4.3.3 Parramatta City Centre – Deferred Area A

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

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

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

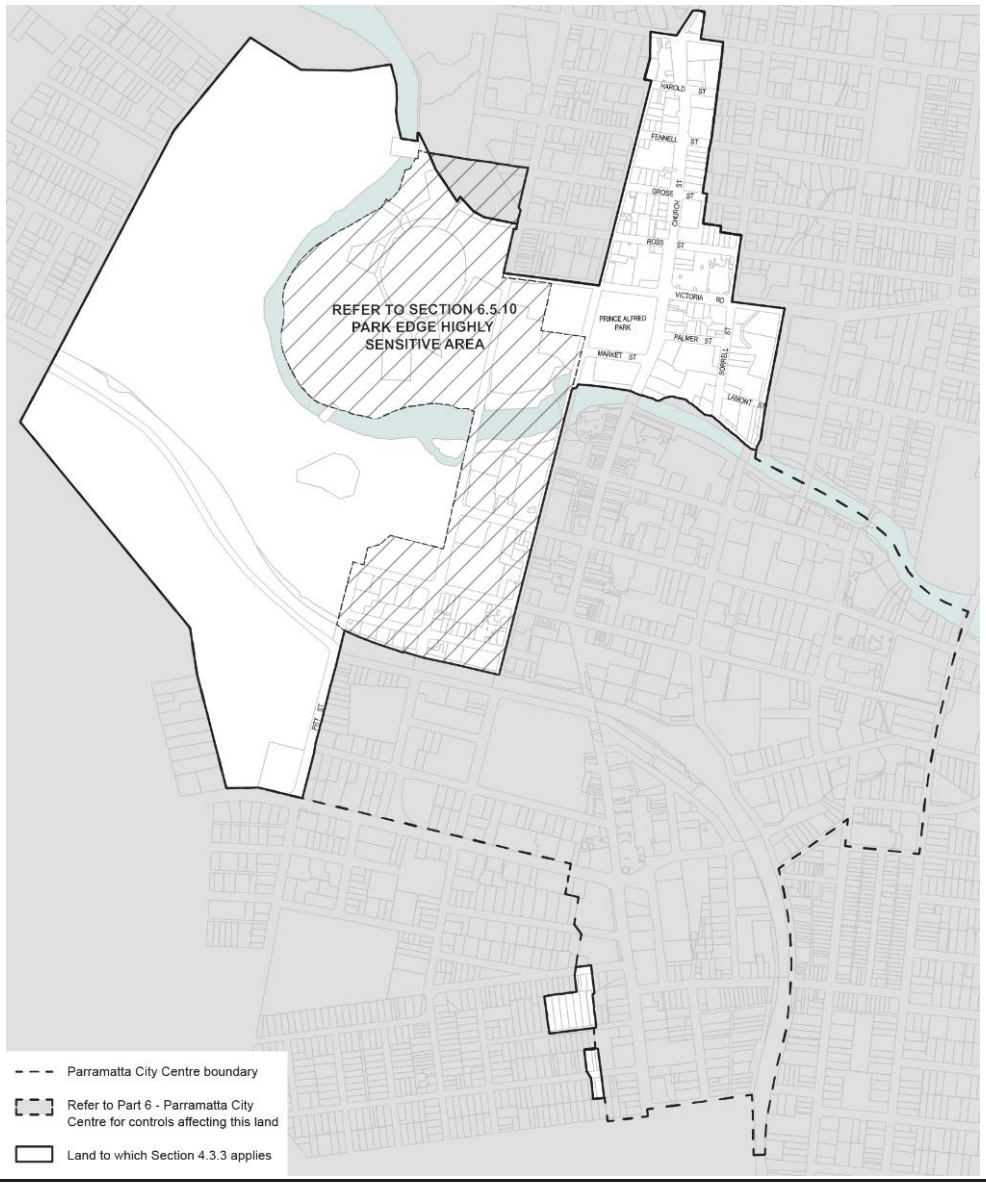

Figure 4.3.3.1
Land Application – Parramatta City Centre Deferred Area

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

- To support the primacy of the centre as an employment node with a strong commercial core occupied by high order quality commercial buildings in its proximity to the commercial core.
- To support the commercial core with surrounding mixed use development that reinforces and complements the centre's core employment role.
- To ensure high quality design of buildings and public areas.

- To activate the Parramatta River edge and the relationship of the river to the city.
- To provide for the conservation and interpretation of Parramatta's heritage.
- To improve the natural environment.

4.3.3.1 Building Form

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

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

Objectives

The following general objectives apply to this section:

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

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

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

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

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

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

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Minimum building street frontage

Objectives

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

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

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

Controls

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

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

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

Building to street alignment and street setbacks

Street setbacks and building alignments establish the front building line and reinforce the spatial definition of streets. In all areas of the City Centre deferred area consistent building lines within streets and blocks are desirable and generally buildings should be built to the street alignment to enhance pedestrian amenity and activity at street level. Setbacks should also respond to

public spaces, the river foreshore, enhance heritage settings and may also provide for landscape areas and growing areas for street trees.

