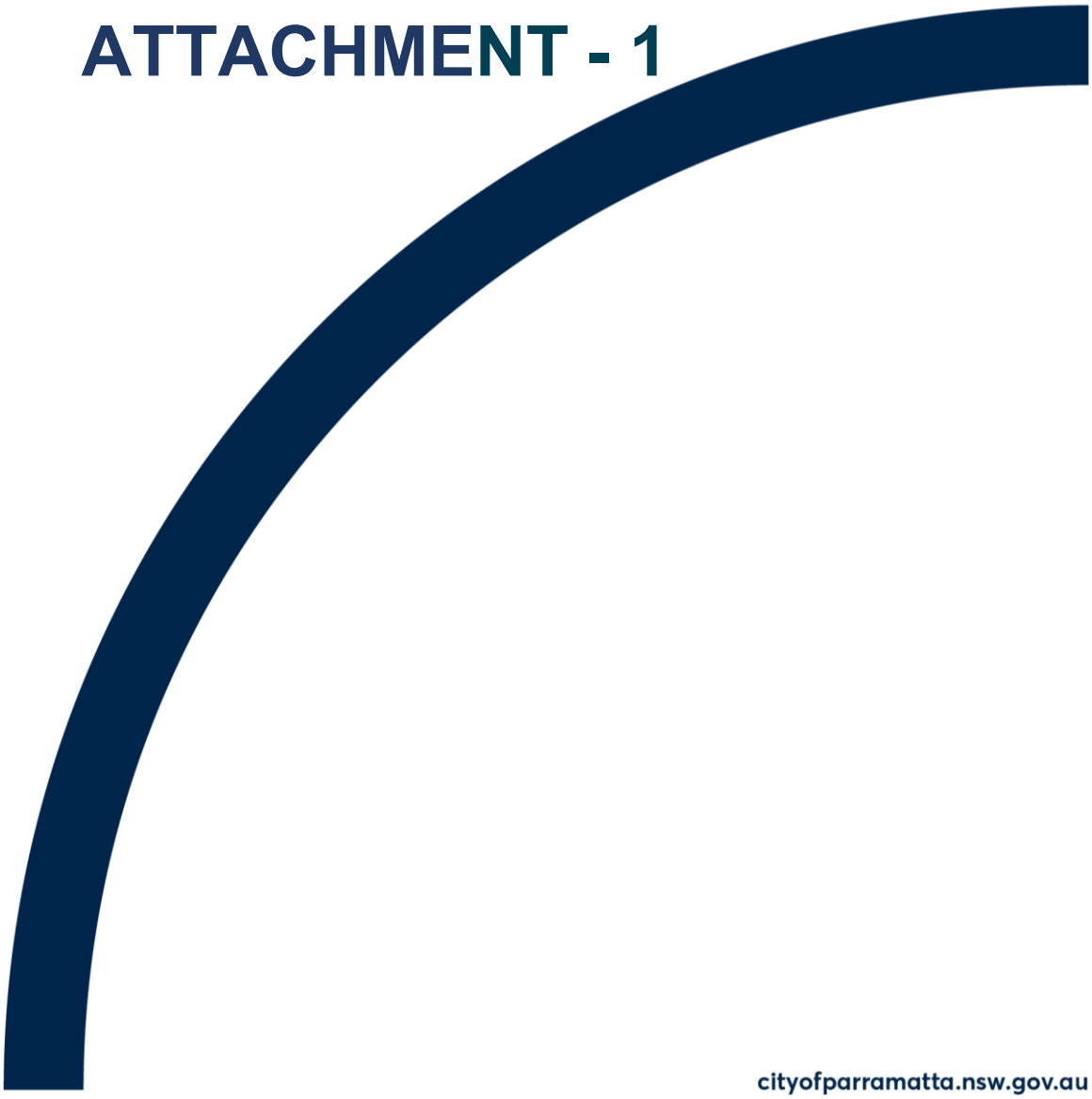
CITY OF PARRAMATTA

NOTICE OF COUNCIL MEETING

PUBLIC AGENDA

An Ordinary Meeting of City of Parramatta Council will be held in PHIVE (COUNCIL CHAMBER) at 5 PARRAMATTA SQUARE, PARRAMATTA on Monday, 28 August 2023 at 6:30PM.

ATTACHMENT - 1



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DRAFT FOR COUNCIL ENDORSEMENT > AUGUST 2023

DEVELOPMENT CONTROL PLAN > 2023



PARRAMATTA

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PART 1

INTRODUCTION

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1.1 LEGISLATIVE BACKGROUND

Part 3, Division 3.6 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) commenced on 30 September 2005. This Division introduced new requirements for Development Control Plans (DCPs).

As a result of these changes to the EP&A Act, Council has consolidated all of its DCPs that apply to the Parramatta Local Government Area (LGA) into one plan. The LGA is referred to the City of Parramatta (the City) throughout this DCP.

On commencement of this consolidated plan, all previous DCPs will cease to have any effect on the land to which this plan applies.

1.2 NAME OF THIS DEVELOPMENT CONTROL PLAN

This plan is known as Parramatta Development Control Plan (DCP) 2023~~XX~~.

The DCP was adopted by Council on XXXX and came into effect on XXXX.

This DCP is in draft and has not yet been endorsed for adoption and commencement. Refer to Section 1.4 – Savings and Transitional Arrangements of this DCP.

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1.3 WHERE THIS DEVELOPMENT CONTROL PLAN APPLIES

This plan applies to all land within the City of Parramatta (LGA) as shown in Figure 1.3.1.

