4.3.4 Westmead

Desired Future Character

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

Objectives

O.1 To ensure new developments protect the amenity of existing residents.
O.2 To facilitate physical and business research links to other precincts, especially the Parramatta City Centre, Camellia and Rydalmere Precincts.
O.3 To improve direct and efficient access to and through the precinct.
O.4 To provide opportunities for a range of housing types.
O.5 To develop a mixed use centre of retail, residential, business and community services at the transport node serving the precinct.
O.6 To preserve and improve significant open space areas within the precinct.

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

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

Design Principles

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

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

P.3 Land within proximity of the proposed Sydney West metro station is to be developed with consideration of the following:
- The impact of the development on the delivery of the Sydney West Metro Link;
- The impact of the proposed Sydney West Metro link on the development;
- The integration and interface between the development and any proposed station;
- The provisions of any relevant planning and development principles produced by Sydney Metro or its equivalent; and
- The potential for land use to respond to the Sydney West Metro link in the future (e.g. maintain large development parcels without further subdivision in the short term).
4.3.4.1 Special Area: 158-164 Hawkesbury Road and part of 2A Darcy Road, Westmead

Desired Future Character

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

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

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

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

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

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

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

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

Figure 4.3.4.1.1 The site
Part 4: Special Precincts

Objectives

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

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

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

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

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

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

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

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

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

Subdivision

Objectives

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

Design Principles

P.1 Any subdivision of the site should ensure that the following occurs:
- Subdivision should reflect the road and public domain layout in Figure 4.3.4.1.2.
- All heritage buildings are located within a single allotment (and single ownership), where possible. If heritage buildings are located on separate allotments then measures should be put in place to ensure that the former relationships between them are interpreted.
- Subdivision boundaries should not extend across the footprint of heritage buildings or separate significant plantings and landscape features.
- Subdivision boundaries should be located to retain as much as possible of the immediate setting of each of the heritage buildings in the same allotment as the building.

Building Form & Massing

Objectives

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

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

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

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

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

Building Height

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

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

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

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

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

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

Floor Space Ratio

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

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

Design

P.9 Buildings should be designed to create streetscapes that are characterised by:
- clearly defined edges and corners, and
- architectural treatments that are interesting and relate to the design and human scale of existing buildings.

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

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

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

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

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

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

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

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

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

Building Heights

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

C.2 The site sections in Figure 4.3.4.1.7A to 4.3.4.1.7I demonstrate the maximum permitted tower and podium heights of each building.

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

Floor Space Ratio

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

Parramatta Development Control Plan 2011

Public Domain and Indicative Layout

Objectives

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

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

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

Design Principles

Open Space

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

P.2 The orientation of the public domain should provide good solar access and views and vistas internally and externally of the site.
P.3 A range of outdoor spaces shall be provided. Larger and smaller spaces and wider footpaths should be provided to enable a range of activities.

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

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

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

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

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

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

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

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

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

Design Controls

Open Space

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

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

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

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

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

C.6 Landscaped area may include roof gardens.
Heritage

Objectives

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

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

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

Design Principles

General

P.1 New development must:
- Be based on a detailed understanding of the heritage significance of the site and its key built and landscape elements, in particular the setbacks and curtilage of buildings of heritage significance;
- Incorporate meaningful interpretation of the heritage significance of the place;
- Include appropriate recording of changes to the site and to its significant built and landscape elements; and
- New development must also include an assessment of the potential impacts (both positive and adverse) on the heritage significance of the site and its key built and landscape elements.

Figure 4.3.4.1.4 Public Domain Works to be provided at the time of the first Development Application
Adaptive Re-Use

P.2 Sensitive adaptive re-use of the heritage buildings is encouraged.
- New uses should be compatible with the heritage significance of the place and be undertaken in accordance with best-practice guidelines including New Uses for Heritage Places: guidelines for the adaptation of historic buildings and sites, prepared by the Heritage Council of NSW and RAIA (now Australian Institute of Architects) in 2008.
- The original / early external form and architectural detailing must be retained and enhanced. Any intrusive elements or additions should be removed.
- Original / early internal spaces and features should be retained, conserved and meaningfully incorporated into their adaptive re-use, wherever possible.
- Changes should meet legislated protection, access and safety requirements should be subservient to the primary architectural features of the buildings.
- New additions should be:
  i. 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;
  ii. subservient in terms of scale, bulk and massing—they should not visually dominate the existing building or adjacent significant buildings;
  iii. 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;
  iv. of contemporary architectural character, detailing and materials and should not be imitations of the existing building; and
  v. of an architectural quality (detailing, design and materiality) that is either equal to or greater than that of the existing building:

New Buildings

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

NOTE: The guidelines identify a number of design criteria for successful infill design that should be taken into consideration when constructing new buildings on the site. They are—character, scale, form, siting, materials and colour and detailing. Consistency with the guidelines is of particular importance when considering infill development within the vicinity of the heritage buildings on the site (i.e. within the identified heritage curtilage) or within their immediate vicinity.
Figure 4.3.4.1.5 Aerial View Demonstrating the Curtilage of the Buildings of Heritage Significance
Traffic & Transport

Objectives

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

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

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

Design Principles

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

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

P.3 The site development must provide secure bicycle parking and links to the existing cycle network.

P.4 Pedestrian and vehicle conflict should be minimised with limited vehicle crossings in the public domain.

P.5 New vehicular links within the site should be provided generally as shown in Figure 4.3.4.1.2.

P.6 Encourage and where possible improve pedestrian links as shown in Figures 4.3.4.1.6.

P.7 A Travel Plan must be provided and include:
   - Targets - This typically includes the reduction of single occupant car trips to the site for the journey to work and the reduction of business travel particularly single occupant car trips.
   - Travel data - An initial estimate of the number of trips to the site by mode is required. Travel Plans require an annual travel survey to estimate the change in travel behaviour to and from the site and a review of the measures.
   - Measures - a list of specific tools or actions to achieve the target.

Design Controls

Car Parking

C.1 Car parking provided in connection with a use must not result in exceeding the maximum as identified in Table 1.

C.2 A detailed traffic model and analysis must be provided.
### Table 1: Car parking requirements

<table>
<thead>
<tr>
<th>Proposed use of building</th>
<th>Maximum number of parking spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Child care centres</td>
<td>A maximum of 1 parking space to be provided for every 4 child care places</td>
</tr>
<tr>
<td>Commercial</td>
<td>A maximum of 1 parking space to be provided for every 100m² of gross floor area</td>
</tr>
<tr>
<td>Health consulting rooms</td>
<td>A maximum of 1 parking space to be provided for every 300m² of gross floor area</td>
</tr>
<tr>
<td>Hostels and nursing homes</td>
<td>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</td>
</tr>
<tr>
<td>Hotel accommodation</td>
<td>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</td>
</tr>
<tr>
<td>Residential flat buildings: studio apartments</td>
<td>A maximum of 0.6 spaces to be provided for every apartment</td>
</tr>
<tr>
<td>Residential flat buildings: 1, 2 and 3 bedrooms</td>
<td>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</td>
</tr>
<tr>
<td>Restaurants</td>
<td>A maximum of 1 parking space to be provided for every 10m² of gross floor area or 1 parking space to be provided for every 4-seats (whichever is the lesser)</td>
</tr>
<tr>
<td>Seniors housing</td>
<td>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</td>
</tr>
<tr>
<td>Shops/retail</td>
<td>A maximum of 1 parking space to be provided for every 30m² of gross floor area</td>
</tr>
</tbody>
</table>

### Bicycle Parking

C.3 Bicycle parking must be provided in accordance with Part 3.6.2 of this DCP.

### Streets

C.4 Streets are required to satisfy the requirements of the Australian Standards with respect to the width and form of streets and footpaths.

### Alternative Means of Transport

C.5 Pedestrian links and facilities for non-car modes of transport must be provided.
Figure 4.3.4.1.6 Establish pedestrian desire lines

Figure 4.3.4.1.7A Indicative Site Sections
Figure 4.3.4.1.7B Indicative Site Sections

Figure 4.3.4.1.7C Indicative Site Sections
Figure 4.3.4.1.7D Indicative Site Sections

Figure 4.3.4.1.7E Indicative Site Sections
Figure 4.3.4.1.7F Indicative Site Sections

Figure 4.3.4.1.7G Indicative Site Sections
Figure 4.3.4.1.7H Indicative Site Sections

Figure 4.3.4.1.7J Indicative Site Sections
4.3.4.2 Special Area: 24-26 Railway Parade, Westmead

Introduction

This site-specific Development Control Plan (DCP) applies to land at 24-26 Railway Parade, Westmead. The DCP details the desired future character for the site as part of the greater Westmead precinct. It provides site-specific objectives and design controls to achieve development that is consistent with the desired future character. The design controls are further illustrated in Figures 4.3.4.2.2, 4.3.4.2.3, 4.3.4.2.5 and 4.3.4.2.6. Figure 4.3.4.2.4 provides an indicative Master Plan for the site.

![Figure 4.3.4.2.1 The site](image)

Desired Future Character

The site is known as 24-26 Railway Parade, Westmead. The site has an area of 2,512m\(^2\) with a frontage of 42 metres to Railway Parade and 53 metres to Ashley Lane. The site is immediately north of Westmead Railway Station and within the Westmead Town Centre. The location of the site supports the greater intensity of uses to optimise the available transport services in order the minimise dependence on private vehicles.

The mixed use character of development is to complement the Town Centre. The proposed mix of land uses includes shops, a tavern, commercial offices and medical suites in the podium with short term accommodation and residential uses in the tower.

The building form is to be stepped in plan and elevation to reduce bulk and scale, provide architectural modulation, and to minimum overshadowing. A 3-4 level podium setback from the street frontages to allow widening of the footpath to improve the quality of the public domain surrounding the site. The tower up to a height of 15 storeys is to be set further back to respect the existing development character whilst also recognising the need for increased height.
The tower will mark the Darcy Road termination, and complement the gateway to Westmead Precinct with development of a similar scale on the UWS site to the west.

A double storey high pedestrian link will provide public pedestrian access from the Railway Station via Railway Parade through to a landscaped courtyard open space and allows for a potential future link to Hawkesbury Road and beyond to Westmead Hospital. Active uses are to be provided to the edges of the pedestrian link and public open space, the street edge to Railway Parade and at the corner of Railway Parade and Ashley Lane. Active uses are to include shops, building entries and commercial uses.

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

Site Objectives

All development is to be consistent with the following site objectives:

O1  To respond to the role of Westmead as a Specialised Centre under the Metropolitan Strategy for Sydney 2036;

O2  To provide a mix of uses that support the role of Westmead Town Centre and Westmead Hospital Precinct;

O3  To strengthen the built form relationship with the western edge of the Parramatta CBD;

O4  To revitalise the Westmead Town Centre;

O5  To recognise the southern gateway and transport hub of Westmead through built form emphasis;

O6  To encourage high quality built form outcomes and achieve design excellence;

O7  To activate the block edges to Railway Parade with appropriate uses;

O8  To integrate new built form with recent new development in the subject block;

O9  To minimise any adverse impacts on the amenity of adjoining uses in particular residential apartments; and

O10 To achieve a safe and vibrant station precinct and public domain.
Building Form and Massing

Objectives

O1 To achieve a sense of transition in use and form to the residential neighbourhoods to the east and north;

O2 To maintain the landscape vistas from Old Government House and its heritage significance;

O3 To respond sensitively to the scale, proportions and form of the heritage Old Boys Home on Hawkesbury Road through the streetscape response of any new development;

O4 High quality urban built form should be provided for all buildings;

O5 Variable building heights should be developed to ensure positive and cohesive relationships with surrounding built form; and

O6 Development is to be designed and sited to minimise the extent of shadows that it casts on surrounding properties.

O7 Development is to minimise areas of blank walls. Where unavoidable, blank walls are to be treated with high quality materials and articulated to create visual interest.