Objectives

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

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

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

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

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

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

Controls

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

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

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

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

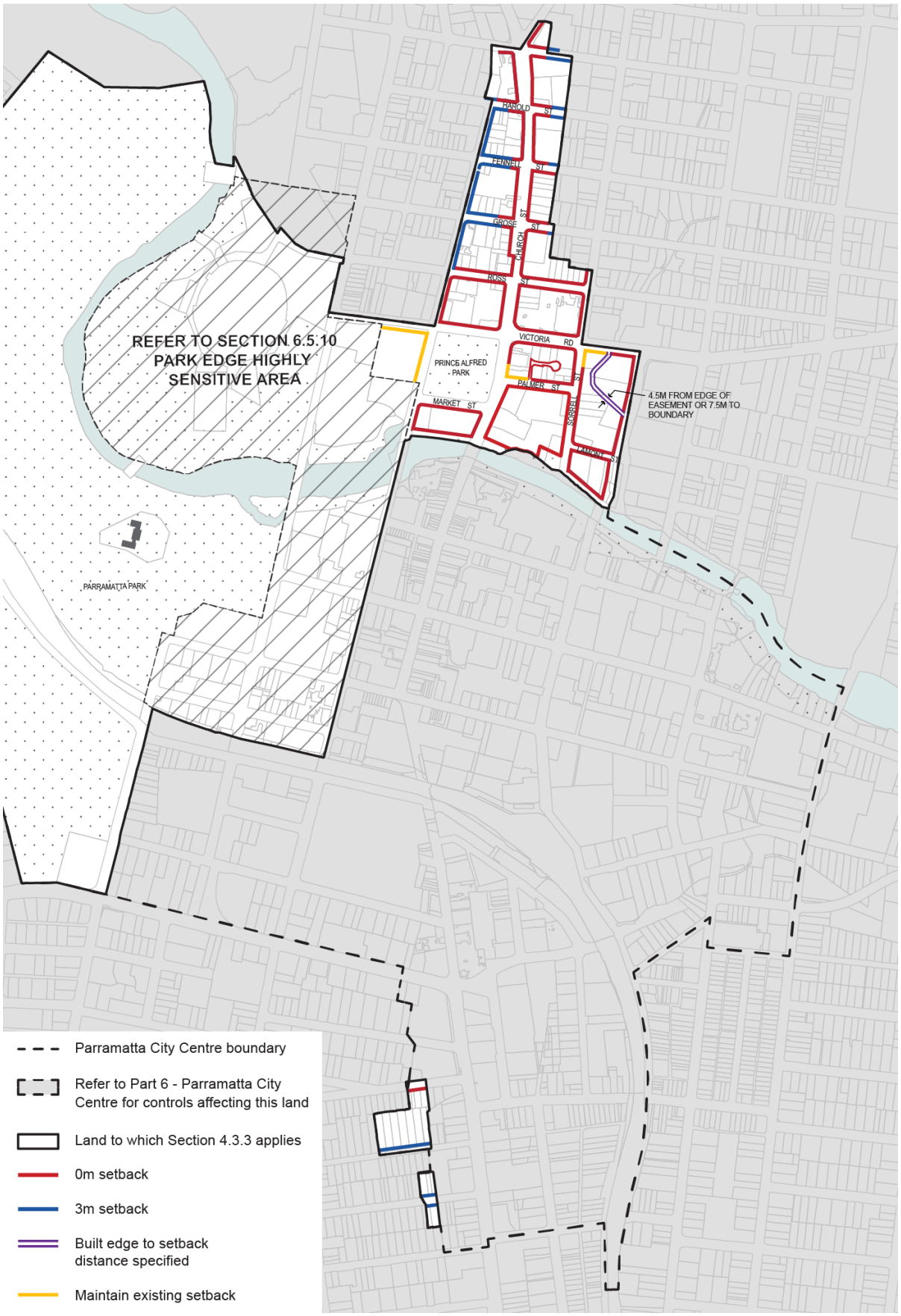

Figure 4.3.3.1.1
Building Alignment and Front Setbacks (to streets, public domain and watercourses)

Street and River Frontage Heights and Upper Level Setbacks

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

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

Objectives

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

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

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

~~O.4 To reinterpret the historic 200 foot (60m) wide alignment of George Street of the original Georgian town plan for Parramatta.~~

Controls

C.1 Buildings must comply with the relevant street and river frontage heights and upper level setbacks as shown on Figures 4.3.3.1.3 - ~~4.3.3.1.11~~ 4.3.3.1.6. Podium heightsmust not exceed both the number of storeys and the height in metres.

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

~~C.3 In George Street, the upper level building setback at the street frontage is required to be 20 metres to interpret the historic alignment of this street. The podium is to have a street frontage height of 4 storeys/14 metres on a nil setback to George Street or alternatively a publicly accessible forecourt is to be provided for the full extent of the 20 metres building setback. Refer to Figure 4.3.3.1.7.~~

C.4 Corner sites may be built with no upper level setback to the secondary street edge for the first 45 metres within the same site/ amalgamation ~~(except for corners with Church Street between Macquarie Street and the river)~~. This helps to articulate corners, generate feasible floor plates as well as allow corner towers to engage directly with the street and footpath. Refer to Figure ~~4.3.3.1.11~~ 4.3.3.1.6.

C.5 The following take precedence in determining the primary and secondary street frontages:

- **~~Church Street (between Macquarie Street and the river)~~**
- **~~George Street~~**
- **Streets running E-W**
- **Streets running N-S**

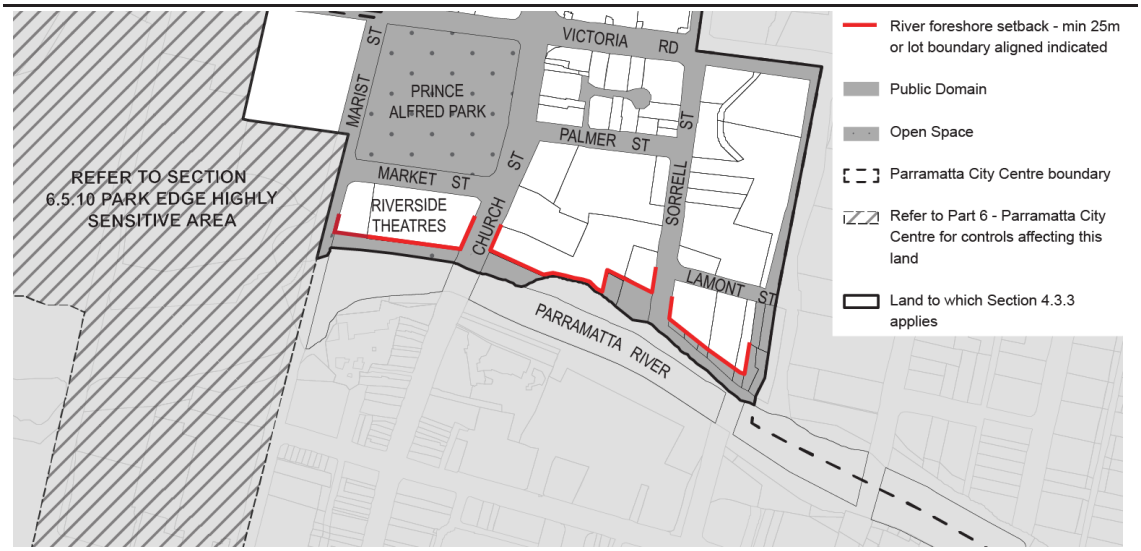

Figure 4.3.3.1.2
River Foreshore Setbacks in part of the Deferred Area

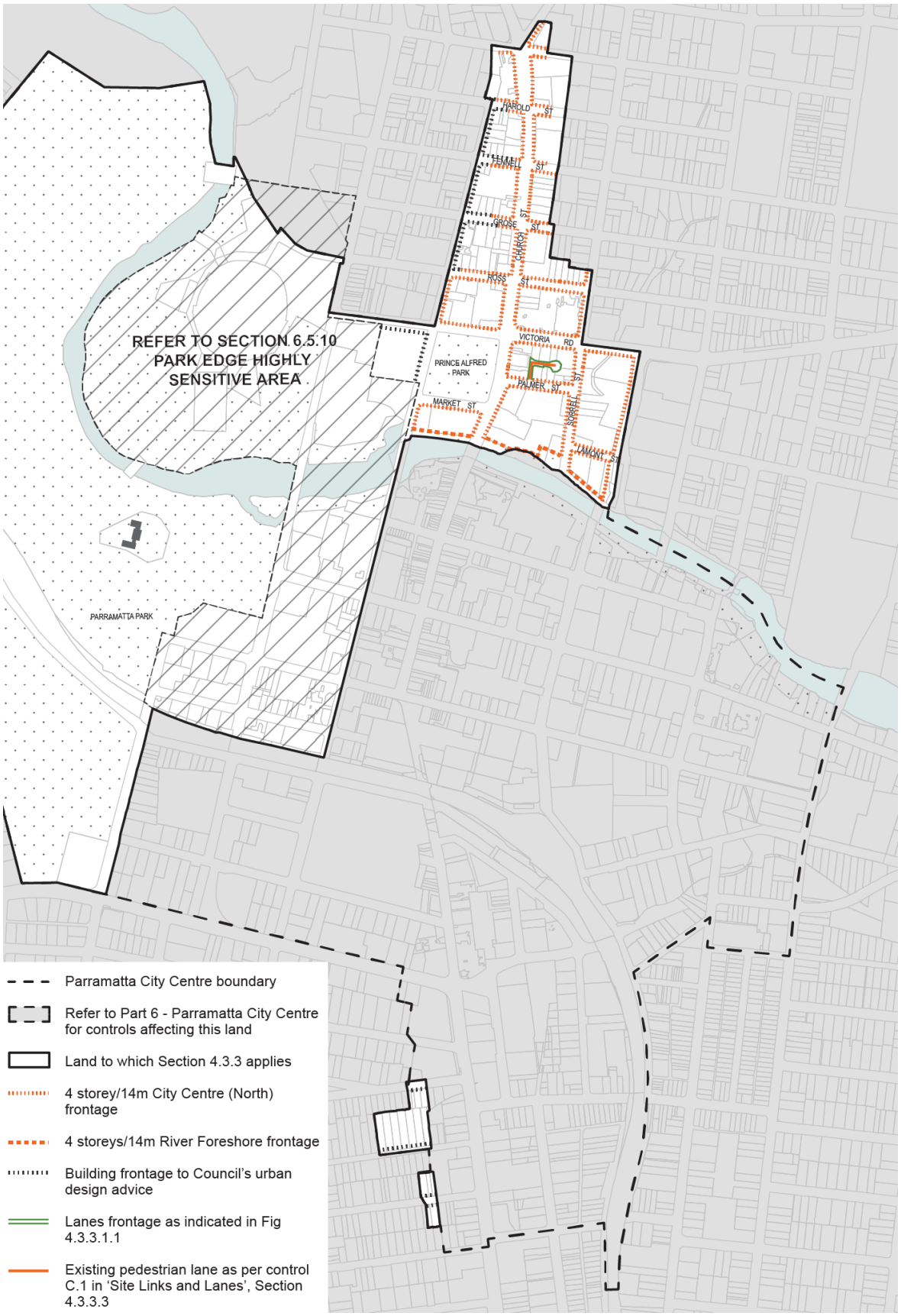

Figure 4.3.3.1.3
Street / River Frontage Heights – Parramatta City Centre Deferred Area