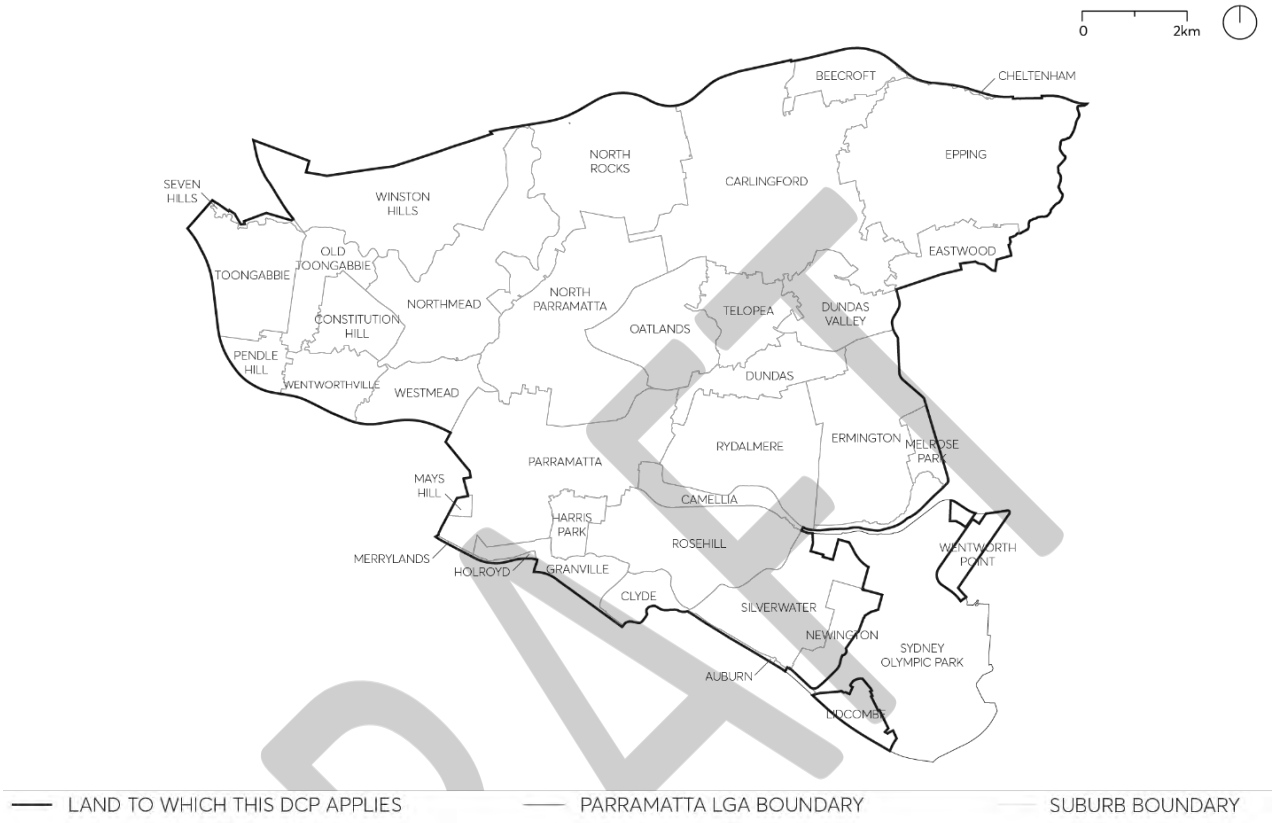


Figure 1.3.1 – The City Suburb Boundaries, City of Parramatta

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1.4 RELATIONSHIP TO OTHER PLANS AND POLICIES

This DCP is to be read in conjunction with the *Parramatta LEP 2023*. If there is any inconsistency between this DCP and the *Parramatta LEP 2023*, the LEP will prevail.

The following are repealed to the extent to which they apply to land covered by this DCP:

- Auburn DCP 2010
- Holroyd DCP 2013
- Hornsby DCP 2013
- Parramatta DCP 2011
- The Hills DCP 2012

Savings and Transitional Arrangements

To assist with managing the ~~d~~Development ~~a~~Application process during the transition between the DCPs and the new consolidated draft DCP coming into effect, the following Savings and Transitional Arrangements are in place:

If a Development Application has been lodged before the commencement of the draft DCP in relation to land to which the draft DCP applies, and the Development Application has not been finally determined before the commencement of the draft DCP, the Development Application must be determined as if the draft DCP had not commenced.

~~**NSW State Employment Zones Reform**~~

~~In December 2021, the Department of Planning and Environment made changes to the Employment Zones that are contained within the Standard Instrument (LEP) Order 2006. The Employment Zones reform introduces 5 employment zones and 3 supporting zones which will replace the existing Business and Industrial zones.~~

~~The Draft DCP (as exhibited) will retain the existing land use zone references.~~

~~Any references to the existing Business and Industrial zones in the DCP will be updated post-exhibition and as part of the finalisation of the DCP.~~

~~For further information on the Employment Zones Reform, please visit the Department's website.~~

1.5 PURPOSE OF THIS DEVELOPMENT CONTROL PLAN

The purpose of this DCP is to supplement the *Parramatta LEP 2023* and provide more detailed provisions to guide development.

Under Section 4.15 of the EP&A Act, Council is required to take into consideration the relevant provisions of this DCP when determining an application for development. However, compliance with the provisions of this DCP does not guarantee that development consent will be granted.

Section 4.15 of the EP&A Act contains other matters that must be considered in determining a development application.

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1.6 AIMS OF THIS DEVELOPMENT CONTROL PLAN

The aims of this DCP are to:

- Ensure that development contributes to the quality of the natural and built environments.
- Encourage development that contributes to the quality of the public domain.
- Ensure that development is economically, environmentally and socially sustainable.
- Ensure future development has consideration for the needs of all members of the community.
- Ensure development positively responds to the qualities of the site and its context.
- Ensure development positively responds to the character of the surrounding area.