Design Controls

Maximum building heights

C1 Maximum height of 15 storeys at the corner of Railway Parade and Ashley Lane;

C2 Maximum height of 10 storeys to the rear of the site along Ashley Lane; and

C3 Maximum height of 4 storeys to south west of the site on Railway Parade.

Street frontage heights

C4 Maximum 3 storey height facing Ashley Lane; and

C5 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

C6 Minimum 3m setback to Railway Parade to widen the existing footpaths; and

C7 Minimum 3m setback to Ashley Lane to allow for a wider footpath along the laneway.

Building setbacks above maximum street frontage heights

C8 Minimum 6m to Ashley Lane; and

C9 Minimum 6m to Railway Parade.
Public Domain and Landscaping

Objectives
O1 To encourage street level pedestrian movement networks and recognise the existing desire lines between the station and hospital uses; and
O2 To improve the landscape character and quality of the public domain of Westmead in particular Railway Parade and Hawkesbury Road.

Design Controls
The subject site will provide a publicly accessible open space with:
C1 A minimum area of 350m² with minimum dimensions in accordance with Figure 4.3.4.2.3 of the DCP;
C2 Solar access of minimum 2 hours between the hours of 10 am and 3 pm on June 22nd to at least 50% of the public open space area; and
C3 A double storey through-site pedestrian link with a minimum width of 6 metres.

The open space is to be:
C4 Activated on all edges with the proposed development (minimum 90% of active edges minimum); and
C5 A high quality urban space including landscaping, art works and areas for dining and passive recreation.

The pedestrian link will be:
C6 Activated on all edges within the proposed development (minimum 90% to be active edges);
C7 Maximum depth of building covering the link is to be 12 metres; and
C8 The link is to have a glazed roof to optimize solar access as illustrated in Figures 4.3.4.2.2, 4.3.4.2.3, 4.3.4.2.4 and 4.3.4.2.6.

Traffic and Transport

Objectives
O1 Buildings should be designed with car parking at the basement level;
O2 Pedestrian and vehicle conflict should be minimised with limited vehicle crossings in the public domain; and
O3 Buildings should be designed using high-quality materials for sections of vehicle access ways visible from the public domain.

Design controls
C1 All vehicle access is to be from Ashley Lane;
C2 Vehicle and service access widths are to be minimised and incorporated into the building form;

C3 High quality design and materials are to be used for the security shutters into the car park and loading areas;

C4 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;

C5 Where possible car parking and garbage is to be located in basements;

C6 Services and service access points are to be minimised on the street frontages;

C7 A detailed traffic model and assessment must be provided with a Development Application; C8 Bicycle parking must be provided in accordance with Part 3.6.2 of this DCP; and

C9 Car parking is to be provided in accordance with the maximum rates in Table 1.

### TABLE 1 – MAXIMUM PARKING RATES

<table>
<thead>
<tr>
<th>USE</th>
<th>PARKING RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail</td>
<td>1 space per 30m² GFA</td>
</tr>
<tr>
<td>Medical Suites</td>
<td>1 space per 300m² GFA</td>
</tr>
<tr>
<td>Tavern</td>
<td>1 space per 100m² GFA</td>
</tr>
<tr>
<td>Hotel</td>
<td>1 space for every 5 hotel units plus 1 space for every 3 employees</td>
</tr>
<tr>
<td>Residential</td>
<td>1 space per dwelling plus 1 space for every 5 dwellings for visitors</td>
</tr>
</tbody>
</table>
Figure 4.3.4.2.2 Built form design controls - Storeys
Figure 4.3.4.2.3  Built form design controls – Setback and building depths

Figure 4.3.4.2.4  Indicative Master Plan
Figure 4.3.4.2.5 North-South Section of Site Building Envelope

Figure 4.3.4.2.6 East-West Section of Site Building Envelope
4.3.5 Ermington Naval Stores Precinct - Waterfront and Silverwater Road

**Figure 4.3.5.1 Site Plan**

### Desired Future Character

The Ermington Naval Stores Precinct applies to the waterfront lots known as Lots 301 to 305, and the lot adjacent to Silverwater Road known as Lot 306.

The precinct is located on the northern side of the Parramatta River and lies at a junction between a low density residential neighbourhood to the north, industrial uses to the west, Silverwater Correctional Complex to the south across the River, the generous George Kendall Riverside Park to the east, and the recreational facilities of Sydney Olympic Park to the south-east.

The Commonwealth purchased the site in 1943 and used it for the purposes of storage by the US Army during World War II. At the end of the war and from 1947 the site continued to be used for storage purposes by the Royal Australian Navy until it was no longer required by the Commonwealth in 1990.

The precinct provides the opportunity for urban renewal with new residential and mixed use buildings to be developed addressing the foreshore, internal streets and Silverwater Road which will revitalise this section of the Parramatta River foreshore. Future redevelopment will ensure that the site responds to its riverside location through substantial improvements to the foreshore and public domain and well-designed buildings.

The activation of the lots adjacent to the foreshore open space corridor within this precinct will introduce an integrated relationship which will improve functionality and enjoyment of the foreshore area by residents.

The location of buildings within the lots will frame views between the lots to the foreshore. Basement levels between buildings on Lots 301 to 302 and Lots 303 to 304 will be designed to ensure that visual connections between the buildings to the foreshore are maintained. The orientation and layout of future development will activate pedestrian edges to the foreshore, and street frontages, as well as maximising opportunities for passive surveillance.
Building height will be stepped down from north to south with all buildings adjacent to the foreshore having a 4 storey scale, with a fifth floor setback from the foreshore, to ensure that the built form is responsive to the amenity of the foreshore and its existing and potential future context. Building articulation and modulation will ensure that buildings suitably address both the street frontages and the Parramatta River.

Buildings on Lot 306, other than adjacent to the foreshore, are to respond to both the Silverwater Road context to the west and the lower scale context to the east, with 8 storeys presenting to Silverwater Road to provide a suitable buffer from visual and acoustic impacts of Silverwater Road, and a 5 storey height facing to the lower scale housing to the east.

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

Objectives

In addition to general objectives listed in Section 4.3 of this DCP, specific objectives for this precinct are identified below.

O.1 To ensure that new development:

(a) provides a well-designed interface that relates strongly to the river foreshore.

(b) provides appropriate noise amelioration for residential uses to protect against existing noise generating industrial uses to the west and the adjacent Silverwater Road.

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

(d) provides buildings with appropriate levels of amenity while also responding appropriately to important view corridors.

(e) is capable of providing the necessary quantum of 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.

Design Principles

Development must comply with the principles set out in Parts 2, 3, 4 and 5 of this DCP.

Design Controls

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2, 3, 4 and 5 of this DCP. Where there is any inconsistency between Parts 2, 3, 4 and 5 of the DCP, the controls within this Part will prevail where they apply to the Ermington Naval Stores Precinct.

Building Heights

C.1 Future built form must provide high quality design solution and comply with the building height controls shown in Figures 4.3.5.1 to 4.3.5.5.

C.2 Height of new buildings is to ensure positive and cohesive relationships with other buildings both on the site and off the site and are to respond to the desired scale and character of the local area.
Building Setbacks

C.3 The setback of the fifth storey from the southern boundary must be 10 metres for Lots 301 to 305 and 9.5 metres for Lot 306 as shown in Figures 4.3.5.1 to 4.3.5.5.

C.4 The setback of the storeys above the fifth storey for Lot 306 must be 10 metres from the eastern face of the buildings adjacent to River Road as shown in Figure 4.3.5.5.

Landscaped Area and Deep Soil

C.5 The objectives and design principles relating to the landscaped area and deep soil provisions of Part 3 of the Parramatta Development Control Plan 2011 apply to the Erminston Naval Stores Precinct - Waterfront and Silverwater Road. The following design controls however apply to this Precinct:

(a) Communal open space area (which comprises hard and soft landscaping) must be provided equivalent to 25% of the total site area.

(b) A minimum 25% of the communal open space area is to be deep soil zone (deep soil is defined as soil having a minimum depth of 600mm).

(c) A minimum soil depth of 600mm-1000mm is to be provided to a minimum of 50% of the pockets parks between Lots 301 to 302 and also 303 to 304.

Car Parking

C.6 Council may support basement car parking under the pocket parks between Lots 301 to 302 and Lots 303 to 304 subject to Council’s satisfaction of the following matters: ongoing operation; traffic and access; legal and property arrangements; flood mitigation; and landscaping and deep soil provision.

C.7 The minimum visitor car parking requirements of Part 3 of the Parramatta Development Control Plan 2011 do not apply to the Erminston Naval Stores Precinct - Waterfront and Silverwater Road.

C.8 Notwithstanding (7) above, where basement levels extend under the pockets parks between Lots 301 to 302 and 303 to 304, visitor parking should be provided for all lots within the Erminston Naval Stores Precinct - Waterfront and Silverwater Road at a minimum rate of 0.25 visitor spaces per dwelling.

Figure 4.3.5.2 Setback of building height for Lots 301-302
Figure 4.3.5.3 Setback of building height for Lots 303-304

Figure 4.3.5.4 Setback of building height for Lots 305-306
Figure 4.3.5.5 Setback of building height for Lot 306
4.4 Heritage Conservation Areas

What is a Heritage Conservation Area?

Heritage Conservation Areas are integral to the historical significance of Parramatta. The heritage value of a conservation area lies not just with the heritage significance of individual buildings, but with other factors, including the landform, subdivision pattern and the history of development. There are eleven Heritage Conservation Areas shown on the Heritage Map in the Parramatta LEP 2011. These Heritage Conservation areas are covered by this DCP which demonstrate the following phases of Parramatta’s history:

The colonial government town and its early residential growth:
- North Parramatta Conservation Area: 1820s onwards
- Sorrell Street Conservation Area: 1823 onwards

The coming of the railway and the development of related private residential estates:
- South Parramatta Conservation Area: 1856 - 1960s
- Granville Civic Conservation Area: 1870s - 1930s
- Granville Residential Conservation Area: 1870s - 1930s
- Eastwood/Epping Conservation Area: 1910 - 1950s
- Wyralla Avenue, Epping: 1910 - 1930’s

The work of the Housing Commission and the planning and building of estates:
- Blaxcell Estate Conservation Area: 1944

This DCP identifies existing significant buildings that collectively demonstrate the history of a conservation area and contribute to its significance. These are known as Contributory items. Contributary items may not be individually listed as heritage items but, by virtue of their age, scale, materials, details, design style or intactness, make a significant contribution to the character of the heritage conservation area and therefore reinforce its heritage significance. Contributory items are required to be retained.

Non-contributory items may be described as neutral or intrusive. A neutral building is one that does not adversely or beneficially impact upon the character and heritage significance of the area in which it is sited or for which it is proposed. An intrusive building is disruptive because its visual character, form, scale or use is in conflict with the values of the area or setting. This conflict may mean that it adversely impacts on the heritage significance of the area or setting. Non-contributory items are not identified as existing significant buildings in the specific heritage conservation areas and are not required to be retained.

In the event of any inconsistency between the general objectives and controls and the objectives and controls listed in specific heritage conservation areas, the specific controls will take precedence.

General Objectives

O.1 Maintain all buildings and other structures which explain the history of the area and contribute to its significance.

O.2 Ensure a consistency of scale and materials in extensions to existing buildings and in new buildings so that the new work does not detract from the historic buildings and their amenity.
or from the streetscape.

General Controls

Landform

C.1 Avoid works that result in high retaining walls and changes of land produced by cut and fill which in turn produces buildings of disparate height.

Subdivision

C.2 Maintain the historical pattern of subdivision.

C.3 Subdivision must not alter the form, shape and size of the development or affect the existing pattern and scale of development.

Siting, Setbacks and Garden Area

C.4 Maintain amenity and privacy of back gardens.

