriate retail and commercial uses with housing.
- O.04 Create more active lively streets and urban areas, which encourage pedestrian movement, service the needs of the residents and increase the area's employment base.
- O.05 Ensure that the design of mixed use developments maintains residential amenities and preserves compatibility between uses.

Ground floor apartments

- O.06 Contribute to the desired streetscape of the range of localities in the Precinct and to create active safe streets.
- O.07 Increase the housing and lifestyle choices available in residential flat buildings.

Controls

Residential flat buildings – apartment size

- C.01 Single-aspect apartments should be limited in depth to 8 metres from a window.
- C.02 The back of a kitchen should be no more than 8 metres from a window.
- C.03 The width of cross-over or cross-through apartments over 15 metres deep should be 4 metres or greater to avoid deep narrow apartment layouts.
- C.04 Buildings not meeting the minimum standards listed above, must demonstrate how satisfactory day lighting and natural ventilation can be achieved, particularly in relation to habitable rooms (see Daylight Access and Natural Ventilation).

Mixed use development

- C.05 Choose a mix of uses that complement and reinforce the character, economics and function of the local area, for example, food retail, small-scale commercial and residential.
- C.06 Desired uses at ground floor level of eighteen (18) storey buildings near the station include small supermarkets, post office, chemist, newsagent, bank and other service retail and commercial to meet the day-to-day needs of the local community.
- C.07 Ensure the building positively contributes to the public domain and streetscape by:
 - Fronting onto major streets with active uses.
 - Avoiding the use of blank walls at the ground level.

Ground floor apartments

- C.08 Optimise the number of ground floor apartments with separate entries.
- C.09 Provide ground floor apartments with access to private open space, preferably as a terrace or garden.

8.2.8.1.6 BUILDING FORM

Objectives

Floor space ratio

- O.01 Ensure that the bulk and scale of the development is in keeping with the site area and its surroundings in accordance with O.07 in Section 8.2.8.1.16 – Ecologically Sustainable Development of this DCP.
- O.02 Ensure that the bulk and scale of development does not reduce the amenity of adjacent residential or other land uses.
- O.03 Control the density of residential development.
- O.04 Prevent excessive site coverage.

Building height

- O.05 Ensure that buildings reflect the existing landform of the neighbourhood, including ridgelines and drainage depressions.
- O.06 Protect privacy and amenity of surrounding residential developments and allotments in accordance with O.07 in Section 8.2.8.1.16 – Ecologically Sustainable Development of this DCP.
- O.07 Ensure that development responds to the desired scale and character of the street appropriate in different parts of the Precinct.
- O.08 Allow reasonable daylight access to all developments and the public domain.

Building depth

- O.09 Ensure that the scale of the development is consistent with the existing or desired future context.
- O.10 Provide adequate amenity for building occupants in terms of solar access and natural ventilation.
- O.11 Provide for dual aspect apartments.

Building separation and treatment

- O.12 Ensure that new development is scaled to support the desired area character with appropriate massing and spaces between buildings.
- O.13 Provide visual and acoustic privacy for existing and new residents.
- O.14 Control overshadowing of adjacent properties and private or shared open space.
- O.15 Allow for the provision of open space of an appropriate size and proportion for recreational activities for building occupants.
- O.16 Provide deep soil zones for stormwater management and tree planting.

Controls

Floor space ratio

- C.01 Floor space ratio of a proposed development within the Precinct must not exceed the maximum ratio specified for that development site in the Floor Space Ratio Map of *Parramatta LEP 2023*.

Building height

- C.02 The height of proposed development within the Precinct must not exceed the maximum height specified for that development site in the Building Height Map in *Parramatta LEP 2023*. The maximum height of the building at any point shall be measured from the natural ground level to the ridge of the roof or top of the flat roof slab or top of the parapet if there is parapet on the roof slab. Natural ground level means the actual physical level of the site as existing prior to development taking place.
- C.03 For the purpose of this part of Parramatta DCP 2023, building heights as specified in the Building Height Map in the *Parramatta LEP 2023* equal to number of storeys depicted in the following table:

Table 8.2.8.1.6.1 – equivalent storeys relevant to building heights

Building Height	Equivalent Storeys
10 metres	2 storeys
16 metres	4 storeys
21 metres	6 storeys
27 metres	9 storeys
28 metres	9 storeys, with retail at ground floor and commercial at first floor
33 metres	11 storeys
57 metres	18 storeys, with retail at ground floor and commercial at first floor

- C.04 Development on sloping sites is to be stepped so that the ground floor does not exceed one metre above natural ground level immediately below any point on the ground floor.

Building depth

- C.05 Building Depth: In general, a residential flat building depth of approximately 18 metres from glass line to glass line is appropriate. Developments that propose depths wider than 18 metres from glass line to glass line must demonstrate how satisfactory daylight and natural ventilation are to be achieved. The building envelope includes the articulation zone (balconies, bay windows, shading devices). Exceptions may be made to allow projections beyond the building where they are an appropriate minimum distance above the finished ground level. These exceptions do not include bay windows and balconies.
- C.06 The 18 metre from glass line to glass line guideline generally applies to street wall buildings, buildings with dual aspects and buildings with minimal side setbacks.
- C.07 Freestanding buildings (the big house or tower building types) may have greater depth than 18 metres only if can be demonstrated that they achieve satisfactory daylight and natural ventilation.
- C.08 Building depth is to be in combination with other controls to ensure adequate amenity for building occupants. For example, a deeper plan may be acceptable where higher floor to ceiling heights allow solar access or where apartments have a wider frontage.

- C.09 Building Length: In general, a residential flat building length of approximately 50 metres is appropriate. Developments more than 50 metres in length must demonstrate how satisfactory day lighting and natural ventilation are to be achieved.

Note: this parameter for buildings on key sites is subject to site specific controls.

Building separation and treatment

- C.10 The minimum dimensions within a development, for internal courtyards and between adjoining sites shall be:

Buildings up to 4 storeys

- 12 metres between habitable rooms/balconies.
- 9 metres between habitable/balconies and non-habitable rooms.
- 6 metres between non-habitable rooms.

Buildings from 5 to 8 storeys

- 18 metres between habitable rooms/balconies.
- 12 metres between habitable rooms/balconies and non-habitable rooms.
- 9 metres between non-habitable rooms.

Buildings 9 storeys and above

- 24 metres between habitable rooms/balconies.
- 18 metres between habitable rooms/balconies and non-habitable rooms.
- 12 metres between non-habitable rooms.

8.2.8.1.7 SETBACKS

Building setback requirements are shown in Figure 8.2.8.1.7.1 and for the Key Sites in Section 8.2.8.1.21 of this DCP. The objectives and development controls for each are set out below.

Objectives

Front setback

- O.01 6 metres setback:

- Allow for the higher buildings proposed in the Thallon/James Street area to relate closely to the street.
- Allow buildings fronting Boundary Road and Shirley Street to form the basis of a more regular streetscape/built form relationship.

- O.02 8 metres setback:

- Allow for new buildings along Jenkins Road to match the setback of the existing multi unit developments along the street.
- Allow visual separation from the traffic on Jenkins Road and space to install road noise attenuation structures within each development.

- Allow for buildings along Post Office Street sufficient space to provide substantial landscaping to create a boulevard character.
- In parts of the Precinct further from the light rail station, to allow privately owned land upon to be landscaped and embellished so as to complement the landscape themes of the public realm of the open space.

O.03 10 metres setback:

- Allow for new buildings along Jenkins Road to match the setback of the existing multi unit developments along the street.
- Allow visual separation from the traffic on Jenkins Road and space to install road noise attenuation structures within each development.
- Allow for buildings along Post Office Street sufficient space to provide substantial landscaping to create a boulevard character.
- In parts of the Precinct further from the light rail station, to allow privately owned land upon to be landscaped and embellished so as to complement the landscape themes of the public realm of the open space.

Side Setbacks

- O.04 Minimise the impact of development on light, air, sun, privacy, views and outlook for neighbouring properties, including future buildings.
- O.05 Retain or create a rhythm or pattern of development that positively defines the streetscape so that space is not just what is left over around the building form.
- O.06 Allow modulation of end walls for structures higher than 4 storeys.

Rear Setbacks

- O.07 Maintain deep soil zones to maximise natural site drainage and protect the water table.
- O.08 Maximise the opportunity to retain and reinforce mature vegetation.
- O.09 Optimise the use of land at the rear and surveillance of the street at the front.
- O.10 Maximise building separation to provide visual and acoustic privacy.

Controls

Front setback

- C.01 6 metres setback: The front façade of buildings are to be set back a minimum of 6 metres from the front boundary of the site.
- C.02 8 metres setback: The front façade of buildings are to be set back a minimum of 8 metres from the front boundary of the site.
- C.03 10 metres setback: The front façade of the building is to be setback 10 metres from the front boundary of the site.

Side and rear setbacks

- C.04 Side and rear setbacks must comply with building separation, open space and deep soil zone controls in this Section of this DCP.

- C.05 Rear setback is to be a minimum of 8 metres.
- C.06 Side setbacks are to be a minimum of 4.5 metres to walls and 6 metres to windows from ground floor to fourth storey, and 6 metres for walls and windows above the fourth storey.
- C.07 Primary and secondary setback lines must comply with building separation, open space and deep soil zone controls in this DCP.
- C.08 Where setbacks are limited by lot size and adjacent buildings, internal courtyards that limit the length of walls facing boundaries may be proposed. This approach must comply with building separation, open space and deep soil zone controls in this DCP.
- C.09 In general, no part of a building or above ground structure may encroach into a setback zone. Exceptions are access to underground parking structures.
- C.10 A 450mm articulation zone is permitted for non floor space building elements such as fins, louvres, shading devices and balconies.
- C.11 Future development is to be located in accordance with the setbacks in Figure 8.2.8.1.7.1, and, for the Key Sites, in Section 8.2.8.1.21 of this DCP.



Figure 8.2.8.1.7.1 – Setback Controls

8.2.8.1.8 BUILDING DESIGN

Objectives

Facades

- O.01 Promote high architectural quality in residential flat buildings.
- O.02 Ensure that new developments have facades which define and enhance the public domain and desired street character.
- O.03 Ensure that building elements are integrated into the overall building form and facade design.

Roof design

- O.04 Provide quality roof designs, which contribute to the overall design and performance of residential flat buildings.
- O.05 Integrate the design of the roof into the overall facade, building composition and desired contextual response.
- O.06 Increase the longevity of the building through weather protection.

Building entry

- O.07 Create entrances which provide a desirable residential identity for the development.
- O.08 Orient the visitor.
- O.09 Contribute positively to the streetscape and building facade design.
- O.10 Provide entrances that are legible, safe, accessible and well lit.

Ceiling height

- O.11 Increase the sense of space in apartments and provide well proportioned rooms.
- O.12 Promote the penetration of daylight into the depths of the apartment.
- O.13 Contribute to flexibility of use.
- O.14 Achieve quality interior spaces while considering the external building form requirements.

Balconies

- O.15 Provide all apartments with private open space.
- O.16 Ensure balconies are functional and responsive to the environment thereby promoting the enjoyment of outdoor living for apartment residents.
- O.17 Ensure that balconies are integrated into the overall architectural form and detail of residential flat buildings.
- O.18 Contribute to the safety and liveliness of the street by allowing for casual surveillance.

Internal circulation

- O.19 Create safe and pleasant spaces for resident circulation.
- O.20 Facilitate quality apartment layouts, such as dual aspect apartments.

- O.21 Contribute positively to the form and articulation of the building facade and its relationship to the urban environment.
- O.22 Encourage interaction and recognition between residents to contribute to a sense of community and improve perceptions of safety.

Acoustic and visual privacy

- O.23 Limit views into adjoining private open spaces and living rooms.
- O.24 Protect residents from external noise.
- O.25 Contain noise between dwellings without unreasonable transmission to adjoining dwellings.

Site facilities

- O.26 Provide site facilities which are adequate and conveniently located for resident needs.
- O.27 Ensure facilities are practical, attractive and easily maintained.

Storage

- O.28 Provide adequate storage for everyday household items within easy access of the apartment.
- O.29 Provide storage for sporting, leisure, fitness and hobby equipment.

Controls

Facades

- C.01 Compose facades with an appropriate scale, materials and finishes, rhythm, and proportion, which response to the building use and the desired contextual character. Design should include but are not limited to:
 - defining a base, middle and top related to the overall proportion of the building.
 - expressing the variation in floor to floor height particularly at the lower levels.
 - articulating building entries with awnings, porticos, recesses, blade walls and rejecting bays.
 - selecting balcony types which respond to the street context, building orientation and amenity of the locality.
 - incorporating architectural features which give human scale to the design of the building at street level. These include entrance porches, awnings, colonnades, pergolas and fences.
- C.02 High-quality materials and finishes for facades such as natural stone, granite or porcelain stoneware tiles must be used for the podium level of eighteen (18) storey buildings near the station.
- C.03 Design facades to reflect the orientation of the site using elements such as sun shading, bay windows, as environmental controls depending on the façade orientation.
- C.04 Express important corners by giving visual prominence to parts of the façade, for example, a change in building articulation, material or colour, roof expression or increased height.

Roof design

- C.05 Articulate the roof to break down its mass on larger buildings, to minimise the apparent bulk or to relate to a context of smaller building forms.

- C.06 Design the roof to relate to size and scale of the building, the building elevations and three dimensional building form.
- C.07 Design roofs to respond to the orientation of the site, for example, by using eaves to respond to sun access.
- C.08 Minimise the visual intrusiveness of service elements by integrating them into the design of the roof.
- C.09 Facilitate the use or future use of the roof for sustainable functions, for example, water management and photovoltaic applications.
- C.10 Where habitable space is provided within the roof optimise residential amenity in the form of attics or penthouse apartments.
- C.11 The use of roof space to provide communal open space areas incorporating facilities such as swimming pools, BBQ areas and seating is encouraged.



Figure 8.2.8.1.8.1 – Articulation of rooflines to break up roof mass. (Source: Residential Flat Design Code)

Building entry

- C.12 Provide as direct a physical and visual connection as possible between the street and the entry.
- C.13 Achieve clear lines of transition between the public street, the shared private circulation spaces and individual apartments.
- C.14 Provide safe and secure access. Design solutions include:
- Avoid ambiguous and publicly accessible small spaces in entry areas.
 - Provide a clear line of sight between one circulation space and the next.
 - Provide sheltered, well lit and highly visible spaces to enter the building, meet and collect mail.
- C.15 Generally provide separate entries from the street for:
- Pedestrians and cars.
 - Different uses, for example, for residential and commercial users in a mixed-use development
 - Ground floor apartments, where applicable.
- C.16 Design entries and associated circulation space to be of an adequate size to allow movement of furniture between public and private spaces.

Ceiling height

- C.17 Ceiling heights shall be measured from finished floor level (FFL) to finished ceiling level (FCL). These are minimums only and do not preclude higher ceilings, if desired.
- C.18 In mixed use buildings: 3.3 metre minimum for ground floor retail or commercial and for first floor residential retail or commercial to promote future flexibility of use in residential flat buildings in mixed use areas: 3.3 metre minimum for ground floor to promote future flexibility of use.
- C.19 In general, 2.7 metre minimum for all habitable rooms on all floors, 2.4 metres is the preferred minimum for all non-habitable rooms, however 2.25 metres is permitted.
- C.20 For two storey units, 2.4 metre minimum for second storey if 50 percent or more of the apartment has 2.7 metre minimum ceiling heights.
- C.21 For two storey units with a two storey void space, 2.4 metre minimum ceiling heights.
- C.22 Attic spaces shall have a 1.5 metre minimum wall height at edge of room with a 30 degree minimum ceiling slope.

Balconies

- C.23 Provide primary balconies for all apartments with a minimum depth of 2 metres. Developments which seek to vary the minimum standards must demonstrate that negative impacts from noise and wind cannot be satisfactorily mitigated with design solutions.
- C.24 The minimum area for a balcony is 10m².



Figure 8.2.8.1.8.2 – Provide residents with functional balconies (Source: Residential Flat Design Code)



Figure 8.2.8.1.8.3 – Provide balustrades/railings for safety (Source: Residential Flat Design Code)

Internal circulation

- C.25 In general, where units are arranged off a double-loaded corridor, the number of units accessible from a single core/corridor should be limited to eight (8). Exceptions may be allowed:
- For adaptive reuse buildings.
 - Where developments can demonstrate the achievement of the desired streetscape character and entry response.

- Where developments can demonstrate a high level of amenity for common lobbies, corridors and units.

Acoustic and visual privacy

- C.26 The effective location of windows and balconies is preferred to the use of screening devices, high sills or obscured glass. Where these are used, they should have minimal negative effect on resident or neighbour amenity.
- C.27 Direct views from the living rooms of dwellings into private open space or the interior of other dwellings should be obscured with landscaping, architectural detail and building design (refer to AMCORD).
- C.28 Where minimum separation distances cannot be practically met, windows should be placed to minimise direct viewing between dwellings.
- C.29 In general, dwellings are to be designed to limit the potential for noise transmission to living and sleeping areas of adjacent existing and future developments. Consideration should be given to minimising noise emissions from air conditioners, driveways and the like. This can be achieved by complying with the Building Code of Australia requirements.
- C.30 Dwellings that adjoin Pennant Hills Road are to be designed to acceptable internal noise levels, based on AS 3671 – *Road Traffic Noise Intrusion Guidelines*.
- C.31 Minimise direct overlooking of main internal living areas and private open space of dwellings both within and of adjoining development through building design, window locations and sizes, landscaping and screening devices.
- C.32 Consider the location of potential noise sources within the development such as common open space, service areas, driveways, road frontage and provide appropriate measures to protect acoustic privacy by the careful location of noise- sensitive rooms (bedrooms, main living areas) and double glazed windows.
- C.33 The location of the plant and equipment for residential flat buildings should be designed so that the noise level does not exceed the background noise level. This is to reduce background noise level creep.
- C.34 In regard to the town houses and small lot integrated houses, ideal positions or specifically designed positions for any air conditioners should be provided in the plans at Development Application stage.
- C.35 Air conditioners shall be located a minimum of three (3) metres from any property boundary and must not exceed 5dB(A) above the background noise level or alternatively if there is no other option and the air conditioner is located within three (3) metres of any property boundary it must not exceed the background noise level.
- C.36 Private areas in a development are to be clearly recognisable.

Site facilities

- C.37 Rubbish and recycling bin enclosures, letter boxes, and other site facilities should be adequate in size, durable, weather proofed and visually integrated with the development. Their location is to have regard to the protection of residential amenity, service vehicle access, visual impact and residential access.

Laundry Facilities

- C.38 All apartments are to be provided with internal laundry facilities and internal drying facilities.
- C.39 Laundries for town houses and small lot integrated housing shall be provided to each dwelling with a permanent or collapsible clothes line provided in a conveniently accessible courtyard.

Waste and recycling bins

- C.40 Waste management requirements are to be in accordance with 3.5 of this DCP.

Waste Management Planning

- C.41 Demolition and construction works must maximise the reuse and recycling of building/construction materials in accordance with Section 8.2.8.1.16 – Ecologically Sustainable Development of this DCP and State and Federal Government waste minimisation targets.
- C.42 All asbestos, hazardous and/or intractable wastes are to be disposed of in accordance with Workcover Authority and EPA requirements.
- C.43 All Development Applications are to be accompanied by a Waste Management Plan that demonstrates appropriate project management and construction techniques for ensuring waste minimisation including the re-use of waste on-site and off-site recycling.
- C.44 The Waste Management Plan must include the following information:
- Types of waste to be produced.
 - Quantities of waste likely to be produced.
 - On-site and/or off-site reuse and recycling methods for waste.
 - Details as to the contractor and destination of all waste materials.
 - Location of on-site separation and storage facilities for waste materials.
 - Design of waste management facilities for use by residents following occupation.
- C.45 A Waste Data File (a file containing the Waste Management Plan together with records-waste receipts or dockets) of recycling and disposal of demolition and construction materials must be kept by the Construction Contractor responsible for the site.

A Waste Management Plan template is available in Appendix 2.

Mail Boxes

- C.46 Mail boxes are to be generally incorporated into front fences, landscaped areas or integrated with individual building entry design.
- C.47 Mail boxes should be in close proximity to the pedestrian entrance of all housing types, and be easily identifiable for ease of use.
- C.48 The location of mail boxes and mail drop-off points will need to be confirmed with Australia Post.

Storage

- C.49 In addition to kitchen cupboards and bedroom wardrobes, provide accessible storage facilities at the following rates:
- a) Residential Flat Buildings
- Studio apartments – 6m³

- One-bedroom apartments – 6m³
 - Two-bedroom apartments – 8m³
 - Three plus bedroom apartments – 10m³
- b) Multi Dwelling Housing
- As per Part 3 – Residential Development of this DCP.

8.2.8.1.9 LANDSCAPING AND PRIVATE DOMAIN

Objectives

Landscape design

- O.01 Ensure a high-quality public domain that is compatible with the achievable built forms and appropriate for the desired future character of the Precinct.
- O.02 Add value to the quality of life of residents within the Precinct in the forms of privacy, outlook and views.
- O.03 Improve stormwater quality and reduce quantity.
- O.04 Improve the microclimate and solar performance within the development.
- O.05 Improve urban air quality.
- O.06 Contribute to biodiversity.

Deep soil zones

- O.07 Assist with the management of the water table.
- O.08 Assist with the management of water quality.
- O.09 Improve the amenity of developments through the retention and/or planting of large and medium size trees.

Planting on structures

- O.10 Contribute to the quality and amenity of communal open space on roof tops, podiums and internal courtyards.
- O.11 Encourage the establishment and healthy growth of trees in urban areas.

Private domain

- O.12 Provide residents with passive and active recreational opportunities.
- O.13 Provide an area on site that enables soft landscaping and deep soil planting.
- O.14 Ensure that communal open space is consolidated, configured and designed to be useable and attractive.
- O.15 Provide a pleasant outlook. Provide high-quality design for communal open spaces to encourage outdoor activities.



(Source: Residential Flat Design Code)

Controls

Landscape design

- C.01 Development is to provide landscaping in accordance with Part 2 – Design in Context of this DCP.
- C.02 Landscaping of the public domain is to be undertaken in accordance with the provisions of the Carlingford Precinct Public Domain Plan. This includes, but is not limited to, kerb and gutter construction, paving, landscaping, street furniture, lighting and street tree planting.

Deep soil zones

- C.03 A minimum of 25% of the unbuilt upon area of a site is to be a deep soil zone. Alternatively, 15% of the total site area, whichever is greater.

Planting on structures

- C.04 Large trees such as figs (canopy diameter of up to 16 metres at maturity):

- minimum soil volume: 150 cubic metres
- minimum soil depth: 1.3 metre
- minimum soil area: 10 metre x 10 metre area or equivalent

- C.05 Medium trees (8 metre canopy diameter at maturity):

- minimum soil volume: 35 cubic metres
- minimum soil depth: 1 metre
- approximate soil area: 6 metre x 6 metre or equivalent

- C.06 Small trees (4 metre canopy diameter at maturity):

- minimum soil volume: 9 cubic metres
- minimum soil depth: 800mm
- approximate soil area: 3.5 metre x 3.5 metre or equivalent

- C.07 Shrubs:

- minimum soil depths: 500-600mm
- C.08 Ground cover:
- minimum soil depths: 300-450m
- C.09 Turf:
- minimum soil depths: 100-300mm
- C.10 Any subsurface drainage requirements are in addition to the minimum soil depths quoted above.

Private domain

- C.11 The area of communal open space required should be at least 30 percent of the site area. (Larger sites may have potential for more than 30 percent.)
- C.12 Provision of roof top communal open space will be considered when calculating the area of communal open space for mixed use developments with retail and commercial uses where it is not possible to provide 30 percent of the site area in communal open space at ground level.
- C.13 Private open space must be readily accessible from living areas of dwelling units.
- C.14 The minimum area of private open space for each apartment at ground level must be 25m². The minimum dimension is 4 metres.
- C.15 In order to provide useable open space to dwellings above ground level, any balcony or terrace shall have a minimum area of 10m² and a minimum depth of 2 metres.

8.2.8.1.10 SOLAR ACCESS, NATURAL VENTILATION AND BUILDING ORIENTATION

Objectives

- O.01 Ensure that solar access is provided to all habitable rooms and encouraged in all other areas of residential flat development.
- O.02 Provide adequate ambient lighting and minimise the need for artificial lighting during daylight hours.
- O.03 Provide residents with the ability to adjust the quantity of daylight to suit their needs.

Natural ventilation

- O.04 Ensure that apartments are designed to provide all habitable rooms with direct access to fresh air and to assist in promoting thermal comfort for occupants.
- O.05 Provide natural ventilation in non-habitable rooms, where possible.
- O.06 Reduce energy consumption by minimizing the use of mechanical ventilation, particularly air conditioning.

Orientation

- O.07 Optimise solar access to residential apartments within the development and adjacent development.
- O.08 Contribute positively to desired streetscape character.

- O.09 Protect the amenity of existing development.
- O.10 Improve the thermal efficiency of new buildings.

Controls

- C.01 Buildings must be designed to ensure that adjoining residential buildings, and the major part of their landscape receive at least four hours of sunlight between 9am and 3pm on 21 June.
- C.02 Living rooms and private open spaces for at least 70 percent of apartments in a development should receive a minimum of four hours direct sunlight between 9 am and 3 pm on 21 June.
- C.03 Limit the number of single-aspect apartments with a southerly aspect (SW-SE) to a maximum of 10 percent of the total units proposed. Developments which seek to vary from the minimum standards must demonstrate how site constraints and orientation prohibit the achievement of these standards and how energy efficiency is addressed (see Orientation and Energy Efficiency).
- C.04 Main windows should have suitable shading or other solar control to avoid discomfort (shutters/blinds/screens/retractable awnings).



Figure 8.2.8.1.10.1 – Provide residents with means to adjust the quantity of daylight
(Source: *Residential Flat Design Code*)



Figure 8.2.8.1.10.2 – Articulate built form to allow daylight access to habitable rooms
(Source: *Residential Flat Design Code*)

Natural ventilation

- C.05 Sixty percent (60%) of residential units should be naturally cross ventilated.
- C.06 Twenty five percent (25%) of kitchens within a development should have access to natural ventilation.
- C.07 Developments, which seek to vary the minimum standards must demonstrate how natural ventilation can be satisfactorily achieved, particularly in relation to habitable rooms.

Orientation

- C.08 Orient and design buildings to maximise the number of dwellings with direct sunlight where possible. Ideally, face the long axis of the development up to 30 degrees east and 20 degrees west of true north. This is illustrated in Figure 8.2.8.1.10.3.

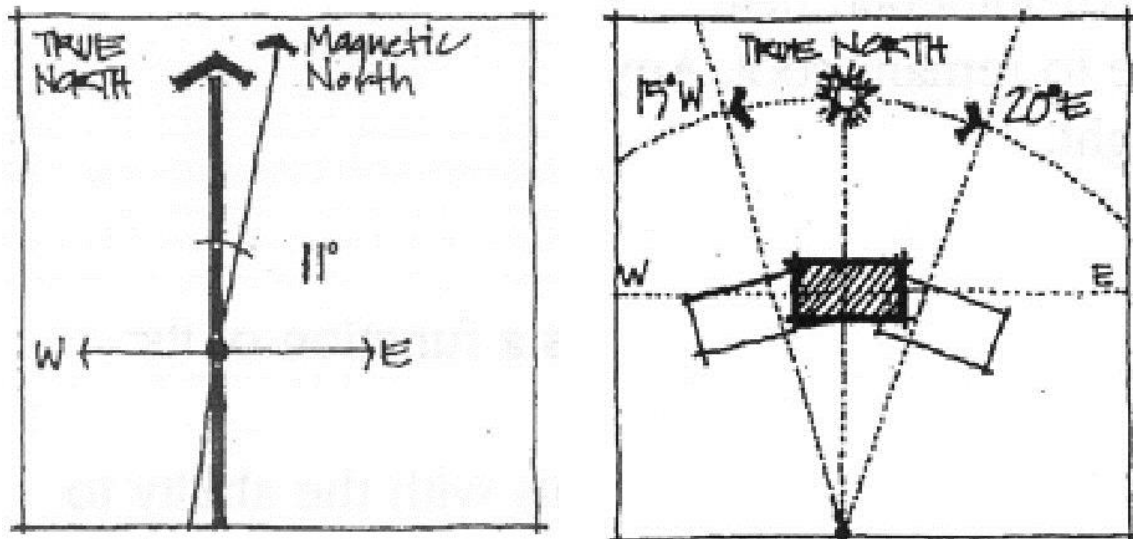


Figure 8.2.8.1.10.3 – Building Orientation

- C.09 Face living spaces to the north wherever possible.
- C.10 No more than 10% of single aspect residential units are to face due south.

8.2.8.1.11 ACCESS AND PARKING

Objectives

Vehicle access

- O.01 Ensure that vehicles may enter and leave the site in a safe and efficient manner.
- O.02 Provide a legible and permeable road network.

Car parking

- O.03 Ensure that all car parking demands generated by the development are accommodated on the development site.
- O.04 Minimise car dependency for commuting and recreational transport use and to promote alternative means of transport including public transport, bicycling, and walking.
- O.05 Provide adequate car parking for building users and visitors, depending on building type and proximity to public transport.
- O.06 Integrate the location and design of car parking with the design of the site and the building.

Controls

Vehicle access

- C.01 Access to the site is to be in accordance with the requirements within Part 6 – Traffic and Transport of this DCP.
- C.02 Ensure vehicular ingress and egress to the site is in a forward direction at all times.

- C.03 Adequate provision shall be made for service vehicle access and service areas.
- C.04 Driveways are to have a minimum width of 6 metres at the property boundary for a distance of 6 metres within the development to ensure easy entry/exit of vehicles.
- C.05 Access to multi-level basement car parks should be provided in the form of a two-way ramp (two lane width - minimum 5.5 metres wide) or two separate single lane (minimum 3 metres wide) ramps.
- C.06 The design and configuration of access ways and driveways shall be in accordance with Part 6 – Traffic and Transport of this DCP.
- C.07 Locate vehicle entries away from main pedestrian entries and on secondary frontages.
- C.08 All car parking areas and spaces shall be designed in accordance with Part 6 – Traffic and Transport of this DCP.
- C.09 Car parking space dimensions and gradient design shall be in accordance with the relevant Australian Standard. The relevant Australian Standard at present is *Australian/New Zealand Standard AS/NZS 2890.1:2004 - "Parking Facilities - Part 1: Off-street car parking" (AS/NZS 2890.1:2004)*.

Car parking

- C.10 Parking for residents is to be provided at the rate of 1 space per 1 bedroom apartment, 2 spaces per 2 bedroom apartment, and 2 spaces per 3 bedroom apartment. These car parking rates do not apply to the Key Sites identified in Section 8.2.8.1.21 of this Part of this DCP.
- C.11 Visitor parking is to be provided at the rate of 2 spaces per 5 apartments for all development within the Precinct.
- C.12 All car parking required by Council shall be provided on-site in accordance with the requirements of Part 6 – Traffic and Transport of this DCP.
- C.13 Car parking including visitor parking shall be located underground to minimise the height of buildings above natural ground level.
- C.14 Visitor parking is to be located in easily accessible and identifiable areas.

8.2.8.1.12 STORMWATER MANAGEMENT

Objectives

- O.01 Control stormwater runoff and minimise discharge impacts on adjoining properties and into natural drainage systems before, during and after construction.
- O.02 Minimise the impacts of residential flat development and associated infrastructure on the health and amenity of natural waterways.
- O.03 Minimise the discharge of sediment and other pollutants to the urban stormwater drainage system during construction activity.
- O.04 Provide for the disposal of stormwater from the site in efficient, equitable and environmentally sensible ways in accordance with O.03 in Section 8.2.8.1.16 – Ecologically Sustainable Development of this DCP.

- O.05 Provide for on-site detention of site drainage.
- O.06 Prevent flood damage to the built and natural environment, inundation of dwellings and stormwater damage to properties.
- O.07 Ensure that proposed development does not adversely affect the operational capacity of the downstream stormwater system.
- O.08 Encourage reuse, recycling and harvesting of stormwater to reduce wastage of water.
- O.09 Encourage a reduction in water consumption.

Controls

- C.01 Drainage easements will be required where the development property does not drain directly into the existing stormwater drainage system or a public road. Development Consent will not be issued until the submission of documents demonstrating the creation of any necessary easements over downstream properties.
- C.02 Developments must comply with any requirements of the Sydney Catchment Management Authority.
- C.03 On-site detention, water recycling, or water quality management systems may be required to Council's and/or the Sydney Catchment Management Authority requirements, to counteract an increase in stormwater runoff.
- C.04 Drainage systems are to be designed and constructed in accordance with the design guidelines set out in Section 5.1 of this DCP.
- C.05 Discharge points are to be controlled and treated to prevent soil erosion, and may require energy dissipating devices on steeper topography, to Council's requirements.
- C.06 Where necessary, downstream amplification of existing drainage facilities will be required including Council infrastructure if required.
- C.07 Water Sensitive Urban Design (WSUD) principles shall be employed in the management of the site's stormwater in terms of water retention, reuse and cleansing in accordance with the *Water Sensitive Urban Design Technical Guidelines for Western Sydney* published by the Upper Parramatta River Catchment Trust (May 2004). In this regard the drainage design is to include measures to manage the water quality of stormwater runoff. At a minimum the design is to integrate bio retention filters along roadways, driveways and within open space areas.
- C.08 On-site detention tanks are only permitted in common areas within a proposed development (for example driveways, common open space and not within private courtyards).
- C.09 Drainage systems are to be designed and constructed in accordance with the design guidelines set out in Part 6 – Traffic and Transport of this DCP and/or the Sydney Catchment Management Authority.
- C.10 On-site detention systems, where required, are to be designed in accordance with (a) above.

Note: Where land is identified as flood controlled land, please refer to Section 5.1.4 of this DCP.

8.2.8.1.13 FLEXIBILITY

Objectives

- O.01 Encourage housing designs which meet the broadest range of the occupants' needs possible.
- O.02 Encourage adaptive re-use.
- O.03 Save the embodied energy expended in building demolition.

Controls

- C.01 Provide robust building configurations, which utilise multiple entries and circulation cores, especially in larger buildings over 15 metres long.
- C.02 Utilise structural systems, which support a degree of future change in building use or configuration. Design solutions may include:
 - A structural grid, which accommodates car parking dimensions, retail, commercial and residential uses vertically throughout the building.
 - The alignment of structural walls, columns and services cores between floor levels.
 - The minimisation of internal structural walls.
 - Higher floor to floor dimensions on the ground floor and possibly the first floor.

8.2.8.1.14 PUBLIC DOMAIN

Objectives

Fences and walls

- O.01 Define the edges between public and private land.
- O.02 Define the boundaries between areas within the development having different functions or owners.
- O.03 Provide privacy and security.
- O.04 Contribute positively to the public domain.

Awnings

- O.05 Provide shelter for public streets.
- O.06 In that part of the Precinct closer to the light rail station, to ensure signage is consistent with desired streetscape character and with the development in scale, detail and overall design.

Controls

Fences and walls

- C.01 The fencing materials chosen must protect the acoustic amenity and privacy of courtyards. Courtyard fences shall be constructed of masonry.
- C.02 Where residential buildings are required to be set back 10 metres from the front boundary, fencing/walls fronting a street shall be setback a minimum of 2 metres. This is to allow for consistent street edge landscaping, and shall include recesses and other architectural features.
- C.03 All fencing or walls shall be combined and integrated with site landscaping.
- C.04 The following fencing materials or finishes are not acceptable because of their poor visual appearance:
- Pre-painted, profiled metal sheeting.
 - Rendered finishes when the entire fence is rendered.
- C.05 The use of natural materials is encouraged.
- C.06 Front fences should not be of a height so as to prevent casual surveillance of the public realm and adjacent prosperities.
- C.07 In mixed use developments containing non residential uses on the ground floor, front boundaries should be defined by accessible paved and landscaped areas to demarcate public from private realm.
- C.08 Ground floor retail edges should have barrier free access and public amenities such as awnings.



Combined wall/fencing materials with planting elements to soften the hard edge (Source: Residential Flat Design Code)

Awnings

- C.09 Encourage pedestrian activity on streets by providing awnings to retail strips, where appropriate.
- C.10 Contribute to the legibility of the residential flat development and amenity of the public domain by locating local awnings over building entries.
- C.11 Enhance safety for pedestrians by providing underawning lighting.

8.2.8.1.15 ADAPTABLE HOUSING

In order to provide for disabled people and the aging population, apartments must be capable of adaptation so as to accommodate residents who may have special needs, declining mobility and sight. This is in addition to being appropriately designed for everyday pedestrian use.

Objectives

- O.01 Ensure that developments provide appropriate and improved access and facilities for all persons (consistent with the provisions of Australian Standard AS1428.1-1998).
- O.02 Ensure designers/developers consider the needs of people who are mobility impaired and to provide greater than the minimum requirements for access and road safety.
- O.03 Ensure that building design does not prevent access by people with disabilities.
- O.04 Incorporate design measures that are appropriate for people with disabilities.

Controls

- C.01 Development to provide housing for a cross section of the community.
- C.02 All Development Applications for residential flat buildings should be accompanied by a report prepared by a suitably qualified Access Consultant addressing access and mobility provisions within the development.
- C.03 All apartments required under this Section of this DCP to be adaptable dwellings and those which cannot be directly accessed from ground level are to be served by a lift.
- C.04 Units with a floor level within 1.5 metres of the natural ground must be accessible to the front door of each unit.
- C.05 At least 1 unit in each residential flat building with less than 20 units, or 5 percent of the units in any development of 20 or more units, must be either:
 - An accessible unit to AS 1428 Part 2, suitable for occupation by a wheelchair user. or
 - Meet Class B adaptability provisions under AS 4299.
- C.06 Each unit so provided above shall have an accessible car parking bay complying with AS 2890 for people with a disability, and be accessible to a pick-up and drop-off point. An accessible route between the unit's dedicated car parking spaces and unit shall be provided.
- C.07 All stairs intended for circulation between levels, whether external or internal, shall comply with AS 1428 Part 1, if they are located on common property.
- C.08 At least 10% of toilets (but not less than 1 male and 1 female toilet) provided on the common property must be wheelchair accessible.
- C.09 At least one entry to any common facilities on the common property must be wheelchair accessible.
- C.10 An accessible pick-up and drop-off point can be located on the public road (with Council or RMS permission) or on the site, but it must allow for vehicles up to a coaster size bus to pick up and drop off.

- C.11 Apartments are to be designed to permit adaptation of units so that they can change to meet future needs. Design features that might be included are:-
- Lightweight or non-load bearing walls that can be removed to re-configure rooms.
 - Wall panels that can be easily removed to connect adjoining apartments and cater for largest extended families.

Development Applications should address provisions contained in Section 2.11 – Access for People with a Disability.

8.2.8.1.16 ECOLOGICALLY SUSTAINABLE DEVELOPMENT

Ecologically Sustainable Development (ESD), as identified in the National ESD Strategy, refers to development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It embodies the responsibility to maintain ecological processes (biodiversity and life support systems), quality of life and social interactions within a productive economic environment.

In order to fulfil Council's statutory responsibilities as required by Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* and the *Local Government Amendment (ESD) Act 1997* and to meet its adopted goals and objectives as defined in Council's Environmental Management Plan development is required to comply with the Council's Sustainability Objectives.

Objectives

- O.01 Apply precautionary principles where development is likely to cause short or long-term irreversible or serious threats to the environment.
- O.02 Address and allow for broad community involvement in respect to local issues of concern throughout the development process.
- O.03 Ensure that during the design, construction and operation of the development, that water leaving the site is of a quality and quantity comparable to that which is received.
- O.04 Ensure that biodiversity, and the integrity of ecological processes, are not compromised by the development.
- O.05 Promote the following during the design, construction and operation of any development:
- The use of energy efficient materials and designs.
 - Utilisation of renewable energy and materials.
 - Energy efficient technology.
- O.06 Follow the principles of the 'Waste Hierarchy' (reduce, reuse, recycle) in the use of materials and the design of waste recovery and disposal systems throughout the development process.
- O.07 Protect neighbourhood amenity and safety in the design, construction and operation of the development.

- O.08 Encourage the long term economic viability and health of the community in the development process.
- O.09 Encourage the use of public transport, use of bicycles and pedestrian trips in the development and design process.

Controls

- C.01 As part of the Statement of Environmental Effects required to be submitted with all Development Applications a summary of the action taken in order to achieve these objectives must be included.
- C.02 To improve the air quality of the locality, the installation of wood heaters is not permitted.

8.2.8.1.17 ACCESS, SAFETY AND SECURITY

Objectives

- O.01 Site and dwelling layouts are to ensure safe and convenient passage for residents and visitors.

Controls

- C.01 Consideration should be given to the needs of residents in regard to prams, wheelchair access and people with disabilities.
- C.02 Footpaths, landscaped areas and driveway designs are to provide opportunities for surveillance and allow for the safe movement of residents and visitors.
- C.03 Apartments and town houses are to have adequate lighting in commonly accessible areas.
- C.04 Stairs and ramps are to have reasonable gradients and non-slip even surfaces. Refer to AS 1428.1 – 1988 Design for Access and Mobility and supplementary AS 1428.2 – 1992.
- C.05 Access to dwellings is to be direct and without unnecessary barriers. For example, use ramps instead of stairs/steps, consider the height and length of handrails and eliminate changes in level between ground surfaces.
- C.06 Development Applications should address provisions contained in Section 2.14 – Safety and Security.
- C.07 Private areas in a development are to be clearly recognisable.

8.2.8.1.18 GEOTECHNICAL

Objectives

- O.01 Ensure the possibility of soil movement or slip does not adversely affect proposed development.

Controls

- C.01 All Development Applications submitted to Council shall be accompanied by geotechnical appraisal report from a suitably qualified experienced Geotechnical Engineer.
- C.02 The geotechnical appraisal report must satisfy Council that the possibility of soil movement or slip will not affect the proposed development of the site and outline recommendations to ameliorate any geotechnical impacts.

8.2.8.1.19 UNDERGROUNDING OF EXISTING POWER LINES**Objectives**

- O.01 Improve streetscape/public domain appearance.
- O.02 Utilise the former overhead easements for open space and drainage purposes.

Controls

- C.01 The existing overhead high voltage power lines on a development site must be undergrounded in accordance with the requirements of the relevant power supply authority and respective controls in *Parramatta LEP 2023*.
- C.02 A letter/correspondence from the relevant power supplying authority confirming that the applicant has consulted and made prior arrangements with the authority to underground the existing high voltage power lines within the site must be submitted with the Development Application.
- C.03 Applicants are required to make satisfactory arrangements with Integral Energy for the provision of underground electricity to the site in accordance with Integral Energy's *Network Connection Contestable Works General Terms and Conditions Policy*.
- C.04 Applicants are required to make satisfactory arrangements with the relevant authority(s) for the provision of underground telecommunications services to the site.
- C.05 A new easement for undergrounded electrical works satisfying the relevant authority must be provided on-site. This is to enable any future maintenance works for the undergrounded network.

8.2.8.1.20 DEVELOPMENT NEAR LIGHT RAIL CORRIDORS**Objectives**

- O.01 Minimise adverse impacts on rail safety.
- O.02 Minimise impact of rail noise and vibration adjoining development.

Controls

- C.01 New development and structures adjacent or near Transport for NSW facilities shall allow continued access to the rail corridor for maintenance.
- C.02 Buildings should be designed so that objects cannot be thrown from windows or balconies into the light rail corridor. This could be achieved through providing windows with a limited range of opening such as louvres, and by enclosing balconies.
- C.03 All balcony and window design should meet the relevant BCA standards.
- C.04 If excavation is involved, a geotechnical or site stability report needs to be prepared as part of the application.
- C.05 Sound level in any bedroom must not exceed 35db(A) at any time between 10.00pm and 7.00am, and anywhere in the building (other than a garage, kitchen, bathroom or hallway) – 40db(A) at any time.
- C.06 If Council is of the view that development is likely to be affected by light rail noise or vibration, a consent shall not be granted unless it is satisfied that appropriate measures will be taken to ensure that above sound levels are not exceeded.
- C.07 New development and structures adjacent or near Transport for NSW facilities must allow continued access to the rail corridor for maintenance.

8.2.8.1.21 KEY SITES BUILT FORM CONTROL

The controls for the development on these sites are set out below in the form of objectives, development standards and diagrams. These controls prevail over the Precinct Built Form Controls to the extent of any inconsistency.

General controls

- C.01 Refer to LEP Building Height Map – Carlingford Precinct
- C.02 Refer to LEP Floor Space Ratio Map – Carlingford Precinct
- C.03 Residential car parking requirements are as follows:
 - 0.8 space/1 bedroom unit
 - 1 space/2 bedroom unit
 - 1.3 spaces/3 bedroom unit
 - 2 visitor spaces/5 units

BLOCK 3: JENKINS ROAD AND THALLON STREET**Objectives**

- O.01 To ensure optimal mix of uses within buildings by specifying FSR components for residential and commercial uses.

Controls

C.04 Retail and commercial uses are limited to ground floor.

Building height

C.05 By virtue of its location close to the light rail station, this site has the ability to provide development of substantial height to contribute to a landmark to denote the village centre. The eighteen (18) storey height limit for the tower on this site achieves this objective.

C.06 The placement of 2 x 18 storey towers maximises solar access to the ground level of the site and to the above ground units. also to minimise overshadowing of adjacent buildings and open spaces.

C.07 The six storey podium height for this key site provides street frontage development in a form and scale comfortable for civic life of the village centre and to allow for ground floor active uses. The placement and orientation of the eight (8) storey tower on the corner of James and Thallon Streets minimises overshadowing of development to the south.

Floor space ratio

C.08 The FSR limit for the key sites which are closer to the light rail station is higher than for sites further from the station. This is to encourage developments of substantial size thus creating a critical mass for the village centre.

Building footprint, site coverage, and deep soil cover

C.09 Due to the electricity line/floodway easements, the building footprint is limited to 40% of the site. This allows adequate deep soil provision.

C.10 Open space on the site is concentrated to its north side so as to maximise its amenity. This placement of open space maximises its ability to operate in conjunction with the open space of the former electricity easement to adjacent to the north.

C.11 Deep soil planting must be a minimum 15% of total site area.

C.12 The building site coverage must be a maximum of 40%.

Setbacks

C.13 Setback from Thallon and Jenkins Streets:

Eight (8) metre setback is required to ensure adequate solar access to the development and open space to the south. This setback also allows for landscaping and street tree planting. The setbacks from Thallon Street may be reduced to 6 metres for the first two storeys to encourage street level pedestrian activity.

C.14 Setback from James Street:

Six (6) metre setback is required to allow for landscaping and street tree planting.

Vehicular access

C.15 Vehicle access points must be provided as indicated in Figure 8.2.8.1.21.1.



Figure 8.2.8.1.21.1 – Conceptual Built Form Controls: Block 3 Jenkins Road/Thallon Street



Figure 8.2.8.1.21.2 – Dimensional Built Form Controls: Block 3 Jenkins Road/Thallon Street

BLOCK 4: 2-12 JAMES STREET

Objectives

- O.01 To ensure an optimal mix of uses within buildings by specifying distribution of residential and commercial uses within the building.

Controls

- C.16 Retail and commercial uses are limited to ground floor.

Building height

- C.17 Nos. 2-12 James Street, by virtue of their location close to the light rail station, have the ability to provide development of substantial height to contribute a landmark to denote the village centre.
- C.18 The development of Nos. 2-12 James Street should provide for orderly development by maximising opportunities for a shared basement layout and common open areas.
- C.19 Using the above urban design principles, Nos. 2-12 James Street may achieve two 18 storey towers. Placement of the towers minimises overshadowing of adjacent buildings and open spaces to the south (Figure 8.2.8.1.21.3).
- C.20 The six storey podium on Nos. 8-10 James Street provides development to the street frontage in a form and scale commensurate with the civic life of the village centre and to allow for ground floor active uses.
- C.21 Nos. 2-6 James Street will be developed to a maximum height of six storeys to maintain sufficient solar access to the existing low rise buildings to the south.

Floor space ratio

- C.22 Due to its close proximity to the light rail station, the FSR limit for this key site is higher than sites further from the light rail station. This is to encourage developments of substantial size thus creating a critical mass for the village centre.

Building footprint, site coverage, and deep soil cover

- C.23 Due to the more urban context to the site, a greater site coverage is appropriate. The building footprint is limited to 55% of the site. This allows deep soil provision of a minimum 15% of the total site area.
- C.24 Due to the more urban context to the site open space is provided on a rooftop podium.
- C.25 Deep soil planting must cover a minimum 15% of the total site area.
- C.26 The building site coverage must be a maximum of 55%.

Setbacks

- C.27 Refer to Figure 8.2.8.1.21.4. The setbacks from the irregular boundaries of this key site vary in response to the need to provide solar access, pedestrian circulation space and to introduce modulation in the street wall.

Vehicular access

C.28 Vehicle access points must be provided as indicated in Figure 8.2.8.1.21.3.

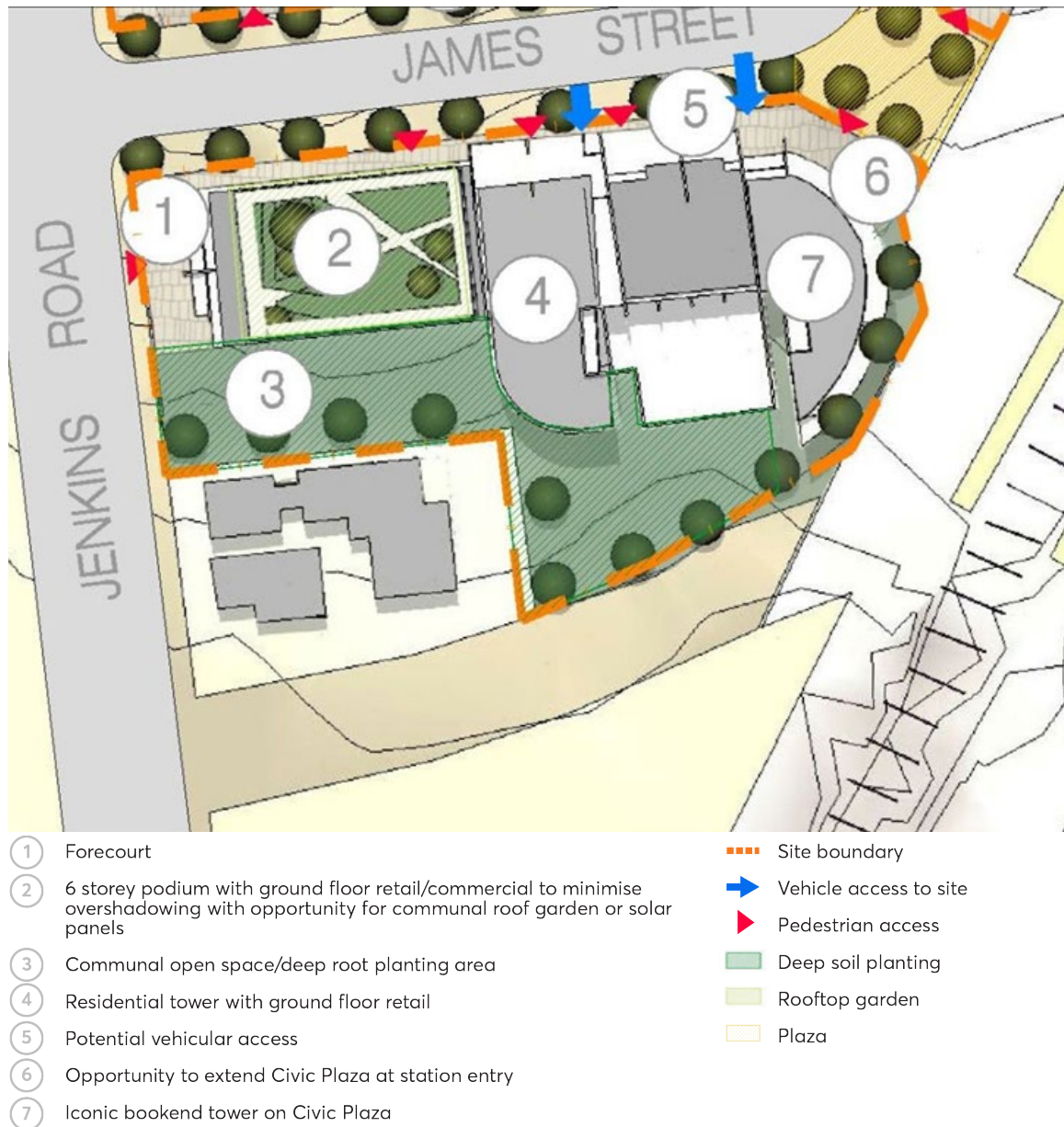


Figure 8.2.8.1.21.3 – Conceptual Built Form Controls: Block 4 2-12 James Street



BLOCK 6: 1-7 THALLON STREET

Objective

- O.01 Ensure an optimal mix of uses within buildings by specifying FSR components for residential and commercial uses.

Controls

- C.29 Retail and commercial uses are limited to ground floor.

Building height

- C.30 Nos.1-7 Thallon Street by virtue of their location close to the light rail station have the ability to provide development of substantial height to contribute a landmark to denote the village centre. The eighteen (18) storey height limit for the elliptical shaped tower on this site achieves this objective.

- C.31 This key site contains both a higher rise landmark tower and a six storey rectangular building forming part of the podium aligned with Thallon Street.
- C.32 A second six storey podium element that aligns with the railway reserve and faces the open space to the north of the main tower.
- C.33 The two podium elements combine to create a courtyard area that addresses the retained railway heritage building.

Floor space ratio

- C.34 The FSR limit for the various components of this key site which is close to the light rail station is higher than for sites further from the station. This is to encourage developments of substantial size thus creating a critical mass for the village centre.

Building footprint, site coverage and deep soil cover

- C.35 Due to the electricity line/floodway easements, the building footprint is limited to 40% of the site. This allows adequate deep soil provision.
- C.36 Open space on the site is concentrated to its north side so as to maximise its amenity. This placement of open space maximises its ability to operate in conjunction with the open space of the former electricity easement to adjacent to the north.
- C.37 Deep soil planting must cover a minimum 15% of the total site area.
- C.38 The building site coverage must be a maximum of 40%.

Setbacks

- C.39 Setback from Thallon Street:

There is an eight (8) metre setback requirement for the rectangular building fronting Thallon Street. This allows for street landscaping and outdoor activities such as cafes that will benefit from solar access to the north.

Vehicular access

- C.40 Vehicle access points must be provided as indicated in Figure 8.2.8.1.21.5.

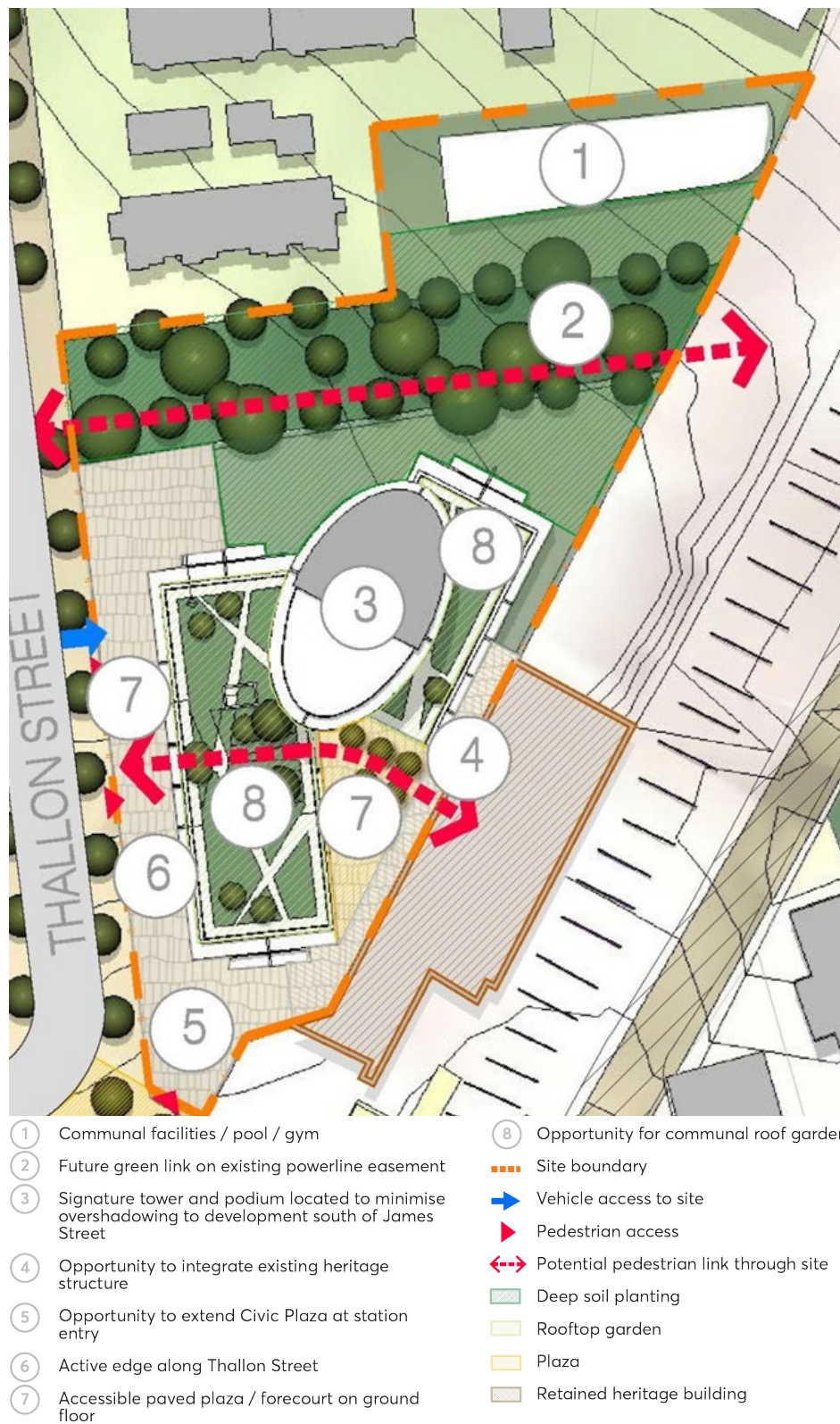


Figure 8.2.8.1.21.5 – Conceptual Built Form Controls: Block 6 1-7 Thallon Street

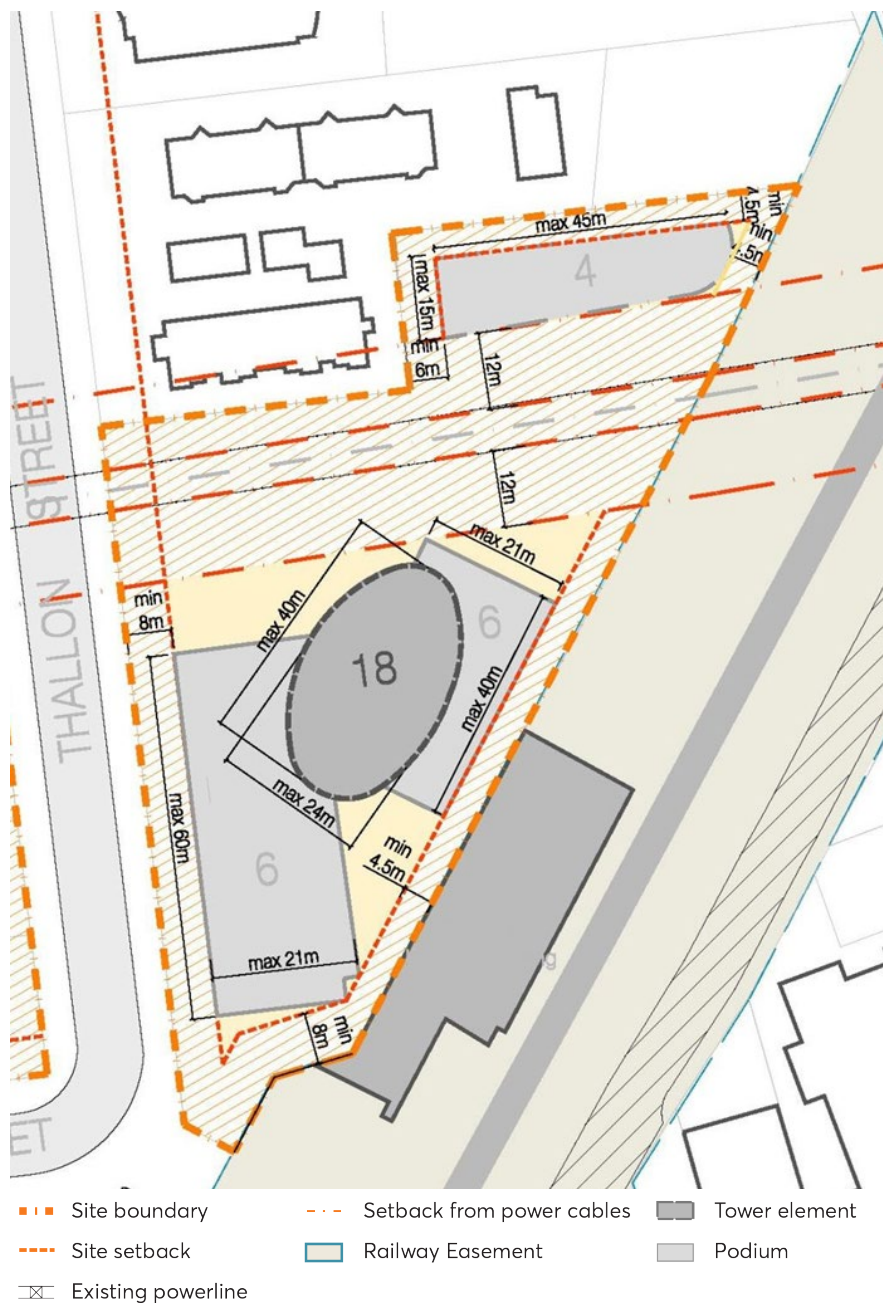


Figure 8.2.8.1.21.6 – Dimensional Built Form Controls: Block 6 1-7 Thallon Street

BLOCK 5: SERVICE STATION SITE ON CORNER OF PENNANT HILLS ROAD AND JENKINS ROAD

This is a key site because of its highly prominent location. It is ideal for a landmark development denoting the southern gateway to the Precinct.

Controls

C.41 Development must provide uses as follows:

Ground floor – commercial

First, second and third storeys – home office

Fourth to 18th storeys – residential

Building height

- C.42 The eighteen (18) storeys are proposed for the tower element of the building due to its close proximity to the light rail station.
- C.43 The tower proposed on this key site is aligned to minimise its overshadowing of land to the south.
- C.44 The tower element is to have a similar axial alignment to the tower elements on the key sites in the Thallon Street area. This is a compatible contribution to the more prominent urban form of the village centre close to the station.
- C.45 The four storey podium proposed is to impart a comfortable scale to the street frontage that is compatible with the podiums containing active uses in the Thallon Street area.

Floor space ratio

- C.46 The FSR limit for this site has been determined due to the limiting effect of site constraints and the lack of opportunity to amalgamate with other sites.

Building footprint, site coverage and deep soil cover

- C.47 No restrictions apply to building footprint, building site coverage, and deep soil planting due to the highly constrained nature of the site.

Setbacks

- C.48 Minimum setbacks are required to be:
 - 6 metres from the site's northern and eastern boundaries.
 - 3 metres from Pennant Hills Road and Jenkins Street.
 - 0 metres for the tower façade at the apex of the street corner.

Vehicular access

- C.49 Vehicle access points must be provided as indicated in Figure 8.2.8.1.21.7.
- C.50 Vehicular access is prohibited from Pennant Hills Road.



Figure 8.2.8.1.21.7 – Dimensional Built Form Controls: Block 5 Corner of Pennant Hills Road and Jenkins Road

BLOCK 16: BUNNINGS SITE AT CORNER OF POST OFFICE STREET AND PENNANT HILLS ROAD

This is a key site because of its highly prominent location. It is ideal for a landmark development denoting the northern gateway to the Precinct.

Controls

C.51 Retail and commercial uses are limited to ground floor. Level 1 and above must be allocated as residential use.

Building height

C.52 The nine (9) storey tower element of the building proposed on this key site is located parallel to Pennant Hills Road.

C.53 Two storey podium proposed is to impart a comfortable scale to the street frontage that is compatible with the podiums containing active uses in the Pennant Hills Road area.

Floor space ratio

C.54 The FSR limit is appropriate for a landmark building at a gateway to the Precinct.

Site coverage and deep soil cover

C.55 No restrictions apply to deep soil planting.

C.56 The building site coverage must be a maximum of 50%.

Setbacks

C.57 Minimum 10 metres setback from Post Office Street and Pennant Hills Road to allow for pedestrian circulation space and active uses on the street frontage.

C.58 Minimum 6 metre setback from Shirley Street and side boundaries.

Vehicular access and parking

C.59 Vehicle access points must be provided as indicated in Figure 8.2.8.1.21.8.

C.60 Vehicular access is prohibited from Pennant Hills Road.

C.61 Parking requirements for residential uses must comply with the general controls outlined in C.03 of Section 8.2.8.1.21.

C.62 Parking requirements for commercial uses must comply with Part 6 – Traffic and Transport of this DCP.

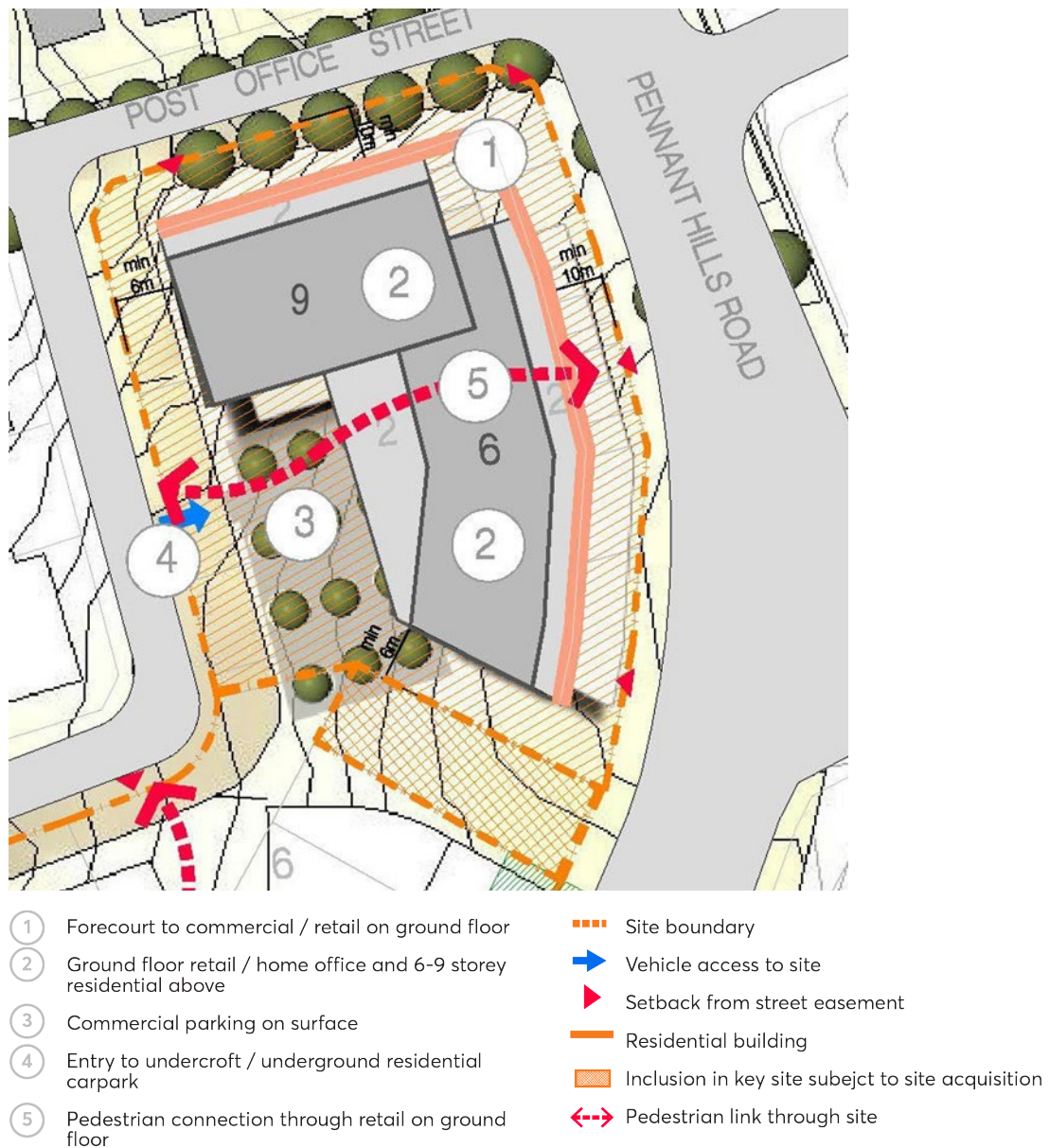


Figure 8.2.8.1.21.8 – Dimensional Built Form Controls: Block 16 Corner of Pennant Hills Road and Post Office Street

Further Information

Carlingford Precinct Plan Traffic Report (May 2008), prepared by Masson/Wilson/Twiney Traffic and Transport Consultants.

Faculty of the Constructed Environment, RMIT University et al, *Australia's Guide to Good Design – Residential*, prepared on behalf of the National Office for Local Government.



Note: This is indicative only. Refer to Section 8.5 – Specific Sites of this DCP for any site-specific provisions.

8.2.8.2 CARLINGFORD SOUTH

8.2.8.2.1 DESIRED FUTURE CHARACTER

New development is concentrated along Pennant Hills Road and Adderton Road, with connections to Carlingford and Telopea Train Stations via existing pedestrian networks. A mix of residential, retail and business uses are present the precinct to encourage a mix of housing types including residential flat buildings, multi dwelling housing and shop top housing.

Renewed business and mixed use development opportunities are provided opposite Carlingford Train Station, and at the intersection of Marsden and Pennant Hills Roads, improving the local centre at the western end of the precinct. Redevelopment of the Carlingford Village site provide an improved pedestrian retail interface along Pennant Hills Road and Keeler Street while encouraging residential development away from major roads. Development of this site provides an appropriate interface to adjoining heritage items, educational establishment and low density housing to the east.

Building heights generally respond to topography and existing development. New taller buildings are located along the ridgelines of Pennant Hills Road and Adderton Road to reinforce natural topography, to optimise views, access to sunlight and breezes, and to maximise efficiency of existing pedestrian networks. New development are required to have regard to existing built and natural heritage items, and to consider noise impacts from Pennant Hills Road, Marsden Road and the railway line.

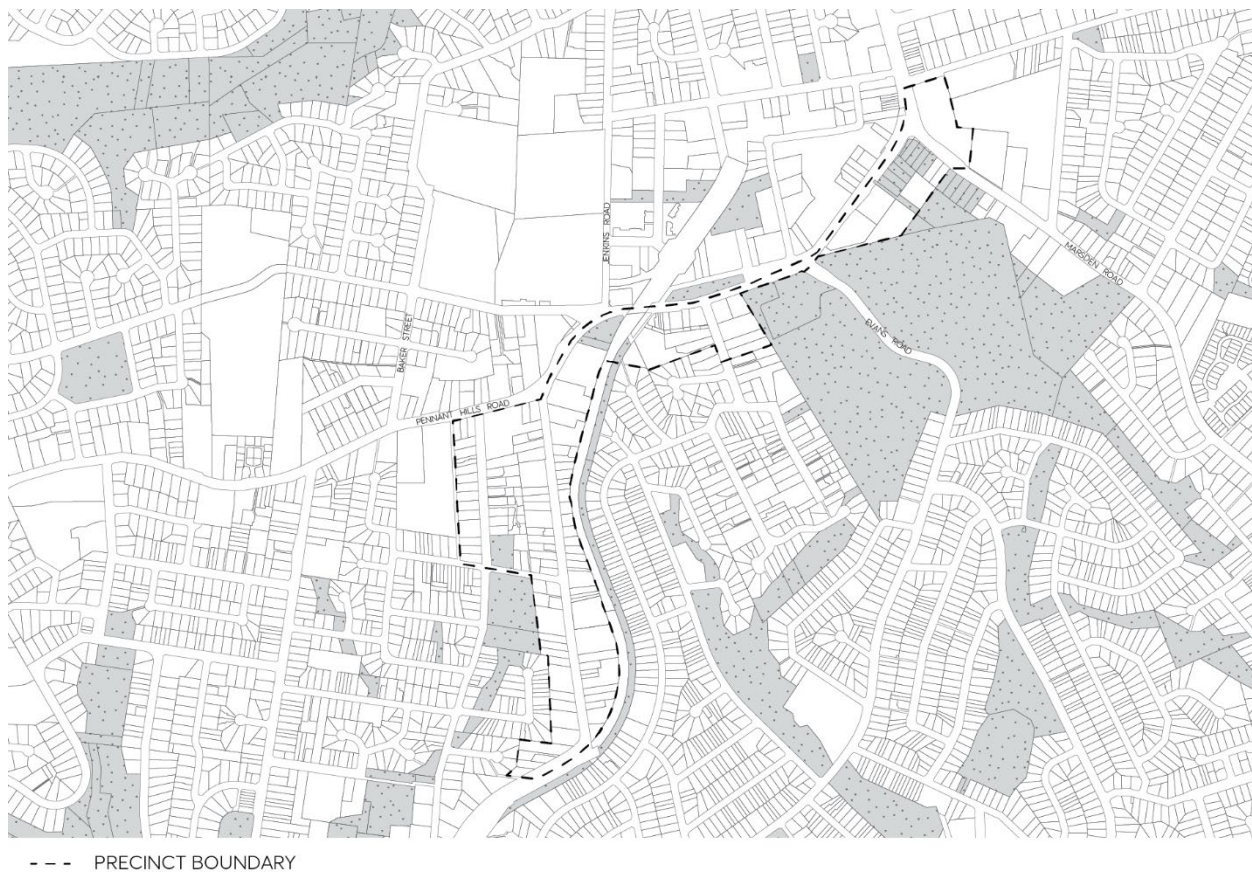


Figure 8.2.8.2.1 – Carlingford South

Objectives

In addition to general objectives listed in Part 8 of this DCP, specific objectives of this precinct are identified below.

- O.01 Ensure that new development at the intersection of Pennant Hills and Marsden Roads recognises this location as an important gateway and responds to its hilltop location.
- O.02 Ensure that new development responds well to the topography of land.
- O.03 Ensure that new development is sympathetic to existing built and natural heritage items.

Controls

Pedestrian Connections and Laneways

- C.01 New pedestrian connections and laneways should be provided in accordance with Figure 8.2.8.2.1. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with C.02 below.
- C.02 Where a development provides for dedication of land to Council for the purposes of providing public access and the construction of the access way, Council may consider increasing the maximum floor space ratio. As a guide, the maximum floor space ratio may be increased by the equivalent area represented by 50% of the land area to be dedicated to Council for the public access. The site area may include the area of land to be dedicated to Council for the

purpose of the floor space ratio calculation. The proposed variation to floor space is to be addressed under Clause 4.6 'Exceptions to development standards' in the *Parramatta LEP 2023*.

- C.03 The existing laneway to the rear of the E1 Local Centre zone is to be formalised to maintain the vehicular access and servicing needs of development.
- C.04 A new vehicular lane or right of carriageway is to be provided to the rear of properties fronting Pennant Hills Road and Adderton Road as shown on Figure 8.2.8.2.1. This laneway is to provide for vehicular access to these sites.
- C.05 Vehicular lanes, including any right of ways are to have a minimum width of 6 metres.
- C.06 Existing pedestrian connections are to be retained and enhanced.

Setbacks

- C.07 Building setbacks are to be in accordance with Figure 8.2.8.2.1 and Figure 8.2.8.2.3, and any additional controls set out below:

- a) The nil setback shown along Pennant Hills Road and Keeler Street applies to the first 3 storeys of development. Additional storeys shall be setback a minimum of 3 metres from the boundary as shown in Figure 8.2.8.2.2.

Balconies may encroach the upper level setback area as shown on Figure 8.2.8.2.3 as follows:

- An unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.
- Balconies may extend 1 metre into the setback area for the upper 2 storeys.
- b) The 2 metre setback shown along Pennant Hills Road, between Keeler Street and Marsden Road, applies to the first 3 storeys of development. Additional storeys shall be setback a minimum of 5 metres from the boundary as shown in Figure 8.2.8.2.4.

Balconies may encroach the upper level setback area as shown on Figure 8.2.8.2.4 as follows:

- An unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.
- Balconies may extend 1 metre into the setback area for the upper 2 storeys.

- C.08 Where a nil front setback is shown on Figure 8.2.8.2.1 in the E1 Local Centre Zone, development should have a nil side setback where it will not have a detrimental impact upon adjoining development, to achieve a continuous street edge.
- C.09 Building setbacks to existing and desired laneways should be designed to promote activation of the laneway while still allowing for the servicing needs of development.

Minimum Site Frontage

- C.10 Development for the purpose of residential flat buildings or multi dwelling housing in the R4 High Density Residential Zone on land fronting Pennant Hills Road and Adderton Road, as shown in Figure 8.2.8.2.1 is to have a minimum site frontage of 40 metres.
- C.11 Redevelopment of the existing service station site on the corner of Pennant Hills Road and Adderton Road, for the purpose of a residential flat building or multi dwelling housing is to be redeveloped as one site and may require the amalgamation of the 2 existing land parcels.

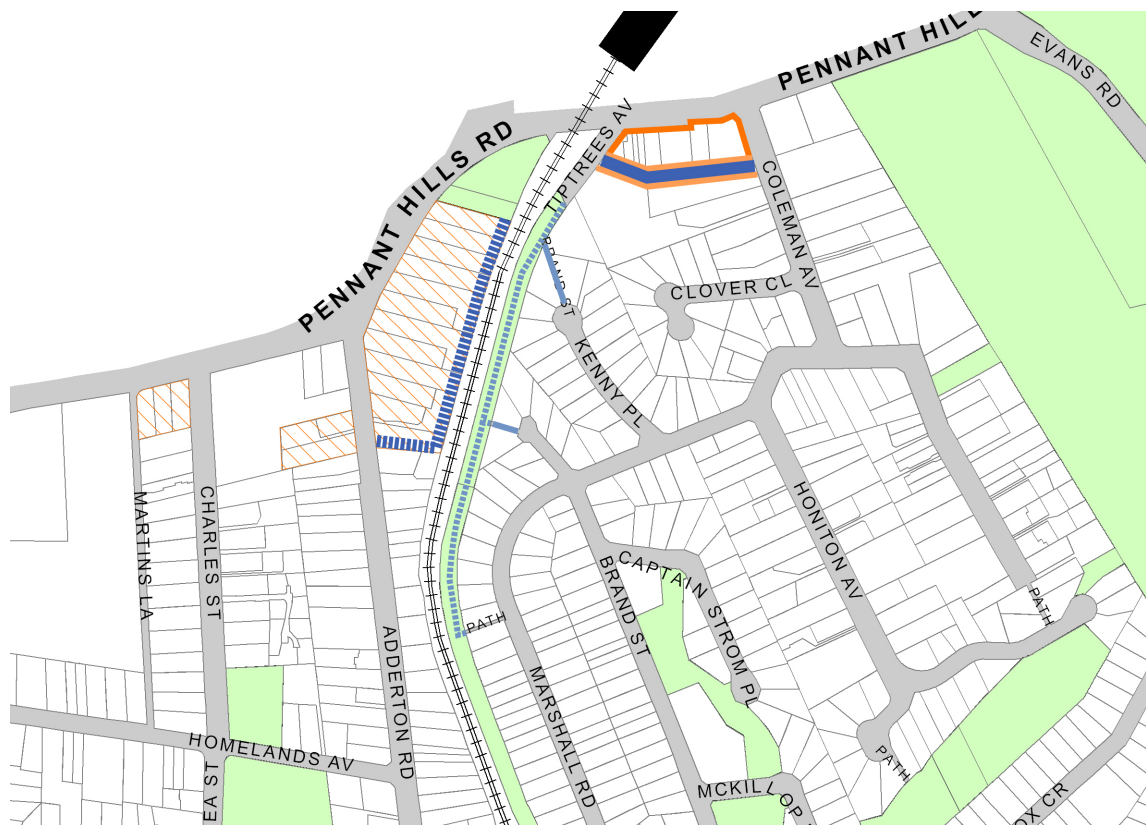


Figure 8.2.8.2.2 - Carlingford Precinct Setbacks and Lanes

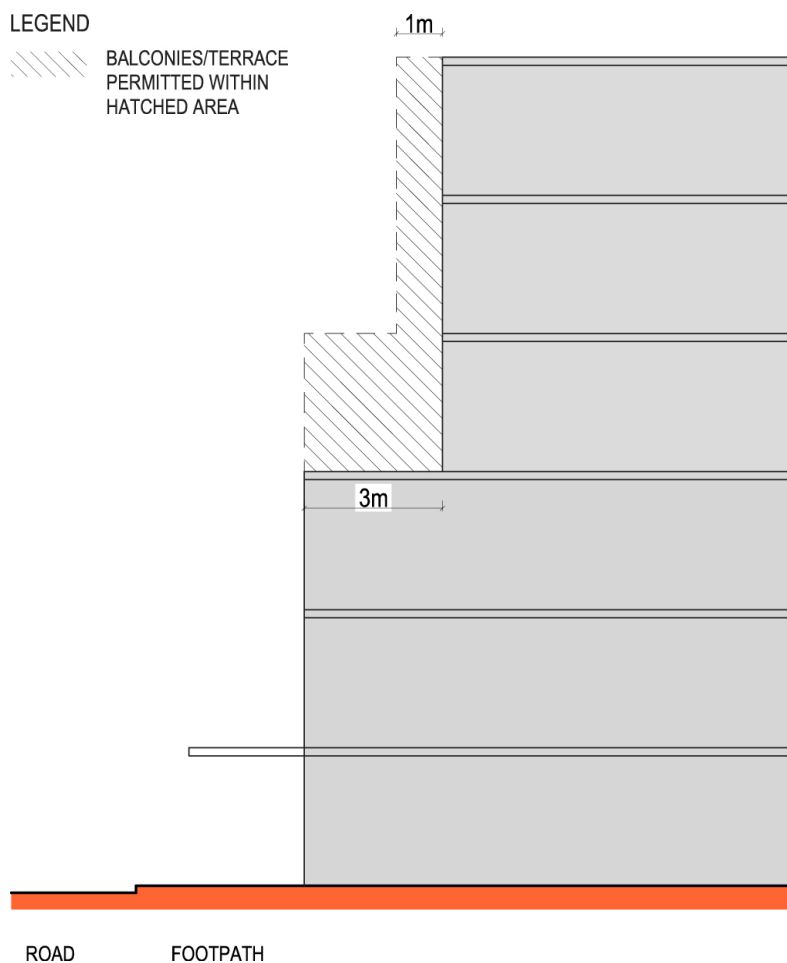


Figure 8.2.8.2.3 - Upper Level Setbacks and balcony locations

Redevelopment of Carlingford Village Shopping Centre Site – Bound by Marsden Road, Pennant Hills Road and Keeler Street

- The 2 metre front setback area to Pennant Hills Road is to be suitably treated to form an extension of the adjoining footway. Landscaping may also be provided in this area.
- New development should provide suitable corner treatments at the intersection of Marsden and Pennant Hills Roads and Keeler Street and Pennant Hills Road.
- New development shall provide an active and continuous pedestrian frontage along Pennant Hills Road with active ground level uses accessible from the roadway.
- A dense landscape setback shall be provided to Marsden Road to create a landscape corridor linking to existing vegetation on the adjoining property to the east and the existing parklands on the southern side of Marsden Road.
- New development must provide an appropriate height transition to adjoining residential development in Keeler Street.