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1.7 STRUCTURE OF THIS DEVELOPMENT CONTROL PLAN

Part 1 - Introduction

- Explains what the DCP is and where it applies.

Part 2 – Design in Context

- Provides detailed design guidance and place context to ensure development outcomes support the vision and context of the City.
- All types of development should have regard for Part 2 of this DCP.

Part 3 – Residential Development

- Provides provisions for general residential development and specific provisions for residential development types to ensure appropriate development outcomes within the City. This includes as multi-dwelling housing, residential flat buildings, mixed use development and boarding houses.

Part 4 – Non-Residential Development

- Provides specific controls that guide non-residential development types to ensure appropriate development outcomes within the City. This includes business/commercial development, industrial development, places of public worship, educational establishments, childcare facilities and sex service premises and restricted premises, and telecommunication facilities. Development application requirements are provided for specific types of development in the DCP.

Part 5 – Environmental Management

- Provides provisions to address site constraints and environmental considerations to ensure sustainable and safe development outcomes within the City.
- All types of development should have regard for Part 5 of this DCP.

Part 6 – Traffic and Transport

- Provides traffic and parking provisions for most types of development.
- All types of development should have regard for Part 6 of this DCP.

Part 7 – Heritage and Archaeology

- Provides general heritage provisions and additional specific provisions for Heritage Conservation Areas.

Part 8 – Centres, Precincts, Special Character Areas and Specific Sites

- Provides specific provisions related to certain places across the City.

Part 9~~A~~ – Parramatta City Centre

- Provides specific provisions that apply to the land included in the finalised Parramatta City Centre Planning Proposal and the making of Amendment 56 to the *Parramatta LEP 2011*.

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~~Part~~ Section 9B – Parramatta City Centre – Deferred Area A

- Provides specific provisions that apply to the land referred to as Deferred Area A that is part of the broader Parramatta City Centre.

Part 10 – Glossary

- Contains the definition of words for the purpose of this DCP.

Part 11 – Appendices

- Contains useful information that is referred to in the DCP.

1.8 TERMS USED IN THIS DEVELOPMENT CONTROL PLAN

In this DCP, terms have the meaning ascribed in the EP&A Act and the *Parramatta LEP 2023*. Certain terms used in this DCP are defined in the glossary.

Any reference in a Part of this Consolidated Plan to "this DCP" or "this Plan" is a reference to the Part of this Consolidated Plan where the reference is contained.

1.9 REQUIREMENTS FOR SUBMITTING A DEVELOPMENT APPLICATION

For advice on the information required to be submitted with a ~~d~~Development ~~a~~Application, please contact Council's Development Services Unit. More information can be found using Council's Development Application information webpage.

The Consolidated Development Application Notification Requirements webpage contains information on Council's procedures for Notification of Development Applications, and is an appendix to the Community Engagement Strategy.

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PART 2

DESIGN IN CONTEXT

PART 2 – DESIGN IN CONTEXT

The City of Parramatta (the City) is made up of a diverse natural and built environment. It is important that development is informed by a comprehensive understanding of the design context influenced by the City, neighbourhood, streetscape, and site. This is to ensure that design of the proposed development responds to the important features of the City and contributes to its future character. Good design incorporates an understanding that individual buildings should relate to each other and contribute to a larger whole. It is concerned not only with how buildings look, but how they respond to the local setting and place to generate sustainable living and working environments.

This Pp~~p~~art of the DCP contains the overarching development controls, supported by a set of design objectives, that must be applied to all development types in the City. This is to ensure design outcomes are compatible with their surrounding context and promote quality design outcomes. The objectives state the desired outcome, while the controls show ways in which that outcome is to be achieved. This Pp~~p~~art must be read in conjunction with the development types contained in Part 3 – Residential Development and Part 4 – Non-Residential Development.

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2.1 DESIGN IN CONTEXT

An understanding of the City of Parramatta (the City) context begins with Country, the traditional land of the Burramattagul people of the Dharug Nation. The City is unique in its location where it marks the head of Sydney Harbour at the confluence between freshwater and salt water and at the edge of the Cumberland Plains. With the river at its heart, the City is shaped by its Indigenous and colonial history and its landscape, marked by a considerable network of creek tributaries, riparian corridors, ridges, and valleys. These features create natural boundaries and define the extent and local character of the City's centres, precincts, and neighbourhoods.

In the City's north, a series of river valleys carve their way through suburban development on the top of the Hornsby Plateau. The curvilinear street patterns and cul-de-sacs define neighbourhoods bounded by riparian corridors and connected by a network of ridge roads.

To the south, the shale hills of the Cumberland Plains are flatter with a gently undulating landform which facilitates gridded streets with regular lot patterns. These areas more easily support greater densities with a diversity of building types and land uses.

This Section of the DCP describes requirements for designing within the City and in response to the different scales of development. By considering the contribution each individual building makes to the different context scales, the design ensures greater compatibility between developments and a cohesive public domain to define the future character of the City.