C.5 Investigate archaeological potential of areas where new buildings are sited

C.6 Driveways to garages/carports should be placed in backyards and separate from existing buildings.

Existing Buildings

C.7 Accurate reinstatement of building features and other works shown in historical photographs should be considered.

C.8 Avoid painting, rendering or re-skinning of original brick walls.

Extensions to Existing Buildings

C.9 Avoid additions to front or side of an existing dwelling.

C.10 Use the same materials as the existing house, or light weight materials, such as painted timber or fibro.

C.11 Maximum wall heights of any extension should be the same as the existing house.

C.12 Make use of pavilions or skillion extensions.

Fences

C.13 Retain existing fences and use timber paling fences to side and back boundaries.

C.14 Keep existing fences that are contemporary and contribute to the understanding of the history and development of the area.
4.4.1 Epping

4.4.1.1 Epping/Eastwood, Boronia Avenue and Wyralia Avenue
History

Epping/Eastwood

This area is a sample of the suburban residential subdivisions near the railway line between Epping and Eastwood. It contains some outstanding large houses built from the 1910s to the 1940s and a variety of smaller houses built in the same period. It comprises parts of two large estates - the Eastwood House Estate and the Chesterfield Estate (with the common boundary along Chesterfield Road) - and the corner of a third estate cut off by the railway. The area was subdivided in the second decade of the twentieth century in five auctions from 1910 to 1915. In the late 1910s and early 1920s, Hepburn Pollock was a very active builder in this area. The standard and character of development was set with Terry’s Eastwood House Estate: the first portion, auctioned in 1907, was in Ryde Municipality; and the second portion, auctioned on 26 February 1910, is the centre of this area.

By October-November 1937, when this area was surveyed by the Water Board, most allotments were built upon, with some vacant lots in Hillside Crescent. The remaining vacant lots were built on in the 1940s and 1950s. There has been some recent two-storey development. A new street, Harley Crescent, has been introduced into the middle of this area and is not included in the listing.

In 2008, Council approval was given for the conservation area to be extended northwards to the boundary of the Wyralla Avenue Conservation Area. The extended area has similar characteristics and a similar subdivision pattern to the Epping/Eastwood Conservation Area.
ncluded in the extended area are streets with links to orchardists who lived in the area. The Boulevard incorporates part of the Greenwood estate, named after orchardist Herbert Greenwood. Garland Avenue commemorates Edward Garland, another pioneer orchardist in the Epping district.

**Wyralla Avenue**

The part of Wyralla Avenue which comprises the conservation area is a consistent streetscape of brick and timber cottages, which were mostly built in the 1910s and 1920s, and are similar in terms of their scale and design. There are few intrusive buildings and most houses have been altered very little.

Prior to subdivision for residential development, this area and surrounding locality were used predominantly as orchards and small scale farms. Between 1911 and 1912, in the midst of a subdivision and building boom in Epping, the greater portion of land within the conservation area was subdivided by Charles Sonter into two estates, known as Sonter’s Orchard Estate and Epping Station Estate. In addition, a small area at the eastern end of Wyralla Avenue was included in Vollmer’s Railway Estate. The street was initially known as ‘Railway Street’. Sands Directory first lists cottages in the street in 1914. There was a slow but steady accretion of cottages along this part of the street in the next decade. Many of the houses in the street appear to have been erected by owner-occupiers who remained in the cottages for many years.

**Boronia Avenue**

The history of development of this conservation area is generally similar to that for Epping. Following the opening of the railway line from Strathfield to Hornsby in the mid-1880s land on the Western side of the railway line was subdivided into farm size allotments on which a number of fruit growing orchards were established. In the early years of the 20th century, many of the orchards were sold and the land was further subdivided and then offered for sale as residential building blocks. The construction in the interwar period of single storey bungalow residences in this conservation reflects the suburban growth of this period in Epping.

**Distinctive Characteristics**

**Epping/Eastwood**

- the edge of a sandstone plateau falling in a series of spurs and gullies;
- landform partially obscured by the pattern of roads, the development and the tree cover;
- close and middle distance views dominated by trees and longer distant views of surrounding suburbs and the city from high land, particularly near the railway;
- a range of allotment sizes;
- predominantly single storey brick bungalows built between 1910 and 1940, ranging from modest bungalows to substantial houses and grounds; houses have typical Sydney architectural details of their time, such as stone foundations, leadlight windows, and front porches; a small number of original timber houses;
- some later post-war houses in similar scale, including some two-storey houses in and near Chesterfield Road;
- some substantial houses, eg in Railway Avenue, Chesterfield Road and High Street, mostly in Federation style;
- houses in Railway Parade and High Street are sited at the top of the rise to take advantage of the views and have large mature front gardens;
- some two storey extensions, most of which are designed to match the style and scale of the existing houses;
- predominance of brick as a building material, with tiles, slate and a few houses with asbestos slates, as roof cladding;
- a considerable number of houses with original low brick fences and stone retaining walls as well as mature gardens with many plantings contemporary with the houses, and together they create a homogeneous area with attractive treed streetscapes;
- grass verges and footpaths to each street with brick paving in some areas - such as the southern end of High Street;
- most buildings well maintained:
lack of structures, garages, carports between the building line and the front fence;
new townhouse and villa developments now eroding the characteristics that have made it attractive to residents;
gardens with plantings characteristic of the 1910s - 1930s - including date palms, brush box, etc; mature trees including some remnant indigenous trees; and
municipal street planting along some of the thoroughfares dates from the 1920s.

Wyralla Avenue
The conservation area is divided into two parts which differ in terms of the underlying topography and, to some extent, built form
In the area west of Kent Street, the land is roughly level along the length of the street, but falls from the south to the north across the street. This provides a distinctive character, with houses on one side perched up above the street and houses on the other side at street level, with the land falling away behind them. There is a mixture of timber and brick houses;
In the area east of Kent Street, the street falls towards the east. Brick houses predominate;
Views from within the conservation area tend to be terminated, due to changes in topography and the alignment of the street. This gives a relatively intimate scale;
There is a range of allotment sizes, but the majority of allotments have a frontage of 50 feet (approximately 15 metres). This gives the streetscape a distinctive rhythm and a relatively intimate scale;
All older houses are single storey, with a mixture of timber and brick construction. Houses were mostly built in the 1910s and 1920s. There is a considerable variety in architectural styles, ranging from simple symmetrical Edwardian cottages, to federation and California bungalows;
Roof cladding generally either clay tiles or ‘corrugated iron’, with some slate there is variety in roof forms but gables facing the street predominate;
Brush box street trees and gardens with plantings characteristic of the 1910s - 1930s;
Either no fences or low fences of brick or timber; and
Lack of structures, garages, carports between the building line and the front fence.

Boronia Avenue
A continuous row of 15 single-storey detached brick bungalows, on the northern side of the street;
Dwellings are similar in age and scale, and are all set back a similar distance from the front property boundary;
Most dwellings have terracotta tiled hipped roofs, some with front gables, timber framed windows and driveways along one side providing vehicle access to garage structures located towards the rear of the property;
Front yards of properties comprise traditional 20th century domestic landscape garden settings, consisting of lawns and garden beds of shrubs; and
Mature brush box trees planted at intervals along both sides of Boronia Avenue enhance the traditional aesthetic character of the streetscape and augment the heritage qualities of this group of buildings.

Statement of Significance
Epping/Eastwood
An intact residential suburban area in the first quarter of the twentieth century developed alongside the railway and from earlier villa estates. It includes a variety of houses in size and style, with Federation houses and ‘between-the-wars’ bungalows predominating. Mature trees, on private and public land (including remnant native trees), combine with the natural terrain to provide views, which are an integral part of the character of the area.
Wyralla Avenue

Wyralla Avenue has a consistent streetscape which largely evolved within the space of ten years, shortly after this part of the street was subdivided. Almost all houses are intact and they demonstrate the style and mode of development in Epping at this time, when it evolved as a quality area with many people owning their own homes.

Boronia Avenue

A row of fifteen single storey bungalow residences, constructed mainly during the interwar period, which collectively form a consistent streetscape character due to similarities in their overall scale, siting and use of building materials. With reasonably uniform setback distances from the front boundary, established front gardens and a series of rhythmic gabled roof forms visible from the street, these well-detailed residences have a cohesive special relationship, even though they demonstrate varying architectural styles. Some of the individual houses are good examples of particular interwar architectural styles.

Most of these properties have driveways along one side of the house leading to garage structures placed towards the rear of the allotment. The main entry doorway to several of the houses is located at the side.

Existing street trees (brushbox) planted on both sides of Boronia Avenue enhance the traditional streetscape environment.

Objective

O.1 To continue the high standard of design achieved in recent years so that the original form and character of houses remains obvious.

General Controls (applies to all three heritage conservation areas)

Landform / Natural Characteristics

C.1 Maintain remnant indigenous trees.

C.2 Keep the natural slope of the land alongside buildings and in the grounds.

C.3 Avoid high retaining walls and changes of land produced by cut and fill.

Subdivision

C.4 Maintain the width of allotments.

C.5 Avoid development that involves the amalgamation of allotments and buildings that cross allotment boundaries.

C.6 Avoid re-subdivision in the Wyralla Avenue Conservation Area and Boronia Avenue Conservation Area.

C.7 In the Epping Eastwood Conservation Area, avoid re-subdivision along the length of the allotment. Re-subdivision across the line of subdivision, as in a battleaxe allotment, may be considered where it does not involve the demolition of an existing house, the loss of major mature trees or the obstruction of views.

C.8 (Void).

Existing Significant Buildings

C.9 Keep all existing significant buildings.

C.10 Avoid painting, rendering or re-skinning of original brick walls.

C.11 Avoid re-roofing of main body of house except to match original materials.
C.12 Avoid removing any original historical exterior details including facade details.

C.13 Avoid removing existing chimneys and fireplaces.

C.14 Avoid enclosing open balconies and porches.

C.15 Avoid re-cladding of timber houses except with timber weatherboards of a profile to match existing.

Siting and Garden Area

C.16 Maintain the historical pattern of development of individual buildings on separate allotments of land separated by garden space.

C.17 Maintain front garden areas, lawns and associated pathways as traditional garden settings for houses.

C.18 Keep views around and between buildings.

C.19 Maintain amenity and privacy of back garden space.

C.20 Ensure adequate rainwater absorption area per allotment.

C.21 Keep at least 60% of the site as garden space. Council will consider a minimum garden space of 50% where allotments are less than 700 m².

C.22 Avoid extensions to the front or side of an existing house.

C.23 Maintain the historical pattern of dwellings in Railway Parade at or near the top of the rise, with deep front gardens.

C.24 Reduce and avoid adverse impacts on the bushland in the Edna Hunt Sanctuary - avoid constructing new buildings at the rear of allotments within 7m of the Sanctuary / Edna Hunt Reserve.

C.25 Establish similar side boundary setbacks to those existing.

C.26 Avoid new buildings closer than 8 metres to the front alignment.

C.27 Avoid constructing side walls in excess of 7 metres in length.

Alterations and Additions

C.28 Throughout the area, dormer windows on the front façade of the roof and mansard roofs are not appropriate.

C.29 Council may consider extra rooms above the main body of a house or in a two-storey addition at the rear of a house provided:

(i) the original design and features of the house are clearly apparent, and

(ii) the scale of the building does not disrupt the continuity of the scale and character of houses when viewed from the street.
iii). Additions at the rear are encouraged in pavilion or skillion form, within existing side setbacks. Links to rear pavilion additions should be single storey and the roof space above the original house should not be integrated with the addition. Garages should not be integrated into the house or addition.

C.30 Any extra rooms above the existing main body of the house which require alteration of existing roof shape as seen from the street, particularly High Street and Railway Avenue should be avoided.

New Development

C.31 Keep and repeat the single storey scale with maximum wall height to relate to nearby buildings listed below as existing significant buildings, other than those from 1940s and 1950s.