Figure 8.2.8.2.4 - Ground Level Setbacks

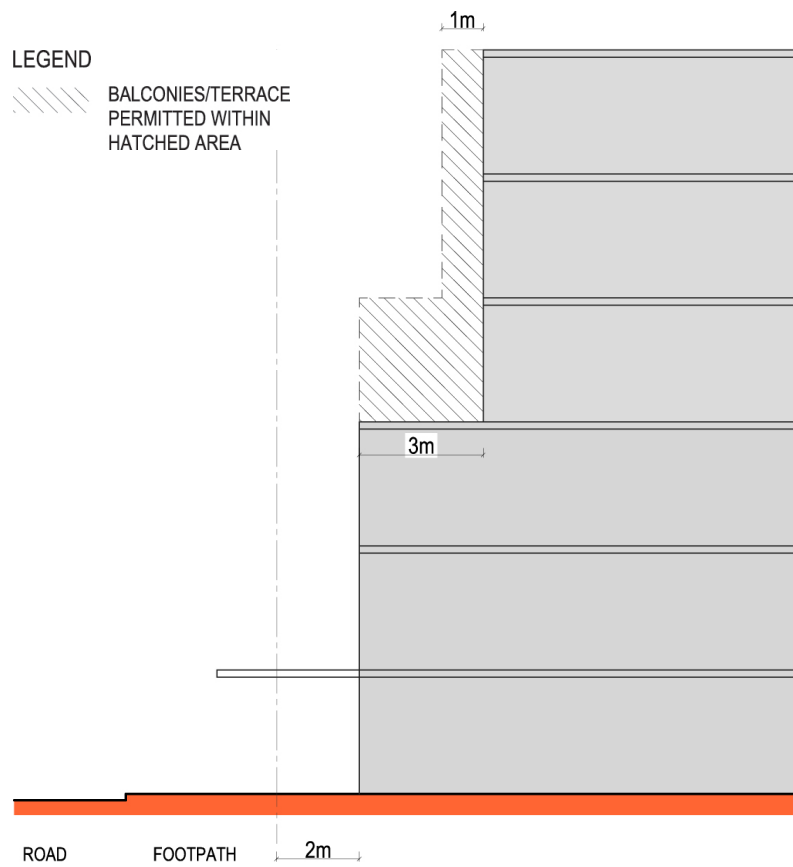


Figure 8.2.8.2.5 - Upper Level Setbacks and Balconies

8.2.8.3 CARLINGFORD EAST (BUSINESS)

8.2.8.3.1 DESIRED FUTURE CHARACTER

The locality is characterised by 5 storey mixed use buildings with at grade car parking for retail customers and underground car parking for employees and residents.

Business uses are located on the lower 2 storeys providing a broad podium for dwellings above to be setback from, creating a pedestrian friendly scale. Visible and active shops and street frontages with continuous awnings enhance streetscape character.

Low level business facades incorporate ribbons of shopfront windows and contrasting panels of light cladding, face brick or painted masonry. Mid-level and upper-storey residential facades incorporate indentations or projections in the alignment of exterior walls, balconies that are indented behind and/or project forward of exterior walls and steel framed balconies and balustrades of steel or glass that contrast the weight of masonry walls, with operable louvres for privacy, shade and glare control.



Figure 8.2.8.3.1 – Carlingford East Key Principles Diagram

Objective

- O.01 Well-articulated building forms with a pedestrian-friendly scale that encourages commercial activity and provides for landscaping, open space and separation between buildings.

Controls

Strategy

- C.01 Redevelopment of up to five storeys should accommodate residential flats, offices, business or retail premises, serviced by basement parking.
- C.02 Expand the existing public domain in order to encourage high levels of pedestrian activity plus a variety of new businesses and local employment.
- C.03 Refer all Development Applications to Transport Asset Holding Entity to confirm any requirements in relation to the Parramatta – Epping railway.

Servicing

- C.04 Establish a rear laneway to provide kerbside parking for customers and deliveries, access to basement parking, screened by trees and hedges to protect the amenity of residential neighbours.
- C.05 Prevent left turns from Keeler Street to Pennant Hills Road.

Public frontages

- C.06 Divide this street block by at least two broad outdoor walkways to encourage new pedestrian and business activities in locations which are commercially visible and sunny.
- C.07 Maximise activity facing all streets and walkways by siting lower storeys without any setback from footpaths and accommodating a nearly continuous mix of shopfronts, building entrances and balconies.
- C.08 Consolidate entries to basements and service areas via the new rear laneway to protect desired levels of activity facing all streets and new walkways.

Built form

- C.09 Provide a continuous podium of up to two storeys facing all streets, and shape each podium to address major street corners.
- C.10 Avoid extensive sheer vertical facades by setting upper storeys back from their podium.
- C.11 Achieve a varied skyline by providing different heights, profiles and roof forms for successive buildings.
- C.12 Design quality of facades should consider visibility from all quarters.
- C.13 Siting and design of apartment storeys should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

Setbacks

- C.14 The minimum setbacks of all buildings and structures are prescribed in Table 8.2.8.3.1 and Table 8.2.8.3.2 below.

Table 8.2.8.3.1 – Minimum Setbacks for 2 storey podium

Setback	Minimum Building Setback
Primary and Secondary Front Boundary	0 metres
Rear Boundary	16 metres - 22 metres to provide a rear laneway accommodating 90 degree parking, 1 or 2 way traffic movements, the turning circle for a medium rigid delivery vehicle, a 2 metre wide footpath and a 2 metre wide deep soil verge

Table 8.2.8.3.2 – Minimum setbacks for 3rd storey and above (tower element)

Setback	Minimum Building Setback
Primary and Secondary Front Boundary	3 metres from commercial podium façade
Rear Boundary	0 metres from commercial podium façade
Top-Storey Setback	3 metres additional setback for exterior walls of the top-most two storeys, measured from the walls of the lowest storey above the podium

8.2.8.4 CARLINGFORD EAST (RESIDENTIAL)

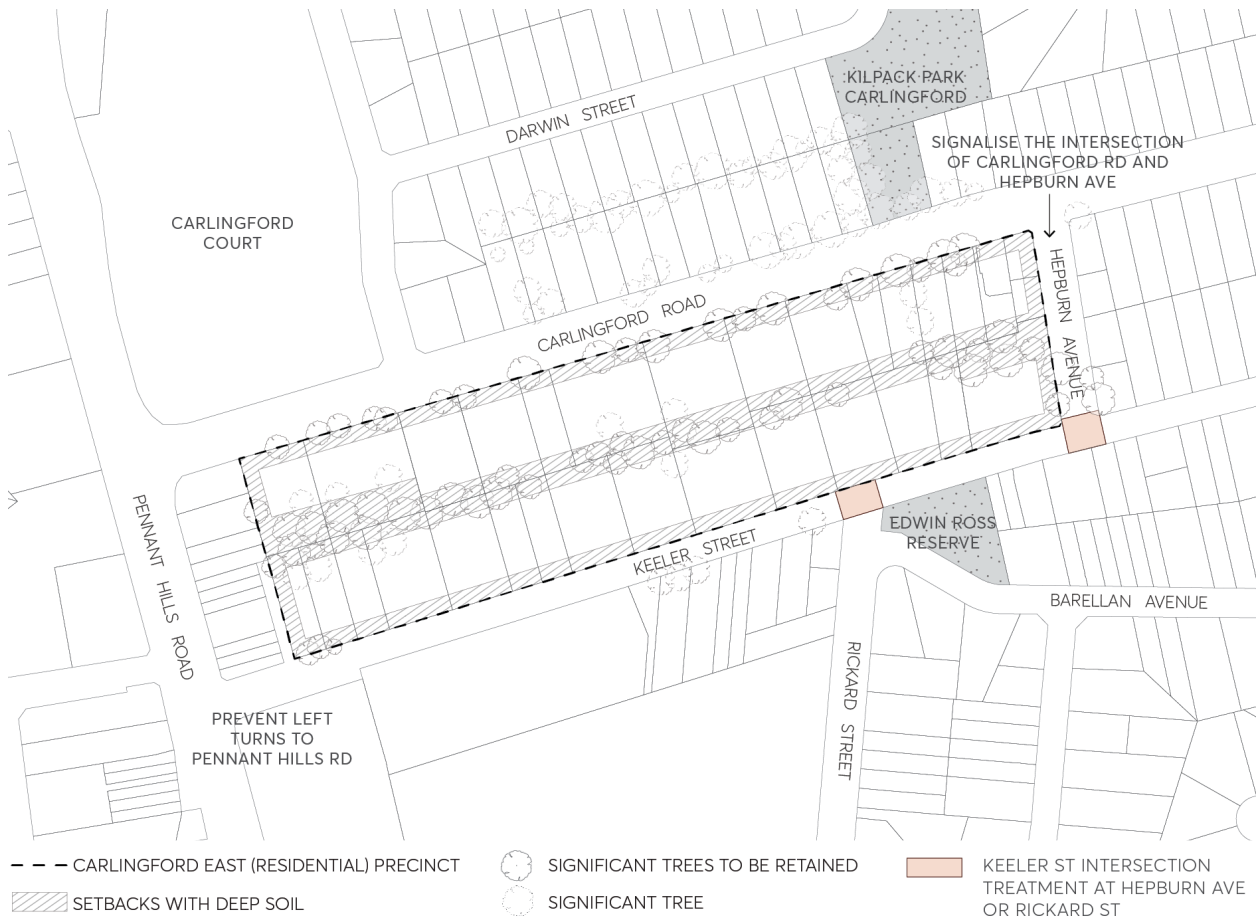


Figure 8.2.8.4.1 – Key principles diagram, Carlingford Road residential precinct

Controls

Strategy

- | | |
|------|---|
| C.01 | Redevelopment should be predominantly five storey residential flat buildings in garden settings, with parking in basements. |
| C.02 | Refer all development applications to RailCorp to confirm any requirements in relation to Parramatta – Epping railway. |

Servicing

- | | |
|------|--|
| C.03 | Promote access from local streets. |
| C.04 | If access is not available from local streets, consolidate existing vehicle entrances from Carlingford Road. |
| C.05 | Prevent left turns from Keeler Street to Pennant Hills Road. |
| C.06 | Signalise the intersection fo Carlingford Road and Hepburn Avenue. |
| C.07 | Install traffic calming devices in Keeler Street. |

- C.08 Provide intersectional treatment/roundabout on Keeler Street at Hepburn Avenue or Rickard Street.

Landscape setting

- C.09 Provide broad setbacks along street frontages and rear boundaries and local communal open spaces in order to retain remnants of blue Gum High Forest and existing trees that are prominent streetscape features.
- C.10 Surround and screen new buildings with canopy trees and shrubs.

Built form

- C.11 To reflect the established pattern of detached dwellings:
- a) limit the width of new facades that would be visible from any street, and
 - b) divide the floorspace of every new building into well-articulated pavilion forms that are separated by courtyards with canopy trees.
- C.12 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.
- C.13 Employ setbacks and building forms that retain reasonable sunlight and privacy for existing neighbours.

8.3 NEIGHBOURHOOD PRECINCTS

This Section contains development controls for areas that are identified as Neighbourhood Precincts which are characterised as areas with concentrated residential, retail, and business growth. These precincts generally contain lower-scale types of development that will provide a mix of housing types and densities and will seek to improve the vibrancy and viability of business and retail developments serving the surrounding community. Each of these precincts are distinct with complementary functions.

This Section of this DCP is to be read in conjunction with other Parts of the Parramatta DCP 2023 and the *Parramatta Local Environmental Plan (LEP) 2023*. The consent authority, in considering a Development Application for land in a neighbourhood precinct must have regard to the specific provisions. If there is any inconsistency between this Part of this DCP and other Parts of the Parramatta DCP 2023, this Part of this DCP will prevail.

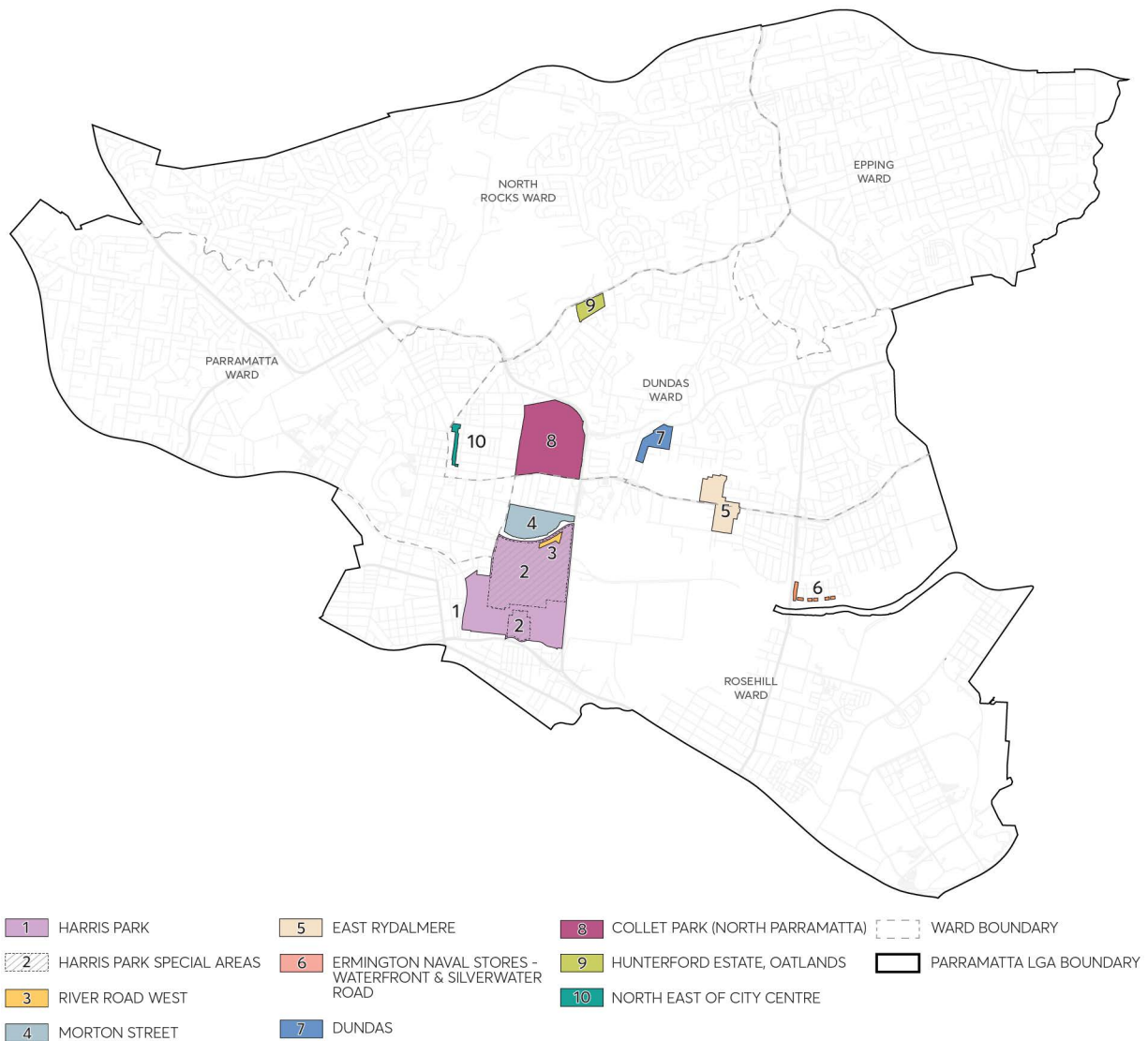


Figure 8.3.1 – Neighbourhood precincts

CONTENTS

8.3	NEIGHBOURHOOD PRECINCTS.....	444
8.3.1	HARRIS PARK.....	446
8.3.2	HARRIS PARK SPECIAL AREAS.....	454
8.3.3	RIVER ROAD WEST	465
8.3.4	MORTON STREET	479
8.3.5	EAST RYDALMERE.....	492
8.3.6	ERMINGTON NAVAL STORES- WATERFRONT AND SILVERWATER ROAD.....	495
8.3.7	DUNDAS	498
8.3.8	COLLET PARK (NORTH PARRAMATTA)	501
8.3.9	HUNTERFORD ESTATE, OATLANDS.....	504
8.3.10	NORTH EAST OF CITY CENTRE PRECINCT.....	507

8.3.1 HARRIS PARK



Figure 8.3.1.1 – Harris Park Precinct

8.3.1.1 DESIRED FUTURE CHARACTER

Harris Park is bounded by the Parramatta River to the north, James Ruse Drive to the east, A'Becketts 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 City Centre.

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 City Centre. All new development are 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 are to have a strong, unified, and visually attractive presence to reflect its status as a "gateway" to the Parramatta City Centre.

Objectives

- O.01 Conserve the heritage character of the locality and preserve those areas and sites that present as important cultural/tourist attractions.
- O.02 Retain the character and amenity of the area.
- O.03 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.04 Ensure new development in Harris Park is compatible with the scale of existing development and represents high-quality urban design.
- O.05 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.06 Ensure roof designs are compatible with existing roofs in the area in terms of their pitch, form and design detail.
- O.07 Ensure development fronting James Ruse Drive is unified, has a strong presence to the street and facilitates pedestrian connectivity.
- O.08 Ensure new residential development has front and side setbacks similar to the majority of existing buildings with that street.
- O.09 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.

Controls

Height of Buildings

- C.01 Existing view corridors shown in Appendix 1 are to be protected, maintained or reinstated in the planning and design of the development.
- C.02 Align buildings to maximise and frame view corridors between buildings.
- C.03 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.

- C.04 Regardless of any other control, height of buildings must enable compliance with all controls about views and vistas.

Building Design

- C.05 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.
- C.06 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.
- C.07 Buildings are to be designed with regard to the features of adjoining buildings and works with transitions of height, massing and scale where appropriate.
- C.08 New buildings shall sit parallel to the street.
- C.09 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.
- C.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.
- C.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.
- C.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.
- C.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.
- C.14 Door and window openings are to enhance the architectural character of the building.
- C.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.
- C.16 Existing lot structure is to influence building articulation: development on amalgamated sites is to respond to the existing or prevalent lot structure.
- C.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

- C.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.
- C.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.

- C.20 For all development directly facing James Ruse Drive, a 5 metre wide landscaped buffer is to be provided.
- C.21 At least 50% of the landscaped area shall be in one continuous area located at the rear of the property.
- C.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.
- C.23 Areas less than 1.5 metres wide in any direction shall not be counted towards 'landscaped area'.
- C.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)
- C.25 Landscaping facing Parramatta River or Clay Cliff Creek shall be compatible with the riverine ecosystem.

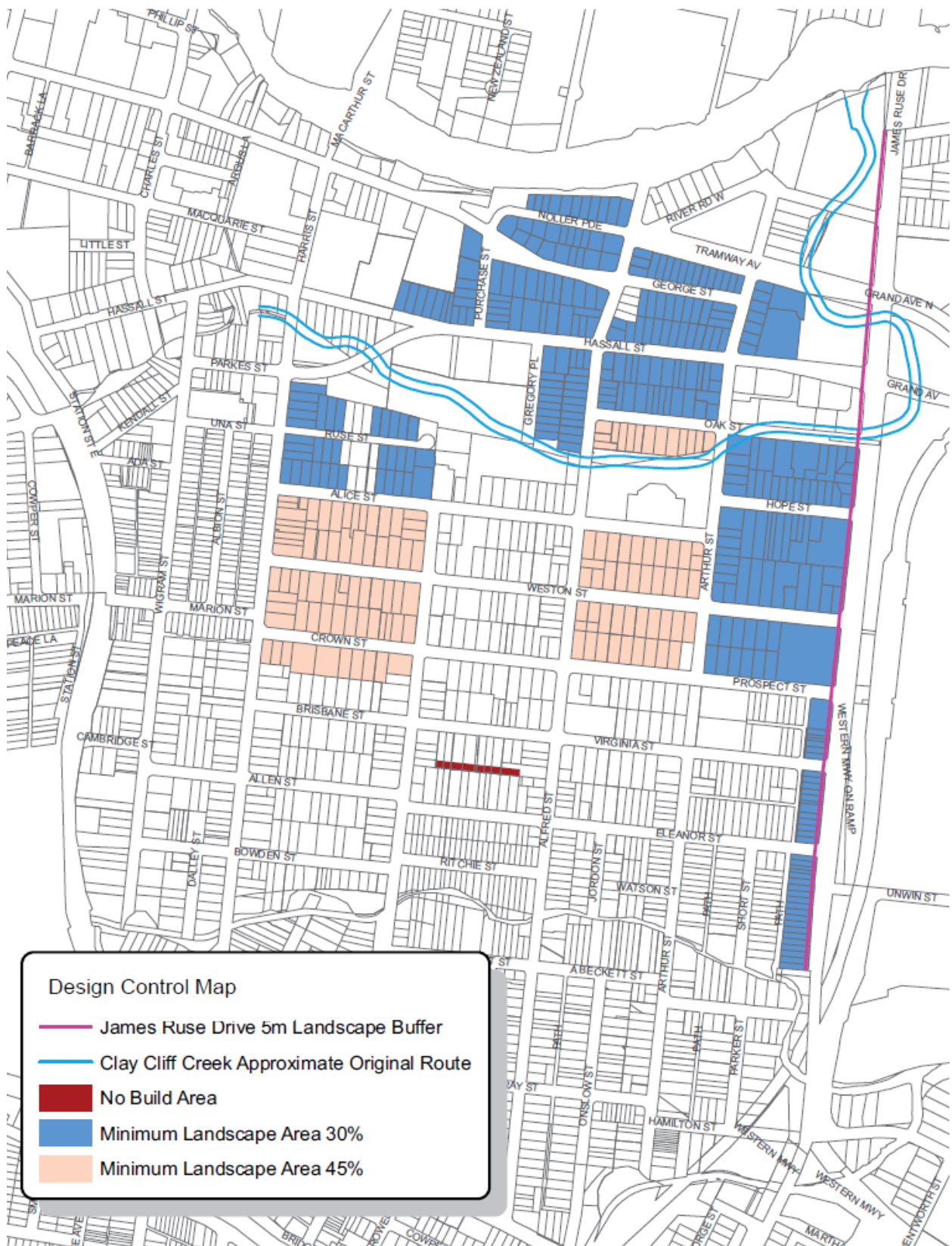


Figure 8.3.1.1.1 – Design Control Map: Landscape treatment to Clay Cliff Creek

Transport and Accessibility

- C.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.
- C.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.
- C.28 Vehicular access is not permitted on land fronting James Ruse Drive unless there is no other alternative.
- C.29 Space allocated for vehicular entrances is to be minimised, with those entrances provided, if possible, from laneways.
- C.30 The width and surface area of driveways and other hard surfaces associated with the movement and parking of vehicles shall be minimised.
- C.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.
- C.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.
- C.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.

- C.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 taken into account the impact that the development may have on any such historic corridor.
- C.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

- C.36 Minimum width of the allotment shall be 18 metres in any direction.
- C.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 metres.
- C.38 Unless otherwise stated, side setbacks shall be at least 1.5 metres., 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.
- C.39 Driveway width shall be a minimum of 3.5 metres.

Two rows of dwellings

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

- C.42 Side setbacks shall be a minimum of 6 metres, with vehicular access on the southern side.
- C.43 Two street frontages (this includes allotments with a lane to the rear)
- C.44 Buildings must address both frontages, whether they be a street or a lane.
- C.45 Setback from rear lanes and/or secondary streets shall be a minimum of 3 metres.
- C.46 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

- C.47 Attached dwellings are only permitted where:
- C.48 occurring as 'infill' development adjacent to other existing terraces; or
- C.49 indicated as a preferred form of development in the 'key block' section of this Harris Park section.
- C.50 Shall not be greater than 15 metres in depth without open 'internal' courtyard.
- C.51 Windows to streets shall be vertically proportioned.
- C.52 All parking must be accommodated to the rear of the site and/or underground unless specific provision is made in the street.

Commercial Development

- C.53 Land uses on the ground floor are to be non-residential, with any residential development to be located on floors above ground level.
- C.54 Where a residential component is included above ground level, an appropriate level of amenity and safety must be assured for the residents.
- C.55 Buildings on the street frontage are to provide pedestrian amenity in the form of active street frontages, building entrances and awnings.

- C.56 Shop entries are to be recessed from the public footpath by at least 1 metre.
- C.57 Colours and materials should reinforce the existing character of nearby buildings and achieve a unity of building background above awning level.
- C.58 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.
- C.59 Signs for individual non-residential land-uses are restricted to 1 top-hamper sign, 1 underawning sign and 1 wall sign.
- C.60 Space for signs should be incorporated in building design.
- C.61 Awnings and verandahs are encouraged to define the edge of the footpath and reduce the apparent visual bulk of the building.
- C.62 The background colour on awning fascias should be consistent providing a visual unification of the street.
- C.63 Sun blinds should be designed to minimise interference to pedestrians and vehicles and complement the colour and signage scheme of the building.
- C.64 Vehicle access and service areas should be located away from prime pedestrian areas, preferably with access from side and rear streets.

8.3.2 HARRIS PARK 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 this DCP is to preserve the overall integrity of the Special Areas, by ensuring all development protects, maintains and improves the particular character and significance of each area.

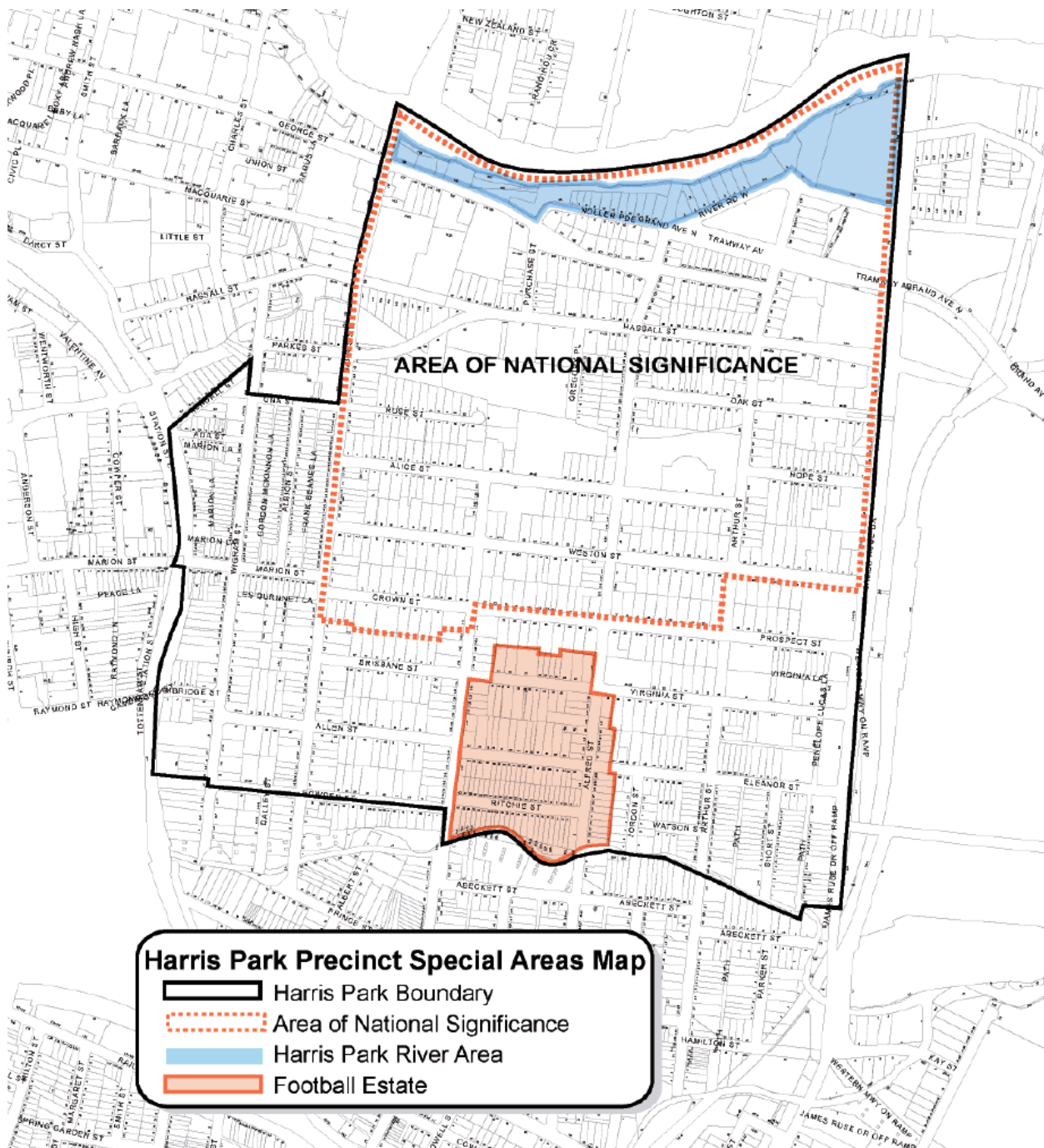


Figure 8.3.2.1 – Harris Park Special Areas Map

FOOTBALL ESTATE

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 1,000 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.

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.

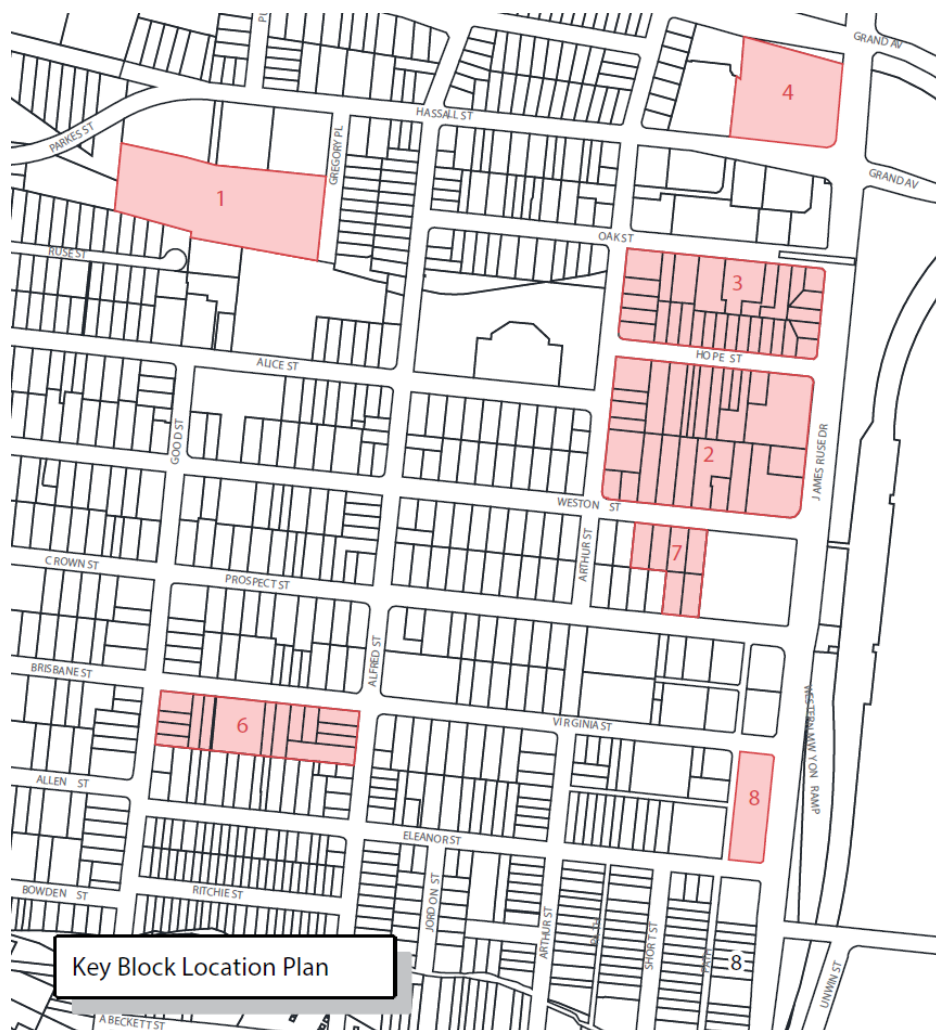


Figure 8.3.2.2 – Harris Park Key Blocks Location Plan

Controls

Area of National Significance

- C.01 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.02 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 8.3.3 relating to land at 2-12 River Road West, Parramatta.

- C.03 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.

8.3.2.1 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 E4 General Industrial under the *Parramatta LEP 2023*. It sits directly behind Hambledon Cottage and is within close proximity to Experiment Farm and Elizabeth Farm.

8.3.2.1.1 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.

8.3.2.2 KEY BLOCK TWO: BLOCK BOUNDED BY ARTHUR STREET, WESTON STREET, HOPE STREET AND JAMES RUSE DRIVE

8.3.2.2.1 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.

Objective

O.01 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.

Controls

In addition to the following controls, development must comply with the relevant development standards set out in *Parramatta LEP 2023*, and any relevant controls set out in Parts 2 and 3 of this DCP. To the extent of any inconsistency between Parts 2, 3 and 4 of this DCP, the controls within Part 8 will prevail where they apply to this block. Furthermore, the controls in 8.3.2.2 will prevail over any inconsistency with other parts of 8.3.2.

Building Form

- C.01 Maximum building height for sites fronting Arthur Street to be in accordance with the following controls:
- 4.5 metre minimum setback of the fourth storey on the street frontage
 - 3 storey maximum building height for 103 Arthur Street
- C.02 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.03 7 metre minimum front setback to Arthur Street
- C.04 5-7 metre minimum front setback along Weston and Hope Streets for corner sites with Arthur Street
- C.05 6 metre 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.06 35 metres maximum building length, with a 4 metres minimum break, for sites on Arthur Street

Site Frontage

- C.07 24 metre minimum

Landscaping

- C.08 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.

8.3.2.3 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.

8.3.2.3.1 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 2023* 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.

8.3.2.4 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 2023*. 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.

8.3.2.4.1 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.

8.3.2.5 KEY BLOCK FIVE

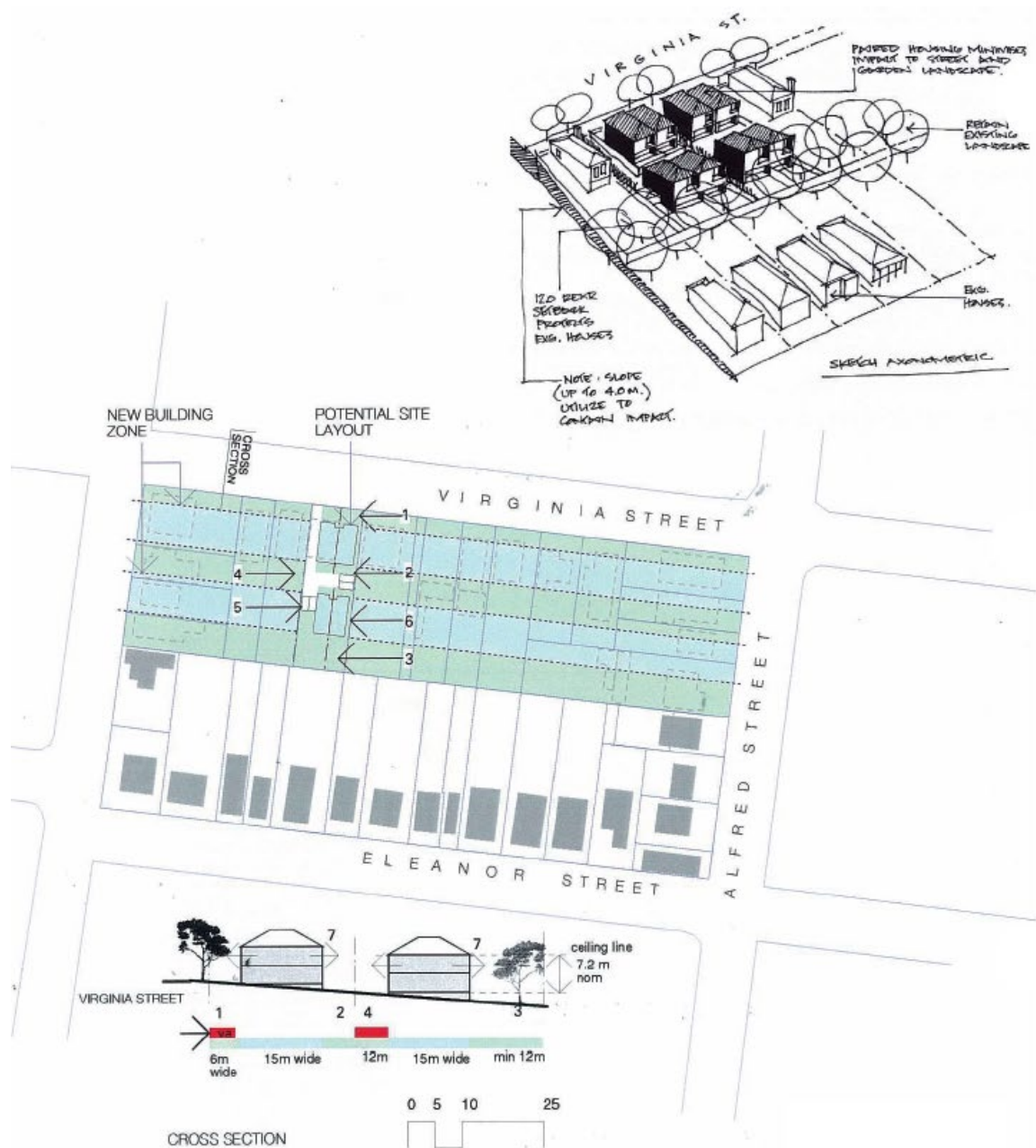
Note: Section 8.3.2 Harris Park Special Areas was amended in August 2015 under Parramatta DCP 2011 amendment 8 to delete controls relating to Key Block Five: Parramatta Workers Club.

8.3.2.6 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.

Controls

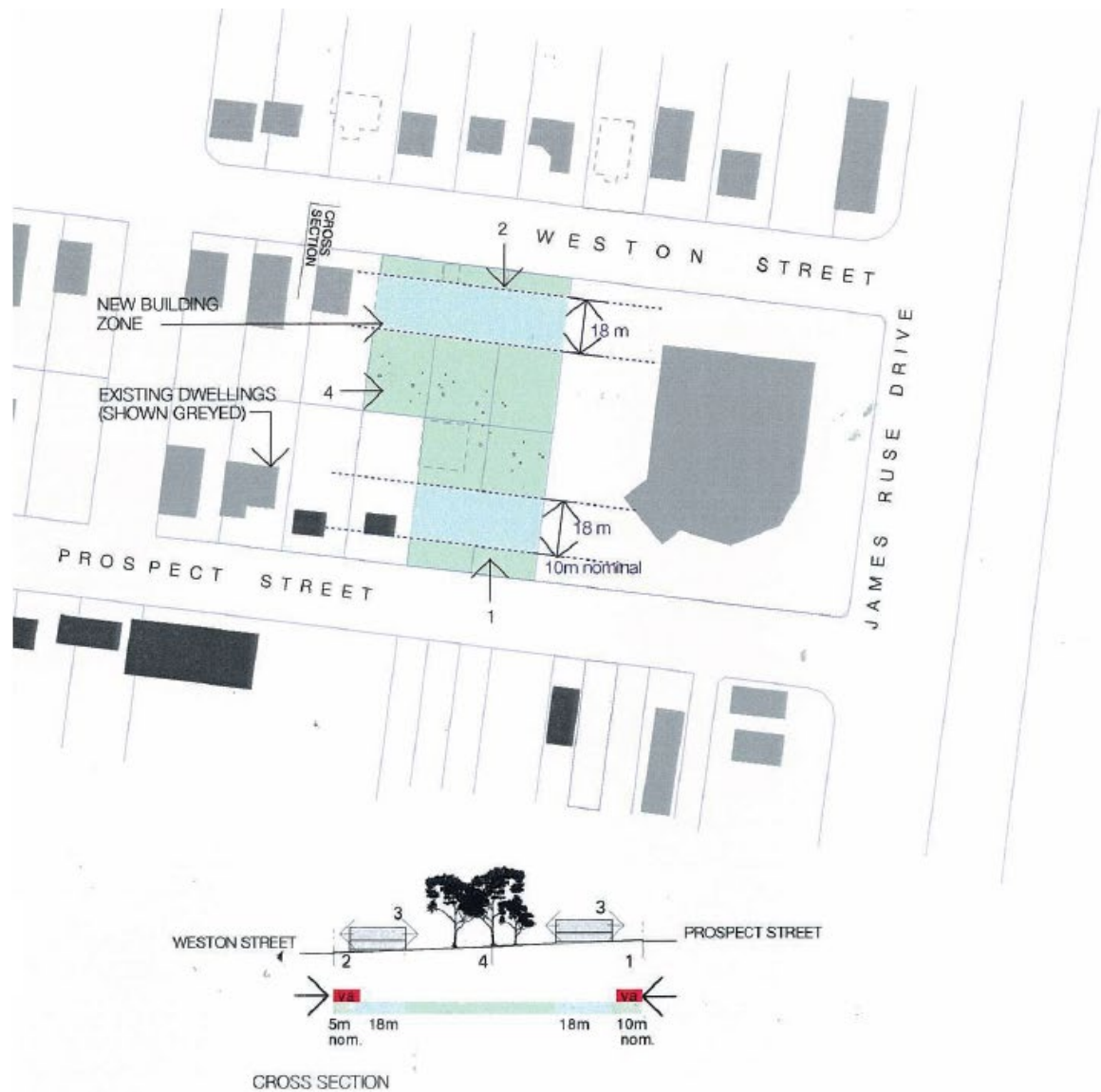
- C.01 All development on land within Key Blocks Six to Eight is expected to be in accordance with the preferred pattern of development and identified controls shown on the following diagrams.



PRINCIPLES

1. FRONT SET BACK 6m
2. REAR GARDEN 6m
3. REAR SETBACK min 12m
(PARITY FOR PRIVATE OPEN SPACE)
4. DISTANCE BETWEEN DWELLING ZONES 12m min
5. CARPARKING SPACES: 4
6. SIDE SETBACKS: 1.5m for CLASS 1B GLAZING (BCA)
7. DWELLINGS TO FACE FRONT AND BACK
NOT TO SIDES

Figure 8.3.2.6.1 – Key Block 6



PRINCIPLES

1. FRONT SET BACK FROM PROSPECT STREET = 10m (NOMINAL)
ALIGNMENT SET BY FRONT OF EXISTING HERITAGE ITEM
2. NOMINAL 5m SETBACK FROM WESTON STREET
3. DWELLINGS TO FACE FRONT AND BACK AND CROSS VENTILATE
4. DEEP SOIL GARDENS TO BE PROVIDED AT REAR AND EXISTING TREES TO BE RETAINED

Figure 8.3.2.6.2 – Key Block 7

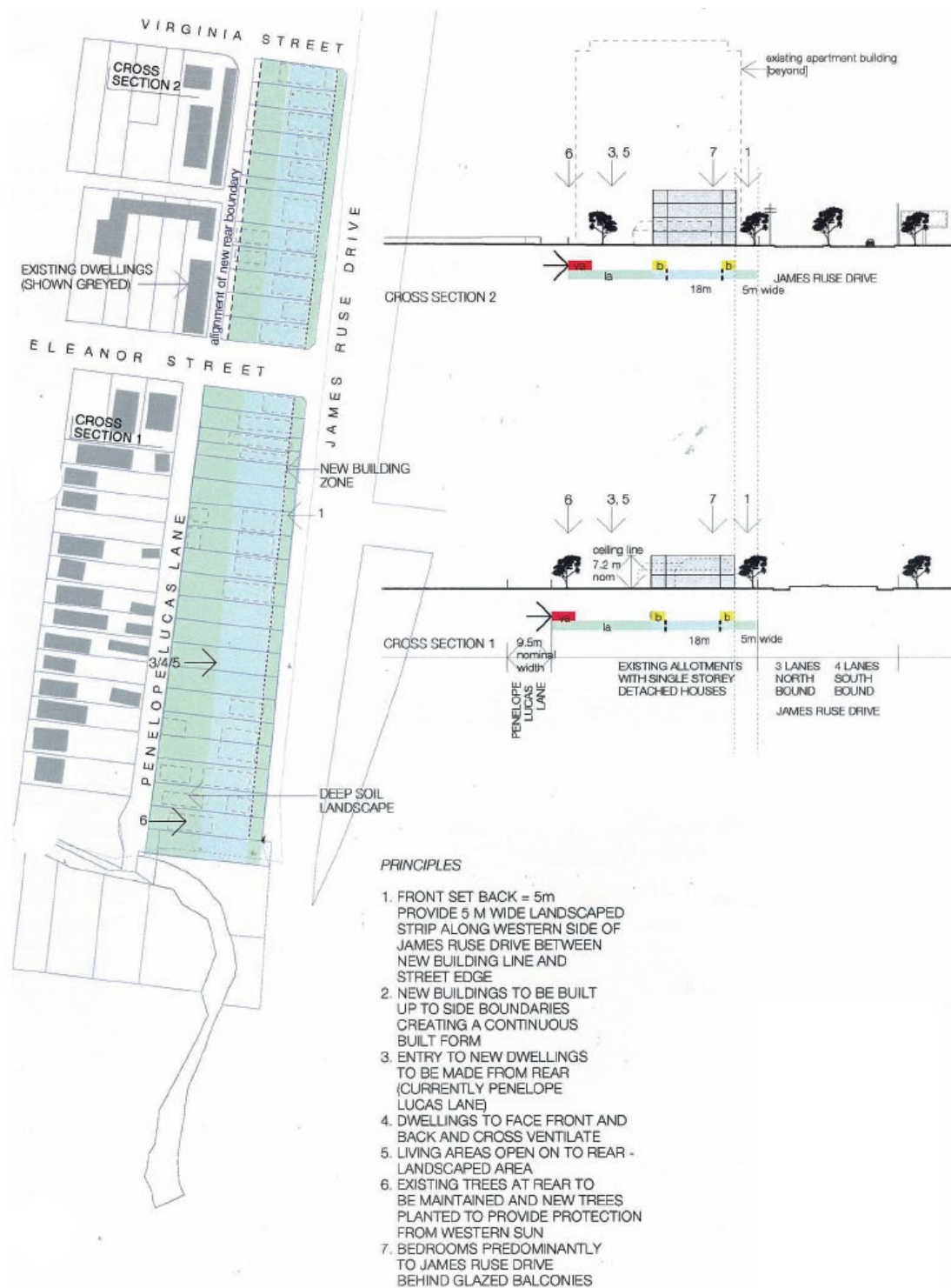


Figure 8.3.2.6.3 – Key Block 8

8.3.3 RIVER ROAD WEST

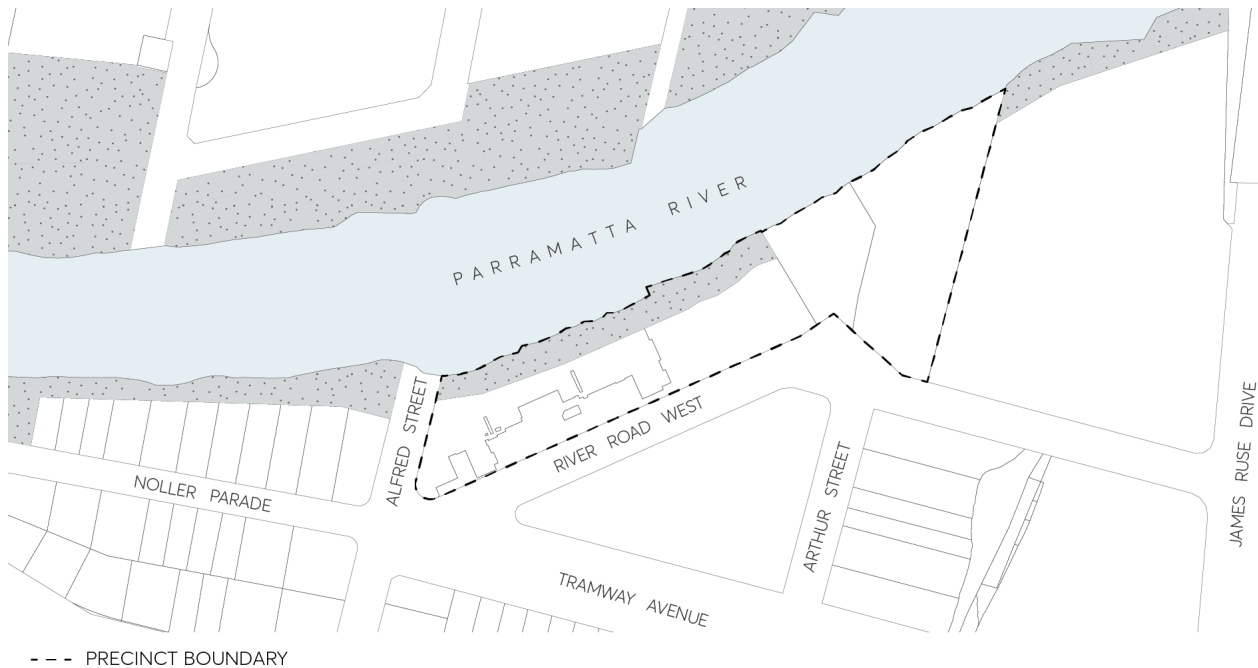


Figure 8.3.3.1 – River Road West Precinct

8.3.3.1 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 City Centre. On the southern foreshore of the Parramatta River, the site calls for urban renewal of residential and mixed use buildings addressing both the foreshore and street frontages and revitalising this section of the Parramatta River foreshore. Future redevelopment 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 open up a fundamental linkage along the Parramatta River between the Parramatta City Centre to the west and the University of Western Sydney and Rosehill Racecourse to the east. This facilitates the connection for both pedestrians and cyclists between the City Centre and the eastern gateway to the City.

Buildings are 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 activate pedestrian edges to the foreshore, street frontages and through site links, as well as maximising opportunities for passive surveillance.

Building separation are designed to create visual linkages between the northern and southern sides of the foreshore, and between items of historical significance. Building height are 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 provide visual interest and are designed to reduce the visual bulk of

development. Building articulation and modulation ensure that buildings suitably address both the street frontages and the Parramatta River.

Objectives

O.01 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.02 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.03 Ensure that new development provides a suitable interface to any future pedestrian bridge over Parramatta River where that bridge adjoins Alfred Street.

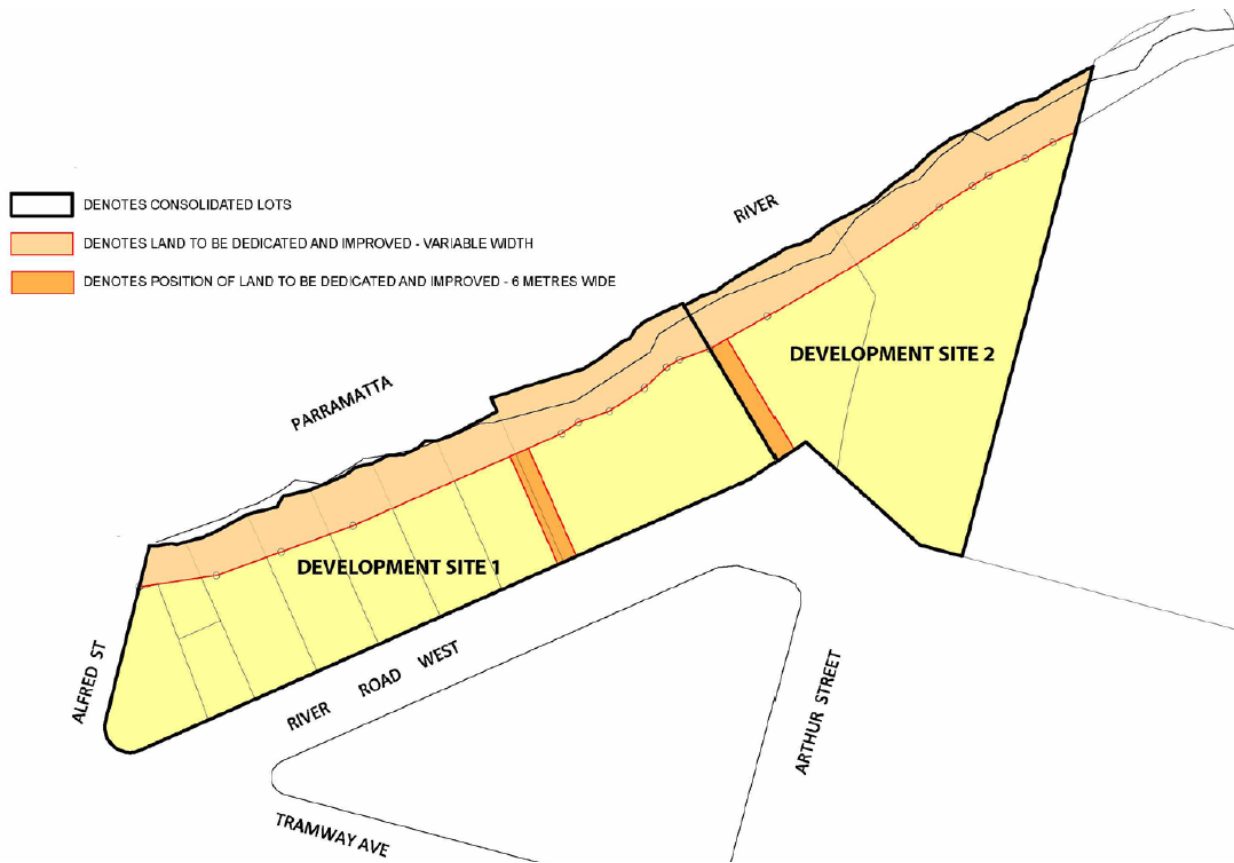


Figure 8.3.3.1.1 – Land to be dedicated

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 8.3.3.1.1 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 6 metre through site links between River Road West and the Foreshore are to be included in the site area.

Controls

Consolidated Development Sites

- C.01 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 8.3.3.1.1. 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.02 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.03 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 8.3.3.1.2.
- C.04 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.05 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 2023* and Part 5 – Environmental Management of this DCP.
- C.06 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.

Pedestrian Connections and Laneways

- C.07 New pedestrian connections are to be provided in accordance with Figure 8.3.3.1.2 and the Voluntary Planning Agreements prepared for the site.
- C.08 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.
- C.09 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.
- C.10 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.

- C.11 New pedestrian links are to include constructed shared paths with a minimum width of 3 metres, being consistent in width for its full length.
- C.12 It is desirable that future building envelopes enable an extension of Arthur Street, as a view corridor, extending to Parramatta River.



Figure 8.3.3.1.2 – Pedestrian Links and Laneways

8.3.3.2 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.01 Ensure design excellence and to provide for redevelopment that addresses the desired future character of the precinct.
- O.02 Ensure that new buildings reflect and recognise the existing and proposed road and pedestrian networks.
- O.03 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 City Centre along the River.
- O.04 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.05 Ensure that new development will respond appropriately to historic view corridors 5 and 6 as shown in Appendix 1.

Controls

- C.01 Designs of buildings are to address both the river foreshore and all road frontages and pedestrian networks.
- C.02 Ensure that buildings are articulated using an appropriate mix of design elements to provide visual interest and high-quality building design.
- C.03 New buildings should provide active spaces at the ground floor level as detailed in Figure 8.3.3.1.2. This should include retail and commercial spaces, as well as building entrances to the residential parts of each building.
- C.04 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.
- C.05 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 8.3.3.2.1, 8.3.3.2.2 and 8.3.3.2.3. It was recognised that not all view corridors shown in Appendix 1 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 1.

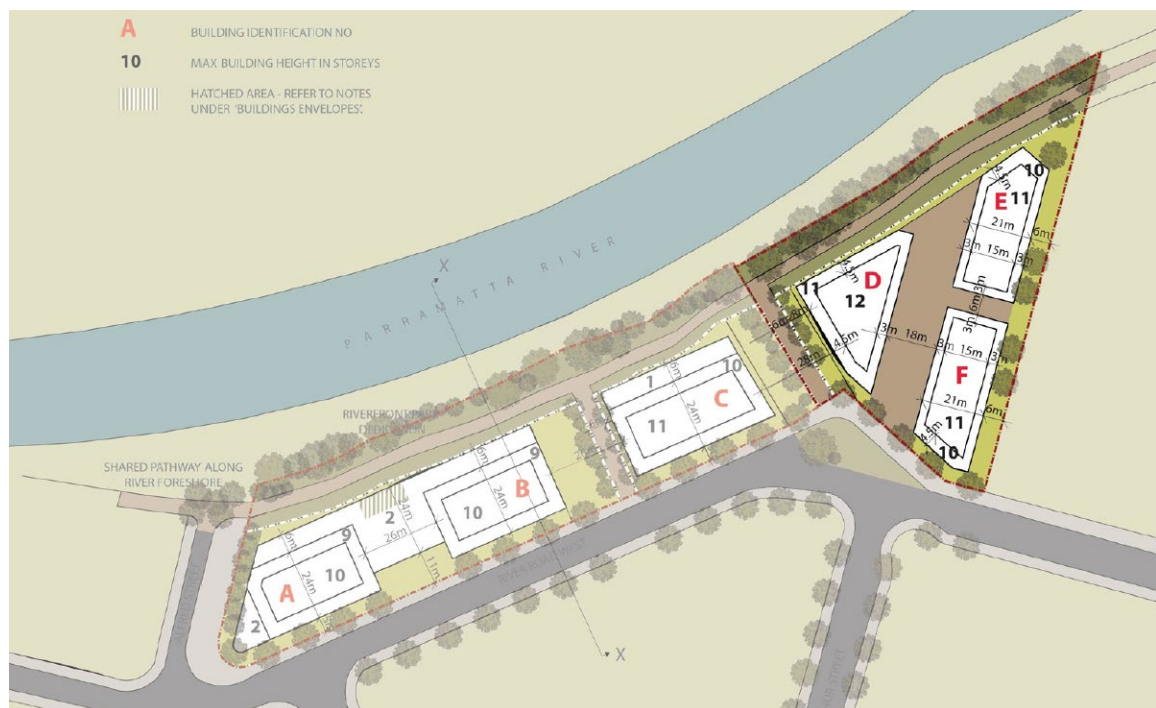
Building Envelopes

- C.06 Future built form should provide a high-quality design solution and correlate with the indicative building envelopes shown at Figures 8.3.3.2.1 (or Figure 8.3.3.2.2 where relevant) and 4.1.10.4.

NOTE: Figure 8.3.3.2.2 provides an alternate solution to Figure 8.3.3.2.1, 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.

- C.07 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.
- C.08 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.
- C.09 For the alternate solution for Buildings D, E & F, the building envelopes and setbacks should be as dimensioned in Figure 8.3.3.2.2.
- C.10 All balconies are to meet the minimum dimensions required in Part 2 – Residential Development of this DCP.
- C.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.
- C.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 controls outlined above.
- C.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 controls outlined for the land are achieved to a high level of design excellence.
- C.14 Where hatched areas are shown in Figure 8.3.3.2.1 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.



- C.15 Maximum building heights shall be in accordance with Figure 8.3.3.2.1 (or 8.3.3.2.2 where relevant) to respond to the context of surrounding buildings and to provide visual interest with tower elements of variable heights.
- C.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.
- C.17 Building height shall respond appropriately to the historic view corridors 5 and 6 detailed in Appendix 1 of this DCP (see Note regarding historic view corridors).
- C.18 Storey heights shown in Figures 8.3.3.2.1 and 8.3.3.2.2 should generally not exceed the maximum height shown in metres below:

Table 8.3.9.1 – Storeys and heights 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

- C.19 Building setbacks are to be in accordance with Figures 8.3.3.2.1 (or 8.3.3.2.2 where relevant) and 4.3.2.2.7.

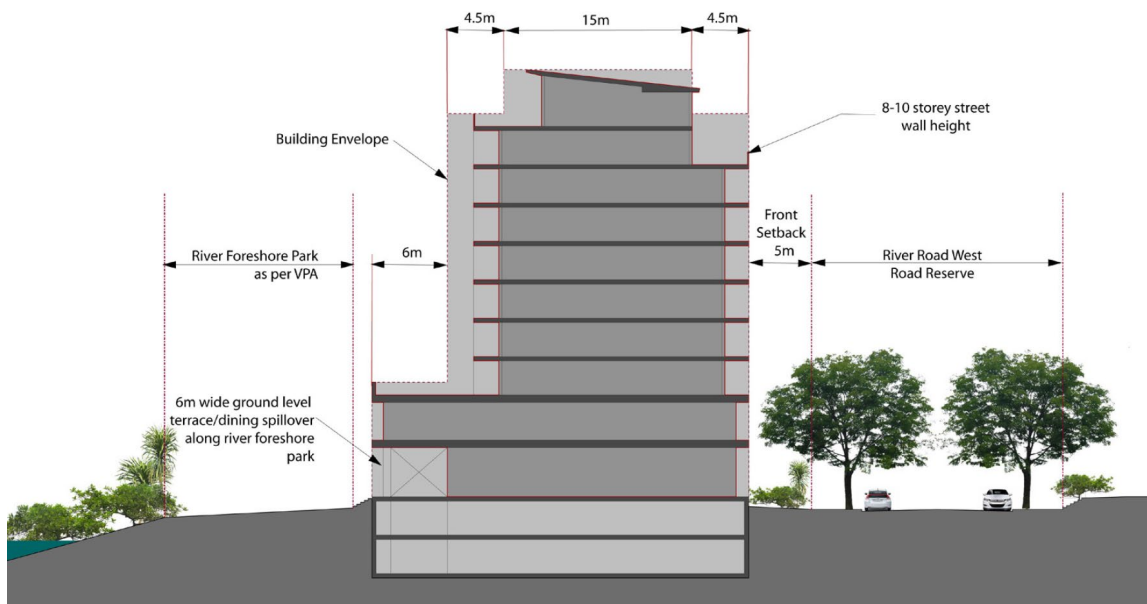


Figure 8.3.3.2.3 – Building Setbacks

Building Separation

- C.20 Minimum separation between buildings should be in accordance with Figure 8.3.3.2.1 (or 8.3.3.2.2 where relevant).
- C.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.
- C.22 Adequate building separation should be provided between buildings to respond appropriately to Historic View Corridors 5 and 6 as referred to in Appendix 1 of this DCP (see Note regarding historic view corridors).
- C.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.
- C.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

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

- C.27 Buildings are to be designed to ensure that solar access and cross ventilation requirements detailed in *SEPP 65* and Part 3 – Residential Development 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.
- C.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.
- C.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

- C.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.

- C.31 Any future redevelopment of the site is to meet the flooding controls contained within *Parramatta LEP 2023*, Part 5 – Environmental Management of this DCP and the *Lower Parramatta River Floodplain Risk Management Plan* (and any other relevant legislation and/or guidelines).
- C.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.
- C.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.
- C.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.
- C.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.
- C.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.
- C.37 Emergency Service Authorities are to be consulted in the preparation of any Site Specific Flood Evacuation Response Plan for the site.
- C.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.
- C.39 Building facades shall be designed so as not to obstruct flood flows in extreme flood events.
- C.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.
- C.41 Adequate signage is to be installed that identifies the flood risks between the buildings and the Parramatta River and Clay Cliff Creek.

- C.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.
- C.43 Any fencing or property security should be 'flood friendly' allowing flood waters to easily pass through.

Landscaping and Deep Soil

- C.44 Landscaping and deep soil planting shall be provided in accordance with Part 2 – Design in Context of this DCP.
- C.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.
- C.46 Proposed landscape design is to be compatible with the Voluntary Planning Agreements made for the land.
- C.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

- C.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.
- C.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.
- C.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 8.3.3.1.2 or as otherwise agreed by Council, and also having regard to flood affectation and the logical staging of development.
- C.51 Vehicle crossings must not provide conflict with pedestrian through site links or any pedestrian crossing.
- C.52 Vehicle crossings are to be provided where appropriate to enable emergency and/or maintenance vehicle access to the foreshore/through site links.
- C.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.
- C.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.
- C.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 8.3.3.1.2. 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

- C.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.
- C.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.
- C.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.
- C.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.
- C.60 New development is to ensure that public open spaces can be casually surveyed from new buildings on the site.
- C.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.
- C.62 Works to the foreshore shall contribute to a rich and varied promenade experience, which draws people to, and along, the waterfront.
- C.63 Buildings shall be designed to maximise solar access to public domain areas.
- C.64 Water Sensitive Urban Design principles shall be implemented within the public domain areas.

Heritage & Archaeology

- C.65 The design of the proposed buildings are to ensure that the historic view corridors 5 and 6 identified at Appendix 1 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).
- C.66 Future redevelopment must ensure that all reasonable opportunities to re-establish public foreshore connections are provided.
- C.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.
- C.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.

- C.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

- C.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.
- C.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.
- C.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.
- C.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.
- C.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

- C.75 Future redevelopment of the site is to meet the requirements of *Parramatta LEP 2023*, *Parramatta DCP 2023*, *State Environmental Planning Policy No. 55 (Remediation of Land)* and any other relevant legislation and guidelines.

8.3.4 MORTON STREET



Figure 8.3.4.1 – Morton Street Precinct Map

8.3.4.1 DESIRED FUTURE CHARACTER

The Morton Street Precinct is located adjacent to the Parramatta City Centre with the capacity to accommodate more residential growth and supporting infrastructure. It will undergo managed growth and change in its urban form with anticipation of a mix of housing types with mixed use community activity centred on Morton Street.

New pedestrian and vehicular links create better connections within the precinct and access to the Parramatta River. The river foreshore provides a strong recreational and communal focus for the precinct and beyond. It includes an important riverside pedestrian and bike link between the Parramatta City Centre and the University of Western Sydney. In the short term, the precinct's larger sites are prioritised for renewal. This renewal sets the design and quality benchmark for other development within the precinct.

The built form includes some taller building elements along north/south orientated sites to reduce visual bulk, encourage more modulation, reduce overshadowing, and encourage dual aspect apartments for enhanced access to sunlight and breezes. The building form for east/west sites are lower in height to optimise solar access to private and public open space and allow view corridors from the south. Taller, slender 'statement' buildings are located along the foreshore to enable a

strong visual relationship between the precinct and the City Centre, mark the entry to Parramatta, and provide a punctuated built edge to the river.

New pedestrian and vehicular links create better connections between the site and the Parramatta River foreshore. The river foreshore provides a strong recreational and communal focus. It includes an important riverside pedestrian and cycleway to facilitate the link between the Parramatta City Centre and the University of Western Sydney.

The development of the precinct allows for a greater emphasis and recognition of the riverside location and the opportunity for enhancing the foreshore and public domain with development that is both well-designed and strongly related to the river. The connection of the north and south banks of the river with a pedestrian bridge are explored to provide better linked communities across the river.

Redevelopment preserves views and vistas, particularly views of historical significance and other important views as described in Section 2.8 – Views and Vistas of this DCP.

Objectives

O.01 Ensure that new development:

- a) Provides buildings with articulation and an attractive composition of building elements.
- b) Results in minimal overshadowing of adjoining development, particularly windows of living areas, solar collectors and outdoor recreation areas.
- c) Provides building separation that supports private amenity.
- d) Provides active ground floor uses along Morton Street to increase the safety, use and interest of the street.
- e) Provides open space areas by way of an internal common area courtyard and/or private open space being an extension of the main living areas of individual apartments.

O.02 Encourage perimeter block development with a strong relationship between buildings and the streetscape, and providing a central common open space for the benefit of residents.

O.03 Ensure development fronting the public domain and foreshore provides a visual and physical connection to this area to improve surveillance and safety.

The Morton Street Precinct is split into three areas, as follows:

- Area 1 - Riverfront
- Area 2 - Morton Street – West
- Area 3 - Morton Street – East
- Area 4 - No. 2 Morton Street

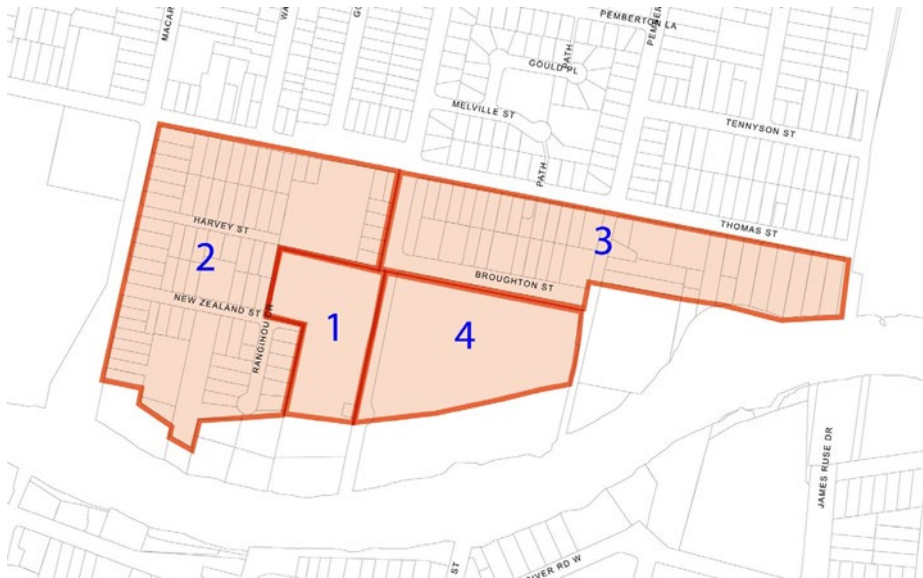


Figure 8.3.4.1.1 - Morton Street Areas

Areas 1 and 4 are to be developed as large single parcels, without further subdivision prior to their development, to ensure that development occurs in an integrated manner, resulting in perimeter style arrangement of buildings, defining the streets, facilitating the provision of communal open space and pedestrian connections.

Areas 2 and 3 shall also adopt a perimeter style of development but building typologies are likely to be more diverse with land along Thomas Street responding more closely to the suburban environment to the north and north-west towards Victoria Road. The areas are shown in Figure 8.3.4.1.1.

Controls

Indicative Building Envelopes

- C.01 Development in Area 1 - Riverfront must be in accordance with the indicative building envelopes as shown in Figure 8.3.4.1.2.
- C.02 Development in Areas 2 and 3 - Morton Street East and West must explore and assess the context of the site in relation to the indicative building envelopes, as shown in Figure 8.3.4.1.2. However, alternative design solutions to that of the indicative building envelopes may be acceptable in Areas 2 and 3 if it can be shown that the design will:
 - a) achieve a positive and cohesive relationship with other buildings;
 - b) achieve optimum solar access and overshadowing does not affect functional open space, or habitable rooms of adjoining development; and
 - c) respond to the principles embedded in the desired future character statement for Morton Street.
- C.03 Development in Area 4 must be in accordance with the indicative building envelopes as shown in Figure 8.3.4.1.2. Development must provide an appropriate design response to the management of environmental and flood characteristics of the site.

Building Height

- C.04 In Area 4, the Parramatta LEP 2023 sets a maximum height limit of 40 metres (equal to 12 Storeys). However, the built form principles for the development will not result in 40 metre buildings being dispersed across the entire site. The site has the potential to be developed for mixed use and high-density development with the height of buildings ranging from 6-8 storeys with two tower elements of 10 and 12 storeys to achieve the desired future character.

Building Form

- C.05 The built form controls correlate with the indicative building envelopes shown in Figure 8.3.4.1.2. The design of buildings must comply with the relevant standards for each building type.
- C.06 Building typologies have been specified to ensure that new buildings are consistent with the orientation of streets. This will achieve a more orderly pattern of development that is distinguishable, reflects the level of density while maximising solar access and minimising overshadowing impacts to all forms of open space.
- C.07 The different typologies respond to different street conditions, for example new development along Macarthur Street responds to its location as a gateway by encouraging strongly defined vertical elements with no upper level setbacks to mimic the prominence of buildings within the City Centre whereas in Morton Street, buildings are set back to encourage active street frontages.
- C.08 Buildings should be designed to create streetscapes that are characterised by:
- a) Clearly defined edges and corners, and
 - b) architectural treatments that are interesting and relate to the design and human scale of existing buildings.
- C.09 Development is to establish a scale in the immediate vicinity of heritage items that does not overwhelm the item, and is sensitive to its curtilage and historic setting, and makes a transition to higher development in the precinct.
- C.10 Opportunities for views to the City, northern escarpment and across the river are to be realised in the design of new buildings.
- C.11 Buildings fronting the off-road pedestrian network are to be designed to provide for casual surveillance.
- C.12 Building circulation cores are to be glazed with entrances/windows recessed into the structural form.
- C.13 Balconies are to be a combination of projected and enclosed forms.
- C.14 Buildings fronting the proposed public open space area along the riverfront are to be modulated to create interest as viewed from the river and foreshores.



Figure 8.3.4.1.2 - Indicative Building Envelopes

Building Form Type A

Description

This building typology is formed with the view of creating activate street frontages with emphasis on setbacks that facilitate pedestrian interaction. The placement and design of buildings should ensure that there is a high degree of integration between buildings and the street through the use of substantial areas of door, window and display space at ground and possibly upper levels. Roof designs are to incorporate flat and mono-pitch roof lines with over-sailing eave lines and curved noses.

Table 8.3.4.1.1 - Controls for Form Type A

Control	Building Form Type A
Street Setbacks	3 metres from the property boundary, which is to be dedicated to Council for the purposes of the construction of a footpath.
Street Frontage Height	<ul style="list-style-type: none"> 9 metres for a 4-storey building 14 metres for a 6-storey building 20 metres for a 8-storey building
Upper Level Setbacks	The two uppermost storeys of the building are to be setback 4 metres.
Depth of Building	Maximum of 18 metres.
Site Frontage	Minimum 24 metres in Areas 2 and 3.

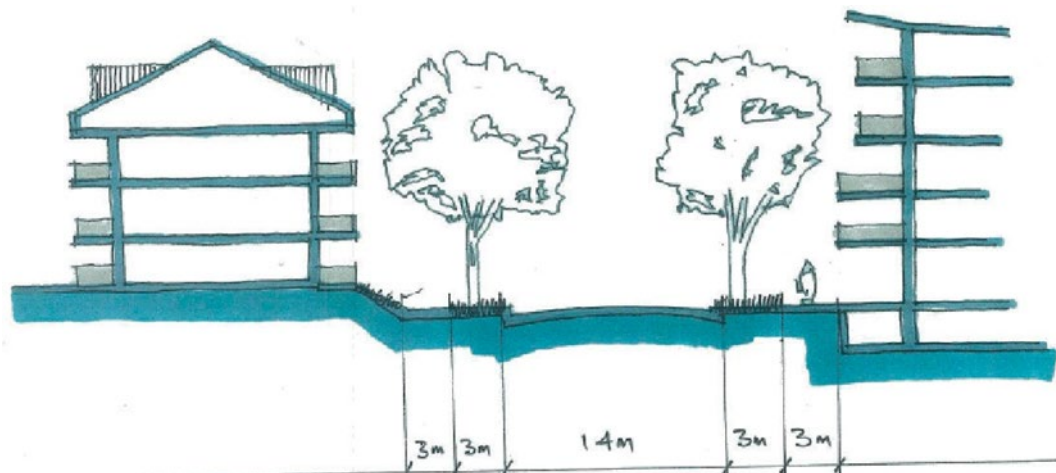


Figure 8.3.4.1.3 - Building Type A in Morton Street

Building Form Type B

Description

These building typologies are to have very strong vertical elements divided into units of equal proportion. There should be a variety of projected and recessed balconies. A small setback to the street is required to enable incorporation of small landscaped courtyards and to ensure a suburban character, with individual entries to dwellings. Gabled roofs are encouraged, with the potential for dormer windows and attic rooms. This will blend new development with the adjoining residential area.

Table 8.3.4.1.2 - Controls for Form Type B

Control	Building Form Type B
Street Setbacks	Minimum 4 metres and maximum of 6 metres from property boundary.
Street Frontage Heights	Frontage height is to be 11 metres for a 3 storey building and 14 metres for a 4 storey building.
Depth of Building	Minimum of 16 metres and maximum 18 metres.
Site Frontage	Minimum 24 metres in Areas 2 and 3.

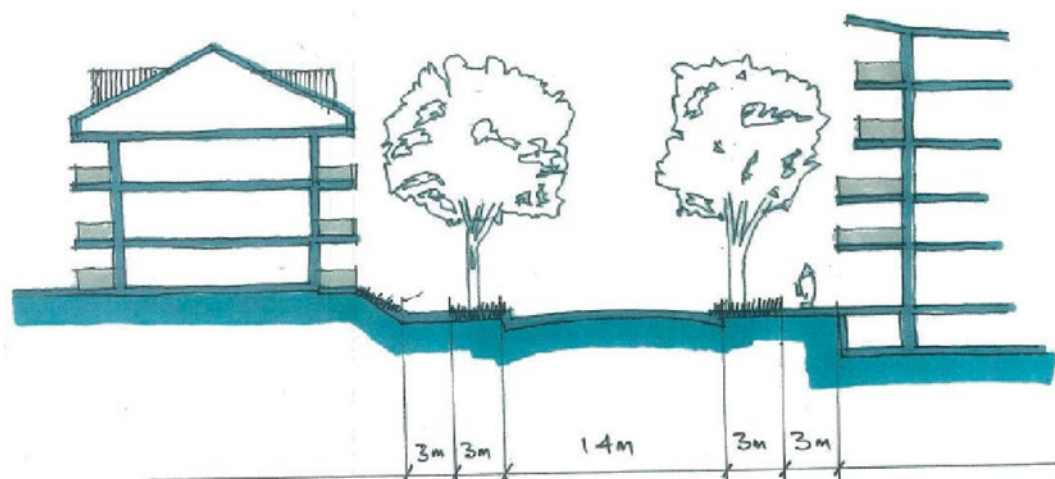


Figure 8.3.4.1.4 - Building Type A and B building as viewed from Broughton Street

Building Form Type C

Description

This building typology is to encourage a street edge pattern, a variety of roof forms to provide visual interest to the skyline and rear setbacks to preserve privacy. These buildings need to ensure the privacy and safety of ground floor units by stepping up the ground floor from the level of the footpath, including balustrades and establishing window sill heights to minimise site lines into apartments.

Table 8.3.4.1.3 - Controls for Form Type C

Control	Building Form Type C
Street Setbacks	3 metres from the property boundary.
Street Frontage Height	11 metres for a 3-storey building. 14 metres for a 4-storey building.
Rear Level Setbacks	The upper storey of the building is to be set back 4 metres.
Upper Level Setback	The two uppermost storeys of the building are to be setback 4 metres.
Depth of Building	Maximum of 18 metres.
Site Frontage	Minimum 24 metres in Area 2.

Building Form Type D

Description

The key element in this building typology is emphasis on the treatment of corners. Corner elements should portray a street theme and be unique in design. Each element should be tailored with prominent

entrances and windows as well as an opportunity for the integration of public art (particularly for land located within Areas 1 and 4). These spaces should act as core elements and rely on building materials that are contemporary and different from other elements within the overall building facade.

Table 8.3.4.1.4 - Controls for Form Type D

Control	Building Form Type D
Street Setbacks	3 metres from the property boundary.
Street Frontage Height	Maximum of 20 metres for an 8-storey building and 14 metres for a 6-storey building.
Upper Level Setbacks	The second and third storey of the building is to be set back 4 metres.
Depth of Building	Minimum 16 metres to a maximum of 18 metres.
Site Frontage	Minimum 24 metres within Area 2.

Type E – Tower Elements

Description

Towers should be architecturally integrated with the perimeter block architecture at the base, differentiated by a change in plane, material and/or fenestration. While setbacks are appropriate to create a building base vertical expression of the tower is encouraged. Towers should be designed to provide an interesting silhouette, profile and volumetric form on the skyline through variation of building material, building shape, plane and setbacks.