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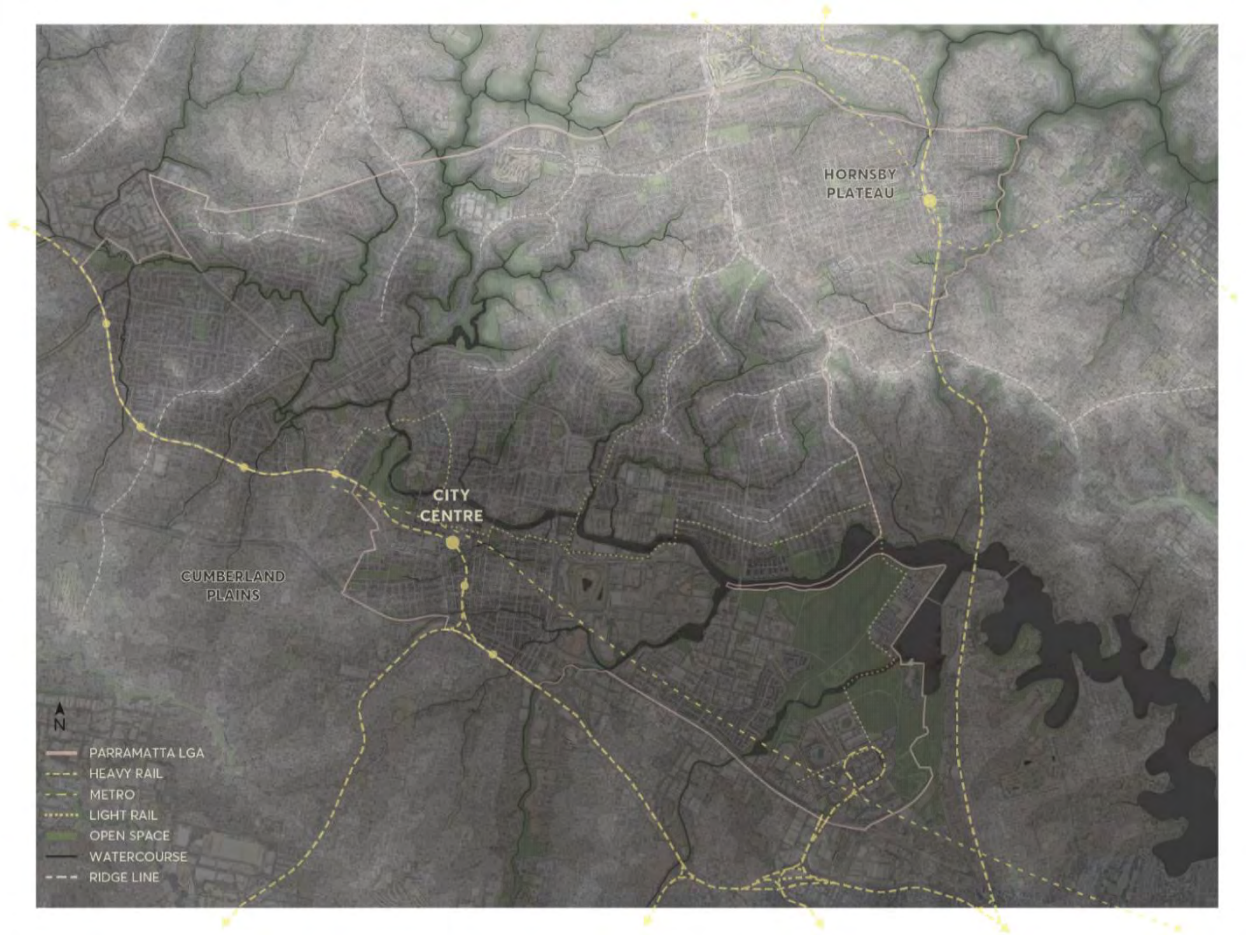


Figure 2.1.1 – City of Parramatta in Context

Objectives

O.01 Encourage development to respond to its context and contribute to the overall character of any place.

O.02 Recognise and reinforce the distinctive attributes and qualities of the City's neighbourhoods and centres.

O.03 Protect and enhance the public places, parks, and streets.

O.04 Ensure that the spaces of the public domain – streets, parks and other public places – are comfortable, inviting, and accessible.

O.05 Promote design that maintains and enhances the character and heritage significance of heritage items and Heritage Conservation Areas.

O.06 Encourage ecologically sustainable development to protect and improve the natural environment.

2.2 CONTEXT ANALYSIS

Development must respond sensitively to the broader urban context. This includes the topography, block patterns and subdivision, street alignment, landscape, views and vistas, and patterns of development within the area. A comprehensive context analysis, undertaken across multiple scales, should be submitted alongside a development application to ensure proposals are compatible with their surrounding context and add to the character positively and continuity of the streetscape. The comprehensive context analysis should include:

- A neighbourhood or precinct analysis that provides an understanding of the underlying urban structure that defines an area. At a minimum, this scale of analysis accurately details the topography, street network, the subdivision pattern, adjacent uses, open spaces and landscape features, and the surrounding public transport framework within a 400_-metre radius of the subject site.
- A streetscape analysis that describes the character of the street(s) that the proposed development addresses and demonstrations how it is defined by buildings and landscape elements. At a minimum, this scale of analysis accurately details the immediate topographical conditions, subdivision and built form pattern, any heritage items, building heights, front and rear setbacks, and the location of significant trees.
- A site analysis that involves a detailed consideration of the individual development site relative to its neighbouring properties, buildings directly across the street and adjacent public domain. At a minimum, this scale of analysis accurately details the site slope, orientation, vegetation and deep soil, proposed and removed trees, hydrological conditions, easements, retaining walls and fencing, driveway locations and vehicular crossovers, and public domain alignment.
- A street elevation that, at a minimum, includes the neighbouring properties either side of the proposed development.