C.32 Avoid hearted, speckled, multicoloured or textured bricks in light colours.

C.33 For new development, avoid using roofing materials other than clay tiles or corrugated iron. Roof forms should match those already present in the area, predominantly hipped or gabled.

C.34 Avoid using roofing materials in light colours.

Garages, Carports & Utility

C.35 Maintain the historical pattern of back garden placement of garages, sheds and other utility buildings.

C.36 Maintain garages and carports as utility buildings fully detached from the house.

C.37 Maintain the established pattern of one opening per allotment for car access.

C.38 Carports may be sited beside the house but only where they:
   (i) are constructed of light weight frame of timber or metal, without architectural embellishments, such as period decorative features
   (ii) stand at least 1 m back from the front wall of the building and would not be a feature in the streetscape
   (iii) are not attached to the building and would not obstruct light and air into the building

C.39 Driveways should be made of concrete, bitumen, gravel, dark bricks or other non-obtrusive material. Wheel tracks with central grass/planting are preferred to fully paved driveway space.

Fences

C.40 Encourage retention and use of low brick and masonry fences and associated gates on the front boundaries of properties. Sliding gates and automated gates are not supported.

C.41 Keep later period front fences designed to match the materials of the house.

C.42 Where necessary, replace side and rear fences with a timber paling fence of same height to the original, or a fence of unobtrusive lightweight materials such as timber or wire mesh with covering plants.
C.43 Avoid high front privacy walls of brick, timber or brush.
C.44 Avoid new timber picket fences which were not a historical feature of the area.
C.45 Lych gates and arbours may be acceptable if accurate reconstructions of originals are used.

Public Lands

C.46 Conserve and enhance those elements of the public domain which contribute to the history and streetscape of the area.
C.47 Retain the pattern of grass verges, footpaths and street tree planting.
C.48 Maintain grass verges, footpaths and street trees.
C.49 Avoid removal of healthy street trees.
C.50 Retain and regenerate the bushland in the Edna Hunt Sanctuary within the Epping / Eastwood Heritage Conservation Area.
C.51 Maintain and restore sandstone kerbs and gutters.
C.52 Plant trees where there are gaps in the street tree planting.
C.53 Plant trees in the streets alongside the railway line where there are no street trees.
C.54 Retain and repeat the use of a variety of street trees where they now occur, especially Prunus and Brush Box. New street tree plantings should consist of Brush Box.
C.55 Avoid designs that involve major changes to the street pavement, such as chicanes, wide paved speed bumps, or decorative paving.

Existing Significant Buildings

The following buildings together demonstrate the history of the heritage conservation area and contribute to its significance. They should be retained:

Epping/Eastwood

Central Avenue: Nos 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 25, 29, 31, 33
Chelmsford Avenue: Nos 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 16, 18, 20, 22, 23, 24, 26
Chesterfield Road: Nos 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24c, 25, 27, 29, 31, 33, 35, 37, 39, 41
Cocus Avenue: Nos 1, 2, 3, 4, 5, 6, 7, 8, 10, 11A, 12, 14, 16, 17, 19, 20, 21, 23, 25, 27, 29
Eastwood Avenue: Nos 2, 4, 5, 6, 7, 10, 11A, 12, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 25, 26, 28, 29, 30, 31, 32, 33, 34, 36, 37, 38, 40, 43, 44, 45, 46, 48, 49, 50, 51, 52, 57, 58, 59, 60, 61, 62, 65, 67, 68, 69, 72, 73, 74, 75, 76, 77, 78, 80, 83, 84, 85, 86, 90, 91, 102, 104A, 105, 109
Epping Avenue: Nos 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 11A, 12, 14, 16, 17, 19, 20, 21, 22, 23, 24, 25, 26, 28, 29, 32, 33, 34, 35, 38, 41, 43, 44, 45, 48, 50, 53, 55, 57, 59, 61, 67, 69, 69A, 73, 73A, 77, 79, 81, 85, 89, 91
Garland Avenue: Nos 3, 4, 5, 6, 8, 9, 10, 12, 13, 15
High Street: Nos 3, 5, 6, 8, 9, 10, 11, 12, 12A, 14, 16, 18, 19, 21, 22
Hillside Crescent: Nos 1, 1A, 2, 3, 4, 5, 6, 7, 9, 11
Kent Street: Nos 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 23, 24, 25, 27, 29, 31, 33
Melrose Street: Nos 8, 10, 14
Railway Avenue: Nos Cnr Eastwood Avenue (number unclear) 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 29, 31, 32A, 33, 34B, 35, 36, 37, 39, 40, 42, 44
Lakeside Road: Nos 9, 11, 13, 15, 17, 19, 21, 23, 24, 25, 26, 27, 29, 30, 31, 32, 34, 35, 36, 38, 39, 40, 42, 43, 44, 45, 46, 48, 59, 61, 65, 67
The Boulevarde: Nos 7, 9, 11A, 12, 14, 16, 17, 19, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 34
Victoria Street: Nos 2, 3, 4, 6, 7, 8, 9, 10, 11A, 14, 15, 16, 17, 18, 22, 23, 24, 27, 28, 29, 30
Warrington Avenue: Nos 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16, 17
William Street: Nos 1, 4, 6, 12
Wingate Avenue: Nos 5, 7, 9, 11, 11A, 15A, 17, 23, 25, 31, 33, 35, 37, 41

Intact houses of the 1940s and 1950s
Chelmsford Avenue: Nos 28, 30
Chesterfield Road: Nos 2B, 26, 26A, 26B, 43, 45
Cocus Avenue: Nos 17, 19
Eastwood Avenue: Nos 1, 54, 56, 79, 81, 82, 87, 88, 89, 92, 93, 94, 96, 98, 101, 103
Epping Avenue: Nos 18, 30, 40, 48, 54, 60, 62, 64, 65A, 66, 68, 69B, 70
High Street: No 1
Hillside Crescent: Nos 6, 6A, 10, 10A, 12, 14, 20, 22, 24, 26
Rawson Street: Nos 12, 14, 16, 34A
Lakeside Road: Nos 41, 47, 51, 53, 55, 57
Victoria Street: Nos 1, 5, 11, 19
Wingate Avenue: Nos 1, 27, 29

Wyralla Avenue
Wyralla Avenue: Nos. 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 29, 30, 31, 32, 34, 35, 37, 39, 40, 41, 42, 43, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64
Kent Street: Nos. 35 & 37

In addition, the following buildings contribute to the heritage significance of the area because of their scale and architectural character but, because they are either older buildings that have been unsympathetically altered or buildings dated from no earlier than the 1940s, their conservation is encouraged but not essential to the character of the area:
Wyralla Avenue: Nos. 1b, 28, 33, 34b, 36, 38

Boronia Avenue
Boronia Avenue: No. 3, 5, 7, 9, 11, 11A, 15, 17, 19, 21, 25, 27, 29, 31
4.4.2 Granville

4.4.2.1 Civic and Residential Precincts

History

The character of the Civic and Residential Precinct conservation areas are largely determined by the development that occurred during the 1880s. This was stimulated by the relocation of a number of large manufacturing industries close to the railway. The 1880s saw the construction of new houses, including both workers’ cottages and more substantial residences for the managers and factory owners, and a complete community quickly established itself. For 25 years from 1905, when Clyde Engineering was awarded large contracts to build locomotives, Granville saw another great period of development, with the appearance of: new small industries, new housing, new shops and businesses.

Distinctive Characteristics

- varied subdivision patterns and allotment sizes with consequential varied building forms

- predominantly residential in character, with some larger scaled civic, religious, commercial and educational buildings

- in the Residential Precinct, low scale development and a sense of space
Part 4: Special Precincts

- variety of residential buildings - single and two storey freestanding suburban houses, pairs of attached dwellings and terraces, separated from the street by garden space
- early buildings stand close to front fence
- buildings stand parallel to the street, with the space between the building line and front fence generally free of structures such as garages or carports
- predominance of brick as a building material with tile, slate or iron roofs but with interest and variety provided by occasional use of other materials - stone, rendered and ashlar brick, timber
- front garden space visible from the street mostly over low front fences built of varied materials, many of which respond to the materials and importance of the building behind - brick, timber and wire on timber frame
- in the Civic Precinct Conservation Area, the total garden area is generally about 40% of the site
- remnants of street tree planting of brush box and silky oak which frame and unify the street space and cool pavements in summer
- remnants of sandstone kerbs and gutters in important civic and residential streets - in the Residential Precinct Conservation Area these have sometimes been removed to form garden edges around recent central street tree planting
- predominance of buildings from 1880s - 1930s which collectively show how the area has grown, and provide the historic significance and character of the area

Statement of Significance

The Civic Precinct Conservation Area is at the civic, religious and residential heart of Granville together with the Residential Precinct Conservation Area and collectively represent its great periods of growth and prosperity. The area is predominantly residential in character with some larger scaled civic, religious, commercial and educational buildings. Through their street planting and edging, their civic, commercial, educational and religious buildings, and their range of housing types, age and size, these areas reflect the substantial role played by Granville in the development of western Sydney, the way in which it developed and the nature of its social structure.
Objective

O.1 Retain all the attributes that contribute to the heritage value and character of the Granville Civic and Residential Precincts.

Design Controls

Landform / Natural Characteristics

C.1 High retaining walls and buildings of disparate height are not permitted.

C.2 Maintain the natural shape of landform.

Subdivision

C.3 Re-subdivision along the length of the allotment may be considered and, in line with past practice, re-subdivision across the line of corner allotments may be considered, but only where the resultant development would not have the potential to detrimentally affect the setting of a building listed below as an Existing Significant Building or disturb the existing streetscape.

Siting and Garden Area

C.4 Maintain the historical pattern of development where individual dwellings are established on separate parcels of land.

C.5 Maintain amenity and privacy of back garden space to residential buildings.

C.6 Keep existing side driveway access for cars to rear garden garage/carports.

C.7 Continue parallel alignment of new buildings to the street.

C.8 Dual occupancy development is not permitted, except where it can be accommodated in a modest attached addition to the rear of an existing house.

C.9 For commercial areas, 40% of the site be retained for garden area and 50% for residential areas.
Alterations and Additions

C.10 Development should complement heritage without imitation so that the new work does not compete with historic buildings in the area or detract from the area’s visual consistency and amenity.

C.11 Additions are permitted at the rear of the building or within the existing roof form only and are to be modest. Rooms in the roof will be considered but only where they are ventilated by flat in-plane skylights. Additions which change the shape of the original roof or the character of the building are not permitted.

C.12 Additions to the side of an existing building are not permissible where they would prevent side driveway access to rear garages/carparks.

C.13 Avoid dormer windows and mansard roofs.

C.14 In the Civic Precinct Conservation area, corrugated iron may be used as a cladding for extensions to an existing house.

C.15 Brick walls are not to be repainted or reskinned.

C.16 Avoid additions higher than the ridgeline of the house.

New Buildings

C.17 New buildings should not compete in height or scale with existing significant buildings listed under ‘Existing Significant Buildings’ at the end of this Section.

C.18 Avoid establishing new buildings closer to the front street alignment than nearby pre-1930 buildings.

C.19 The maximum wall height of new buildings in the Civic Precinct Conservation Area is 7.2 metres, provided that there is no competition in presentation with existing significant buildings.

C.20 Hipped or gabled pitched roofs must not exceed 32 degrees. Rooms in the roof may be considered but only where they are ventilated by flat, in-plane skylights on the rear face of the roof.

C.21 Materials for new buildings should be face or common bricks, timber or rendered masonry, with slate, terracotta tile or corrugated iron roof cladding.

C.22 Boundary-to-boundary development is not appropriate as it does not allow garages and other ancillary structures to be located at the rear of the development. In exceptional cases, where the lot is less than 10m wide, a front garage may be integrated with a new house, providing that it is set back from the front wall of the house by a minimum of 1m and its design and construction avoid negative impact on the streetscape.