Table 8.3.4.1.5 - Controls for Form Type E

Control	Building Form Type E
Street Setbacks	4 metres from the property boundary
Street Frontage Height	28 metres for a ten storey building 34 metres for a twelve storey building
Upper Level Setbacks	Upper two storeys to be setback 4 metres on all sides
Depth of Building	Minimum 16 metres to a maximum 18 metres

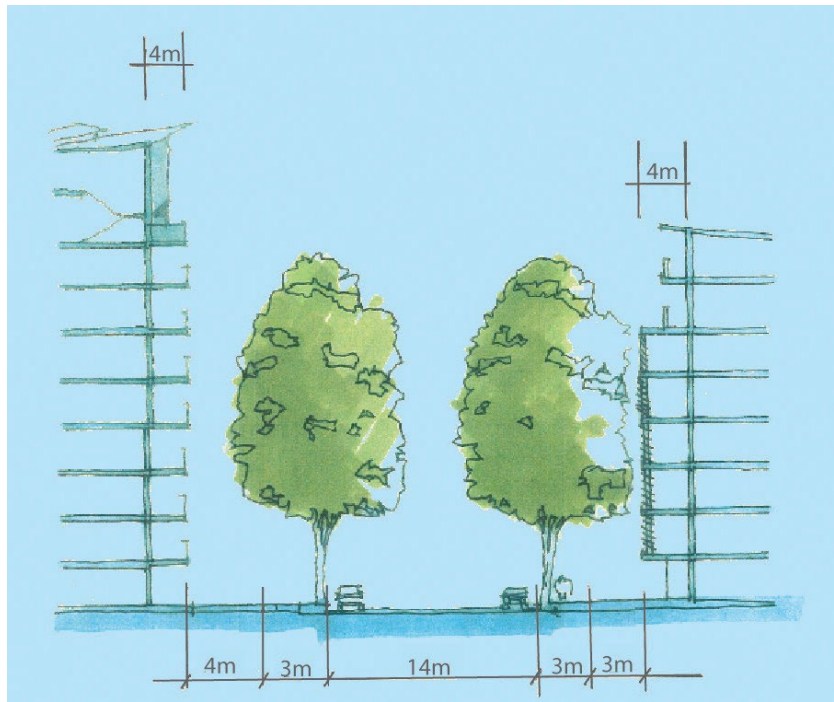


Figure 8.3.4.1.5 - Type E tower element building as viewed from Morton Street looking north

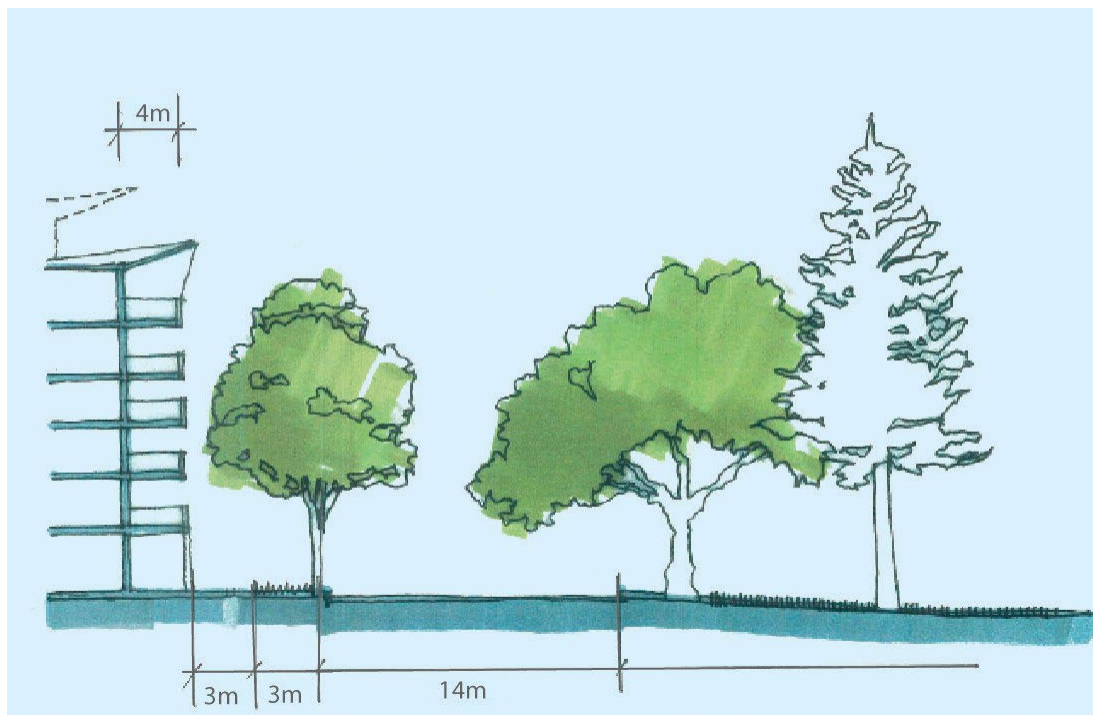


Figure 8.3.4.1.6 - Cross Section of development that has an interface with the riverfront.

Note the emphasis on creating an interesting roof form that can contribute to the visual interest of the building

Urban Design (Area 4 only)

- C.15 Buildings should be designed to create streetscapes that are characterised by:
- a) clearly defined edges and corners, and
 - b) architectural treatments that are interesting and relate to the design and human scale of existing buildings.
- C.16 Opportunities for views to the City, northern escarpment and across the river are to be realised in the design of new buildings.
- C.17 Buildings fronting the off-road pedestrian network are to be designed to provide for casual surveillance.
- C.18 Building circulation cores are to be glazed with entrances/windows recessed into the structural form.
- C.19 Buildings fronting the proposed public open space area along the riverfront are to be modulated to create interest as viewed from the river and foreshores.
- C.20 Where development is proposed that requires the management of flood impacts, the following urban design considerations apply:
- a) Where a building is raised, the design of the building is to facilitate an address and connection to the foreshore.
 - b) Mixed Use development is encouraged at the western end of the river foreshore interface and design techniques are to facilitate connectivity and an outlook between the river foreshore and the development. Consideration should include the use of outdoor terraces, stairs and boardwalks as a means of creating connectivity and surveillance.

Development within the MU1 Mixed Use Zone (Area 4 only)

- C.21 Entrances to buildings are to be clearly defined and well lit.
- C.22 Active frontages are required at the ground level within the MU1 Mixed Use zone.
- C.23 Buildings are to be designed to have flexible ground floor uses to accommodate a diversity of living arrangements and potential future commercial uses.
- C.24 Development should provide secure access to the residential component of mixed use development, separate from access to any commercial development, such that there is a clear sense of building address for residents and their visitors.
- C.25 For mixed use development, special consideration must be given to noise attenuation measures, privacy issues, parking and vehicular access arrangements including the location and design of vehicular access points to be integrated into the building design and to reduce pedestrian and vehicular conflict.
- C.26 Vehicular crossings are to be minimised to reduce disruption of pedestrian flow and safety.

Landscaping and Deep Soil

- C.27 Street trees are to be provided on all new streets to Council's specifications.
- C.28 Landscaping is to increase safety and security, and the perception of safety and security, with clear sight lines and minimal opportunities for concealment.

- C.29 Landscaping is to retain mature stands of trees (eg. large eucalypts on the Council site) where these contribute to area character and a canopied skyline.
- C.30 New development is required to provide a landscaped quality to front gardens and setbacks. Landscaping should reinforce the public realm without secluding and hiding areas where surveillance is limited.

- a) In the MU1 Mixed Use zone, the rear setback is to be a deep soil landscaped zone.
- b) No car parking areas will be permitted in areas designated as landscaped areas.
- c) In the MU1 Mixed Use zone not less than 40% of the site is to be landscaped.

NOTE: Landscaped area in the MU1 Mixed Use zone may include roof gardens with dimensions greater than 2 metres x 4 metres.

- C.31 For land within Area 1, perimeter-style development is to define the streets and facilitate the provision of largely communal open space. This communal open space should enhance the quality of the built environment by providing opportunities for landscaping in a parkland setting as well as provide a visual and active focus for the new residential community created through this the development. All communal open space areas are to accommodate appropriate facilities such as picnic and barbecue areas, children's play areas and grassed areas for passive recreational use. Consideration should be given to the provision of a community building with recreational facilities such as a swimming pool, gymnasium and functional space to allow for resident meetings.
- C.32 Where balconies are enclosed, consideration should be given to installing planting beds within the building for the purposes of deep soil planting. These planting beds will not be counted as landscape area.

Traffic, Access and Parking

- C.33 All car parking to be provided at basement level.
- C.34 Pedestrian and vehicle conflict are to be minimised with limited vehicle crossings to the public domain.
- C.35 Provide new vehicular links within the precinct as shown in Figure 8.3.4.1.7.
- C.36 The width of the road reserve of Morton Street south of Broughton Street is to be increased to be consistent with its width north of Broughton Street.
- C.37 Create a foreshore street/loop road to provide new development on the foreshore with a sense of address, to ensure new buildings are focused on the river and to increase the safety of the area.

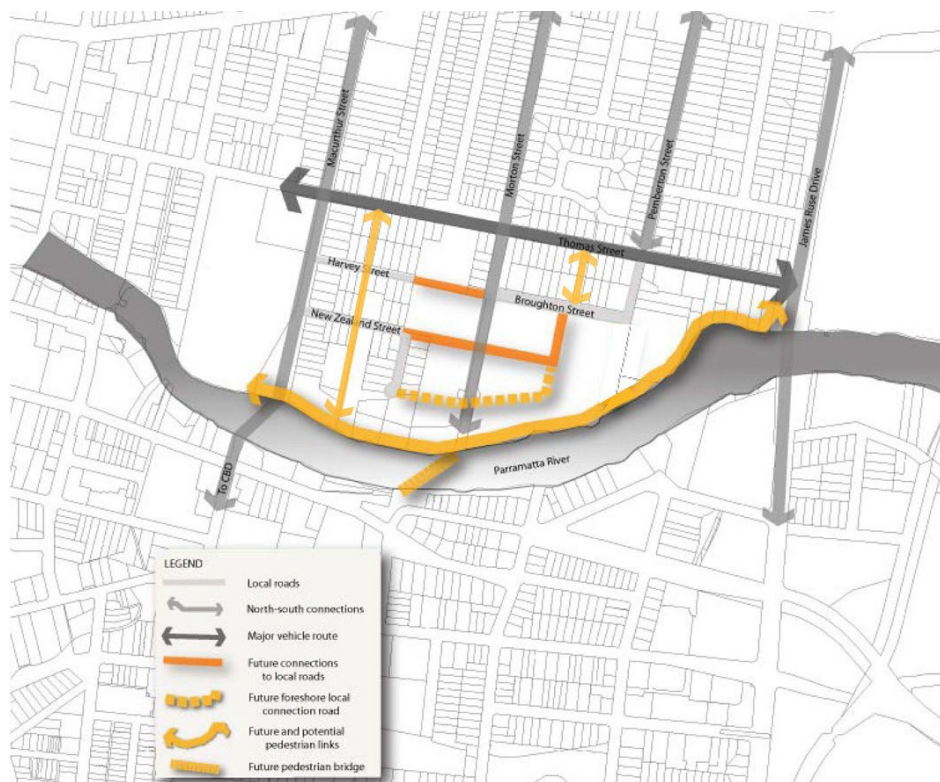


Figure 8.3.4.1.7 - Pedestrian and vehicle connections

Public Domain

- C.38 A sequence of foreshore open spaces of different size, shape and character is to be provided to contribute to a rich and varied promenade experience that draws people along the waterfront.
- C.39 The promenade is to be enhanced with generous pedestrian and cycle ways, an integrated suite of urban elements (lighting, seating, signage), and planting.
- C.40 Two major open spaces are to be provided: a park area; and a more structured area incorporating active recreation including for children and young people.
- C.41 A new foreshore park/plaza area is to be provided focused at the termination of Morton Street and linked to the foreshore promenade.
- C.42 Large Australian native signature trees are to be planted along the foreshore, to make a transition to urban scale buildings of 4-5 storeys.
- C.43 Pedestrian connections between the public open spaces on the northern and southern banks of the river are to be considered.
- C.44 Consideration is to be given to ways in which to improve visual/physical connections to the foreshore. This approach would need to be explored in partnership with the relevant State authorities.
- C.45 A new link between the University of Western Sydney and the existing foreshore multi purpose path is to be created.

- C.46 Establish Morton Street as a major north-south street, terminating in an attractive, interesting and inviting public space at the river foreshore.
- C.47 New pedestrian and road connections are shown in Figure 8.3.4.1.7.
- C.48 The following specifications apply to road reserves within the precinct:
- a) Morton Street
 - Road reserve: 20 metres (widened from 16 metres south of Broughton Street).
 - Carriageway 14 metres. Verge between 3, with grassed edge to street, 3 metre wide footpath.
 - b) Extension to New Zealand Street
 - Road reserve: 17 metres
 - Carriageway: 12 metres
 - Verge: 1 metre with grass edge to street and 1.5 metre footpath
 - c) Proposed Foreshore Road
 - Road reserve: 15 metres
 - Carriageway 10 metres
 - Verge: 3 metre footpath and 2 metre grass verge with street trees on north side.
 - Footpaths to be extended to 4 metres where Type E buildings (Tower elements) are proposed.
- C.49 Where a development provides for dedication of land to Council for the purposes of providing public access and the construction of the access way (as shown in Figure 8.3.4.1.7, Council may consider increasing the maximum floor space ratio. As a guide, the maximum floor space ratio may be increased by the equivalent area represented by 50% of the land area to be dedicated to Council for the public access. The site area may include the area of land to be dedicated to Council for the purpose of the floor space ratio calculation. The proposed variation to floor space is to be addressed under Clause 4.6 'Exception to development standards' in the Parramatta LEP 2023.

NOTE: All new road extensions as described in Figure 8.3.4.1.7 are to be constructed to public road standard and dedicated to Council.

8.3.5 EAST RYDALMERE



Figure 8.3.5.1 – (East) Rydalmere Precinct Map

8.3.5.1 DESIRED FUTURE CHARACTER

A mix of residential, retail and business development in the precinct encourage a mix of housing types including residential flat buildings, multi dwelling housing and shop top housing. Retail and business uses are concentrated around the intersection of Pine Street and Park Road, and on the south eastern corner of Victoria and Park Roads. New residential development are concentrated in close proximity to existing transport services on Victoria and Park Roads and Rydalmere Ferry Wharf.

New development are required to have regard to sensitive environmental areas and heritage items, and to consider noise impacts from Victoria Road and adjacent industrial development. Developments provide passive surveillance to existing public open spaces including public reserves and pedestrian laneways. Where sites directly adjoin existing creek corridors new development retain and/or enhance the indigenous vegetation corridor.

Objectives

In addition to general objectives listed in Part 8 of this DCP, specific objectives of this precinct are identified below.

- O.01 Ensure that redevelopment south of Victoria Road will occur on regular shaped development sites.
- O.02 Encourage retail and business activity at the intersection of Park Road and Pine Street.
- O.03 Ensure that new residential development is suitably treated to reduce noise impacts associated with Victoria Road and surrounding industrial uses.
- O.04 Ensure that new development adjacent to existing creeks and waterways retains and enhances the indigenous vegetation corridor.

Controls

Pedestrian Connections and Laneways

- C.01 New pedestrian connections and laneways should be provided in accordance with Figure 8.3.5.1.1. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with C.02 below.
- C.02 Where a development provides for dedication of land to Council for the purposes of providing public access and the construction of the access way, Council may consider increasing the maximum floor space ratio. As a guide, the maximum floor space ratio may be increased by the equivalent area represented by 50% of the land area to be dedicated to Council for the public access. The site area may include the area of land to be dedicated to Council for the purpose of the floor space ratio calculation. The proposed variation to floor space is to be addressed under Clause 4.6 'Exception to development standards' in the *Parramatta LEP 2023*.
- C.03 New pedestrian links are to improve through block connections and access to existing public open spaces, and are to have a minimum width of 3 metres being consistent in width for its full length.
- C.04 Existing pedestrian connections are to be retained and enhanced.

Setbacks

- C.05 Building setbacks are to be in accordance with Figure 8.3.5.1.1, and any additional controls set out below.
- C.06 Development in the E1 Local Centre zone should have a nil side setback where it will not have a detrimental impact upon adjoining development, to achieve a continuous street edge.
- C.07 Development at the intersection of Park and Victoria Roads is to provide splay corners to the satisfaction of Council/TfNSW.

Land Amalgamation

- C.08 Land amalgamation is to result in regular shaped development sites throughout the precinct, particularly within the R4 High Density Residential south of Victoria Road. Examples of preferred amalgamation patterns are shown in Figure 8.3.5.1.2.



Figure 8.3.5.1.1 – Building Setbacks and Pedestrian Links



Figure 8.3.5.1.2 – Preferred amalgamation patterns

8.3.6 ERMINGTON NAVAL STORES– WATERFRONT AND SILVERWATER ROAD

8.3.6.1 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 addressing the foreshore, internal streets and Silverwater Road which revitalises this section of the Parramatta River foreshore. Future redevelopment ensures 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 introduces an integrated relationship which improves functionality and enjoyment of the foreshore area by residents.

The location of buildings within the lots frame views between the lots to the foreshore. Basement levels between buildings on Lots 301 to 302 and Lots 303 to 304 are designed to ensure that visual connections between the buildings to the foreshore are maintained. The orientation and layout of future development activate pedestrian edges to the foreshore, and street frontages, as well as maximise opportunities for passive surveillance.

Building height step down from north to south with all buildings adjacent to the foreshore having a 4 storey scale and 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 ensures that buildings suitably address both the street frontages and the Parramatta River.

Buildings on Lot 306, other than adjacent to the foreshore, 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 ensures that solar access is achieved within the development to enable a suitable level of amenity to be achieved for occupants. The design incorporates opportunities for natural ventilation to contribute to the environmental efficiency of the development.

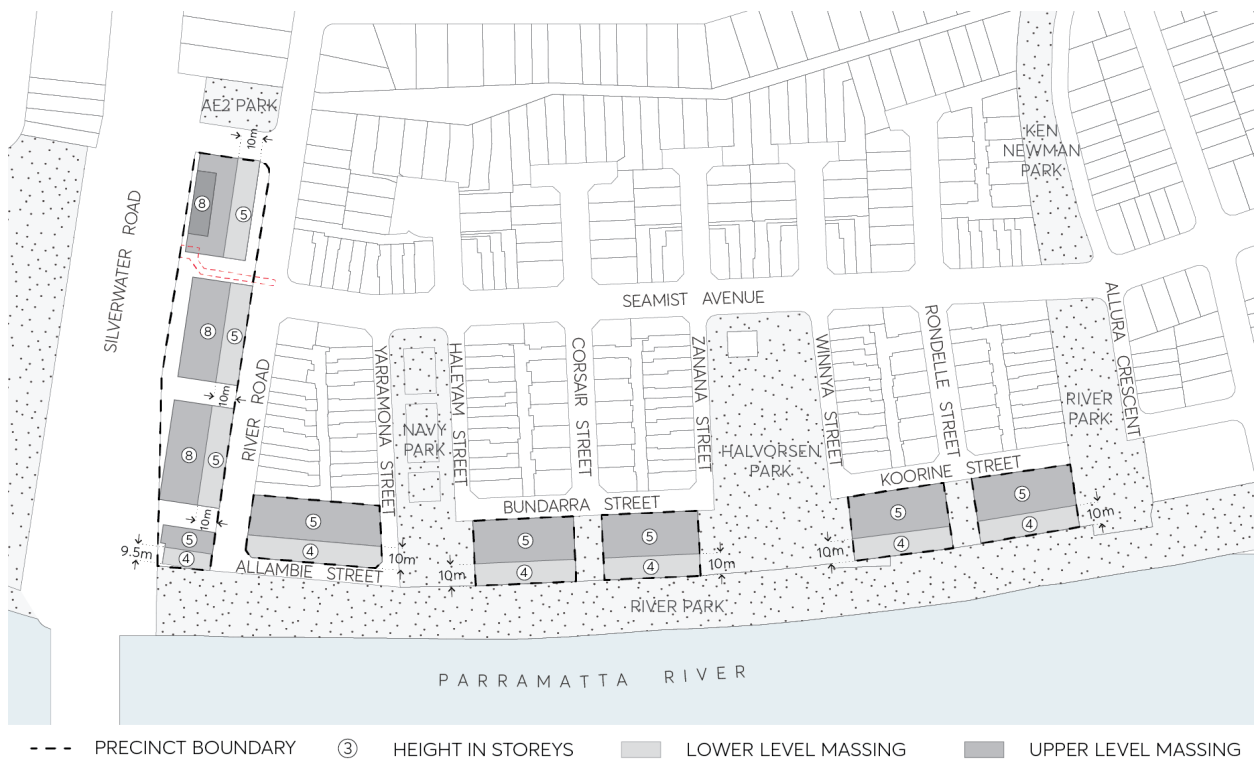


Figure 8.3.6.1 – Site Plan

Objectives

In addition to general objectives listed in Section 8 of this DCP, specific objectives for this precinct are identified below.

O.01 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 visitor 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.

O.02 Development must comply with the controls and principles set out in Parts 2, 3, 4 and 5 of this DCP.

Controls

Building Heights

- C.01 Future built form must provide high-quality design solution and comply with the building height controls shown in Figure 8.3.6.
- C.02 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.03 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 Figure 8.3.6.1.
- C.04 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 8.3.6.1.

Landscaped Area and Deep Soil

- C.05 Landscaped area and deep soil provisions of Part 2 of this DCP apply to the Ermington Naval Stores Precinct - Waterfront and Silverwater Road. The following 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 – 1,000mm 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.06 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.07 The minimum visitor car parking requirements of Part 6 – Traffic and Transport of the Parramatta DCP 2023 do not apply to the Ermington Naval Stores Precinct - Waterfront and Silverwater Road.
- C.08 Notwithstanding C.08 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.

8.3.7 DUNDAS

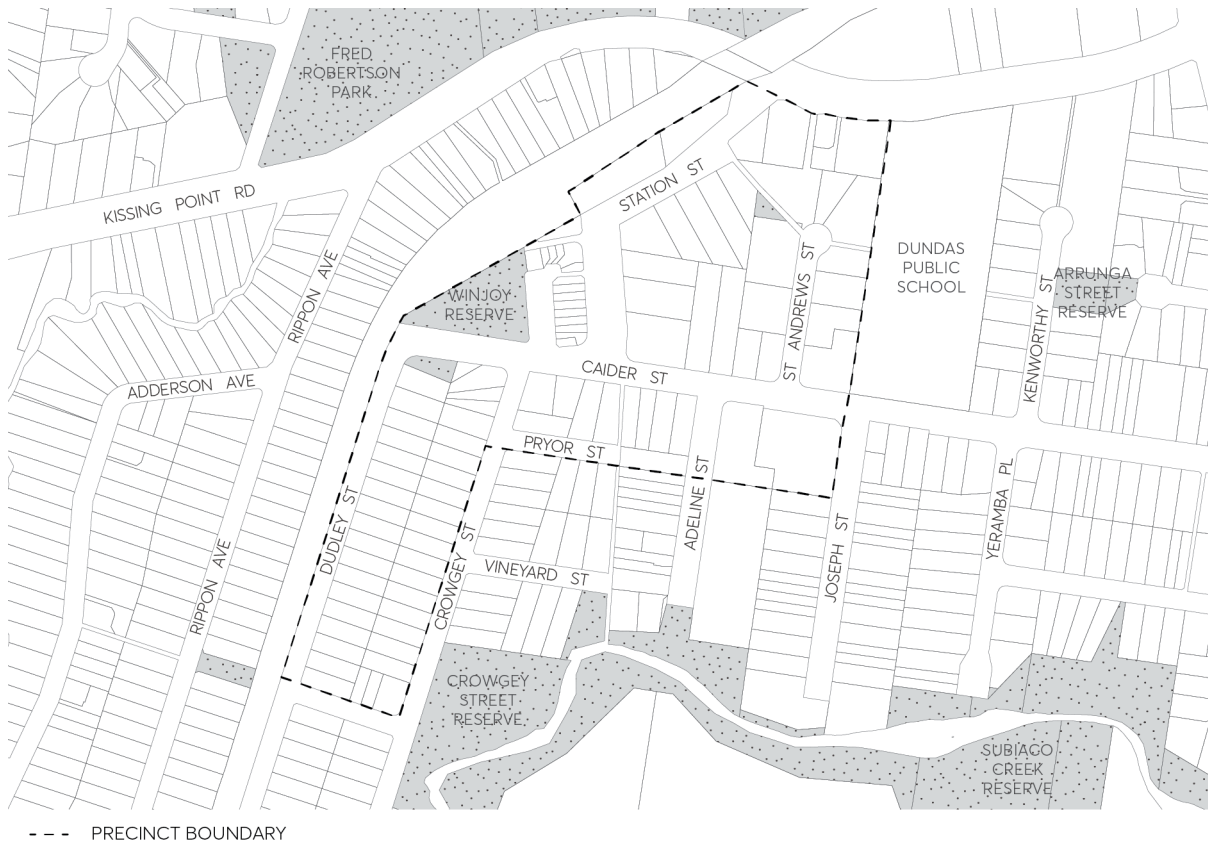


Figure 8.3.7.1 - Dundas Precinct Map

8.3.7.1 DESIRED FUTURE CHARACTER

Residential density in the Dundas Precinct is concentrated close to the existing shops, train station and school. A mix of housing, including residential flat buildings, multi dwelling housing and detached housing occur within the precinct.

Opportunities for redevelopment of the existing shops provide better orientation and address to the adjoining park (Winjoy Reserve), providing improved safety and surveillance. Development also maintains an address to Station Street as the primary frontage.

Objectives

- O.01 Ensure that new development provides a strong interface to existing parks, the railway station and surrounding streets.
- O.02 Ensure that new development adjacent to Winjoy Reserve provides opportunities to activate the public open space.

Controls

Pedestrian Connections and Laneways

- C.01 New pedestrian connections and laneways should be provided in accordance with Figure 8.2.7.1.1. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with C.02 below.
- C.02 Where a development provides for dedication of land to Council for the purposes of providing public access and the construction of the access way, Council may consider increasing the maximum floor space ratio. As a guide, the maximum floor space ratio may be increased by the equivalent area represented by 50% of the land area to be dedicated to Council for the public access. The site area may include the area of land to be dedicated to Council for the purpose of the floor space ratio calculation. The proposed variation to floor space is to be addressed under Clause 4.6 'Exception to development standards' in the *Parramatta LEP 2023*.
- C.03 A new shared vehicular and pedestrian laneway adjoining Winjoy Reserve should be provided over the E1 Local Centre zone to ensure a formal relationship between the public open space and the adjoining retail shops. New development addressing the laneway will activate the park edge.
- C.04 The shared vehicular and pedestrian lane fronting Winjoy Reserve is to have a minimum width of 4 metres to allow for one-way vehicular movements and shared pedestrian access.
- C.05 New pedestrian links are to improve through block connections and permeability and are to have a minimum width of 3 metres, being consistent in width for its full length.
- C.06 Existing pedestrian connections are to be retained and enhanced.

Setbacks

- C.07 Building setbacks are to be in accordance with Figure 8.2.7.1.1, and any additional controls set out below:
- a) The nil setback in the E1 Local Centre zone applies to the first 3 storeys of development. Additional storeys shall be setback a minimum of 3 metres from the boundary as shown in Figure 8.2.7.1.2.
- Balconies may encroach the upper level setback area as shown on Figure 8.2.7.1.2 as follows:
- An unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.
 - Balconies may extend 1 metre into the setback area for the upper 2 storeys.
- b) The setback shown on the western side of the E1 Local Centre zone is to the desired laneway rather than the park edge.
- C.08 Where a nil front setback is shown on Figure 8.2.7.1.1 in the E1 Local Centre zone, development should have a nil side setback where it will not have a detrimental impact upon adjoining development, to achieve a continuous street edge.



Figure 8.2.7.1.1 – Setbacks, pedestrian links and laneways

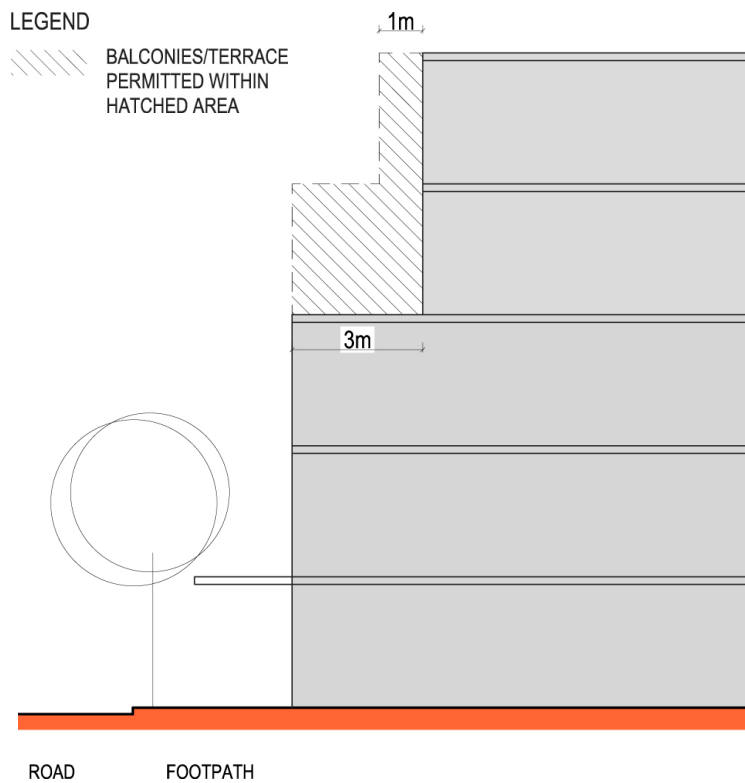


Figure 8.2.7.1.2 - Upper Level Setbacks and balcony locations

8.3.8 COLLET PARK (NORTH PARRAMATTA)



Figure 8.3.8.1 – Collet Park Precinct (North Parramatta) Map

8.3.8.1 DESIRED FUTURE CHARACTER

The Collett Park Precinct increases opportunities for new housing focused around retail shops, community facilities, local primary school, university and public open space. New residential development are in the form of residential flat building, multi dwelling housing. and shop top housing. Some higher buildings are located along Victoria Road and Pennant Street. Building heights are predominantly low in scale, responding to existing development.

Better pedestrian connections are created by requiring new links, and pedestrian safety is enhanced by designing buildings that have natural surveillance of pathways, laneways, parks, open space corridors or other elements of the public domain.

Street trees and the surrounding open space network contribute significantly to the character of the neighbourhood, including the row of large trees on the western side of Webb Street opposite the school. This character is reinforced and enhanced in new developments with landscaped settings.

Objectives

In addition to general objectives listed in Section 8 of this DCP, specific objectives of this precinct are identified below.

- O.01 Provide for high and medium density housing development that responds to existing development.
- O.02 Provide improved pedestrian links throughout the precinct, particularly to and from the primary school, university and public open spaces.

Controls

- C.01 New pedestrian connections and laneways should be provided in accordance with Figure 8.3.8.1.1. Where a development provides for desired public access connections, a variation to Council's floor space ratio control can be sought in accordance with C.02 below.
- C.02 Where a development provides for dedication of land to Council for the purposes of providing public access and the construction of the access way, Council may consider increasing the maximum floor space ratio. As a guide, the maximum floor space ratio may be increased by the equivalent area represented by 50% of the land area to be dedicated to Council for the public access. The site area may include the area of land to be dedicated to Council for the purpose of the floor space ratio calculation. The proposed variation to floor space is to be addressed under Clause 4.6 'Exception to development standards' in the *Parramatta LEP 2023*.
- C.03 New pedestrian links are to improve through block connections and permeability of the precinct. Particularly better connectivity is to be provided to the existing university, primary school and public open spaces.
- C.04 New pedestrian links are to have a minimum width of 3 metres, being consistent in width for its full length.
- C.05 Existing pedestrian connections are to be retained and enhanced.



Figure 8.3.8.1.1 – Pedestrian Links

8.3.9 HUNTERFORD ESTATE, OATLANDS



Figure 8.3.9.1 – Hunterford Estate Oatlands

Controls

Streetscape and character

- C.01 The design of buildings should reflect and complement the streetscape and avoid monotonous or symmetrical design.
- C.02 Development should contribute to an attractive residential environment with clear character and identity.
- C.03 Variation in the location and height of buildings along streets through varied building setbacks and heights.
- C.04 Other quantitative controls relating to streetscape are those established by this plan relating to landscaping, height and building setbacks.

Building platform and views

- C.05 The site layout should take into account the views available from the southeast corner of the site.
- C.06 Dwelling orientation should take advantage of views.
- C.07 Building form and design should where possible allow for view sharing.

Building setbacks

Front

- C.08 The minimum front setback shall be 7.5 metres from the adjusted boundary following excision of the land required by the TfNSW, for all buildings fronting Pennant Hills Road, providing noise attenuation measures are put in place to reduce traffic noise in accordance with EPA Standards for the future inhabitants of the development. A 3 metre setback shall be provided for all other roads in the development. If a stacked car parking space is required to meet the car parking requirements the setback to the garage is to a minimum of 5.5 metres.

Side and Rear Setbacks

- C.09 The minimum setback shall be 4.5 metres to the boundary of an existing adjoining property for one storey developments, and 6 metres to the boundary of an adjoining property for two storey developments, except for that part of the site that adjoins properties Lot 9-13 in DP 229301 Regency Court where the minimum setback shall be 8.5 metres. Zero setbacks are permissible as part of the small lot housing development.
- C.10 Residential flat buildings should have a minimum side setback of 3 metres and should have due regard for overlooking and overshadowing of adjacent dwellings within the integrated scheme. The side setback will be increased to reduce any impact of overlooking and overshadowing on adjacent dwellings within the small lot housing scheme.
- C.11 Where front verandahs or patios are provided, they may project forward of the building line to within 2 metres of the front property boundary.
- C.12 With respect to roads and adjoining properties, up to 25% variation in setback may be considered where there will be no detrimental impact on the streetscape and there is no significant overlooking or overshadowing of adjoining properties.

Landscaping and open space

Trees and other plantings should be used to achieve an improved level of privacy between units while allowing casual surveillance for safety.

- C.13 High-quality landscape design which includes significant tree planting, well defined entrances, play areas and kerbside planting are considered important elements for the creation of a good urban setting for urban housing, and should be encouraged.
- C.14 Landscaping design should incorporate species indigenous to the area and those which will not cause damage to adjacent buildings or driveways.
- C.15 Fencing in or adjacent to communal open space areas is to be minimised. Where provided, such fencing is to be of a height, design and construction which reflects the landscape character of the site.

Reference should be made to the relevant category of development listed below.

For all dwellings (except residential flat buildings) with a site density of 40 dwellings per ha or less.

- a) The minimum private open space area required is 20% of the site area, with a minimum dimension of 3 metres.
- b) The private open space should have a maximum gradient of 1 in 10 metres.

- c) Screening (minimum 1.8 metres) should be provided where necessary to ensure privacy to users of the open space.

For all dwellings (except residential flat buildings) with a site density more than 40 dwellings per ha.

- a) Dwellings should be provided with a total minimum area of 35m² (minimum 20% of the site area for site densities greater than 60 dwellings per ha), with a minimum dimension of 2.5 metres.
- b) The private open space should have a maximum gradient of 1 in 10 metres.
- c) One part of the private open space should comprise an area of 16m², with a minimum dimension of 4 metres and which is directly accessible from a living area of the dwelling.
- d) Screening (minimum 1.8 metres) should be provided where necessary

Dwelling design and construction

- C.16 Pitched roofs are the preferred choice of roof form for the development, particularly for dwellings adjoining the existing residential area.
- C.17 Dwellings should be orientated to maximise solar access and enjoy views.

Privacy

- C.18 Outlooks from windows of habitable rooms, balconies, terraces and the like should be obscured or screened where a direct view is available into the principal area of private open space of an existing dwelling.
- C.19 If screening is used, the view of the area overlooked must be restricted within 9 metres and beyond a 45° angle from the plane of the wall containing the opening, measured from a height of 1.7 metres above floor level.
- C.20 No screening is required where windows are in non-habitable rooms. Windows in bathrooms, toilets, laundries and storage rooms which have a direct view into adjoining properties should have either translucent glazing or sill heights of at least 1.7 metres.
- C.21 Building designs which mirror the reverse on adjoining lots, so that windows are directly opposite each other, should be avoided.
- C.22 Any dwellings located close to Pennant Hills Road or affected by traffic noise from Pennant Hills Road are to comply with the criteria for road and traffic noise contained in the *NSW Road Noise Policy 2011*, prepared by the Environmental Protection Agency.
- C.23 Achievement of LA10 (20 minute) noise level or less than 50d BA in habitable rooms with windows and doors 'normally' open (i.e. at least 50 % of the flow area of the room), and less than 50d BA with the windows closed.
- C.24 An acceptable acoustic environment can be achieved within noise sensitive rooms and also at outdoor recreation space by means of correct building orientation and height, appropriate internal layout and increase in the mass of the external facade.
- C.25 Wherever possible, bedrooms of one dwelling should not share walls with living rooms or garages of adjacent dwellings.

8.3.10 NORTH EAST OF CITY CENTRE PRECINCT

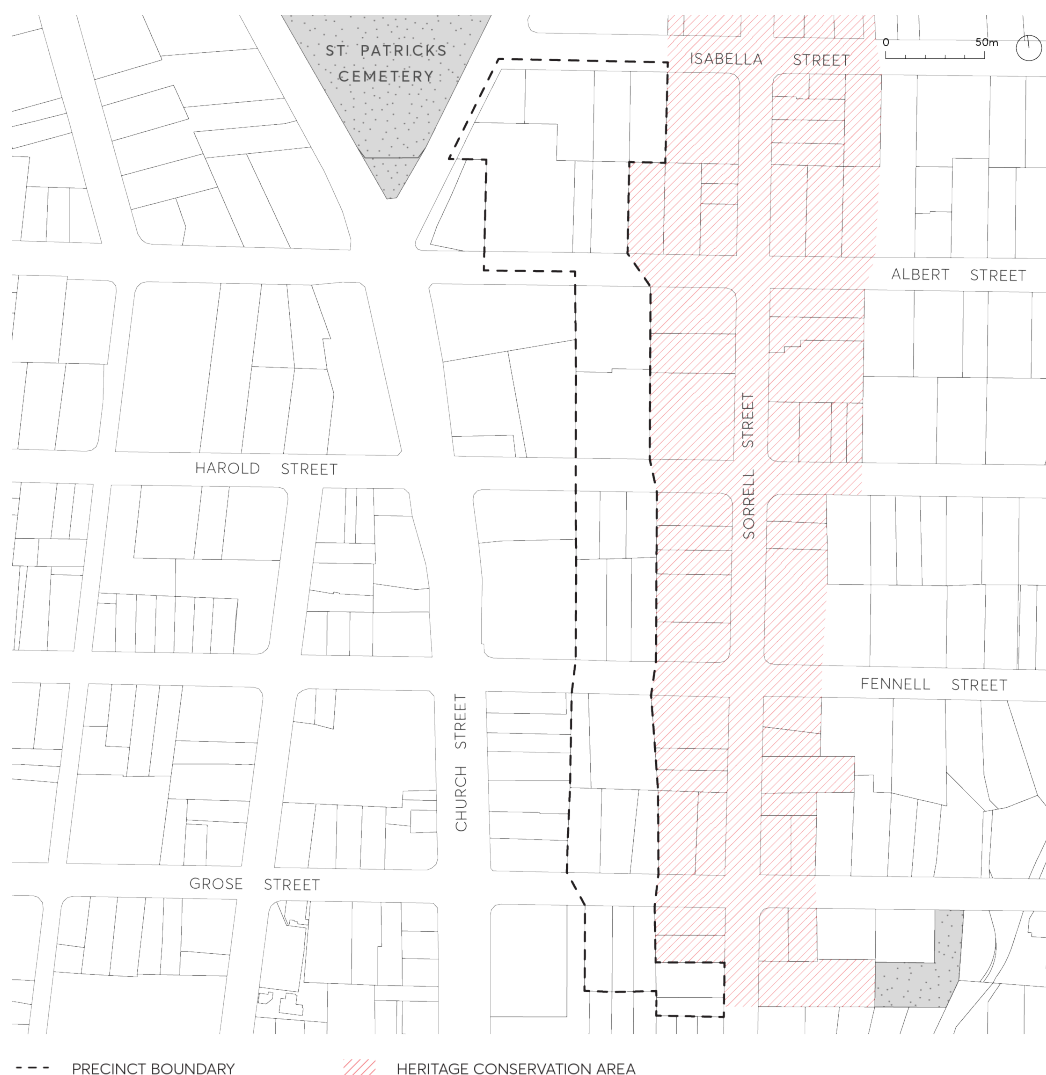


Figure 8.3.10.1 – North East of City Centre Precinct

8.3.10.1 DESIRED FUTURE CHARACTER

The North East of City Centre Precinct applies to land that sits between the northern periphery of the Parramatta City Centre and Sorrell Street Heritage Conservation Area (HCA). The adjacent Sorrell Street HCA is a residential precinct comprised mainly of 3- to 4-storey apartment buildings interspersed with smaller heritage houses. Established streetscapes where apartments have greater street setbacks and often mature tree planting, frame views of smaller heritage houses along the street. Historic buildings exist mostly on corners and in rows, with an important role in marking intersections and permitting views west up to the ridge of Church Street. Future development in this precinct is to respond to this prevalent heritage siting by ensuring that no building is built forward of well-established heritage alignments.

Future development within the North East of City Centre Precinct will play a critical part in creating a transitional edge between larger scale development along the Church Street spine and the Sorrell Street HCA. Methods for transition include a combination of stepped building height, mid-block courtyards with tree planting, mid-block views to sky between towers along Church Street and

upper-level setbacks in proximity to Sorrell Street properties. Transition ensures future built form is in response to both the existing and potential future context. The materiality and definition of podiums contribute to the streetscape, create human scale street edge and frame lower scale heritage buildings.

The wider context of North Parramatta is characterised by mature, large canopy trees within both the private and public domain. Future development should enhance this vegetated character and preserve trees on site as a priority.

The following controls acknowledge this is a precinct with a well-established residential character that will change over time. Controls are designed to recognise the potential higher density residential development within the North East of City Centre Precinct and maximise opportunities for communal courtyards at ground that are collocated with deep soil, tree planting and increased canopy cover. Building podiums and towers are proportioned for residential uses with generous tower separation.

The specific objectives and controls for this precinct detailed below are to be applied in conjunction with the general objectives and controls in Part 2, 3, 5, 6 and 7 of this DCP. Where there is any inconsistency with any other part of the DCP, the objectives and controls of this Section will prevail.

Objectives

- O.01 Transition building forms and types to mediate between the future context of towers along the Church Street spine and the low scale residential neighbourhood within the Sorrell Street Heritage Conservation Area.
- O.02 Define the visual setting of the heritage conservation area by ensuring views of sky from Sorrell Street over buildings within the North East of City Centre Precinct and between towers.
- O.03 Orientate building forms to create consistent spacing between towers that align with tower development along Church Street increasing views to sky.
- O.04 Utilise building materiality and form to accentuate the lower levels of buildings in proximity to heritage buildings and along streets.
- O.05 Enhance the vegetated character of North Parramatta through consistent setbacks that preserve existing trees and enable further large canopy tree planting in the street, front setback, and rear setback zones.
- O.06 Ensure deep soil spaces with large canopy trees are delivered in a location where they also function as a background setting to the Sorrell Street Heritage Conservation Area.
- O.07 Allow heritage items to be the dominant features of the streetscape, forward of any future development.
- O.08 Support detached residential apartment buildings with good amenity.



Figure 8.3.10.2 – North East of City Centre Precinct Setbacks and Built Form

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

8.3.10.2 MINIMUM SITE REQUIREMENTS

Objectives

- O.01 Ensure sites are of sufficient width to achieve:
- the necessary standard of amenity in relation to privacy, solar access, ventilation, outlook, deep soil, and landscaped area,
 - desired tower alignment and orientation to create space between buildings and views to sky,
 - adequate building separation in accordance with this section of this dcp,
 - a sense of address and passive surveillance of the street, and
 - safe and efficient access and servicing.
- O.02 Ensure development does not isolate or compromise the amenity or development potential on adjacent sites.

Controls

- C.01 Site consolidation must comply with Figure 8.3.10.3 – Preferred Lot Amalgamation for Redevelopment to meet all of the objectives of Section 8.3.10 – North East of City Centre Precinct.



Figure 8.3.10.3 – Preferred Lot Amalgamation for Redevelopment

- C.02 A development lot must have a minimum site frontage width of 40 metres, except for development lots identified as Site 04 and Site 12 in Figure 8.3.10.3 – Preferred Lot Amalgamation for Redevelopment.
- C.03 Lots identified as Site 04 and Site 12 in Figure 8.3.10.3 – Preferred Lot Amalgamation for Redevelopment must have a minimum site frontage width of 24 metres.
- C.04 Where a site has the minimum frontage width or more, it must nonetheless be demonstrated that objective O.01 and O.02 of this control can be satisfied.

8.3.10.3 THE BUILDING ENVELOPE

Objectives

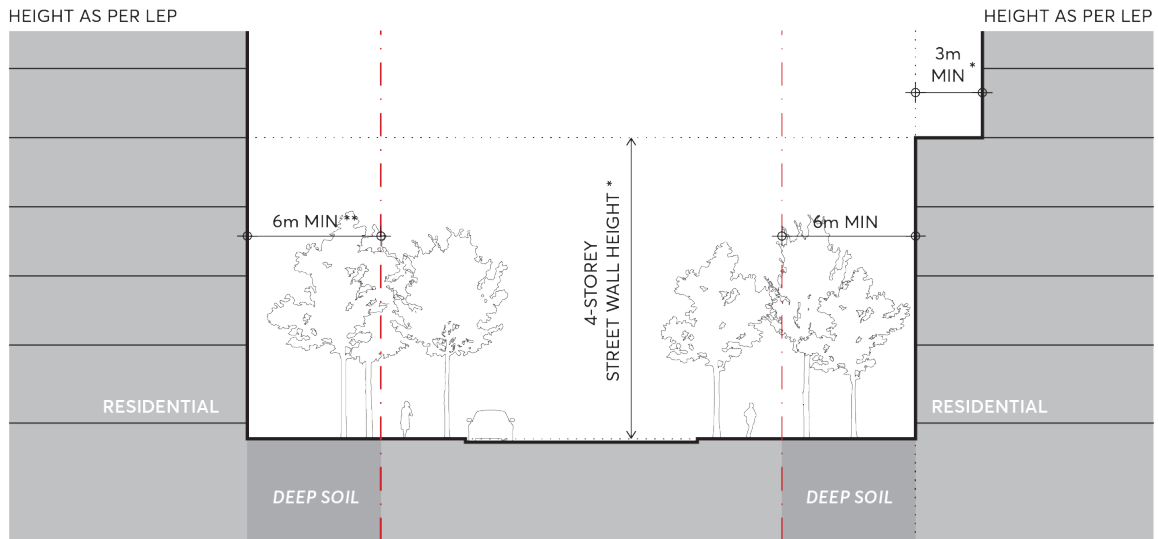
- O.01 Provide space for landscape amenity and canopy tree planting that also contributes to the public domain.
- O.02 Align and orientate future development in a way that creates space between towers that align with tower development along Church Street and enables views to sky when observed from the Sorrell Street Heritage Conservation Area.
- O.03 Provide adequate privacy, access to light, air and outlook for the occupants of buildings, neighbouring properties and future buildings.
- O.04 Ensure building form achieves comfortable public domain conditions for pedestrians, with adequate daylight, appropriate scale and mitigation of urban heat and wind effects of tower buildings.
- O.05 Utilise building form and site layout to achieve a transitional relationship between Church Street properties and properties within the Sorrell Street Heritage Conservation Area.

Controls

Building setbacks

- C.01 Development within the precinct must comply with the setbacks and envelope controls specified in Figure 8.3.10.2 – North East of City Centre Precinct Setbacks and Built Form.
- C.02 All building setbacks must be measured perpendicular to the boundary and extend to the outer faces of the building including balconies, sunscreens and the like.
- C.03 For sites with a 40 metre height limit as per the Parramatta LEP 2023, buildings must be set back a minimum of 6 metres from the street boundary as shown in Figure 8.3.10.4. Tower setbacks must comply with Figure 8.3.10.2 – North East of City Centre Precinct Setbacks and Built Form.
- C.04 For sites with a 40 metre height limit, the street wall must be designed to be of predominantly masonry character and articulated with depth, relief and shadow on the street façade. Where no upper level setback is required by Figure 8.3.10.2 – North East of City Centre Precinct Setbacks and Built Form, the lower 4 storeys of the development must still be designed with the

same materiality and character as the street wall, and be clearly distinct from the tower element.



* WHERE AN UPPER LEVEL SETBACK HAS BEEN SPECIFIED BY FIGURE 8.3.10.2

** WHERE NO UPPER LEVEL SETBACK HAS BEEN SPECIFIED BY FIGURE 8.3.10.2

Figure 8.3.10.4 – Street setbacks and street wall height for sites with a 40m height limit

- C.05 For sites with a 24 metre height limit as per the Parramatta LEP 2023, buildings must be set back a minimum of 6 metres from the street boundary, and upper level set back a minimum of 3 metres from the street wall, as shown in Figure 8.3.10.5. The lower 5 storeys must be designed to be of predominantly masonry character and articulated with depth, relief and shadow on the street façade.

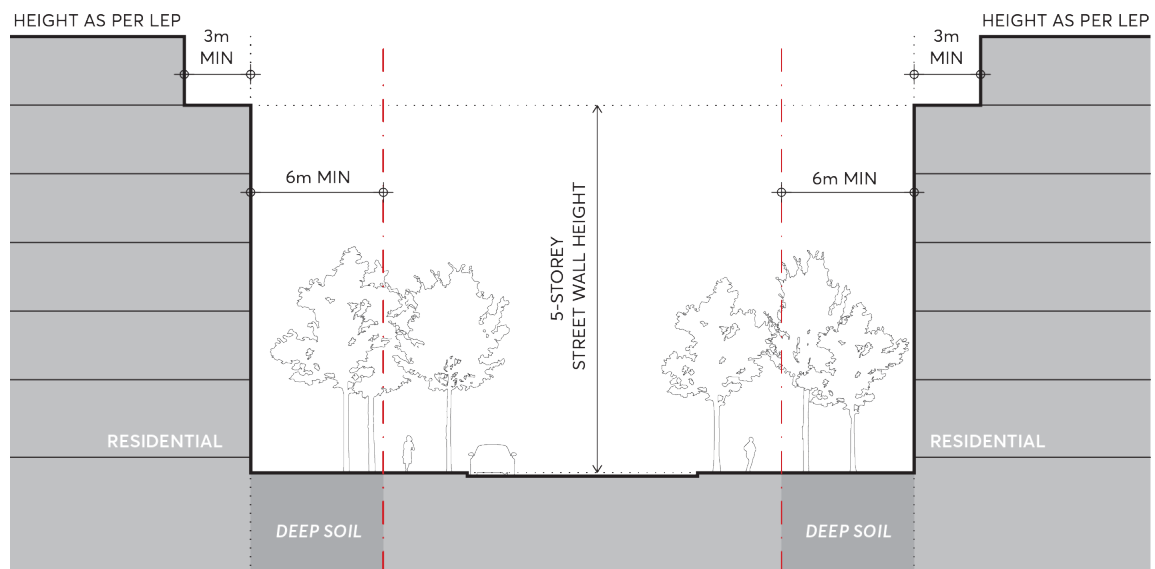
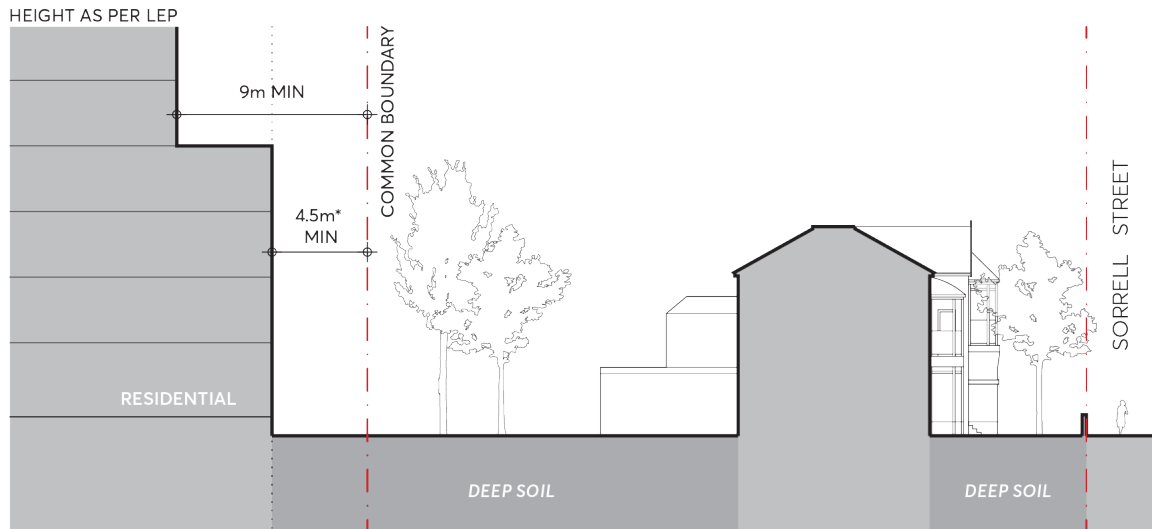


Figure 8.3.10.5 – Street setbacks and street wall height for sites with a 24m height limit

- C.06 A 1 metre articulation zone is permitted forward of the street setback, in which building elements may occupy a maximum of one third of the area of the façade. Services or lift shafts are not permitted in the articulation zone.

- C.07 For sites with a 40 metre height limit, buildings must provide a minimum 4.5 metre setback from the common boundary shared with any lot in the Sorrell Street Heritage Conservation Area and towers set back a minimum of 9 metres from the common boundary, as per Figure 8.3.10.6.



* UNLESS OTHERWISE SPECIFIED BY FIGURE 8.5.10.3

Figure 8.3.10.6 – Setback to properties within the Sorrell Street Heritage Conservation Zone

- C.08 Buildings on Site 05, Site 06 and Site 12 must provide a minimum 6 metre setback from the common boundary shared with any lot in the Sorrell Street Heritage Conservation Area and the upper level must be set back a minimum of 9 metres from the common boundary.
- C.09 Buildings on Site 01, Site 02 and Site 04 must provide a minimum 4.5 metre setback from side boundaries and the upper level must be set back a minimum of 9 metres from side boundaries.
- C.10 Development Site 05, Site 06, Site 09 and Site 10 must provide a minimum of 6 metre setback from the common boundary shared with lots fronting Church Street, as per Figure 8.3.10.7. Towers/upper levels must be set back a minimum of 3 metres from the podium, subject to building separation requirements.

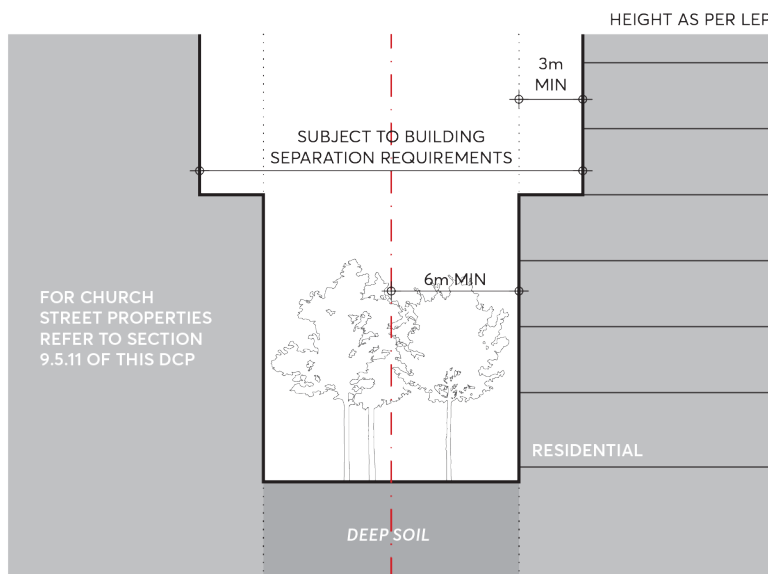


Figure 8.3.10.7 – Setbacks and separation with properties fronting Church Street (site 05, site 06, site 09, and site 10)

- C.11 Development on Site 07, Site 08, and Site 11 must provide a minimum of 4.5 metre setback from the common boundary shared with lots fronting Church Street, as per Figure 8.3.10.8. Towers must be set back a minimum of 4.5 metres from the podium, subject to building separation requirements.

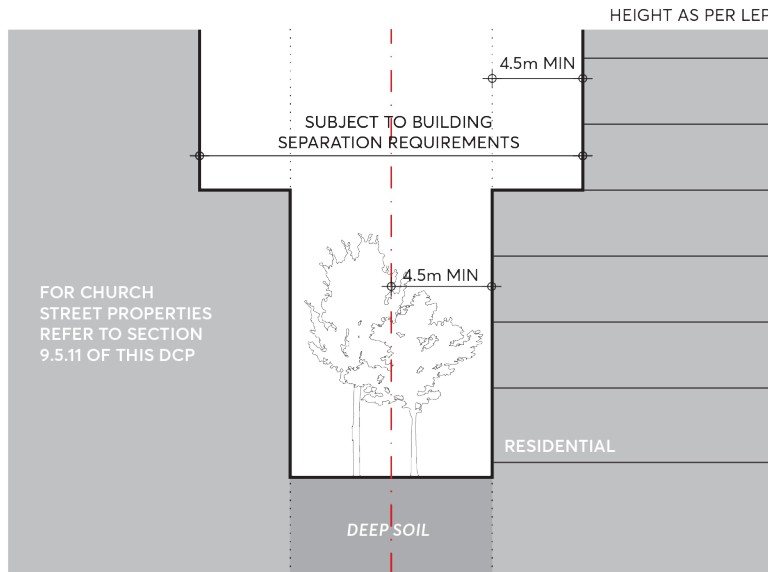


Figure 8.3.10.8 – Setbacks and separation with properties fronting Church Street (site 07, site 08 and site 11)

- C.12 The rear setback to any part of the building up to 4 storeys must be a minimum of 6 metres. For any part of the building above 4 storeys, the rear setback must be a minimum of 20% of the site length or 12 metres, whichever is greater.
- C.13 Only one step in the built form between the street wall and tower is permissible.
- C.14 Basements must be contained within the building envelope and not encroach into minimum setback zones.

Building separation

- C.15 For all sites with a 40m height limit as per the Parramatta LEP 2023, towers must have a minimum separation of:
- 18 metres between lots in the North East of City Centre Precinct and lots on Church Street for any part of the development over 4 storeys.
 - 24 metres between lots in the North East of City Centre Precinct for any part of the development over 4 storeys.

Refer to Figure 8.3.10.9 – Tower Separation.

- C.16 Any existing adjacent building, including heritage listings, cannot be used to justify reduced separation or setbacks.
- C.17 Separation between each of the buildings should enable generous views to sky from the Sorrell Street Heritage Conservation Area towards Church Street, as per Figure 8.3.10.10 and Figure 8.3.10.11.

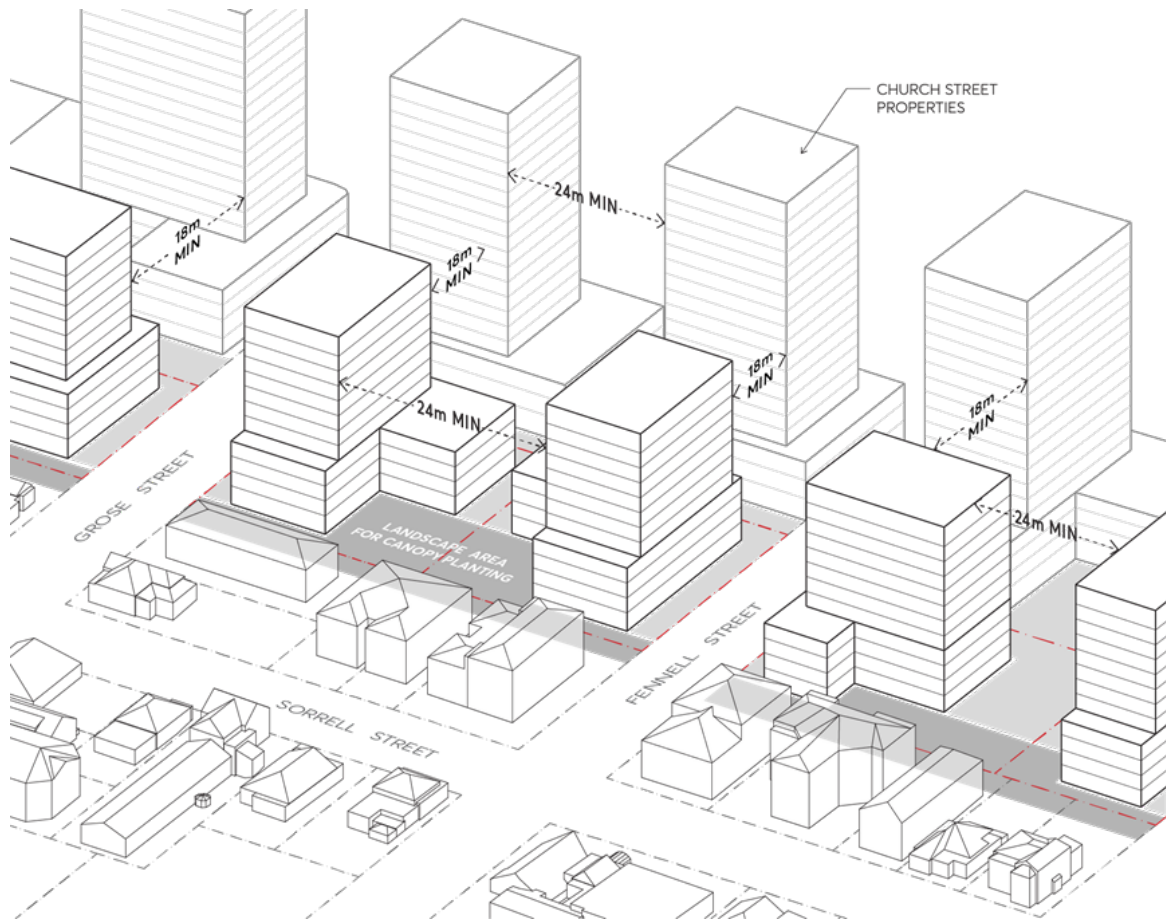


Figure 8.3.10.9 – Tower Separation

Building proportion and height

- C.18 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 scale and character of the Sorrell Street Heritage Conservation Area.
- C.19 The maximum number of storeys permitted within the height limit specified by the Parramatta LEP 2023 must be consistent with the table below:

Height in metres	Height in storeys
24 metres	6 storeys
40 metres	12 storeys

- C.20 The maximum floorplate length for any tower must be 35 metres and maximum floorplate area for any tower must be 800m².
- C.21 Where possible, buildings should be designed so that the short edge of towers may be orientated to the Sorrell Street Heritage Conservation Area to create generous views to sky between towers when observed from the HCA, as per Figure 8.3.10.10 and Figure 8.3.10.11.



Figure 8.3.10.10 – Aligned spaces between towers to enable views to sky

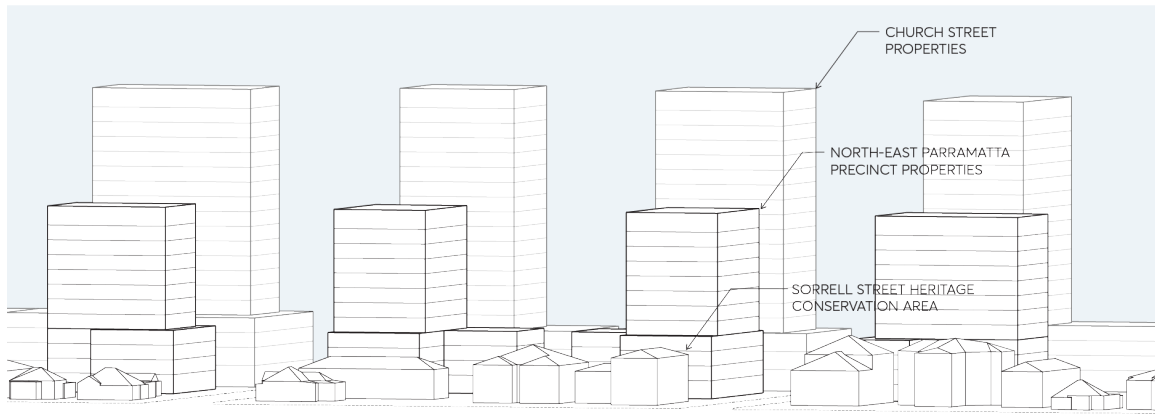


Figure 8.3.10.11 – Views to sky between towers

8.3.10.4 RESIDENTIAL APARTMENT DESIGN QUALITY

Objectives

- O.01 Provide for the amenity, interest and liveliness of the street environment.
- O.02 Appropriately define and design the street edge and setback area to achieve amenity and privacy for residents as well as engagement with and passive surveillance of the street.
- O.03 Ensure development achieves good amenity standards for residents in relation to daylight, ventilation, outlook, and privacy.

Controls

- C.01 Buildings are to be designed to ensure that solar access and cross ventilation requirements of the Apartment Design Guide and Part 3 – Residential Development of this DCP are achieved for residential development both on and off the site.
- C.02 Solar access must be reasonably provided and retained within the existing and future public domain areas and on adjoining sites.
- C.03 The minimum floor to floor height must be 3.5 metres for the ground floor level and 3.1 metres for any level above the ground floor level as per Figure 8.3.10.11 – Ground floor interface and floor to floor heights.
- C.04 High level windows must not be used as the primary source of light, ventilation and outlook for habitable rooms.
- C.05 Daylight and natural ventilation must be provided to all common circulation spaces and windows must be visible from any lift core, as well as the ends of corridors.
- C.06 To balance privacy and street activation, ground floor apartment levels must be a minimum of 500mm and maximum of 900mm above footpath level as per Figure 8.3.10.11 – Ground floor interface and floor to floor heights.

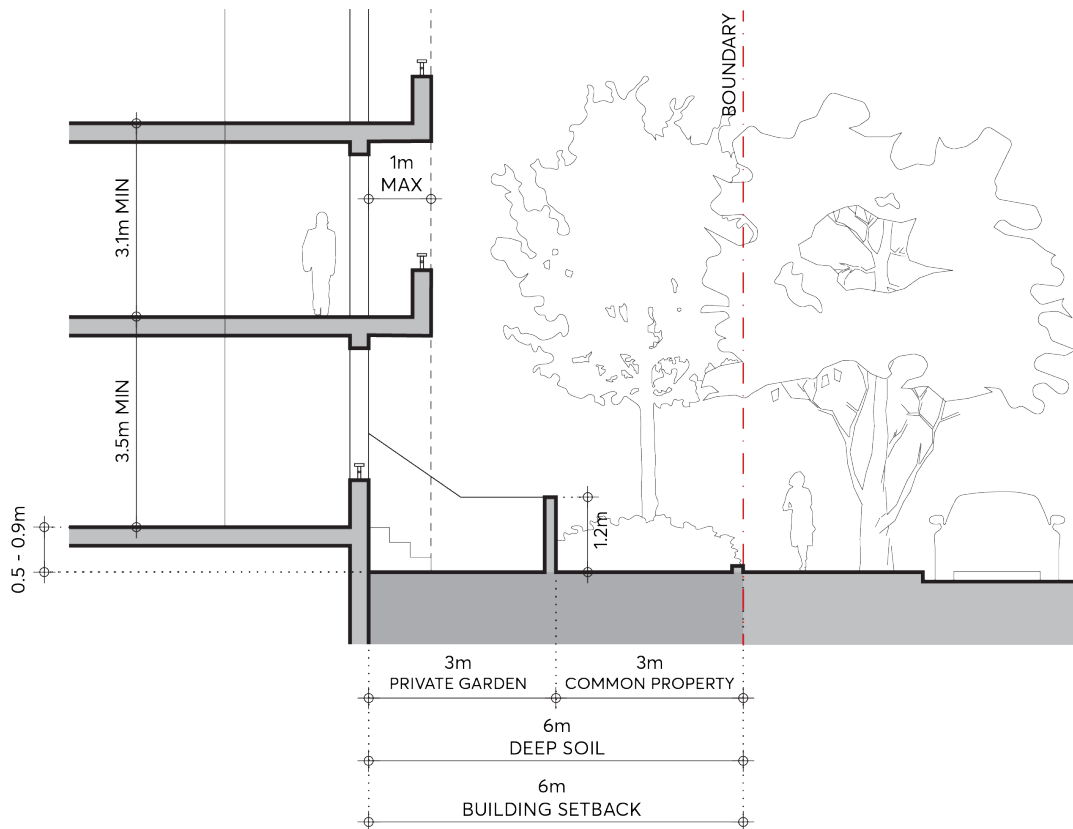


Figure 8.3.10.11 – Ground floor interface and floor to floor heights

- C.07 The setback area must allocate the front 3 metres adjacent to the footpath as common property for landscaping. Canopy trees must be planted in this area, a minimum 3.5 metres from any structure, to enable a tree with greater than 13 metres mature height and spread, at the rate of 1 canopy tree for every 15 lineal metres of frontage.
- C.08 A wall setback 3 metres from the street boundary must articulate the front areas in private ownership. The wall must be a maximum 1.2 metres high and of masonry construction, integrated with dividing masonry walls for private open spaces.
- C.09 Where individual apartment entries from the street serve as a primary address, a ground floor balcony space between the entry and private garden, and a hinged front door with a distinct entry space within the apartment, must be provided. Sliding glass doors for ground floor apartments fronting the street are discouraged. If the entries are only for the use of residents they must be understated, with post boxes and street numbers located at the common entry.
- C.10 All stairs and ramps providing access to lobbies must be internalised where necessary to ensure the street interface is not compromised.
- C.11 A fully illustrated and co-ordinated ground floor design, showing all the necessary levels and detail, must accompany development applications. Drawings must include:
 - a) A detailed ground level plan and sections as part of the architectural submission which illustrates the relationships between the interior and the exterior spaces of the setback area, including the landscape and hydraulic detail, and extends into the public domain.
 - b) Any required services must be discreetly integrated into the design.

- c) The architectural drawings must be fully co-ordinated with the landscape and hydraulic drawings.
- d) Elevations and sections at minimum 1:50 scale of all built elements in the setback area must be provided.

8.3.10.5 DEEP SOIL AND LANDSCAPING

Objectives

- O.01 Provide space for landscape amenity and canopy tree planting that also contributes to the public domain.
- O.02 Ensure communal open spaces facilitate opportunities for recreational and social activities, passive amenity, landscaping, and deep soil planning.
- O.03 Create contiguous deep soil networks across lots to support large canopy tree communities and unobstructed groundwater movement.

Controls

- C.01 A minimum 30% of the total site area is to be provided as deep soil. All deep soil zones must have a minimum dimension of 4 metres x 4 metres.
- C.02 Where green coloured areas are shown in Figure 8.3.10.2 – North East of City Centre Precinct Setbacks and Built Form, these areas be used as a courtyard and/or landscaped area.
- C.03 Buildings must provide communal open space to meet the requirements of Section 3D of the Apartment Design Guide, and should be located to be:
 - a) Highly visible and directly accessible to the maximum number of dwellings, and
 - b) Integrated with deep soil to provide a landscape setting with opportunities for large and medium size tree planting.
- C.04 Roof gardens may be permitted on top of podiums; however, these must provide adequate visual and acoustic privacy to other buildings within the development and on adjoining sites.
- C.05 Impervious surface at ground level must be minimised on the site.

8.3.10.6 HERITAGE RELATIONSHIPS AND TRANSITION

Objectives

- O.01 Ensure new development is situated alongside heritage listed sites in a way that is respectful, appropriate and will enhance the heritage values of the place.
- O.02 Protect and enhance the setting of heritage items and conservation areas, including the contribution of items to the broader context including views, immediate setting and heritage value.

- O.03 Create appropriate relationships between new development, heritage items and the Sorrell Street Heritage Conservation Area.

Controls

- C.01 Development must not be designed to step away from heritage buildings like a ziggurat but have vertical walls that create well defined space around a heritage item.
- C.02 The parts of development that form the backdrop to a heritage item must be designed so the visual prominence of a heritage item is retained and enhanced.
- C.03 A deep soil area adjoining the common boundary of a lot containing a heritage building must be delivered to allow canopy tree planting to form an immediate backdrop to heritage items.
- C.04 Development must not adversely affect the amenity of buildings within the Sorrell Street HCA, such as overlooking or overshadowing.

8.3.10.7 PARKING DESIGN AND VEHICULAR MOVEMENT

Objectives

- O.01 Minimise the impact of on-site parking on the design quality of the building and the public domain.
- O.02 Minimise the amount of vehicular traffic generated in relation to development.

Controls

- C.01 The maximum number of car parking spaces, including any existing car parking spaces, must be consistent with the following rates:
- a) 0.2 space for each studio apartment
 - b) 0.4 space for each 1-bedroom apartment
 - c) 0.8 space for each 2-bedroom apartment
 - d) 1.1 space for each apartment with 3- or more bedrooms
- C.02 The following rates may be provided, in addition to the rates contained in C.01 above, as maximum visitor parking spaces (calculated cumulatively):
- a) For each dwelling up to 30 dwellings – 0.167 spaces
 - b) For each dwelling more than 30 and up to 70 dwellings – 0.1 spaces
 - c) For each dwelling more than 70 dwellings – 0.05 spaces
- C.03 Bicycle parking spaces must be provided at a rate of 1 space per dwelling.
- C.04 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 or impact the ability to provide landscape at ground level.

- C.05 Pedestrian and vehicle conflict are to be minimised with limited vehicle crossings to the public domain. Design must demonstrate compliance with Council's [Public Domain Guidelines 2017](#).
- C.06 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 or through site links.

8.3.10.8 FLOODPLAIN RISK MANAGEMENT

Objectives

- O.01 Allow development in the floodplain that is appropriate to the flood hazard and risk at a particular location.
- O.02 Ensure early site planning and consideration of flood conditions to achieve an integrated flood response that manages flood risk and provides optimum development design outcomes to provide adequate amenity on and off site, and interface with the public domain.

Controls

- C.01 Site consolidation patterns outlined in Figure 8.3.10.2 – Preferred Lot Amalgamation for Redevelopment must be achieved to ensure access and egress to buildings is maintained without transversing public roads affected by the Probable Maximum Flood (PMF) level, where access to a road not affected by the PMF is accessible.
- C.02 Development must comply with the requirements in Section 5.1.1 – Flooding and Section 9.7 – Flood Risk Management of this DCP to Council's satisfaction.

8.4 SPECIAL CHARACTER AREAS

Special Character Areas are well defined precincts that have been identified as having a special character and level of residential amenity that should be preserved. These areas have developed over a short period and retain a consistency of design, materials, and scale. Special Character Areas can be attributed to built form and also to subdivision pattern.

This Part of this DCP is to be read in conjunction with other Parts of the Parramatta DCP 2023 and the *Parramatta Local Environmental Plan (LEP) 2023*. If there is any inconsistency between this Part of this DCP and other Parts of the Parramatta DCP 2023, this Section of this DCP will prevail.

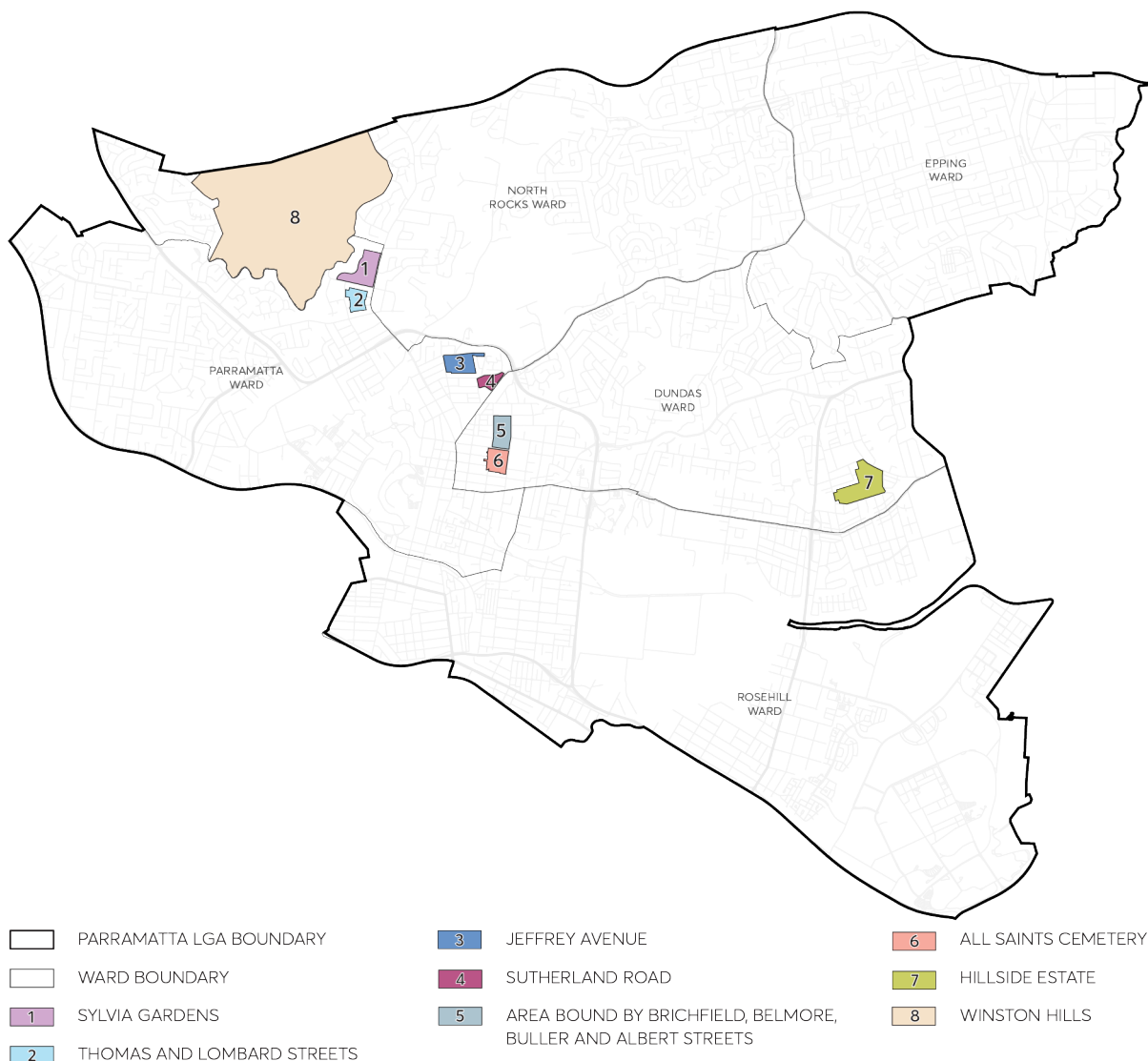


Figure 8.4.1 – Special Character Areas

Objectives

- O.01 Ensure development within each Special Character Area is compatible with the identified character and reinforces the special attributes and qualities of the area.
- O.02 Ensure development maintains the level of residential amenity currently enjoyed and positively contributes to the distinctive characteristics of each area.

CONTENTS

8.4	SPECIAL CHARACTER AREAS.....	522
8.4.1	SYLVIA GARDENS.....	525
8.4.2	THOMAS AND LOMBARD STREETS.....	527
8.4.3	JEFFERY AVENUE.....	529
8.4.4	SUTHERLAND ROAD	531
8.4.5	AREA BOUNDED BY BRICKFIELD, BELMORE, BULLER AND ALBERT STREETS	533
8.4.6	ALL SAINTS CEMETERY	535
8.4.7	HILLSIDE ESTATE.....	541
8.4.8	WINSTON HILLS	544

8.4.1 SYLVIA GARDENS



Figure 8.4.1.1 – Sylvia Gardens, Northmead

8.4.1.1 DISTINCTIVE CHARACTER STATEMENT

This area was once part of the Oakes Estate. It was quarried by the Moxham family under lease from before 1887 and was known as the Whitehaven Quarry. W. D. Moxham's deceased estate passed to his trustees in October 1935 and the Whitehaven Quarry was subdivided and offered for sale privately by the Sylvia Gardens Estate Ltd in June and December 1937. The width of allotments was subsequently increased, without altering the road layout, in keeping with the prevailing standards of the 1940s.

The importance of the area lies in its high-quality private subdivision that incorporated the latest design principles to create an attractive residential area. With two exceptions, the buildings are modest cottages, typical of the era of post-war shortages in building materials.

8.4.1.2 DISTINCTIVE CHARACTERISTICS

- Designed around the quarry, evidence of which survives in the rock faces of the internal reserve
- Setting, around quarry with views to bushland reserve beyond
- Similarity in the age of houses - 1940s along windsor road, mostly 1950s - 60s in other streets

- Uniformity of scale, size and materials of houses - single storey, tiled roofs, walls of brick, fibro or timber, some of which is a recladding of the original fibro house
- Wider gap on one side of each house to allow rear garden car access to garage in back garden
- Low fences, which give views of each garden

Objective

- O.01 Ensuring that development is consistent with the existing character of the area. The main elements of that character are the modest scale and character of the houses, and the associated parkland.

Controls

Development consistent with the existing character of the area:

- C.01 Second storey additions, designed to protect neighbours' amenity and to fit in with the design of the original house.
- C.02 Additions in lighter weight materials than those of the house are preferred.
- C.03 Rear garden placement of garages and carports.
- C.04 Recladding of fibro houses in similar light weight materials is preferred. However, bagged or rendered brick cladding using colours to blend with existing housing is also acceptable.

Development not consistent with the existing character of the area:

- C.05 Garage or carport to the front or side of house or blocking driveway space to back garden.
- C.06 Roof cladding other than terracotta tiles.
- C.07 Fences higher than 1.2 metres.

8.4.2 THOMAS AND LOMBARD STREETS



Figure 8.4.2.1 – Thomas and Lombard Streets, Northmead

8.4.2.1 DISTINCTIVE CHARACTER STATEMENT

This area contains a reasonably intact group of detached cottages and houses from the early twentieth century, illustrating the development history of the locality and creating a residential precinct with a distinctive character. Timber cottages were erected from about 1912 onwards in Lombard Street, and most of the houses in this street date from prior to 1920. There are some houses of a slightly later era, and some modern development. All of the older houses are of timber and/or fibro construction.

The houses in Thomas Street are on land which was originally owned by the Moxham family, and subdivided in 1915. A few cottages were erected in the years immediately following subdivision, but most of the houses in the street were built in a surge of development that occurred in the mid 1920's. Older houses in Thomas Street are mostly of timber and/or fibro construction but also of brick. There is also some modern development.