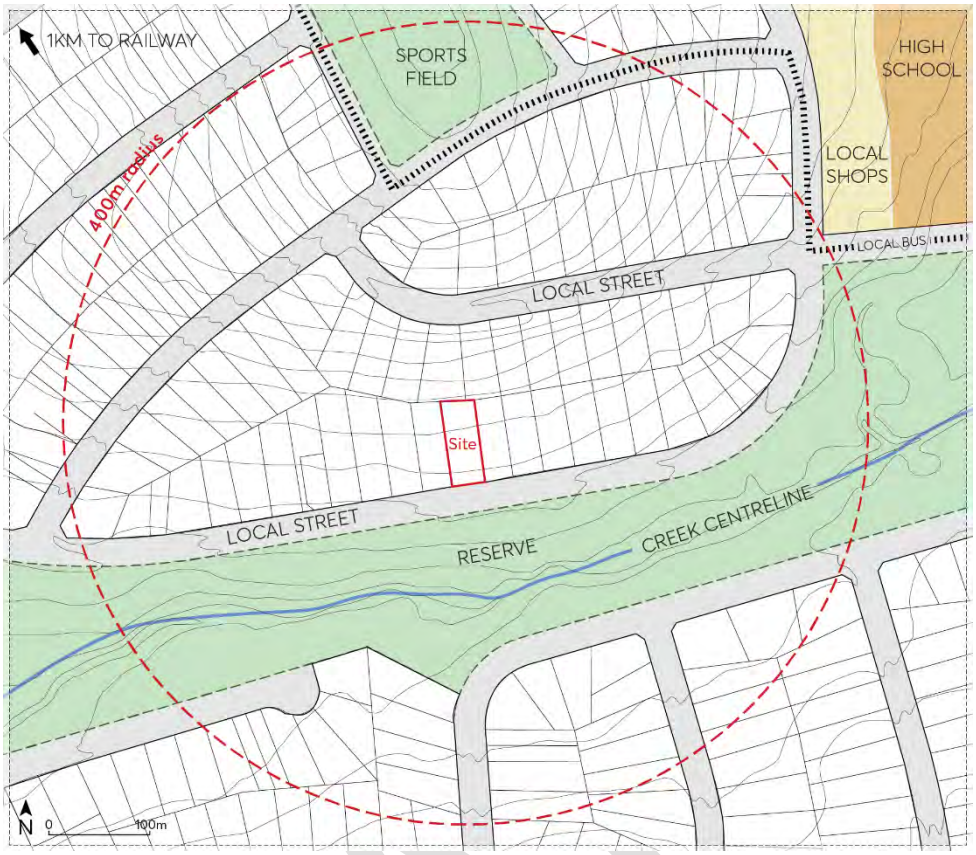


Figure 2.2.1 – Neighbourhood and Precinct Scale



Figure 2.2.2 – Streetscape Scale



Figure 2.2.3 – Site Scale

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2.3 PRELIMINARY BUILDING ENVELOPE

The building envelope resulting from specific setbacks and height controls for each development type outlined in Part 3 – Residential Development and Part 4 – Non-Residential Development of this DCP constitute a three-dimensional volume within which, together with all other applicable controls, a coherent built form may be designed. Once the preliminary building envelope has been determined, refinement of the envelope is necessary so that the development may meet the objectives of this DCP.

Site constraints such as steep topography, heritage, or significant vegetation impact on building envelopes and how the maximum floor space ratio as shown in the *Parramatta LEP 2023* is expressed.

The building height provisions in the *Parramatta LEP 2023* indicate the maximum building height expressed in metres. This DCP specifies height limits measured both in storeys and metres for each development type. This DCP may specify instances where, for reasons of consistency of character, streetscape, or heritage considerations, pitched roof forms will be encouraged.

Additionally, certain places have special characteristics, such as heritage significance, view corridors, and amenity considerations require particular design outcomes and may impact on building height.

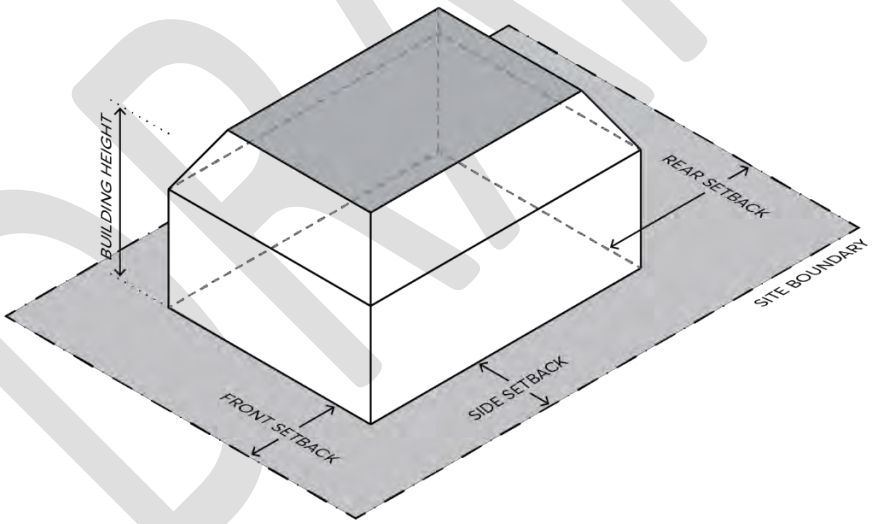


Figure 2.3.1 – Preliminary Building Envelope

Controls

C.01 Articulation zones for blade walls, shading devices and similar must be included within the building envelope and may not project into the required setback zones.

C.02 Unless otherwise specified, balconies, bay windows, chimneys, gutters, lift overruns, and eaves may project into the required setback zones subject to assessment of other development objectives.

C.03 Balconies and eaves are not to project more than 800mm beyond the building envelope. If balconies are orientated towards side boundaries, they must be contained within the building envelope and address issues of privacy and overlooking.

C.04 Juliet balconies and bay windows are not to project more than 600mm beyond the building envelope.

C.05 Development must not exceed the height limit in metres and the noted number of storeys where specified in this DCP.

C.06 The ground floor level (finished) of any building must not exceed 500mm above or below natural ground level.

C.07 Refer to Part 8 – Centres, Precincts, Special Character Areas and Specific Sites of this DCP for further site-specific height controls.