C.23 Do not use imitation slate or obtrusively coloured roofing materials.

C.24 Imitation architectural details from earlier styles are not appropriate.
Garages, carports and other ancillary buildings

C.25 Maintain the uncluttered space between the building line and the front fence as an important part of the street character - this space should be free of garages, carports and other structures.

C.26 In residential locations of the conservation areas, garages and carports should not be integrated into the house except where the allotment is less than 10m wide.

C.27 Keep garages and carports as secondary utilitarian buildings.

Front Fences

C.28 Every effort should be made to keep and maintain the front fences at the following addresses, which are a most important part of the history and character of the area:

<table>
<thead>
<tr>
<th>Civic Precinct Conservation Area</th>
<th>Residential Precinct Conservation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlton Street: No 12</td>
<td>Daniel Street: No 17</td>
</tr>
<tr>
<td>Jamieson Street: Nos 17* (timber), 30*, 39* (stone)</td>
<td>Hewlett Street: No 18*</td>
</tr>
<tr>
<td>Railway Parade: Nos 62*, 64*, 72</td>
<td>The Avenue: Nos 58*, 66*</td>
</tr>
</tbody>
</table>

* Heritage Item

C.29 Avoid fences higher than 1.2 metres.

C.30 Keep fences made of materials such as timber or wire frame on timber mesh with hedge, if desired. In some cases a new brick fence may be acceptable.

C.31 Avoid high front privacy walls of brick, timber or brush.

C.32 Avoid timber picket front fences unless to replace a known original picket fence.

C.33 Avoid new brick front fences, except where there is evidence of an earlier brick fence, lost or changed since its construction.

C.34 For side and back boundaries, continue the use of timber pailing fences.
Existing Significant Buildings

The following significant buildings, which together demonstrate the history of the area and contribute to its significance, must be retained:

Civic Precinct Conservation Area

Buildings From The 1880s - 1890s

Carlton Street: No 10* (Town Hall)
Hutchinson Street: Nos 6, 10 - 12* (Police Station), 14* (Church)
Jamieson Street: Nos 6 - 14* (terrace), 29*, 39* (church, hall and rectory)
Mary Street: No 8*

Buildings From c1905 - c1930

Carlton Street: No 10* (Town Hall)
Hutchinson Street: Nos 6, 10 - 12* (Police Station), 14* (Church)
Jamieson Street: Nos 6 - 14* (terrace), 29*, 39* (church, hall and rectory)
Mary Street: No 8*

Residential Precinct Conservation Area

Buildings From The 1870s

The Avenue: Nos 36*, 52*, 54*

Buildings From The 1880s - 1890s

Hewlett Street: No 4*
Spring Garden Street: Nos 2, 4, 12, 14*, 20, 22, 24*, 26*, 28*, 30*
The Avenue: Nos 42*, 58*, 60*
William Street, Nos 123*, 133* (public school)
Walter Street: Nos 4*, 30*, 32*

Buildings From c1905 - c1930

Daniel Street: Nos 3, 4, 5, 6, 7, 9, 11*, 17
Hewlett Street: Nos 6*, 7, 8*, 9, 10, 11, 13, 18*, 20, 21, 23
The Avenue: Nos 28*, 30, 32, 34, 44, 46, 48, 50, 56, 61, 66*, 70, 72, 74*
Spring Garden Street: Nos 10, 16, 18
Walter Street: Nos 8, 10, 11, 20, 22, 24, 26, 28

* Heritage Item
4.4.3 Harris Park

4.4.3.1 Elizabeth Farm

History

From 1793, John McArthur was granted and acquired a vast estate of over 1000 acres where he and his wife Elizabeth carried out some of the first Australian experiments in merino sheep breeding and agriculture. Their house remains today as the oldest surviving European building on the continent with evidence of its growth from a humble cottage of 1793 to a comfortable family home completed in the 1830s.

The estate remained in pasture until the 1880s when some parts near Granville station were subdivided for suburban development, with other subdivisions quickly following. One of the last subdivisions of the estate was of the land left around the house, called the Macarthur Estate and auctioned in 1906.

It is this historic subdivision which forms the major part of this Conservation Area, part of a coordinated subdivision plan across Harris Park based on the standards for subdivision set down in 1829. It straddled the municipal boundary (Clay Cliff Creek) between Parramatta (to the north of the creek) and Granville. By the 1930s most of the Granville allotments had been built on, and just over 50% of those houses remain, leaving a consistency of house age, style, size and materials still very apparent today.

The erratic flooding and course change of Clay Cliff Creek discouraged much suburban growth north of Elizabeth Farm House until after 1940 when the creek was channelled. This, combined with Australia’s post-war migration program, saw a rapid increase in population and another great period of suburban development. Some modest cottages dating from the time of subdivision were built. These remain today, surrounded by the brick and fibro cottages of the 1940s and 1950s.
Statement of Significance

This area provides an appropriate low scale suburban setting for Elizabeth Farm House, and retains and provides opportunities to reinstate important historic views to and from the House from within and outside the area. It is the core of and demonstrates one of the last Macarthur grant subdivisions. This government standard subdivision pattern remains (including road widths and allotment size), together with most of the original houses and large gardens. Through the consistency of scale, form, siting setbacks, materials and street planting, the area retains a visual coherence representative of Sydney’s early 20th century middle class suburbs.

Distinctive Characteristics

- sitting on the southern slopes of the Parramatta River valley with views into the precinct from roads, river and University, and views out to Parramatta River and valley slopes to the north
- the central focus of the conservation area is the remnant colonial planting and glimpses of roofs and buildings of Elizabeth Farm and surrounding public reserve and the remaining historical views and visual relationships between the Farm and the other early buildings in the district
- north/south orientation of most lots providing northerly aspect and private views for each house to houses, trees and parkland beyond
- the pattern of subdivision - most of the 1906 1 chain (20 metres) x 2.5 chains (50 metres) government standard allotments and 10 chains (200 metres) street blocks remain
- the pattern of development - single storey freestanding houses separated from street and neighbours by planted garden space
- sense of spaciousness provided by wide straight streets, generous lots, wide setbacks between houses and hipped roofs
- generous private back gardens
- front gardens uncluttered by garages
- front gardens visible from street over fences generally of brick, timber or wire on timber frame
- visual coherence and consistency of area provided by:
  - similarity of scale - single storey
  - hipped and gabled roofs, most pitched at less than 35 degrees
  - regular house setbacks of 6-8m
  - houses sited parallel to street
  - age of buildings - majority of the 1920s
  - unity of materials - red-brown bricks, timber or fibro
  - unifying and enclosing effect of street tree planting south of Alice Street

Objectives

O.1 Protect all the attributes which contribute to the heritage value and character of the Elizabeth Farm Conservation Area, and to maintain and improve its residential amenity.

O.2 Maintain the existing natural landform which helps explain the siting and setting of Elizabeth Farm.

O.3 Maintain and enhance public views from streets and between houses to the north over the Parramatta River.
Controls

Subdivision

C.1 Maintain existing site levels.
C.2 Maintain the historical pattern of the 1906 Macarthur Estate subdivision around Elizabeth Farm.

Views

C.3 Keep and where necessary, reinstate identified historic views including those identified in Appendix 2.
C.4 Keep the sense of space and private views between buildings.
C.5 Wall height for new buildings and extensions to existing buildings should not exceed 3.6 metres, or higher than the ridge line of the existing house.
C.6 Hipped and / or gabled roofs should have a pitch not greater than 35 degrees.
C.7 Additional rooms above the main body of the house are not permitted where alteration to the existing roof shape would be needed.
C.8 Avoid use of dormer windows and mansard roofs. Rooms in the roof may be considered only where they are ventilated by flat in-plane skylights on the rear face of the roof.

New Development

C.9 New development should be single storey with a maximum wall height of 3.6 metres.
C.10 Additions to existing buildings should not be higher than the ridge line of the existing house.
C.11 Hipped and/or gabled roofs are desirable, with a pitch not exceeding 45 degrees. Rooms in the roof may be considered but only where they are ventilated by flat in-plane skylights on rear face of building.
C.12 A setback of at least 8 metres is required for any new house.
C.13 Materials for new buildings should be face or common brick (no hearted, speckled, multi coloured or textured bricks in light colours should be used) or painted timber with terracotta tile, slate or corrugated steel roofs.
C.14 Avoid boundary to boundary development that does not enable garages and carports to be located in the backyard. In exceptional cases, where the lot is less than 10m wide, a front garage may be integrated with a new house, providing that it is set back from the front wall of the house by a minimum of 1 metre and its design and construction does not have a negative impact on the streetscape.
C.15 Avoid rendered and painted masonry external walls, imitation slate or obtrusively coloured roof covering.
C.16 Avoid hearted, speckled, multi coloured or textured bricks in light colours.

Garages, Driveways and Fences

C.17 Maintain the established pattern of back garden placement of garages, sheds and other utility buildings detached from the main house. Maintain the established pattern of one opening per allotment for single car access.
C.18 Driveways to be made of concrete, bitumen, gravel, dark bricks or other non-intrusive materials, which do not continue over footpath space. Wheel tracks with central grass / planting are preferred to fully paved driveway space.
C.19 Continue the common practice of building front fences no higher than 1.2m and of varied unobtrusive lightweight materials such as timber or wire mesh on timber frame with hedges.
C.20 Where existing, timber framed fences sheeted with corrugated iron should be maintained, and where necessary replaced with fence of same height and materials.

C.21 Avoid establishing new brick fences, except where there is evidence of an earlier brick fence, lost or changed since its constructions.

C.22 Keep street amenity by continued use of front fences, which allows gardens to be viewed from the street.

C.23 Retain and use timber paling fences on side and back boundaries.

Archaeological permit

C.24 The following properties contain known sites of former outbuildings to Elizabeth Farm. Any excavation work to these requires an archaeological permit under the NSW Heritage Act 1977: Alice Street, Nos 61, 63, 65

Existing Significant Buildings

The following buildings together help to demonstrate the history of the area and contribute to its significance. They should be retained.

Alice Street, Nos 53, 55, 61, 65, 71
Alfred Street, Nos 105, 107, 109, 115
Oak Street, Nos 4*, 6*, 8*, 10*, 12*
Prospect Street, Nos 35, 41, 43, 49
Weston Street, Nos 24, 25, 27, 28, 29, 31, 33, 34*, 37*, 38, 39, 41, 42, 44

* Heritage Item
4.4.3.2 Experiment Farm

History

This Conservation Area largely consists of 30 acres of James Ruse’s Experiment Farm. Governor Phillip established a hut for Ruse in a clearing on this land in 1789, to test an experienced farmer’s ability to become self-supporting in this apparently alien land. By early 1791 the experiment had succeeded, and Ruse’s 30 acre grant was confirmed. In 1793 Ruse sold the land to Surgeon John Harris, whose large land grant stretched west from present day Good Street. Harris built Experiment Farm Cottage on the rise above Clay Cliff Creek in approximately 1829.

The land remained in open pasture until the Harris family began to subdivide in the 1870s. The first subdivisions were close to the railway station and it was not until the 1880s that subdivision began on the land east of Harris Street. However, development was slow and it was not until the period 1910-1930 that much of the housing was built with the greatest growth during the 1920s, Sydney’s great period of post-war suburban expansion.

In 1960 the National Trust purchased Harris cottage and in the 1970s a number of houses around Experiment Farm Cottage were demolished to provide it with a garden and appropriate setting.