8.4.2.2 DISTINCTIVE CHARACTERISTICS

- Land rises from Old Windsor Road and then falls gently towards Kleins Road
- All older houses are single storey, detached dwellings, with similar setbacks, giving a generally consistent character and rhythm to the streetscape

- Most older houses are asymmetrical, gable-fronted with hipped roofs. All older houses have a verandah of some sort, with differing design and detailing
- Timber and/or fibro construction is typical, with some houses of 'face' brick construction in Thomas Street
- Timber double hung sash windows on earlier houses, timber casements on some later houses, awnings over windows common on earlier houses
- Car accommodation generally at rear of property
- Low, open fencing, and a predominance of soft landscaping in front gardens
- More fences of timber paling construction than any other type

Objective

- O.01 Ensure that development is consistent with the existing character of the area. The main elements of that character are the consistency of scale, siting and design of most of the older houses, and the existing landscaping features, including fencing.

Controls

Development consistent with the existing character of the area:

- C.01 Additions and/or dual occupancy development at the rear of older houses, as long as there is minimum impact on the character of the existing house and the streetscape.
- C.02 Single storey only is preferred. Additional accommodation may be provided at a second level, provided that it is substantially or entirely contained within the roof space. In any case, the roof line of any new addition should be no higher than the ridge height of the existing house.
- C.03 Lightweight construction (e.g. timber, fibro-cement) should be used for additions, except for brick houses, where brick may be used.
- C.04 Garages or carports in rear gardens.
- C.05 Open carports beside the house, preferably at least 2 m back from the front wall.
- C.06 Replacement of roofs with historically appropriate materials; generally corrugated steel, possibly tiles depending on era of house.
- C.07 Low, open fencing, no higher than 900mm. A preference for timber paling construction, but other materials and designs such as link-mesh, timber 'post-and-rail', or brick may be considered where it is appropriate in relation to a particular house.

Development not consistent with the existing character of the area:

- C.08 Demolition of older houses, other than in exceptional circumstances.
- C.09 Recladding of timber/fibro houses in anything other than similar materials and profiles.
- C.10 Painting, rendering or re-skinning of brick houses.
- C.11 Any fence higher than 900mm.

- C.12 Landscaping in front yards which results in a predominance of paved surfaces over soft landscaping.

8.4.3 JEFFERY AVENUE



Figure 8.4.3.1 - Jeffery Avenue, North Parramatta

8.4.3.1 DISTINCTIVE CHARACTER STATEMENT

This land is one of the first areas in the vicinity of Parramatta to be totally designed and constructed by the Housing Commission, which resumed the land on 25 July 1947. It was surveyed in 1948 and the subdivision was drawn up by Parramatta surveyor H.C. de Low for the Housing Commission. The road layout is curvilinear in the manner typical of the post-war era. The streets are named after Parramatta aldermen and mayors.

The area was developed with detached dwellings, mostly in brick with some fibro-cement with brick bases. It has a high standard of amenity, and with good management, will become more special as time goes by. The present residents stand to gain most from this special care.

8.4.3.2 DISTINCTIVE CHARACTERISTICS

- Curvilinear road layout typical of the 1940s and 50s

- Consistency in the scale, siting and design of houses with only minor obvious changes
- Detached houses - two or three bays wide, with a projecting bay, often including the porch with wrought iron railing
- Houses in brown, mottled brick or fibro-cement with brick base; low hipped roofs in terracotta or cement tiles, some with gabled ends clad in white painted weatherboards
- Double hung sash windows with timber frames
- Grassed front gardens merging with verge, some front boundaries defined by planting and a few low brick walls
- Wire or paling fences separating the front and rear gardens
- Narrow grassed verge without footpaths
- Street tree planting of bottle brushes, in recent decades
- Mature trees in gardens and streets

Controls

Development consistent with the existing character of the area:

- C.01 Additions at the rear of houses designed to have minimum impact on the façade and roof of the house, using similar materials, such as bricks matching original bricks.
- C.02 Additions that protect the views and amenity of neighbouring properties.
- C.03 Garages or carports in rear gardens.
- C.04 Carports beside the house at least 3 metre back from the front wall.
- C.05 Wire fences no higher than 1 metre.

Development not consistent with the existing character of the area:

- C.06 Painting, rendering or re-skinning of brick houses or the brick base of houses.
- C.07 Painting, rendering or demolition of brick fences.
- C.08 Front fences other than low walls marking the boundary.

8.4.4 SUTHERLAND ROAD



Figure 8.4.4.1 - Sutherland Road, North Parramatta

8.4.4.1 DISTINCTIVE CHARACTER STATEMENT

This area was auctioned as the Parramatta Heights Estate on 2 May 1925, by real estate agents, Peach Brothers. Construction of housing commenced in the 1930's. In May 1939 the area was covered by a residential district proclamation that required the external walls of houses to be of brick construction.

This is a high-quality residential area at the edge of the nineteenth century development of Parramatta. Its value as a residential area, and an important part of the history of Parramatta, will become more obvious as time goes by and development of this period becomes more widely appreciated.

8.4.4.2 DISTINCTIVE CHARACTERISTICS

- Undulating terrain
- Streets and some houses with views and glimpses of parramatta to the south
- Includes a small park enclosed by houses, with laneway access from pennant hills road and sutherland road

- Houses date from the late 1920s to the 1950s; mostly single storey brick, with marseilles- tiled roofs including some distinctive skillion-roofed houses; a few original two-storey houses
- Consistency in the siting, scale, and character of houses
- Face brick
- Roads have grass verges, without footpaths, but with continuous street tree planting forming an avenue
- Low brick fences
- Gardens with open lawns and feature planting including mature trees and views
- Several large eucalypts in front and rear gardens add interest to the street scene

Controls

Development consistent with the existing character of the area:

- C.01 Additions in brick matching the house, designed to minimise impacts on the original character of the house, and to protect the views and amenity of neighbouring properties.
- C.02 Rear garden placement of garages and carports.
- C.03 High fences only in Pennant Hills Road, behind the original fences.
- C.04 Recladding of roofs in similar materials.
- C.05 Additions should be designed to retain the original façade and to minimise impacts on it.
- C.06 Impacts on the amenity and views of adjoining properties should be minimised.

Development not consistent with the existing character of the area:

- C.07 Major changes to the façade that alter its architectural character.
- C.08 Garage or carport beside the house and which block driveway space to back garden.
- C.09 Recladding, painting or rendering of exterior walls of brick houses and brick fences.
- C.10 Demolition of low brick fences.
- C.11 Fences higher than 1 metre.
- C.12 Buildings other than garages or other utility buildings within 6 metres of the rear of properties adjoining the park.

8.4.5 AREA BOUNDED BY BRICKFIELD, BELMORE, BULLER AND ALBERT STREETS

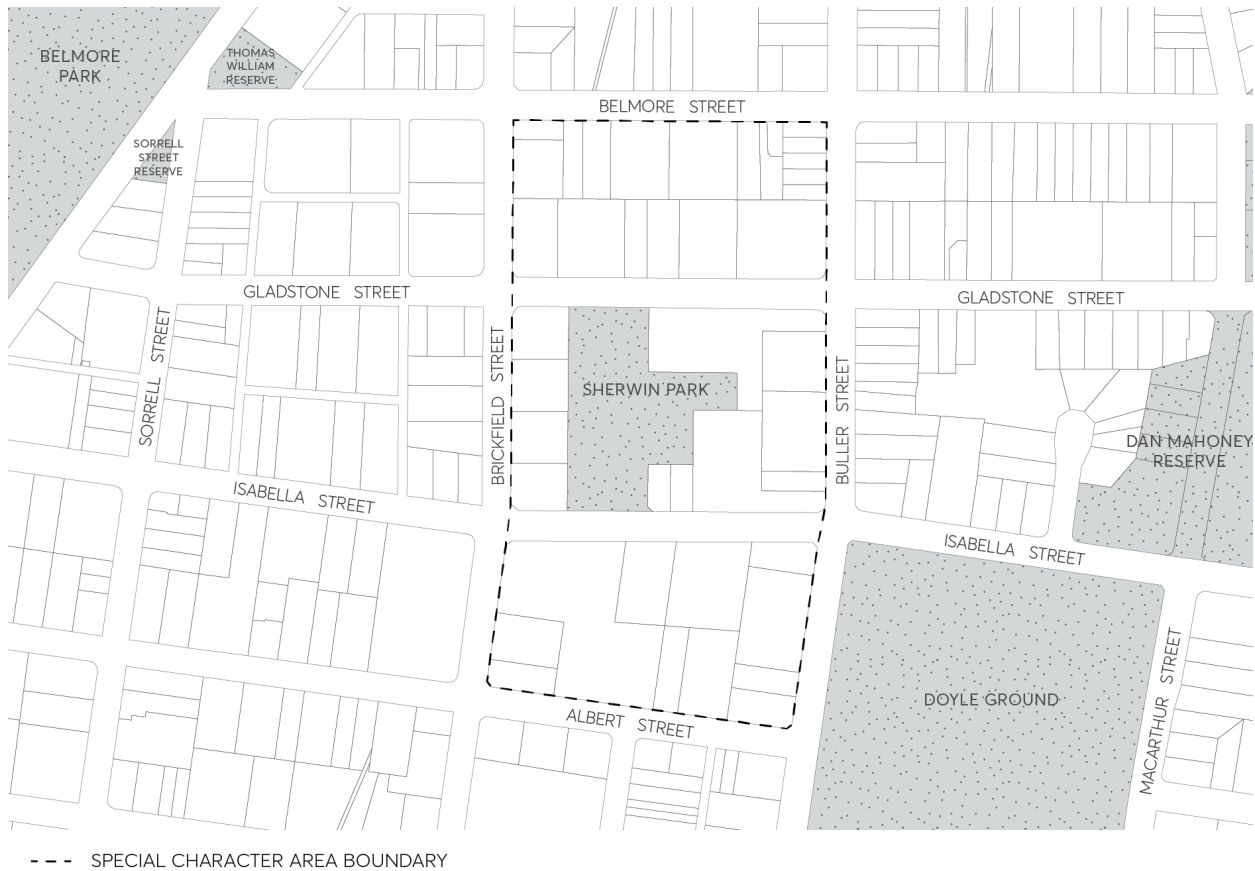


Figure 8.4.5.1 - Area bounded by Brickfield, Belmore, Buller and Albert Streets North Parramatta

8.4.5.1 DISTINCTIVE CHARACTER STATEMENT

The area bounded by Brickfield, Belmore, Buller and Albert Streets, North Parramatta should reflect the sensitivity of this area due to the impact of residential flat development and the close proximity to Doyle Ground. Nearby lower density residential areas, the style and character of primarily traditional housing, including heritage items, in the general locality strengthen the character of the area.

Objectives

- O.01 A consistent building line in order to provide an appropriate and attractive built edge to the street.
- O.02 Housing form that incorporates themes from the traditional housing style of the locality, (ie. closely spaced cottages, semi-detached houses and terraces), particularly when viewed from Doyle Ground.

Controls

- C.01 The front setback is to be a maximum of 5 metres and a minimum of 3 metre consistent with the prevailing setbacks in the immediate locality.
- C.02 Development should have the appearance of terrace-style housing in order to reflect the character of the traditional housing in the vicinity.
- C.03 In Buller Street, opposite Doyle Ground, the terrace form of housing should provide a sense of address of the dwellings to the street and to Doyle Ground, particularly on the ground floor. In this area it is also desirable that car parking be situated at the rear of the site and accessed via a 4 metres wide rear lane.

8.4.6 ALL SAINTS CEMETERY



Figure 8.4.6.1 – All Saints Cemetery, North Parramatta

8.4.6.1 DISTINCTIVE CHARACTER STATEMENT

This subdivision, with its characteristic late nineteenth century subdivision pattern of narrow lots and back lanes for night soil disposal, is remarkably different from all other subdivisions in the area. This subdivision is almost completely intact and contains most of its original houses, built gradually from the later part of the nineteenth century to the 1930s.

Later twentieth century development around the cemetery has continued the low scale residential character of the earlier Short Street development, although with wider allotments and greater garden space between houses. The result today is a remarkably intact single storey residential enclosure of an early Parramatta burial ground which, with the landscape of the cemetery itself, provides a very special rural/residential precinct near the heart of a large city.

8.4.6.2 DISTINCTIVE CHARACTERISTICS

- Gently sloping land, falling from a small but prominent knoll in the north-east corner down to the creeks beyond the southern and western boundaries of the precinct

- The quiet residential character of the precinct is provided by its enclosure/framing by individual, low-scale residential buildings and their gardens and trees, and its border on three sides by residential roads
- Buildings address the cemetery and provide a sense of enclosure
- Low-scale development around the perimeter of the cemetery: a consistency in the character of the buildings, particularly in their single storey scale and limited range of building materials
- The nineteenth century subdivision and development pattern along Short and Buller Streets, which strengthens the character of the precinct
- The landscape of the cemetery itself is rural in character, most of it an open area with mown grasses, remnant native vegetation and little evidence of deliberate plantings except around parts of the perimeter
- The historic relationship between the cemetery, its church (All Saints) and rectory (Endrim, 54 Sorrell Street) remain, and can be observed, particularly from the north-east corner of cemetery
- Remnant sandstone walls and gateway stands along the Fennell Street alignment and an almost continuous sandstone kerb and gutter down Short Street are able to be observed

Objectives

- O.01 Retention and reinforcement of all attributes that contribute to the heritage significance of the cemetery and its setting.
- O.02 A transition zone between the higher density development on land west of Brickfield Street and the open space of the cemetery through dense but low-scale residential development, similar in character to the early development in Short Street.
- O.03 Maintenance of the rural village character and quiet residential amenity of the precinct.
- O.04 Retention of the existing consistency in the scale and building materials in the precinct.
- O.05 Maintenance of the special character of this area and the marked difference between it and the adjoining higher density zones.

Controls

Subdivision Pattern

- C.01 Maintain all the evidence of the nineteenth century subdivision and development pattern along Short Street and Buller Streets.
- C.02 Maintain the subdivision and development pattern for the three houses adjoining the cemetery fronting Albert Street, and the space and mature tree plantings this allows between buildings and the cemetery.
- C.03 Amalgamation of allotments facing Short, Buller or Albert Streets, or construction across allotment boundaries on these streets is to be avoided, so as to retain the existing subdivision pattern.
- C.04 Maintain the subdivision and development pattern for the houses facing Fennell Street and the space this allows for mature tree planting and landscaping.

- C.05 Encourage resubdivision and amalgamation along Brickfield Street to provide new development having the appearance of separate houses, such as town houses, facing the cemetery.
- C.06 Subdivision of No 16 Short Street is permitted, in order to provide one allotment only beside the house at No 18.
- C.07 Resubdivision of allotments fronting Brickfield Street is permitted, but only where the subdivision runs parallel to the east/west boundary line.

Existing Buildings and Structures

- C.08 Keep all buildings and other structures that individually and together contribute to an understanding of the history and character of this precinct.
- C.09 Keep all stone kerbs and gutters in Short Street.
- C.10 Retain all metal and concrete fences on the northern boundary of the cemetery.
- C.11 Avoid adding vehicle crossings over sandstone kerb and gutter in Short Street; allow rear lane access only.
- C.12 Buildings to primary street frontage should face directly towards the cemetery.

Garages

- C.13 Ensure new garaging and carparking do not intrude upon the existing character of the precinct, in particular by maintaining uncluttered space between building line and front fence as an important part of the character of the precinct.
- C.14 Maintain the fence line of Short and Buller Streets unaffected by driveway openings.
- C.15 Driveways are not to continue over the footpath space.
- C.16 Avoid establishing new driveways, garages or carports with access to Short Street or Buller Street; lane access only is to be used.
- C.17 Avoid basement communal car parking that opens directly onto the street.
- C.18 Garages and carports are to be located at least 1 metre behind the front wall of a residential building and sited in an unobtrusive manner.
- C.19 Driveways should be made of concrete, bitumen, gravel, dark bricks or other unobtrusive materials and should not continue over the footpath space; wheel tracks with a central grass/planting strip are preferred to fully paved driveway space.

Fences

- C.20 Maintain the character of the area, where houses face and enclose the cemetery over low fences.
- C.21 Maintain existing street amenity and safety by the continued use of light weight front fences which allow each garden to be viewed from the street, and allow each house to view the street and cemetery.
- C.22 Keep rear boundary fence at Nos 41, 43 and 45 Albert Street.
- C.23 Consider using square topped picket fences painted in light colours, eventually for all properties facing the cemetery, to reinforce a cohesive sense of enclosure.

C.24 Fence openings in excess of 3 metre width are to be avoided.

Short and Buller Streets

C.25 Maintain visual importance of existing historic buildings and other structures.

C.26 Keep the consistency of siting, scale, shape and materials in new work and in extensions to existing buildings so that it does not detract from historic buildings in the precinct, or from the street's visual cohesiveness and amenity.

C.27 For extensions to existing buildings,

- ii) use linked pavilions under separate roof, or skillion extensions to back of house
- iii) use same material as the existing house, or lighter weight materials, such as painted timber, fibro, iron or imitation timber cladding
- iv) avoid additions to the front or side of house and extra rooms above the existing main
- v) body of house requiring alteration of existing roof shape
- vi) windows or skylights facing Short Street are not desirable

C.28 For new buildings facing these streets:

- i) keep front setbacks to match those of adjoining early houses, free of structures or paving
- ii) restrict building height to a single storey to match the scale of existing historic buildings
- iii) establish roofs with a form and pitch similar to neighbouring buildings; rooms in the roof may be considered, but with no windows (such as dormer windows) facing Short or Buller Streets
- iv) use consistent building materials - face or common bricks or painted timber, with tile or corrugated iron roofs. Back rooms may be built in lighter weight materials, such as fibro, imitation timber cladding or corrugated iron
- v) encourage reinstatement of sandstone kerbs and gutters where lost to vehicular driveways - car access to be provided from rear lane
- vi) new buildings should not be constructed side boundary to side boundary
- vii) avoid use of plastered or painted brickwork, or hearted, speckled, multicoloured or textured bricks in light colours
- viii) imitation slate or obtrusively coloured roof cladding is not desirable
- ix) attached dual occupancy should be avoided, except where it can be accommodated as a modest addition at the rear of the house and within garden space requirements

C.29 For dual occupancy facing rear lane at 13A, 25 and 29 Buller Street:

- i) detached dual occupancy to be built facing the rear lane, but only where it strictly complies with:
 - minimum 3 metre total side boundary setbacks, either divided along both sides of the new building or along one side boundary only. The side setback area, if 3 metre or more and fully landscaped, can be included in the garden space calculations
 - new building to be setback 1 metre from existing lane alignment. Except for driveway area the setback area is to be fully landscaped

- garaging for one car only
- 3 metre maximum width for driveway access to rear lane
- maximum wall height for new building of 5.7 metres
- roof pitch similar to neighbouring buildings
- building materials of either unpainted or unplastered face bricks or commons, or of
- painted timber or other light weight materials, such as imitation timber cladding and fibro
- light weight roofing materials, such as corrugated iron or colourbond

Brickfield Street

- C.30 New buildings are to reinforce low scale, village-like enclosure of cemetery.
- C.31 Development is to be townhouse or similar development that is of a scale similar to existing development around the cemetery, which appears like separate houses and reflects pattern and shape of houses in Short Street.
- C.32 The street edge should remain largely unencumbered with driveway access points.
- C.33 Minimum front setback of 2 metres, but only where development strictly complies with the requirements of this plan; any other form of development will require a 12 metre setback.
- C.34 Construction to side boundaries is allowed, providing that sufficient light and air can be obtained through front and back walls
- C.35 Garages and carports must be established at the rear of the property with access from side streets and should not be visible from the street (Amalgamation might be necessary to achieve this. Where redevelopment of allotments without access to side streets is prohibited by earlier development of adjoining allotments, car access from Brickfield Street can be allowed but only where it is obtained using an existing street crossing).
- C.36 3 metre maximum width for car access driveway.
- C.37 Re-establish sharp profile kerb and gutters to replace driveways where possible.
- C.38 Walls should be of unpainted face bricks or commons, tiled or corrugated iron roofs.
- C.39 Buildings should address Brickfield Street.
- C.40 Balconies should not protrude beyond the wall of a building, except in the case of verandahs, which are permitted at ground level.
- C.41 Light-painted or plastered walls or hearted, speckled, multicoloured or textured bricks in light colours are not appropriate.
- C.42 Imitation slate or obtrusively coloured roofing materials are not appropriate.

New buildings facing Fennell Street

- C.43 Development is to reinforce low scale, village-like enclosure of cemetery.
- C.44 Development should be consistent with the prevailing scale of existing development around the cemetery, but should maintain the character of freestanding buildings on individual lots of land, separated from each other and from the street by side and front garden space.

- C.45 Combined side setbacks for each allotment to be no less than 5 metres, which, apart from access drive, is to be landscaped with trees, garden and lawn.
- C.46 Maximum 3 metre width for driveway and vehicular entrance.
- C.47 Buildings are to address Fennell Street.
- C.48 Garaging must be a single car garage and must not be visible from the street.

New buildings facing Albert Street

- C.49 Retain the space between and behind buildings so that the existing character of trees and open gardens on the crest of hill can be maintained as the northern backdrop to cemetery.
- C.50 Maintain the existing character of development, of freestanding houses on individual allotments separated by garden space and landscaping.
- C.51 6 metre minimum front setback; area to be landscaped with trees, garden and lawn.
- C.52 Combined side setbacks for each allotment to be no less than 8 metres, which, apart from access drive, is to be landscaped with trees, garden and lawn.
- C.53 Maximum 3 metre width for driveway and entrance.
- C.54 Maximum two driveways per existing allotment.
- C.55 Sufficient space in the back garden to allow for the growth and maintenance of large mature trees.
- C.56 Buildings must address Albert Street.
- C.57 Garaging must a single car garage and must not be visible from the street.
- C.58 Side and front setbacks must not contain structures or paving, other than a single-width driveway.

8.4.7 HILLSIDE ESTATE

8.4.7.1 DISTINCTIVE CHARACTER STATEMENT

This land was acquired by the firm of John Bridge Ltd who engaged land surveyors Lockie, Gannon, Worley and Campbell to design this subdivision, with its distinctive curvilinear layout. The Housing Commission acquired the estate in 1945. The estate with a variety of double-fronted and triple-fronted single storey brick houses with hipped or gabled roofs. The majority of houses have light tan or brown mottled bricks. Some houses have common bricks or mottled cream bricks, some of which have been painted or rendered. Some houses have been divided into two single person units for older people with minor changes to insert a second front door with a protective brick screen, while maintaining the architectural character of the building.

The allotments originally had low arris rail fences painted white. Most properties have no front fences while a few properties have low, open metal fences. The open space and pathway/drainage system has been grassed but remains open with few plantings.

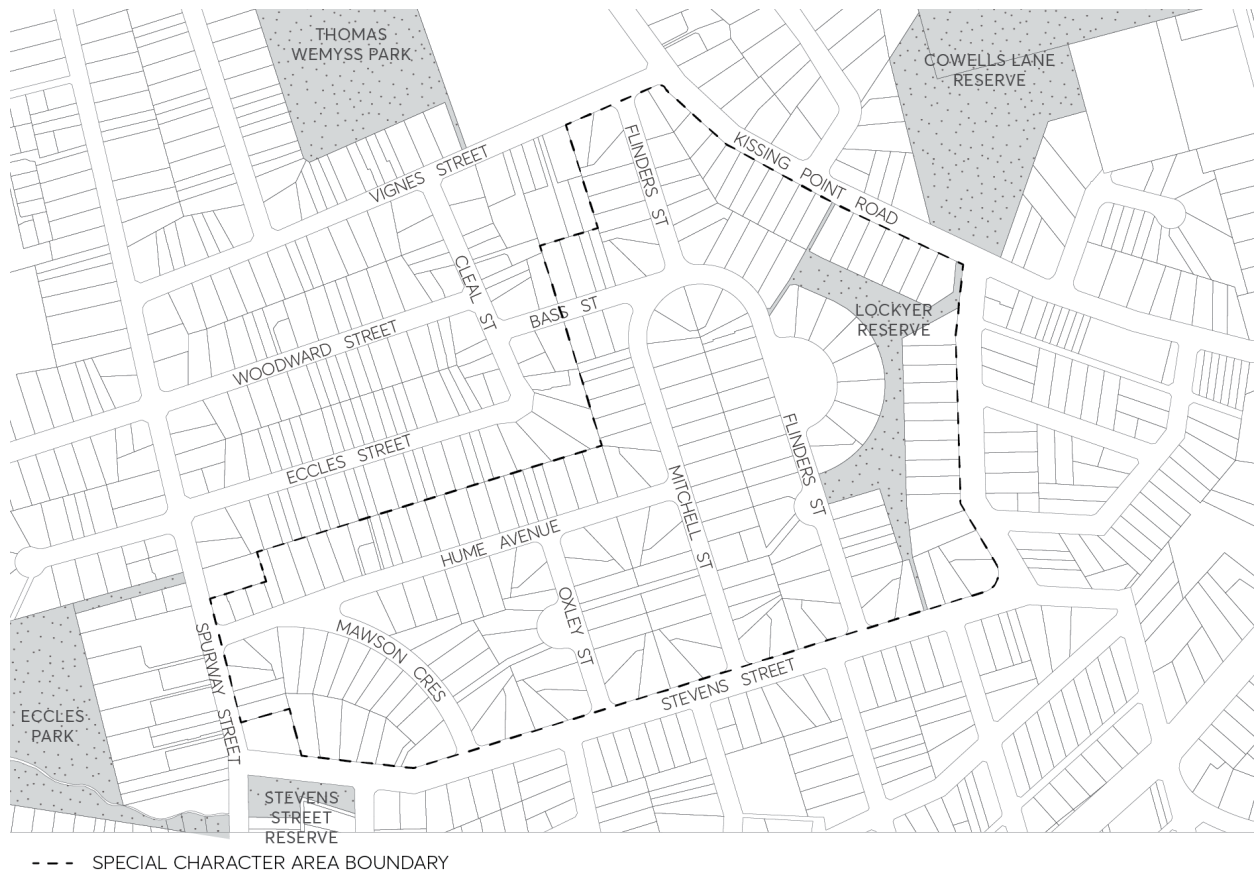


Figure 8.4.7.1 – Hillside Estate, Ermington

8.4.7.2 DISTINCTIVE CHARACTERISTICS

The natural slope of the land (to the south and east) and the absence of major changes, give the area a distinctive character. Other characteristics include;

- straight and curvilinear pattern of roads, named after Australian explorers
- combined open space and drainage and walkway system
- siting and design of houses, with a variety of high-quality face bricks - mostly mottled in tan and brown, with a few cream mottled bricks, painted brick work or rendered brick work
- wide setbacks from side boundaries with space for trees and driveways to rear garages
- open front gardens, without front fences, which merge with the wide grass verges
- mature trees and shrubs from the early decades of development
- views from the street and houses to the south and east

Objectives

- O.01 To keep the character of this area and its houses, especially when viewed from the streets.
- O.02 To keep the character of the houses including their open front gardens, the practice of siting carports at the rear or side of houses, with garages at the rear, is encouraged.
- O.03 To facilitate improvements and additions that are consistent with the architectural character of the area.
- O.04 Maintain and improve residential amenity.
- O.05 Maintain and improve open space areas.

Controls

Landform/Natural Characteristics

- C.01 Maintain the shape of the natural landform and avoid high retaining walls and changes of land produced by cut and fill.

Subdivision Pattern

- C.02 Maintain the existing subdivision pattern of roads, allotments, open space drainage and access and avoid amalgamation of allotments and subdivision across the allotment.

Existing Buildings

- C.03 Maintain existing buildings and their architectural character that individually or together contribute to an understanding of the history and character of the area and the original character of the front of the house.
- C.04 The painting, rendering or re-skinning of brick work is to be avoided.
- C.05 Extra rooms above the main body of the house which require alteration of the existing roof space are to be avoided unless rooms within the existing roof space can be created where they are ventilated by flat in plane skylights as opposed to new dormer windows.

Additions to Existing Dwellings

- C.06 Maintain the visual importance of the original houses by retaining existing face bricks and avoiding textured bricks in light colours.

- C.07 Additions at the front or side of houses which reduce the setback from front and side boundaries are to be avoided.
- C.08 Additions at the rear of an existing house which include rooms in the roof may be considered provided they do not change the architectural character of the house as viewed from the street.
- C.09 Additions higher than the ridgeline of the existing house by more than 1 metre are to be avoided.

Garages and Carports

- C.10 Maintain uncluttered space between building line and front boundary as an important part of street character.
- C.11 Keep garages and carports as secondary utilitarian buildings.
- C.12 Maintain the established pattern of one opening per allotment for single car access.
- C.13 Carports can be constructed at the side or rear of the house, but no further forward than the adjoining wall of the house.
- C.14 Driveways of concrete or other hard surfacing in excess of 2.6 metres in width are to be avoided. Wheel tracks with central grass/planting are preferred to fully paved driveway space are preferred.
- C.15 Garages which compete with scale and architecture of the house are to be avoided.

Fences

- C.16 Retain the open character of front gardens, without front fences and only consider reinstatement of low timber rail fences, which were original to some lots.
- C.17 Timber paling fences to side and rear boundaries are preferred.
- C.18 High privacy fences and metal cladding fences at side and rear boundaries are to be avoided.
- C.19 Fences may be considered in Kissing Point Road provided they allow views into gardens and are made of materials such as timber and wire mesh that are suitable as a frame for plants.

Street Trees

- C.20 Maintain existing street trees and consider additional street trees where there is no street tree planting.

8.4.8 WINSTON HILLS

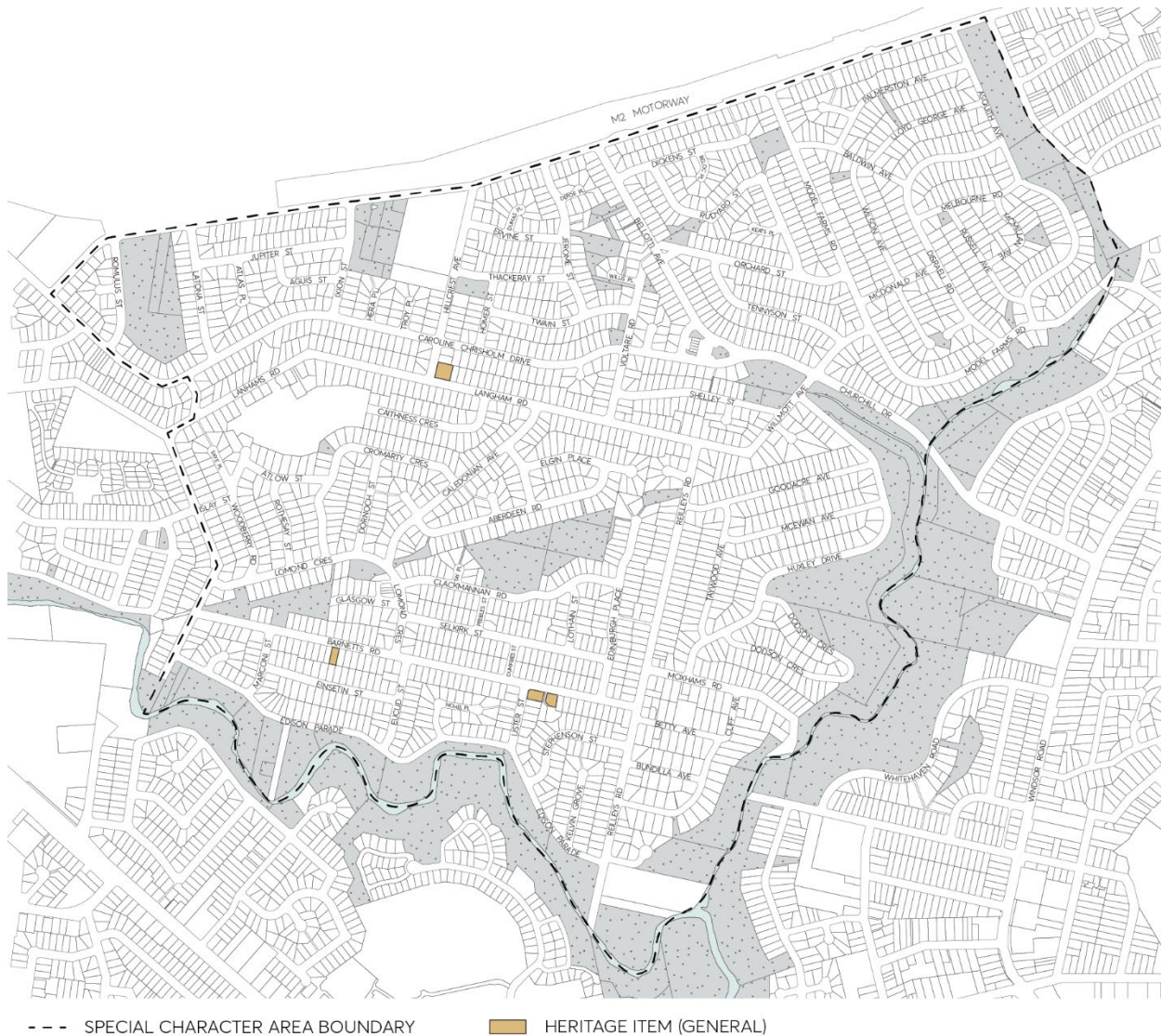


Figure 8.4.8.1 – Winston Hills

8.4.8.1 DISTINCTIVE CHARACTER STATEMENT

This large development was the most important subdivision of its time. The land was acquired by Hooker-Rex and developed as the Model Farm Estate; a complete neighbourhood development. It was one of the last releases of land zoned as Green Belt, providing one of the last greenfields development areas. A number of the original farmhouses remain, incorporated in the subdivision plan. It was opened in 1965 as Winston Hills. The subdivision plan is characterised by curvilinear street designs, gully parklands, wider and less deep allotments than traditional subdivision patterns. House construction is 'wide-fronted' with low, horizontal lines.

This appearance is created by a number of factors including the siting of houses across the allotments, garages integrated with the house, simple low-pitched roofs with ridges parallel to the street, overhanging eaves or verandahs, and window and door detailing. Most homes are of brick construction with tiled roofs. There is a mixture of single, split level and two-storey homes, and wall

finishes include face brick, painted brick and cement rendering. There are additions on some houses, in both brick and lightweight construction.

Controls

Additions to existing dwelling houses

- C.01 Additions must be designed to protect the amenity of neighbours and generally compliment the architectural character of the original dwelling house.
- C.02 Second storey additions to existing single storey dwelling houses should be positioned to the rear of the existing house where a consistent single storey scale is a predominant streetscape element.

New dwelling houses

- C.03 New dwelling houses must be compatible with existing houses in the streetscape so that they do not dominate or stand out in marked contrast to existing dwellings.
- C.04 Setbacks must be consistent with neighbouring buildings.
- C.05 Dwelling houses should be 'wide-fronted' across the site. Overly complex roof forms should be avoided.

Development not consistent with the existing character of the area are:

- additions to the front of houses
- front fences
- loss of open character to front yards
- second storey additions that are not designed in a manner that minimises the visual impact on the predominant streetscape scale

8.5 SPECIFIC SITES

This Section contains development controls for specific sites within the City, as identified in Figure 8.5.1 and Figure 8.5.2.

This Part of this DCP is to be read in conjunction with other Parts of the Parramatta DCP 2023 and the *Parramatta Local Environmental Plan (LEP) 2023*. If there is any inconsistency between this Part of the DCP and other Parts of the Parramatta DCP 2023, this Section of this Part will prevail.



Figure 8.5.1 – Specific sites within the Parramatta Ward and Rosehill Ward



Figure 8.5.2 – Specific sites within the Dundas Ward and North Rocks Ward

CONTENTS

8.5	SPECIFIC SITES.....	546
	PARRAMATTA WARD	549
8.5.1	158-164 HAWKESBURY ROAD AND PART OF 2A DARCY ROAD, WESTMEAD	549
8.5.2	24-26 RAILWAY PARADE, WESTMEAD	565
	ROSEHILL WARD	573
8.5.3	LAND ON THE CORNER OF PARRAMATTA ROAD, GOOD STREET AND COWPER STREET, GRANVILLE	573
8.5.4	38-42 EAST STREET, GRANVILLE	587
8.5.5	38 COWPER STREET, GRANVILLE	594
8.5.6	LAND BOUND BY PARRAMATTA ROAD, ALBERT STREET, VICTORIA STREET, AND DUKE STREET, GRANVILLE.....	598
	DUNDAS WARD	610
8.5.7	258-262 PENNANT HILLS ROAD AND 17 & 20 AZILE COURT, CARLINGFORD	610
8.5.8	264-268 PENNANT HILLS ROAD, CARLINGFORD	615
	NORTH ROCKS WARD	629
8.5.9	27-33 NORTH ROCKS ROAD, NORTH ROCKS	629
8.5.10	257 WINDSOR ROAD AND RUSSELL STREET, BAULKHAM HILLS	651
8.5.11	23-25 WINDSOR ROAD, NORTHMEAD	671
8.5.12	263-281 PENNANT HILLS ROAD, CARLINGFORD	684
8.5.13	LAND IDENTIFIED WITH ADDITIONAL MATTERS FOR CONSIDERATION.....	716

PARRAMATTA WARD

8.5.1 158-164 HAWKESBURY ROAD AND PART OF 2A DARCY ROAD, WESTMEAD

8.5.1.1 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 City Centre.

The future mixed use character of the site complement the medical and research facilities of the precinct. The land uses 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 are 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 is 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 locate active uses on the ground floor to increase the vibrancy of the Westmead Precinct as a whole.

The built form includes taller, slender "statement" buildings located along the railway line to enable a strong visual relationship between the precinct and the City Centre. Taller buildings are located within the south western corner of the site and 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 are lower in height to optimise solar access to private and public open space and 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 other relevant Parts of this DCP.



Figure 8.5.1.1.1 –Land application map

Objectives

In addition to general objectives listed in Section 8.2.1 – Westmead Local Centre of this DCP, specific objectives for this special area are identified below.

- O.01 Delivery of mixed use development that supports and meets the needs of the Westmead Precinct.
- O.02 Ensure the built form features articulation and an attractive composition of building elements with a strong relationship between buildings and the streetscape.
- O.03 Ensure the future built form is responsive to the existing siting, scale, form and character of heritage items.
- O.04 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.05 Ensure building height is distributed across the site having regard for orientation, overshadowing, heritage buildings and views/vistas.
- O.06 Provide active ground floor uses along Hawkesbury Road and Darcy Road to increase the safety, use and interest of the street.
- O.07 Provide a visual and physical connection throughout the site for a high level of surveillance and safety.

- O.08 Accommodate generated traffic and the mitigation of traffic effects, and the promotion of public transport to the site.

Subdivision

- O.09 Ensure subdivision of the site reflects the road and public domain layout and is sensitive to the location of heritage buildings.

Control

- C.01 Any subdivision of the site should ensure that the following occurs:

- Subdivision should reflect the road and public domain layout in Figure 8.5.1.2.1.
- 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.

8.5.1.2 BUILDING FORM & MASSING

Objectives

- O.01 Ensure that buildings are compatible with the desired future character of the area in terms of building bulk and scale as demonstrated in Figure 8.5.1.2.1 and 8.5.1.3.1.
- O.02 Ensure that new buildings reflect and recognise the exiting and proposed street and infrastructure pattern.
- O.03 Ensure that new development responds well to the topography of the land.
- O.04 Ensure that new development is sympathetic to heritage items and surrounding properties.
- O.05 Ensure that development does not unreasonably diminish sunlight to neighbouring properties and within the development site.

Controls

Building Height

- C.01 High-quality urban built form should be provided for all buildings.
- C.02 Variable building heights should be developed to ensure positive and cohesive relationships with other buildings both on the site and off the site.
- C.03 Building heights should provide a transition in built form and land use intensity within the site.

- C.04 Sunlight access should be provided to key areas of the public domain and further overshadowing of parks and community places are avoided or limited.
- C.05 Development is to be designed and sited to minimise the extent of shadows that it casts on adjoining properties.
- C.06 Development must have regard to the potential views/vistas from and to Parramatta Park.
- C.07 The maximum height of development for the site is established by the *Parramatta LEP 2023*.
- C.08 The site sections in Figure 8.5.1.5.2 to 8.5.1.5.3 demonstrate the maximum permitted tower and podium heights of each building.
- C.09 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 14-16 metres (4 storeys) and street wall height fronting Darcy Road will be limited to a range of between 16 metres (4 storeys) at Hawkesbury Road rising to 27 metres (7-8 storeys);
 - For buildings within Precinct 3, street wall height fronting Darcy Road will be limited to a maximum of 29 metres (8-9 storeys).

Floor Space Ratio

- C.10 The maximum floor space ratio of development including the minimum non- residential floor space for the site is established by the *Parramatta LEP 2023*.
- C.11 There should be a suitable mix and balance between residential and non-residential uses.
- C.12 The intensity of activity from the site is to be limited to the location where its impact is minimised.

Design

- C.13 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.
- C.14 Development is to establish an appropriate scale and transition to heritage buildings that does not visually overwhelm them.
- C.15 Activated frontages must be located at ground level, especially along the footpaths of infrastructure and open spaces.
- C.16 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.
- C.17 Appropriate solar access must be provided to other buildings and/or public open space within the site.
- C.18 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.
- C.19 A strong visual address must be provided to Hawkesbury Road and Westmead Station.

- C.20 Any buildings fronting the railway line are to provide adequate amenity with regard to noise and vibration.
- C.21 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*.



Figure 8.5.1.2.1 – Built Form Control

8.5.1.3 PUBLIC DOMAIN AND INDICATIVE LAYOUT

Objectives

- O.01 Provide an open space network and site layout that enhances the existing and future built form.
- O.02 Provide an open space network that facilities pedestrian access/circulation and which creates a sequence of spaces across the site.
- O.03 Create opportunity for the enlivening of existing commercial streets, to create a safe environment, whilst minimising impacts on residential and pedestrian amenity.

Controls

Open Space

- C.01 The portion of the public domain as indicated in Figure 8.5.1.3.2 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.02 The provision of public domain shall satisfy the provision of *Crime Prevention through Environmental Design* and be provided generally in accordance with Figure 8.5.1.2.1.
- C.03 Landscaped areas shall constitute a minimum of 40% (including deep soil) of the site area.
- C.04 Deep soil landscape area shall constitute a minimum of 30% of the site area.
- C.05 No car parking will be permitted in areas designated as landscaped areas.
- C.06 Landscaped area may include roof gardens.
- C.07 The public domain as indicated in Figure 8.5.1.2.1 is to be incorporated into future development and subdivision of the site, including the open space, pedestrian linkages, internal private roads and footpaths.
- C.08 The orientation of the public domain should provide good solar access and views and vistas internally and externally of the site.
- C.09 A range of outdoor spaces shall be provided. Larger and smaller spaces and wider footpaths should be provided to enable a range of activities.
- C.10 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.
- C.11 Pedestrian surfaces shall be designed to be safe for all users, clearly identified and constructed from materials that provide consistency and continuity of streetscape.
- C.12 There shall be an increase in native vegetation in the public domain spaces provided.
- C.13 Level changes shall be avoided and cluttering of street furniture minimised to allow easy and unhindered access.
- C.14 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.
- C.15 Landscaping should ensure safety and security, and the perception of safety and security, with clear sight lines and minimal opportunities for concealment.
- C.16 Street trees should be provided on all new streets to Council's specifications.
- C.17 Landscaping should retain mature stands of trees (e.g. large figs and tallowwoods) where these contribute to area character and a canopied skyline.
- C.18 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 8.5.1.3.1 – Indicative Concept Plan



Figure 8.5.1.3.2 – Public Domain Works to be provided at the time of the first Development Application

8.5.1.4 HERITAGE

Objectives

- O.01 Ensure appropriate management of the heritage significance of the site.
- O.02 Retain and reinforce the buildings of heritage significance and their settings indicated in Figure 8.5.1.4.1.
- O.03 Ensure development is compatible with the heritage significance and character of the site.

Controls

General

- C.01 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

C.02 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 RAlA (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:
 - b) 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;
 - c) subservient in terms of scale, bulk and massing-they should not visually dominate the existing building or adjacent significant buildings;
 - d) 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;
 - e) of contemporary architectural character, detailing and materials and should not be imitations of the existing building; and
 - f) of an architectural quality (detailing , design and materiality) that is either equal to or greater than that of the existing building;



Figure 8.5.1.4.1 – Ariel View Demonstrating the Curtilage of the Buildings of Heritage Significance

New Buildings

- C.03 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.

8.5.1.5 TRAFFIC & TRANSPORT

Objectives

- C.01 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.
- C.02 Encourage the use of bicycles as an environmentally beneficial form of transport and an alternative to the use of private motor vehicles.
- C.03 Encourage non-car trips by providing a maximum provision of car parking associated with each use.

Controls

- C.04 The development of the site must demonstrate a mode split of 35% public transport to 65% private transport.
- C.05 Buildings should be designed with car parking at the basement level.
- C.06 The site development must provide secure bicycle parking and links to the existing cycle network.
- C.07 Pedestrian and vehicle conflict should be minimised with limited vehicle crossings in the public domain.
- C.08 New vehicular links within the site should be provided generally as shown in Figure 8.5.1.2.1.
- C.09 Encourage and where possible improve pedestrian links as shown in Figures 8.5.1.5.1.
- C.10 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.
- C.11 Car parking provided in connection with a use must not result in exceeding the maximum as identified in Table 8.5.1.5.1.
- C.12 A detailed traffic model and analysis must be provided.

Table 8.5.1.5.1 - 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)
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.13 Bicycle parking must be provided in accordance with Part 6 – Traffic and Transport of this DCP.

Streets

C.14 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.15 Pedestrian links and facilities for non-car modes of transport must be provided.

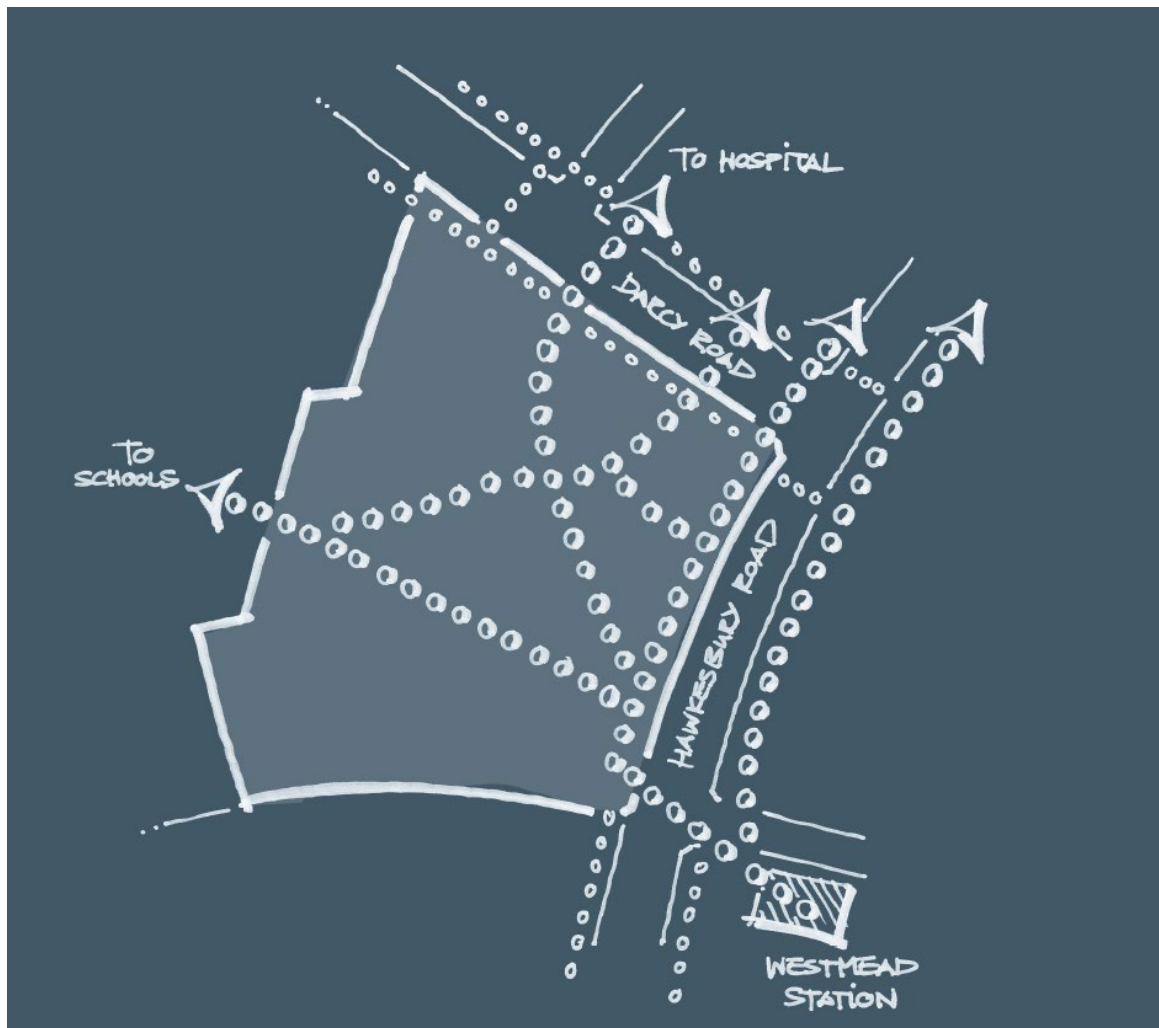


Figure 8.5.1.5.1 – Establish pedestrian desire lines

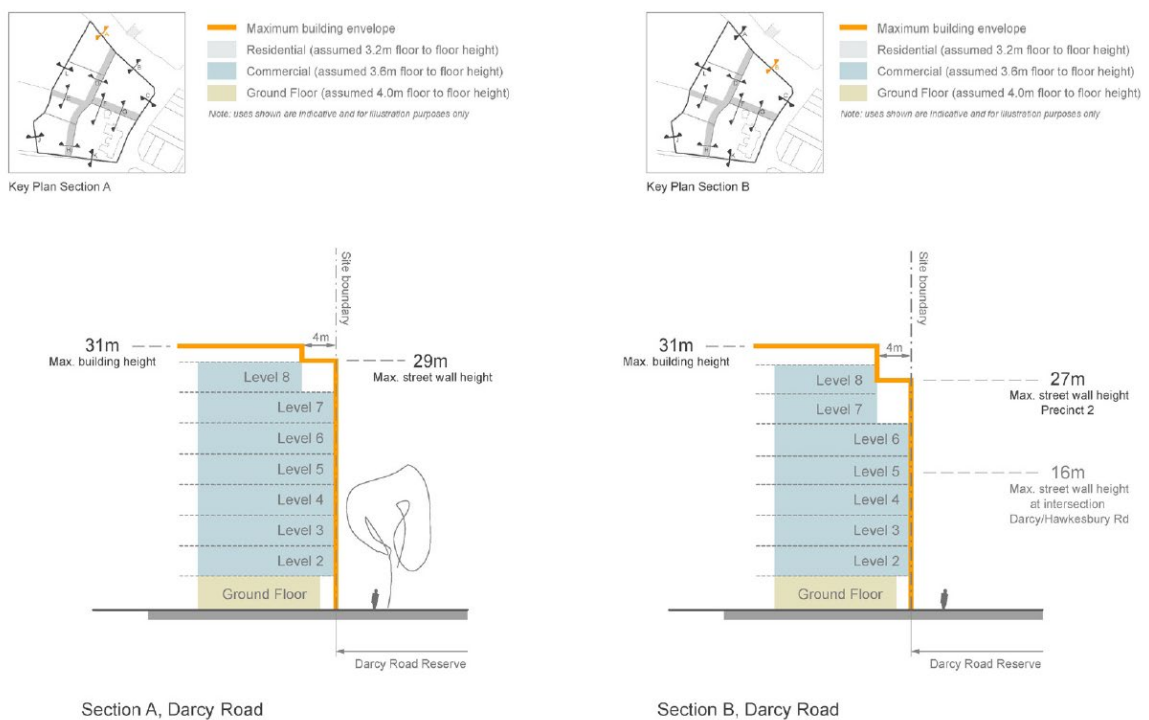


Figure 8.5.1.5.2 – Indicative Site Sections

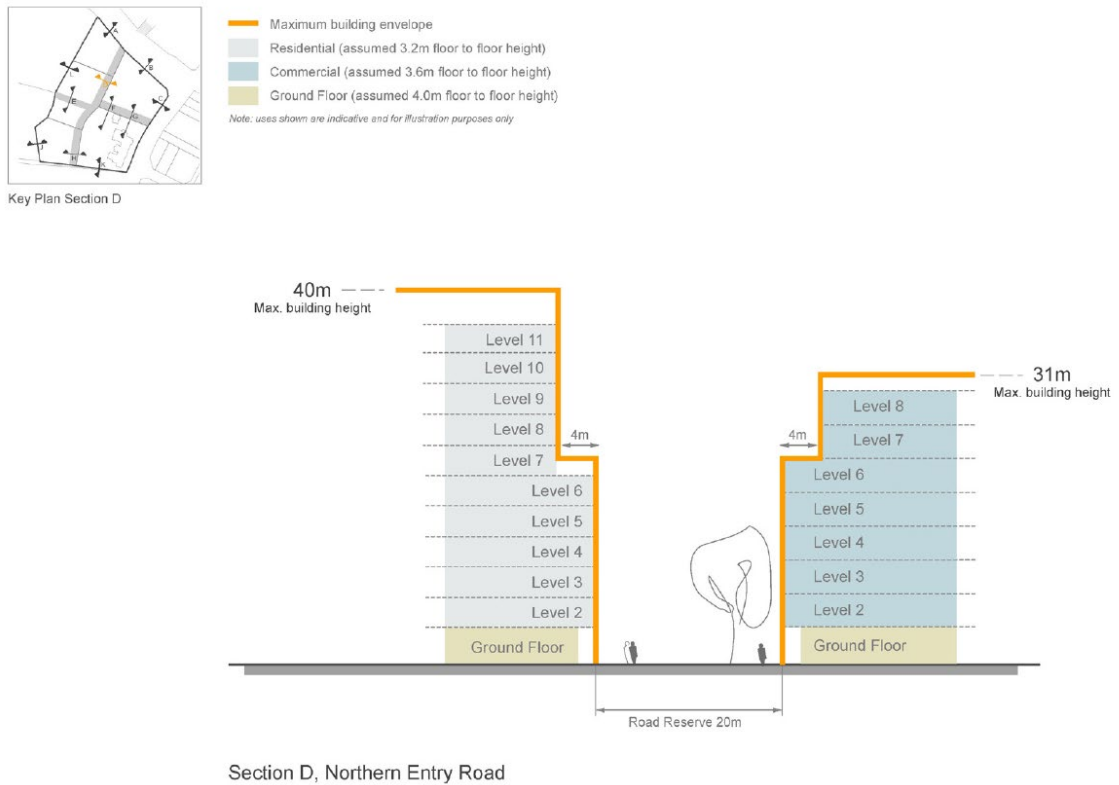


Figure 8.5.1.5.3 – Indicative Site Sections

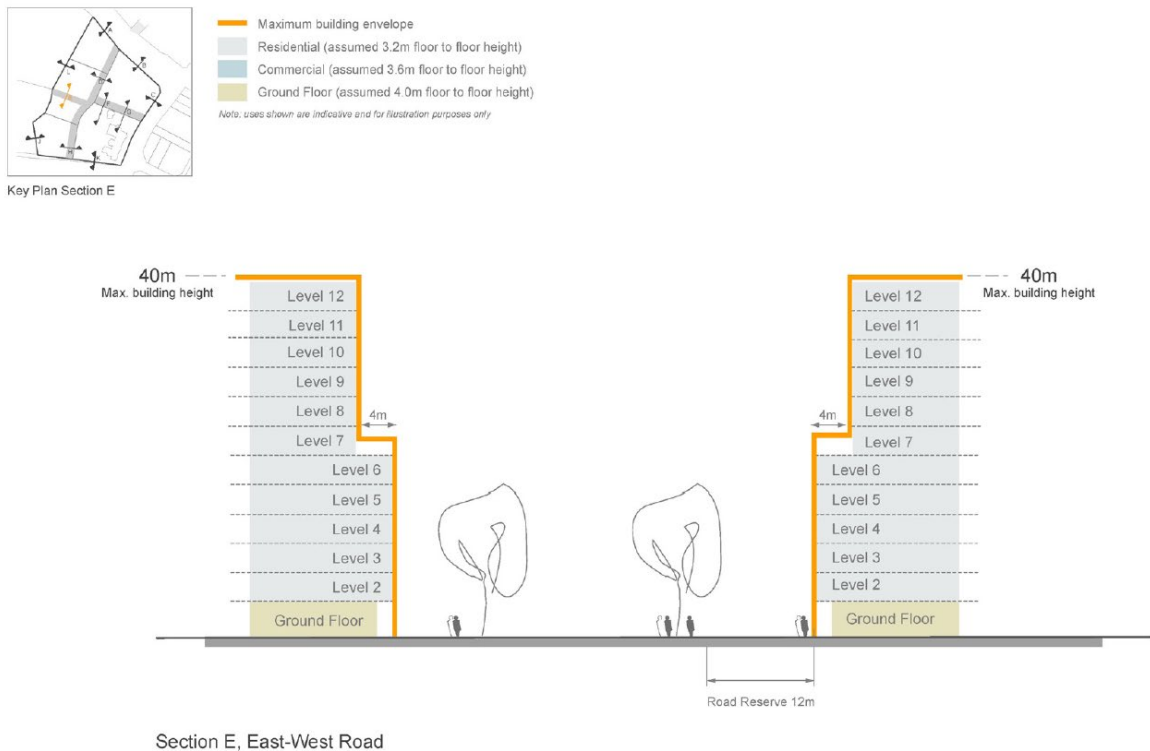


Figure 8.5.1.5.4 – Indicative Site Sections

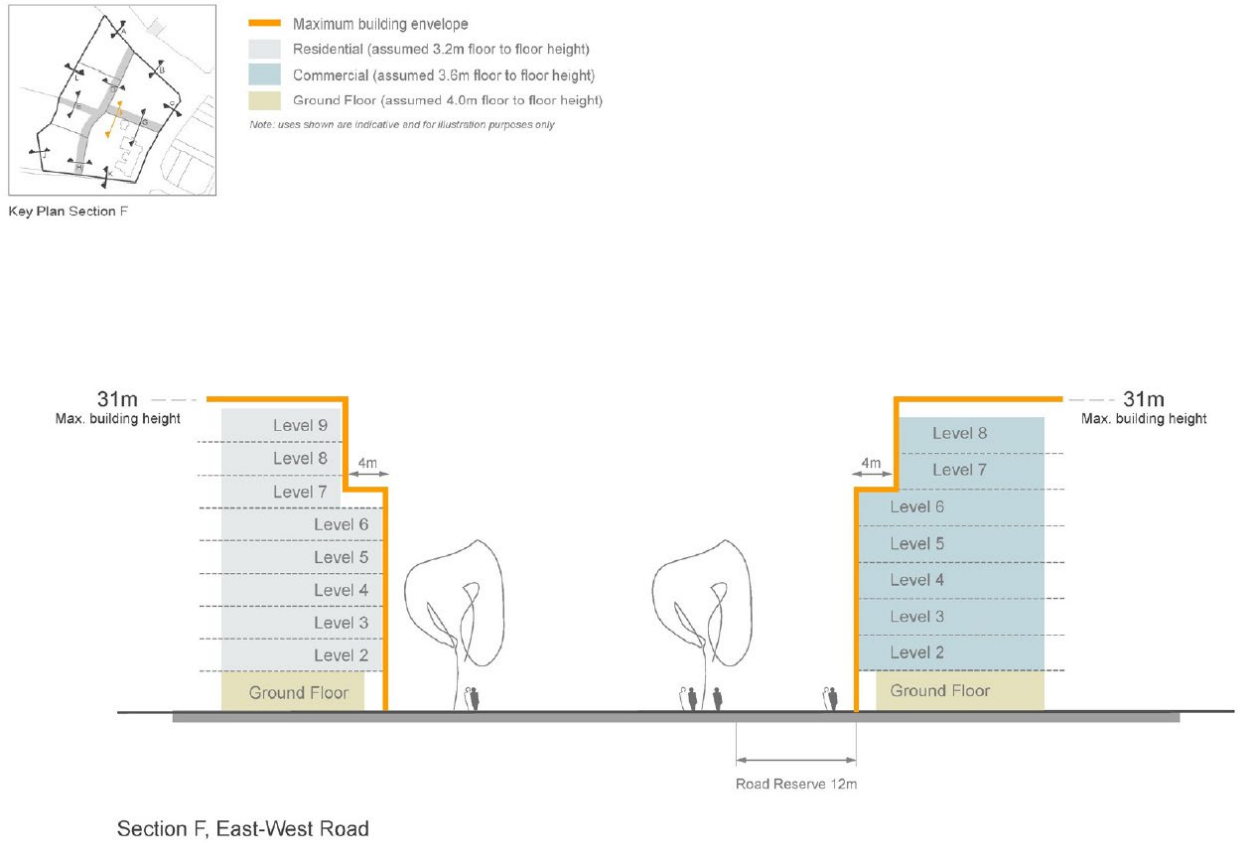


Figure 8.5.1.5.5 – Indicative Site Sections

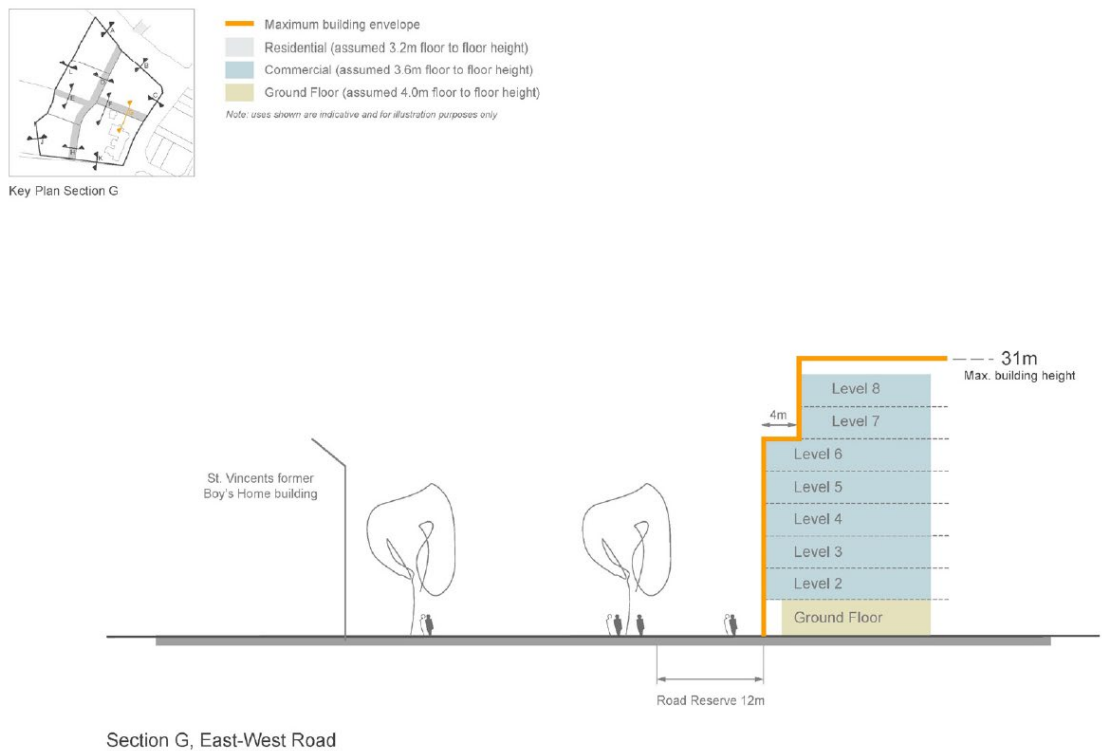


Figure 8.5.1.5.6 – Indicative Site Sections

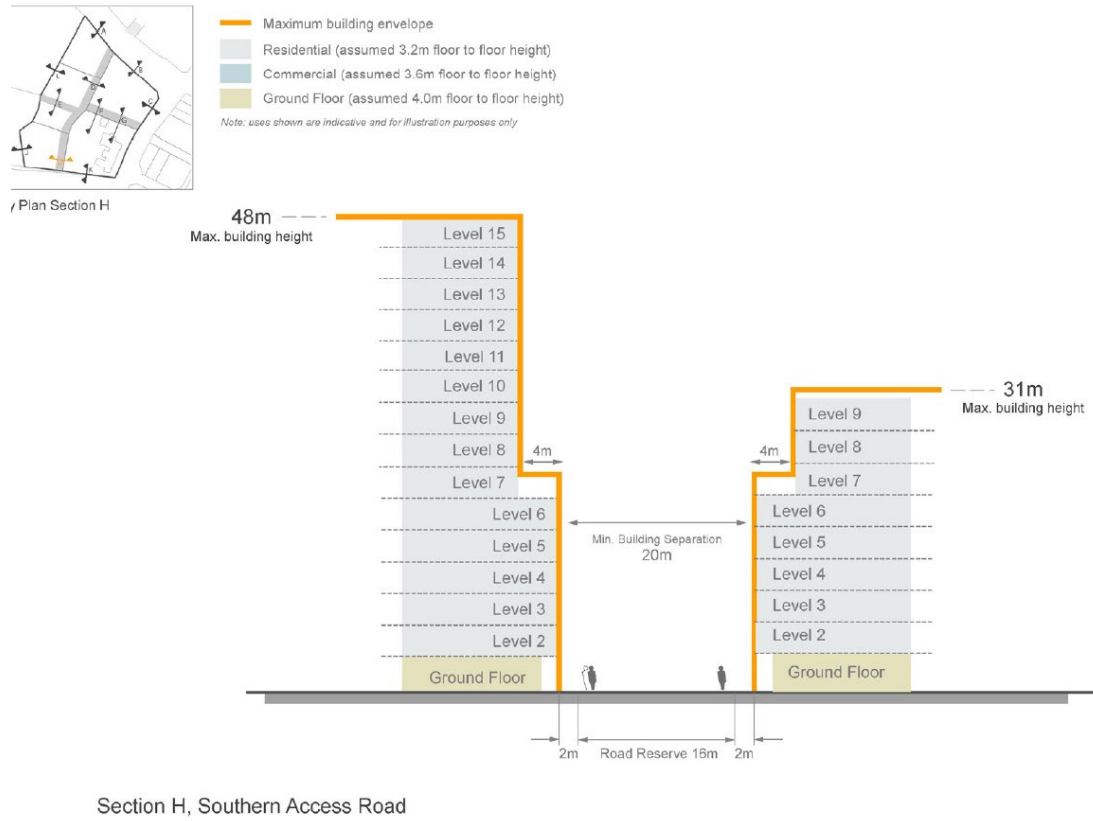


Figure 8.5.1.5.7 - Indicative Site Sections

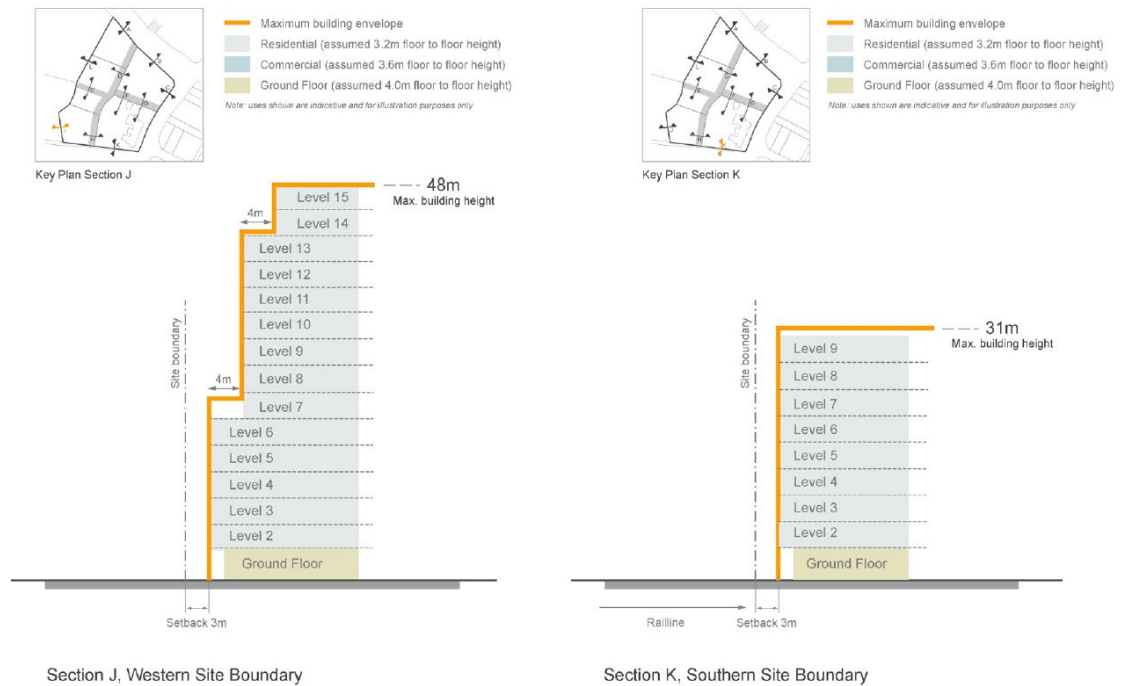
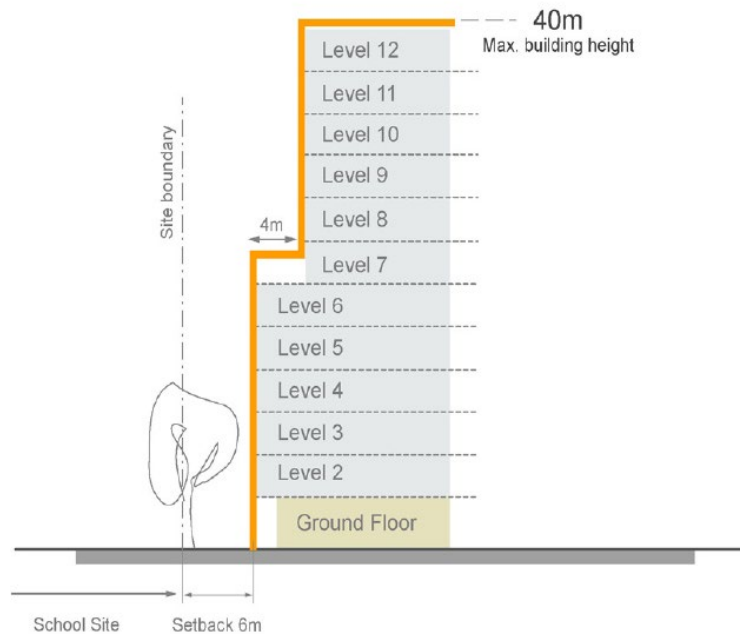


Figure 8.5.1.5.8 - Indicative Site Sections



Section L, Western Site Boundary

Figure 8.5.1.5.8 - Indicative Site Sections

8.5.2 24-26 RAILWAY PARADE, WESTMEAD

This Section 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 controls to achieve development that is consistent with the desired future character. The controls are further illustrated in Figures 8.5.2.1.1 to 8.5.2.2.4. Figure 8.5.2.2.2 provides an indicative Master Plan for the site.

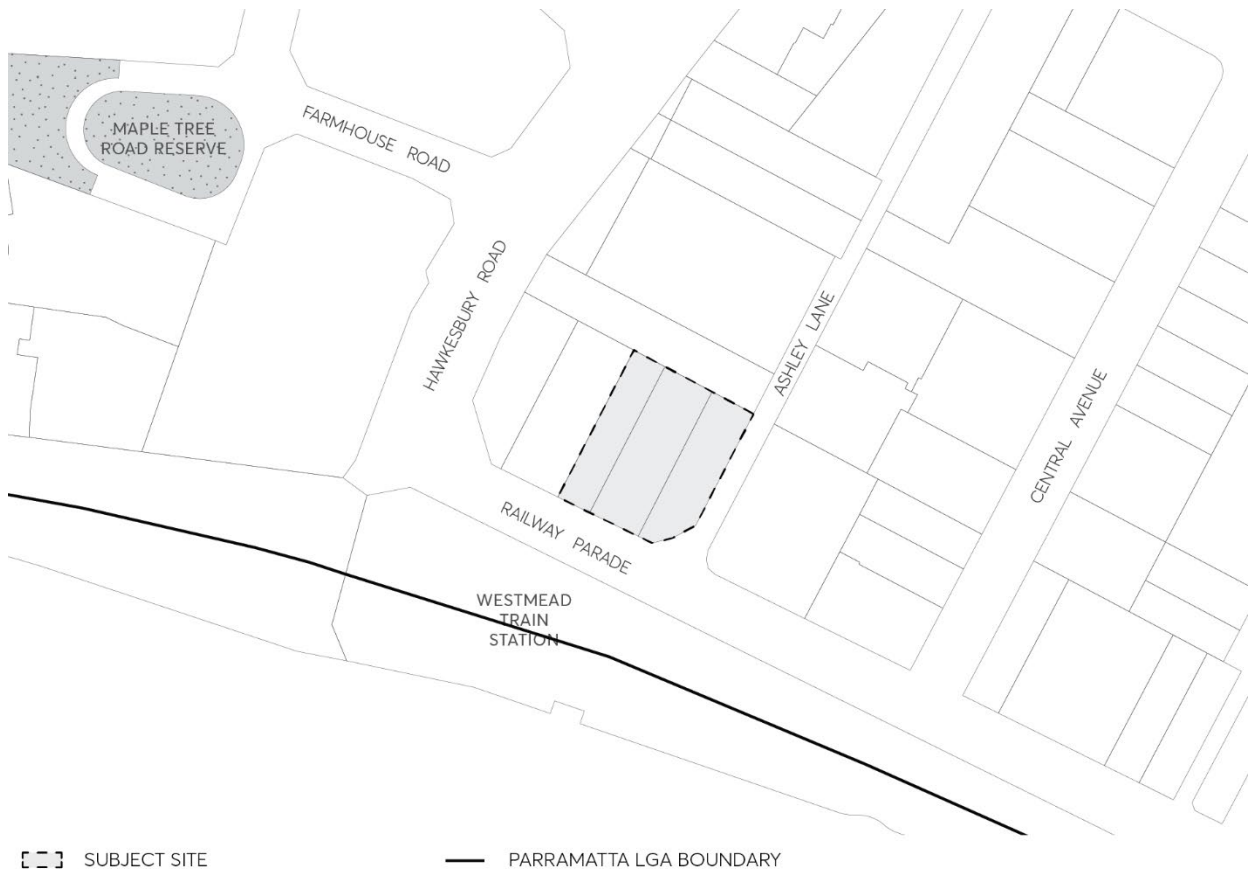


Figure 8.5.2.1 – Land application map

8.5.2.1 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 metre 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 to minimise dependence on private vehicles.

The mixed use character of development complements the Town Centre. The 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 stepped in plan and elevation to reduce bulk and scale, provide architectural modulation, and minimum overshadowing. A 3-4 level podium setback from the street frontages 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 marks the Darcy Road termination, and complements the gateway to Westmead Precinct with development of a similar scale on the UWS site to the west.

A double storey high pedestrian link provides public pedestrian access from the Railway Station via Railway Parade through to a landscaped courtyard open space, and allows for a potential link to

Hawkesbury Road and beyond to Westmead Hospital. Active uses are 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 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

- O.01 Respond to the role of Westmead as a Specialised Centre under the *Metropolitan Strategy for Sydney 2036*.
- O.02 Provide a mix of uses that support the role of Westmead Town Centre and Westmead Hospital Precinct.
- O.03 Strengthen the built form relationship with the western edge of the Parramatta City Centre.
- O.04 Revitalise the Westmead Town Centre.
- O.05 Recognise the southern gateway and transport hub of Westmead through built form emphasis.
- O.06 Encourage high-quality built form outcomes and achieve design excellence.
- O.07 Activate the block edges to Railway Parade with appropriate uses.
- O.08 Integrate new built form with recent new development in the subject block.
- O.09 Minimise any adverse impacts on the amenity of adjoining uses in particular residential apartments.
- O.10 Achieve a safe and vibrant station precinct and public domain.

Building Form and Massing

- O.11 Achieve a sense of transition in use and form to the residential neighbourhoods to the east and north.
- O.12 Maintain the landscape vistas from Old Government House and its heritage significance.
- O.13 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.
- 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.

Controls

Maximum building heights

- C.01 Maximum height of 15 storeys at the corner of Railway Parade and Ashley Lane.
- C.02 Maximum height of 10 storeys to the rear of the site along Ashley Lane.
- C.03 Maximum height of 4 storeys to south west of the site on Railway Parade.



Figure 8.5.2.1.1 – Built form controls – Storeys

Street frontage heights

- C.04 Maximum 3 storey height facing Ashley Lane.
- C.05 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.06 Minimum 3 metre setback to Railway Parade to widen the existing footpaths.
- C.07 Minimum 3 metre setback to Ashley Lane to allow for a wider footpath along the laneway.

Building setbacks above maximum street frontage heights

- C.08 Minimum 6 metres to Ashley Lane
- C.09 Minimum 6 metres to Railway Parade.

8.5.2.2 PUBLIC DOMAIN AND LANDSCAPING

Objectives

- O.01 Encourage street level pedestrian movement networks and recognise the existing desire lines between the station and hospital uses.
- O.02 Improve the landscape character and quality of the public domain of Westmead in particular Railway Parade and Hawkesbury Road.

Controls

Publicly accessible open space

- C.01 A minimum area of 350m² with minimum dimensions in accordance with Figure 8.5.2.2.1 of this DCP.
- C.02 Solar access of minimum 2 hours between the hours of 10:00am and 3:00pm on June 22nd to at least 50% of the public open space area.
- C.03 A double storey through-site pedestrian link with a minimum width of 6 metres.

Open space

- C.04 Activated on all edges with the proposed development (minimum 90% of active edges minimum).
- C.05 A high-quality urban space including landscaping, art works and areas for dining and passive recreation.

Pedestrian link

- C.06 Activated on all edges within the proposed development (minimum 90% to be active edges).
- C.07 Maximum depth of building covering the link is to be 12 metres.
- C.08 The link is to have a glazed roof to optimise solar access as illustrated in Figures 8.5.2.1.1, 8.5.2.2.1, 8.5.2.2.2 and 8.5.2.2.4.



Figure 8.5.2.2.1 – Built form controls – Setbacks and building depths



Figure 8.5.2.2.2 – Indicative Master Plan

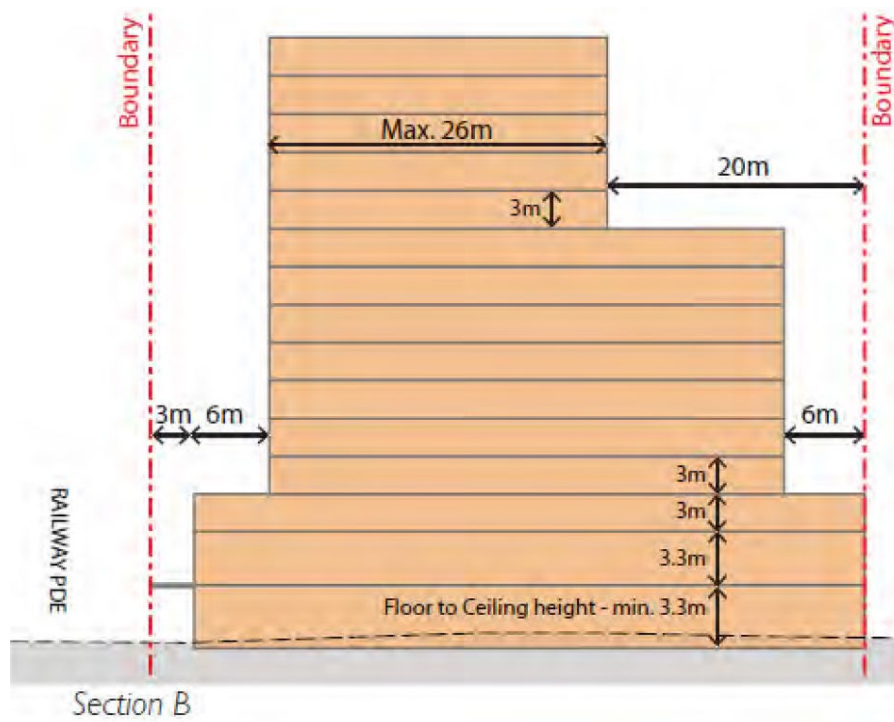


Figure 8.5.2.2.3 – North-South Section of Site Building Envelope

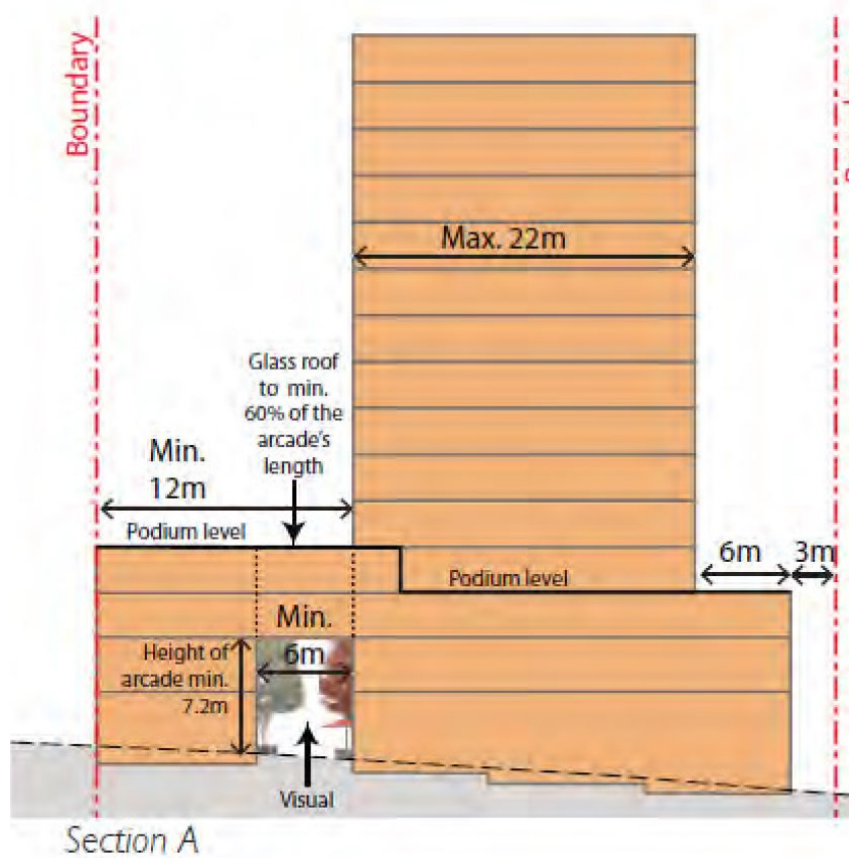


Figure 8.5.2.2.4 – East-West Section of Site Building Envelope

8.5.2.3 TRAFFIC AND TRANSPORT

Objectives

- O.01 Design buildings with car parking at the basement level.
- O.02 Minimise pedestrian and vehicle conflict through limited vehicle crossings in the public domain.
- O.03 Design buildings using high-quality materials for sections of vehicle access ways visible from the public domain.