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2.4 BUILDING FORM AND MASSING

The form and massing of individual buildings, including height, bulk and scale, is a critical element in defining character and creating unity within a streetscape. To ensure successful integration of new development within existing neighbourhoods and centres in the City of Parramatta (the City), it is important to have sympathetic relationships between the form and massing of buildings, and for development to be compatible with site conditions.

Objectives

O.01 Ensure the distribution of building height, mass, and form preserves or enhances neighbourhood amenity, site characteristics, and environmental features.

O.02 Ensure that where changes in building scale, mass and/or height is proposed, it occurs in a manner that is sensitive to amenity issues of surroundings or nearby development.

O.03 Ensure development that achieves the maximum floor space ratio permitted on any site does not inhibit any other objective or design controls contained within this DCP.

Controls

C.01 Buildings are to be of a height that responds to the topography and the shape of the site.

C.02 The proportion and massing of buildings is to relate to the form, proportions, and massing of existing and proposed buildings patterns in the street.

C.03 Building height, and mass should not result in unreasonable loss of amenity to adjacent properties, open space, or the public domain.

C.04 Buildings are to be modulated in plan and elevation to reduce the appearance of bulk.

C.05 Facades of buildings should be designed with a balance of horizontal and vertical elements that express the building's architecture.

C.06 A mix of building materials and/or colours should be used to reduce the appearance of bulk and to integrate the building within the material and colour palette of the local area.

C.07 Development adjoining land use zone boundaries should provide a transition in form and massing, considering elements such as height, scale, landscape, appearance, and setbacks, as per Figure 2.4.1.

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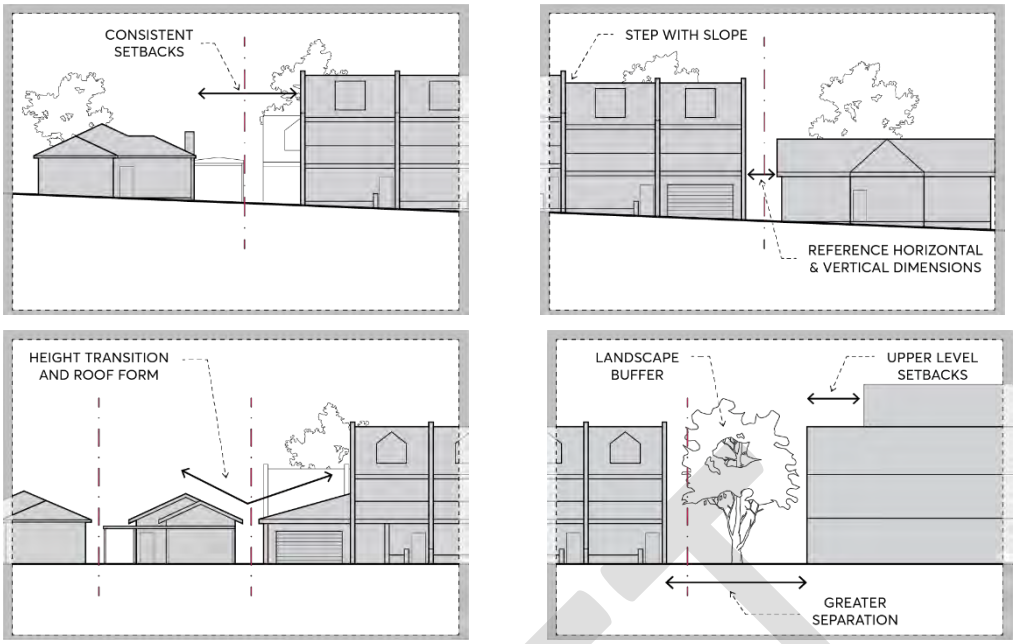


Figure 2.4.1 – Methods for transitioning between land use zones

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2.5 STREETSCAPE AND BUILDING ADDRESS

The streetscape embodies the inter-relationship between buildings, landscape, the public domain, and open spaces which all contribute to the whole street scene. The quality of the streetscape impacts on the local amenity and identity. The streetscape qualities are often attributed to building form, scale, landscape, material, and colours. Together, these elements support the identified character of the local area.

Facade treatment, design detail and quality of construction contribute significantly to the way a building 'reads' from the street. The composition of the building facade also has an impact on the apparent bulk and scale of a building. It is important when considering the design of new development that the articulation of facades reinforces the character and continuity of the streetscape. This does not mean replicating the appearance of buildings. Instead, contemporary design solutions based on sound design principles, which refer to the underlying elements that create the character of the area, are encouraged.

Objectives

O.01 Ensure the appearance of buildings reinforce, complement, and enhance neighbourhood and streetscape character.

O.02 Respond to, reinforce, and sensitively relate new development to the spatial characteristics of the existing urban environment such as setbacks, location of open space, and building grain.

O.03 Increase the legibility of streetscapes and urban spaces so that the inter-relationship between development, landscape, and open space is visually coherent and harmonious.

O.04 Encourage contemporary designs which integrate with the appearance of the streetscape.

O.05 Integrate development with the built and natural elements that define the streetscape, including street layout, building patterns, and landscape elements including street trees and front gardens.

O.06 Interpret and respond to the positive character of the locality, including the dominant patterns, textures, and material compositions of buildings.

O.07 Provide attractive building facades which establish identity, enable depth to the façade, have a legible sense of street address and contribute to the streetscape.

Controls

C.01 New buildings must recognise and enhance the patterns and elements of facades within the street. Designs are to provide visual cohesion, continuity and distinction, having regard to the horizontal and vertical proportions of building elements which create the visual scene.