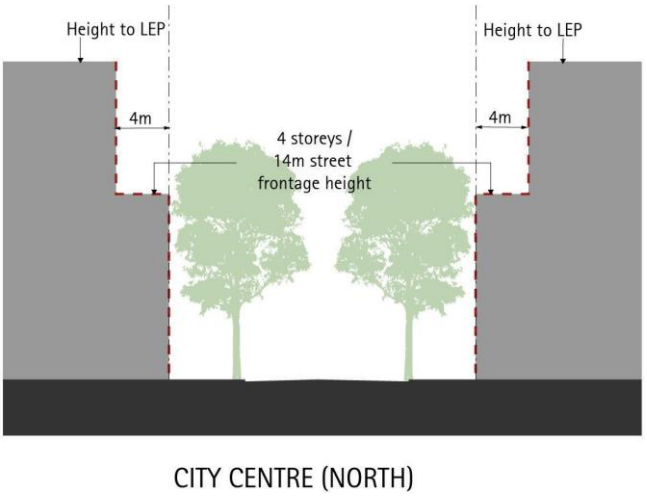

Figure ~~4.3.3.1.5~~ 4.3.3.1.4
Street Frontage Heights and Upper Level Setbacks
City Centre (North)

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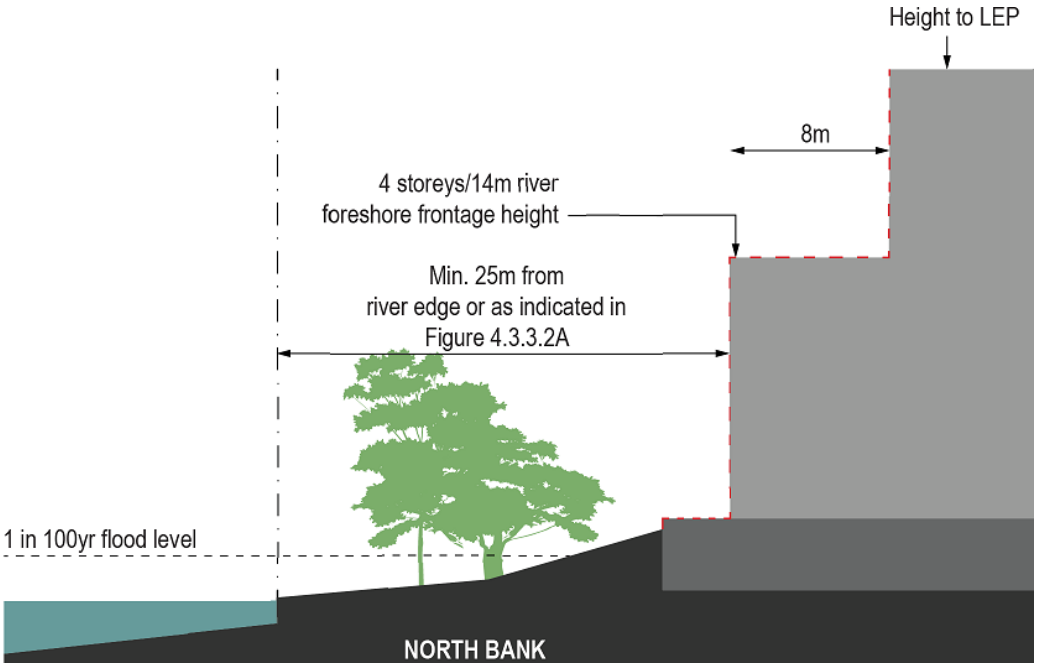

Figure ~~4.3.3.1.8~~ 4.3.3.1.5
River Frontage Heights and Upper Level Setbacks
River Foreshore

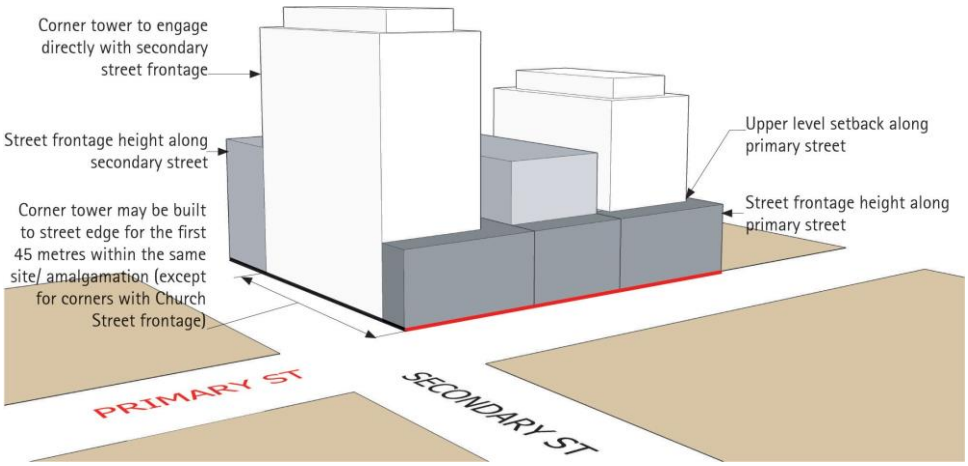

Figure ~~4.3.3.1.11~~ 4.3.3.1.6
Indicative Corner Condition with different Street Frontage Heights

Building Depth and Bulk

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

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

Objectives

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

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

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

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

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

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

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

Controls

~~**C.1 On land zoned B3 Commercial Core, the horizontal dimensions of any building facade above street frontage height must not exceed 45 metres.**~~

C.2 All points on an office floor should be no more than 12m from a source of daylight (e.g. window, atria, or light wells).

C.3 ~~On land not zoned B3 Commercial Core~~, The preferred maximum floor plate area of residential or serviced apartment buildings is 1,000 square metres above a street frontage height of 26 metres. The floor plate area is to be measured to include balconies, external wall thicknesses, internal voids and atria.

Building separation

Objectives

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

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

Controls

C.1 The minimum building setbacks from the side and rear property boundaries are illustrated in Figures ~~4.3.3.1.12~~ 4.3.3.1.7 and ~~4.3.3.1.13~~ 4.3.3.1.8 or to shared lanes in Figure ~~4.3.3.1.14~~ 4.3.3.1.9.