Controls

- C.01 All vehicle access is to be from Ashley Lane.
- C.02 Vehicle and service access widths are to be minimised and incorporated into the building form.
- C.03 High-quality design and materials are to be used for the security shutters into the car park and loading areas.
- C.04 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.05 Where possible car parking and garbage is to be located in basements.
- C.06 Services and service access points are to be minimised on the street frontages.
- C.07 A detailed traffic model and assessment must be provided with a Development Application.
- C.08 Bicycle parking must be provided in accordance with Part 6 – Traffic and Transport of this DCP.
- C.09 Car parking is to be provided in accordance with the maximum rates in Table 8.5.2.3.1.

Table 8.5.2.3.1 – 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

ROSEHILL WARD

8.5.3 LAND ON THE CORNER OF PARRAMATTA ROAD, GOOD STREET AND COWPER STREET, GRANVILLE

This Section applies to a 5,150m² land parcel in Granville that has frontage to Parramatta Road, Good Street and Cowper Street, as shown in Figure 8.5.3.1. 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.

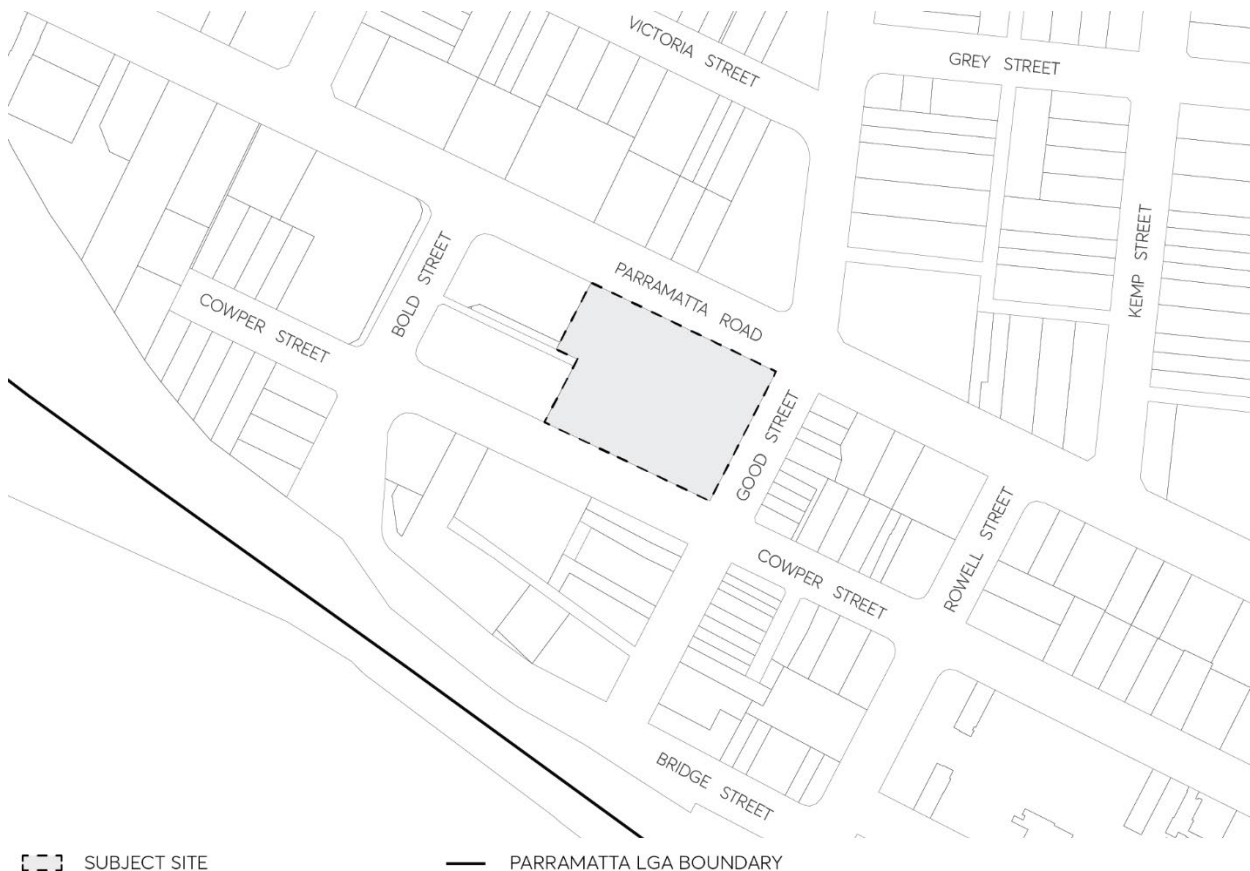


Figure 8.5.3.1 - Land application map

This Section is to be read in conjunction with other Parts of this DCP and the *Parramatta Local Environmental Plan (LEP) 2023*. It establishes principles, objectives and controls to be interpreted during preparation and assessment of Development Applications and supports the objectives of the LEP.

8.5.3.1 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 City Centre.

The mixed use character of development complements 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 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 6 metre 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.

Built form comprises of a podium edge to the three streets with recessed tower forms. The podium comprises of 3-4 storeys and includes the façade retention of the heritage property known as "The Barn" that fronts Parramatta Road after the façade is setback 6 metres from the Parramatta Road edge to prevent its future loss should the land along Parramatta Road be required for road widening.

Large consolidated sites result in a loss of grain and character at street level. The street wall, separate from tower forms above, are designed as the architectural component of the development that defines and imparts fine grain and character to the street. Principles to 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 provided through the podium, with residential exposure to Parramatta Road minimised within the podium. A maximum height of 82 metres (25 storeys), excluding plant and lift overrun, is adhered to for the majority of the site.

The north to south through site pedestrian link is generally open, with the exception of any opening that 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 8.5.3.1.1. 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 6 metre 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 8.5.3.1.1 - Reference design for the site

Objectives

- O.01 Provide a mix of uses that support the role of the Granville Town Centre.
- O.02 Revitalise the northern end of Granville Town Centre.
- O.03 Encourage high-quality built form outcomes and achieve design excellence.
- O.04 Create an attractive and safe urban street environment for pedestrian and retail, community activities in the surrounding streets.

- O.05 '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.06 Activate the block edges to Parramatta Road, Good Street and Cowper Street.
- O.07 Complete the laneway connection between Bold Street and Cowper Street.
- O.08 Minimise adverse impacts on the amenity of adjoining uses and that the built form be sympathetic to the Heritage Item.
- O.09 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 6 metre 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 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 Provide a through site pedestrian link between Parramatta Road and Cowper Street.
- O.12 Incorporate up to 4,000m² of non-residential uses into the proposal.

8.5.3.2 BUILT FORM AND MASSING

Objectives

- O.01 Ensure that the built form sensitivity responds to the sites location in relation to the town centre, Parramatta Road and Good Street.
- O.02 Set variable building heights to ensure positive and cohesive relationships with surrounding land and uses.
- O.03 Design development to activate the three streets at its edges;
- O.04 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.05 Ensure that the Heritage Item 'The Barn' retains its landmark status within the context of the new built form following approval for its relocation 6 metres from Parramatta Road.

- O.06 '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.

Controls

Maximum building heights

- C.01 Maximum height of 82 metres (25 storeys) for the majority of the site.
- C.02 A maximum building height of 17 metres (4 storeys) fronting Good Street.
- C.03 The maximum number of storeys is indicated in Figure 8.5.3.2.1.

Note: A range in the number of storeys is shown in Figure 8.5.3.2.1 for the eastern component of the tower. This is to provide an option for distributing the gross floor area permitted under the *Parramatta LEP 2023*. 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.

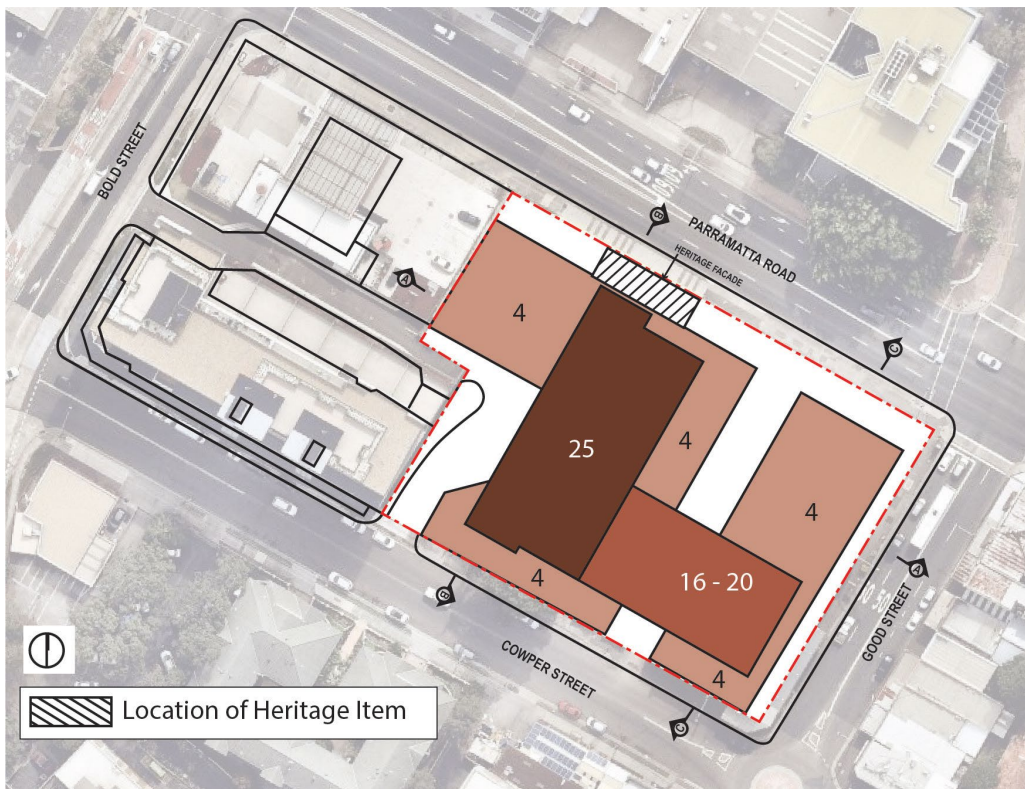


Figure 8.5.3.2.1 - Maximum number of storeys

Shared frontage heights

- C.04 4 storey podium fronting Good Street.
- C.05 Retention of "The Barn" façade and exposed portions of side walls, and their incorporation into a podium building fronting Parramatta Road.

Building setbacks

- C.06 The setbacks and separations at street level are shown in Figure 8.5.3.2.2.
- C.07 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.08 As shown in Figure 8.5.3.2.2, a 2.8 metre setback to Good Street and a 6 metre setback to Parramatta Road (inclusive of the land that includes "The Barn" Heritage Item which may be relocated in line with the 6 metre 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 6 metres from Parramatta Road to ensure its retention if the land is required for road widening in the future.
- C.09 The setbacks to the tower above the podium are shown in Figure 8.5.3.2.3.
- 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 6 metre 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 8.5.3.4.2, 8.5.3.4.3 and 8.5.3.4.4 at the end of this section 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 2023* if it is considered to deliver a better built form outcome than proposed under this Site Specific DCP.

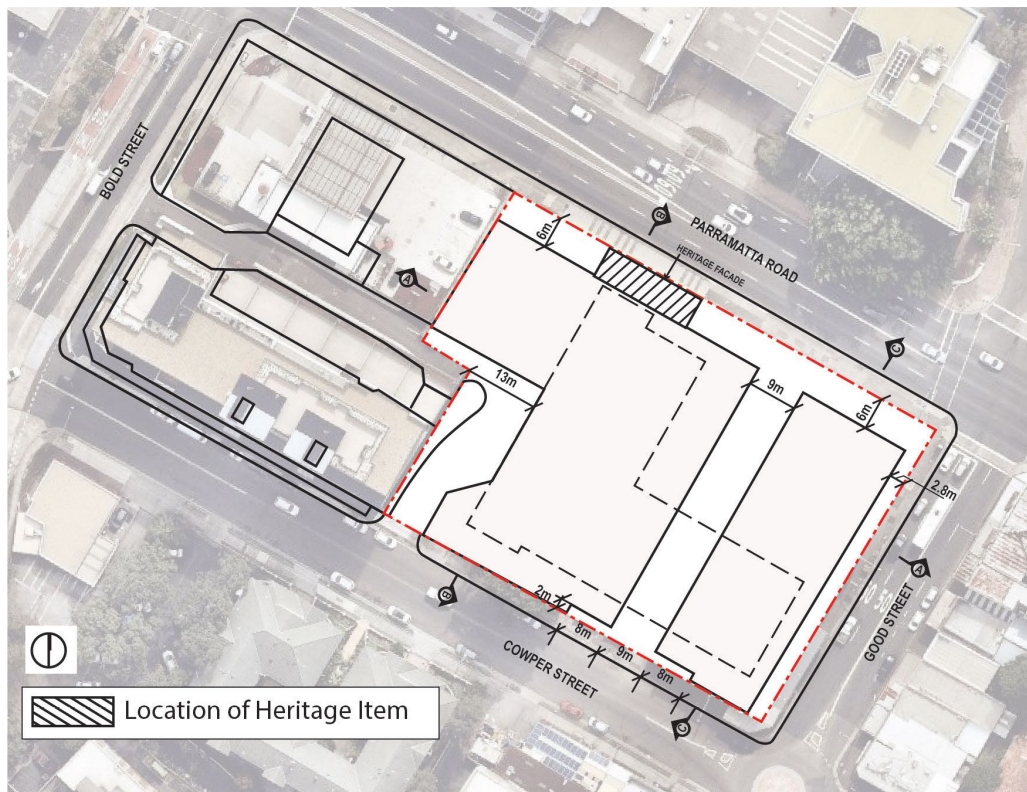


Figure 8.5.3.2.2 - Setback and separation at street level

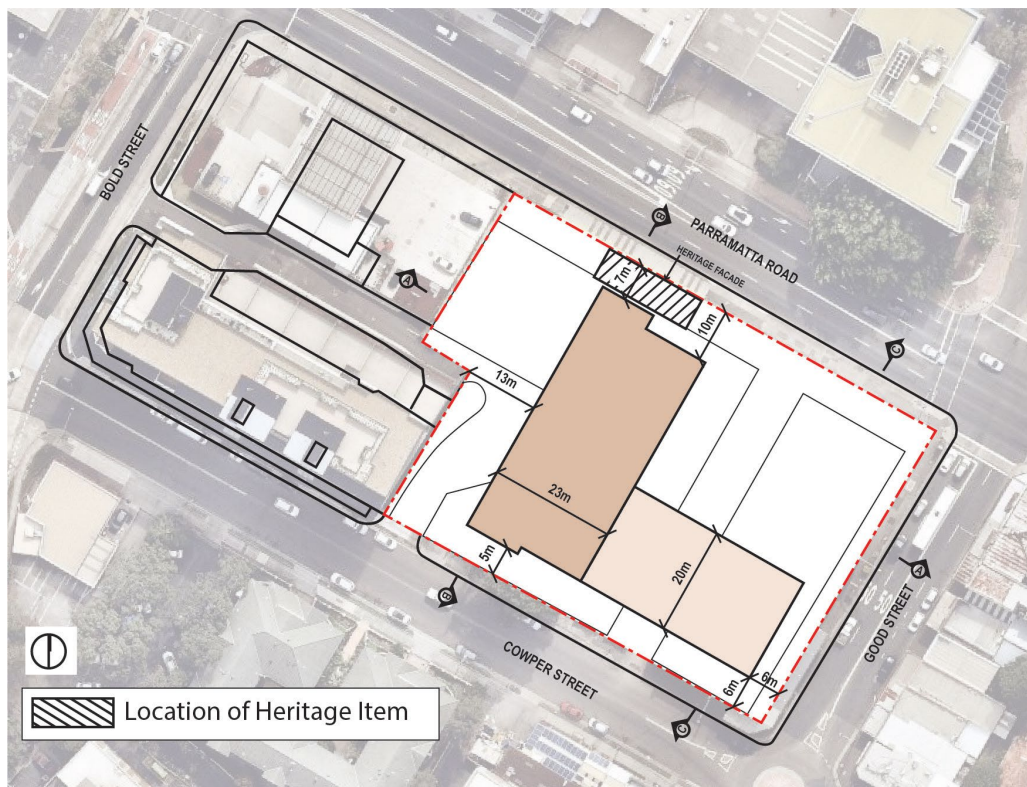


Figure 8.5.3.2.3 - Tower setbacks

8.5.3.3 PUBLIC DOMAIN AND LANDSCAPING

Objectives

- O.01 Encourage street level pedestrian networks.
- O.02 Activate the pedestrian laneway.
- O.03 Improve the public domain amenity and quality in Good Street and Cowper Street.
- O.04 Create a safe retail environment along Parramatta Road by providing a proper landscape screening between the road and building interface.

Controls

- C.01 The north-south pedestrian laneway is to have dimensions and location generally in accordance with Figures 8.5.3.2.2 & 8.5.3.3.1.
- C.02 Where the laneway passes below any tower a three to four storey opening for the pedestrian laneway is to be achieved.
- C.03 The pedestrian laneway is to be activated at ground level generally in accordance with Figure 8.5.3.3.2.
- C.04 Street frontage awnings are to be provided along active frontages to provide shade and shelter in accordance with Figure 8.5.3.3.3.
- C.05 The extent of the basement is to be generally in accordance with Figure 8.5.3.3.4.
- C.06 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.07 Reconstruct and upgrade the footpath pavement and provide comfortable and high-quality street furniture, street lighting as specified by Council during the development.
- C.08 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.09 Provide a continuous landscape strip 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 6 metre 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.

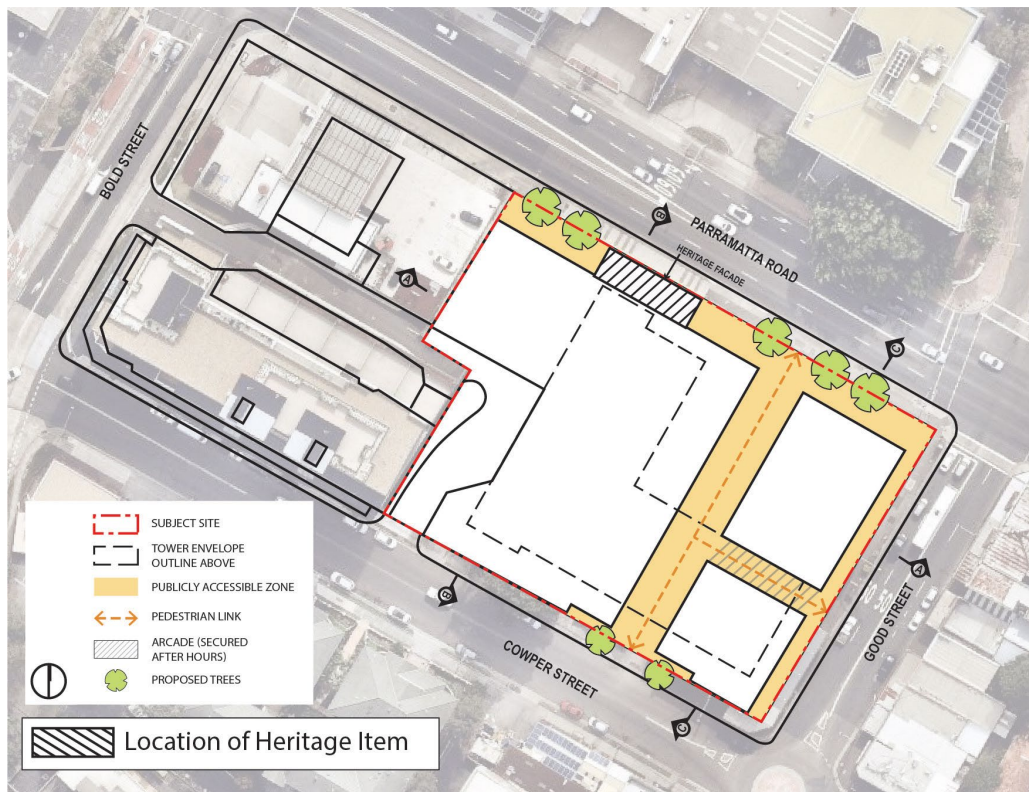


Figure 8.5.3.3.1 - Publicly accessible zones and tree planting locations

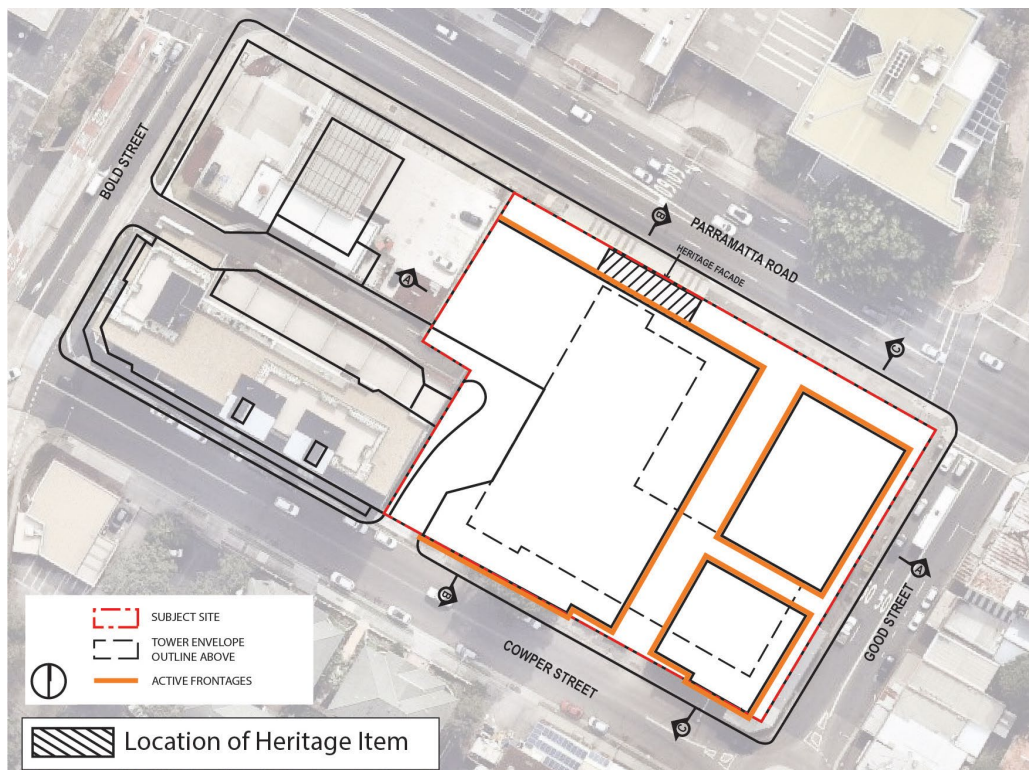


Figure 8.5.3.3.2 - Active frontages

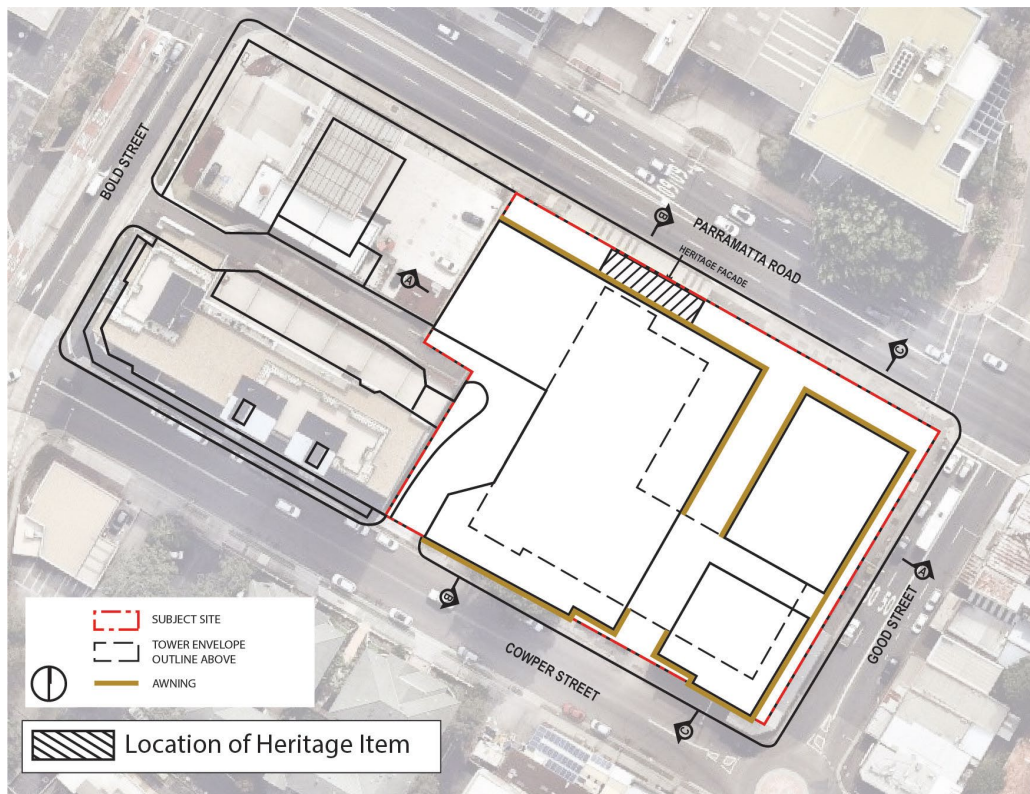


Figure 8.5.3.3.3 - Awning locations

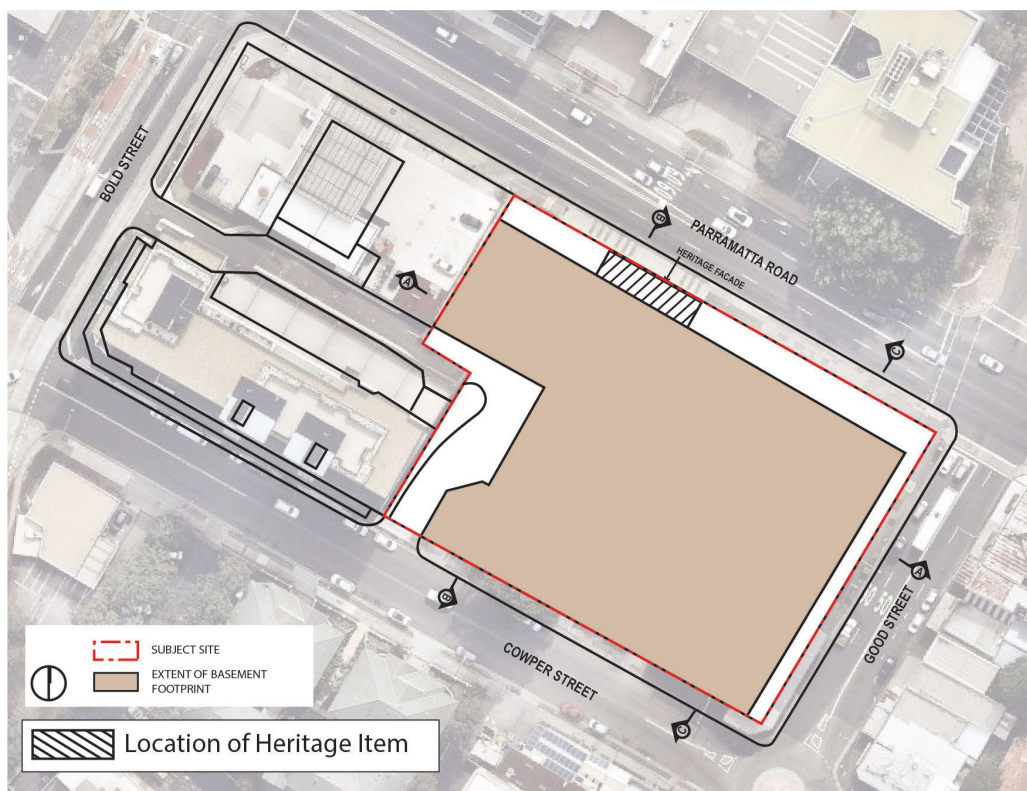


Figure 8.5.3.3.4 - Basement plan

8.5.3.4 TRAFFIC AND TRANSPORT

Objectives

- O.01 Buildings should be designed with car parking at the basement level.
- O.02 Pedestrian and vehicle conflict should be minimised.
- O.03 The site is to provide the completion of the vehicular laneway from Bold Street to Cowper Street.
- O.04 Buildings should be designed using high-quality materials for sections of vehicle access ways visible from the public domain.

Controls

- C.01 All vehicle access is to be from the laneway that connects Bold and Cowper Streets. Vehicular access and servicing is to be generally in accordance with Figure 8.5.3.4.1.
- C.02 High-quality design and materials are to be used for the security shutters into the car park and loading areas.
- C.03 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 8.5.3.4.1.
- C.04 A small splay (corner cut-off setback with the side 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.05 A detailed traffic model and assessment and an active transport (pedestrian and cyclist) management plan must be provided with a Development Application.
- C.06 Car parking and bicycle parking is to be provided to the rates set out below:

Table 8.5.3.4.1- 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 50m ² of GFA
Commercial	Maximum of 1 space per 70m ² 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	Bicycle Parking Spaces
Retail	Employee: 1 per 250m ² GFA Visitor: 2 spaces + 1 per 100m ²
Commercial	Employee: 1 per 150m ² GFA Visitor: 1 per 400m ² GFA

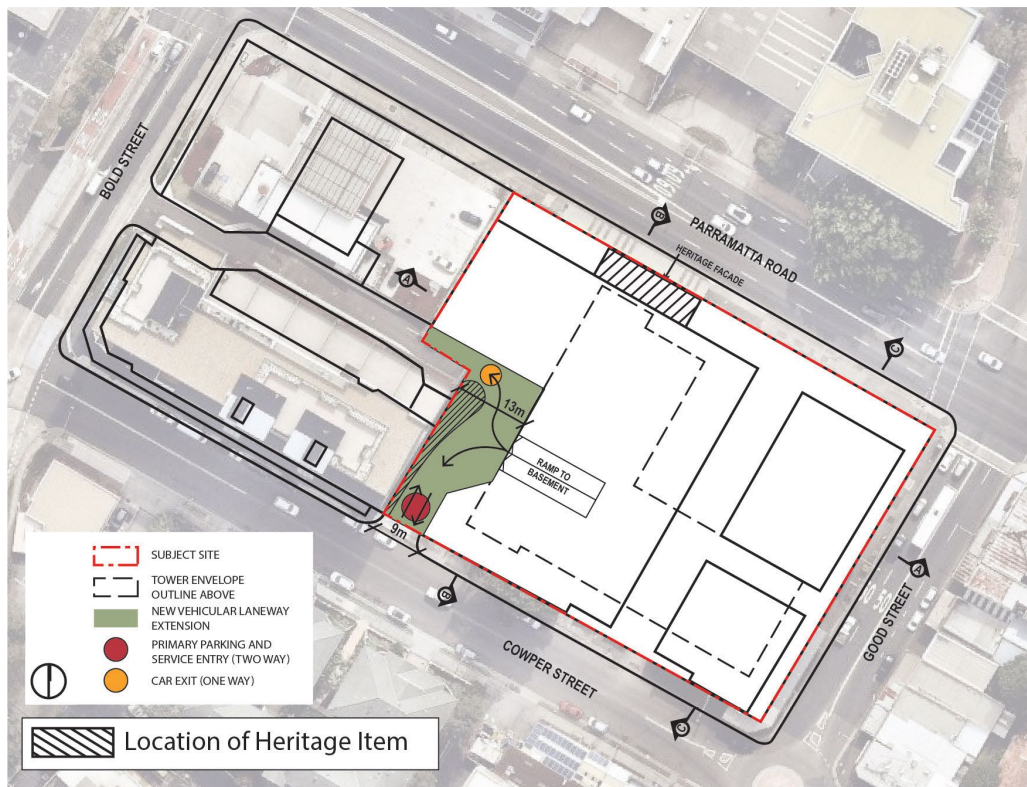


Figure 8.5.3.4.1 - Vehicular access and servicing

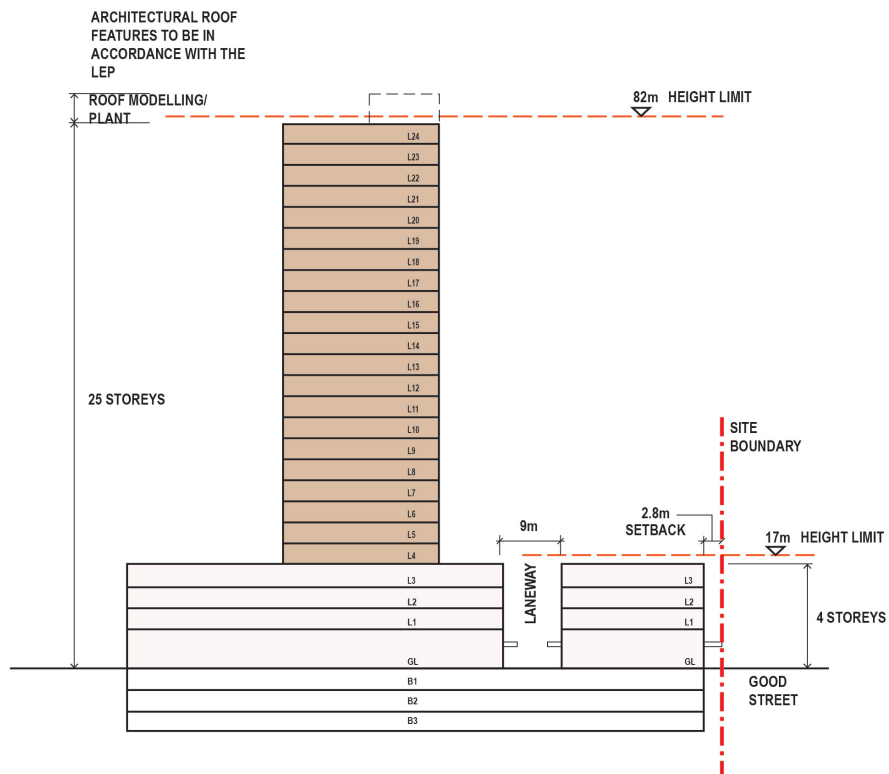


Figure 8.5.3.4.2 - Building envelope section A-A

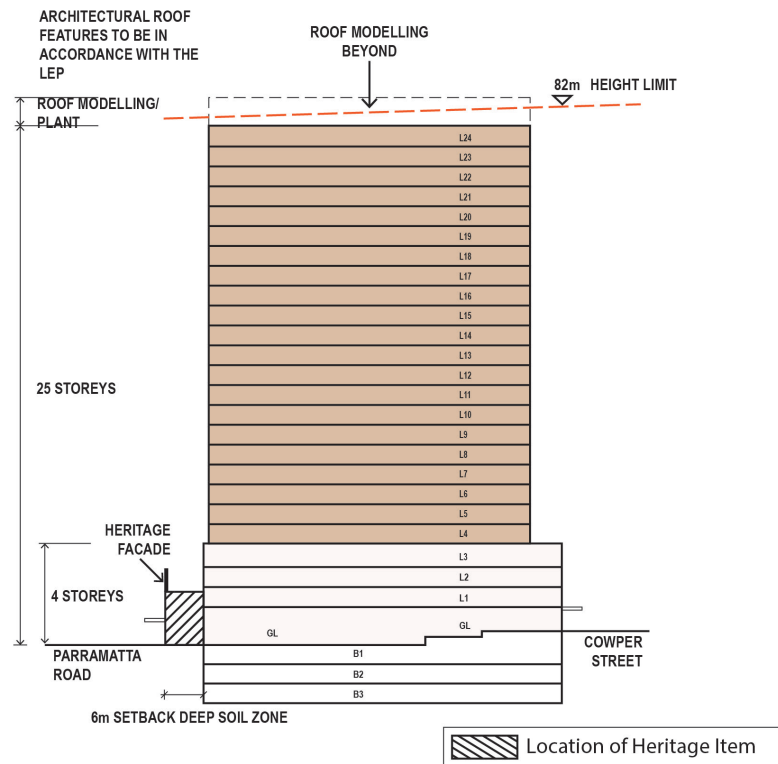
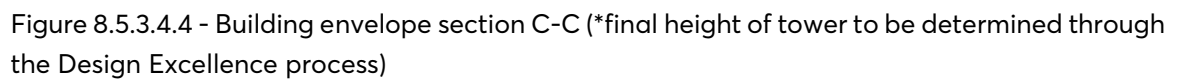


Figure 8.5.3.4.3 - Building envelope section B-B



8.5.4 38-42 EAST STREET, GRANVILLE

This Section 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 as illustrated in Figure 8.5.4.1. The yield for the site comprises a floor space ratio of 6:1.

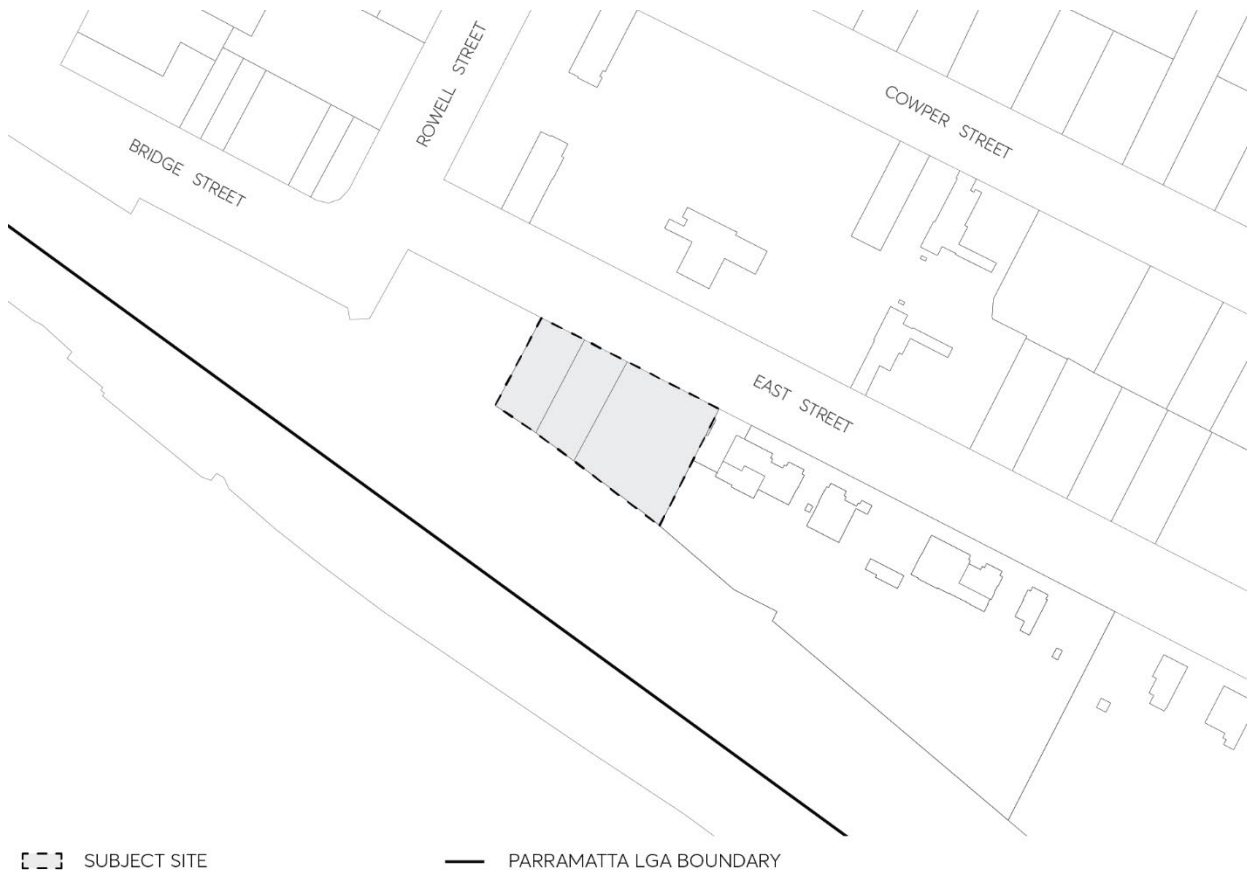


Figure 8.5.4.1 - Land application map

This Part of this DCP is to be read in conjunction with other Parts of the Parramatta DCP 2023 and the *Parramatta Local Environmental Plan (LEP) 2023*. If there is any inconsistency between this Part of the DCP and other parts of the Parramatta DCP 2023, this Part of this 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.

8.5.4.1 DESIRED FUTURE CHARACTER

Future development at 38-42 East Street are 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 mix of land uses includes retail/commercial uses at the ground floor with residential apartments above.

Developments 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.

Objectives

- O.01 Provide a mix of uses that support the role of the Granville Town Centre.
- O.02 Encourage high-quality built form outcomes and achieves Design Excellence.
- O.03 Create an attractive and safe activated urban environment within East Street and the adjacent pocket park/future pedestrian link over the railway.
- O.04 Deliver housing growth directly adjacent to Granville Rail Station.

Controls

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

- C.01 Respond to the north facing frontage with an appropriate built form that maximises solar access.
- C.02 Create a ground floor with presentation to the street of design excellence which contributes to the design quality of the public domain.
- C.03 Development is to comply with the objectives and controls set out below and any other relevant objectives and controls of this DCP.

8.5.4.2 BUILT FORM AND MASSING

Objectives

- O.01 Ensure that the built form appropriately responds to the desired future context at street level and the wider precinct.
- O.02 Ensure the future development adds visual interest and diversity to the local skyline.
- O.03 Ensure urban design outcomes demonstrated in the Planning Proposal are achieved.
- O.04 Tower form should appear as tall and slender.
- O.05 Podium form should exhibit fine grain character and appropriate scale.

Controls

- C.01 Maximum building heights shall be in accordance with Figure 8.5.4.2.1.
- C.02 Building setbacks shall be in accordance with Figure 8.5.4.2.1.

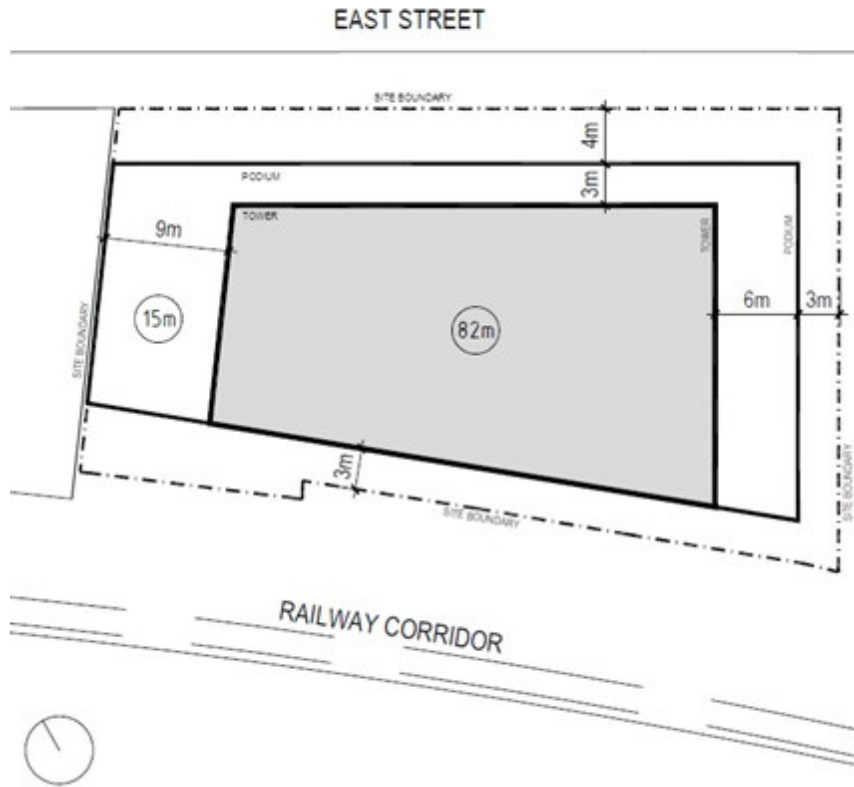


Figure 8.5.4.2.1 - Building Height and Setback Control

8.5.4.3 PODIUM, GROUND LEVEL AND PUBLIC DOMAIN

Objectives

- O.01 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.02 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.03 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.04 Maximise active street frontage to East Street and the adjacent pocket park.

- O.05 Ensure flush access between retail tenancies and outdoor spaces to encourage outdoor dining opportunities.
- O.06 Take account of and complement the public domain of the adjacent development to the west.

Controls

- C.01 Retail shopfronts should provide step-free transition between indoor and outdoor space.
- C.02 Provide adequate space on the East Street and pocket park frontage for outdoor dining.
- C.03 Awnings facing East Street are not to restrict tree growth.
- C.04 Separate the commercial and residential lobbies.
- C.05 Provide minimum articulation depth of 600mm to carpark facades.
- C.06 Ensure there are no direct sightlines from pedestrians to vehicles within carpark and to consider lighting and night views from streets into carpark areas.

8.5.4.4 COMMUNAL OPEN SPACE

Objectives

- O.01 Ensure appropriate provision of communal open space.

Controls

- C.01 Provide communal open space on the podium accessible off the lift core on the western edge.
- C.02 Accommodate an undercover communal facility within the tower footprint adjacent to the open to the sky communal open space.

8.5.4.5 TRAFFIC

Objectives

- O.01 Encourage use of active and public transport.
- O.02 Reduce dependency on private vehicle use.
- O.03 Encourage above ground parking as a buffer to rail corridor visual and acoustic impacts and mitigation of flood risk.
- O.04 Minimise loading area impact on retail/commercial uses.
- O.05 Minimise vehicular circulation within the site.

Controls

- C.01 Car parking is to be provided at the following rates in accordance with the *Parramatta Road Corridor Urban Transformation Strategy*:

Table 8.5.4.5.1 – Parking rates

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	
Commercial	1 space/100m ² GFA
Retail	1 space/70m ² GFA
Bicycles	1 space per 200m ² GFA accessible to visitors

- C.02 Provide at least 1 car share space.
- C.03 Buildings should be designed with car parking at podium levels (see 'Podium, Ground Level and Public Domain').
- C.04 Vehicular access to the site shall be via a single two way driveway with crest height in accordance with flood planning requirements.
- C.05 Loading space shall be provided on East Street subject to consultation with Council

8.5.4.6 SUBSTATIONS

Objectives

- O.01 Design new substations within building footprints, minimising impacts on public domain.
- O.02 Relocate existing padmount substation (see Figure 8.5.4.6.1) located in the north eastern corner of the site 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.01 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.02 Development Application shall include consultation with Endeavour Energy to relocate existing padmount substation.



Figure 8.5.4.6.1 - Existing padmount substation at 38 East Street, Granville

8.5.4.7 FLOODING**Objectives**

- O.01 Building design should minimise or eliminate risk to human life resulting from 'high hazard floodwater' and 'localised/overland flooding'.
- O.02 Ensure that building design shall comply with relevant flood planning requirements.
- O.03 Ensure that building design should consider 'shelter in place' strategies for flood events.

Controls

- C.01 Development Application for the site shall be accompanied by a detailed flood impact study.
- C.02 A 'flood planning/shelter in place' strategy shall be provided with any Development Application.
- C.03 Habitable uses and vehicular parking shall be provided at a height above relevant flood planning levels.

8.5.4.8 WINTERGARDEN BALCONIES

Objectives

- O.01 Design wintergarden balconies 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.01 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.

8.5.5 38 COWPER STREET, GRANVILLE

This Section 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 as illustrated in Figure 8.5.5.1 below.

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 8.5.5.1 - Land application map

This Part of this DCP is to be read in conjunction with other parts of the Parramatta DCP and the *Parramatta Local Environmental Plan 2023 (PLEP 2023)*.

If there is any inconsistency between this Part of this DCP and other parts of the Parramatta DCP 2023, this Part of this 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.

8.5.5.1 BUILT FORM

The residential tower (Building C) that is the subject of this DCP forms part of a large, long development (some 57 metres), in which two other towers (Buildings A and B) as well as an extensive podium have received development consent.

The objectives of this 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.01 Achieve a variety and diversity in the built expression of the project.
- O.02 Incorporate a range of difference heights to the local skyline.
- O.03 Break down the perceived length of the tower into two nominally separate buildings.
- O.04 Provide variation to what would otherwise be the symmetry and uniformity of height of Buildings A and C.

Controls

- C.01 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 2023*.
- C.02 The envelope of Building C must be consistent with Figure 8.5.5.1.1, Figure 8.5.5.1.2 and Figure 8.5.5.1.3.
- C.03 Setbacks must be measured perpendicular to the street wall face to the outer faces of the building.

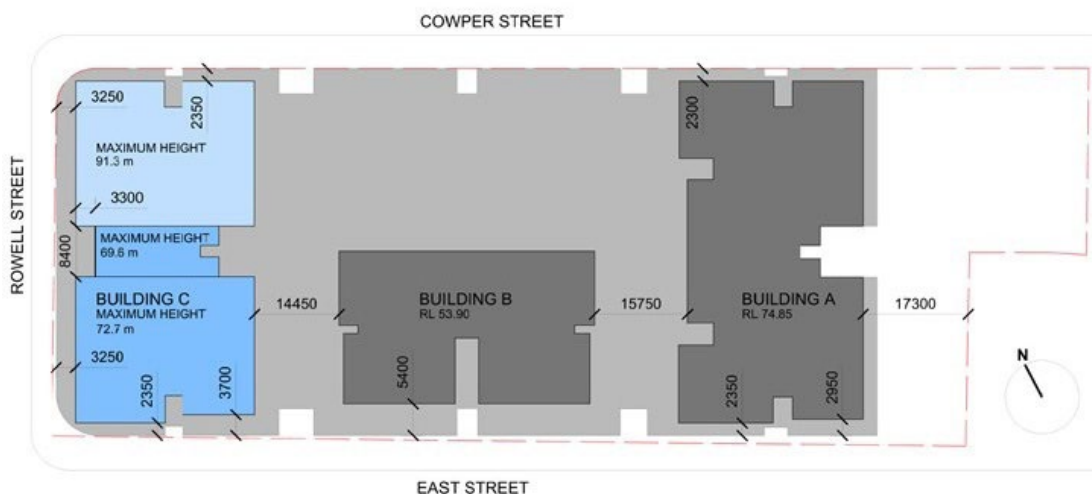


Figure 8.5.5.1.1 - Building C Envelope, Heights and Setbacks

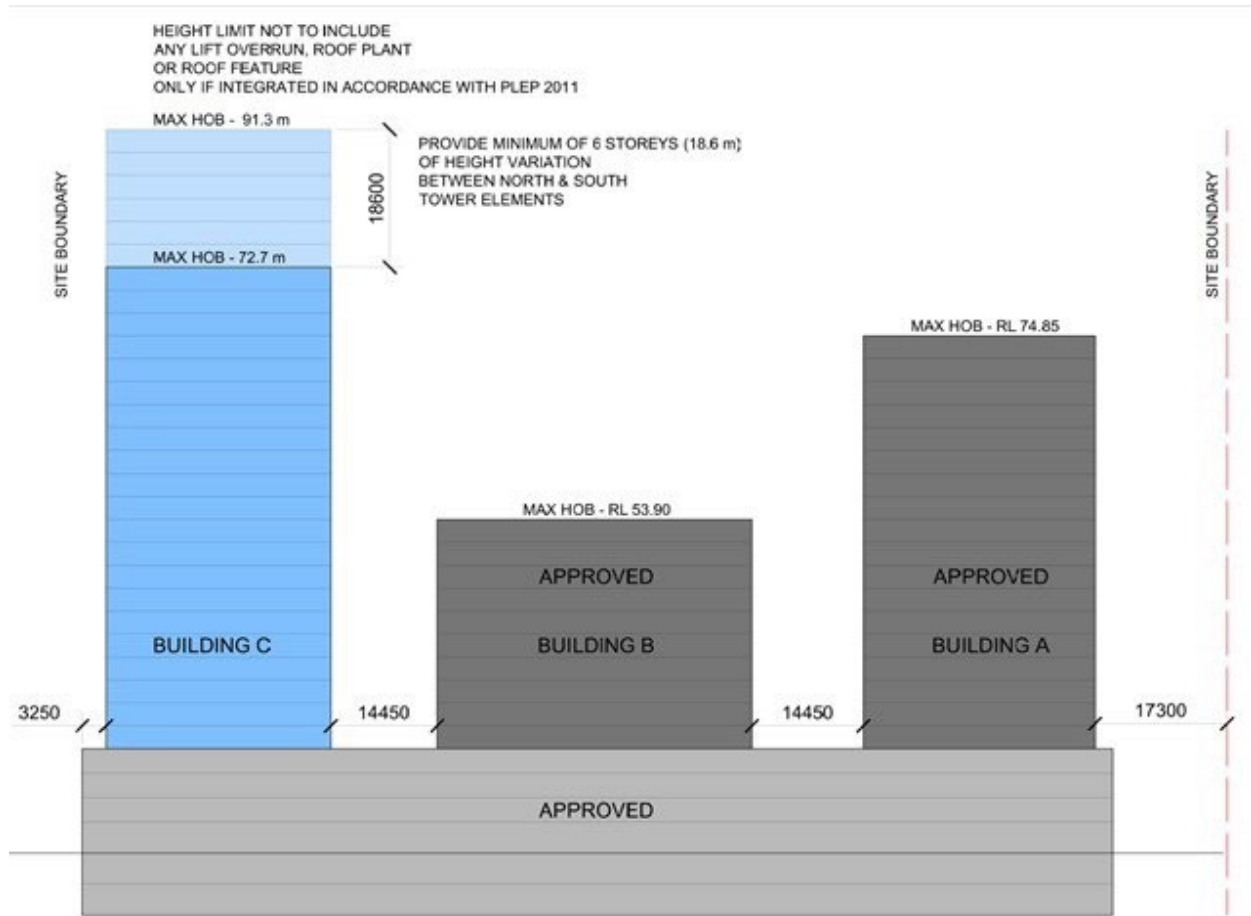


Figure 8.5.5.1.2 - Elevation from East Street

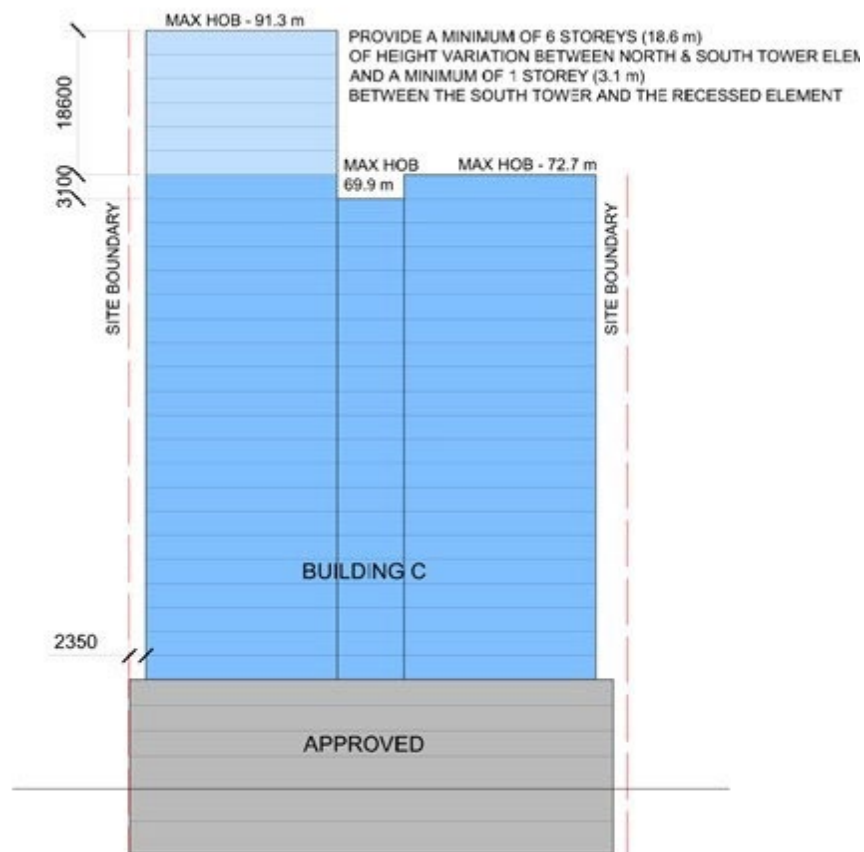


Figure 8.5.5.1.3 - Elevation from Rowell Street

8.5.6 LAND BOUND BY PARRAMATTA ROAD, ALBERT STREET, VICTORIA STREET, AND DUKE STREET, GRANVILLE

This Section applies to 10 individual allotments that form part of the street block bounded by Parramatta Road, Albert Street, Victoria Street and Duke Street in Granville (Figure 8.5.6.1).

The 10 individual allotments that this section applies to are as follows: Lot 1 in DP 615141, Lot 1 in DP 504298, Lot 2 in DP 89526, Lot 1 in DP 79102, Lot 1 in DP 79624, Lot 1 in DP 89526, Lot 1 in DP 81084, Lot X in DP 163366, Lot A in DP 160406, Lot 58 in DP 869379.

Objectives and Controls in this Section relating to the remaining allotments that form part of this street block will apply to these allotments following a separate application to enact these provisions. This section therefore does not apply to: SP 47170, Lot 1 in DP 13530, Lot 2 in DP 13530, Lot 3 in DP 13530, Lot 4 in DP 13530, Lot 5 in DP 13530, Lot 6 in DP 13530, Lot 7 in DP 13530, Lot 8 in DP 13530, Lot 1 in DP 744840 and Lot B in DP 151899.



Figure 8.5.6.1 – Land application map (the 10 individual allotments this Section applies to is highlighted grey)

This Section is to be read in conjunction with other Sections of the Parramatta DCP 2023 as well as *Parramatta LEP 2023*. If there is any inconsistency between this Section and other Sections of this DCP, this Section prevails.

This DCP establishes principles, objectives and controls to be interpreted during preparation and assessment of Development Applications and supports the objectives of the LEP.

8.5.6.1 DESIRED FUTURE CHARACTER

Future developments at the street block bounded by Parramatta Road, Albert Street, Victoria Street and Duke Street in Granville are designed to respond to both the high-density mixed-use character along Parramatta Road as envisioned by the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) and the existing, low-density dwellings north of the site along Victoria Street.

Development expresses the distinct character of each bounding street through scale, land use and architectural articulation, and will be largely characterised by a podium and tower building typology with 4 storey street walls and residential towers above. The mix of land uses include retail and commercial uses at ground floor with residential apartments above on Parramatta Road and Albert Street. Maximum 4 storey podium comprising residential dwellings along Victoria Street will provide a strong transition in height and scale and diversify housing on the site.

Development provides high-quality built form outcomes for residents, workers, and visitors through appropriate scale, massing, articulation, and orientation. Towers are slender and well-spaced to ensure views to sky, good solar access, and high residential amenity.

The delivery of publicly accessible open spaces including a 6 metre pedestrian through-site-link and public park, as well as a visual corridor across the site, allow for a high level of permeability and connectivity. Fine grain activated podium edges, with towers set back above, create a 'street wall' to these spaces and to surrounding streets that provide for a richer and safer environment for the community.

Objectives

- O.01 Provide a mix of uses that support and complement the role of the Granville Town Centre.
- O.02 Encourage high-quality built form outcomes that achieve design excellence.
- O.03 Create an attractive and safe urban street environment for pedestrians and retail and community activities in the surrounding streets.
- O.04 Provide a visually attractive design response that reduces noise impacts associated with Parramatta Road and the Western Railway Line on future building occupants.
- O.05 'Future proof' the subject site by ensuring land is retained through setbacks for road widening along Parramatta Road 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.06 Activate the block edges to Parramatta Road, Albert Street, Victoria Street and Duke Street as well as to activate and/or meaningfully address any proposed future publicly accessible open space.
- O.07 Ensure all publicly accessible open spaces are safe, universally accessible, and complementary to other public open spaces within Granville.
- O.08 Ensure equitable development potential for all land parcels on the block, independent of land ownership patterns.

8.5.6.2 BUILT FORM, SITING AND MASSING

Objectives

- O.01 Retain land through setbacks for road widening along Parramatta Road 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 and part of the road infrastructure.
- O.02 Create a sense of visual separation between the podium and tower levels above through setbacks, modulation of building form and materials.
- O.03 Establish building forms that are oriented appropriately to minimise overshadowing and maximise solar access to neighbouring properties, including those properties south of the site on Parramatta Road.
- O.04 Provide appropriate building separation to ensure privacy, access to light and ventilation and a high-quality visual outlook for building occupants, and to increase views to sky and improve solar access at ground level.
- O.05 Provide tower forms which appear as tall and slender.
- O.06 Provide appropriate transitions in scale and height to existing low density residential development along Victoria Street.
- O.07 Ensure local infrastructure provision needs will be met.

Controls

Building height

- C.01 Maximum podium height of 4 storeys for the site.

Setbacks

- C.02 Podium and tower setbacks to streets must be provided in accordance with Figure 8.5.6.2.
- C.03 Minimum 6 metre 'Green Edge' setback to Parramatta Road is required to provide wider footpaths and facilitate street tree planting. This setback may be reduced to the west of the through-site link to provide a consistent street wall with the rest of the block.
- C.04 Minimum 3 metre tower setback from the podium edge to internal through-site links and publicly accessible open spaces.

- C.05 Minimum 3 metre rear and side setback from the boundary, except along Victoria Street where a minimum 9 metre rear setback for development is required.

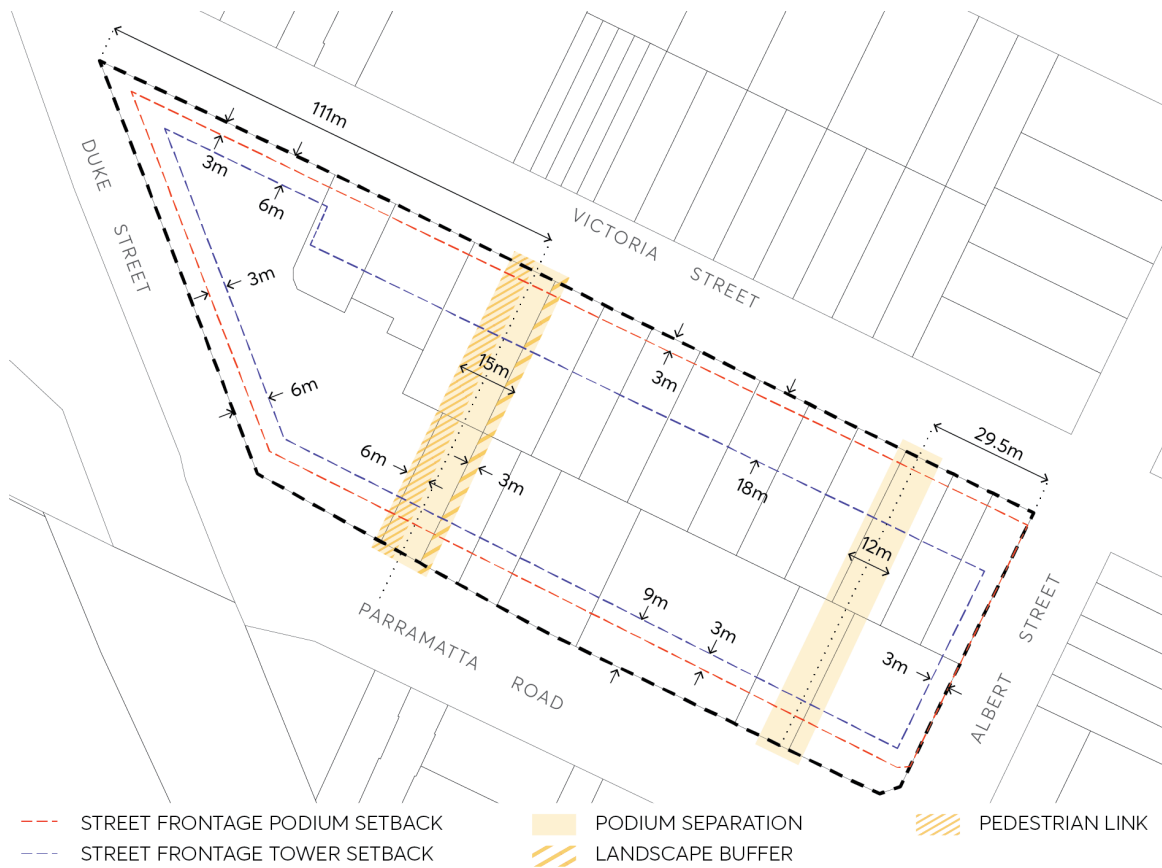


Figure 8.5.6.2 – Setbacks, through-site link, and view corridor locations

Building separation

- C.06 Minimum 12 metre building separation between buildings up to 4 storeys east of and including the through site link (Figure 8.5.6.2).
- C.07 Minimum 24 metre building separation between buildings above 4 storeys east of and including the through site link.
- C.08 A minimum 12 metre building separation between Victoria Street and Parramatta Road, as identified in Figure 8.5.6.2, should be provided between buildings as a view corridor.
- C.09 A minimum 15 metre building separation between Victoria Street and Parramatta Road, as identified in Figure 8.5.6.2, should be provided between buildings at ground level. This corridor should include a minimum 6 metre pedestrian through-site link along the western edge, and a 3-metre landscape buffer along the eastern edge.
- C.10 Equal distribution of building separation distances across independent lots as per the Apartment Design Guide may not be achievable due to site constraints. Development should align with the minimum setbacks and building separation controls in this Section to ensure equitable development potential across the site.

Building design

- C.11 A podium edge must be provided to all bounding roads.

- C.12 A building break of minimum 3 metres wide x 3 metres deep is required after a length of 45m to provide necessary articulation to the podium.
- C.13 Podiums should be modulated vertically in segments that relate to neighbouring fine grain subdivision patterns and reduce their bulk and perceived scale.
- C.14 Any podium exceeding 60 metres along Victoria Street must provide a 20 metre x 20 metre north facing communal open space fronting Victoria Street. This communal open space area shall be located on deep soil unless it is demonstrated to Council officer's satisfaction that 15% of the site area comprises deep soil (site area being the land subject of the application). Towers above this communal open space area should be set back a minimum 3 metres from the podium edge.
- C.15 The podium on corner sites must incorporate a setback from the corner intersection for its full height, which may be splayed or curved.
- C.16 Maximum tower length of 45 metres.
- C.17 Undercrofts or other interruptions of the podium which expose the underside of the tower and amplify its presence on the street are not permitted.
- C.18 Tower forms above podium levels are to be designed and oriented to maximise solar access to neighbouring properties to the south of the site on Parramatta Road. This is to occur by orienting the narrow side of towers to the south where possible.
- C.19 Buildings are to be designed to create clear visual articulation and distinction between the podium and tower levels.
- C.20 Facades shall be designed with a variety of materials, textures, and articulation to produce a contemporary architectural response that creates a greater sense of depth and visual diversity.
- C.21 Balconies facing Parramatta Road and the railway line may be screened and acoustically sealed in the form of winter gardens to provide protection from the road and rail noise. Winter gardens are to be included in Gross Floor Area calculations.
- C.22 Where protective measures are necessary to reduce noise impacts, these are to be designed in a visually attractive manner that provides a high degree of visual interest as viewed from a street, laneway, or public place.
- C.23 Contributions towards the local infrastructure provision needs generated by the development shall be demonstrated.

8.5.6.3 PUBLIC DOMAIN AND LANDSCAPING

Objectives

- O.01 Establish usable areas of 24/7 publicly accessible open space and landscaping to cater for the amenity of future residents, workers and visitors including a park, a 6-metre-wide pedestrian through-site link and a continuous 6m Green Edge along Parramatta Road.
- O.02 Establish a green corridor that facilitates pedestrian safety and comfort along Parramatta Road in a manner that is consistent with the PRCUTs guidelines.

- O.03 Enhance the Duke Street laneway connection between Victoria Street and Parramatta Road for pedestrians and cyclists.
- O.04 Allow for passive recreation opportunities at the neighbourhood scale, catering for a broad range of activities and intergeneration needs.
- O.05 Facilitate community interaction and gathering for local residents, workers and visitors.
- O.06 Provide publicly accessible open space that has good solar access and high levels of amenity.
- O.07 Activate the edges of publicly accessible open space to encourage safe and legitimate 24/7 usage of the spaces.
- O.08 Enhance permeability through the establishment of a new pedestrian linkage between Parramatta Road and Victoria Street.
- O.09 Ensure sufficient deep soil is provided to enable the healthy growth of large trees within the open space provided.
- O.10 Ensure clear delineation between public and private open space elements.
- O.11 Ensure safety and security of users and residents associated with the usage of the publicly accessible open space.
- O.12 Ensure publicly accessible open spaces are designed to be universally accessible.

Controls

- C.01 A 6m 'Green Edge' setback is to be provided along the building frontage on Parramatta Road, which allows for footpath widening, large canopy trees and combination shrub and groundcover plantings. If confirmed by TfNSW that the land within the 6m setback along Parramatta Road is needed for road widening, then this area will be landscaped in the interim until the land is used for road widening.
- C.02 A 24/7 publicly accessible north-south pedestrian through-site link is required between Parramatta Road and Victoria Street, located as per Figure 8.5.6.2. This link should:
 - a) Be a minimum width of 6m comprising a 4m pathway and 2m landscape edge;
 - b) Be located on the western side of any internal driveway,
 - c) Be open to the sky and compliant with CPTED principles;
 - d) Have activated edges for passive surveillance;
 - e) Provide pedestrian lighting to provide safe, 24/7 access without reflecting into residential properties;
 - f) Have equitable access using graded walkways of no steeper than 1:20 and a limited use of ramps; and
 - g) Have a minimum setdown of 1.8 metres to any basement slab located within the link.
- C.03 A 3 metre landscape buffer is to be provided along the eastern edge of the 15-metre corridor identified on Figure 8.5.6.2.

- C.04 If the relevant development application seeks to rely on Clause 4.4A(5) of the *Parramatta LEP 2023* the proposed development shall provide a minimum of 3,200m² area of publicly accessible open space wholly within their boundary and comprising the following:
- a) Minimum 1,650m² park, fronting Victoria Street and comprised of deep soil (i.e., unencumbered from basement parking) and of which 50% shall receive a minimum of 3 hours direct solar access between 11am and 3pm on 21 June; and
 - b) The remainder is to be publicly accessible open space held in ownership of the landowners. This area of publicly accessible open space may be encumbered with basement parking and is to be accessible to the public in perpetuity. This publicly accessible open space can comprise the 6-metre pedestrian through-site link.
 - c) Calculations of publicly accessible open space shall not include the 6m 'Green Edge' setback to Parramatta Road or any internal driveway.
- C.05 Any development application must deliver a minimum 15% of its site area as deep soil zones with minimum dimensions of 6 metres x 6 metres. Deep soil zones should be located towards boundaries of adjacent lots to allow for larger, contiguous zones in the future.
- C.06 The design of publicly accessible open spaces is to be developed in consultation with Council. They are to:
- a) Be of deep soil, with no carparking and infrastructure underneath, and be dedicated and then maintained by Council, unless otherwise agreed by Council;
 - b) Provide a clearly public pathway along all park edges where there is a ground floor residential frontage,
 - c) Ensure that privacy treatments (screening/landscaping) or key entries do not occupy land area that contributes to minimum required publicly accessible open space calculations,
 - d) Incorporate a palette of high quality and durable materials, robust and drought tolerant landscaping species;
 - e) Include clear, accessible, safe and convenient linkages to each other and to the surrounding public open space network;
 - f) Integrate stormwater management as required and urban tree canopy;
 - g) Include design elements, furniture, and infrastructure to facilitate active and passive recreation and community gatherings;
 - h) Encourage pedestrian use through the design of open space pathways and entrances;
 - i) Clearly delineate private and publicly accessible open space;
 - j) Provide access to both sunlight and shade;
 - k) Incorporate appropriate levels of lighting to optimise hours of use;
 - l) Restrict vehicle movement through publicly accessible open space except for emergency vehicles, servicing, and special events (if required). This control does not relate to any internal driveway that is being used solely for the purpose of vehicle access.
 - m) Be accessible 24/7; and
 - n) Be capable of being well-maintained within reasonable costs.

- C.07 Where appropriate, provide commercial tenancies turning the corner from Parramatta Road to front the pedestrian through-site link.
- C.08 Where possible provide residential frontages to the pedestrian through-site link and publicly accessible open spaces that meaningfully address and facilitate passive surveillance of the public realm from all floor levels.
- C.09 Impacts on Tree Protection Zones and Structural Root Zones are to be minimised through tree protection measures outlined within an Arborist's Report to be submitted with the Development Application.
- C.10 A satisfactory public domain plan is to be prepared and submitted to Council for all development applications that include publicly accessible open space elements (this included proposed 'public open space,' pedestrian through-site link, publicly accessible 'private open space' and 'Green Edge setback' to Parramatta Road). The public domain plan is to include:
- a) Context, role and purpose of the open space elements proposed;
 - b) Alignment levels and dedication plan;
 - c) Enhancement of Duke Street as a high quality publicly accessible pedestrian thoroughfare;
 - d) Palette of robust materials, colours, finishes and furnishings;
 - e) Placement of key placemaking elements and features (e.g., play equipment, public art, etc.);
 - f) Place activation measures (e.g., peripheral land uses, events, etc.);
 - g) Accessibility, safety, security and wayfinding;
 - h) Soft landscaping elements (e.g., street trees, lawn, etc.);
 - i) Delineation of public and private space;
 - j) Ongoing management and maintenance; and
 - k) Any relevant matters set out under this Section of this DCP and in Council's [Parramatta Public Domain Guidelines](#).

8.5.6.4 ACTIVATION OF STREETS AND PUBLIC PLACES

Objectives

- O.01 Ensure buildings provide a high-quality visual response to the adjacent public realm that correlates to the overall character and sense of place.
- O.02 Enhance the perceived sense of safety of public spaces by facilitating passive surveillance.
- O.03 Facilitate activation and passive surveillance of streets and public spaces and ensure a high-quality visual outlook between adjacent buildings.
- O.04 Provide a high degree of articulation that establishes a fine grain frontage at ground level and architectural modulation of the building form.
- O.05 Ensure buildings facilitate street level activity and visual connections between internal areas of buildings and pedestrian through-site links to reinforce pedestrian comfort at ground level.

- O.06 Establish a fine grain pattern of ground floor uses that results in interesting, attractive and safe streets and public places for residents and visitors.
- O.07 Provide a comfortable, sheltered/shaded, and attractive pedestrian environment and activation of streets at all times of year and in all weather conditions.
- O.08 Address and activate street corners and to create landmarks that assist in defining local character, helping people to navigate easily through the place.
- O.09 Minimise impacts of traffic noise on the occupants of future development commensurate with the sensitivity of the uses proposed.
- O.10 Minimise opportunity for crime and antisocial behaviour.
- O.11 Ensure that above ground car parking is of high-quality design that integrates with the building and does not adversely impact the public domain.

Controls

- C.01 Commercial and retail tenancies and residential lobbies only are permitted at ground level facing Parramatta Road and Albert Street. No commercial or retail uses are to be provided along Victoria Street. Development should consider the change of use from Albert Street onto Victoria Street at ground level.
- C.02 Blank walls to the public domain interface, including to any internal pedestrian through-site link or driveway, are not permitted. In circumstances where walls are provided with minimal or no openings (i.e., windows, door, and balconies), such walls are to be treated with an appropriate levels of design detail and visual articulation to create visual interest.
- C.03 Buildings must include active uses at ground level (i.e., retail, or residential pedestrian entrances and apertures) to a minimum of 80% of their ground level frontage to public streets, with a corresponding maximum of 20% of that frontage occupied by appropriately detailed walls with no openings, car park entrances and service areas.
- C.04 Shade structures/awnings are to be provided to all non-residential ground level frontages. Street awnings with minimum width of 2.0m must be included at minimum 2.7m and maximum of 3.5m above footpath level.
- C.05 Shade structures/awnings shall be robust, easily maintained, promote appropriate integration with street tree planting.
- C.06 Development is to be designed to appropriately consider impacts of adjacent or nearby noise sources including the railway line and Parramatta Road.
- C.07 Façade treatments along Parramatta Road and the railway line are to be well proportioned, use robust materials and should incorporate measures that provide protection from road/rail. All screens to wintergardens are to be moveable and operable.
- C.08 Buildings on corners must address both frontages to the street and/or public realm and define the space created at the intersection by responding to the topography and the buildings fronting the intersection.

- C.09 Crime Prevention Through Environmental Design (CPTED) analysis shall be included within the Application for Guidelines Approval for all development. The CPTED analysis is to be prepared to address Section 3.4.4 – Safety and Security set out in this DCP.
- C.10 Where possible, residential uses at ground floor should have individual entries along the street, pedestrian through-site link or along publicly accessible open spaces to create a sense of fine-grain and improve passive surveillance. This residential interface must be appropriately treated to ensure good privacy outcomes for the residents.
- C.11 The design of Duke Street is to be agreed upon with Council. It is envisaged to be a pedestrian and cycle link only. Secondary pedestrian building entries are permitted and passive surveillance to the street is recommended.
- C.12 The preferred location of car parking on the block is basement car parking. Where Council is satisfied that above ground parking may be appropriate, it is limited to the building/s located to the west of the through-site link.
- C.13 All parking within the podium fronting Parramatta Road, Victoria Street and the through-site link should be sleeved with permissible uses.
- C.14 Above ground podium facades are to be sleeved or appropriately treated to ensure there are no direct sightlines from pedestrians within the public realm to vehicles within the carpark.
- C.15 The facades of above ground parking which are not sleeved 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.

8.5.6.5 TRAFFIC AND TRANSPORT

Objectives

- O.01 Establish a fair and safe balance between pedestrian, cycling and vehicle movement. To enhance the perceived sense of safety of public spaces by facilitating passive surveillance.
- O.02 Provide convenient, efficient, safe access and parking for vehicles, services (e.g., deliveries and waste), pedestrians and cyclists.
- O.03 Minimise the visual impacts of vehicle access ways visible from the public domain.
- O.04 Minimise the impact on pedestrians of any internal driveway or vehicular entries.

Controls

- C.01 Car parking and bicycle spaces are to be provided in accordance with the rates set out in Table 8.5.6.1.
- C.02 A Traffic Impact Statement and 'Green Travel Plan' must be submitted as part of a Development Application.
- C.03 No vehicle access or egress is permitted from Parramatta Road. Preference for vehicular access or egress is to be given to Victoria Street over Albert Street wherever possible.

- C.04 Car parking is to be primarily provided in basement levels. Where Council is satisfied that above ground parking is justified, it may be provided in the podium west of the through-site link (see Figure 8.5.6.2 for location of through-site link).
- C.05 Basement carparking may be provided subject to ensuring sufficient deep-soil landscaping.
- C.06 Basements are to be contained wholly within the building footprint, unless agreed otherwise by Council, to ensure sufficient deep soil landscaping.
- C.07 A 6-metre-wide driveway off Victoria Street may be permissible to access parking and loading on the site. This driveway should be of a kerb and gutter arrangement and located directly east of the pedestrian through-site link identified in Figure 8.5.6.2.
- C.08 Vehicular crossovers should be avoided where possible. Any crossover of the pedestrian link by vehicles to access parking and loading should be done via vehicular crossovers of a minimal width, with pedestrians having priority.
- C.09 No open dive structures are permitted. Dive structures must be sleeved/contained within the building.
- C.10 Footpaths shall be maintained as the priority movement, with the number of access points to car parking facilities (i.e., crossovers and driveways) minimised.
- C.11 Vehicle access for residential, commercial, and retail uses shall be designed to minimise visibility from the public realm and adverse impact on pedestrian safety.
- C.12 High quality design and materials are to be used for the security shutters into the car park and loading areas.
- C.13 Reconstruction and realignment of the kerb and gutter is to occur along Victoria Street with the redevelopment of the site in the following manner:
- two continuous 3.2m wide travel lanes and two 2.3m wide parking lanes (11m total carriageway width)
 - not include rolltop curbs.

Table 8.5.6.1 – Car Parking and Bicycle Rates

Car Parking and Bicycle Rates	
Residential	
Studio	Minimum 0.3 spaces
1 bedroom	Minimum 0.5 spaces
2 bedroom	Minimum 0.9 spaces
3 or more bedroom	Minimum 1.2 spaces
Visitors	Minimum 0.1 per dwelling
Bicycle	Minimum 1 per dwelling & 1 visitor space per 10 dwellings
Accessible Parking Spaces	Minimum 1 space per adaptable/accessible apartment
Car Share Spaces	On-site parking can be reduced at a rate of 5 parking spaces per 1 car share space where an active car-sharing program is made available to residents and/or employees and where ride share or other organised carpooling initiatives are available on site. Additional car share should be provided at a rate of 1 space per 20 dwellings without parking and 1 space per 100 dwellings with parking.
Motorcycle Parking	Minimum 1 space per 25 car parking spaces.

Electric vehicle charge point	Minimum of 1 charge point to service the residential component of the building.
Retail and Commercial	
Retail	Maximum of 1 space per 100m ² of GFA
Commercial	Maximum of 1 space per 150m ² of GFA
Accessible Parking Spaces	Minimum of 1% of all accessible spaces to be designed in accordance with the Australian Standards.
Motorcycle Parking	Minimum 1 space per every 25 onsite car parking spaces
Bicycle Parking – Retail	Employee: Minimum 1 per 250m ² GFA Visitor: Minimum 2 spaces + 1 per 100m ² GFA
Bicycle Parking – Commercial	Employee: Minimum 1 per 150m ² GFA Visitor: Minimum 1 per 400m ² GFA
Electric Vehicle Charge Point	Minimum of 1 charge point to service the non-residential component of the building.