Distinctive Characteristics

- A north facing hillside sloping form the top of the ridge in Crown Street down to Clay Cliff Creek (now channelled through parkland). The natural shape of the land remains visible as the houses have been built without cut and fill
- A sense of spaciousness provided by wide straight streets (some with views east to the city centre), generous lots, wide setbacks between houses and hipped roofs
- The pattern of suburban development - mostly single storey free standing dwellings separated from the street and neighbours by planted garden space
- Two subtly different residential precincts:
  - South of Alice Street with a predominance of substantial houses of 1910-1930
  - North of Alice Street, a 1920s subdivision containing modest houses built over a short period of time and opening to views of parkland and the tree cover hills to the north
- The predominance of brick as a building material, with tiles and occasionally slate, as a roof cladding
- Each building stands parallel to the street
- Front gardens uncluttered by garages and visible from the street over fences. A considerable number of original brick fences remain
- The familiar suburban paling fence to side and back boundaries
- Some very obvious intrusive buildings which disrupt the visual harmony of the area
- The focus of the Conservation Area, Experiment Farm Cottage, on the rise above Clay Cliff Creek and surrounded by open space
- Unifying and enclosing effect of street trees which also helps screen intrusive buildings of more recent construction and cools pavements in summer

Statement of Significance

Through its subdivision alignments this Conservation Area clearly shows the outline of the first grant proclaimed in Australia to James Ruse and the two periods of its subdivision from the Harris Estate. Many of the allotments retain the original house built after subdivision. Though the consistency of development with large lots, age, scale, shape, siting, setbacks and materials, the houses provide a visual coherence representative of Sydney’s early 20th century middle class suburban development.
Objectives

O.1 Protect all the attributes which contribute to the heritage value and character of the Experiment Farm Conservation Area, and to maintain and improve its residential amenity.

O.2 Ensure that Experiment Farm will always have an appropriate setting so that it can continue to tell the history of Colonial Australia to citizens and international visitors.

O.3 Protect the pattern of the Harris estate subdivision and its remaining original houses.

O.4 Maintain the low scale suburban character of the area.

Controls

Subdivision

C.1 Maintain the historic 1880s and 1920s subdivision patterns.

C.2 Avoid subdividing properties into narrower lots because it will change the pattern of subdivision.

Views

C.3 Keep and enhance public views from streets and between houses to the city centre and north over the Parramatta River.

C.4 Keep and where necessary, reinstate identified historic views including those identified in Appendix 2.

C.5 Keep the sense of space and private views between buildings.

C.6 Wall height for new buildings and extensions to existing buildings should not exceed 3.6 metres, or higher than the ridge line of the existing house.

C.7 Hipped and / or gabled roofs should have a pitch not greater than 35 degrees.

C.8 Additional rooms above the main body of the house are not permitted where alteration to the existing roof shape would be needed.

C.9 Avoid use of dormer windows and mansard roofs. Rooms in the roof may be considered only where they are ventilated by flat in-plane skylights on the rear face of the roof.

New development

C.10 Keep and repeat use of face or common bricks (no hearted, speckled, multi coloured or textured bricks in light colours should be used) or painted timber, or painted timber, with terracotta tile, slate or corrugated iron roofing.

C.11 Avoid rendered and painted masonry external walls, imitation slate or obtrusively coloured roof covering.

C.12 Maintain the established pattern of back garden placement of garages, sheds and other utility buildings with one opening per allotment for single car access.
Driveways and Fences

C.13 Driveways to be made of concrete, bitumen, gravel, dark bricks or other non-intrusive materials, which do not continue over footpath space. Wheel tracks with central grass/planting are preferred to fully paved driveway space.

C.14 Driveways should not continue over footpath space.

C.15 For new front fences, brick fences are not to be greater than 1.2 metres in height, Picket fences will generally not be appropriate, except where established to replace a known original picket fence.

C.16 Encourage retention and use of timber paling fences to side and back boundaries.

C.17 The following historically significant front fences must be retained:

Alice Street, Nos 10*, 22*, 24*, 28*
Crown Street, Nos 2*, 3, 4*, 10*, 14, 16*
Ruse Street, Nos 3, 5, 6, 14, 15, 17, 19,20,2
Good Street, Nos 144*
Harris Street, Nos 59, 81, 83
Weston Street, Nos 68, 77*, 85*, 86

* Heritage Item

Existing Significant Buildings

The following buildings together help to demonstrate the history of the area and contribute to its significance. They should be retained.

Alice Street, Nos 2, 3*, 5*, 6*, 9, 10*, 11, 11A, 22*, 24*, 28*
Crown Street, Nos 2*, 3, 4*, 5*, 6*, 7*, 8*, 10*, 11*, 14, 16* 18*, 22*
Good Street, Nos 144*, 148*
Harris Street, Nos 59*, 65*, 67*, 69*, 77, 79, 81, 89, 91, 93, 95
Ruse Street, Nos 1, 3, 4, 5, 6, 14, 15, 16, 17, 19, 20, 21, 22
Weston Street, Nos 68, 69*, 72, 77, 78, 79*, 80, 81, 83, 84, 85*, 86, 87*

* Heritage Item
4.4.3.3 Harris Park West

History
The building of the railway from Sydney to Blacktown (completed in 1860), including a station at Harris Park, stimulated subdivision and closer settlement of this area which had been used for many years for pastoral purposes. The area close to the railway station at Harris Park was privately subdivided in the 1870s and 1880s, with lots narrower and smaller than those in the government subdivided town area. The majority of houses in this area were built before 1895.

Distinctive Characteristics
► intimate scale of the area - allotments are mostly 30ft, compared to the wider allotments east of Harris Street
► predominance of small cottages (mostly single storey) with some terrace houses and other dwellings
► age of buildings - mostly developed in the late 19th century, with a few early 20th century dwellings and shops, and some flats from the 1960s

Statement of Significance
The area demonstrates an early 1870s-90s subdivision and speculation of modest residential development part of colonial surgeon John Harris’ land grant, made in response to the railway. Many of the original houses remain and it retains a consistency of development with narrow lots, back lanes and small scale, simple form timber and brick cottages, built close together. The use of timber was typical in many parts of Sydney but is now rare. This area is important because it provides evidence of mid 19th century subdivisional and surveying practice and with the relative absence of modern development is the most consistent historical urban area in central Parramatta.
Objective

O.1 Protect all the attributes which contribute to the heritage value and character of the Harris Park West Conservation Area, and to maintain and improve its residential amenity.

Controls

Subdivision

C.1 Maintain the subdivision pattern characterised by narrow allotments of a generally regular width, and back lanes.

New Development

C.2 Wall height for new buildings and extensions to existing buildings should not exceed 3.6 metres or higher than the ridge line of the existing house.

C.3 Hipped and / or gabled roofs should have a pitch not greater than 45 degrees.

C.4 Additional rooms above the main body of the house are not permitted where alteration to the existing roof shape would be needed.

C.5 Avoid use of dormer windows and mansard roofs. Rooms in the roof may be considered only where they are ventilated by flat in-plane skylights on the rear face of the roof.

C.6 For extensions, the same material as the existing house, or lighter weight materials, such as painted timber, fibro or corrugated iron should be used.

Garages and Fences

C.7 Garages and carports are to be separated and detached from the main house, accessible from the rear lane.

C.8 Avoid new crossovers from streets, any garages or carport structures in the front yard and garages integrated with the house.

C.9 New front fences are to be no higher than 1.2m. Timber picket fences will generally be appropriate.

C.10 For side and back boundaries, continue the use of timber paling fences and avoid modern metal clad fencing systems.

Existing Significant Buildings

The following buildings together help to demonstrate the history of the area and contribute to its significance. They should be retained.

Ada Street: all buildings

Albion Street: all buildings except nos. 1, 8, 22, 23, 24, 40

Harris Street: all buildings except 56, 58, 60, 62, 74, 80

Marion Street: 42*, 44*, 46*, 48*, 65*, 69*, 71*, 73*, 75*, 77*, 79*

Station Street East: 22*, 24*, 34*, 36*, 38*, 42*

Wigram Street: all buildings except 53, 55, 65a, 69, 73A, 81, 82, 86, 91, 96, 100, 104-108, 110, 116

* Heritage Item
4.4.4 Parramatta

4.4.4.1 North Parramatta and Sorrell Street

North Parramatta

By 1846, there was little development north of Fennell Street, apart from along Church Street. The only building from this period is Roseneath, built c 1837, but there are likely to be some belowground archaeological deposits. A decade later, when the streets were surveyed to enable them to be officially aligned, more cottages had been erected. Several dwellings remain from the 1860s and 1870s.

The 1880s was the most intensive period of development. The economic confidence of the time encouraged speculative builders and landowners to construct houses. By 1895, when the area was surveyed for the sewerage system, a relatively dense pattern of houses had developed, with only a few pieces of vacant land west of Church Street.

The area retained its character as an area for cottages, with some houses built each decade. From the 1960s onwards, the Parramatta Council approved two and three storey residential flat buildings in North Parramatta, most of which involved the demolition of two or more small old dwellings.

Archaeological investigations in Parramatta have shown that there is a high likelihood of valuable archaeological material below ground that is worthy of investigation and archaeological excavation if and when development occurs.
Sorrell Street

Sorrell Street was one of the early streets developed north of the Parramatta River. Its southern end between Palmer and Grose Streets was shown on a map of 1825, and the Brownrigg Map of 1844 shows the full extent of the street as it is today. At this time there were few buildings, mostly south of Grose Street, none of which remain today. There has been considerable re-subdivision including the creation of allotments to face Sorrell Street, whereas most originally faced north or south to Ross, Grose or Fennell Streets.

Most buildings were constructed before 1895. Development was underway here in the 1840s as land in the centre of Parramatta was occupied. Building continued steadily from the 1860s to the 1880s. By the late nineteenth century, the original houses had been replaced by larger houses, some of which replaced two smaller houses. New houses were occasionally built in the subdivided grounds of existing houses with several houses built every decade. From the 1960s, the Parramatta Council approved residential flat buildings on the western side of Sorrell Street that required the amalgamation of several properties and the demolition of small houses.

Today the area includes houses in a range of scales and materials, dating from the 1830s to the 1950s, and residential flat buildings dating from the late 1950s to the 1990s. Buildings and grounds vary in scale from Endrim (the oldest house in the street), a two-storey villa with a large garden that occupies most of the land on the eastern side between Albert and Harold Streets, to small cottages built close to the street.

**Significant Characteristics (North Parramatta and Sorrell Street)**

- gently sloping landform
- pattern of development from the nineteenth and early twentieth centuries of mostly small single-storey dwellings on their own allotments, in a variety of forms and styles with front verandahs, sited close to the street, together with a small number of larger houses with gardens
- twentieth century houses built on undeveloped land or replacing early small dwellings set further back than earlier houses with small front gardens
- gardens / yards at the rear of small dwellings that are likely to retain old wells from the era before the installation of a town water supply
- residential flat buildings dating from the 1960s onwards, two to four storeys in scale with driveways and ground level garages: these developments involved the amalgamation of two or more small allotments and the demolition of small dwellings
- absence of driveways across footpaths and hence the absence of garages at the front of lots and in the street scene
- stone kerbs and gutters and street trees
- street pattern from original government subdivision
- archaeological evidence of early dwellings constructed in Parramatta before the present buildings

**Statement of Significance**

**North Parramatta**

An area of early government subdivision in Parramatta that retains a considerable number of small dwellings and houses built from the mid-nineteenth century until the early twentieth century. In the nineteenth and early twentieth century this area was popular with the proprietors of businesses in Parramatta and it retains much of its residential character from this period. The predominance of small single storey cottages on their own allotments reflects the character of Parramatta north of the river from the mid nineteenth century until redevelopment for residential flats started in the 1960s. This area contains 46% of the dwellings that existed here in 1895.
Sorrell Street

An important local road in Parramatta north of the river, together with street trees and houses dating from the mid-nineteenth century to the mid-twentieth century. The Sorrell Street area demonstrates the variety of small and large dwellings built in Parramatta, north of the river, in the nineteenth and early twentieth century. The predominance of small single storey cottages on their own allotments reflects the character of Sorrell Street from the mid-nineteenth century until redevelopment for residential flats started in the 1960s. This area contains 63% of the dwellings that existed here in 1895.