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

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

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

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

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

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

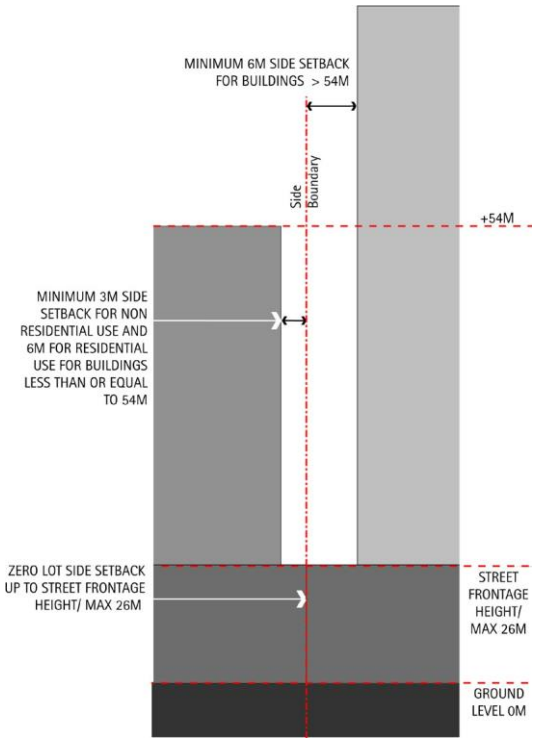

Figure ~~4.3.3.1.12~~ 4.3.3.1.7
Side Setback

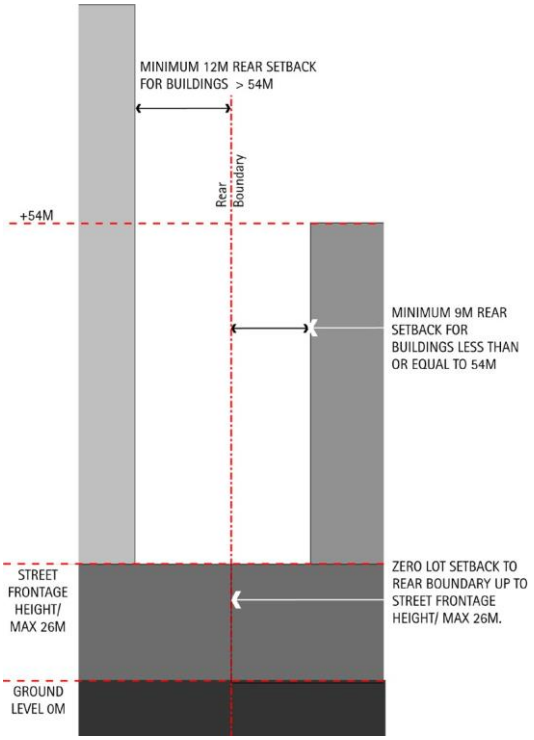

Figure ~~4.3.3.1.13~~ 4.3.3.1.8
Rear Setback

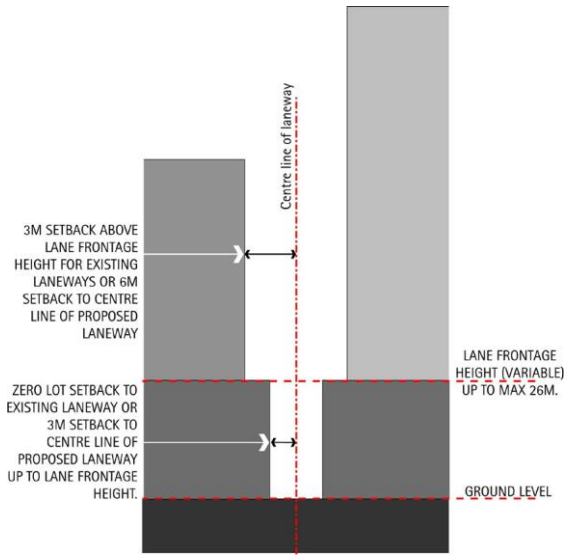

Figure ~~4.3.3.1.14~~ 4.3.3.1.9
Setback to shared lanes

Building Form and Wind Mitigation

Objectives

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

Controls

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

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

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

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

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

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

Building Exteriors

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

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

Objectives

To ensure that buildings in Parramatta City Centre deferred area;

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

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

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

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

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

O.6 contribute to a visually interesting skyline.

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

Controls

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

~~**Sun Access to Public Spaces**~~

~~Good solar access is a key contributor to the amenity of public spaces, particularly during winter.~~ ~~**Protecting solar access to the key public spaces of Parramatta Square, the Lancer Barracks site and Jubilee Park is achieved through the definition of sun access planes that ensure development does not overshadow these spaces.**~~

~~**Objectives**~~

~~O.1 To allow sunlight access to new and existing significant public spaces in the city centre deferred area.~~

~~O.2 To provide for an appropriate transition in building heights from key public spaces.~~

~~O.3 To provide well scaled enclosure to the significant public spaces.~~

~~**Controls**~~

~~**C.1 All new buildings and additions or alterations to existing buildings are to comply with the following sun access plane control established for the Lancer Barracks site and Jubilee Park, irrespective of the existing height of nearby buildings.**~~

~~**C.2 A building should not be permitted above the sun access plane unless that part of the building is a minor architectural roof feature (refer to Figures 4.3.3.1.13 to 4.3.3.1.15).**~~

~~**NOTE: Refer to section 4.3.3.7b) Parramatta Square for the required sun access controls for this site.**~~

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4.3.3.2 Mixed Use Buildings

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

Objectives

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

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

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

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

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

Controls

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

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

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

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

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

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

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

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

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

4.3.3.3 Public Domain and Pedestrian Amenity

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

The pedestrian network is a key aspect of the public domain. The pedestrian amenity provisions in this section are intended to achieve a high quality of urban design, pedestrian comfort and safety in the public spaces of the city centre. Parramatta's streets, lanes, arcades and through site links should form an integrated and legible pedestrian network providing choice of routes at ground level for pedestrians. The design of individual developments will be required to contribute to and integrate with this network.

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

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

Site Links and Lanes

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

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

Objectives

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

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

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

O.4 To provide for pedestrian amenity and safety.

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

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

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

Controls

C.1 Through site links, arcades, shared ways and laneways are to be provided as shown in Figure ~~4.3.3.3.2~~ 4.3.3.1.3 Street / River Frontage Heights (denoted by an orange line).

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

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

- **have a minimum of 40% of active ground floor frontage;**
- **be legible and direct throughways;**
- **provide public access at all business trading times when the link is through a development and at all times for lanes.**

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

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

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

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

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

Active Frontages

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

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

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

Objectives

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

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

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

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

Controls

Active Frontages for non-residential development

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

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

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

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

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

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

Active frontages with street address for residential development

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

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

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

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

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

Pedestrian Overpasses and underpasses

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

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

Objectives

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

O.2 To promote 'safer by design' and crime prevention principles.

O.3 To encourage pedestrian circulation at street level.

O.4 To protect views and vistas along streets.

Controls

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

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

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

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

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

Awnings

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

Objectives

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

Controls

C.1 Continuous street frontage awnings are to be provided for all new developments as indicated in Figure ~~4.3.3.3.3~~ 4.3.3.3.1.

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

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

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

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

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

C.6 For lanes:

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

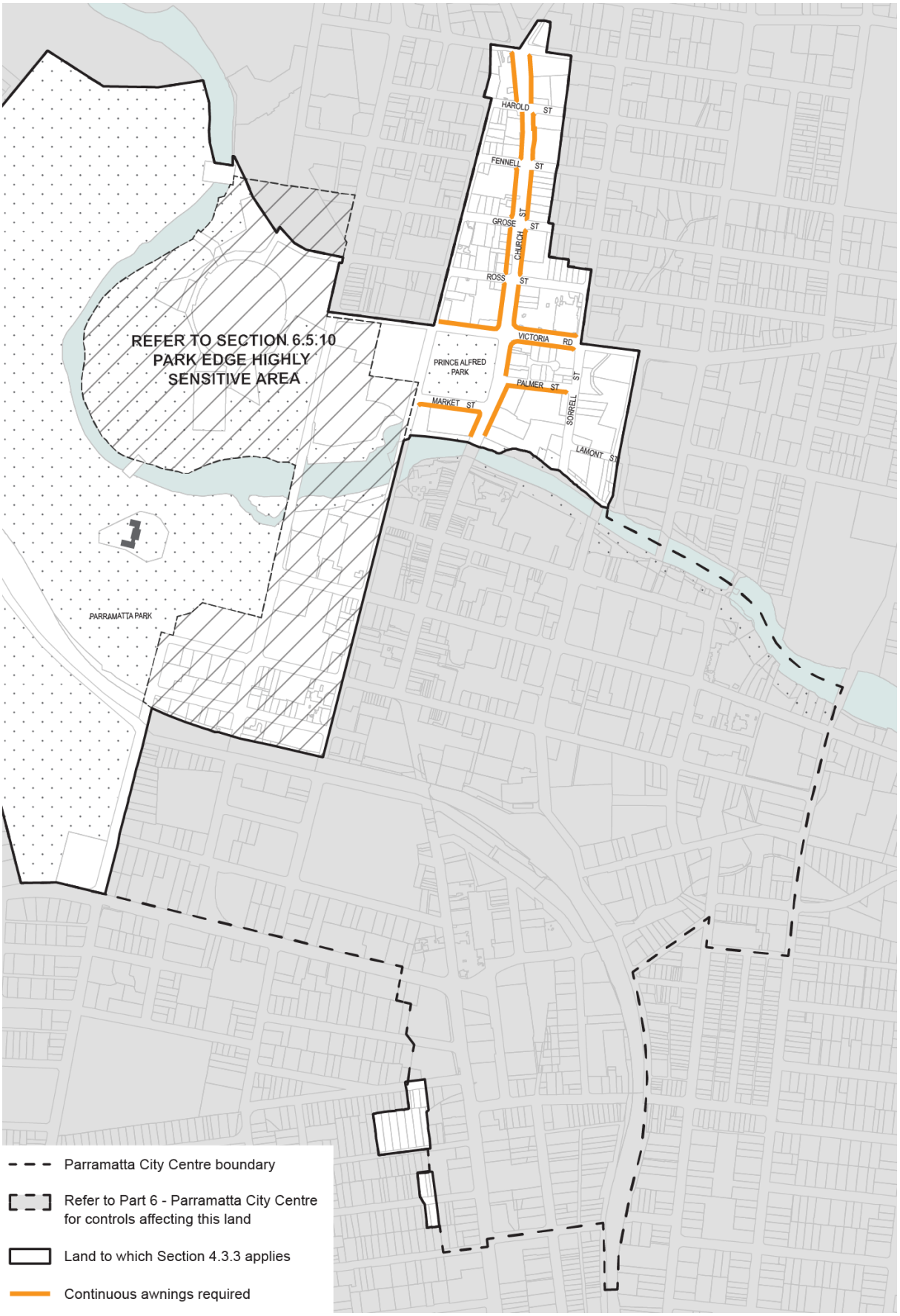

Figure ~~4.3.3.3~~ 4.3.3.3.1
Awnings

Courtyards and Squares

Objectives

O.1 To expand and enhance the public domain.

~~O.2 To reinforce the historic and commercial importance of George Street.~~

Controls

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

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

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

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

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

~~Forecourts~~

~~C.6 Retain forecourts of heritage items which interpret the historic alignment of George Street, including Perth House, Brislington, the Roxy Cinema and the Parramatta Park Tudor Gate House.~~

Squares

~~C.7 Squares are permitted within the historic alignment of George Street as forecourts to public buildings or commercial towers.~~

C.8 Squares are to be spatially defined with at least three substantially or fully built edges, will not exceed a depth to width ratio of 3:1, and will be not less than 12m wide.

4.3.3.4 Access and Parking

Vehicle Footpath Crossings

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

Objectives

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

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

Controls

Location of Vehicle Access

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

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

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

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

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

Design of Vehicle Access

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

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

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

Porte Cocheres

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

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

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

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

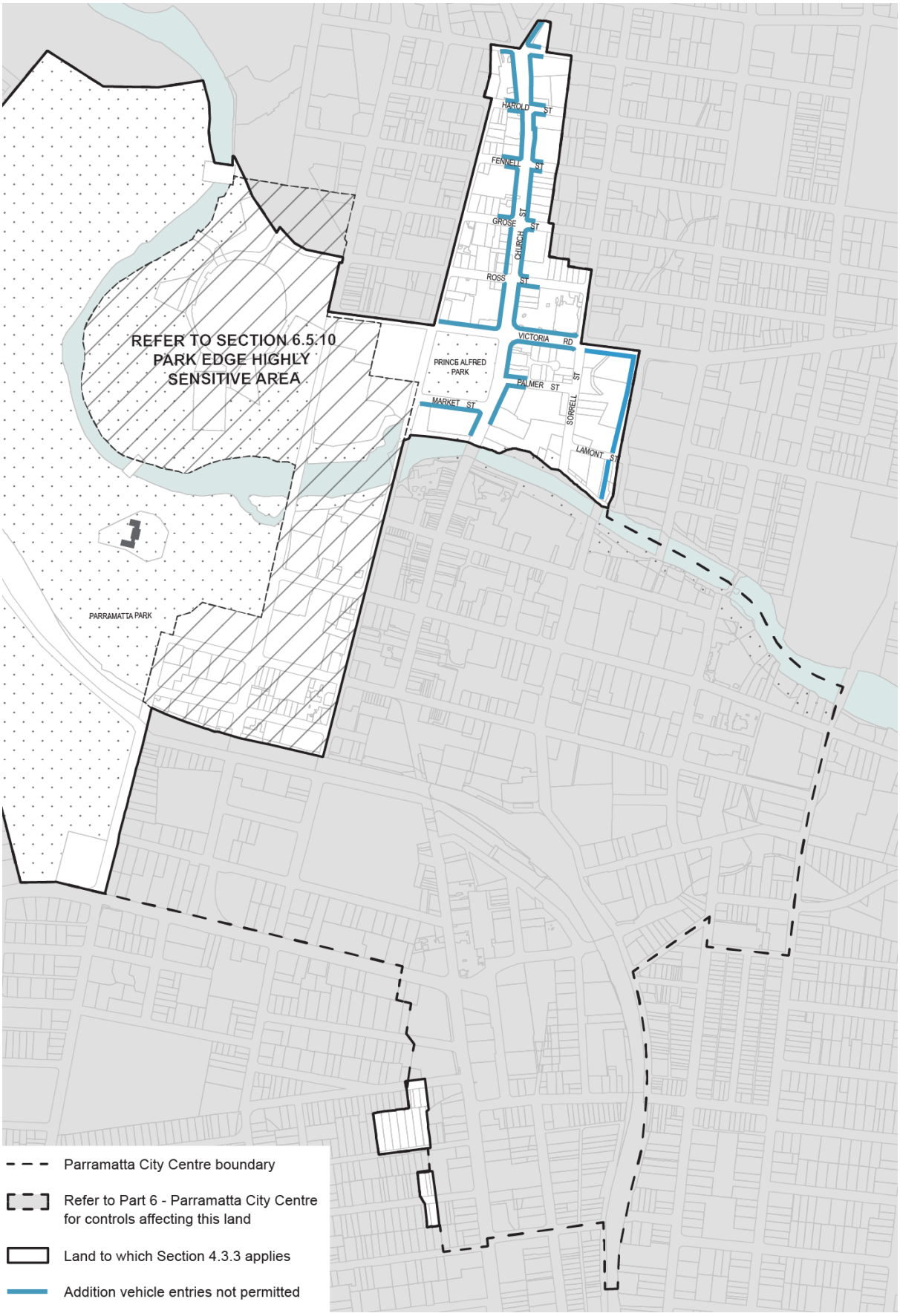

Figure ~~4.3.3.5.1~~ 4.3.3.4.1
Restrictions on Vehicle Entries

Pedestrian Access and Mobility

Objectives

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

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

Controls

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

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

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

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

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

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

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

Vehicular Driveways and Manoeuvring Areas

Objectives

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

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

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

Controls

C.1 Driveways should be:

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

C.2 Vehicle access is to be designed to;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

On-site Parking

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

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

Car parking rates for the Parramatta City Centre deferred area are contained in Clause ~~22C~~ 7.3 Car Parking of *Parramatta LEP 2011*. These rates are maximums rates and are not to be exceeded.