DUNDAS WARD

8.5.7 258-262 PENNANT HILLS ROAD AND 17 & 20 AZILE COURT, CARLINGFORD



Figure 8.5.7.1 - Land application map

8.5.7.1 DESIRED FUTURE CHARACTER

This site comprises a 6,313m² land parcel in Carlingford that has frontage to Pennant Hills Road and Azile Court.

The site is highlighted below in Figure 8.5.7.1.

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 results 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 results 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.

An access road, the signalisation of Baker Street and Pennant Hills Road intersection, and an upgrade of the through site pedestrian link between Azile Court and Pennant Hills Road services the population and wider community.

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

General Objectives

- O.01 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.02 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.03 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.04 Ensure that the buildings and open spaces respond to the landform and the desired future character of the precinct.

8.5.7.2 BUILT FORM AND MASSING

Objectives

- O.01 Ensure that the built form sensitively responds to the site's location and topography.
- O.02 Ensure that the built form is a high-quality.
- O.03 Set variable building heights to ensure positive and cohesive relationships with surrounding land and uses.
- O.04 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.05 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.

Controls

- C.01 Maximum Building Heights

Building heights must be in accordance with *Parramatta LEP 2023* 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.02 Building Setbacks 6 metres to Pennant Hills Road, in addition to the road reservation.

- 6 metres to Baker Street extension.
- 9-10 metres to the western boundary to allow for tree root protection.
- 12 metres between buildings where the pedestrian walkway dissects the site.
- 9 metres to the southern boundaries to provide a transition to low density dwellings to the south.

C.03 Setbacks and the building envelope zone are illustrated in Figure 8.5.7.2.1.

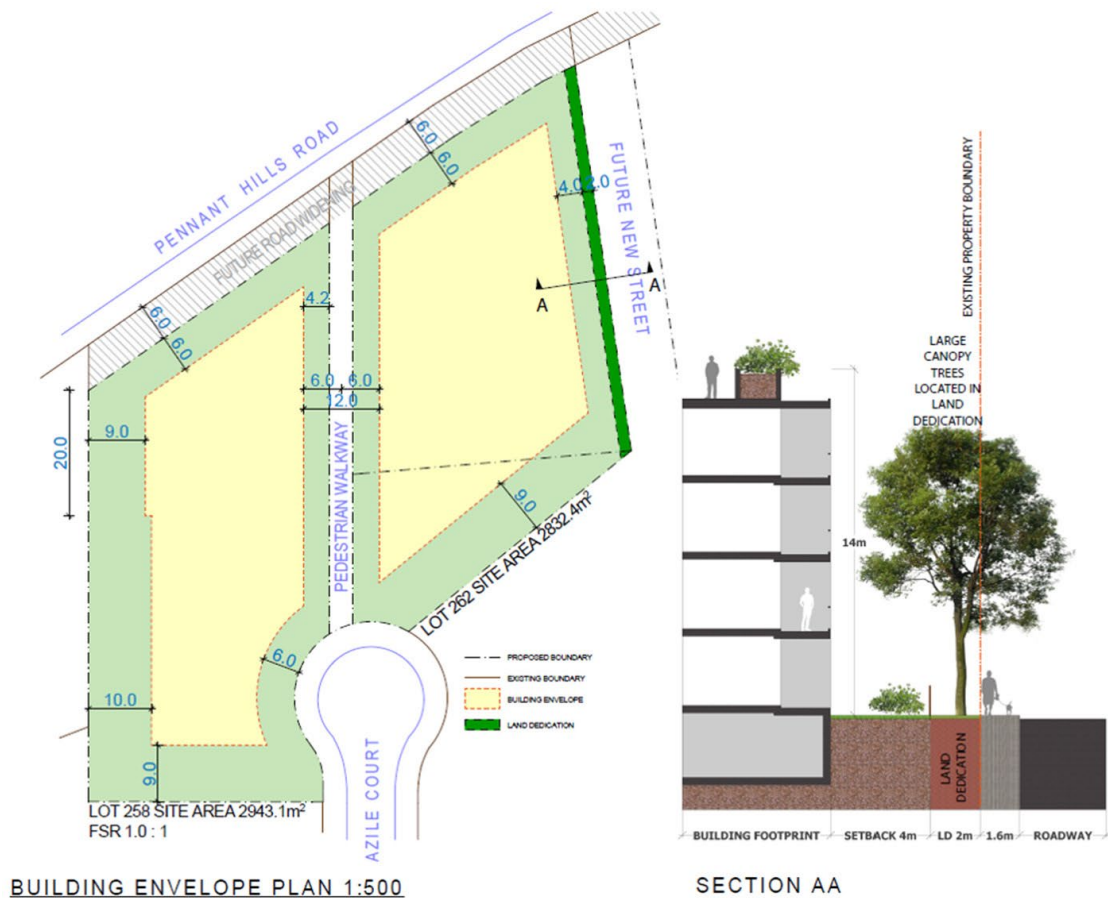


Figure 8.5.7.2.1 - Building Envelope Plan

8.5.7.3 HEIGHT OF BUILDINGS

Objectives

- O.01 Ensure heights of buildings respond appropriately to the surrounding context and setting.
- O.02 Organise buildings, streets and pedestrian laneway to respond to the topography and desired future character of the site.
- O.03 Minimise the perceived density and visual impact of buildings when viewed from surrounding residential areas and the public domain.

- O.04 Create positive relationships with other buildings adjoining the site.
- O.05 Provide a transition to the adjacent lower density residential areas to the south and west.

Controls

- C.01 Building heights must be in accordance with *Parramatta LEP 2023* 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.02 The buildings must not be more than 4 storeys and 14 metres in height.

8.5.7.4 FLOOR SPACE RATIO

Objectives

- O.01 Ensure that the resulting population density is appropriate for the characteristics of the site, its immediate surrounds and LGA.

Controls

- C.01 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.

8.5.7.5 PUBLIC DOMAIN AND AREAS OF ECOLOGICAL VALUE

Objectives

- O.01 Encourage street level pedestrian movement networks.
- O.02 Activate the pedestrian laneway.
- O.03 Enhance the existing natural feature of vegetation on the site.

Controls

- C.01 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.02 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 8.5.7.2.1.
- C.03 Any Development Application must include a detailed landscape plan by a qualified landscape architect.
- C.04 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.

8.5.7.6 TRAFFIC AND TRANSPORT

Objectives

- O.01 Minimise the impact of car parking.
- O.02 Minimise pedestrian and vehicle conflict.
- O.03 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.

Controls

- C.01 Vehicle access is to be from the future North-South road along the eastern boundary and Azile Court.
- C.02 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.03 High-quality design, detailing and materials are to be used for car park entrances and the security shutters etc.
- C.04 Services, service access points and garbage collection points are not to be located on Pennant Hills Road.
- C.05 A detailed traffic assessment must be provided with a Development Application.
- C.06 Car Parking and Bicycle parking must be provided consistent with Parramatta DCP requirements.

8.5.8 264-268 PENNANT HILLS ROAD, CARLINGFORD



Figure 8.5.8.1 – Land application map

8.5.8.1 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 8.5.8.1).

The site is located within walking distance to Carlingford and Telopea railway stations (approximately 800 metres) 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 City Centre, 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 results in residential apartment buildings that provide an appropriate transition to the lower density areas to the south and west. Redevelopment of the site results 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 also service the population and wider community.

Objectives

In addition to the general objectives listed in Section 8.2 of this DCP, specific objectives relating to the redevelopment of 264 -268 Pennant Hills Road, Carlingford are to:

- O.01 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.02 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.03 Enhance street character by aligning buildings to address the streets and define the territorial boundaries of the public and private realms.
- O.04 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.05 Preserve and enhance areas within the site identified as being of high and medium ecological significance.
- O.06 Ensure that the buildings, streets and open spaces are organised to respond to the landform and emerging built form context.

8.5.8.2 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.01 Maintain neighbourhood amenity and appropriate residential character.
- O.02 Improve connectivity and permeability in the Precinct.
- O.03 Create a legible hierarchy of roads and integration with the broader road network.
- O.04 Implement the principles of Water Sensitive Urban Design (WSUD).
- O.05 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.

Controls

- C.01 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.
- C.02 The site should be permeable and provide links to the wider area.
- C.03 Martins Lane is to have a widened verge so that the high-quality vegetation is retained.
- C.04 The areas of high and moderate ecological significance are to be protected and enhanced.
- C.05 Water Sensitive Urban Design (WSUD) principles should be implemented within the public domain areas.
- C.06 New development should be designed and sited to appropriately integrate with and address streets and pedestrian links to provide activation and casual surveillance.
- C.07 Fencing along the public domain should allow for casual surveillance.
- C.08 Options for public access to the high value ecological zone adjacent to the southern boundary of the site should be considered. There shall be no direct vehicular connection into the site from Pennant Hills Road.
- C.09 Vehicular movements at the Pennant Hills Road/Martins Lane intersection will be left out (of Martins Lane) only.
- C.10 The northern end of the carriageway of Martins Lane is to be widened to facilitate safer left hand turns out of this street.
- C.11 Martins Lane public domain widened area must be dedicated to Council.
- C.12 Street typologies must be provided as detailed in Figure 8.5.8.2.1.
- C.13 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 8.5.8.2.1.
- C.14 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 8.5.8.2.1.
- C.15 All new streets/accessways as shown in Figure 8.5.8.2.1 below are to be publicly accessible 24 hours a day, 7 days a week.
- C.16 No basement or sub-floor structures are to be located under new streets, accessways or publicly accessible open space.



Figure 8.5.8.2.1 - Public Domain Plan for 264-268 Pennant Hills Road, Carlingford

STREET SECTIONS

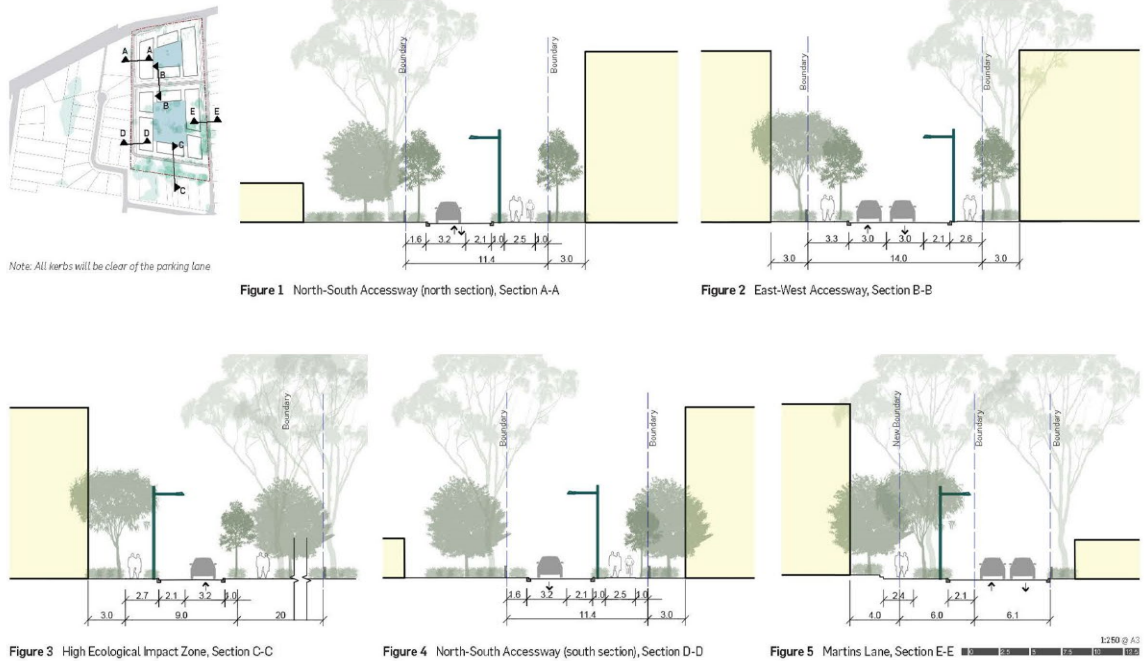


Figure 8.5.8.2.2 - Street Typologies (Extract from Urbis Urban Design Report, May 2018)

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.

8.5.8.3 HEIGHT OF BUILDINGS

Objectives

- O.01 Ensure heights of buildings respond appropriately to the surrounding context and setting.
- O.02 Organise buildings, streets and open space to respond to the topography and desired future character of the site.
- O.03 Minimise the apparent density and visual impact of buildings when viewed from surrounding residential areas and the public domain.
- O.04 Ensure that development does not unreasonably reduce solar access to neighbouring properties.
- O.05 Create positive relationships with other buildings adjoining the site.

Controls

- C.01 Building heights should provide a transition to the adjacent lower density residential areas to the south and west.
- C.02 Building heights must be in accordance with *Parramatta LEP 2023* Height of Buildings Map as shown below in Figure 8.5.8.3.1 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.03 When viewed from adjoining streets and adjacent properties the buildings on the site are to appear no higher than 4 storeys.
- C.04 A minimum of 3 hours solar access is to be provided to the communal open space areas between 9:00am and 3:00pm on 21st June.
- C.05 Overshadowing of community places and areas of high and moderate ecological significance is to be minimised.
- C.06 Buildings should be designed and sited to minimise overshadowing of adjoining properties consistent with the Apartment Design Guide.

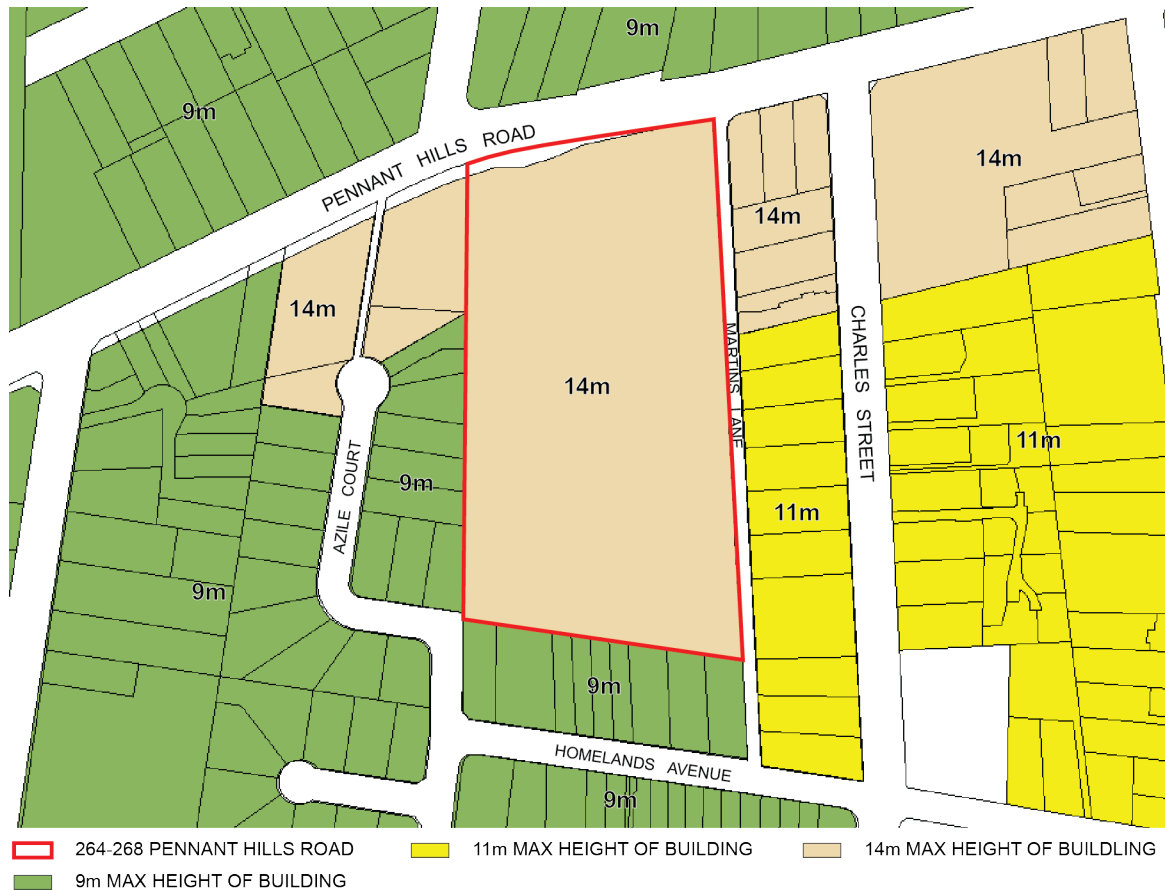


Figure 8.5.8.3.1 - Extract from *Parramatta LEP 2023 Height of Buildings LEP Map*

8.5.8.4 SETBACKS

Objectives

- O.01 Provide:
- a generous interface with existing and proposed streets.
 - an appropriate transition between higher density residential development and low density residential development on adjoining sites.
- O.02 Allow adequate space to provide landscaping.
- O.03 Provide appropriate separations between buildings.

Controls

- C.01 Setbacks must be provided in accordance with Figure 8.5.8.4.1.
- C.02 Setbacks should create positive and cohesive relationships between buildings and between buildings and streets.
- C.03 Generous setbacks should be provided to the street edges.
- C.04 Setbacks should minimise any potential negative impacts on adjoining properties.
- C.05 The setback on Pennant Hills Road is to allow dense landscaping to mitigate negative impacts.
- C.06 A minimum setback of 6m must be provided from the SP2 zoned land along Pennant Hills Road.
- C.07 Development must not occur within the setback areas except for soft landscaping, footpaths, fencing, driveways, retaining walls and essential infrastructure.
- C.08 Ground floor apartments may have courtyards that extend up to 3m into the setback where they front a street or public pedestrian accessway.
- C.09 An ecological assessment is to be submitted with development applications on land proximate to areas identified on the LEP Natural Resources – Biodiversity map as areas of high and medium ecological constraint to determine the appropriate setbacks between the built form and existing trees within these areas to ensure their protection and ongoing health.



Figure 8.5.8.4.1 – Site Setbacks for 264-268 Pennant Hills Road, Carlingford

8.5.8.5 FLOOR SPACE RATIO

Objectives

- O.01 Ensure that the resulting population density is appropriate for the characteristics of the site, its immediate surrounds and LGA.
- O.02 Encourage an overall built form and building layout which respond appropriately to the principles detailed in the overall objectives of this site specific DCP.

Controls

- C.01 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.
- C.02 Floor space ratios must be in accordance with the FSR LEP map reproduced at Figure 8.5.8.4.2.



Figure 8.5.8.4.2 - Extract from Parramatta LEP 2011 Floor Space Ratio LEP Map

8.5.8.6 LANDSCAPED SPACES AND AREAS OF ECOLOGICAL VALUE

Objectives

- O.01 Enhance the existing natural features of the site including topography, geology; vegetation/vegetation communities; micro climate; hydrology (surface and sub-surface).
- O.02 Enhance the natural environmental performance of the site by coordinating water and soil management, solar access, micro-climate, tree canopy and habitat values.
- O.03 Retain existing trees where possible and use landscaping to make a positive contribution to the streetscape and neighbourhood.
- O.04 Provide water sensitive urban design for the management of stormwater drainage.
- O.05 Use open space areas, new roads and pedestrian links to assist with stormwater management, provide deep soil zones and maximise rainfall infiltration.
- O.06 Design all public spaces and landscaping to a high-quality with a demonstrated consistent design.
- O.07 Retain, protect and enhance areas identified as having high or moderate ecological significance area.

Controls

Site Coverage

- C.01 Site coverage should provide for adequate deep soil, communal spaces, streets and separation between buildings.

Landscape Generally

- C.02 Existing high ecological significance trees must be retained where possible.
- C.03 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.04 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.05 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.06 A mix of local trees, shrubs and grasses must be used to create attractive, colourful and low maintenance landscaped areas.
- C.07 All building setbacks are to be landscaped.

- C.08 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.09 Deep soil zones must be provided for the first 3 metres of all property boundaries other than Pennant Hills Road which requires a 6 metre deep soil zone (Refer Control C.03).
- C.10 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.
- C.11 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.
- C.12 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.
- C.13 Deep landscaped setbacks should be provided to Pennant Hills Road to enhance amenity along this frontage.
- C.14 Street trees and landscaping should be provided along footpaths to enhance the quality of the streetscape and maximise pedestrian amenity.
- C.15 Tree and plant species endemic to the area should be used.

Communal Open Space Areas

- C.16 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.17 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 8.5.8.2.1.
- C.18 Communal open space areas should be sized to allow opportunities for passive and active recreation.

Pedestrian Links

- C.19 Well-defined paths should be provided to allow access to Pennant Hills Road and other public domain areas.
- C.20 A safe pedestrian environment should be provided.

- C.21 Pedestrian links should be designed and located to assist in providing increased casual surveillance.

Water Sensitive Urban Design (WSUD)

- C.22 Post-development peak flows from the development site must not exceed pre- development peak flows.
- C.23 Landscape works must be undertaken in collaboration with the hydraulic and civil works to develop an integrated stormwater design.
- C.24 Open space and green links should be provided to assist with stormwater management, provide deep soil zones and maximise rainfall infiltration.
- C.25 All development including landscape designs 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.

Areas of High and Moderate Ecological Significance

- C.26 Areas identified as being of high or moderate ecological significance are shown on Figure 8.5.8.5.1.
- C.27 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.28 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 8.5.8.5.1 - Areas of High and Moderate Ecological Significance

8.5.8.7 BUILT FORM AND SITE REQUIREMENTS

Objectives

- O.01 Position buildings so that they relate to the topography, the streets and each other. 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.
- O.02 Minimise the apparent density of the development.

- O.03 Minimise site coverage and provide areas of communal open space, setbacks, deep soil and open space. Minimum site areas, site frontages, setbacks and separation distances should be provided for the different building typologies.
- O.04 Provide adequate privacy and amenity for existing and future residents within and beyond the site.
- O.05 Respond to the topography and minimise the extent of cut and fill.

Controls for Residential Apartment Building Development

- C.01 Setbacks and siting of buildings must provide areas for deep soil/permeable surfaces, communal open space areas and private open spaces.
- C.02 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 8.5.84.1.
 - Provide building separations consistent with the provisions of Part 2F of the Apartment Design Guide.
- C.03 Sites must be a minimum of 1,500m² for development of apartment buildings of 3 or more storeys.
- C.04 Sites must have a minimum frontage of 24 metres for development of apartment buildings of 3 or more storeys.

8.5.8.8 BUILDING DESIGN EXCELLENCE, FINISHES AND MATERIALS

Objectives

- O.01 Have buildings that are well designed in terms of massing, proportions, scale, materials and detailing. 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.
- O.02 Have buildings that are constructed to a high-quality, require minimal maintenance and use robust materials suitable for the context.
- O.03 Minimise the apparent density of the development.
- O.04 Maximise the amenity of residents.

Controls

- C.01 A detailed site analysis plan must be submitted with a Development Application proposing residential apartment building(s) and/or multi-unit residential development.

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.

- C.02 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.03 Attached housing must demonstrate that the design principles of the [Design Guide for Low Rise Housing Diversity](#) and the *SEPP (Housing Code)* have been considered.

NORTH ROCKS WARD

8.5.9 27-33 NORTH ROCKS ROAD, NORTH ROCKS

This Section of this DCP must be read in conjunction with Parramatta DCP 2023.

This Section applies to all land commonly referred to as the "Target Site" within this Section, comprising of those lots identified in Figure 8.5.9.1 below and legally identified as:

- Lot 1 DP 127003;
- Lots 2 and 3 in DP 22931;
- Lot 2 DP 721567;
- Lot 101 DP 617754; and
- Lots 2 DP 1158967.

This site has a total area of 13,139.6m².



Figure 8.5.9.1 – Land application map

The indicative master plan (Figure 8.5.9.1.1) and design principles (Figure 8.5.9.1.2) underpin the controls in this DCP.

Where there is any inconsistency between this Section of this DCP and any applicable Section of this DCP, the provisions of this Section of this DCP shall prevail.

This plan should be read in conjunction with relevant maps from *Parramatta LEP 2023* that demonstrate bushfire prone land and vegetation.

8.5.9.1 DESIRED FUTURE CHARACTER

A sustainable development that is the new benchmark in architectural excellence in the North Rocks area. The development enhances the amenity and visual quality of the North Rocks Road streetscape, the southern and eastern edge of Russell Walker Reserve and the natural character of the riparian corridor along Darling Mills Creek.

It provides a built form landmark at the approach to North Rocks Road. Development buffers the creek corridor and reserve from the noise and visual impacts of James Ruse Drive whilst allowing generous view corridors to the reserve beyond. The development provides greater diversity in dwelling types and housing choice close to public transport.

The development improves the interface to North Rocks Road, the creek, and reserve through additional landscaping.



Figure 8.5.9.1.1 – Indicative master plan



Figure 8.5.9.1.2 – Design Principles

General objectives

- O.01 Repair and enhance the riparian corridor of Darling Mills Creek and buffer to Russell Walker Reserve.
- O.02 (Provide a transition in scale to the low-scale residential development to the east by providing a generous landscaped setback along the eastern boundary.
- O.03 Connect the new site access road for the Target Site 7 to the west with the existing informal walking track by the creek.
- O.04 Create a strong sense of address for the development to North Rocks Road and the new access street to the adjacent target site through the use and placement of a taller built form.
- O.05 Minimise vehicle entry impacts to North Rocks Road.
- O.06 Provide affordable housing choices for the local community close to services and facilities.

Views

- O.07 Maximise opportunities for high-quality creek and reserve outlooks and northern solar access to dwellings.
- O.08 Respond to the view from James Ruse Drive towards the site through architectural excellence and a more dominant and stronger form.
- O.09 Maintain some visual connection from North Rocks Road footpath through the site to Russell Walker Reserve and the creek corridor.
- O.10 Achieve generous view corridors to the creek and reserve between built form.
- O.11 Minimise the visual and amenity impacts of James Ruse Drive through orientation, design and built form.

Built form

- O.12 Provide a built form that responds to adjoining development and accentuates the corner of James Ruse Drive and North Rocks Road.
- O.13 Provide an appropriate built form envelope and Development Controls for the subject site that realise its potential for greater density.
- O.14 Achieve a high-quality development that is responsive to the existing natural and built form environment around the site.
- O.15 Achieve a design solution that demonstrates best practice urban design and architecture.
- O.16 Require a design that responds to the amenity impacts created by James Ruse Drive and North Rocks Road.

Landscaping

- O.17 Improve the amenity and outlook towards the wall to James Ruse Drive through landscape and maximising opportunities for spaces.
- O.18 Extend and enhance the existing landscape character of North Rocks Road.
- O.19 Maximise the landscape setting between the creek and any new development.
- O.20 Achieve a well-considered and attractive landscape and built form interface to the Darling Mills Creek.

8.5.9.2 HUNTER PIPELINE EASEMENT & AGL GAS MAIN

The applicant is required to consult with Caltex Australia Petroleum Pty Ltd and AGL Energy with respect to the location of any proposed structure or building on or in the vicinity of the pipeline or gas main.

Evidence of consultation and the concurrence of Caltex Australia Petroleum Pty Ltd and AGL Energy is to be submitted with any Development Application.

8.5.9.3 BUILT FORM AND SITE PLANNING

Objectives

Siting

- O.01 Ensure appropriate placement of development on the site to minimise impact to the creek line, reserve and neighbouring properties.
- O.02 Ensure appropriate distribution of built form across the site to maximise view corridors to the reserve from James Ruse Drive.
- O.03 Minimise adverse impacts from the proximity of James Ruse Drive on future apartments within the development.
- O.04 Achieve a landscape transition that responds to the natural features and topography of the site.

Height of buildings

- O.05 Respond to the role of this site as a Target Site for greater residential density.
- O.06 Ensure that development on the subject site complements without challenging the role of Target Site 7 as a gateway site.
- O.07 Provide recognition through the allowable height of the visual prominence of the site for drivers on James Ruse Drive.
- O.08 Ensure that the new development does provide a high-quality address to James Ruse Drive from the east and to North Rocks Road.
- O.09 Ensure the new development provides a built form buffer for the creek corridor and development to the north from the noise and visual impacts of James Ruse Drive whilst allowing generous north-south view corridors across the site.

Density

- O.10 Provide a dwelling density that reflects the target site status of the land.
- O.11 Provide high density residential development in proximity to public transport.
- O.12 Ensure that an appropriate level of development is provided on the site that does not dominate the adjoining Target Site 7 or the lower scale development along North Rocks Road.

Setbacks and separation

- O.13 Mitigate adverse impacts on neighbouring properties.
- O.14 Mitigate acoustic impacts of James Ruse Drive.
- O.15 Ensure new development is appropriately setback from North Rocks Road.
- O.16 Encourage solar penetration and view corridors through the site
- O.17 Safeguard and protect the required riparian corridor and enable regeneration of native landscape to the creek banks and corridor.
- O.18 Provide sufficient setback from the riparian corridor to allow private open space to occur at ground level.

Apartment layout

- O.19 Provide an apartment design that achieves a functional layout and high level of amenity.
- O.20 Ensure that appropriate storage and facilities are provided within the unit.
- O.21 Maximise opportunities for cross ventilation and solar access.
- O.22 Ensure a direct relationship between living spaces and private open spaces for each dwelling.

Controls

Siting

- C.01 Future development to be located generally in accordance with Figure 8.5.9.5.1.
- C.02 Building depth is to be a maximum of 18 metres from glass line to glass line excluding balconies.

Height of buildings

- C.03 Building heights are not to exceed the maximum number of storeys shown in Figures 8.5.9.1.1 and 8.5.9.1.2.
 - Building A – 9 storeys
 - Building B – 9 storeys
 - Building C – 9 storeys
 - Building D – 8 storeys
 - Building E – 7 storeys
- C.04 Mezzanine levels will be counted as storeys.
- C.05 Number of storeys excludes where basements protrude above ground due to topography on the site.
- C.06 Additional height for architectural roof features is considered appropriate to achieve architectural excellence

Density

- C.07 No more than 150 dwellings may be provided on the site.

NOTE: The maximum density should not be considered as the desired yield for the site. The final yield will be dependent on identifying designs that address all of the objectives of this development control plan.

Setbacks and separation

- C.08 Average building setbacks and minimum separation distances between the built forms are to be provided in accordance with Figure 8.5.9.3.1 providing that any windows on the side facades of the buildings (excluding the eastern façade of Building E) are either frosted or high level to ensure adequate privacy is achieved.
- C.09 The minimum front setback is to align with the predominant setback within the street or 9 metres whichever is greater.
- C.10 The setback to buildings from James Ruse Drive is to be a minimum of 19 metres including balconies and access corridors.
- C.11 The setback to the north eastern boundary is to be a minimum of 21 metres.
- C.12 The setback to Russell Walker Reserve is to be a minimum of 8 metres.
- C.13 Additional setbacks are to be provided for built form beyond the riparian corridor to the north to allow for generous private open space terraces and additional landscaping between the development and the riparian zone.

Planting on structures

- C.14 Plant growth is to be optimised by:
- providing soil depth, volume and area appropriate to the size of the plants to be established;
 - providing appropriate soil conditions and irrigation methods; and
 - providing appropriate drainage
- C.15 Planters are to be designed to support the appropriate soil depth and plant selection by:
- ensuring planter proportions accommodate the largest volume of soil possible; and
 - providing square or rectangular planting areas, rather than long narrow linear areas.
- C.16 Minimum soil depths are to accordance with the following:

Table 8.5.9.3.1 – Minimum soil depths

Large trees such as figs (16 metres canopy diameter at maturity)	
Minimum soil volume	150m ³
Minimum soil depth	1.3 metre
Minimum soil area	10x10 metres area or equivalent
Medium trees (8 metre canopy diameter at maturity)	
Minimum soil volume	35m ³
Minimum soil depth	1 metre
Approximate soil area	6x6 metres or equivalent
Shrubs	

Minimum soil depth	500-600mm
Ground cover	
Minimum soil depth	300-450mm
Turf	
Minimum soil depth	100-300mm

Any subsurface drainage requirements are in addition to the minimum soil depths quoted above.

Apartment layout

- C.17 Long continuous corridors servicing units are to be avoided.
- C.18 All living areas and private open space areas are to be oriented to the north towards the creek corridor or Russell Walker Reserve.
- C.19 Minimise the number of habitable rooms located to the south adjacent to James Ruse Drive.
- C.20 Locate wet areas, service rooms and circulation to the southern portion of the buildings or adjacent to James Ruse Drive and North Rocks Road.
- C.21 Provide the following minimum storage area to each unit:
- 1 bed apartment - 6 cubic metres
 - 2 bed apartment - 8 cubic metres
 - 3 bed apartment + - 10 cubic metres
- C.22 A minimum of 50% of the storage requirement is to be provided within the unit via separate linen and storage cupboards and is not to include wardrobes or kitchen cupboards in the calculation.

8.5.9.4 SOLAR ACCESS AND OVERSAHDOWING

Objectives

- O.01 Orient the development to maximise solar access to living areas and open spaces.
- O.02 Ensure adjacent dwellings and their private open spaces achieve a reasonable level of solar access.
- O.03 Provide adequate passive shading to north, west and east facing windows and private open space areas to minimise the need for reliance on fossil fuels for cooling in summer.
- O.04 Minimise the number of south facing units and single aspect apartments

Controls

- C.01 Buildings are to be oriented so that solar access to living areas and private open spaces is optimised.
- C.02 Dual aspect apartments are to be maximised with no apartments to be south facing as their only orientation.
- C.03 Living rooms and private open spaces for at least 70% of apartments in the development are to receive a minimum of three hours direct sunlight between 9:00am and 3:00pm in mid-winter.
- C.04 A minimum of 60% of the communal open space areas must receive at least three hours of sunlight between 9:00am and 3:00pm on 21 June.
- C.05 Buildings are to be designed to provide passive shading and glare control, especially in summer, by:
- using shading devices, such as eaves, awnings, colonnades, balconies, pergolas, external louvers and deciduous planting (where appropriate);
 - using high performance glass; and
 - minimising external glare off windows and other external surfaces by using glass/surfaces with reflectivity index not exceeding 20%.

8.5.9.5 DESIGN EXCELLENCE**Objectives**

- O.01 Achieve design excellence in the architecture and landscape design of any new development.
- O.02 Ensure high-quality materials and detailing is provided which are sustainable and minimise on-going maintenance costs to the development.

Controls

- C.01 New development is to provide a high-quality architectural response to the site in terms of:
- Articulation and visual interest within the massing and height required.
 - Use of high-quality, low maintenance materials.
 - Interesting roof forms and silhouettes to the buildings.
 - Treatment of side walls using high-quality materials and visual interest, if fenestration is not provided.
 - High-quality landscape design solutions maximising the use of native vegetation.
 - Presentation to James Ruse Drive in terms of facade treatment, materials and colours and articulation.
- C.02 Elevation treatment is to be generally consistent with Figure 8.5.9.5.3.

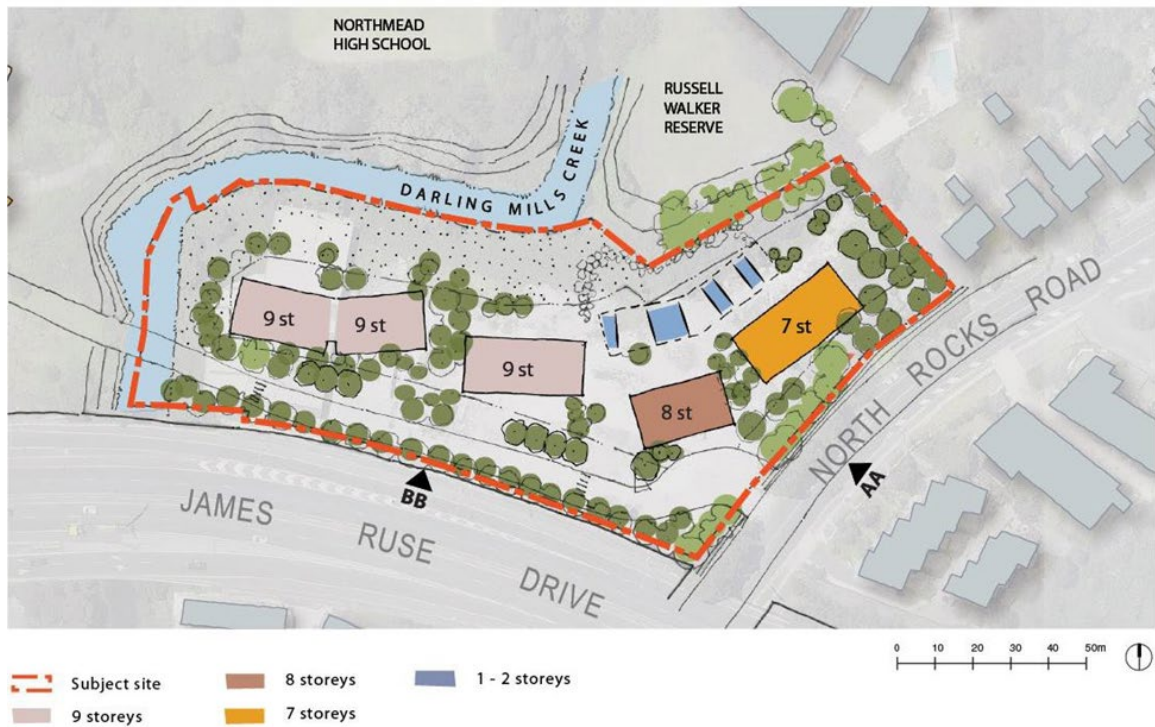
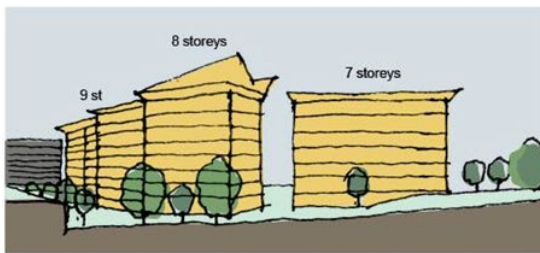


Figure 8.5.9.5.1 – Development footprint location and building heights

Note: Number of storeys does not include basement protrusion above ground



Elevation A-A to North Rocks Road

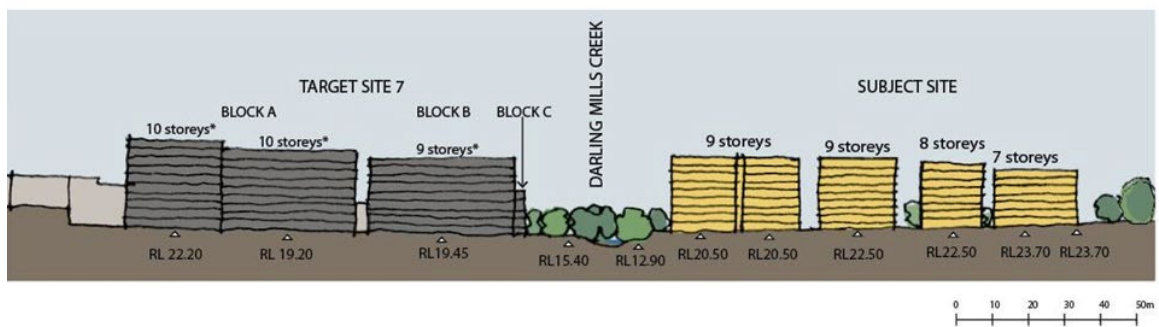


Figure 8.5.9.5.2 – Indicative Built Form



Elevation A-A



Elevation B-B



Elevation C-C



Elevation D-D

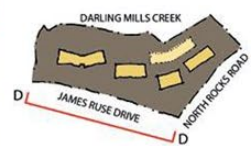
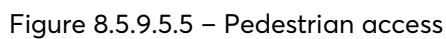


Figure 8.5.9.5.3 – Indicative elevations and building materials



8.5.9.6 TRAFFIC AND TRANSPORT

Objectives

Pedestrian access

- O.01 Achieve legible way-finding through the site and convenient access into building for residents and visitors.
- O.02 Ensure access to building entries is direct and clearly visible and a strong sense of address is provided to North Rocks Road.
- O.03 Provide a range of pedestrian routes through the development to the creek corridor and opportunities to link the site to Russell Walker Reserve.

Vehicle access

- O.04 Minimise the visual impact of vehicle access areas to pedestrian areas, North Rocks Road and the development as a whole.
- O.05 Achieve a single access point for vehicles from North Rocks Road, if possible.
- O.06 Ensure vehicle access meets with sound traffic management principles.
- O.07 Ensure that vehicle movement occurs in a safe and efficient manner.
- O.08 Ensure that access for waste collection vehicles meets Council's waste collection requirements.

Car parking

- O.09 Ensure that all car-parking demands generated by the development are accommodated on the development site.
- O.10 Protect the free flow of traffic into and out of residential flat building developments and the surrounding street network.

Controls

Pedestrian access

- C.01 Pedestrian links and entry points are to be provided generally in accordance with Figure 8.5.9.5.5 Pedestrian access.
- C.02 Resident pedestrian paths through the site are to be located outside the core riparian corridor and protected waters.
- C.03 A new public pathway is to be provided within the riparian corridor as an elevated walkway connecting the existing reserve to the new road access for Target Site 7.
- C.04 Access points for pedestrians are to be separated from vehicle access driveways to ensure safety.
- C.05 Pathway locations must ensure natural surveillance from primary living areas of adjoining units.
- C.06 Design buildings to the north eastern boundary of the site to overlook the adjacent pedestrian pathway. A visually permeable, low fence to allow dwellings to address the pathway is preferred.

- C.07 Bicycle lock-up facilities are to be provided adjacent to the main entries of the buildings and bicycle storage is to be provided as part of the parking space for each unit.
- C.08 Building entrances are to be fully accessible. Entries are to be clearly visible to public areas and are to be located either directly from North Rocks Road or the access street to Target Site 7.
- C.09 Identification signage is to be located at the entry to the site along North Rocks Road displaying clearly the property's name and address.

Vehicle access

- C.10 Vehicle entry points are to be provided generally in accordance with Figure 8.5.9.6.1.
- C.11 The preferred location for vehicle and service access is by the new access road for Target Site 7 along the site's southern boundary avoiding multiple entry points along North Rocks Road.
- C.12 The design and configuration of driveways shall be in accordance with Part 6 – Traffic and Transport of this DCP.
- C.13 Potential pedestrian/vehicle conflicts are to be minimised by:
 - Limiting the width of vehicle access points Ensuring clear sight lines at the pedestrian and vehicle crossing.
 - Vehicle driveways and entry points into buildings are to ensure that:
 - Garbage collection areas and servicing areas are accessible directly from the access road for Target Site 7, well screened and not visible to the street.
 - Driveways are recessed into the main façade line of the building.
 - Exposed car parking ramps are not permitted.
 - Continue the façade material into the car park entry recess for the extent visible from the street as a minimum to achieve a high-quality outcome.
- C.14 All vehicles, including waste and removalist trucks must be able to manoeuvre on-site without relying on access to Target Site 7.
- C.15 The Roads and Maritime Services will be consulted in relation to any Development Application on the site. Road and traffic management improvements to North Rocks Road are to be undertaken as specified by and to the satisfaction of the Roads and Maritime Services and Council.

Car parking

- C.16 Car parking is to be provided in the locations shown in Figure 8.5.9.6.2.
- C.17 Car parking shall be in accordance with Part 6 – Traffic and Transport of this DCP.
- C.18 Car parking is to be located within the basement of any new development. The line of the basement car park shall fit generally within the building footprint as shown in Figure 8.5.9.6.2 with considerations given to optimising consolidated areas of deep soil.
- C.19 The basement car park shall be designed to mitigate flood impacts.
- C.20 No car parking is to be exposed to the creek riparian corridor or to the reserve.
- C.21 Any car parking above natural ground due to the slope of the land is to be sleeved behind residential uses or landscaped terraces.

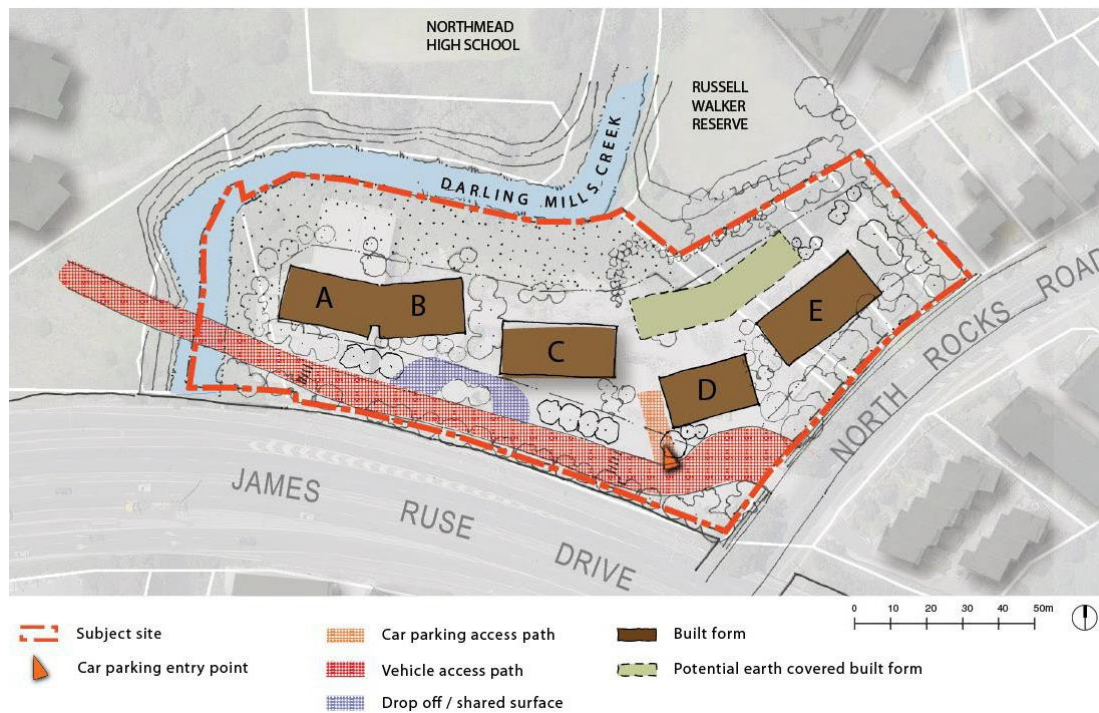


Figure 8.5.9.6.1 – Vehicular access

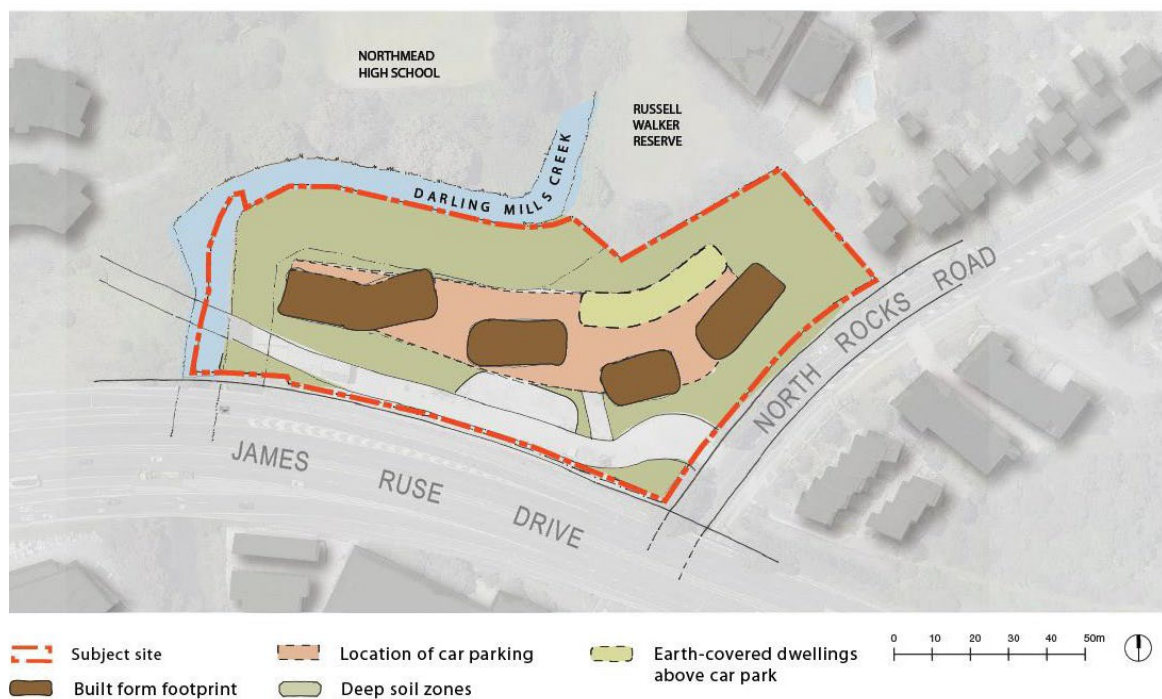


Figure 8.5.9.6.2 – Location of parking, built form and deep soil planting

8.5.9.7 LANDSCAPE AND OPEN SPACE

Objectives

- O.01 Maintain and enhance the natural vegetation along Darling Mills Creek and Russell Walker Reserve.

- O.02 Maximise landscaping and provide opportunities for the planting of native species.
- O.03 Provide high-quality landscaping along the Target Site 7 access road and frontage to North Rocks Road.
- O.04 Provide a high-quality landscaped outlook and private open space for residents.
- O.05 Retain the existing tree planting within the site where possible.
- O.06 Minimise visual privacy impacts to the dwellings to the north east.
- O.07 Maximise deep soil zones within the site.
- O.08 Minimise the visual impact of the existing retaining wall to James Ruse Drive.
- O.09 Provide high-quality communal open space for residents including a range of recreational opportunities for residents

Deep soil

- O.10 Maximise opportunities for deep soil particularly adjacent to Darling Mills Creek, James Ruse Drive and North Rocks Road to contribute to the landscape character of these areas.
- O.11 Assist with the management of water quality and the water table on the site.
- O.12 Improve the amenity of the site and its surroundings by retaining existing trees or replacing them with the same or similar species

Planting on structures

- O.13 Contribute to the quality and amenity of communal open space over car parking areas.

Controls

- C.01 Landscaping is to be provided in the locations shown in Figure 8.5.9.7.1.
- C.02 Additional street trees of an appropriate species are to be provided along the North Rocks Road boundary.
- C.03 Landscaped area is to comprise a minimum of 60% of the site area.
- C.04 Areas less than 2 metres in width will be excluded from the landscape calculation.
- C.05 A minimum of 2,300m² of common open space is to be provided.
- C.06 The new access street to Target Site 7 is to be landscaped with semi mature street trees and landscaped frontages to reduce the visual impact of James Ruse Drive.
- C.07 Consultation is required with Caltex to consider landscaping opportunities on and adjacent to the Hunter Pipeline easement prior to the lodgement of any Development Application.
- C.08 A Vegetated Riparian Zone is to be provided along Darling Mills Creek in accordance with NSW Office of Water requirements (See Figure 8.5.9.7.4). It is to function as an ecological system and therefore cannot contain any access routes or recreational areas unless detailed as part of a Development Application for the land prior to issue of the Controlled Activity Approval.
- C.09 Existing trees and vegetation in the riparian corridor and in the 1 in 100 year flood zone (refer to *Flood Impact Report* by HKMA dated 15/12/2011) are to be retained and the corridor re-

- vegetated, using native species appropriate to the flood affected location in accordance with NSW Office of Water requirements.
- C.10 Erosion and sediment control works and water diversion structures are to be provided in accordance with the NSW Office of Water requirements.
- C.11 A vegetation management plan must be prepared for approval by the NSW Office of Water as part of any development. It is to follow the Office of Water's *Guidelines for Vegetation Management Plans on Waterfront Land*.
- C.12 Endemic riparian species that overhang the creek should also be used and emergent aquatic vegetation restored where possible.
- C.13 Existing trees on-site are to be retained. If it is not possible to retain existing trees then a replacement mature specimen of the same or similar species is to be provided.
- C.14 Open spaces are to be concentrated on the northern side of the development.
- C.15 Landscaping shall be designed to positively contribute to the site's existing characteristics by:
- using plant species that are endemic to the area where appropriate; and
 - retaining and incorporating changes of level in the landscape design.
- C.16 The energy and solar efficiency of dwellings and the micro-climate of private open spaces are to be improved by:
- Incorporating deciduous trees and landscaping which allow shading in summer and low angle sun penetration in winter;
 - varying heights of different species of trees and shrubs to shade walls and windows; and
 - locating pergolas on balconies and within courtyards to create shaded areas in summer and private areas for outdoor living.
- C.17 Landscape design is to contribute to water and stormwater efficiency by:
- using plants with low water demand to reduce mains consumption;
 - using plants with low fertiliser requirements; and
 - utilising permeable surfaces.
- C.18 Private and common spaces are to be clearly defined through landscape.
- C.19 Communal open space is to be provided to the northern area of the site adjacent to the creek corridor and existing reserve.
- C.20 The design of this area is to ensure privacy for ground floor units adjacent to it.
- C.21 Communal open space is to be accessible to all residents.
- C.22 Provision of a gym or pool must be restricted to indoors to minimise noise impacts to adjoining residents.

Deep soil

- C.23 Deep soil is to be provided generally in the locations shown in Figures 8.5.9.6.2 and 8.5.9.6.3.
- C.24 Deep soil is to comprise a minimum of 30% of the landscape area. (**Note:** the landscape area excludes the riparian corridor zone and the riparian recovery zone).



Figure 8.5.9.7.1 – Landscape strategy



Figure 8.5.9.7.2 – Landscape character images

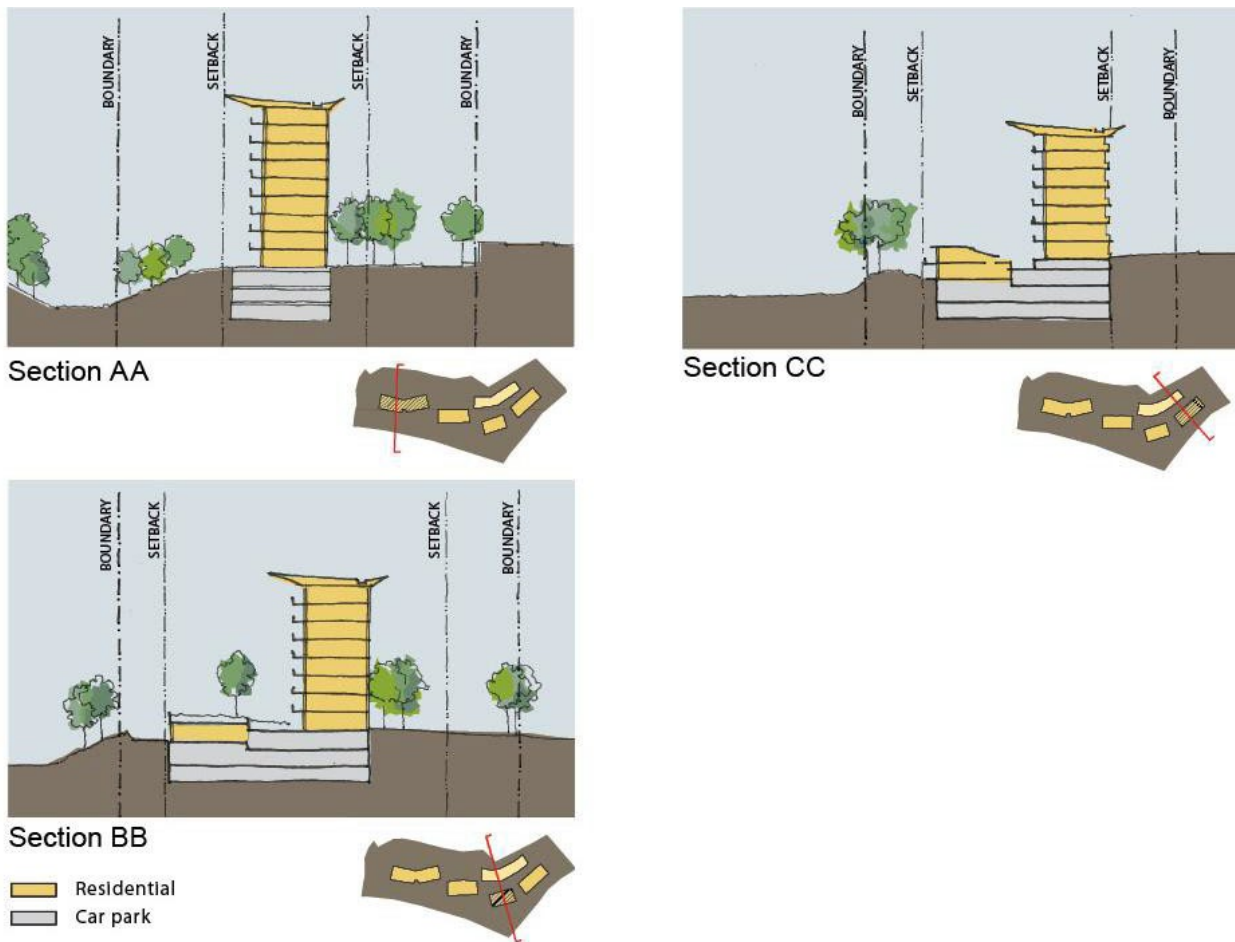


Figure 8.5.9.7.3 – Sections showing location of car parking relative to ground level

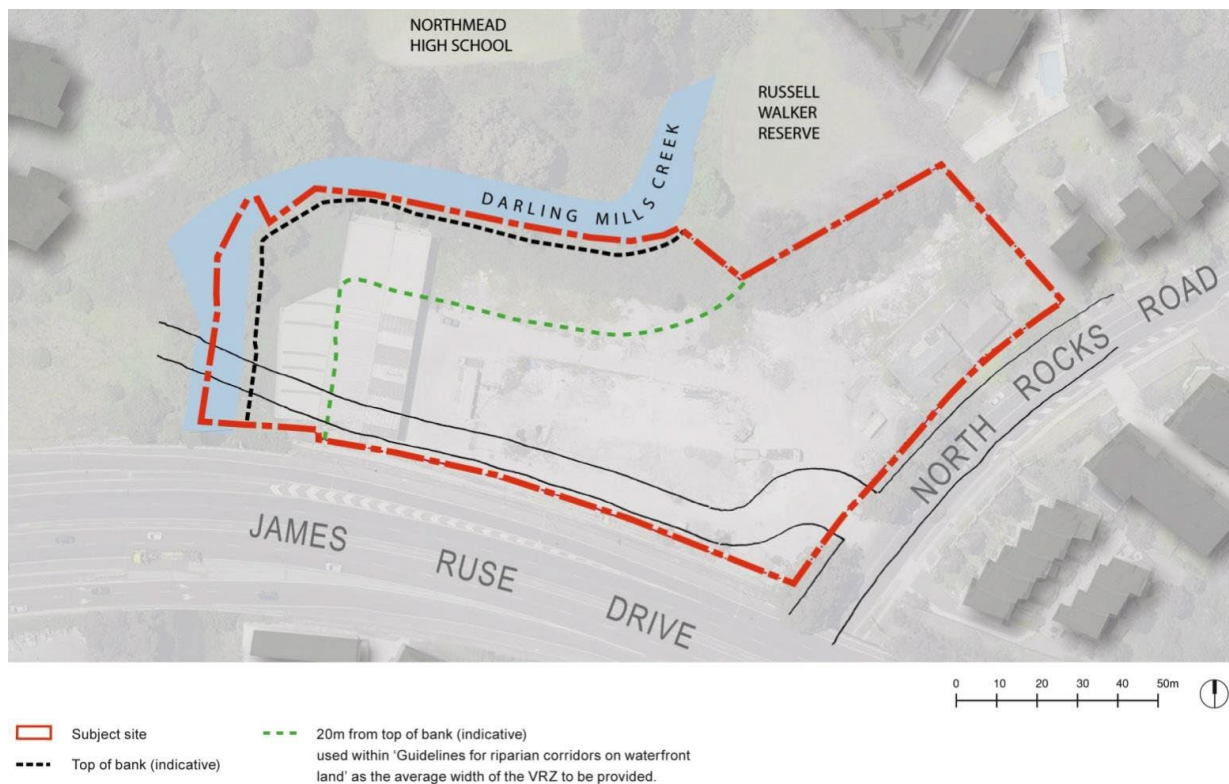


Figure 8.5.9.7.4 – Riparian corridor zone

8.5.9.8 FLOODING

Objectives

- O.01 Minimise the impact of flood events on new development.
- O.02 Maximise public safety and minimise potential damage to property.

Controls

- C.01 Flood levels have been determined by the Upper Parramatta River Catchment Thrust (UPRCT) as part of the Upper Parramatta River Flood Study. For any new development all habitable spaces and private open space must be located at or above the established freeboard for the site. This freeboard of RL 17.0 is set up 500mm above the 1% ARI Flood Level (Darling Mills Creek).
- C.02 Basement access is to be at least on or above the freeboard of RL 17.0.
- C.03 Basements are to be constructed as a watertight structure and mechanically ventilated.
- C.04 Appropriate warning signs, flood depth indicators and directional signs are to be indicated as part of any Development Application.

8.5.9.9 NATURAL VENTILATION

Objectives

- O.01 Maximise opportunities for cross ventilation.
- O.02 Reduce energy consumption by minimising reliance on mechanical ventilation.

Controls

- C.01 A minimum of 60% of units are to be cross- ventilated
- C.02 A minimum of 25% of kitchens are to have access to natural ventilation.
- C.03 Building layout is to maximise the potential for natural ventilation by designing narrow building depths and providing dual aspect apartments

8.5.9.10 NOISE AND VISUAL PRIVACY

Objectives

- O.01 Minimise acoustic impacts from James Ruse Drive and North Rocks Road.
- O.02 Minimise noise transmission in between dwellings and from common open areas.
- O.03 Avoid overlooking of living areas and private open space.

O.04 Maximise opportunities for passive visual surveillance.

Controls

- C.01 Stack ventilation should be considered to achieve cross ventilation in apartments where acoustic requirements will not allow operable windows to the southern facade of the development.
- C.02 Any development proposal is to be accompanied by a noise impact assessment (Acoustic Report) detailing typical noise levels within dwellings.
- C.03 Minimise direct overlooking of living areas and private open space areas of dwellings both within and between dwellings on-site and adjoining sites through building location and orientation, landscape, screening devices and window size, location and glass treatment.
- C.04 Any plant and equipment for the development is to be screened and acoustically treated to avoid noise transference.

8.5.9.11 BUSH FIRE

Development consent will not be granted for subject site unless the consent authority:

- is satisfied that the development conforms to the specifications and requirements of *Planning for Bush Fire Protection 2006*, prepared by NSW Rural Fire Service in co-operation with the Department of Planning; or
- has been provided with a certificate prepared by a qualified consultant in bush fire risk who is recognised by the NSW Rural Fire Service stating that the development conforms to the relevant specification and requirements

8.5.9.12 CONTAMINATION

The subject site is to be fully remediated and a validation report submitted to Council's satisfaction prior to the issue of a Construction Certificate for residential development on the site.

Submission requirement

- A validation report indicating that the site has been made free from contamination.

8.5.9.13 WASTE STORAGE AND REMOVAL

Controls

- C.01 All waste storage and servicing will be accessible off the access road to Target Site 7 and comply with Council's preferred waste management strategy.

- C.02 A waste management plan shall be prepared for green and putrescible waste, garbage, glass, containers and paper.
- C.03 Every dwelling will include a waste cupboard or temporary storage area of sufficient size to hold a single day's waste and to enable source separation.
- C.04 All waste storage will comply with Council's Waste Management Information and Bin Bay Design Specifications for Multi-unit Developments

8.5.9.14 STAGING OF DEVELOPMENT

Controls

- C.01 Development approval for the 27-33 North Rocks Road, North Rocks Target Site must have appropriate regard to the amenity of the adjoining residential development known as Target Site 7. Accordingly, any Development Application for the residential development of Lot 2 DP 1158967 shall have regard to the access requirements for development of the site.
- C.02 Staging should be organised to follow a logical sequence and minimise disruption to surrounding development.

8.5.10 257 WINDSOR ROAD AND RUSSELL STREET, BAULKHAM HILLS

This Section of this DCP applies to all land commonly referred to as “Russell Street Target Site”, and comprises those lots identified in Figure 8.5.10.1 and legally identified as:

- Lots 1 to 5, 20 to 22, DP 8214
- Lots 1, 3 to 6, DP 866897



Figure 8.5.10.1 – Land application map

This Section is to be read in conjunction with other relevant Sections including:

- Part 3 – Residential Development
- Part 5 – Environmental Management
- Part 7 – Heritage and Archaeology

Where any provision of this Section of this DCP is inconsistent with provisions in other Parts of this DCP, the provisions of this Section shall prevail.

8.5.10.2 GENERAL OBJECTIVES

O.01 Provide detailed design and environmental standards for the development of the Russell Street Target Site.

- O.02 Ensure the development adopts a form and style that enhances the green garden character of the City and neighbourhood.
- O.03 Demonstrate best practice in urban and residential design to act as a model development and prototype for other target sites within the Sire.
- O.04 Enhance and preserve the historic school buildings and provide for their long term preservation.

8.5.10.3 GENERAL

Proposed development demonstrates that it represents a high-quality urban design solution and that adequate regard has been given to the following aspects of the design.

Objectives

Visual Impacts and Views

- O.01 Be compatible with the surrounding heights of the adjacent mixed height single dwellings and two storey multi dwelling housing.
- O.02 Explore built form that minimises any negative impacts on the Russell Street streetscape/landscape.
- O.03 Explore a range of building forms that represent a transition between the low scale residential forms to the east and the two storey multi dwelling housing developments to the west and higher building forms within the site.
- O.04 Preserve the existing views of the historic school precinct from Windsor Road.

Heritage

- O.05 Reflect and respect the significant heritage buildings and identified curtilage.

Land Use and Density

- O.06 Achieve an appropriate relationship to the topography of the site and ensure the built form does not adversely impact on the solar access and privacy of adjoining owners.
- O.07 Provide adequate communal open space.
- O.08 Respect the historic low density visual setting of the historic school curtilage.

Access

- O.09 Provide comfortable and safe pedestrian access for future residents.
- O.10 Not adversely impact on the residential ambiance of Russell Street.
- O.11 Limit vehicular access into and out of site to three locations along Russell Street.

Urban Structure

- O.12 Provide an appropriate transition between the low-rise, low-density housing skirting the east and west boundaries and higher density residential development within the site.

Landscape and Character

- O.13 Where possible retain and protect any existing mature trees within the site that have been identified for retention.
- O.14 Provide appropriate communal streetscape character of Russell Street with sympathetic landscaping treatment.
- O.15 Have regard to the physical setting of the site, including the fall from the north-east to the north- west.
- O.16 Ensure the retention and ongoing maintenance of the identified historic plantings associated with the school through the provision of generous space for spread and protection of root zones.

Controls

The site analysis process has lead to the identification of a number of key design controls including:

- C.01 Retention/reinforcement of perimeter landscape. Augmentation of internal landscape to reinforce and reinstate the gardenesque characteristics of both the site and the area. This will also provide the basis for a series of active passive communal recreational places within the site.
- C.02 Adaptive re-use of the heritage buildings and curtilage for communal active functions.
- C.03 10 metre building setback from historic school buildings.
- C.04 Low rise development (to maximum two storeys plus attic) within the zone contiguous with curtilage and heritage buildings and generally paralleling Windsor Road.
- C.05 Primary vehicular access to the site from Russell Street located to take advantage of site slopes and thus giving vehicular entry to basements associated with individual building complexes.
- C.06 Pedestrian entry zones identified to provide for a range of alternate access points from both Windsor Road and Russell Street.
- C.07 Three storeys plus attic buildings located behind perimeter landscaping to Russell Street. Facades to be articulated.
- C.08 Six storey residential flat building located in the centre of the site with a norther aspect. Siting designed to maximise panoramic views and minimise external impacts.
- C.09 Maximum development capacity of 130 dwellings consistent with the recommendations in the Traffic Report.
- C.10 Internal roads and vehicular access/visitor parking to be lightly incised into the site.

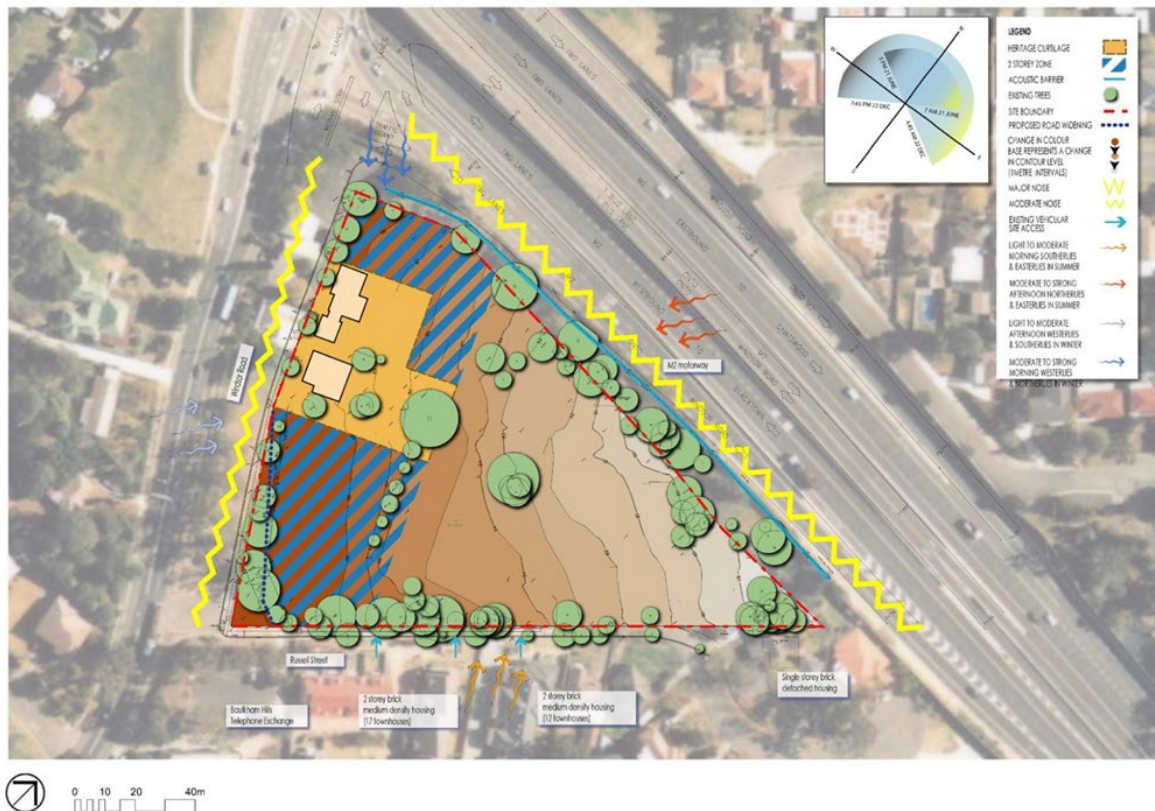


Figure 8.5.10.2.1 – Opportunities & constraints



Figure 8.5.10.2.2 – Design principles

8.5.10.4 BUILT FORM, HEIGHT OF BUILDINGS AND SITE PLANNING

Objectives

Site planning

- O.01 Achieve coherent site planning and development that relates to the natural contours of the site and contributes to the character of the area.
- O.02 Protect, contribute and enhance the existing residential character and amenity.

Setbacks

- O.03 Provide setbacks that compliment the surrounding setting and allow flexibility.
- O.04 Front setback to be provided to enhance the existing character and streetscape quality of Russell street and provide opportunity for visually significant as well as functional landscape.

Building height and form

- O.05 Ensure that the scale and bulk of new buildings have regard to the natural topography and retain vegetation within the site.
- O.06 Ensure that new buildings are compatible in bulk and scale with the surrounding developments.
- O.07 Ensure that the new buildings have minimum impact on the neighbouring properties in terms of overshadowing, privacy and views.
- O.08 Ensure that new buildings within the two storey zone are compatible in height, bulk and scale with the remaining heritage buildings.

Controls

Site planning

- C.01 Future development to be located generally in accordance with Figure 8.5.10.2.2.
- C.02 The site coverage shall be a maximum 50% of the site area.

Setbacks

- C.03 Setbacks are to complement the existing and future desired streetscape of the area.
- C.04 Setbacks are to provide sufficient area for landscaping to compliment building form.
- C.05 Front setbacks for the proposed development are to minimise negative impact on the existing landscape.
- C.06 Side and rear setbacks of the proposed development are to minimise any adverse impacts such as overshadowing and privacy between the proposed and existing developments.
- C.07 Development setbacks shall be in accordance with Figure 8.5.10.3.1.

Table 8.5.10.3.1 - Setbacks

Residential flat buildings	
Front Setback (Windsor Road)	10m

Front Setback (Russell Street)	10m
Read Setback (M2 Motorway)	6 metres
Multi dwelling housing (two storeys + attic)	
Front Setback (Windsor Road)	10m
Front Setback (Russell Street)	10m
Read Setback (M2 Motorway) – Single storey or more	6 metres



Figure 8.5.10.3.1 – Setbacks

Building height and form

- C.08 The height of new buildings shall be related to the topography of the site.
- C.09 The height of new building shall not exceed the bulk and scale of buildings on adjoining lands.
- C.10 Building height and bulk shall be located on the site to ensure that there is no significant loss of amenity to adjacent dwellings and the public domain.
- C.11 The design of the units adjacent to Russell Street properties should provide for articulation of built form and fenestration to provide visual interest and diversity.

- C.12 The maximum height of any two storey building and attic abutting the M2 Motorway, Windsor Road or Russell Street shall not exceed 7.2 metres (height to eaves).
 - C.13 The maximum height of any three storey building and attic or part of a building addressing Russell Street shall not exceed 12 metres to the eaves or 14 metres to the ridge.
 - C.14 The maximum height of any building abutting the M2 Motorway along the northern boundary shall not exceed more than six residential storeys (18 metres height to eaves or 20 metres maximum ridge height).
 - C.15 The attic level in any unit may contain a maximum of one bedroom (with associated wardrobe and ensuite). The maximum total useable floor area permitted in the attic is 25m² (including the area of the ensuite and wardrobe). No additional floor space will be permitted in the attic area.
- Refer to Figure 8.5.10.2.2 for building storey heights and Figures 8.5.10.3.2 and 8.5.10.3.3 – Indicative sections and elevations.



Figure 8.5.10.3.2 – Indicative Russell Street elevation



Figure 8.5.10.3.3 – Indicative cross section

8.5.10.5 LANDSCAPE AND VEGETATION

A vegetation report for the site was prepared in January 2000. The report noted that there were approximately 200 trees on-site of which a significant proportion were of good health and form. It was noted that very few were indigenous to the area and that none represented remnant tree species. The species range was dominated by native Australian and American trees.

The report noted that the trees were generally some 60 to 80 years old and of more recent origin than the heritage buildings. The older trees generally occurred on the south-western corner and along the western boundary. Significant numbers of planting within the site were consistent with the built

framework defined by the later school buildings [now demolished] which were in the order of 20 to 25 years old.

Landscaping within the historic school boundary consists of some mature native and exotic species. Of particularly high aesthetic and historic value are the two fig trees fronting Windsor Road on the northern section of the site.

The supporting drawing clearly indicates that the report identified significant groupings of trees within courtyards formed by the school buildings. It is evident that a substantial number of trees have now been removed from the site, even though they were identified in the January 2000 report as being in good condition and of a substantial scale. This is regrettable since their retention would have contributed to the gardenesque character of the area and would have also added significant value to any proposed residential development. There is no evidence that the removal of significant vegetation has been approved by Council.

The vegetation drawing, Figure 8.5.10.4.2, clearly shows the remaining vegetation on-site and those trees that may be impacted as a result of the proposed development outlined as part of this Section of this DCP. In addition, the drawing also shows those trees that were identified in the January 2000 report to be in good condition and which have subsequently been removed from the site, together with those trees that were identified to be in poor condition and scheduled for removal in the January 2000 report.

Opportunities

There is substantial perimeter planting which will help to mitigate the impact of development within the site. The landscape to the edges of the site represents an important element which will facilitate screening the residential development and provide a foil, particularly against the M2, Russel Street and Windsor Road frontages.

The loss of vegetation previously identified as being in fair/good/excellent condition, particularly within the previous 'courtyards', will need to be addressed as part of the detailed landscape proposals associated with the development of the site.



Figure 8.5.10.4.1 – Access



Figure 8.5.10.4.2 – Vegetation

Objectives

- O.01 Integrate the landscape design with the design of the future residential development.
- O.02 Protect and enhance the gardenesque character of the City.

Controls

- C.01 Landscaping is to be appropriately scaled and located relative to both the building bulk, incorporating existing vegetation where possible.
- C.02 The landscape area shall be a minimum 50% of the area of the site, exclusive of access driveways and parking.
- C.03 Areas less than 2 metres in width will be excluded from the landscaped area calculation.
- C.04 A minimum of 25% of the landscaping area shall permit deep soil planting.
- C.05 Landscape plans shall clearly demonstrate that an additional quantum of mature landscaping will be provided and located in a form that reflects as closely as possible the landscape that exists as at January 2000 (refer Figure 8.5.10.4.2).
- C.06 A 7,500mm wide deep soil planting landscape medium island is to be provided at the entry to the central driveway off Russell Street which provides access to the six storey building basement.
- C.07 Mature landscaping is to be provided on Russell Street to supplement existing trees and enhance screening of the future development from Russell Street

8.5.10.6 TRAFFIC AND ACCESS

The triangular site is bounded by the M2 motorway along the northern boundary, Windsor Road on the west and Russell Street to the east.

A pedestrian footpath skirts the east and west boundary along Windsor Road and Russell Street.

Traffic Solutions Pty Ltd prepared a report on the potential traffic impact of the proposed re-zoning of the site to permit residential flat buildings. The statement addressed the following requirements of Council:

a) Existing traffic environment

"The intersection of Windsor Road and Russell Street and Oakland Avenue and Ventura Road currently operates at an unsatisfactory level of service due to the lengthy delays for right turn vehicles.

A previous Development Application proposed the installation of traffic signals at this intersection as part of the proposal, however the Roads and Traffic Authority strongly objected to the concept"

b) Proposed development - traffic generation

"The development proposal of 130 units is estimated to generate approximately 52 vehicle trips in the morning and evening peak hour."

"Consequently, the proposed development with an estimated potential traffic generation of 52 vehicle trips in the peak hours will not increase the peak hour volumes beyond the RMS (300 max) or Council's suggested maximum environmental goal for Russell Street, Baulkham Hills."

c) Cumulative impact in locality and surrounding streets

The impacts on the surrounding network, including Oakland Avenue and Ventura Road were examined and found to be minimal.

d) Need for traffic improvements in the locality

The assessment explored the need for traffic improvements including the Windsor Road/Russell Street intersection.

e) Sight distance

"The proposed driveway locations along the Russell Street frontage of the site will provide satisfactory sight lines in both directions along Russell Street."

f) Conclusion

"The good Level of Service at the intersection of Windsor Road will continue with the estimated additional traffic generation of the proposed residential development and even if the right turns were prohibited at Russell Street."

"The additional traffic demand on the intersections of Windsor Road with Oakland Avenue and Ventura Road, as a consequence of additional traffic utilizing these intersections to turn around (including the proposed development) will only alter the Degree of Saturation and Total Average Delays minutely."

The following opportunities and constraints were identified:

Opportunities:

- Enhance level of service and minimise the number of accidents occurring at the Windsor Road and Russell Street intersection by controlled left turn entry and egress during peak hours only.
- Take advantage of the Russell Street pavement width and sight lines.

Constraints:

- Single point of access to Windsor Road.

Objectives

- O.01 Provide sufficient and convenient on-site parking for residents and visitors and hence maintain the amenity of adjoining properties and the efficiency of the road network.
- O.02 Ensure that vehicular access to and from the development is simple, safe and direct.

Controls

- C.02 Car parking shall be located underground where practicable, to minimise the height of buildings above the natural ground level.
- C.03 Driveway design shall provide safe and efficient ingress/egress to the site.
- C.04 The design of driveways and parking areas shall minimise the visual impact of hard paved areas
- C.05 The driveway design shall make provision for service vehicles where practicable.

Public Roads

- C.06 Line marking and curb treatment to delineate left and right turns for vehicles exiting Russell Street is to be provided to council's requirements.

Car parking

- C.07 All car parking areas and spaces shall be designed in accordance with Part 6 – Traffic and Transport.
- C.08 Tandem car parking may be considered depending upon the merits of the proposal having regard to overall car parking provision.



Figure 8.5.10.5.1 – Car parking & vehicular access

- C.09 A carwash bay must be provided in accordance with the following:
 - a) The carwash bay can be either a designated car space separate to that of total car spaces as calculated, or can be a visitor space when not utilised by visitors.

- b) A minimum provision of one designated carwash bay space per residential multi-unit development.
- c) Car wash bays are not to be used to carry out engine degreasing or mechanical repairs and must be signposted to reflect this prohibition.
- d) Wastewater must be treated so as to remove grease, oil and silt and must be either reused for car washing or used for irrigation of landscaped areas on-site. To treat wastewater in this way application for a licence must be applied for from the Office of Environment and Heritage. Approval can be sought from www.environment.nsw.gov.au/licensing/.
- e) Alternatively wastewater can be discharged to the sewer, This is only where (b) is not feasible according to a report provided by a hydraulic engineer, the Council or the Office of Environment and Heritage. Approval from Sydney Water must be sought by applying for Permission to Discharge Trade Wastewater. Refer to the fact sheet on Sydney Water's web site www.sydneywater.nsw.gov.au. - Disposal of Trade Wastewater from Residential Car Wash Bays.
- f) Wastewater option (e) requires the construction of a roof over the designated car wash space and must be bunded to exclude rainwater as per Sydney Water's requirements.
- g) Approval must be obtained either from the Office of Environment and Heritage or Sydney Water prior to construction of the development.

C.10 Car parking design to be generally in accordance with Figure 8.5.10.5.1.