C.02 Design consideration must be given to the underlying building elements that contribute to the character of the area. Such things include roof shape, pitch and overhangs; entry porches,

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verandas, balconies and terraces; materials, finishes, fixtures, patterns, fenestrations, colours and detailing; and the location and proportion of windows and doors.

C.03 Building setbacks from the street boundary are to be consistent with prevailing setbacks and alignment of adjoining and nearby buildings. A minimum of three lots either side of the subject lot, and six lots directly across the street must be utilised to determine the prevailing street setback, as per Figure 2.5.1.

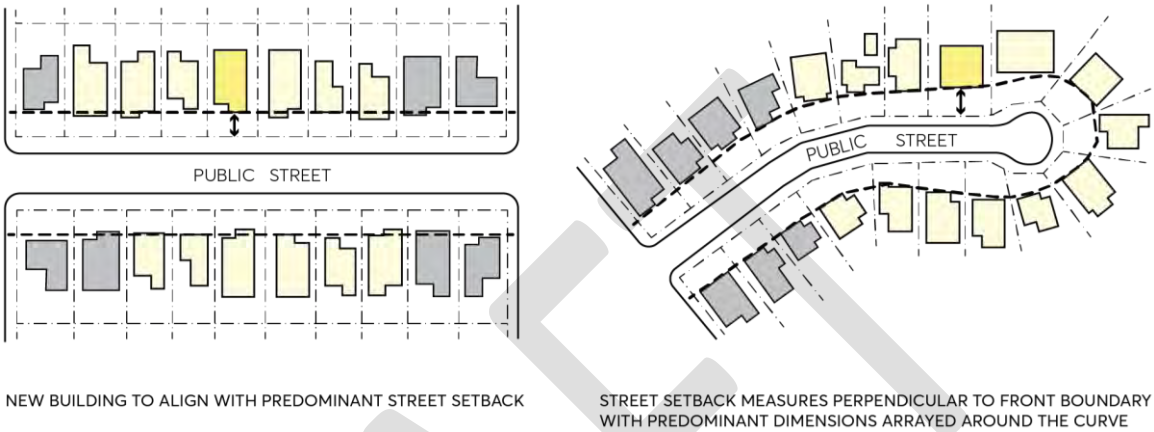


Figure 2.5.1 – Predominant street setbacks – rectilinear and curvilinear streets

C.04 Buildings on corner sites are to be articulated to address each street frontage and are to define prominent corners.

C.05 Primary and secondary frontages on corner lots are to be determined based on development type and surrounding context. On lower-density infill sites, the primary frontage typically refers to the street which the front entry of an existing dwelling is facing – in most cases this is the short edge of a lot, as per Figure 2.5.2. On higher-density consolidated sites, the primary frontage responds to the street hierarchy, as per Figure 2.5.3.

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Figure 2.5.2 - Determining primary and secondary street frontages on infill lots

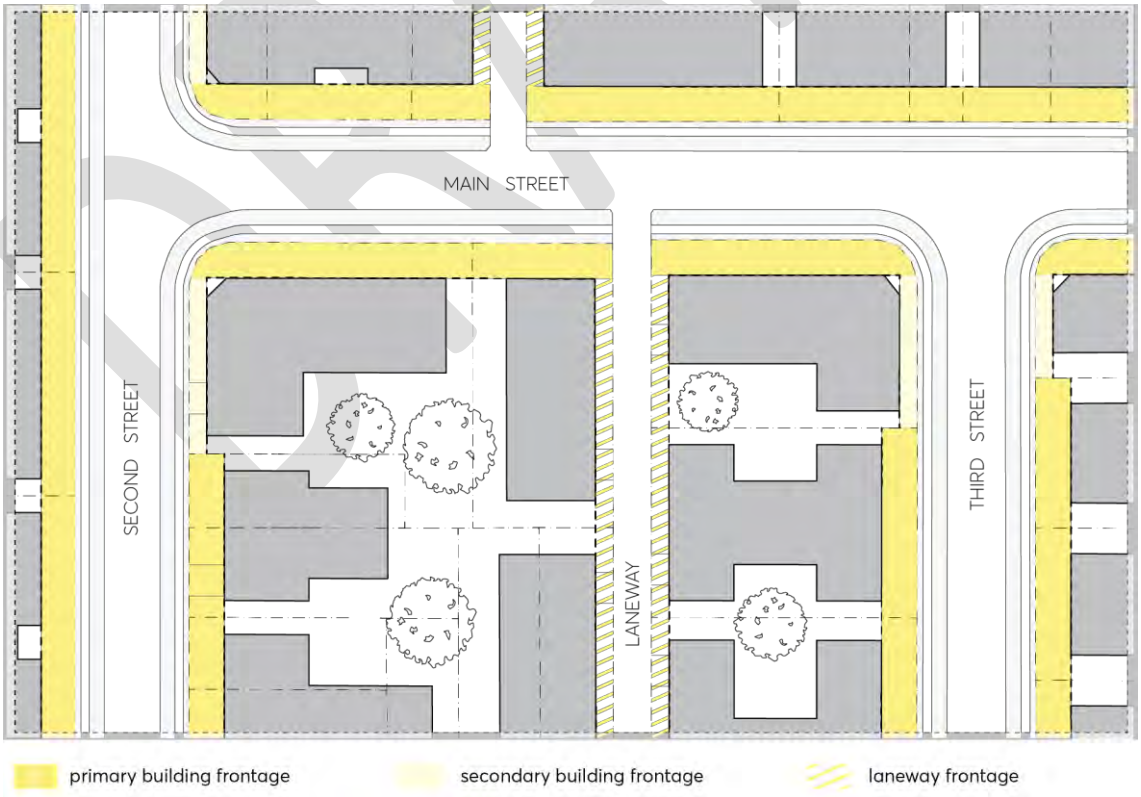


Figure 2.5.3 – Determining primary and secondary street frontages on amalgamated lots

C.06 Building frontages and entries must provide a legible sense of street address and visual interest from the street through clear building frontages and entries.