Car Parking Rates

Objectives

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

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

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

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

Controls

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

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

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

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

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

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

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

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

Bicycle Parking

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

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

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

Parking for residential flat buildings

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

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

Parking for commercial developments and mixed use developments

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

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

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

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

Above Ground Car Parking

Objectives

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

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

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

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

Controls

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

- **is of high quality design and will not have an adverse impact on the visual and acoustic amenity of neighbouring buildings and public domain.**
- **is located behind other active uses including residential, retail and office when the frontage is to a primary street or public domain as indicated on Figure ~~4.3.3.5.2~~ 4.3.3.4.2. Where activation of above ground levels is required the active use is to wrap around the corner of the building for a minimum of 15m. Refer to Figure ~~4.3.3.5.3~~ 4.3.3.4.3.**

- **is screened from the public domain, including all streets and lanes through the use of screening devices, architectural elements and landscaping that is integrated into the design of the building. Cars are not to be visible from the public domain. Car parking luminaires are not to be visible from the public domain. Refer to Figure ~~4.3.3.5.3~~ 4.3.3.4.3.**
- **has an access that will not have an unacceptable impact on streetscape or the public domain in accordance with Figure ~~4.3.3.5.1~~ 4.3.3.4.1.**
- **does not extend higher than the frontage and podium heights permitted on adjoining streets and in the case of different heights the lesser of the two.**
- **is fully enclosed by a suitably designed wall or screen at ground level (on the frontages not required to be sleeved with active uses), with the exception of air supply vents, which should be a minimum of 2.3m above the ground at their lowest point, and designed to ensure the interior of the car park is not visible from the adjoining public domain.**
- **allows for the creation of mid-block connections and laneways as indicated on Figure ~~4.3.3.5.2~~ 4.3.3.4.2.**
- **is set back from the rear boundary of lots by a minimum of 6 metres to allow for natural 'make up air supply' to ensure efficient low energy operation.**
- **new access points to all parking (above and below ground) are to be limited in accordance Figure ~~4.3.3.5.1~~ 4.3.3.4.2.. New access points will be permitted from existinglanes or new lanes, which may be created as part of the development.**
- **if located on a roof top, is not open to the sky or visible from other buildings.**
- **has a minimum floor to ceiling height, clear of obstruction, of 2.7 metres above ground level and 3.3m on ground level.**

C.2 Car parking areas:

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

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

Leasing of existing surplus commercial car parking spaces

Objectives

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

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

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

Controls

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

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

The following criteria must be satisfied:

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

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

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

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

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

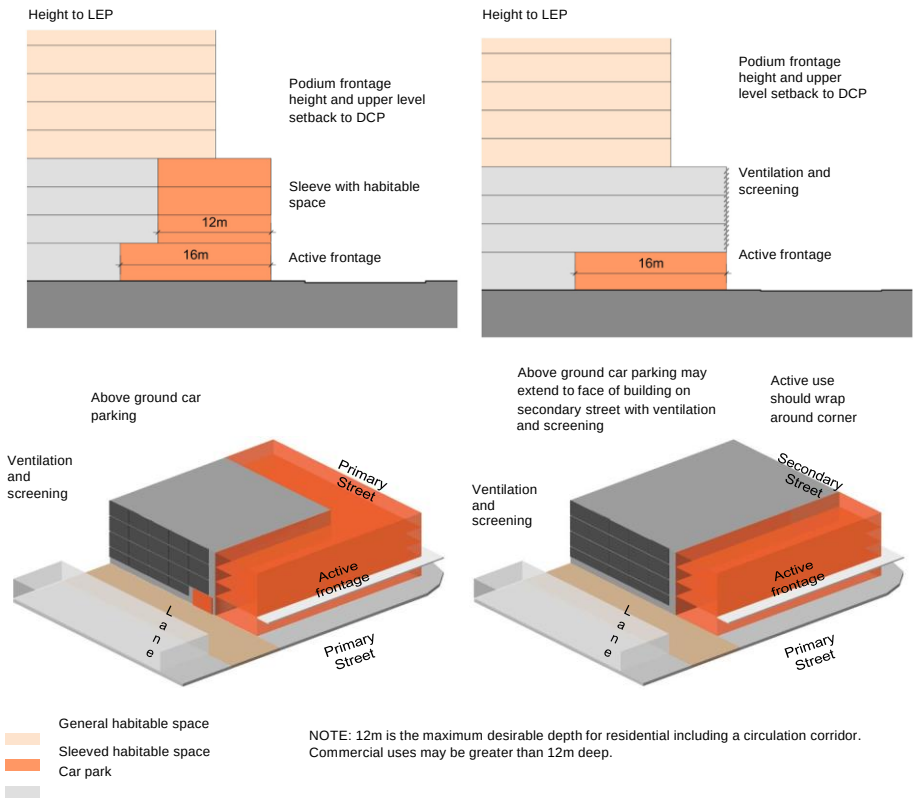

Figure ~~4.3.3.5.2~~ 4.3.3.4.2
Frontage Treatments for Above Ground Car parking

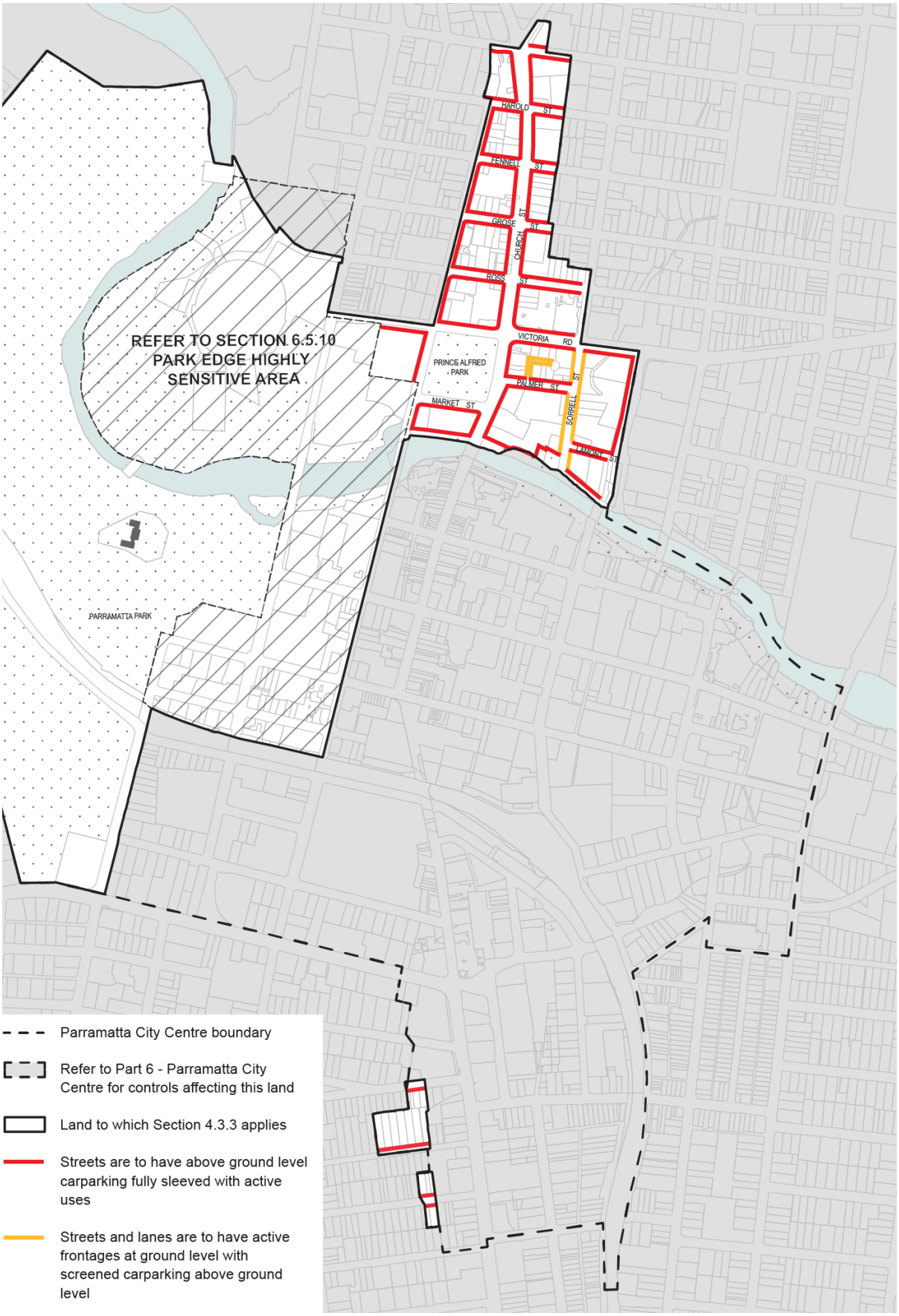

Figure ~~4.3.3.5.3~~ 4.3.3.4.3
Above Ground Carparking Frontage Treatments

4.3.3.5 Environmental Management

Landscape Design

Objectives

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

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

Controls

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

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

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

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

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

Planting on structures

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

Objectives

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

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

Controls

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

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

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

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

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

Table 4.3.3.6.1
Minimum soil depth for plant establishment

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

Green roofs

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

Objectives

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

Controls

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

Energy and Water Efficient Design

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

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

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

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

Recycled Water

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

Objectives

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

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

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

Controls

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

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

4.3.3.6 ~~City Centre Special Areas~~ Site Specific controls

This section includes objectives and controls for ~~special areas~~ sites within the Parramatta City Centre – Deferred Area A as identified in Figure 4.3.3.6.1 ~~which are significant to Parramatta's urban structure~~. These supplementary controls reinforce the desired qualities and patterns of built form for these ~~areas~~ sites.

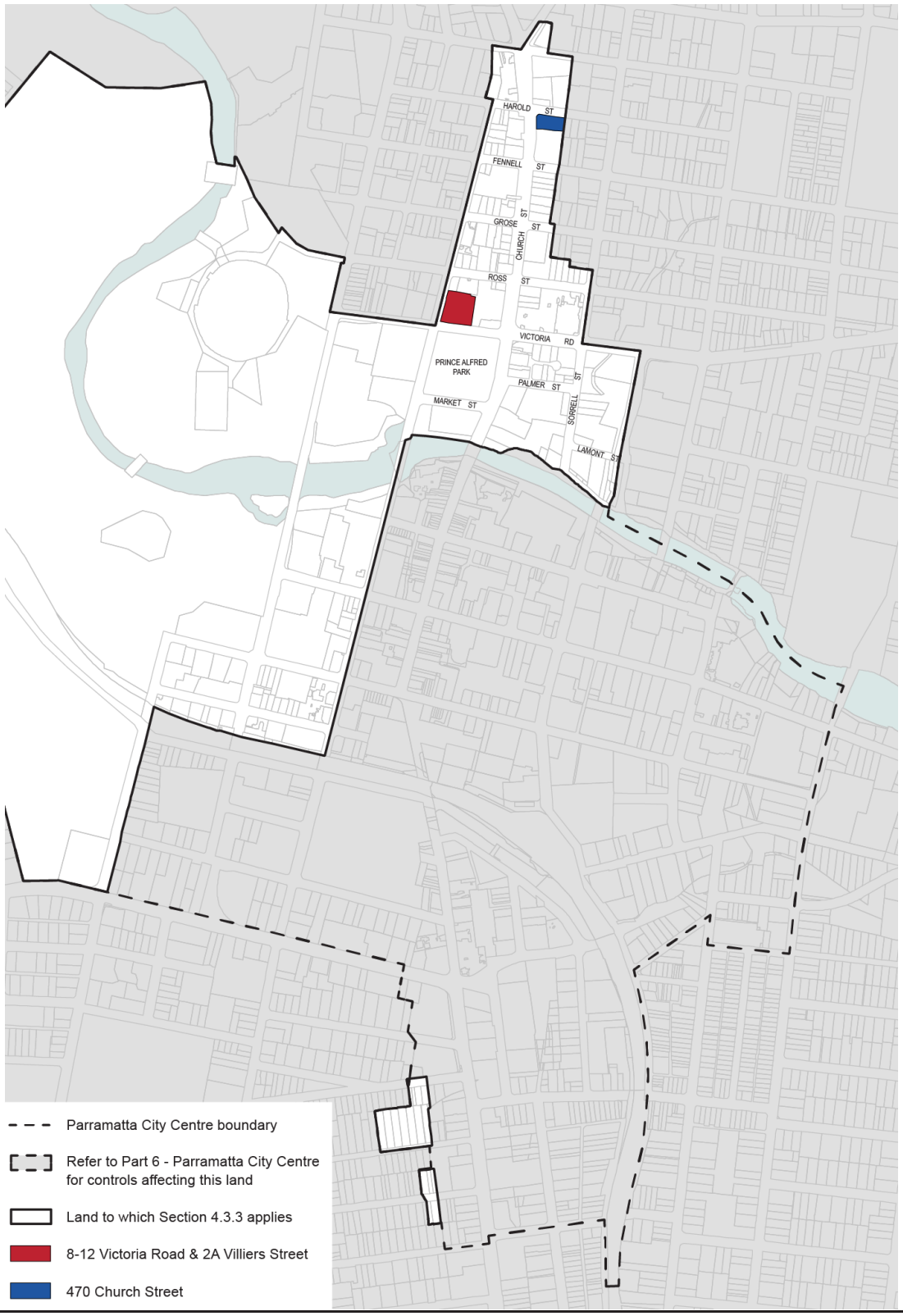

Figure ~~4.3.3.7.1~~ 4.3.3.6.1
~~City Centre Special Areas~~ Sites with site specific controls

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

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

Figure ~~4.3.3.7.21~~ 4.3.3.6.2
Land Application

Desired Future Character

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

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

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

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

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

Site Objectives

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

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

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

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

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

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

Building Form and Massing

Objectives

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

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

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

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

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

Controls

Maximum building heights

C.1 The distribution of building height across the site is to be in accordance with Figure ~~4.3.3.7.21~~ 4.3.3.6.3, 4.3.3.6.4 and 4.3.3.6.5.

Street frontage heights

C.2 Maximum street wall height of 14m facing Victoria Road and Villiers Street with a setback of 4m to the upper levels as shown in Figure ~~4.3.3.7.21~~ 4.3.3.6.3, 4.3.3.6.3 and 4.3.3.6.5.

Building setbacks

C.3 Minimum 3m on the eastern boundary to allow for the establishment of a through site link between Victoria Road and Ross Street, as shown in Figure ~~4.3.3.7.21~~ 4.3.3.6.3.

Building design.

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

Traffic and Transport

Site Objectives

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

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

Controls

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

C.2 A minimum 1m boundary setback is to be provided on Villiers Street, as shown in Figure ~~4.3.3.7.21~~ 4.3.3.6.3.