Pedestrian Access

- C.11 Separate pedestrian access shall be provided from the street independent of vehicular access.
- C.12 Pedestrian access shall be legible, inviting, safe and provide visible interest.
- C.13 Pedestrian access to be in accordance with Figure 8.5.10.2.2.
- C.14 Given the existing width of Russell Street the opportunity to establish perpendicular to the kerb car parking zones for visitors, together with associated landscaping should be explored with the Council during the DA design phase. The introduced landscape should be no less than one mature street tree for every four car parking spaces.

Driveways

- C.15 Vehicular access to the site should reflect the principles shown in Figure 8.5.10.5.1.
- C.16 The design and configuration of access ways and driveways shall be in accordance with Part 6 of this DCP.

8.5.10.7 OVERLOOKING AND VISUAL/ACOUSTIC PRIVACY

Objectives

- O.01 Limit views into private open space areas and internal living room areas within the development as well as adjacent dwellings.

- O.02 Protect residents from external noise.
- O.03 Contain noise within a dwelling without unreasonable transmission to adjoining dwellings.

Controls

- C.01 Private open space areas and habitable rooms of proposed and adjacent existing dwellings shall be reasonably protected from overlooking by considering, but not being limited to:
- Building layout.
 - Location, size and design of windows & balconies.
 - Screening devices.
 - Landscaping.
- C.02 Private open space areas and habitable rooms shall be reasonably protected from uncomfortable levels of external noise by considering, but not being limited to:
- Use of noise resistant wall, ceiling, floor and roofing materials.
 - Site planning.
 - Location of habitable rooms placing them away from the noise source.
 - Use of double glazing.
 - Use of fencing, porches, walls and landscaping as noise buffers
- C.03 Windows of living rooms with direct outlook to any living room window of any proposed, or and/or existing adjoining dwelling living rooms within 9 metres shall be:
- offset a minimum of 1 metre from the edge of one window to the edge of the other.
 - screened by permanently fixed structures made of durable but aesthetically pleasing materials.
- C.04 Dividing walls and floors between dwellings shall be constructed to limit noise transmission to 45 STC (Sound Transmission Class) in accordance with Part F(5) of the *Building Code of Australia*.
- C.05 Submission of an acoustic report prepared by a suitably qualified person that addresses internal noise levels of dwellings based on *AS 3671 – Road Traffic Noise Intrusion Guidelines*

8.5.10.8 SOLAR ACCESS AND OVERSHADOWING

Objectives

- O.01 Ensure reasonable access of sunlight to living areas within buildings and open space areas around buildings in winter and minimise the need for artificial heating.
- O.02 Ensure adjacent open space/areas, living areas of adjacent dwellings, and communal areas are not deprived of reasonable solar access.
- O.03 Minimise the need for artificial lighting in dwellings during the day.

- O.04 Provide adequate shading to internal areas and private open space in summer to minimise the need for artificial cooling.

Controls

- C.01 Sunlight is to be available to the majority of living areas and private and communal open space areas of the proposed dwellings, and to any adjoining dwellings having regard but not limited to:
- Preferred living area orientation between 20 degrees east and 30 degrees west.
 - Larger windows to the north and smaller to east, west and north.
 - Pergolas, eaves and fencing. Building height.
 - Window shading devices.
- C.02 Locate the private open space areas to achieve 4 hours sunlight between 9:00am and 3:00pm on 21 June.
- C.03 A target of 70% of units to achieve solar access to living areas.



Figure 8.5.10.7.1 – June 21, 09:00



Figure 8.5.10.7.2 – June 21, 12:00



Figure 8.5.10.7.3 – June 21, 15:00



Figure 8.5.10.7.4 – December 21, 09:00



Figure 8.5.10.7.5 – December 21, 12:00



Figure 8.5.10.7.6 – December 21, 15:00

8.5.10.9 PRIVATE AND COMMUNAL OPEN SPACE

Objectives

- O.01 Provide private open space for outdoor living areas for use by the future residents.
- O.02 Provide communal open space.
- O.03 Enhance the quality of the built environment by providing opportunities for adequate vegetation and landscaping.
- O.04 Fully integrate the proposed landscape as part of the overall design of the site.

Controls

- C.01 Private and communal open space areas to be located to receive adequate sunlight and shading, maintain privacy and minimise noise.
- C.02 Each dwelling shall provide an area of useable private open space, or private courtyard area, which has direct private access from the dwelling.
- C.03 Area(s) of communal open space shall be provided for the recreational needs of the future residents.
- C.04 The location of all open space areas shall have regard to such requirements as solar access, outlook, noise minimisation, privacy and location of adjoining dwellings.
- C.05 Ground floor dwellings shall be provided with courtyards.
- C.06 Private open space areas shall be directly accessible from living areas of all dwellings.
- C.07 For dwellings with ground level access private open space to be provided by way of courtyard shall be:
 - A minimum width of 4 metres and a depth of 3 metres.
 - A maximum gradient of 1 in 15.
 - Provided with enclosing screen walls or other forms of screening designed to ensure visual privacy, both from communal open space area access ways and between the adjoining other dwellings and their courtyards.

C.08 For Above Ground Level Dwellings

- A balcony or roof top area conveniently accessible from a main living area of the dwelling, having a minimum area of 10m², with a minimum depth of 2.5 metres.
- The balcony shall be recessed into the façade of the building to a minimum depth of 1.5 metres.

Communal Open Space

- C.09 To provide for the recreational needs of the residents, communal open space is to be provided in the locations as shown in Figure 8.5.10.3.1.
- C.10 Such open space area is to include equipment such as seats, shade structures, barbecues and children's play equipment for passive recreational use.
- C.11 Access to and through the common open space area shall be secured for use by residents of the development only.
- C.12 The area provided shall be equivalent to the rate of 20m² per dwelling.

8.5.10.10 SITE FACILITIES & SERVICES**Objectives**

- O.01 Provide site facilities that are adequate and conveniently located for fulfilling the resident's needs.
- O.02 Ensure that the site facilities are practical, attractive and easily maintained.

Controls

- C.01 Rubbish and recycling bin enclosures, letter boxes, clothes drying areas and other site facilities should be adequate in size, made of durable, weatherproof materials, and to be visually integrated with the development. They need to be located having regard to the protection of residential amenity, vehicle serviced access, visual impact and residents access.
- C.02 A minimum of 10m² of dedicated storage space shall be provided to each dwelling with a minimum clearance height of 2.1 metres from floor level. This can be provided in a way of an enclosure and as an extension of the dedicated car park for each unit.
- C.03 An internal laundry shall be provided to each dwelling.
- C.04 Letter boxes shall be provided in accordance with the delivery requirements of Australia Post.
- C.05 A communal rubbish storage area shall be provided within the site. The storage area shall:
- Be of a construction material that is the same as the construction material of the development and of a similar style and colour
 - Include a bin wash down facility
 - Have sufficient capacity in accordance with Council's requirements.

8.5.10.11 ECOLOGICALLY SUSTAINABLE DEVELOPMENT

Objective

- O.01 Actively encourage and promote urban design and urban housing developments to minimise consumption of energy from non- renewable sources, improve the comfort of dwellings, preserve the environment and reduce the greenhouse emissions

Controls

- C.01 All dwellings shall be sited and designed to maximise natural cross-ventilation and solar access to all living area by:
- Maximising orientation of living areas to the north with access to the winter sun and provision for summer shade.
 - Shading large glass openings located on the northern side from the higher summer sun by providing roof eaves, verandahs, balconies, hoods and/or external screens. Conversely these design elements shall be flexible to permit exposure of living areas to the lower winter sun.
 - Location of windows and doors to permit cross ventilation.
- C.02 Landscaping shall assist microclimate management by the strategic location of deciduous trees to permit winter sunlight access to living areas and provide summer shade to north exposed windows and other glass openings.
- C.03 The building shall adopt:
- Water recycling
 - Energy and water efficient fittings.
 - Stormwater runoff detention and treatment.
- C.04 The building shall achieve, as minimum, a 3.5 star rating by NatHERS in respect to energy efficiency and a greenhouse score of 4. Details of the rating are to be submitted with the Development Application.

Elements include:

- Passive solar design strategies.
- Reduction of energy requirements by incorporating low energy appliances and lighting, supplementary systems, and active solar design strategies like:
 - A hot water system, suitable for each dwelling, with a greenhouse score of 4 or greater;
 - Water efficient fittings and fixture; and
 - Rubbish recycling space within the refuse area.

8.5.10.12 HERITAGE

Objectives

- O.01 Retain the former school building, teacher's residence and heritage curtilage within the development of the subject site for the benefit of future residents.
- O.02 Enhance and preserve the fabric of the remaining heritage structures and provide for their long-term preservation.
- O.03 Utilise the heritage curtilage of heritage buildings for communal open space and recreation.

Materials

- O.04 Achieve development that respects and makes a positive contribution to the heritage character of the remaining school buildings

Controls

- C.01 Future use of the former school building to provide a communal function for use by future residents of the subject site.
- C.02 Future use of the former teacher's residence as a caretaker's residence and meeting room for the development.
- C.03 The preservation and maintenance of historic school buildings and landscape plantings within the historic boundary of the former Baulkham Hills Public School.
- C.04 The former school and teacher's residence are to be used solely for the benefit of the residents of the subject development for uses such as a gymnasium, pool change room, caretaker's residence and meeting room.
- C.05 The historic buildings and curtilage are to be retained upon the same title as the subject site and maintained by the strata body corporate.
- C.06 A Conservation Management Plan is to be prepared by a suitably qualified conservation architect and is to be submitted with a Development Application for the redevelopment of the subject site.
- C.07 The historic buildings and curtilage are to be the subject of restoration works in accordance with a Conservation Management Plan and are to occur concurrent with the redevelopment of any part of the subject site and be completed prior to the issue of an occupation certificate and/or subdivision certificate.
- C.08 Future development shall ensure the ongoing preservation and maintenance of the historic fig trees at the northern end of the historic school site.
- C.09 The Plan shall have regard to the following documentation:
 - Preliminary Heritage Assessment 1999 - Clive Lucas, Stapleton and Partners Pty Ltd.
 - Heritage Management Plan 2004 - Clive Lucas, Stapleton and Partners Pty Ltd.

Materials

- C.10 Compatibility of style and character of the proposed development with that of the predominant style and character of surrounding residential or heritage buildings shall be demonstrated within the Development Application.
- C.11 Building materials and colours selected and utilised on the site are to be coordinated throughout the site and be compatible with the remaining heritage structures.

8.5.11 23-25 WINDSOR ROAD, NORTHMEAD

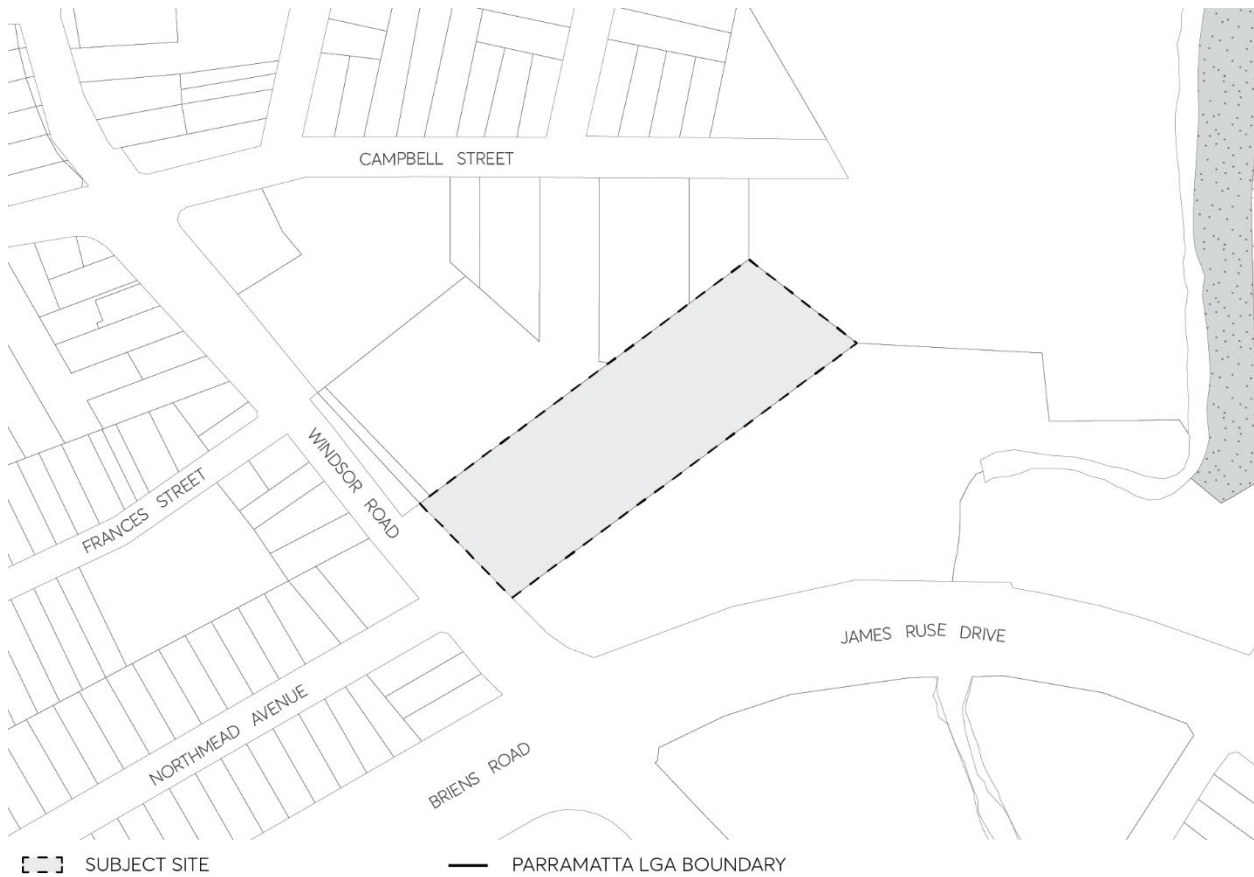


Figure 8.5.11.1 – Land application map

8.5.11.1 DESIRED FUTURE CHARACTER

The site-specific DCP applies to 23-25 Windsor Road, Northmead, which is located to the north of the Parramatta City Centre at the juncture of Windsor Road and James Ruse Drive. The site provides the opportunity for the urban renewal of remnant industrial land, where all surrounding allotments have realised their residential zoning. Therefore, the redevelopment of this land for residential purposes will ensure that it exists more cohesively in its context. It will also revitalise this section of Windsor Road, with the site responding to its diverse location, on a major road, surrounded by residential and educational uses. Increased publicly accessible open spaces and linkages with the broader pedestrian network will result in a substantial improvement for the area as a whole, with greater connectivity away from the major road system, providing increased comfort for pedestrians and cyclists to facilities such as the Northmead Performing Arts School to the east and the local shopping centre to the north.

Buildings will be located to benefit from the northern orientation of the site, consisting of two principle U-shaped forms, which enable the maximum amount of cross ventilation and solar access into individual dwellings. This also allows for the creation of central open space areas within the development, to create meaningful and well-oriented communal open spaces.

Encourage a through site link from the property to the south of the site, past the subject site and on through Northmead Performing Arts High School and a future connection across the Darling Mills Creek to public open space and active recreation facilities. This would provide a significant public benefit and should be included as part of wider public domain works including landscaping, shared paths, lighting, seating, children's playground and the like within publicly accessible open spaces. It would be reasonable that the monetary contribution may be used to implement these works, subject to the agreement of adjoining landowners.

The principle driveway along the northern side of the site enables ingress and egress in a consolidated manner, while allowing for separation with development to the adjoining site to the north. This driveway is to read as a public street, providing a legible address to all buildings. It is to be designed as a 2-way and 24hr publicly accessible access-way including parallel parking bays, facilitating longer term aspirations to provide a future connection to the adjoining high school.

Building separation is designed to create visual linkages within the development, while ensuring that adequate privacy within dwellings and to neighbouring sites is achieved, despite the position of building forms on adjoining sites that do not necessarily meet the relevant planning controls.

Building height will be at its highest at the eastern and western sides of the site, to book-end each end of the development. The middle forms will lower to respond to development to the north and still enable outlook to be achieved from the property directly south. This ensures that the location and form of the buildings is both responsive and respectful of the existing context, assuming that the adjoining sites are unlikely to undergo redevelopment.

The design of buildings is to ensure sufficient solar access is provided within the development to enable a suitable level of amenity to be achieved for future occupants. This is to be delivered understanding that solar access requirements as per the ADG may not be fully met at the proposed density due to the predetermined orientation of the allotment. The building design is to also incorporate opportunities for natural ventilation to contribute to the environmental efficiency of the development.

Objectives

In addition to general objectives listed in Part 3 – Residential Development for Residential Flat Buildings, specific objectives for this precinct are identified below. Ensure that new development:

- O.01 Provides a built form that relates strongly within the confines of the site and is sensitive to existing residential and educational land uses on surrounding sites.
- O.02 Provides a built form that delivers a high-quality amenity outcome for residents, particularly to the west, where the development interfaces with Windsor Road.
- O.03 Provides appropriate noise amelioration for residential uses to protect against existing noise in the surrounding precinct, particularly traffic noise generated from Windsor Road and James Ruse Drive.
- O.04 Results in minimal overshadowing within the site, surrounding properties and public open spaces, to ensure that adequate levels of amenity are achieved throughout the year.

- O.05 Achieves the desired orientation and organisation of the built form massing, noting that solar access requirements as per the Apartment Design Guide (ADG) may not be fully met.
- O.06 Provides building separation that supports amenity and privacy, both within the development and to adjoining sites.
- O.07 Provides communal and publicly accessible open space that incorporates opportunities for social gathering and passive recreation between buildings within the development.
- O.08 Supports the predominant street pattern with buildings perpendicular to the lot, reinforcing the orthogonal grid in this location.

8.5.11.2 BUILT FORM

The priority for this precinct is to deliver a built form that supports and rationalises the predominant subdivision pattern of this location, while providing a comfortable and amenable environment for both existing and future residents. The site's spatial context is to be reinforced through an orthogonal arrangement of built form and centrally located open space. Building outcomes on-site should relate to a street wall typology, with appropriate upper levels setbacks.

As per the reference scheme below, regular U-shaped and north-west facing courtyards are to be maintained throughout the design development. All built form is to be designed perpendicular to the lot with the exception of the western wing, which is to be aligned with Windsor Road to create a legible continuation of the street wall as defined by the development to the south.

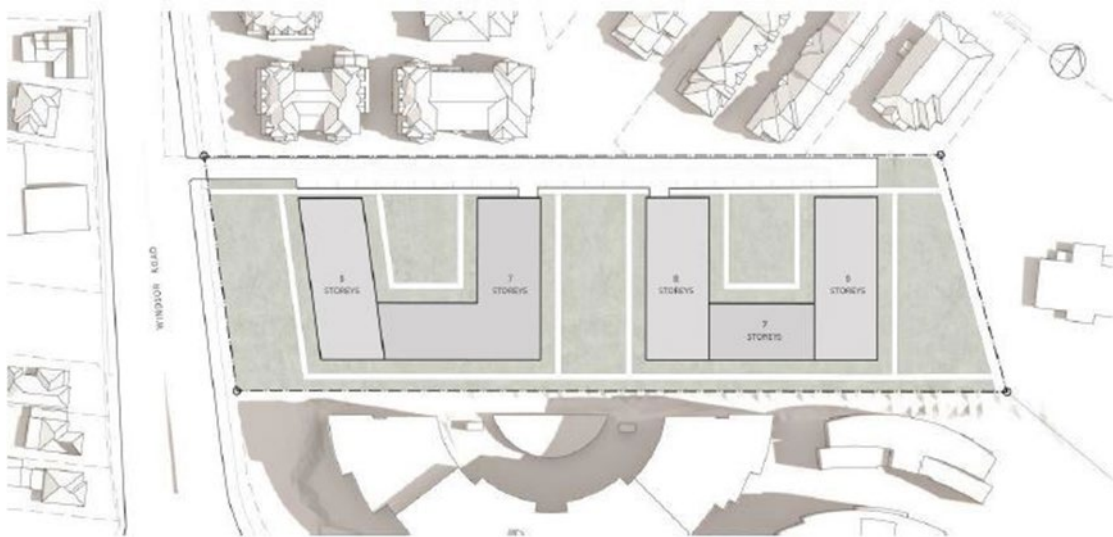


Figure 8.5.11.2.1 – 23 - 25 Windsor Road Reference Scheme

Objectives

Specific objectives for this site in relation to the built form are detailed below:

- O.01 Prioritise the spatial definition of streets (public and private) and open spaces through the organisation of taller buildings, creating a continuation of the existing street wall.

- O.02 Respond to and reinforce the existing urban form through a centrally located open space and minimising building height to the centre of site.
- O.03 Ensure new development responds to the sloping topography, the context of surrounding development and the visual setting of the site between various residential buildings.
- O.04 Ensure that new development responds to the constraints imposed by neighbouring sites and maximises positive visual outlook within the development and adjoining sites.
- O.05 Ensure built form is organised in an orthogonal manner that supports the predominant subdivision pattern in this location.
- O.06 Create a clear delineation between public, communal and private spaces.
- O.07 Define and design the street alignment and setback area to achieve amenity and privacy for residents, as well as engagement with and passive surveillance of communal spaces.
- O.08 Ensure the presentation of buildings to the internal streets provides clearly defined edges and corners, and an architectural resolution that relates to the ground plane with legible entries.

Controls

Building envelope

The building envelope, resulting from the setbacks and heights outlined in this DCP constitute a three dimensional volume within which, together with all other applicable controls, a coherent built form is to be designed. Future built form should provide a high-quality design solution and correlate with the indicative building envelopes shown at Figure 8.5.11.2.2.

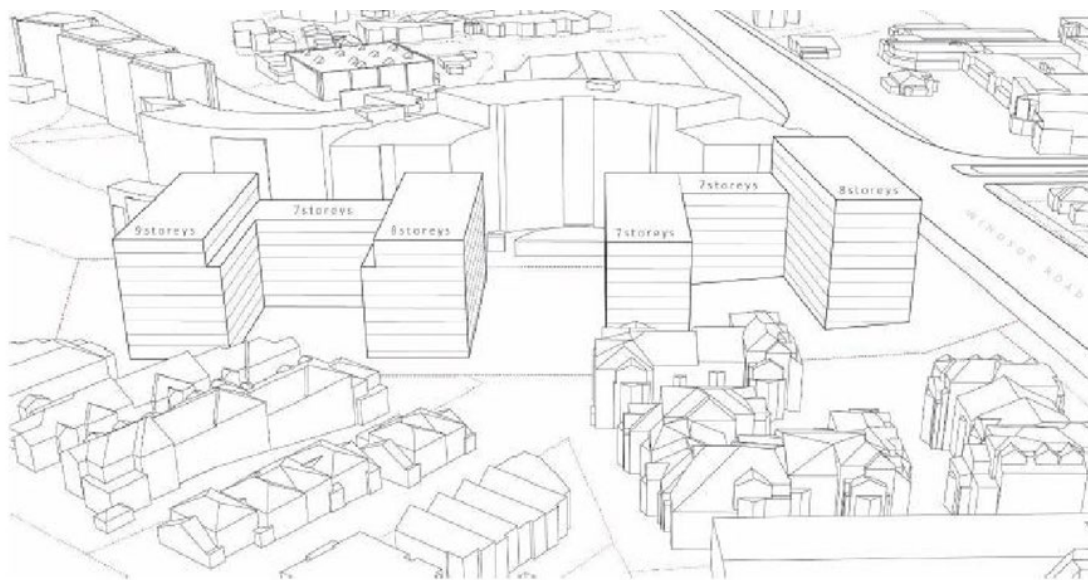


Figure 8.5.11.2.2 – Building Envelopes

- C.01 Maximum building heights shall be in accordance with Figure 8.5.11.2.2, utilising regular building forms that utilise the sloping topography and minimise the perceived density of development.
- C.02 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.

- C.03 Floor to ceiling and floor to floor heights are to be in accordance with the NSW Apartment Design Guide.
- C.04 Setbacks are to be measured perpendicular to the boundary to the outer faces of the building including balconies, winter gardens, screening and the like. A 1 metre articulation zone may be provided where primary private open spaces face communal open space.
- C.05 Building setbacks are to be in accordance with Figures 8.5.11.2.3 to 8.5.11.2.6 and Table 8.5.11.2.1.

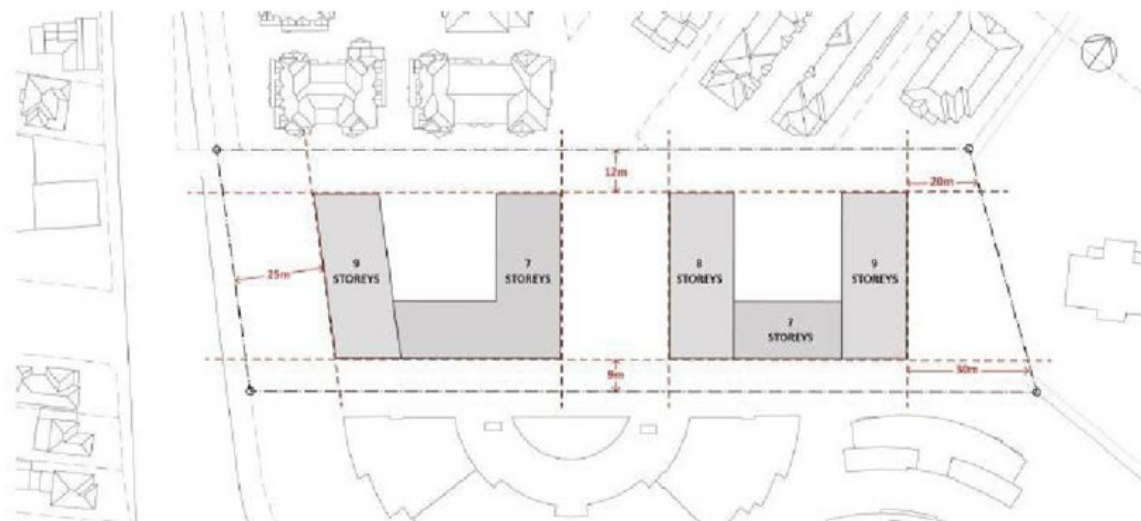


Figure 8.5.11.2.3 – Building Heights and Setbacks

Table 8.5.11.2.1 – Building setbacks

Front setback	25 metres	The front setback is to be parallel to Windsor Road, providing a continuation of the existing street wall. The area within the front setback is to allow space for a generous tree canopy, providing amenity for the street and residents.
Rear setback	20 metres at northern edge and 30 metres at southern edge	The rear setback is to maintain a large curtilage to significant trees to the rear of the site, providing opportunity for additional large canopy planting.
Northern setback	12 metres	The northern setback is to allow for the maximum retention of trees on the shared boundary and provide the primary vehicular access, one lane of parallel parking and pedestrian thoroughfare on-site
Southern setback	9 metres	The southern setback provides for a separation distance that may be less than ADG requirements. Therefore, detailed schemes are to minimise the number of habitable rooms on this boundary. The southern setback at ground may be used for private open space opportunities for south facing ground floor units.

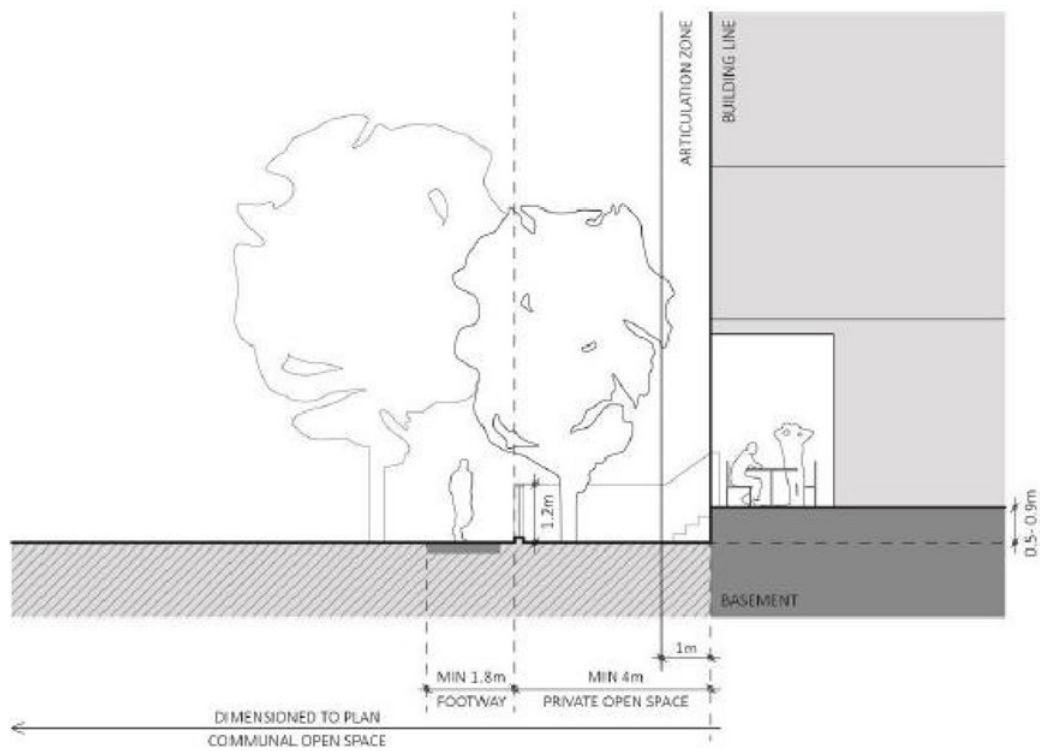


Figure 8.5.11.2.4 – Communal Open Space Interface

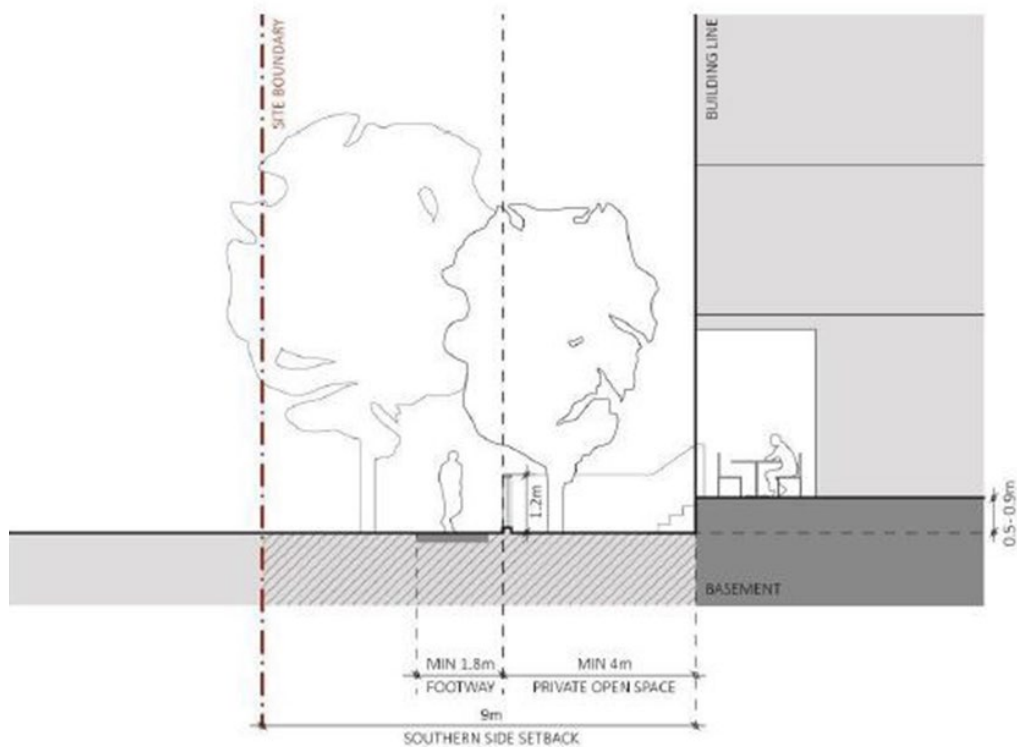


Figure 8.5.11.2.5 – Southern Setback Condition

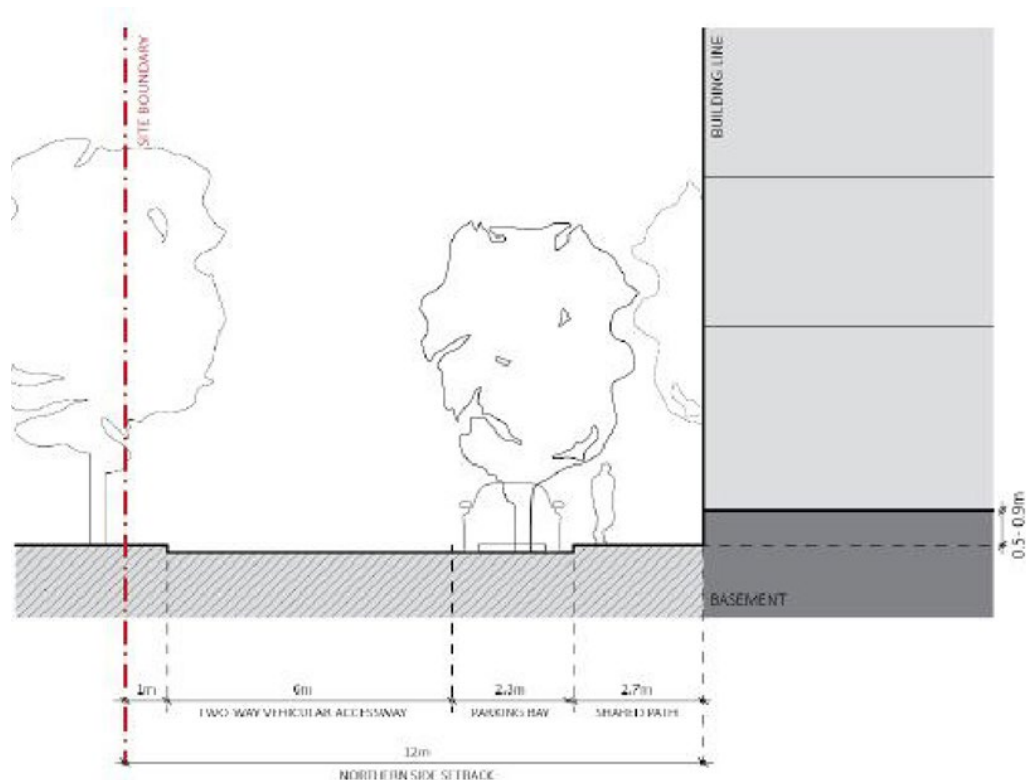


Figure 8.5.10.2.6 – Northern Setback Condition

Building separation

To protect and manage the impact of new development on the public domain, neighbouring sites and between buildings on-site, the following buildings separations requirements are to be met:

- C.06 Minimum separation between buildings should be in accordance with Figure 8.5.11.2.7 and the NSW ADG requirements.
- C.07 Habitable spaces are to be carefully positioned within each unit to ensure that visual and acoustic privacy is maximised.
- C.08 Setbacks and separation must be measured perpendicular to the building face, inclusive of balconies, wintergardens, vertical and horizontal circulation, internal voids and external walls.

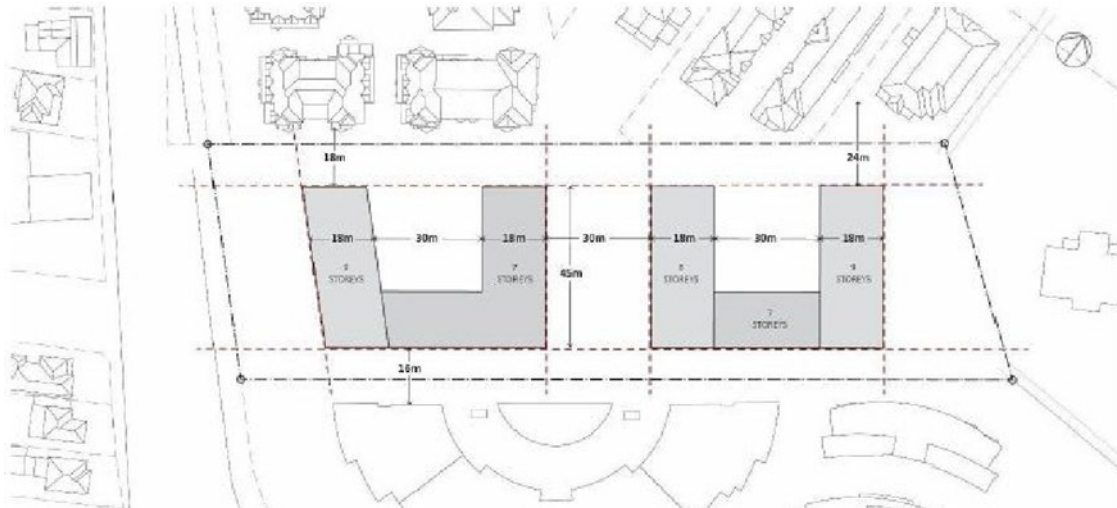


Figure 8.5.10.2.7 – Building Separation

Private and communal open spaces

- C.09 Communal open space and landscaped areas should be provided between buildings as shown in Figure 09 to promote opportunities for community interaction within the development.
- C.10 Areas between buildings should allow for pedestrians to comfortably move between the buildings, and promote the principles of passive surveillance. These communal areas should provide a safe and unobstructed path of travel, as opposed to private space.
- C.11 Communal open spaces are to be designed to maximise solar access in mid-winter and canopy cover in mid-summer.
- C.12 Opportunities for seating and gathering spaces for passive recreation, play and informal activities such as outdoor dining are to be provided within the internal circulation system of the development is to be provided where appropriate.
- C.13 Water Sensitive Urban Design principles shall be implemented in communal open space areas.
- C.14 Fencing fronting the communal open spaces must not exceed 1.2 metres in height, are to be of solid masonry construction and integrated with any dividing walls for private open spaces at ground. Higher fencing may be considered on Windsor Road, subject to context analysis. Fencing on side boundaries is to be provided to a maximum height of 1.8 metres.
- C.15 All balconies are to meet the minimum dimensions required in the NSW ADG. Wintergardens may be permitted on Windsor Road to improve the amenity of apartments fronting this arterial road. The floor space of the wintergarden will be excluded from the FSR calculations provided that it complies with and does not exceed the ADG.
- C.16 Council may consider allowing greater building depths where this will not unnecessarily add to the bulk of any building and where high-quality building design, massing and articulation is achieved.

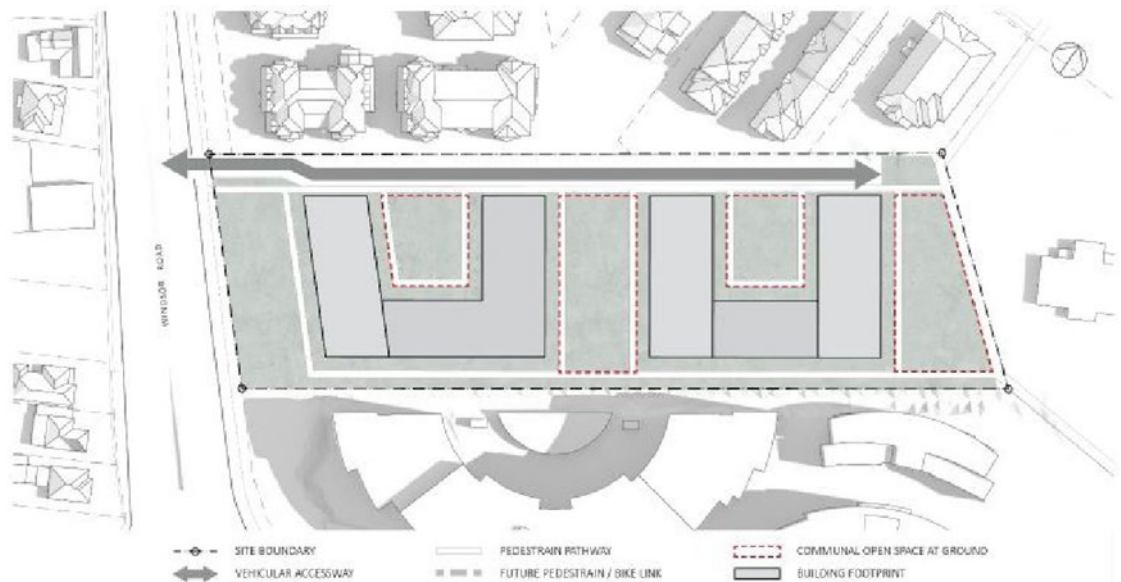


Figure 8.5.10.2.8 – Communal Open Space

Landscaping and deep soil

- C.17 Landscaping and deep soil shall be provided in accordance with Part 2 – Design in Context of this DCP, Figure 8.5.11.2.9 and Figure 8.5.11.2.10.
- C.18 A detailed landscape plan is to be prepared demonstrating the location of all contiguous deep soil areas with proposed landscaping, including retained and new canopy trees, submitted to the satisfaction of Council.
- C.19 Deep soil is provided in a contiguous manner to facilitate healthy soils, uninterrupted flows of groundwater, and opportunity for existing and new trees to thrive and reach mature height.
- C.20 Existing trees on the site are to be retained, as possible. Future development must not impinge on TPZ requirements of all trees in the neighbouring property must be protected and retained.
- C.21 Landscaping should include endemic species suitable to the environmental constraints and orientation of communal open spaces shall be utilised throughout the site.
- C.22 The front setback is to be planted with large shady trees capable of reaching a mature height of more than 13 metres to provide a visual buffer and shading of the public footpath along Windsor road.
- C.23 The rear setback should be planted with large trees, capable of reaching a mature height of more than 13 metre to enable Council's vision of providing mature trees and natural shade in the City. Any new trees are to be planted more than 3 m away from any built structure.
- C.24 Dual basements contained within the building envelope are to be provided, ensuring substantial and contiguous deep soil zones to the front, centre and rear.
- C.25 Future redevelopment of the site is to meet the requirements of *Parramatta LEP 2023*, *Parramatta DCP 2023*, *State Environmental Planning Policy No. 55 (Remediation of Land)* and any other relevant legislation and guidelines.
- C.26 Detailed design development must have regard to the sensitivity to flooding impacts, not impede overland storm water flows and able to meet the requirements of Council's *Flood Plain*

Risk Management Plan, Parramatta LEP 2023 and Part 5 – Environmental Management of the Parramatta DCP 2023.

- C.27 A report is to be submitted by a suitably qualified ecologist at Development Application stage demonstrating that there are no adverse impacts from the development.
- C.28 A minimum setback of 1 metre is required between the northern boundary and the driveway to allow for landscaping while still maintaining site access at the northern most point of the site off Windsor Road.

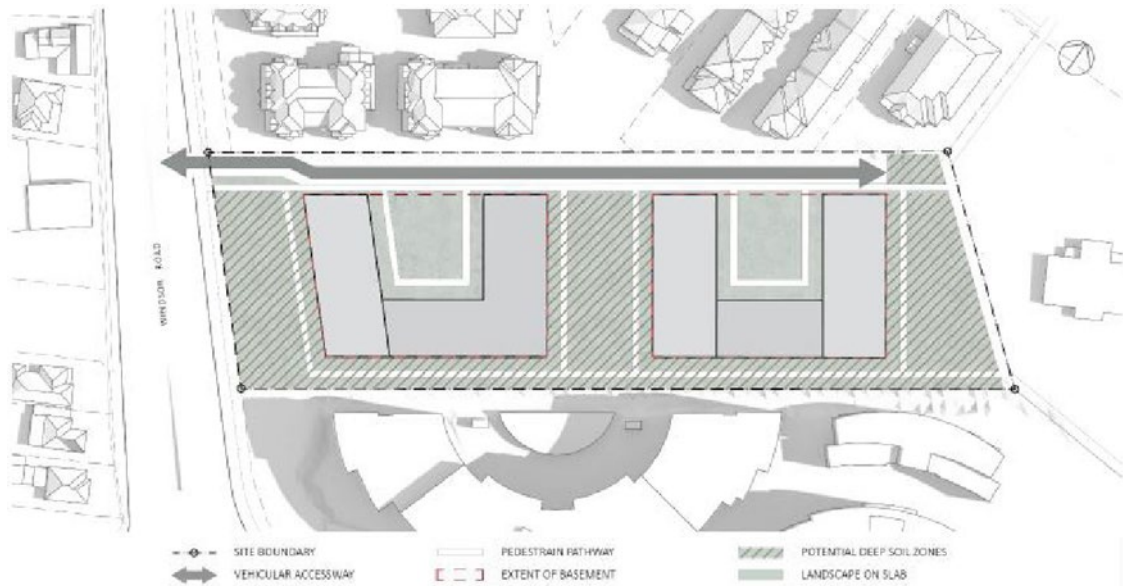


Figure 8.5.10.2.9 – Potential Deep Soil Zones

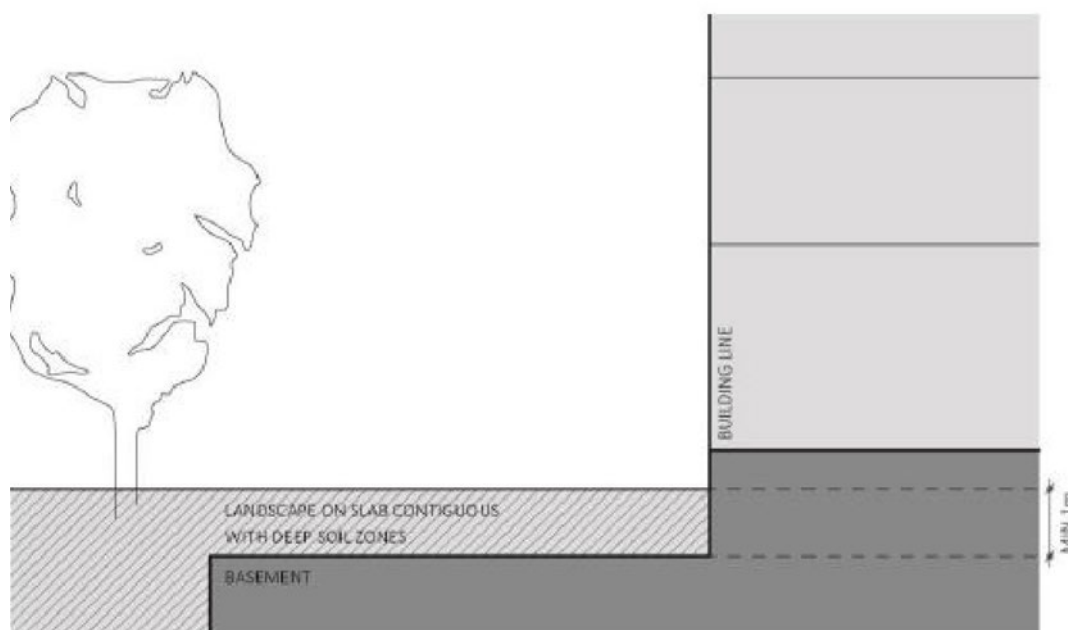


Figure 8.5.10.2.10 – Landscaping on Slab Contiguous with Deep Soil Zones

Wintergardens

- C.29 Wintergardens must improve amenity of balconies in high rise apartments and apartments fronting noisy environments such as busy roads or railway lines.
- C.30 Wintergardens are to be designed and constructed as a private external balcony with drainage, natural ventilation and finishes acceptable to an outdoor space and must not be treated as a conditioned space or weatherproof space.
- C.31 Approximately 80% of vertical surface area of wintergardens are to be fully operable louvres or sliding glass panels.
- C.32 A generous opening must be provided between the wintergarden and any adjacent living area to allow connection of the spaces when ambient conditions are suitable.
- C.33 Acoustic control for living areas and bedrooms must be provided on the internal façade line between the wintergarden and the living area or bedroom.
- C.34 Glazing in the external façade of a wintergarden must have a solar absorption of less than 35% glass to have solar heat absorption not greater than a clear float glass of the same composition.
- C.35 The flooring of the wintergarden must be an impervious finish and provide exposed thermal mass.
- C.36 Air conditioning units must not be located on wintergarden balconies.

Solar access, ventilation & acoustic amelioration

- C.37 Buildings are to be designed to ensure that solar access and cross ventilation requirements detailed in SEPP 65, the NSW Apartment Design Guide and Part 3 – Residential Development of this DCP are achieved for residential development both on and off the site.

- C.38 Solar access must also be reasonably provided/retained within the existing and future public domain areas and on adjoining sites to maximise solar access in mid- winter and canopy cover and shading in mid-summer.
- C.39 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 major roads, including Windsor Road and James Ruse Drive or other non-residential uses in proximity to the site.

Pedestrian connections and vehicular access way

- C.40 New pedestrian and vehicular connections are to be provided in accordance with Figure 8.5.11.2.11.
- C.41 The vehicular access way is to be designed to have a fully public nature equivalent to the surrounding public domain and suitably designed to integrate with adjoining road and pedestrian networks.
- C.42 New pedestrian connections are to be provided between the buildings, to enable linkages to recreated to both Windsor Road and the future pedestrian/bike link to the east and improve the development interface and amenity with all adjacent properties and frontages.
- C.43 All site circulation must be provided as 24hr publicly accessible circulation - designed to provide building entries that are easily identifiable, with a clear sense of building address for residents and their visitors.
- C.44 Main building entry points must be clearly visible and signalled appropriately with building address, lighting and high-quality articulation. Steps, handrails or TGSIs must not protrude into or interfere with any vehicular or pedestrian access way.
- C.45 The pedestrian link along the eastern boundary must be publicly accessible by 24/7 access easement in favour of Council in accordance with the Voluntary Planning Agreement prior to the first Occupation Certificate and is to be clearly delineated as public space.
- C.46 New development is to be sited to appropriately integrate with and address pedestrian links ensuring activation and casual surveillance. Tall fencing is not to be provided adjacent to the pedestrian links.
- C.47 All internal pedestrian systems shall incorporate access in accordance with AS 1428 and any other relevant standard. These pathways are to enable a future connection to the school from the development to the south to the external pedestrian system surrounding the site.
- C.48 Public domain alignment drawings are to be submitted to the satisfaction of Council. All levels are to be resolved and proposed public domain treatments shown in accordance with the requirements outlined in the [Parramatta Public Domain Guidelines 2017](#) (Chapter 2).
- C.49 A minimum width of 9 metres is to be provided to the vehicular access way, inclusive of two-way vehicular access and at least one lane of parallel parking.
- C.50 A minimum width of 1.8 metres is to be provided for all pedestrian pathways.
- C.51 A minimum width of 2.8 metres is to be dedicated for the future pedestrian and cycleway shared path along the new vehicle access way and eastern boundary. It should be publicly accessible by a 24/7 access easement in favour of Council in accordance with the Voluntary Planning Agreement prior to first Occupation Certificate.

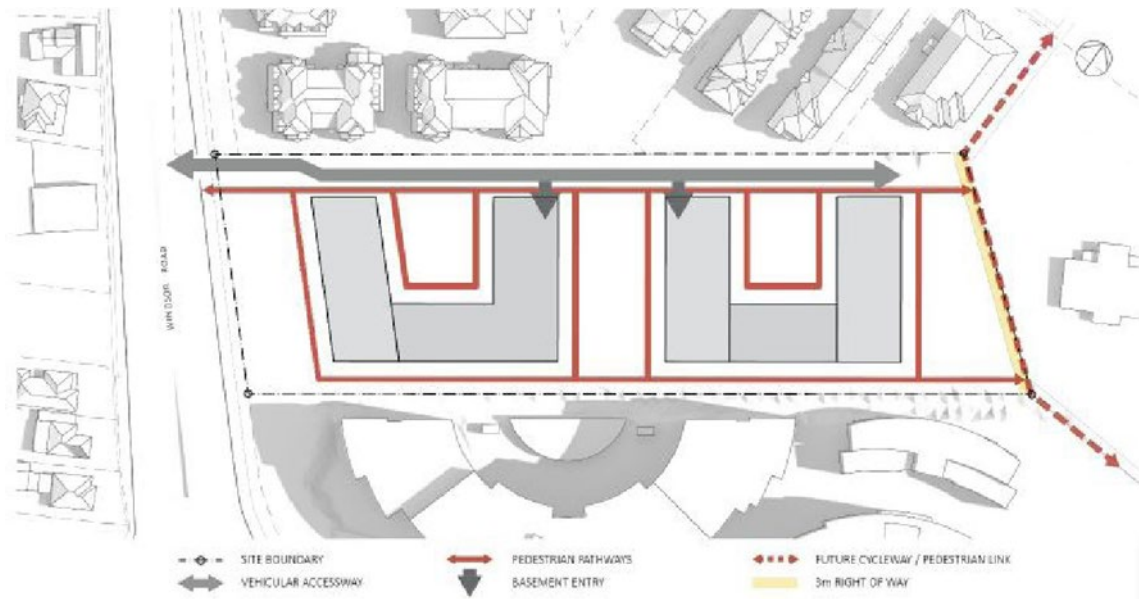


Figure 8.5.11.2.11 – Pedestrian Connections and Vehicular Access way

Traffic, access, parking & services

- C.52 All car parking is to be provided at basement level to ensure that the visual appearance of car parking structures does not dominate the building design. Basement structures may not protrude any greater than 1 metre above natural ground.
- C.53 Building services and access to car parking areas are to be minimised to the internal street frontages to ensure that a high level of design excellence is achieved and opportunities for passive surveillance are maximised. Pedestrian and vehicle conflict are to be minimised with limited vehicle crossings to the public domain and internal access way.
- C.54 Vehicle crossings are to be provided in accordance with Figure 8.5.11.2.11 (above), or as otherwise agreed by Council.
- C.55 Vehicle crossings must not provide conflict with pedestrian through site links or any pedestrian crossing.
- C.56 The width and surface area of driveways and other hard surfaces associated with the movement and parking of vehicles is to enable 2 vehicles plus one lane of parallel parking.
- C.57 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.
- C.58 The vehicular access way must maintain its potential to connect through the adjacent school to Campbell Street in the future. This access way is to terminate in a hammer head, rather than a cul-de-sac configuration, so as to maintain the visual continuity of this link and kerb lines.

8.5.12 263-281 PENNANT HILLS ROAD, CARLINGFORD

This Section applies to 263-281 Pennant Hills Road, Carlingford as shown in Figure 8.5.12.1 – Land Application Map and must be read in conjunction with any relevant Parts of the Parramatta DCP 2023. Where there are inconsistencies between the controls contained within this Section and any other controls within this DCP, the 263–281 Pennant Hills Road provisions will prevail to the extent of the inconsistency. This site is situated within the Carlingford Local Centre identified in Council's [Local Strategic Planning Statement City Plan 2036](#).

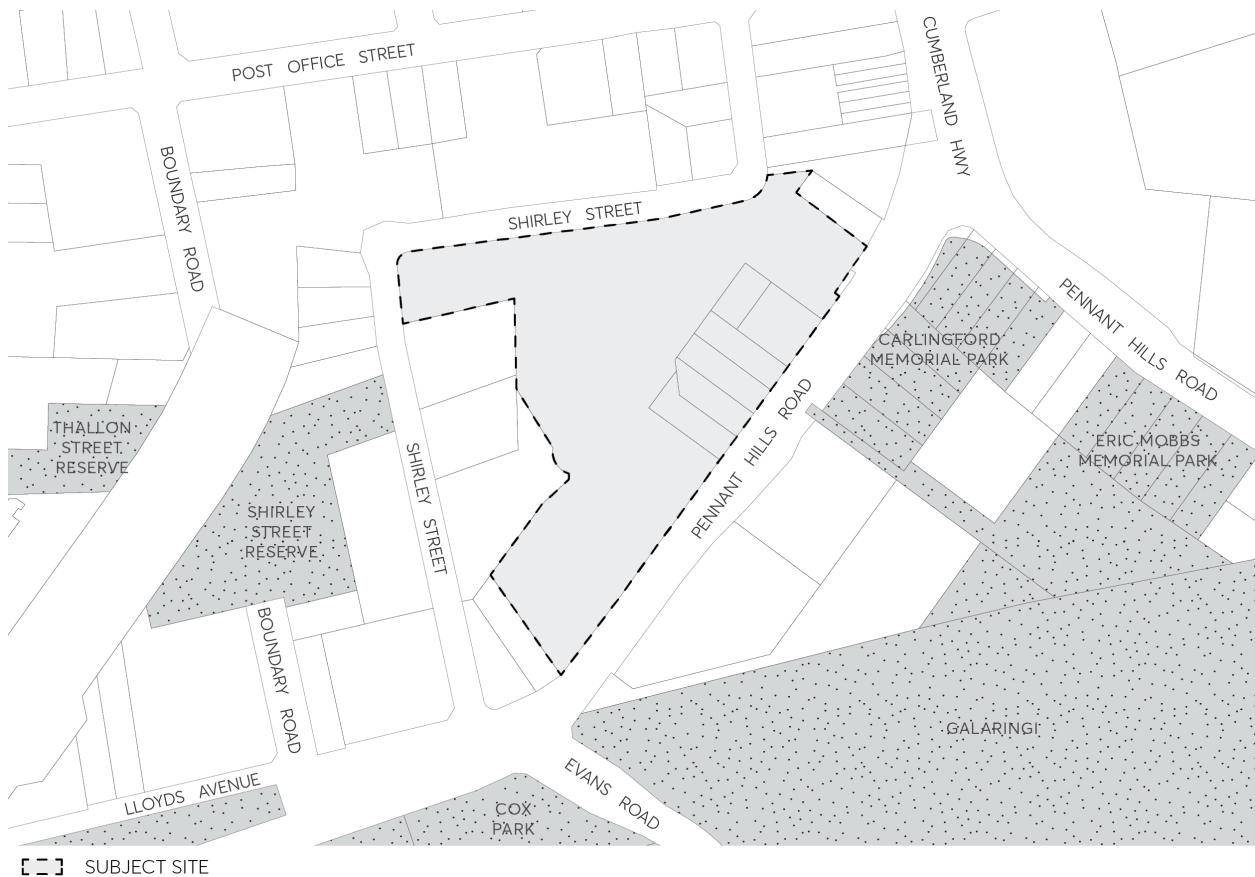


Figure 8.5.12.1 - Land Application Map

8.5.12.1 DESIRED FUTURE CHARACTER

City of Parramatta Council aims to foster the development of a lively, diverse, and healthy Local Government Area, one which celebrates a sense of place and local character.

Situated along Pennant Hills Road, to the east of the Carlingford Light Rail Station is 263-281 Pennant Hills Road, Carlingford. The site represents the largest, single held residential allotment within the Carlingford locality.

The site is to accommodate a public domain network which will optimise connectivity for pedestrians, minimise perceived density, provide for vibrant spaces and enable a mixture of uses which will support livability of the immediate and wider locality. The clarity and quality of public

spaces, including streets, parking and community facilities, are vital. The interaction of buildings to these public spaces will be critical to influencing experience at the pedestrianised and wider scale.

The structure of the site is to be organised to define public and private domain, improving urban experience and amenity. The built form provides for the opportunity to deliver high quality architectural design and resolution, integrated with landscaping, deep soil and environmental sustainability.

General Objectives

- O.01 Strengthen the role of the site within Carlingford as an integral part of the locality.
- O.02 Organise buildings to define the street network, open spaces, links and urban places.
- O.03 Provide for well-designed public open spaces and streets to optimise liveability, amenity, useability and walkability for the local community.
- O.04 Provide a mixture of compatible non-residential uses, activating public open spaces and road network, improving the character of the locality.
- O.05 Deliver housing choice, housing mix and affordability, relating to the existing and planned public transport network.
- O.06 Include provision for a well-located and prominent community facility, including library and multi-purpose space.
- O.07 Incorporate design quality in public and private development, to ensure the highest standard of architecture and urban design, which is responsive to existing and future development, including sustainable, resilient buildings that address climate, topography, energy consumption, urban heat, pedestrian scale, and internal amenity.
- O.08 Deliver a high-quality landscaped network on-site and as it relates to the surrounding locality.
- O.09 Appropriately manage vehicular and pedestrian access and movement through the site; and
- O.10 Incorporate sustainability measures that reduce impact on the natural environment.
- O.11 Facilitate active transport links to surrounding areas.

8.5.12.2 DESIGN QUALITY

The promotion of good design in the built environment is an objective of the *Environmental Planning and Assessment Act 1979*, and good design is a central aim for all development in the Local Government Area.

Design is a complex synthesis of multiple factors - technical, social, environmental, historic, aesthetic, and economic. It responds to the context - physical as well as cultural - and generates sustainable living and working environments. It is concerned not only with how buildings look but includes fundamental considerations of function, amenity for occupants and how buildings contribute to the development of quality urban places.

Good design generates spaces with a sense of appropriateness in which people naturally feel comfortable. It has detail and material quality, is long lasting, and creates financial return through the making of places that people value.

Good design also incorporates an understanding that individual buildings within this specific site should relate to each other as well as contribute to the urban landscape on broader context. This conception of the importance of collective urban form is an underlying principle of this site-specific precinct and informs design quality processes in the Local Government Area.

The site is earmarked for high-density living and design quality is therefore paramount. Definition of the private and public spaces is integral and high-quality architectural design is required to ensure a vibrant and livable urban area.

General Objectives

- O.01 Ensure development contributes to the architectural and urban design quality of Carlingford.
- O.02 Ensure design quality be incorporated into public and private development as a central consideration.
- O.03 Ensure integrity of design quality is carried through to the construction and completion of development.
- O.04 Incorporate coherence of architectural and landscaped design across the site with a high quality of resolution.

BUILT FORM

8.5.12.3 INDICATIVE SITE STRUCTURE

The indicative structure plan and arrangement of building lots and open space seek to shape the way the site is experienced. This will be achieved through the definition and spatial relationship of streets, public spaces and built form. These elements should operate in harmony to create a rich experience for public and private spaces.

The building envelopes should be located to reinforce view corridors, create a layered spatial network, and manage private and public uses. Taller towers are to be located strategically with generous separation. The building envelopes are to be designed to respond to the topography and tested for separation distances and amenity of the public domain and neighbouring properties, both existing and future.

Objectives

- O.01 Ensure development occurs in a coordinated manner, consistent with the Indicative Layout Plan.
- O.02 Appropriately define and design the alignment of built forms, improving the pedestrianised and urban character of the public domain.
- O.03 Ensure buildings are organised to define the streets and open spaces, provide deep soil and create a legible public domain.
- O.04 Ensure key elements, such as public open spaces, through-site links are provided.
- O.05 Provide for community facilities, non-residential uses and higher density living.
- O.06 Ensure the built form outcomes respond to the topography of the site.
- O.07 Integrate the new development with the existing street network and provide for new roadways that represent an extension of the existing network.
- O.08 Prioritise pedestrian and cyclist movement.
- O.09 Facilitate safe and efficient movement of vehicles, pedestrian and cyclists.
- O.10 Create attractive, comfortable and inviting streetscapes for the local community.

Controls

- C.01 The street layout, through-site links, open space, setbacks, and development sites are to be consistent with the Plan shown in Figure 8.5.12.2.
- C.02 Privately-owned pedestrian connections and internal streets are to be publicly accessible 24/7.

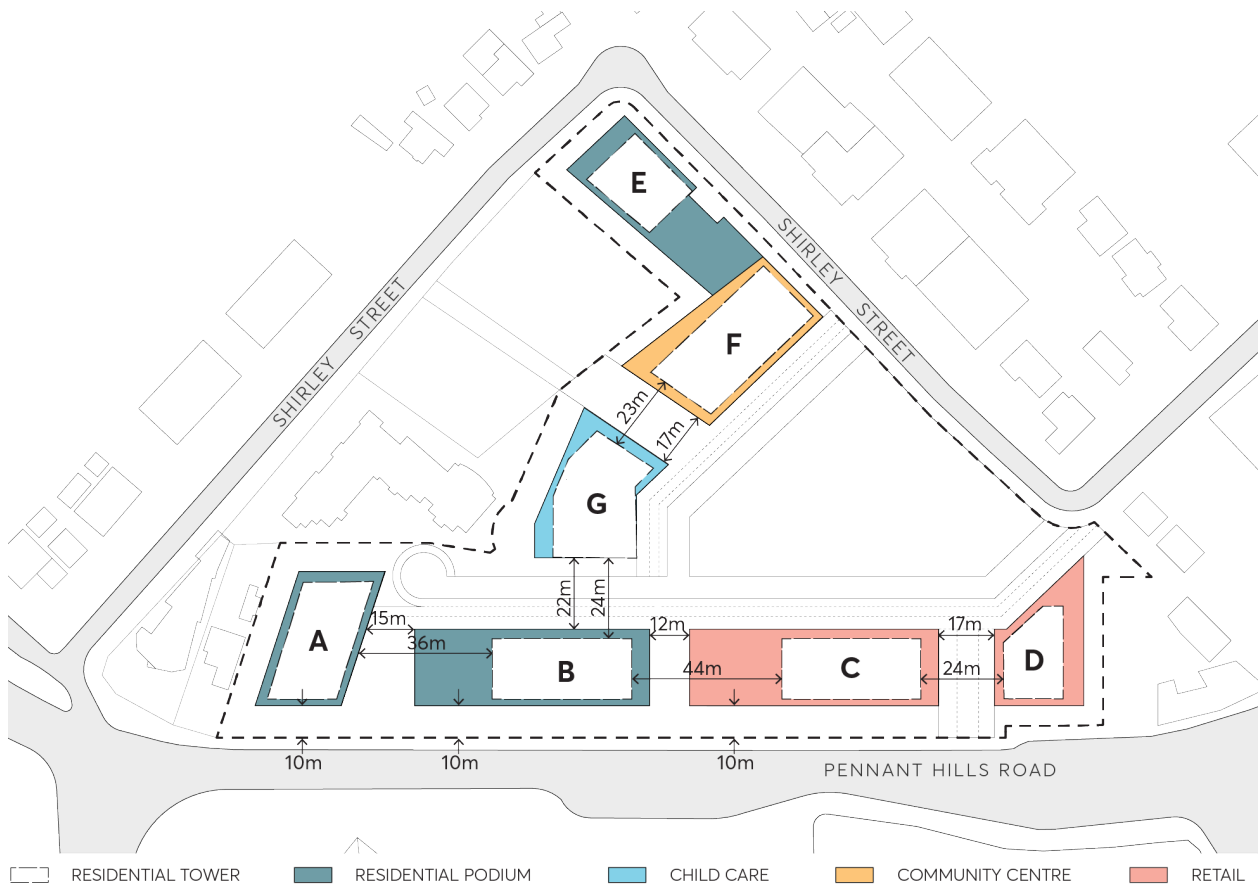


Figure 8.5.12.2 - Indicative site layout and tower separation

8.5.12.4 SETBACKS

Street Setbacks - The purpose of establishing street setbacks is to provide a landscape setting for new buildings, ensuring an appropriate interface with the street and relationship to adjoining development. Setbacks also ensure good amenity and solar access, ground floor usage, building separation, landscaping, deep soil and public domain requirements. The setbacks should also provide necessary space for deep soil and landscaping, and amenity, both for residents and the street.

Tower Setbacks - Towers are set back above podiums to reinforce the scale of the streets, mitigate wind and urban heat impacts, enable views to the sky, visually delineate towers as free-standing buildings and protect amenity in streets and public places.

Objectives

- O.01 Reinforce the appropriate spatial definition of streets and public spaces.
- O.02 Emphasise the importance of the streets as a distinct spatial entity and design the street interface and street wall with an appropriate human scale and sense of enclosure for the street.
- O.03 Ensure consistent street frontages with buildings having common setbacks and alignments.

- O.04 Provide building forms that achieve comfortable public domain conditions for pedestrians, with adequate daylight, appropriate scale, and adequate mitigation of wind effects on tower buildings.
- O.05 Create a clear delineation between public and private space.
- O.06 Provide a landscape interface between buildings and streets, to enable deep soil and street tree planting.
- O.07 Reinforce important elements of the local context, namely public open spaces, key attractions and landscape elements.
- O.08 Protect daylight access at street level and permit views of sky from the street by providing setbacks above street frontage height that promote separation between buildings.
- O.09 Tower forms should be designed so that they are visually and physically separated from the podium. Separation should be achieved by a combination of architectural expression and design, materiality and setbacks.

Controls

C.01 Building Setbacks (Podium)

The building setbacks at ground level are to be in accordance with Figure 8.5.12.3 as provided below:

- a) Pennant Hills Road: The front façade of all buildings is to be setback 10 metres from the front boundary of the site for the entire Pennant Hills Road frontage.
 - b) Shirley Street, Northern frontage: 4m setback
 - c) Shirley Street, Western frontage: 6m setback
 - d) Internal Roadways: 4m setback
 - e) Through-site links: Nil setback is permitted
 - f) Buildings adjacent to boundaries shared with adjoining properties: to satisfy the Apartment Design Guideline (ADG) habitable room/balconies separation controls
- C.02 Podium setbacks are to include deep soil landscaping to encourage the provision of vegetation softening the built forms.
 - C.03 Awnings are permitted to encroach the podium setbacks on active frontages interfacing with the public domain, where necessary, to improve the useability and amenity of the site.
 - C.04 Podium setbacks may include the encroachment of architectural elements and features to a depth of 600mm where they provide visual interest. This can include elements such as balconies, fins and the like.
 - C.05 Vehicle access and basement entries are to be wholly located within the building footprint and not encroach on the 10m Pennant Hill Road landscape setback.

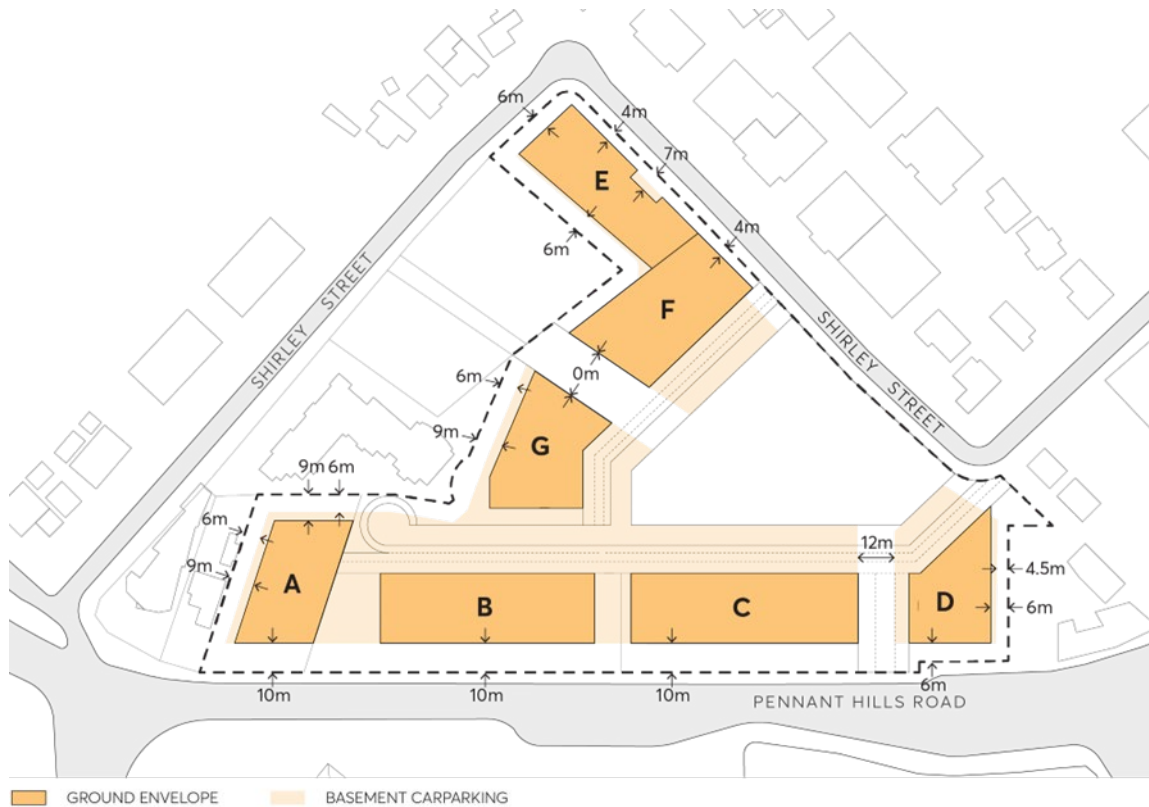


Figure 8.5.12.3 – Minimum required basement and ground level building setbacks

C.06 Upper-Level Setbacks

Minimum upper-level building setbacks above the podium are provided below and shown in Figure 8.5.12.4.

- a) Buildings fronting Pennant Hills Road, internal streets and the Central Park (buildings A-F) 2m.
- b) The North-Eastern edge of buildings B & C: 4m setback.
- c) The community link between buildings G & F: 3m setback.
- d) The Southern edge of building D: 2m.
- e) Buildings fronting Shirley Street (buildings E-F): 2m setback.
- f) Buildings adjacent to boundaries shared with adjoining properties: to satisfy ADG habitable room/balconies separation controls.

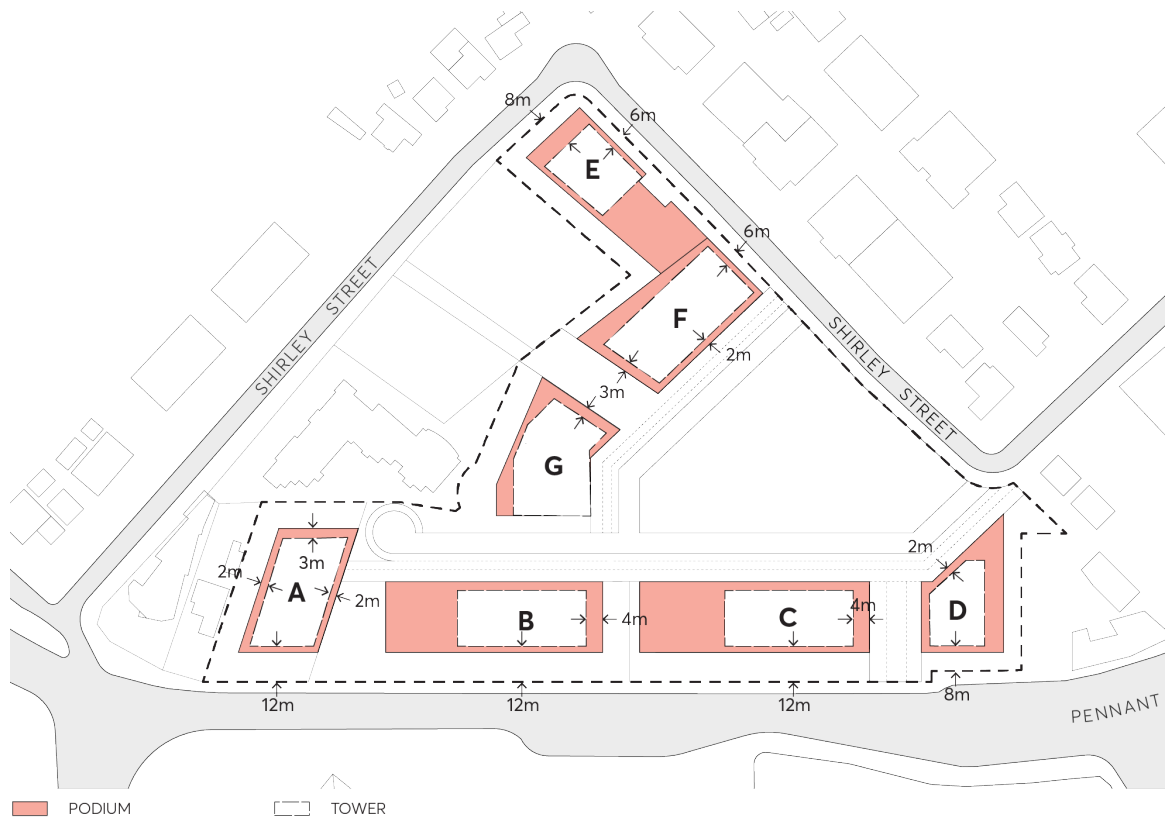


Figure 8.5.12.4 - Minimum Required Upper-Level Building Setbacks and Tower Location

8.5.12.5 BUILDING LOCATION AND HEIGHT

Objectives

- O.01 Create appropriate transition of built form to adjoining development that responds to the topography and the wider locality.
- O.02 Ensure that building forms provide a high level of residential amenity including to adjoining residential development.
- O.03 Ensure the bulk and scale of podiums and towers respond to site topography and create a relatable human scale interface to the public domain.
- O.04 Ensure the height of buildings allows for high levels of solar access to the public domain, view sharing and views to sky.
- O.05 Ensure that the building form enables the provision of a safe and comfortable pedestrian level wind environment, including street frontages, outdoor eating areas, and open spaces.
- O.06 Ensure height of buildings allows for an appropriate distribution of built form density and height differentiation across the site.
- O.07 Maximise opportunities for public domain and residential amenity through appropriate distribution of height.

Controls

Podium Location and Height

- C.01 Podiums are to provide a high standard of architectural design and establish an appropriate relationship to surrounding streetscapes, internal road networks and public open spaces.
- C.02 A consistent Podium Datum Zone along the Pennant Hills Road frontage and the internal street frontages is to be set at a range between RL 134 and RL 136 to allow for legibility of the site topography. The 2m height variation allows for differentiation of podium heights in response to the topography.
- C.03 Podiums are to provide a high standard of architectural design and establish an appropriate relationship to surrounding streetscapes, internal road networks and public open spaces.

Tower Location and Height

- C.04 Tower location is to be consistent with Figure 8.5.12.4.
- C.05 Towers are to provide a high standard of architectural design, provide for visual interest as viewed from the public domain and delineate towers from the podiums.
- C.06 Shading to western façades should be included to mitigate solar heat gain.
- C.07 Roof plants, services and rooftop structures (such as pergolas or shelters) which provide protection to the communal open spaces are to be excluded from the calculation of storeys, but not from building height zone controls. These elements should be incorporated into the design of the roof to minimise visual intrusiveness and support an integrated building design.

8.5.12.6 BUILDING SEPARATION AND TOWER SLENDERNESS

Building depth, bulk and separation creates an urban form that protects amenity, daylight penetration, views to the sky and privacy between adjoining developments and minimises the negative impacts of buildings on the amenity of the public domain. The slenderness of towers is important to achieve high-quality built form, minimise the perceived density and maximise amenity and environmental performance. Plan area, plan proportion, alignment, and height are contributing factors in the perception of slenderness.

Objectives

- O.01 Minimise the impact of development on the public domain, neighbouring sites and between buildings within the site by allowing adequate daylight and views to the sky between buildings.
- O.02 Provide access to light, air, and outlook for the occupants of buildings, neighbouring properties, and future buildings.
- O.03 Ensure towers are sufficiently separated so that tower buildings are seen in the round.
- O.04 Minimise the perception of visual bulk and scale of the development.

Controls

- C.01 The separation distance between podiums B & C shall allow for vehicle turning circles to facilitate servicing within building footprints and required public domain connections.

8.5.12.7 BUILDING DESIGN

The building podiums interface directly with the street or public domain. As such it has the most impact on the pedestrian experience, and its design must respond to the need for a lively, interesting, and comfortable environment.

Residential frontage at the ground floor is set back from the street to afford a balance of privacy as well as engagement with the street for ground level residents, at the same time allowing space for a generous tree canopy providing amenity for the street and residents.

Active commercial ground floor frontages allow for narrow shopfronts and many doors, a mix of tenancy types, good transparency to the inside, quality materials with expressed detail, vertically articulated facades and a plinth for the glazed frontages.

Above the podiums, towers are set back and designed as separate detached buildings to be seen in the round.

Objectives

- O.01 Provide for the amenity, interest and liveliness of the street environment.
- O.02 Ensure a positive experience for pedestrians.
- O.03 Provide an active ground floor frontage that is accessible and integrated with the design of the public domain.
- O.04 Deliver buildings that are well-proportioned.
- O.05 Create a high-quality landscaped setting.
- O.06 Ensure materials contribute positively to the streetscape quality, are sustainable, durable, and easy to maintain.
- O.07 Mitigate reflectivity impacts on motorists and pedestrians on Pennant Hills Road.

Controls

- C.01 Only one step in the built form is preferred. This is to occur between the podium and upper-level building elements, unless required to satisfy ADG and ensure solar access to adjoining properties.
- C.02 Basements are to be located below ground.
- C.03 Where a basement breaches the natural ground level, it should be set back to be located within building footprints.

- C.04 Where parking cannot be accommodated below ground level, this is to be sleeved with active retail or residential uses.
- C.05 Buildings are to have a high level of articulation at both podium and tower levels.
- C.06 Buildings shall implement a variety of high quality, sustainable, durable and coherent materials in a range of compatible colours and textures.
- C.07 The design of podiums shall achieve the following outcomes:
- a) Provide a high standard of architectural design and establish an appropriate relationship to surrounding streetscapes, internal road networks and public open spaces.
 - b) Be built to align with setbacks for their entire height, to provide an active street interface. Colonnades and undercroft spaces are not supported on streets as they restrict views of retail frontage and fragment the street interface.
 - c) Include fine grain vertical articulation.
 - d) Be of durable, masonry materiality and detailing with supplementary glazing using quality materials, with expressed detail, and a plinth for the glazed frontages.
 - e) Utilise legible architectural elements and spatial types to create depth to facades including doors, windows, reveals, pilasters, sills and plinths. Façades are to incorporate legible pedestrian wayfinding.
 - f) Entries and active frontages, engaging with the public domain.
 - g) Building services located above ground are to be concealed and screened as viewed from the public domain to mitigate any visual or amenity impact.
- C.08 The design of towers shall achieve the following:
- a) Provide a high standard of architectural design and detailing.
 - b) Utilise legible architectural elements and spatial types to create depth to facades and establish a human scale within facades.
 - c) The towers should have materiality which compliments the materiality of the podiums.
 - d) Tower design should respond to context, climate, and views.
 - e) Facade treatments and materials should appropriately mitigate reflectivity.

8.5.12.8 FLOOR TO FLOOR HEIGHTS

Objectives

- O.01 Provide appropriate amenity for buildings.
- O.02 Ensure that floor heights support a range of uses and enable a change of use over time.

Controls

- C.01 Minimum floor to floor heights shall be provided as follows:

- a) Commercial and Retail Uses: 3.8m
- b) Residential Uses: 3.1m
- c) Community Centre/Library: ground floor 4.5m and a minimum of 3.8m for all levels above and below this.