Objectives

O.1 Re-instatement of residential use in buildings originally constructed as dwellings.

O.2 Residential development compatible with the small scale of its significant buildings.

O.3 Retention of all buildings that contribute to the history of the area as a residential area from the mid-nineteenth century up to 1945.

O.4 Retention of the existing pattern of allotments.

O.5 Continued use for residential purposes and the re-establishment of residential use within buildings originally constructed as dwellings.

O.6 To avoid disturbance of significant archaeological deposits without investigation in accordance with the provisions of the NSW Heritage Act 1977.

Design Controls

Subdivision

C.1 Maintain the historical pattern of subdivision and re-subdivision to form allotments for small dwellings.

C.2 Allow re-subdivision of lots that have been amalgamated in the past along the north-south line, or along previous boundaries as shown in 1895 plan.
C.3 Avoid re-subdivision across the line of subdivision or by amalgamation of rear garden space.

C.4 Avoid development that involves the amalgamation of allotments and buildings that cross allotment boundaries.

Existing Significant Buildings

C.5 Consider removal of metal cladding followed by repair or re-instatement of weatherboards or other original cladding for buildings that have been clad in metal weatherboards.

C.6 Consider re-instatement of residential use in buildings built as dwellings but now in commercial use.

C.7 Avoid removal of stucco from buildings that were originally constructed with a stucco exterior.

C.8 Avoid re-skinning of brick walls.

C.9 Avoid removal of original details, except where they are decayed beyond repair and are to be replaced with an identical detail.

C.10 Avoid adding new period details for which there is no evidence in the existing fabric or in historical photographs.

C.11 Avoid covering original timber walls with another building material, such as imitation brickwork or metal cladding.

C.12 Avoid altering the roof form above the main body of the building, other than to reinstate an original roof form.

C.13 Avoid adding rooms above the main body of the house which require alterations to the existing roof height or shape. Rooms in the roof may be considered but only where ventilated by flat in-plane skylights at the rear of the roof.

Siting and Garden Area

C.14 Maintain the historical pattern of development of detached dwellings with garden space around, with the oldest dwellings close to the front boundary and later dwellings and other buildings with larger setbacks.

C.15 At least 40% of the site must be garden area. Ensure a high level of amenity with garden spaces suitable for outdoor living, clothes drying, children’s play, etc.

C.16 Maintain features of heritage value in the garden area.

C.17 Keep brick paving for paths and driveways.

C.18 Keep all mature trees.
Alterations and Additions

C.19 Additions, limited to one storey, may occur at the rear of heritage buildings to increase the facilities available, provided the original character of the building is retained, the works do not involve demolition of significant parts of the building, and are in scale with the existing buildings. For most cottages, the roof space is too small for rooms to be accommodated without changing the roof scale and form.

C.20 Keep the existing form of the roof above the main body of the existing building.

C.21 Avoid additions higher than the ridgeline of the existing building.

C.22 Additions at the rear are encouraged in linked pavilions or skillions.

New Dwellings

A new small dwelling may be permissible in the rear garden of an historic building. Provided substantial land is retained around the existing building, car access can be obtained using an existing driveway, or from a rear lane or right of way from an adjoining property. Rooms in the roof may be permissible in the new dwelling provided the total height of the building does not exceed the height of the ridge of the existing building by more than one metre.

C.23 New rear buildings should be single storey scale with a wall height not greater than 3.6 metres.

C.24 Avoid hearted or speckled bricks in light colours.

C.25 Avoid using brightly-coloured or shiny roof coverings, excepting corrugated iron.
The following controls apply to development on properties listed under ‘Existing Significant Buildings’ at the end of this section.

C.26 Avoid placing new buildings closer to the front boundary than the existing adjoining buildings and no closer than 6m.

C.27 New buildings to be set back from the rear of existing buildings by a minimum of 10m.

C.28 Investigate archaeological potential of area where new buildings are sited.

C.29 Keep and repeat the existing form of the roof above the main body of building.

C.30 Hipped or gabled pitched roofs should not exceed 35 degrees.

C.31 Materials for new buildings to be rendered brick, common or face bricks, with tiles or corrugated iron roof.

C.32 Keep significant archaeological deposits intact unless excavated in accordance with the provisions of the NSW Heritage Act 1977.

The following controls apply to new development on all properties not listed under ‘Existing Significant Buildings’ at the end of this section.

C.33 The building should have a residential use.

C.34 Keep and repeat the existing setback from the front boundary (or minimum setback of 6m which ever is the greater).

C.35 Keep and repeat verandahs at the front of buildings.

C.36 Keep and repeat the scale of nearby historic buildings, with no building exceeding 10m in width at the front wall.

C.37 Avoid having rooms in the roof which are larger than 60% of the floor area of the ground floor covered by the same roof.

C.38 Avoid constructing buildings of similar scale to the existing residential flat buildings.
Character of Additions and New Dwellings

C.39 New building works should respect the scale of historic buildings but should not copy their style or details (such as by reproducing small panel windows). It is appropriate for the new work to be in a contemporary style.

Garages, carports and other ancillary development

C.40 Garages and carports should not become a prominent part of the streetscape.

C.41 Back garden placement of garages, carports and other utility buildings must be separate from the main building.

C.42 Carports may be sited beside the house but only where they:
   (i) are constructed of lightweight frame of timber or metal
   (ii) stand at least 1 m back from the front wall of the building and would not be a feature in the streetscape, and
   (iii) are not attached to the building and would not obstruct light and air into the building

C.43 Avoid creating new vehicular access driveways off Sorrell Street or anywhere in the North Parramatta Conservation Area.

C.44 Avoid integrating garages into the facades of new buildings, except at the rear of allotments with access to two street frontages (eg laneway frontage) or with access to Trott Street.
Fences

C.45 Use low light-weight fences along the front boundary, such as timber picket fences with square tops, or timber frame fences with wire panels, which are common in the area.

C.46 Front fences are not to exceed 1.2m in height.

C.47 Open wire or other metal fences are permissible provided shrubs, hedges or vines are planted to cover the fence.

Public Lands

C.48 Avoid change to existing stone kerbs and gutters. If repairs are needed, reuse stone for both kerbs and gutters.

C.49 Avoid planting of shrubs and trees that will obscure the views along the streets for pedestrians.

C.50 Avoid designs that involve major changes to the street pavement, such as chicanes, wide paved speed bumps or decorative paving.

Existing Significant Buildings

The following buildings together demonstrate the history of the area and contribute to its significance. They must be retained, together with their original features.

North Parramatta

Fennell Street: 2*, 4*, 9*, 11*, 12*, 16*, 17, 18*, 20*, 21*, 23, 22*, 24*
Grose Street: 1*, 6*, 8*, 9, 10*, 12*, 13, 15*, 17*, 19*, 20*, 22*, 24
Harold Street: 1, 2, 3, 5
O’Connell Street: 40-42*, 44, 46, 48, 56, 60, 62*, 72*, 74*, 76*
Trott Street: 1*, 2*, 3*, 3c*, 5, 9*
Villiers Street: 1, 3, 9

Sorrell Street

Albert Street: 44*, 54*
Gladstone Street: 1, 4
Isabella Street: 8*, 10*, 12A*, 14*, 25*

* Heritage Item
This area includes two rural grants to Meehan and to Norris. Development to the south of Parramatta township occurred later than that to the north, and the 1855 Street Alignment Plan shows very few buildings in this area. In 1855 the railway from Sydney to Parramatta Junction (now Granville) terminated near Meehan’s grant. Anticipating a demand for housing close to the terminus, Meehan’s land was subdivided into 22 allotments of 50 feet x 150 feet and auctioned in 1856. When the railway was extended to Parramatta in 1860, the subdivision lost its attraction. Nevertheless, modest but slow development did occur, most aimed at the rental market. Brickmaking was also occurring at that time along A’Becketts Creek. Ten houses remain from this early period. All stand on or close to the front fence.

The 1880s saw rapid suburban expansion throughout Sydney. In South Parramatta, Norris’s grant was subdivided and more houses built. Rental housing remained important. Some allotments were amalgamated and re-subdivided for smaller lot housing. The Detail Survey of 1895 shows 104 buildings scattered through the Conservation Area at that time. Eleven were later demolished for the park and eight went in recent years for the flats in Lennox Street. Forty-seven of those 104 houses remain today - a very high retention rate.

Houses continued to be built in the early years of last century, 28 of which remain intact. They stand further from the front fence than the earlier cottages. In the 1920s, Sydney experienced another rash of suburban development, at which time all houses on the western side of Alma Street and most of those on the eastern side of Denison Street were built. Other houses were built on vacant allotments scattered throughout the area. Front gardens were deeper than previously, gardening being at that time an important part of suburban living. Crimea Street was the important cross street, linking Church Street with Pitt Street, and small groups of shops were built on corner positions to serve this passing trade and local needs. Some vacant allotments remained, however, until the 1960s. Since then some earlier houses have been demolished for new development, or altered comprehensively in attempts to update them.
Statement of Significance

This area is the earliest remaining example in Parramatta of a speculative private subdivision related to the railway. The pattern of subdivision remains along with a very intact collection of early pre-1900 cottages. The consistently single storey scale of most of its housing and associated shops, and the range of building styles, from the 1850s to the 1960s, clearly demonstrate the way in which this suburb gradually developed and allows its history to be understood.

Significant Characteristics

► gently sloping landforms on either side of A’Becketts Creek and views across houses and the park to city buildings beyond
► that most of the original regular 50 by 150 foot allotments remain
► contains single storey freestanding dwellings or pairs of semis separated from the street and neighbours by planted garden space
► there is a consistency in the scale of mostly single storey houses
► few street trees so buildings enclose street space
Part 4: Special Precincts

Parramatta Development Control Plan 2011

- enclosed character reinforced by:
  - width of allotment - 50 feet or less
  - early buildings built on or close to front fence
  - groups of early cottages on narrow lots built close together and close to the street
  - small groups of one or two storey shops at or near the houses stand parallel to the street
- predominance of modest houses dating from 1850s - 1960s which collectively show how the area has grown, and which provide the historic significance and character of the area
- limited range of building materials - brick, timber, fibro, tiles and iron
- age of the houses often apparent by the depth of the front garden from 1 - 8 m
- space between building line and front fence is without garages or carports
- pattern of narrow driveway openings beside most houses leading to backyard garages
- front gardens visible from the street over low fences, generally of lightweight material such as timber or wire mesh on timber frame
- familiar suburban timber paling fence to side and back boundaries

Objectives

O.1 To maintain the area's single storey character.
O.2 To ensure additions to increase accommodation are modest.

Design Controls

Subdivision

C.1 Consider re-subdivision along the length of the allotment where it would not affect the setting of an existing building listed at the end of this Clause, or the character of the street.

C.2 Avoid re-subdivision across line of subdivision or by amalgamation of back garden space.

Siting and Garden Area

C.3 Maintain the historical pattern of development of detached dwellings with garden space around, with the oldest dwellings close to the front boundary and later dwellings and other buildings with larger setbacks

C.4 Keep views around and between buildings.

C.5 Maintain amenity and privacy of back gardens.

C.6 Keep at least 50% of the site for garden area.
C.7 Keep driveways to garages/carports in back yards.

C.8 Ensure similar side boundary setbacks to those existing.

C.9 Avoid additions to the front or side of an existing house. Linked pavilions or skillions at back of a house are supported as a form of additions.

C.10 Dual occupancy development is not considered to be appropriate, except where it can be accommodated in a modest attached addition to the rear of existing house.

C.11 New buildings should not be established closer than 8m to the front street alignment.

C.12 New buildings should not be constructed with zero side setbacks except on lots narrower than 10m.

Alterations and Additions

C.13 Avoid painting or re-skinning original brick walls.