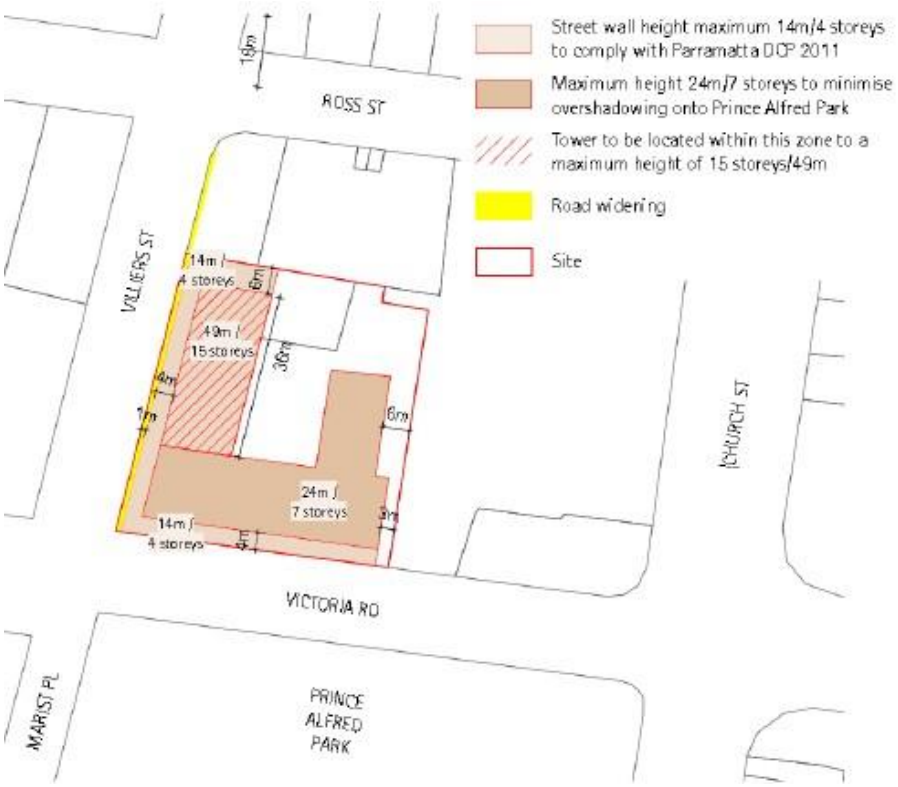

Figure ~~4.3.3.7.22~~ 4.3.3.6.3
Built Form Design Controls – Heights and Setbacks

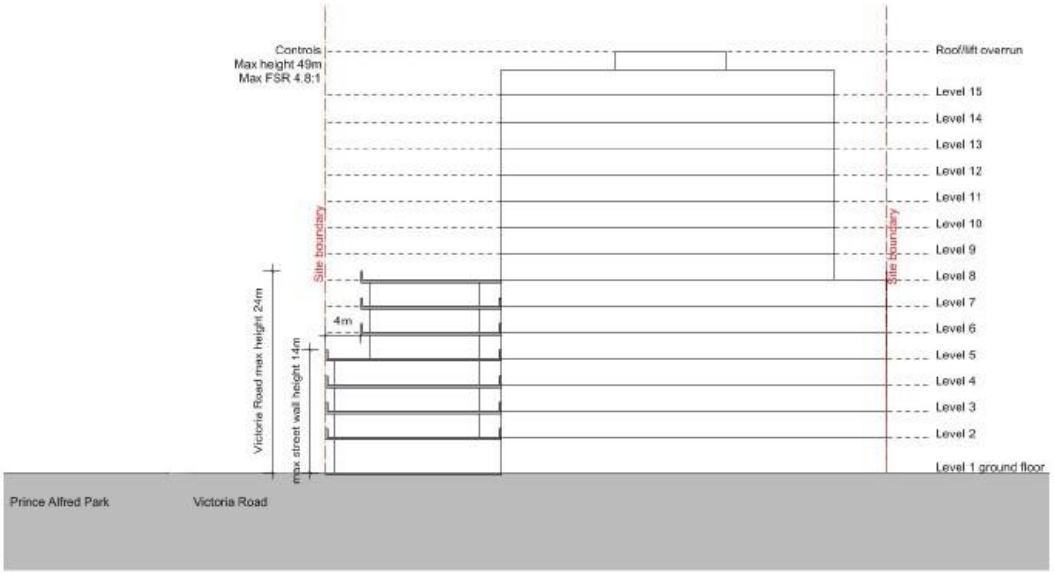

Figure ~~4.3.3.7.23~~ 4.3.3.6.4
North - South Section of Site Building Envelope

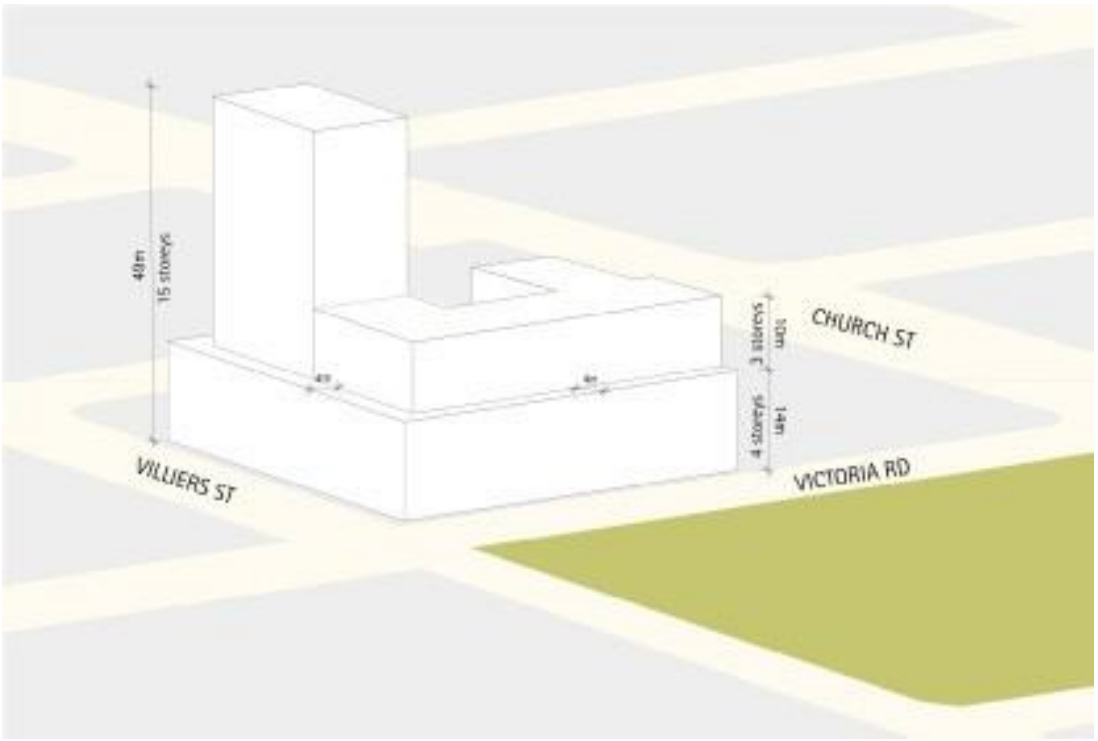

Figure ~~4.3.3.7.24~~ 4.3.3.6.5
Indicative Built Form

(b) 470 Church Street

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

Figure ~~4.3.7.6~~ 4.3.3.6.6
Land application

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

Desired Future Character

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

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

Design Principles

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

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

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

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

P.4 The street wall should be designed to provide a well-modulated pedestrian experience at

street level. A smaller, more detailed scale should be used in its articulation.

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

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

Site objectives

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

O.2 To revitalize Church Street and Harold Street.

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

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

Built Form, Design and Massing

Objectives

O.1 To ensure that the built form:

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

Controls

Street Frontage Heights

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

Building Setbacks

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

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

Tower Floor Plate

C.3 The reduced tower setback of 3m to Harold Street will accommodate a tower with a floorplate of approximately 650m^2.

Building Design

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

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

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

Land Uses

Objectives

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

Controls

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

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

Traffic and Transport

Objectives

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

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

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

Controls

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

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

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

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

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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.

Figure 4.4.3.3.1
Harris Park West, Harris Park

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**

Application of Part 6 – Parramatta City Centre controls

The land parcels at 2A, 2, 4, 5, 8 and 10 Ada Street within the Harris Park West HCA also fall within Part 6 – Parramatta City Centre of this DCP. This is denoted in Figure 4.4.3.3.1, above.