8.5.12.9 RETAIL GROUND FLOOR FRONTAGE

Objectives

- O.01 Enable retail uses at key locations and public open spaces.
- O.02 Ensure retail frontages have comfort and shelter for pedestrians.
- O.03 Provide visual interest.

Controls

- C.01 Ground floor commercial uses should be located to activate the public domain, where practicable.
- C.02 Retaining walls, ramps, platforms, handrails and other structures in the landscaped building setback should be minimised.
- C.03 Services on frontages should be minimised, where possible.
- C.04 Commercial frontages, foyers and lobbies should create a fine grain frontage.
- C.05 Fire escapes and service doors should be designed to complement the commercial frontage and be seamlessly incorporated into the façade with quality materials.
- C.06 All required major services should be incorporated in the design of the ground floor frontage.

8.5.12.10 RESIDENTIAL GROUND FLOOR FRONTAGE

Residential buildings should be designed to provide amenity for ground floor residents. Internal street and site boundary setbacks are designed primarily to enable a landscaped setting for buildings. The subtleties involved in the design of ground level entries, private terraces or balconies, fences, walls, level changes, and planting play an important part in the articulation of the internal street.

Boundary setbacks to provide a generous perimeter landscape setting for new high-density development to enhance/soften street presentation, screen buildings, provide ground level amenity and suitable separation to neighbours.

Objectives

- O.01 Deliver a ground floor that achieves amenity and privacy for residents as well as engagement with and passive surveillance of the street.

- O.02 Maximise deep soil and green landscape area in the 4m internal street setback providing a dominant landscape setting for new buildings.
- O.03 Provide appropriate amenity for all residential apartments.
- O.04 Locate the disability access so that it relates seamlessly to the building design.
- O.05 Minimise the impact of basements.
- O.06 Preserve landscaped site boundary setback areas as deep soil area that can support significant tree vegetation commensurate with the proposed scale of development.
- O.07 Preserve boundary setback areas predominantly at natural ground level avoiding the need for large retaining structures or steep embankments abutting neighbouring properties or existing streets.
- O.08 Ensure suitable conditions for access, plant establishment, and convenient long-term maintenance of landscaped areas.

Controls

- C.01 Ground floor apartments should be adjacent to footpath levels as far as practicable. Where this is not achievable, they should still achieve a high level of amenity.
- C.02 Where apartment have individual entries from the street, a front door with a distinct entry space within the apartment should be provided. Individual apartment entries should be understated, with post boxes and street numbers located at the common entry.
- C.03 The setback area should be designed to relate to the public footpath and maximise landscaping area.
- C.04 A variety of landscaping, including canopy trees, should be provided within setbacks.
- C.05 Minimise impervious surfaces at ground level in the setback areas.
- C.06 Gradient change/embankment should be no more than 1:6.

8.5.12.11 RESIDENTIAL DESIGN APARTMENT QUALITY

Objective

- O.01 Ensure development achieves good amenity standards for residents.

Controls

- C.01 Building floor plates and sections should define positive spaces for streets, open spaces, and courtyards.
- C.02 High-level windows should not be used as the primary source of light and ventilation for habitable rooms.
- C.03 Where practicable, balconies should be rectangular in shape with the longer side parallel to the facade of the building.

- C.04 Divisions between apartment balconies should be of solid, non-transparent construction and extend from floor to ceiling.
- C.05 Common open space should include appropriate facilities for the use of residents.
- C.06 Balustrades should take account of sightlines to balance the need for privacy within apartments and views out of apartments.
- C.07 Apartment design should consider incorporating suitable spaces that can be utilised as a work from home space.

8.5.12.12 NON-RESIDENTIAL USES

The site is well-suited to accommodate a range of non-residential uses which will activate and enliven the future built forms, public open spaces, and public domain network. The uses should complement one another and support the existing and future population of the site and wider Carlingford locality, including its relationship to the Carlingford Light Rail Station.

Objectives

- O.01 Promote an appropriate mixture of uses which will support vitality of the site and surrounding locality, including public open spaces and existing and future road network.
- O.02 Encourage a range of non-residential uses that meet the needs of local residents.
- O.03 Ensure that safe and convenient car parking arrangements for childcare facilities are provided and avoid adverse traffic and on-street parking impacts on the surrounding neighbourhood.
- O.04 Ensure that commercial uses do not unreasonably diminish the amenity of nearby residential uses through noise intrusion.
- O.05 Provide active ground floor uses along street frontages, through site links to create an active pedestrian edge as well as maximising opportunities for passive surveillance.

Controls

- C.01 The non-residential uses are to be provided to meet the needs of the community and focused around the periphery of the central public open space and through-site links, activating the locality.
- C.02 Where necessary, the fit out and use of non-residential components should form part of separate applications.
- C.03 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.

8.5.12.13 COMMUNITY CENTRE AND LIBRARY FACILITY

Objectives

- O.01 Provide a prominent, accessible, and appropriately located facility comprising of a co-located community centre and library that meets the needs of the Carlingford community and visitors.
- O.02 Create a vibrant facility that is integrated into the adjacent outdoor spaces and commercial, retail, and public domain areas.
- O.03 Incorporate best practice sustainability principles and standards into the design of the building and operation of the facility.
- O.04 Ensure the community centre and library facility can provide refuge and evacuation support during extreme weather and emergency events.
- O.05 Provide activated surrounding public spaces and landscapes that establish a community focus.
- O.06 Ensure that the facility does not impact the amenity of surrounding residents.
- O.07 Ensure adequate on-site car parking is provided for the facility.
- O.08 The library/community centre provides an active interface to the central park and east-west through link.

Controls

- C.01 The facility is to be provided on the subject site within Block F as per the site layout in Figure 8.5.12.2.
- C.02 The library space is to be a minimum area of 1,800m² measured from internal walls of the external building.
- C.03 The community facility space is to be a minimum area of 700m² measured from the internal walls of the external building.
- C.04 Windows are not to be more than 300mm below ceiling height.
- C.05 Vehicular entry is to be provided to the facility in accordance with Figure 8.5.12.7.
- C.06 Two pedestrian access points are to be provided, one from the through site link.
- C.07 The community facility is to have an active interface with Shirley Street, the new internal street and the through-site link. These frontages should also include awnings. Awnings are to be designed in accordance with Section 8.5.12.23 – Awnings and Awning Design of this DCP.
- C.08 Building services and plant rooms shall not create a negative impact on the amenity of users or residents and are to be located away from prominent public domain and residential interfaces.
- C.09 Services should not impact on minimum floor to ceiling heights.
- C.10 Building design should incorporate high quality materials and finishes and be of high sustainability value. Sustainability measures are to be applied in accordance with the Sustainability within this site-specific DCP.

- C.11 On-site car parking provision is to be in accordance with the rate specified in the table within C.09 of Section 8.5.12.26 – On-site Parking of this DCP.
- C.12 Floor to floor heights are to be as per C.09 of Section 8.5.12.8 – Floor to Floor Heights of this DCP.
- C.13 Provide a significant presentation, interface and outlook for all parts of the community hub with an elevation facing the central park and the east-west through link.

8.5.12.14 WINTERGARDENS

Objectives

- O.01 Improve the amenity of balconies in high-rise apartments above eight storeys and apartments fronting noisy environments.
- O.02 Provide acoustic attenuation for internal living areas.
- O.03 Provide an acceptable thermal environment.
- O.04 Balance ventilation and wind impacts in high-rise apartment balconies.
- O.05 Maximise daylight access, views, and comfort of balconies.

Controls

- C.01 Wintergardens are only permitted above 8 storeys (including the eighth storey) or where there are negative external impacts such as high levels of noise.
- C.02 Wintergardens should be designed and constructed as a private external balcony with drainage, natural ventilation, and finishes acceptable to an outdoor space and should not be treated as a conditioned space or weatherproof space.
- C.03 All wintergardens are to have a balustrade less than 1.4m above finished floor level and a contiguous and permanently openable area between the balustrade and the ceiling level of not less than 25% of this area. This restriction shall apply to all elevations if the wintergarden has multiple elevations.
- C.04 A generous opening should be provided between the wintergarden and any adjacent living area to allow connection of the spaces when ambient conditions are suitable.
- C.05 Acoustic control for living areas and bedrooms should be provided on the internal facade line between the wintergarden and the living area or bedroom.
- C.06 Winter gardens should have 75% of the external walls (excluding balustrade) fully operable louvres or sliding glass panels. Casement or awning windows are not permitted.
- C.07 Air conditioning units should not be located on wintergarden balconies.

8.5.12.15 RETAINING WALLS

The site contains a steeply sloping topography. Retaining walls may occur adjacent to the street or site boundaries due to the topographical conditions. The design of retaining walls should be consistent throughout the site and a sensitive interface to the public domain and neighbouring lots.

Objectives

- O.01 Ensure the appropriate location of retaining walls.
- O.02 Ensure consistent design of retaining walls and integrated into the landscape character.
- O.03 Ensure retaining walls are durable and appropriate for the interface to the public domain and private properties.
- O.04 Ensure retaining walls do not dominate the landscape design.

Controls

- C.01 Retaining walls should:
 - a) Be located within the site boundaries and adjacent to the street or site boundaries when subject to topographical constraints elsewhere.
 - b) Be constructed using a cohesive, durable palette of materials using minimal external facings, render or painted finishes.
 - c) Enable casual seating where appropriate.
 - d) Have horizontal tops and minimal stepping.
 - e) Not be excessive in height adjacent to neighbouring properties.
 - f) Where necessary terrace walls to minimise negative impacts.

8.5.12.16 WATER MANAGEMENT

As a result of development, overland flow paths, vegetation, soil and ground surfaces have been considerably altered from their natural state. Water management aims to reverse any negative environmental impacts that have arisen because of these changes and achieve positive environmental outcomes so that a sustainable water environment can be recreated.

Objectives

- O.01 Water discharged from the site is of a satisfactory quality and is not polluted.
- O.02 Encourage reuse, recycling and harvesting of stormwater to reduce wastage of water.
- O.03 A total reduction in the quantity of water discharged from the site is achieved.
- O.04 Available water and landscape measures are employed to reduce urban heat.

Controls

- C.01 A Site Water Management Master Plan (WMP) must be submitted with any development application on the site and agreed to by Council.
- C.02 The WMP Plan shall guide water aspects of development and infrastructure, landscape and environment in the precinct and must include:
- a) Overland flow management including an Overland Flow Model and Plan satisfactory to Council.
 - b) Environmental management of private and public low flows (less than 1 in 1.5 chance per year) designed and implemented using Water Sensitive Design to reduce pollutant loads, reduce total stormwater discharge volumes and create habitats. This shall be modelled for the whole site to Council's satisfaction using MUSIC or equivalent software.
 - c) Water and landscape design and management must demonstrate and implement an effective urban heat reduction approach using any available methodologies, including tree and plant ground covers, tree canopies, irrigation and evapotranspiration.
- C.03 A piped drainage reticulation system capable of carrying the 1 in 20 chance per year stormwater flows is to be provided throughout the site for all roads and public domain areas. This system must be designed and constructed to Council standards and specifications and reasonable satisfaction. Where appropriate, public drainage infrastructure shall be dedicated to Council at appropriate stages in the development process for ongoing operation by Council.
- C.04 Excess peak flows from private lots, public roads and public domain shall be detained in both on-site and collective detention systems as appropriate. Detention systems are to be integrated into a sustainable overall water management plan for the site which may include WSD and rainwater harvesting. Peak flows are to be limited throughout the catchment in a 1 in 100 chance per year storm event to estimated peak flows under 1999 conditions. Detention design and details shall be in accordance with the UPRCT Handbook Edition 4.
- C.05 Lower flows (up to 1 chance in 1.5 years) shall be managed using water sensitive design methods primarily within the landscape and directed through landscape water quality biotreatment systems including deep soil and bioretention.
- C.06 Each proposal for private development and for public infrastructure and public domain development must be supported by a Water Management Plan that addresses the water aspects of the proposal, and the affected landscape and environment and is consistent with the WMP and is satisfactory to Council. Each proposal must address:
- a) Flooding and overland flow management
 - b) Road and public domain drainage
 - c) Flood reduction using public and private water detention systems
 - d) WSD – environmental management of private and public low flows with Water Sensitive Design to reduce the pollutant loads and create habitats
 - e) Rainwater harvesting and use
 - f) Total stormwater discharge reduction by 10% compared to the site in an undeveloped state

- g) An effective urban heat reduction approach in water, landscape and building design using any available methods, including tree and plant ground covers, tree canopies, irrigation and evapotranspiration.
- C.07 Tanked (waterproofed) basements are preferred, drained basements may be permitted where captured groundwater can be re-used on-site.
- C.08 The role of open space in water management design and management must be clearly demonstrated in the Water Management Plans. Recreational functionality must be compatible with and not unduly restrict or be restricted by any stormwater management requirements in the public domain and open spaces. The use of well-designed water management facilities, such as ponds, streams and wetlands, to enhance recreation and amenity is encouraged.
- C.09 The Water Management Plans for each proposal must be prepared in accordance with and consistent with the following Council Guidelines, (or later versions) unless otherwise approved by Council:
 - a) Flood Modelling Flood Impact Risk Assessment and Management Plans Guide - City of Parramatta Council – 19 April 2023
 - b) City of Parramatta Council, Development Engineering Guidelines June 2018
 - c) City of Parramatta Water Sensitive Design, Blue Green City and Urban Heat Guidelines updated 12 February 2024.

PUBLIC DOMAIN

8.5.12.17 STREET NETWORK AND FOOTPATHS

The streets and footways on-site are accessible to the public, whilst being under private ownership. The elements in the street such as footpaths and paving widths and vegetation should be designed to suit the street network and meet Council's public domain requirements where possible.

Objectives

- O.01 Provide a safe, efficient, and generous network for pedestrian, bicycle and vehicular movements for a site of this density.
- O.02 Maximise two way traffic flow and to allow for on street parking on one side of Shirley Street.
- O.03 Integrate with the existing street network with new internal roadways that represent an extension of the existing network.
- O.04 Create attractive and comfortable streetscapes for the local community.

Controls

- C.01 The road and pedestrian network is to be generally in accordance with Figure 8.5.12.5.
- C.02 Developments on the southern side of Shirley Street must widen the carriageway of the road by 0.8m. This is to occur by reducing the naturestrip width and does not require boundary changes.

- C.03 The design of the internal roads, any shared zones or other traffic facilities should be in accordance with the relevant Australian Standards, Austroads Guidelines and TfNSW Technical Directions.
- C.04 On-street parking is to be provided where available within the proposed road network.
- C.05 All new streets may be privately owned but must be publicly accessible at all times and be integrated with the surrounding street network.
- C.06 Public footpaths and pedestrian kerb ramp crossings are to be provided as required to provide safe pedestrian access to all buildings and open space areas. Path widths are to be in accordance with the Parramatta [Public Domain Guideline](#) requirements.
- C.07 Basement car parking is permitted under the new privately owned internal streets and must allow for appropriate soil depth for medium to large tree vegetation.
- C.08 Development Applications must clearly document proposed basement structure and surface level differences.
- C.09 Street trees are required at regular centres, maximum 15m, preferably 8-10m for both sides of the new internal street.
- C.10 New street trees, signage and furniture are to be provided to improve the comfort and safety of the public domain.

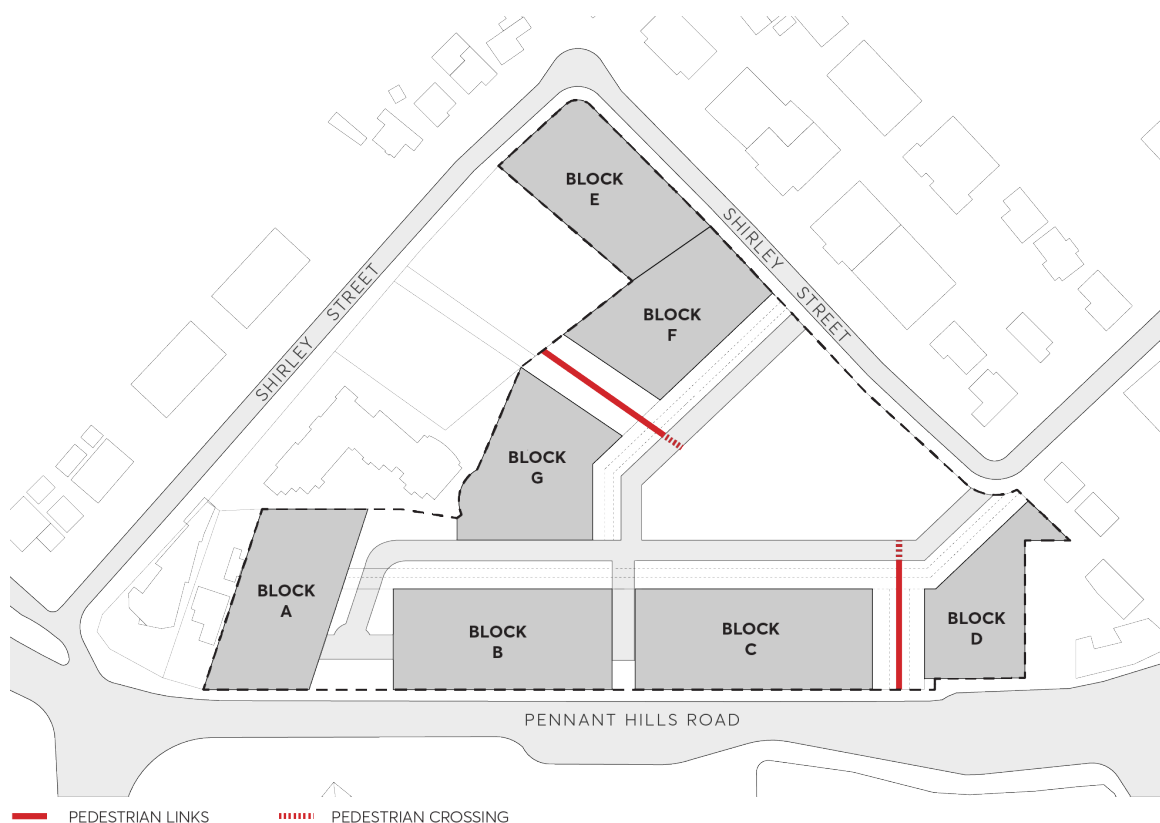


Figure 8.5.12.5 - Indicative Road Network

8.5.12.18 ACTIVE TRANSPORT

Objective

- O.01 Recognise the site as an important regional cycling and walking link between the Parramatta Light Rail Active Transport Link and Carlingford Village.
- O.02 Realise the connections of the Epping to Carlingford Cycleway.
- O.03 Prioritise pedestrian and cyclist movement.

Control

- C.01 A separated cycle path connection (minimum 2.5m width) through the site, from its eastern side is to be provided to realise a connection to the Parramatta Light Rail.
- C.02 The Pennant Hills Road footpath is to be upgraded to provide a 3m shared path measured from back of kerb.
- C.03 A pedestrian priority crossing is to be provided where the proposed cycle path crosses the new internal street.

8.5.12.19 PUBLIC OPEN SPACE AND PEDESTRIAN CONNECTIONS

There are numerous benefits created through the provision of public open spaces and pedestrian connections, including greater connectivity, increased frontage for entries and business opportunities, spatial intimacy and variety in the public domain. The site is well-suited to accommodate high quality public open spaces and pedestrian connectivity, capable of linking Carlingford Light Rail Station to the surrounding locality.

Objectives

- O.01 Provide high quality public spaces and pedestrian connections that will improve the quality of the site and its relationship to the surrounding locality.
- O.02 Deliver a useable, central open space which is capable of supporting a variety of uses and activities.
- O.03 Provide for through-site links which are activated, improve walkability and permeability, and relate to the surrounding locality.
- O.04 Provide an attractive, green and environmentally sensitive new park with significant large tree canopy planting.
- O.05 Maximise the interface between the development and public open space to ensure amenity, activation and casual surveillance.

Controls

General

- C.01 Public open spaces are to be provided in accordance with Figure 8.5.12.6. This includes the central open space addressing Shirley Street, east-west link (adjacent Block F) and north-south through-site link (Pennant Hills Road). The total areas are as follows:
- a) Public open space - a minimum of 4,768m² (Central Open Space) 687m² (east west through site link with public access easement) connected to Shirley Street.
 - b) A minimum of 595m² (north south through site link) connected to Pennant Hills Road.
- C.02 The designs for the public open spaces are to be developed in consultation with Council. They are to be designed to:
- a) Incorporate a palette of high quality and durable materials, and robust and drought tolerant landscaping species.
 - b) Include clear, accessible, safe, and convenient linkages to each other and to the surrounding public open space network.
 - c) Integrate stormwater management and urban tree canopy.
 - d) Include design elements, furniture, and infrastructure to facilitate active and passive recreation and community gatherings.
 - e) Maximise the safety and security of users consistent with 'Safety by Design' principles.
 - f) Provide deep soil throughout, with no car parking or infrastructure underneath.
 - g) Encourage pedestrian use through the design of open space pathways and entrances.
 - h) Clearly delineate private and publicly accessible open space.
 - i) Provide access to both sunlight (minimum 4 hours winter solstice) and shade.
 - j) Incorporate appropriate levels of lighting to maximise hours of use but do not create a nuisance to surrounding residents.
 - k) Accommodate high levels of use.
 - l) Be accessible 24/7.
 - m) Be capable of being well maintained within reasonable costs.
- C.03 Soft landscaping areas are to be irrigated.
- C.04 Pedestrian connections should be publicly accessible 24/7 and open to the sky.



Figure 8.5.12.6 - Public Open Space Plan

Central Public Open Space

- C.05 The central public open space is to have a minimum area of approximately 4,768m². This is to be orientated towards Shirley Street.
- C.06 Provide a separated cycle path connection.
- C.07 The open space design shall follow the existing topography as much as possible.
- C.08 This space is to accommodate a range of key user groups including children, young people, the elderly and people with a disability.
- C.09 The space is to include a variety of active and passive uses, including mixture of soft and hard surfaces, outdoor spaces, and seating areas.
- C.10 This space is to utilise durable materials and high quality landscaping, including a variety of indigenous, native and exotic species.
- C.11 Facilitate cross site and internal pedestrian connections and promote equitable access to all members of the public.
- C.12 The space is to demonstrate ecological values. Large canopy specimen trees (15-20m at maturity) are to be provided in the park design mix contributing to summer shade and urban heat mitigation. Minimum 100L at planting.
- C.13 The space is to be attractive and memorable with high levels of amenity that consider climate, safety, activity, circulation, seating, lighting, and enclosure.

East-West Through-Site Link

- C.14 The east-west through-site link to Shirley Street is to be a minimum area of approximately 687m². This is to provide access between the central public open space and the entrance to the Library/Community Facility.
- C.15 The through-site link is to be designed to cater for movement through the site, including passive recreational uses such as seating and the like.
- C.16 Provide a separated cycle path connection.
- C.17 This space should include a variety of indigenous, native and exotic species.
- C.18 Promote equitable access to all members of the public.

North-South Through-Site Link

- C.19 The north-south through-site link to Pennant Hills Road is to be an area of approximately 595m². This is to provide access between the central public open space and Pennant Hills Road to the south.
- C.20 The through-site link is to be designed to cater for movement through the site, including passive uses, such as seating and outdoor dining.
- C.21 This space should include a variety of indigenous, native and exotic species.
- C.22 Promote equitable access to all members of the public.
- C.23 This land is to be provided with a public access easement, allowing reasonable access at all times whilst remaining under private ownership.

8.5.12.20 COMMUNAL OPEN SPACE

Objectives

- O.01 Provide sufficient communal open space within residential flat buildings where outdoor communal open space levels cannot be achieved for each dwelling.

Control

- C.01 Where at grade communal open space requirements cannot be achieved, roof top space and/or indoor communal open space shall be provided in all developments.

8.5.12.21 OVERHEAD POWERLINES

Objectives

- O.01 Ensure the appropriate location of all power lines to provide an aesthetic appeal and necessary function.

Controls

- C.01 All new power lines and powerlines within the Shirley Street frontage of the site are to be undergrounded.
- C.02 Undergrounding should be constructed in accordance with the Parramatta [Public Domain Guidelines 2017](#).

8.5.12.22 STREET TREES

Street trees help improve the quality of environment for the residents by reducing temperatures, providing shade, attracting fauna, and providing outlook. Street trees will be the elements in public domain which will define the spaces and relate to the scale of buildings on the site.

Objectives

- O.01 Include the provision of new street trees to improve the character of the public domain.
- O.02 Improve and enhance environmental biodiversity and mitigate temperature at ground level.
- O.03 Improve visual amenity of the public domain and from the buildings.

Controls

- C.01 Street trees should be medium size, capable of reaching an approximate mature height of 10-15m. Minimum 100L at planting.
- C.02 Trees along Pennant Hills Road can be included in the private setback in a consistent 'avenue' alignment. Tree size to be large (15-20m at maturity). Minimum 100L at planting.
- C.03 Deep soil for trees should meet the [Apartment Design Guideline](#) (ADG).

8.5.12.23 AWNINGS AND AWNING DESIGN

Awnings assist in encouraging pedestrian activity along streets by providing comfortable conditions at footpath level and, in conjunction with active ground floor frontages, contribute to the vitality of the public domain. Awnings are preferred with active frontages, to provide shelter and weather protection for pedestrians.

Objectives

- O.01 Increase amenity in areas of high pedestrian volume.
- O.02 Design awnings to provide protection from rain, sun, and wind down draft.
- O.03 Maintain complementary architectural detail between awnings.

Controls

- C.01 Awnings should be provide where active non-residential frontages are proposed.
- C.02 Awnings should complement the architectural character of the building.
- C.03 Awnings should be:
 - a) A minimum soffit height of 3.3m and maximum height of 6.3m.
 - b) Setback of 600mm from the face of the kerb.
 - c) Minimum depth of 2m, unless street trees are provided.
- C.04 Awnings are to be finished in materials appropriate to the climatic conditions.

8.5.12.24 LANDSCAPE DESIGN AND PLANTING**Objectives**

- O.01 Improve amenity of the public domain and built form through the provision of landscaping.
- O.02 Assist with the management of water.
- O.03 Establish a variety of vegetation, especially significant site-wide canopy tree planting.

Controls

- C.01 A Landscape Plan should be provided for all landscaped areas.
- C.02 Canopy vegetation should be provided in the street frontage setbacks and within the public open spaces.
- C.03 Ensure the provision of appropriate soil depth and volume according to ADG requirements for planting above structures.
- C.04 Landscape requirements should be as per Section 3.3.1 – Landscaping, and 3.3.2 – Private and Communal Open Space of the Parramatta DCP 2023.
- C.05 Provide appropriate soil conditions, including irrigation and drainage, for planting above structures.
- C.06 Tree planting and landscaping located on a slab should achieve soil depth and volume per ADG requirements.
- C.07 All open space shall reflect the principles of 'Safer by Design' by minimising high retaining walls, dense planting and ensuring casual surveillance of public domain from both residential and non-residential uses.

VEHICULAR ACCESS AND PARKING

8.5.12.25 VEHICULAR ACCESS

The design and location of vehicle access to developments should give priority to pedestrian movement and to minimise conflicts between pedestrians and vehicles on footpaths. Vehicle access should also be designed to minimise visual impact and disruption of the public domain and should be integrated into built form.

Objectives

- O.01 Ensure the amount, location and design of car parking caters for the needs of residents, workers and visitors.
- O.02 Encourage active transport such as walking and cycling, and the use of public transport.
- O.03 Create a high-quality streetscape outcome that provides a safe, convenient and comfortable pedestrian environment.
- O.04 Minimise the impact of vehicle access points and driveways on streetscape, pedestrian safety and quality of the public domain.

Controls

- C.01 Indicative vehicular and pedestrian access is to be consistent with Figure 8.5.8.11.7.
- C.02 Vehicle access and servicing should not be located within the Pennant Hills Road setback.
- C.03 Where practicable, entry points should be minimised and shared between adjoining buildings.
- C.04 Vehicular access doors should be fitted behind the façade and finished of a material that will integrate into the building.
- C.05 Vehicle access should be designed to minimise the visual impact to the street.
- C.06 All vehicles should enter and exit the site in a forward direction.
- C.07 Vehicle and pedestrian access should be appropriately separated to remove conflict.
- C.08 Loading dock and waste collection should be incorporated within the building envelopes.
- C.09 Parking and access should be in accordance with the relevant Australian Standards.



Figure 8.5.12.7 – Indicative Vehicle and Pedestrian Access Points

8.5.12.26 ON-SITE PARKING

Objectives

- O.01 Facilitate an appropriate amount of parking on the subject site.
- O.02 Minimise the impact of on-site parking.
- O.03 Provide adequate space for parking and manoeuvring of vehicles.
- O.04 Maximise the use and benefit of public transport and active transport, such as walking and cycling.

Controls

- C.01 The layout and area of basements are to be generally in accordance with Figure 8.5.8.11.8.
- C.02 Where variations are proposed to the basement footprints, development is to demonstrate how the objectives for this Section are achieved.
- C.03 Car parking should be provided in basements.
- C.04 Parking is permitted below the private road network.

- C.05 Adequate landscaped area must be maintained around the basement footprints.
- C.06 On-site parking should meet the relevant Australian Standards.
- C.07 Accessible parking should be designed and provided to meet the Australian Standards.
- C.08 Pedestrian pathways to car parking areas are to be provided with clear lines of sight and safe lighting.

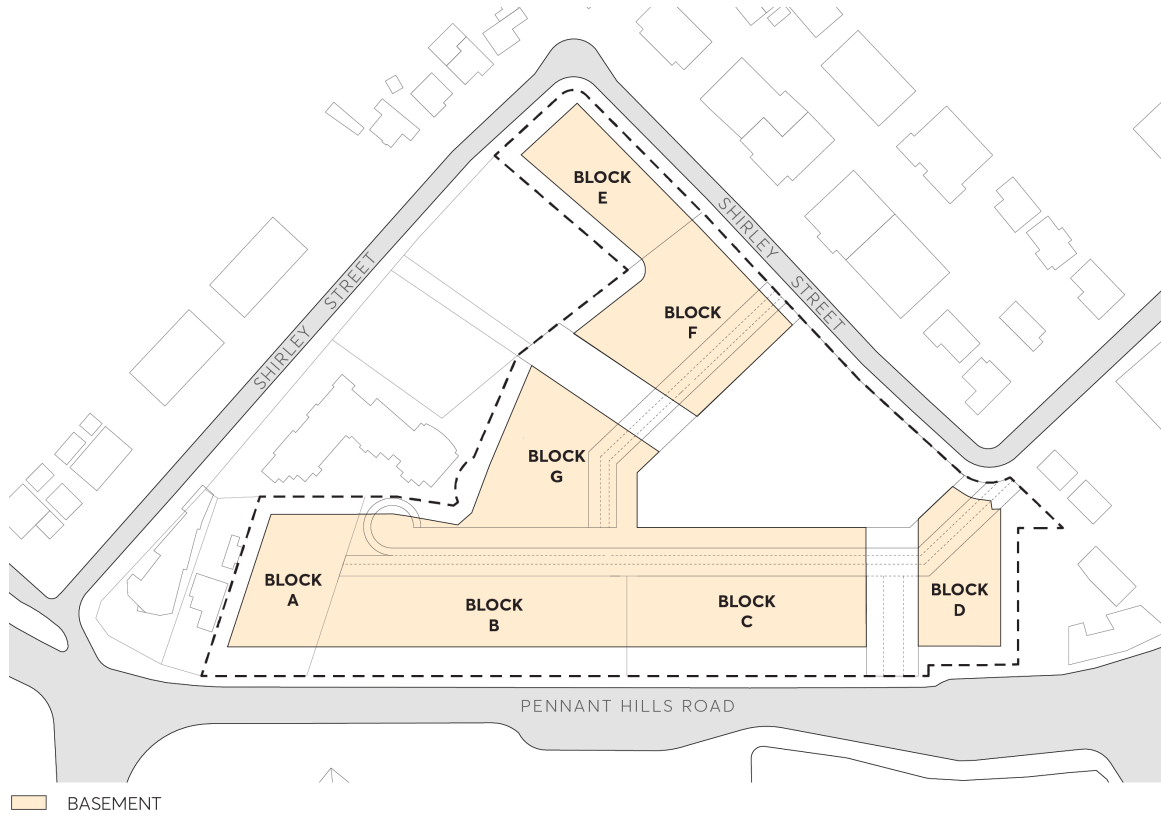


Figure 8.5.12.8 - Indicative Basement Layouts

- C.09 Car parking for residential uses should be provided as set-out below.

Dwelling Type	Maximum Parking Rate
1 Bedroom	1
2 Bedroom	1
3 Bedroom	2
4 Bedroom	2
Visitor	0.1

- C.10 Car parking for non-residential uses are to be provided as set-out below.

Dwelling Type	Maximum car parking rates
Supermarket	1 space per 25m ²
Other Retail Premises	1 space per 40m ²
Centre-based Childcare	1 space per 6 children 1 space per 1 employee A reduction in the parking rate may be considered if sufficiently justified through a Traffic and Transport assessment and there being spare capacity at relevant times within the car park.
Community Facility	20 spaces

- C.11 Where not listed above, car parking is to be provided in accordance with Parramatta DCP 2023 or The Guide to Traffic Generating Developments, whichever is greater.
- C.12 Car parking rates are a maximum and any excess parking may be counted as gross floor area.
- C.13 Car parking rates should be rounded-up to the nearest whole number.

8.5.12.27 BICYCLE PARKING

Objectives

- O.01 Ensure safe, accessible, and adequate bicycle parking is provided for residents and visitors of the precinct.

Controls

- C.01 Ensure secure bicycle parking is provided for non-residential and residential uses.
- C.02 Where possible, bicycle parking for residents and/or employees should be provided at-grade.
- C.03 Where bicycle parking is provided within the basement or above ground levels, it is to be conveniently located.
- C.04 Bicycle parking access and facilities are to be provided in accordance with the relevant Australian Standards and Part 6 – Traffic and Transport of the Parramatta DCP 2023.
- C.05 Visitor bicycle parking shall be located conveniently within the building and is to be undercover and accessible at all times.
- C.06 The number of bicycle parking is to be provided in accordance with Part 6 – Traffic and Transport of the Parramatta DCP 2023.

8.5.12.28 SUSTAINABILITY

Objectives

- O.01 Increase energy efficiency.
- O.02 Reduce reliance on potable water.
- O.03 Deliver built forms and public open spaces which respond to winter sunlight and cooling summer breezes.
- O.04 Reduce waste and increase the reuse and recycling of materials.
- O.05 Encourage the use of electric vehicle car charging.

Controls

- C.01 Residential development is to comply with BASIX requirements.

- C.02 Public amenities are to use water and energy efficient fittings.
- C.03 Provision of electric vehicle charging infrastructure is to be provided in accordance with Section 6.1.3 – Electric Vehicle Charging Infrastructure of the Parramatta DCP 2023.
- C.04 Water sensitive design measures are to be integrated where possible, such as water re-use systems for irrigation.

URBAN HEAT ISLAND

8.5.12.29 VERTICAL FACADES

Objectives

- O.01 Minimise the reflection of solar heat downward from the building façade into private open space or the public domain.
- O.02 Where multiple reflective surfaces or convex geometry of reflective surface introduce the risk of focussing of solar reflections into the public spaces.
- O.03 Solar heat reflections from any part of a building must not exceed 1,000W/m² in the public domain at any time.
- O.04 A reflectivity modelling report may be required to qualify extent of reflected solar heat radiation.

8.5.12.30 AWNINGS

Objectives

- O.01 Ensure awnings are designed to improve user comfort, providing shelter from the sun and reduced solar heat at the street level.

Controls

- C.01 All awnings and shading devices should have non-reflective surfaces.
- C.02 Transparent awnings are not encouraged on buildings. If transparent awnings are used, the awning must have a maximum solar transmittance of 50.

8.5.12.31 PUBLIC ART

Objectives

- O.01 Enhance the sense of place through the provision of public art.
- O.02 Use public art to enhance and define the character of the site and locality.

Controls

- C.01 Public art is encouraged within the central public open space or through-site links, independent of building forms.
- C.02 Public Art is to have a value of up to \$50,000 and is to be integrated into the public open space.

8.5.13 LAND IDENTIFIED WITH ADDITIONAL MATTERS FOR CONSIDERATION

This Section includes site-specific controls relating to residential subdivision patterns, proposed roads (including road widening), and setbacks for land identified in the following areas:

- Carlingford
- Northmead
- North Parramatta
- North Rocks
- Parramatta and Granville

The controls are shown in the Figure 8.5.13.1 to Figure 8.5.13.16 as part of this Section of this DCP.

Controls

- C.01 Ensure the development outcome is in accordance with detailed controls as shown in the Figure 8.5.13.1 to Figure 8.5.13.16 as part of this Section of this DCP.

CARLINGFORD

Detailed controls for land within Carlingford are shown in the Figures below.



Figure 8.5.13.1 – Land within Carlingford Central (Carlingford Local Centre).

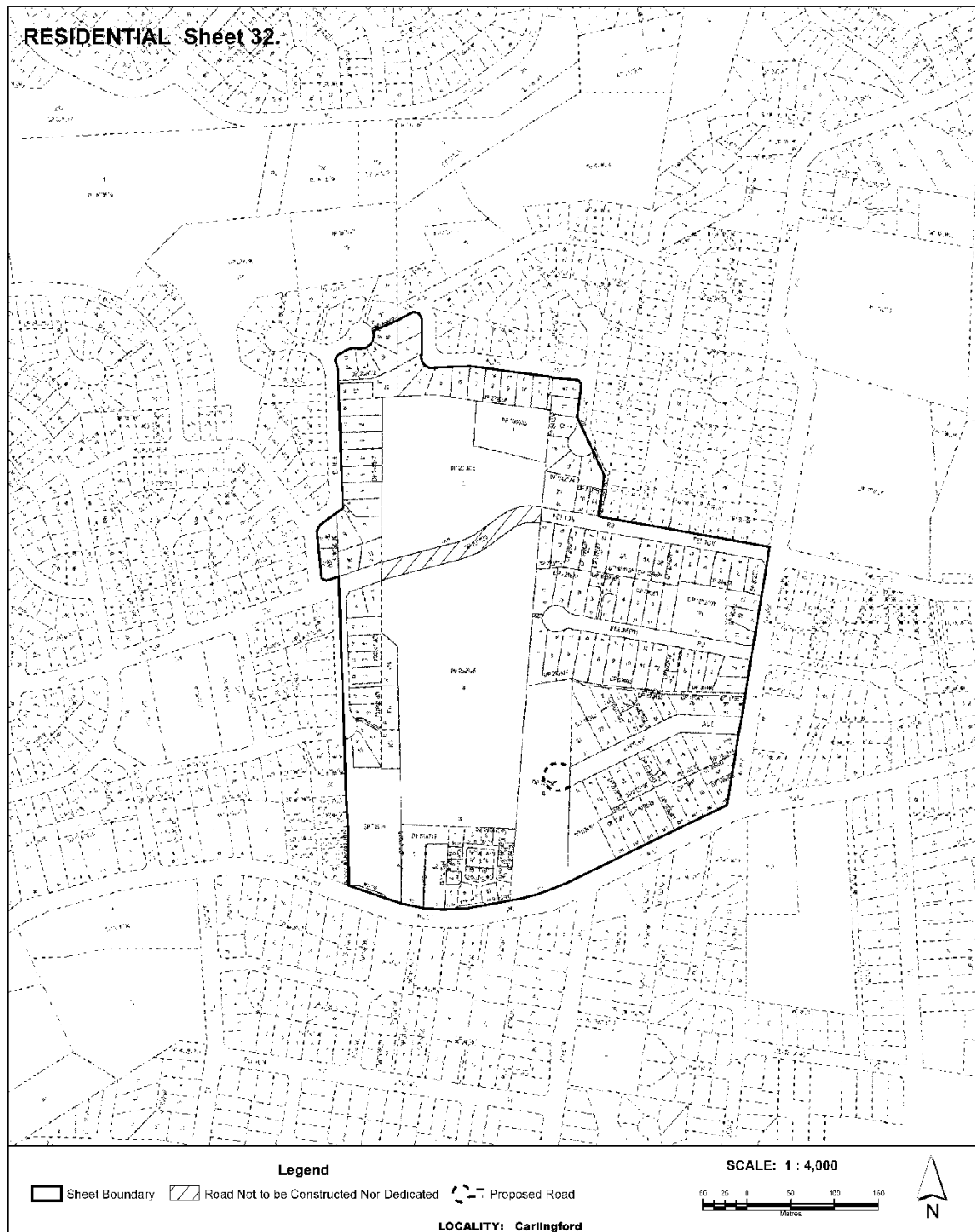


Figure 8.5.13.2 – Land within Carlingford

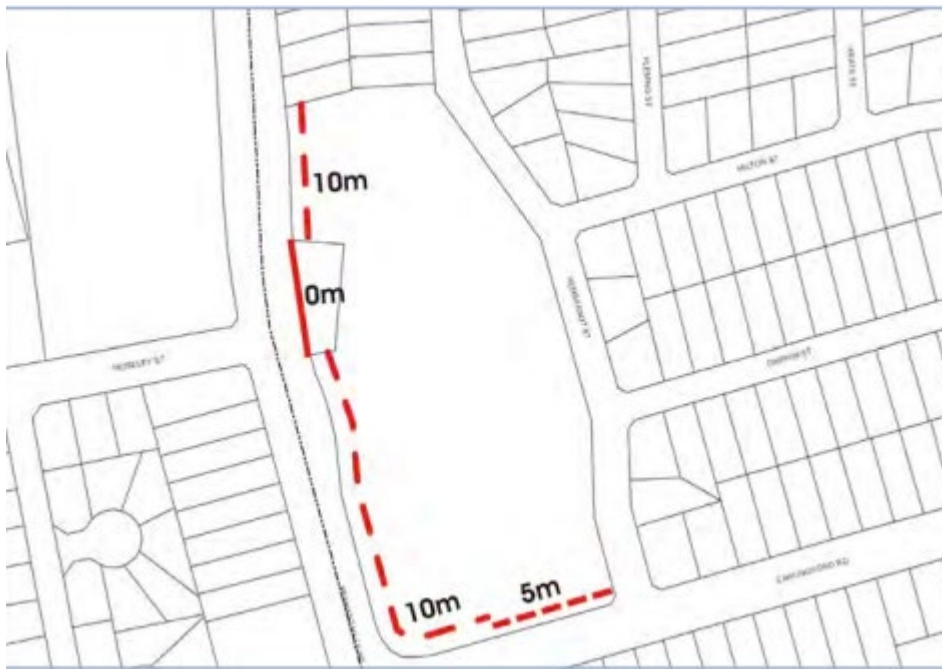


Figure 8.5.13.3 – Setback provisions for land on the corner of Pennant Hills Road and Carlingford Road, Carlingford.

NORTHMEAD

Detailed controls for land within Northmead are shown in the Figures below.

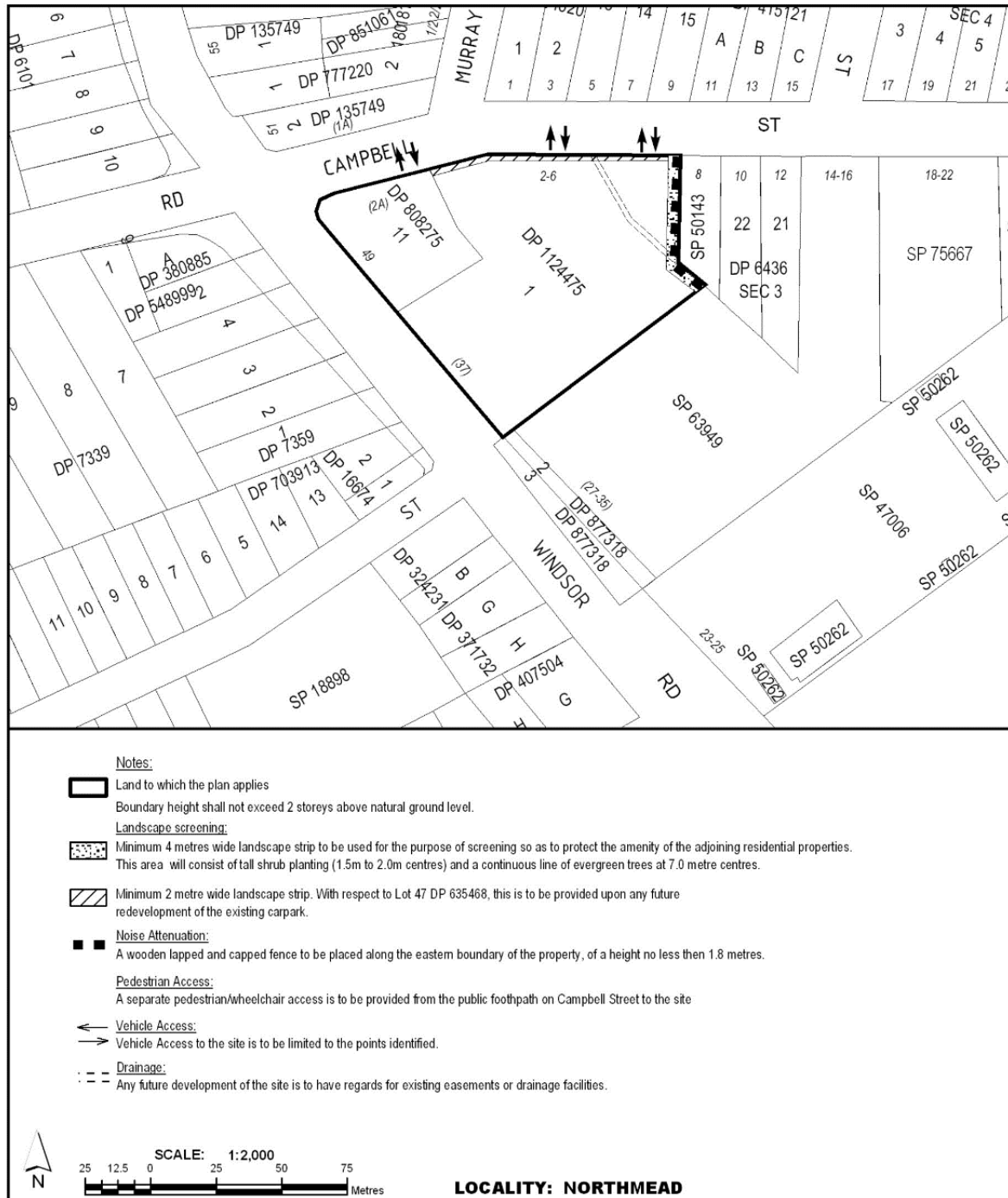


Figure 8.5.13.4 – Land at 2-3 and 2A Campbell Street, Northmead



Figure 8.5.13.5 – Land bound by Ventura Road and Windermere Avenue, Northmead.

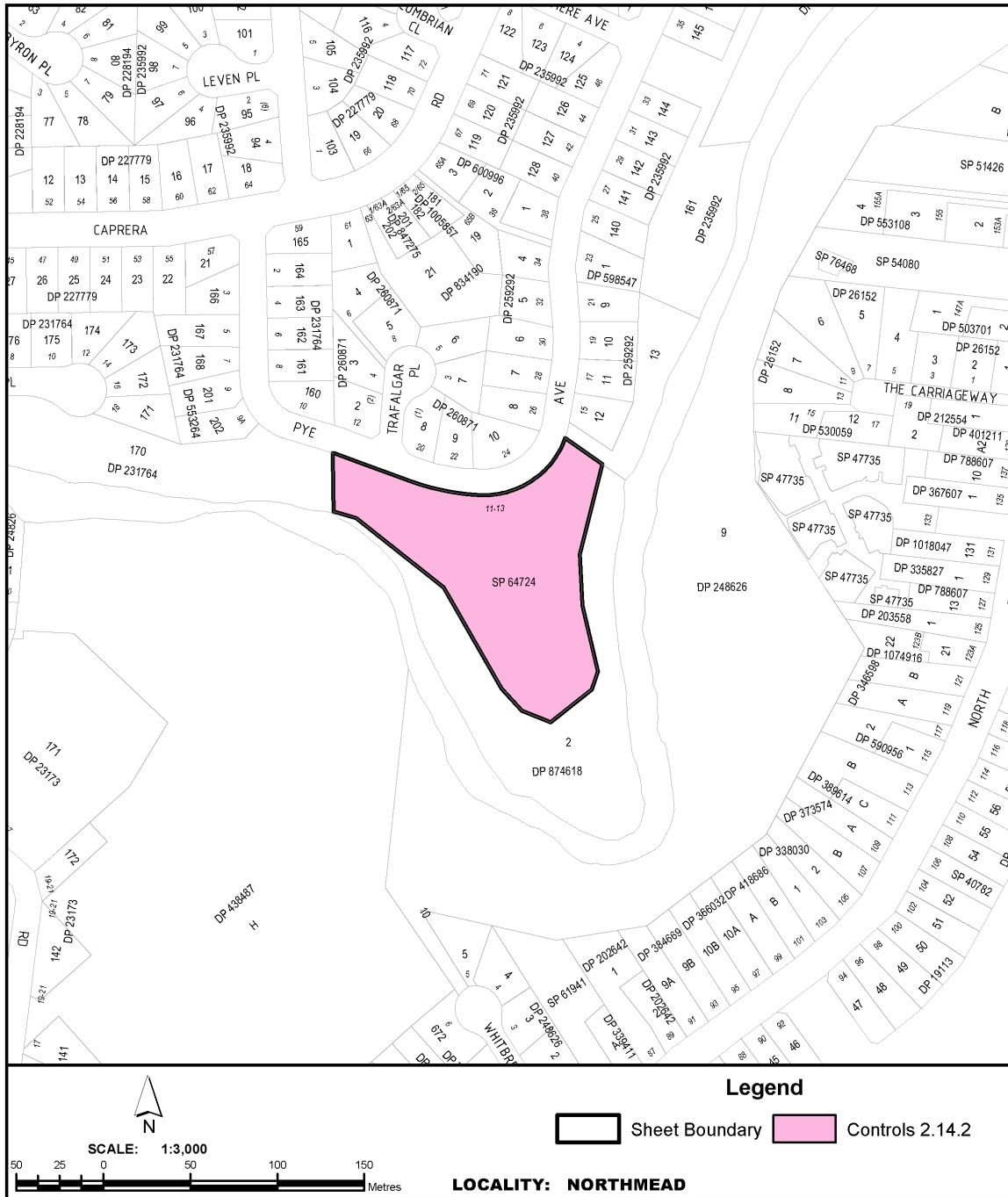


Figure 8.5.13.6 – Land at 11-13 Pye Avenue, Northmead

NORTH PARRAMATTA

Detailed controls for land within North Parramatta are shown in the Figures below.



Figure 8.5.13.7 – Land within North Parramatta

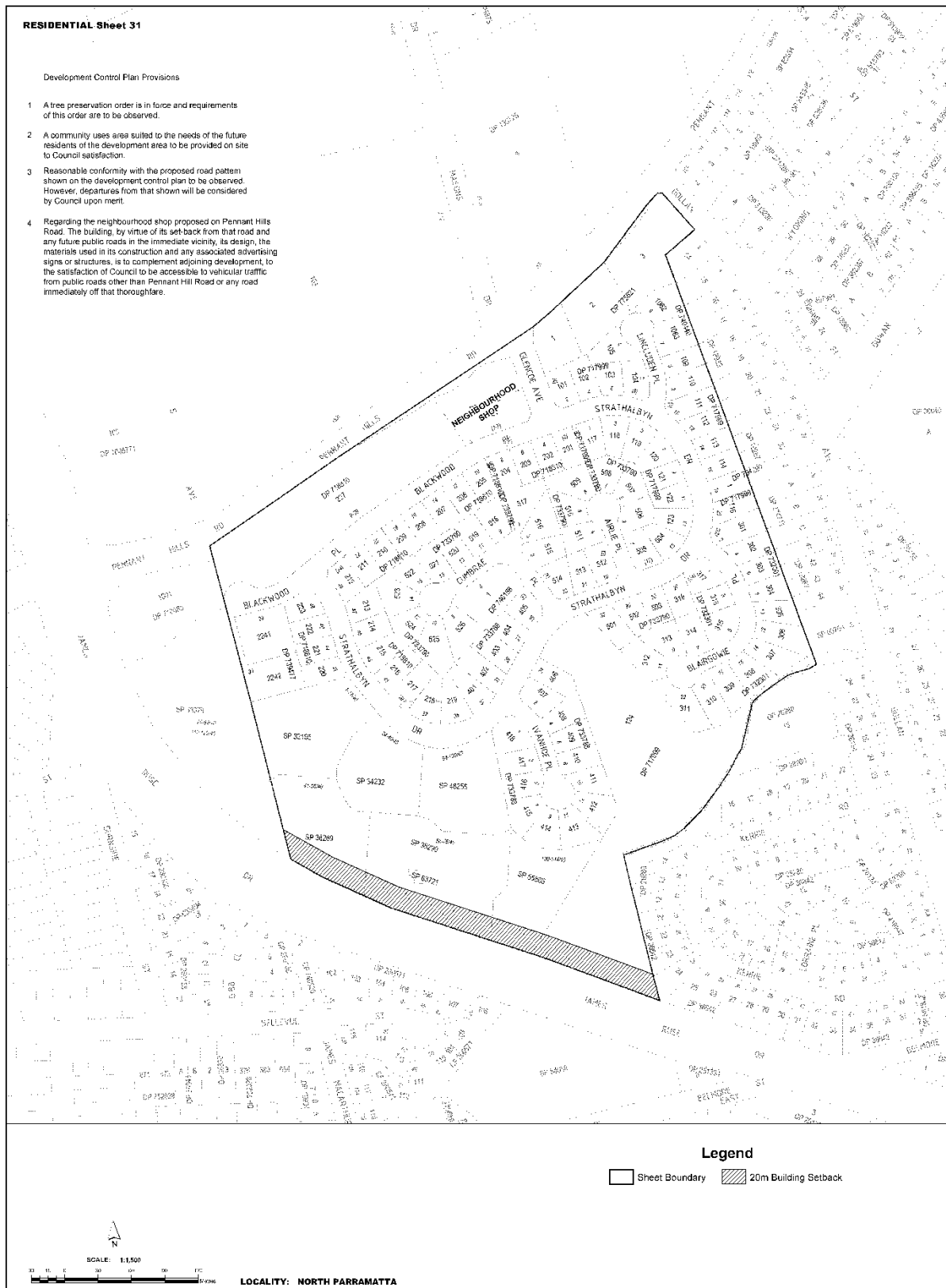


Figure 8.5.13.8 – Land south of Burnside Homes and bound by James Ruse Drive, North Parramatta

Detailed controls for land within North Rocks are shown in the Figures below.

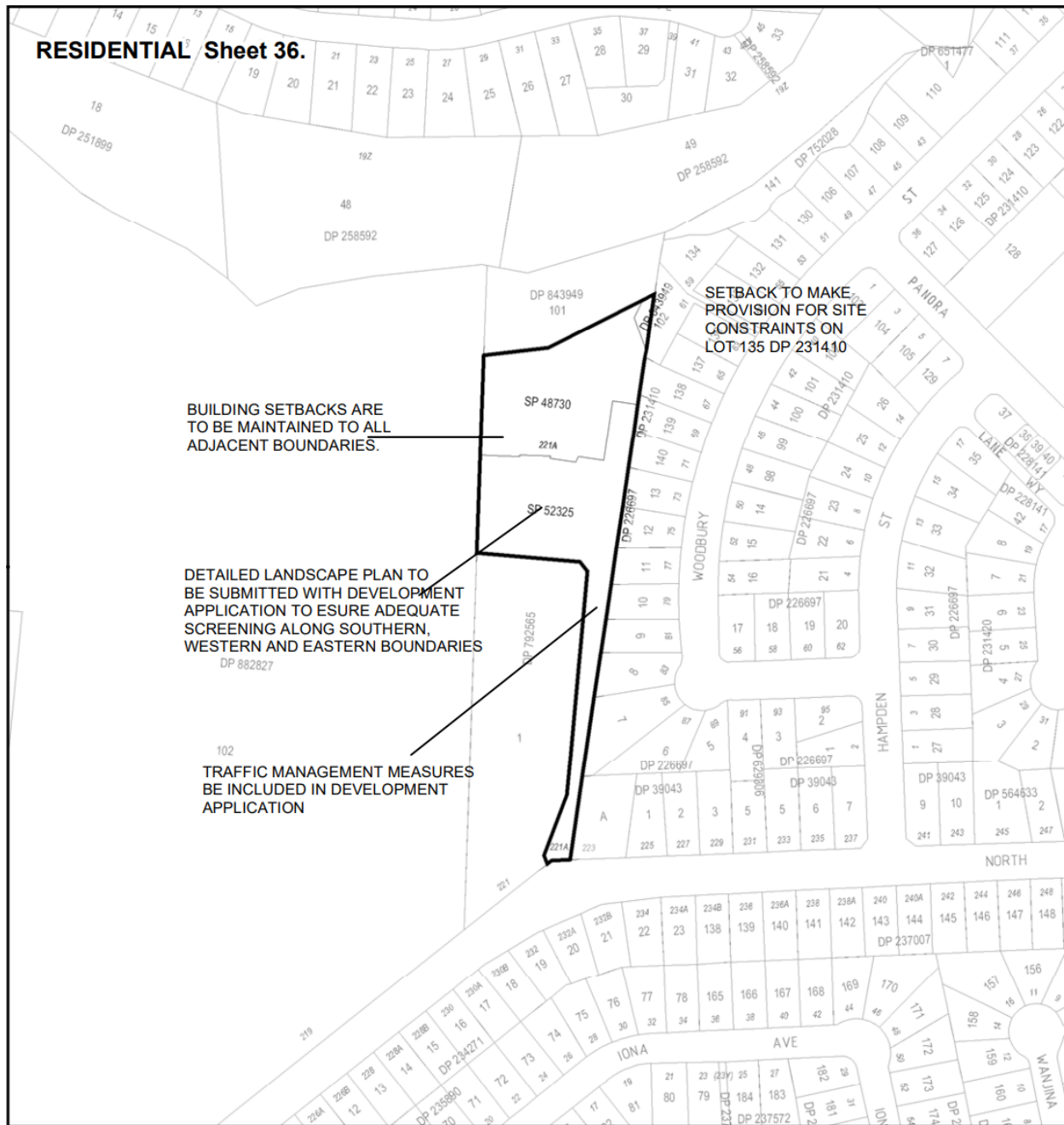


Figure 8.5.13.9 – 221A North Rocks Road and part of 61 Woodbury Street, North Rocks

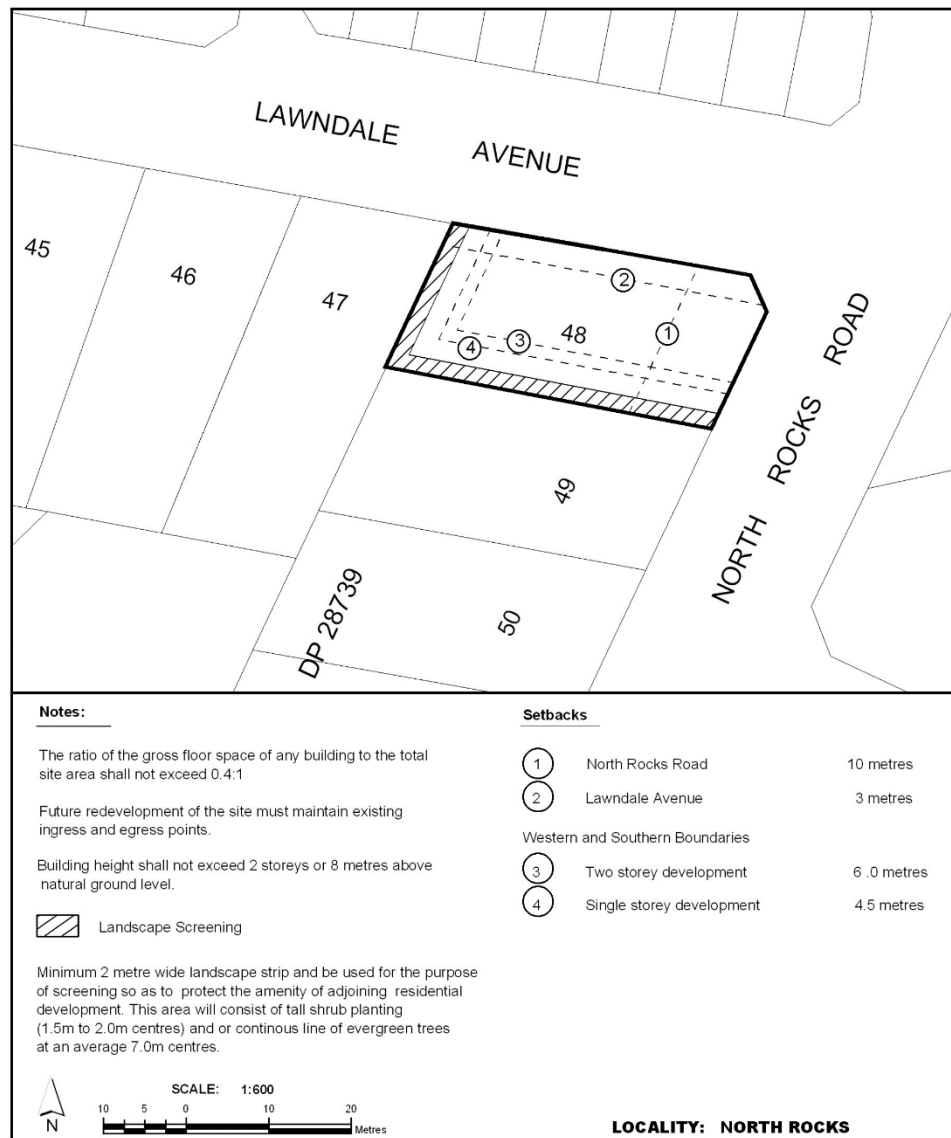


Figure 8.5.13.10 – Setback requirements for land on the corner of Lawndale Avenue and North Rocks Road, North Rocks (355 North Rocks Road, North Rocks)

NORTH ROCKS INDUSTRIAL AREA

Detailed controls for land within North Rocks Industrial Area are shown in the Figures below.

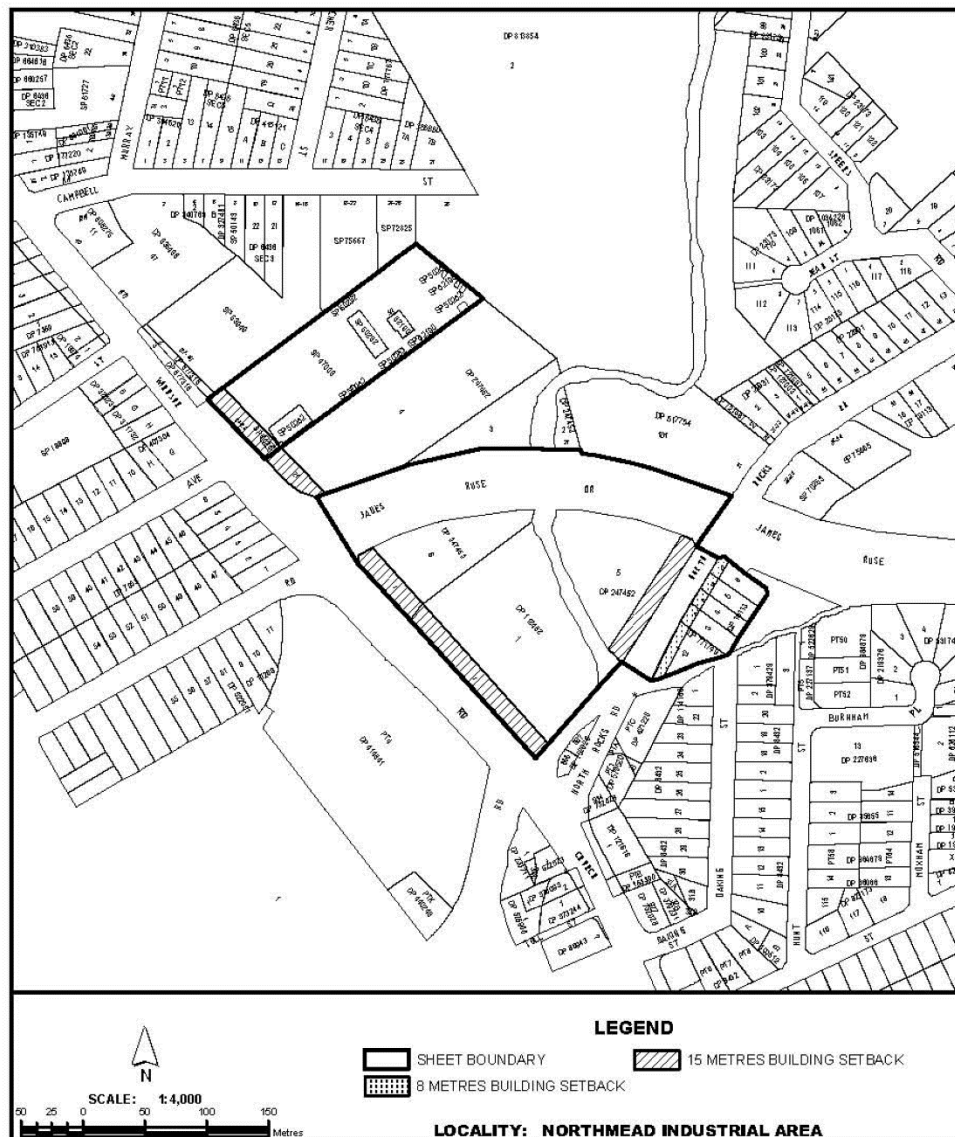


Figure 8.5.13.11 – Setback requirements for land on the corner of Windsor Road and North Rocks Road, Northmead



Figure 8.5.13.12 – Setback requirements for land within North Rocks Industrial Area

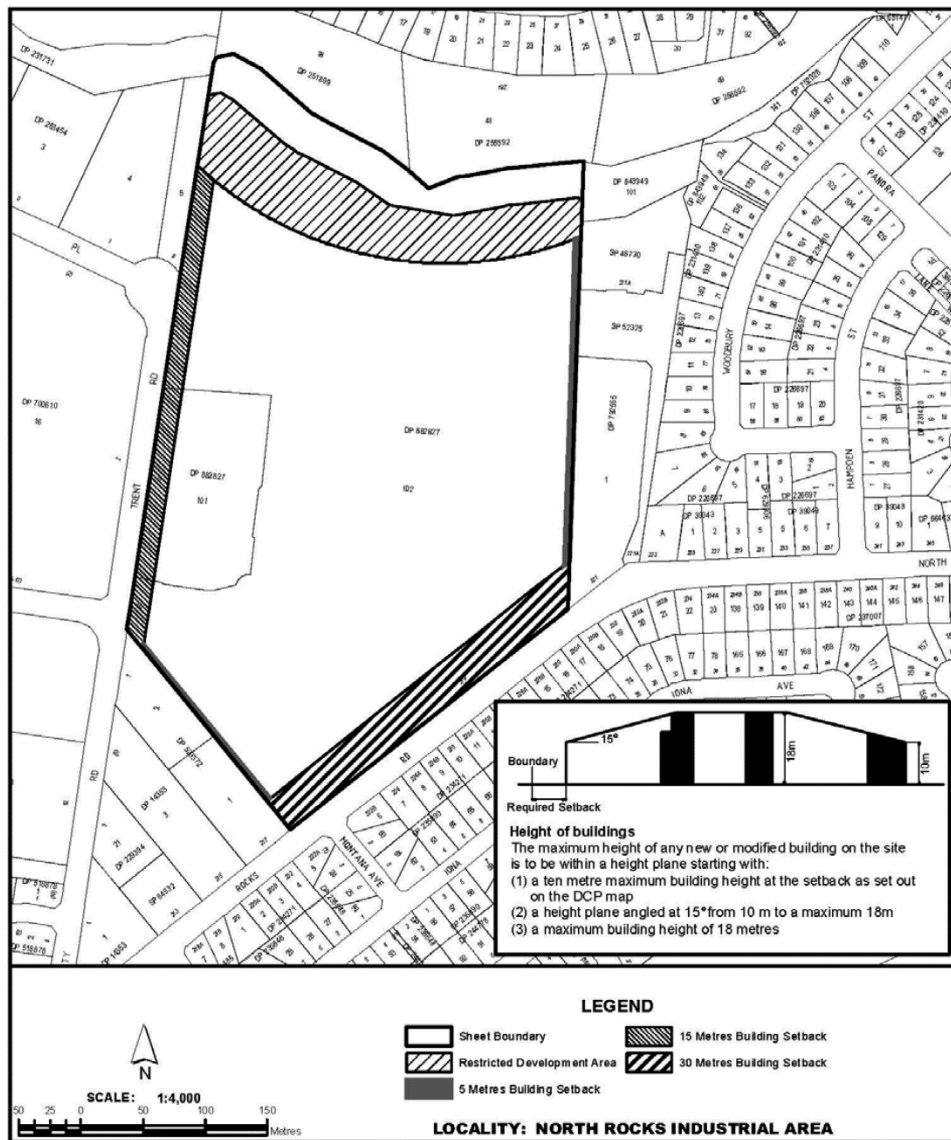


Figure 8.5.13.13 – Setback requirements and restricted development areas for land within North Rocks Industrial Area

PARRAMATTA AND GRANVILLE

The increase in population associated with higher density development makes it necessary for wider carriageways and footpaths to cater for the increase in vehicular and pedestrian traffic. Therefore, to achieve a more consistent road width and a more efficient road system, Council requires in those areas of higher density development, that a strip of land be dedicated for road widening.

This Section of this DCP provides provisions to guide development and ensure appropriate measures are taken to support Road Widenings, Road Closures and Splay Corners In and Adjacent To Residential R4 Zones within Parramatta and Granville. These are shown in Figure 8.5.13.14, Figure 8.5.13.15 and Figure 8.5.13.16.

Objectives

- O.01 Provide controls for road widening, road closures and splay corners.
- O.02 Achieve a more consistent carriageway width along the length of nominated roads.
- O.03 Achieve a more efficient road system in those areas of higher density development associated with the increase in population.
- O.04 Provide wider carriageways and footpaths to cater for the increase in vehicular and pedestrian traffic.
- O.05 Within the 'no development' strip located at the rear of the properties between Tottenham Lane and High Street, Granville (shown in Figure 8.5.13.14 and Figure 8.5.13.15)
 - a) to make the laneway a safer place;
 - b) to create passive supervision;
 - c) to improve landscaping; and
 - d) to minimise opportunities for graffiti and vandalism

Controls

- C.01 Plans for Development Applications must show any road widenings, splay corners, road closures and/or "No Development Strips" that are required by the provisions of this development control plan. This applies where:
 - a) the property is identified in Figure 8.5.13.14 and Figure 8.5.13.15 of this Section; and
 - b) the property is not a single dwelling house.

Road Widening

- C.02 1.5 metres of land shall be dedicated for road widening and/or footpath widening in areas where wider carriageways and footpaths are necessary to cater for the increase in vehicular and pedestrian traffic, as identified in Figure 8.5.13.14.
- C.03 The developer must meet the cost of constructing the widened road pavement, kerb and gutter and foot paving on the new alignment in accordance with the provisions of this plan.

Splay Corners

- C.04 In accordance with Figure 8.5.13.13 and Figure 8.5.13.14 showing where splay corners must be provided, the developer must construct and dedicate to Council any splay corner thus identified.

Road Closures

- C.05 Figure 8.5.13.14, Figure 8.5.13.15 – Road Widening requirements for land fronting Church , and Figure 8.5.13.16 – Frontage requirements - land within Parramatta/Granville show where road closures will be constructed by Council. Council will maintain access to existing developments after the road closures have taken place.
- C.06 All new developments will not be permitted to use the roads proposed to be closed by the provisions of this plan for access to their land. Access to these sites must be off another road.

Strip

- C.07 The 'no development' strip is located at the rear of the properties between Tottenham Lane and High Street, shown in Figure 8.5.13.14 and Figure 8.5.13.15 – Road Widening requirements for land fronting Church . The 'no development' strip is to start from the rear of the lots, and be a strip of land 4 metres wide. Landscape this land and keep it free from any structures.
- C.08 Locate decorative tubular pool style fencing that stands a minimum of 1.5 metres on the boundary of the laneway. Existing conditions are permitted, but the no development strip must be implemented for any future development to be approved.

Rear Access Laneway between High Street and Tottenham Lane

- C.09 Existing access from the laneway to lots will be continued. Access from the laneway to new developments will be prohibited, with access being from either Raymond Street, High Street, Junction Street or Tottenham Lane.

Implementation

- C.10 Carry out the construction of the road widening when:
- a) Affected sites are developed for any purpose other than for a single dwelling house.
 - b) Affected sites containing an existing use, other than a single dwelling house, is the subject of an application for further development.
 - c) Affected sites are the subject of an application for subdivision or strata subdivision.
- C.11 Complete the works required under this Development Control Plan prior to the release of an occupation certificate by Council.
- C.12 In the case of all sites, other than those used, or to be used, for a single dwelling house, show the required works on any strata or subdivision plan submitted to Council for approval. Council will hold a bond on the dedication of the subject land.
- C.18 5 metres of land as shown in Figure 8.5.13.15 – Road Widening requirements for land fronting Church is to be dedicated to Council for the purposes of road widening.

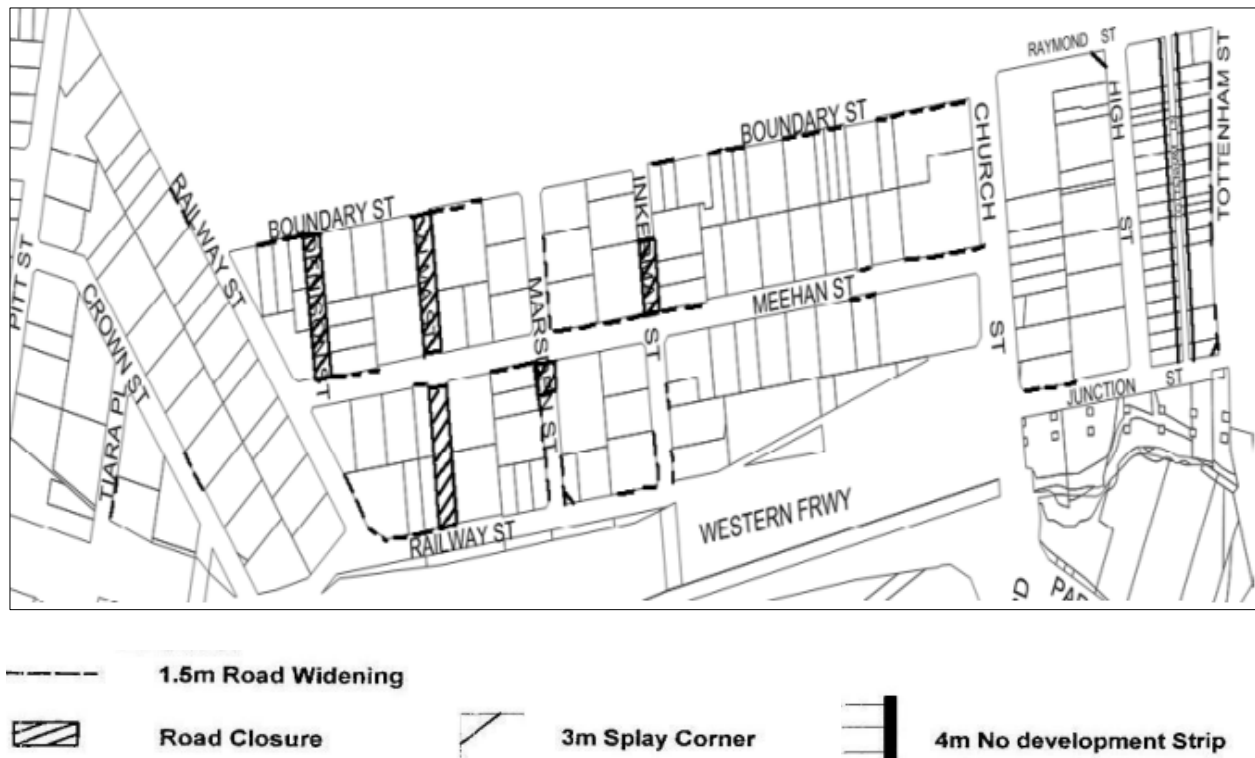


Figure 8.5.13.14 – Land subject to road widening and splay corners in Parramatta and Granville

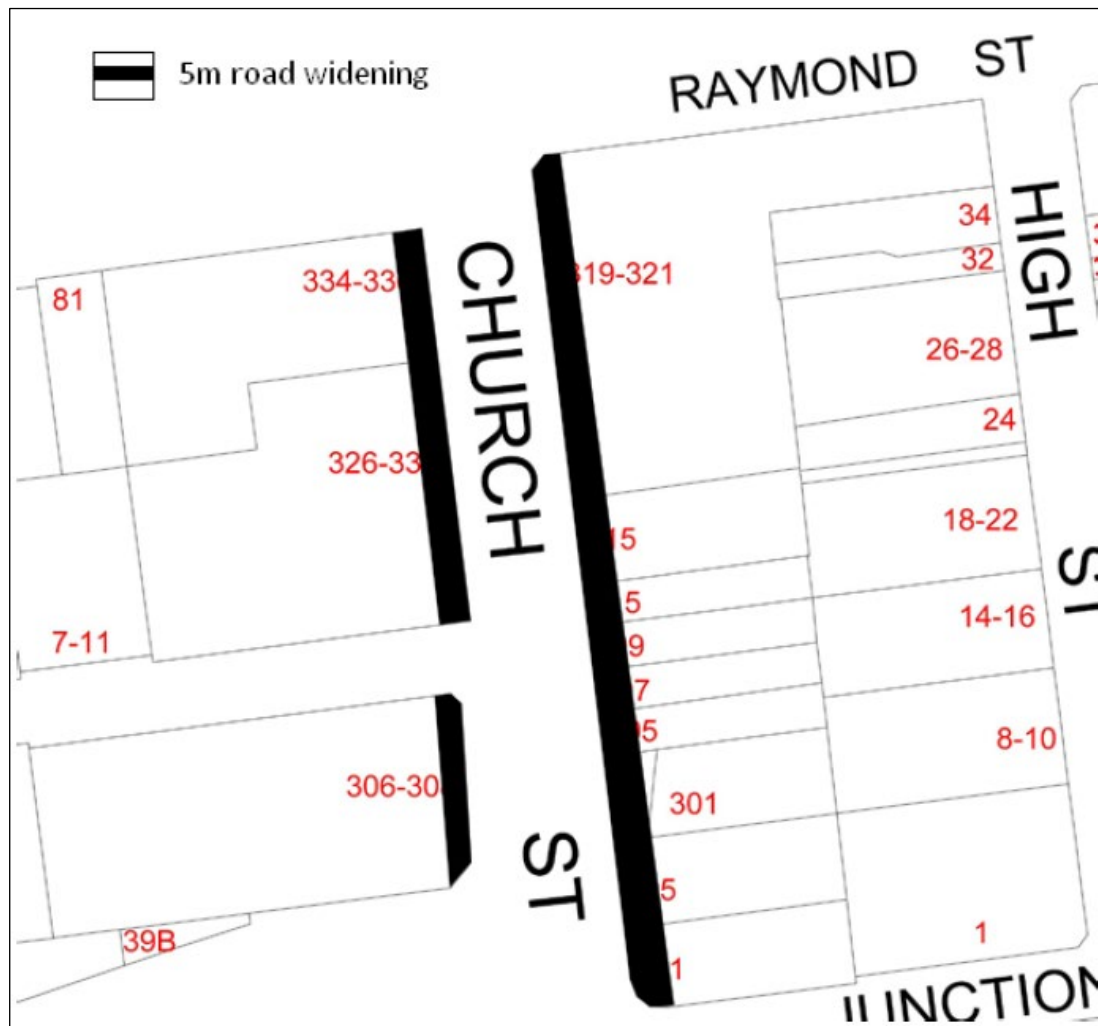


Figure 8.5.13.15 – Road Widening requirements for land fronting Church Street, Granville

Lot Size and Frontage

Objectives

- O.06 Ensure residential flat development is carried out on sites adequate in size and dimensions to provide appropriately proportioned development which is sited to allow for the provision of private outdoor space with regard to solar and daylight access, and convenient vehicle access and parking where required.
- O.07 Maximise the potential of land to best achieve urban consolidation and to improve the quality and variety of housing design.

Controls

- C.19 The minimum lot frontage for residential flat buildings at the property line is 24 metres for the areas shown in Figure 8.5.13.16.

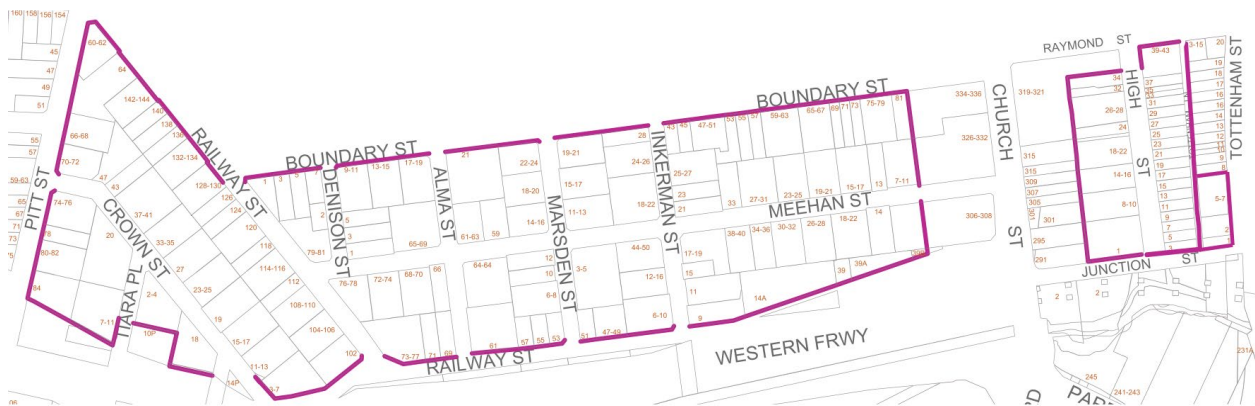


Figure 8.5.13.16 – Frontage requirements - land within Parramatta/Granville