New Development

C.14 Single storey scale with maximum wall height to relate to any nearby existing significant building listed above.

C.15 Roofs should be hipped or gabled pitched and should not exceed 35 degrees in pitch. Rooms in roof can be considered where ventilated only by flat, in-plane skylights.

C.16 Setback of 8m or more for any new house

C.17 Side driveway access to garage in backyard.

C.18 Materials for new buildings of face or common bricks, timber or fibro, with terracotta tile or corrugated steel roofs.

C.19 Avoid boundary-to-boundary development which prevents garages and carports being located in the rear yard. In exceptional cases, where the lot is less than 10m wide, a front garage may be integrated with a new house, providing that it is setback from the front wall of the house by a minimum of 1m and its design and construction avoids negative impact on the streetscape.

C.20 Avoid hearted, speckled, multicoloured or textured bricks in light colours.

C.21 Avoid imitation slate or obtrusively coloured roofing materials.

Garages, carports and other ancillary development

C.22 Keep side driveways free of structures. In exceptional cases, where the lot is less than 10m wide, a front garage may be integrated with a new house, providing that it is setback from the front wall of the house by a minimum of 1m and its design and construction avoid negative impact on the streetscape.

C.23 Secured standing space only to side of house may allow better use of limited site area for garden.
C.24 Continue the use of lighter weight cladding materials such as timber, imitation timber cladding or corrugated iron.

C.25 Driveways should not continue over footpath space.

C.26 Garages should not be integrated with the house or be located at side driveways (including carports), except where the allotment is less than 10m wide.

**Fences**

C.27 Fences at the following properties must be retained:
- Crimea Street: Nos 17, 19, 21, 33
- Denison Street: Nos 10, 11, 16*
  * Heritage Item

C.28 For front boundaries, continue with fences of varied unobtrusive lightweight materials such as timber or wire mesh on timber frame with hedges if desired.

C.29 Where existing, timber framed fences sheeted with corrugated iron should be maintained, and where necessary, replaced with fence of same height and materials.

C.30 Avoid creating high front privacy walls of brick, timber or brush.

C.31 New brick front fences are not desirable, except where there is evidence of an earlier brick fence lost or changed since its construction.

**Public Lands**

C.32 Conserve and enhance those elements of the public domain which contribute to an understanding of the history of the area.

C.33 Improve the residential amenity of the area by screening structures which intrude upon that amenity.

C.34 Improve public enjoyment of public open spaces and views.

C.35 Maintain and restore (where they remain beneath the bitumen) the sandstone kerbs and gutters in Lansdowne and Inkerman Streets.

C.36 Prepare, plant and maintain a landscape plan for the drainage easement and park between Inkerman and Glebe Streets. This plan will need to respond to the modest historic suburban character of the area.

C.37 Plant a dense strip of evergreen trees along the grass verge on the north side of Lennox Street and the north side of Lansdowne Street to screen the intrusive scale and materials of the new flats from the low scale suburban character of the Conservation Area.
Part 4: Special Precincts

Parramatta Development Control Plan 2011

Existing Significant Buildings

a) The following houses which are shown on the 1895 Detail Survey must be retained, together with their original features:

**Houses built between 1850s and 1880s**
- Inkerman Street: No 40* (c1870)
- Lansdowne Street: No 19* (c1870)
- Lennox Street: Nos 1 and 3* (1850s-1860s)
- Marsden Street: Nos 44* 46* 48* 50* (1880s); 56* 58* (1860)

**Houses Built From 1880s - 1895**
- Alma Street: Nos 6, 8, 10
- Carrington Street: Nos 4*, 9, 11, 13, 15
- Crimea Street: Nos 6, 25*, 26, 34, 42
- Denison Street: No 16
- Inkerman Street: No 34*
- Lansdowne Street: Nos 5, 35*, 41*, 43*, 49*, 51*
- Marsden Street: Nos 38, 39, 40B, 41, 42, 60, 62, 74*, 76*
- Pitt Street: No 58
- Rosehill Street: Nos 10, 12, 14, 16, 18

* Heritage Item

b) Any building not listed above but located on the site of a building shown on the 1895 Detail Survey should not be demolished until Council has examined the building for any evidence of the structure extant in 1895.

c) The following buildings constructed since 1895 must be retained:

**Federation houses of the 1900s - c1920**
- Carrington Street: No 3
- Crimea Street: Nos 5, 9, 12, 13, 18, 30, 33A, 40
Denison Street: No 6
Inkerman Street: Nos 38, 44
Lansdowne Street: Nos 7, 23, 25, 27, 39
Marsden Street: Nos 23, 25, 27, 31, 35, 37, 43, 45, 47, 49, 51
Rosehill Street: No 20

**Bungalows of the 1920s & 1930s**

Alma Street: Nos 1, 3, 5, 7, 9, 11, 13, 15
Carrington Street: No 5
Crimea Street: Nos 8, 8A, 11, 15, 16, 17, 19, 23, 31, 38, 46
Denison Street: Nos 4, 9, 10, 11, 13, 15, 17, 19
Inkerman Street: No 32
Lansdowne Street: Nos 2, 4, 6A, 8, 9, 10, 12, 13, 15, 17, 31, 37
Marsden Street: Nos 23, 33, 49, 51, 72
d) Where possible, the following intact early post-war buildings should be retained:

**Intact Houses of late 1940s & 1950s**

These houses complete the developmental history of this area. Their scale, siting, setbacks and materials complement the character of the area. Their conservation is to be encouraged:

Alma Street: No 4
Carrington Street: Nos 1, 6, 7, 8, 12
Crimea Street: Nos 2, 3, 4, 7, 14, 21, 22, 24, 27, 33, 33B, 36
Denison Street: Nos 8, 21
Inkerman Street: No 36
Lansdowne Street: No 21
Pitt Street: Nos 52, 54, 56
Railway Street: Nos 101, 103, 105
Rosehill Street: No 2
4.4.5 South Granville

4.4.5.1 Blaxcell Estate

History

The land on which this conservation area is situated had been privately acquired and subdivided as early as 1922, but very few of the lots had sold. The Commission bought the estate, kept the proposed street pattern, re-subdivided the lots, leaving a few private lots (all at the end of streets). This was the first of the Commission’s group developments in New South Wales and the buildings in Montgomery Street were completed in December 1944. They were constructed in full double brick with Marseilles tiled roofs, decorative use of bricks around front porches and identical front fences.

Distinctive Characteristics

- flat to gently undulating clay land which drains slowly to the east and Duck Creek
- regular sized allotments, mostly 20m x 34m
- single storey freestanding houses separated from the street and neighbours by large garden space, with lawn and shrubs
- spaciousness of the area created by:
  - width of each allotment
  - wide side boundaries
  - background view to large remaining eucalypts
  - backyard placement of garages and carports
houses standing parallel to the street
intact street character and a remarkable number of the houses, most of which have very few alterations or additions
consistent age of the houses - almost all date from 1944 - 1950 with a few from the 1960s
uniform building shape (form), scale and setbacks
one chimney per house
uniform building materials - bricks and tiles to Montgomery Street; fibro and tiles to the other street, with the occasional timber clad house and brick corner houses in Oakleigh Ave
uniform brick fences to Montgomery Street and few fences throughout the rest of the area

Statement of Significance
This area comprises the first group development in NSW constructed in 1944 by the newly formed Housing Commission, having taken over a privately developed subdivision. The area is remarkable for its totally intact core area of Montgomery Street which has kept all its fencing and all original houses without second storey additions. The brick houses demonstrate the ideals with which the Commission commenced its charter, while the fibro houses are the result of the cost effective measures undertaken soon after to produce the quantity of houses needed at that time.

The consistent scale, siting, materials and fences of the development provides a cohesive 1940s suburban character, and the fibro housing is a particularly good example of the very extensive Housing Commission development throughout Parramatta.

Objectives
O.1 To protect the area’s single storey residential character, especially its 1944 face brick houses and fences.
O.2 To maintain front and side garden spaces.

Design Controls

Landform/Natural Characteristics
C.1 Keep remaining eucalypts and encourage their replanting on rear boundaries of private gardens.

Subdivision Pattern
C.2 Maintain the 1944 pattern of subdivision
C.3 Avoid re-subdivision by amalgamation of back garden space.
Siting, Setbacks & Garden Area

C.4 Maintain the existing pattern of development, of individual single storey houses on wide parcels of land surrounded and separated by garden space.

C.5 Keep views and space between buildings and maintain amenity and privacy of back gardens.

C.6 Keep at least 50% of the site for garden area.

C.7 Ensure similar side boundary setbacks to those existing.

C.8 Avoid additions to the front or side of an existing house.

C.9 Avoid establishing any new building or structure standing closer to the front street alignment than existing houses.

C.10 Second storey additions will not be supported.

Alterations and Additions

C.11 Extra rooms above the existing main body of the house which require alteration of existing roof shape are not permissible. Rooms in roof may be considered but only where they are ventilated by flat, in-plane skylights on the back slope of the roof.

C.12 Avoid new dormer windows, mansard roofs or large bulky additions visible from the street.

C.13 Linked pavilions underr a separate roof form, or skillion extensions both to the back of the house are supported.

C.14 Keep all existing chimneys.

C.15 Painting, plastering or re-skinning of brick houses or fences in Montgomery Street or Oakleigh Street is not desirable.

C.16 Avoid recladding of existing fibro buildings (including garages and other ancillary buildings) in brick as this would confuse the history of the area. Recladding in other light weight materials, such as fibro-cement, timber or imitation timber is acceptable.

C.17 Avoid re-roofing of main body of the existing house except to match original materials, maintaining the existing balance of red and blue tiles.
New Development

C.18 Repeat single storey scale for houses with maximum wall height the same as existing houses.

C.19 Hipped pitched house roofs should not exceed the pitch of existing house roofs.

C.20 Setbacks should be the same as original houses in the street.

C.21 Access to garages and carports should be by a side driveway beside house to the backyard.

C.22 Materials for any new house facing Montgomery Street to be of face or common bricks with Marseilles tile roof.

C.23 Materials for main part of any new house in other streets to be of timber, fibro or imitation timber cladding, with terra cotta tile roofs.

C.24 Materials for utility buildings and garages in light weight materials such as fibro, imitation timber cladding or 'corrugated iron'.

C.25 In Montgomery Street avoid use of hearted, speckled, multicoloured or textured bricks in light colours.

C.26 Roofing materials other than terracotta tiles are not desirable.

Fences

C.27 The following fences must be kept:
   Clyde Street: Nos 286 and 288
   Montgomery Street: Nos 2 - 24 and Nos 9 - 25 and 29

C.28 Keep the existing street character, with fenceless street alignments for all properties other than those listed in the above control.

Public Lands

C.29 Maintain and reinstate those elements of the public domain which contribute to an understanding of the history of the area

C.30 Improve the residential amenity and enjoyment of the public street area.
C.31 Prepare a uniform planting scheme for the streets of this area to complement the formal 1940s character of the houses. Plantings such as crepe myrtle (which is bare in winter) or clipped pine are the most suitable.

C.32 Street plantings of native shrubs or trees are not suitable to the formal line of the streets and the house setbacks.

C.33 Plant on or near side boundary alignment to minimise effect of tree shade on front wall of house.

Existing Significant Buildings

a) Keep all buildings and other structures that explain the history of the area and contribute to its significance.

b) Keep all the following buildings, which together demonstrate the history of the area and contribute to its significance, with their present form and roof shape:

- Blaxcell Street: Nos 347 - 361
- Chiswick Street: Nos 27 - 47
- Clyde Street: Nos 270 - 280 and 286, 288.
- Cordon Street: Nos 69, 71 and 82
- Montgomery Street: Nos 2 - 24 and Nos 7 - 29
- Pegler Street: Nos 76, 78, 79, 80, 81
- Oakleigh Street: Nos. 4 - 16 and 20 - 26 and 1 - 7 and 11 - 17