C.07 Buildings are to be constructed of suitably robust and durable materials which add to the depth of the façade and contribute to the overall quality of the streetscape.

C.08 Garages or parking structures must not dominate the building facade and front setback.

C.09 Vehicular access points must be minimised and should not break the continuity of the streetscape. Landscaping should be used to minimise the visual intrusion of vehicular access points.

C.10 Where development adjoins an existing or desired pedestrian or vehicle laneway, development should provide an address to the laneway and provide opportunities to activate the space to improve pedestrian amenity and safety. This could be achieved by creating pedestrian entries directly off the laneway, encourage passive surveillance of the laneway through building design, or provide landscaping to the laneway.

C.11 Any alterations and additions are to be compatible with design elements of the existing building.

C.12 Satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures must:

a) ~~B~~be located away from the street frontage,

b) ~~i~~integrate into the roof design and in a position where such facilities will not become a skyline feature at the top of any building,

c) ~~B~~be adequately set back from the perimeter wall or roof edge of buildings, and

d) ~~U~~use a master antenna for residential apartment buildings.

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2.6 FENCES

In most residential areas, fences make a significant contribution to the streetscape and building address. Fences also impact upon the views between private areas and the public domain. It is important that fences are designed to promote high quality streetscapes, good passive surveillance, and provide sufficient privacy to residences.

Additional requirements for fences are also contained in Part 7 – Heritage and Archaeology and Part 8 – Centres, Precincts, Special Character Areas and Specific Sites where certain areas or items have historical significance and special character.

Objectives

O.01 Complement and conserve the visual character of the street and neighbourhood.

O.02 Define the boundaries or edges between public, communal, and private land.

O.03 Contribute positively to the public domain.

Controls

C.01 Front fences are to be a maximum height of 1.2 metres, as per Figure 2.6.1.

C.02 On sloping sites, front fences should vary in height to suit the topography of the site up to a maximum height of 1.2 metres. Front fences should form a horizonal plinth with minimal stepping.

C.03 All other fences are to be a maximum height of 1.8 metres. Site fencing should respond to the topography of a site by providing a masonry base with a minimum height of 300mm. Upper portions of the fence are to be made of lightweight material that retains a relatively horizontal line, with minimal stepping.

C.04 Where a property is located on a corner, a higher side fence up to 1.8 metres may be considered along the secondary street frontage if required for privacy or security.

C.05 Where noise attenuation or protection of amenity requires a higher fence, front fences may be permitted to a maximum height of 1.8 metres and must be set back a minimum of 1 metre from the boundary to allow landscape screening to be provided. Landscape species chosen should be designed to screen the fence without impeding pedestrian movement along the street. Front fences and landscape screening must not compromise vehicular movement sightlines.

C.06 New fences and walls are to be constructed of robust and durable materials which reduce the possibility of graffiti. The material should be compatible with the associated building and adjoining fences.

C.07 Sheet metal fencing is not to be used at the street frontage, forward of the building line, or in any location that has an interface with the public domain.

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C.08 Front fences should not be erected where the streetscape is characterised by an absence of front fences. Instead, landscaping should be used to create street address and privacy.

C.09 Continuous lengths of blank walls at street level are to be avoided.

C.10 The edges of fences between properties and the interface of the public domain are to be softened with suitable planting.

C.11 Fences should not be constructed in floodways. Where this is unavoidable, fences are to be constructed of flood compatible and open type materials that will not restrict the flow of flood waters and be resistant to blockage.

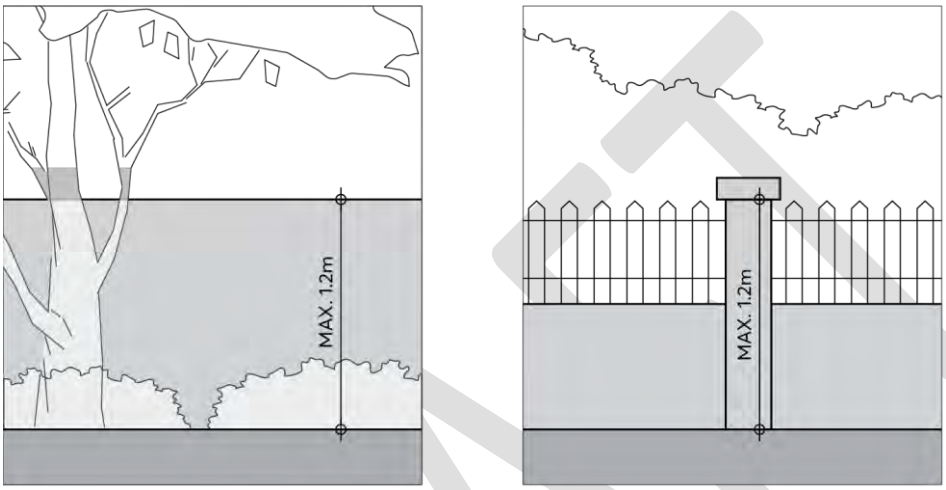


Figure 2.6.1 – Combined fencing and landscape design

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2.7 OPEN SPACE AND LANDSCAPE

Reducing the impact on vegetation has benefits to increase amenity and enjoyment of places and spaces throughout the City ~~of Parramatta~~. In private development, maintaining an appropriate level of tree cover and natural landscaping enhances the biodiversity of areas, provides shade, reduces the visual impact of development, and contributes to reducing urban heat island effect.

Landscaped area has the same meaning as in the *Parramatta LEP 2023* and is defined as a part of the site used for growing, plants, grasses and trees, but does not include any building structure or hard paved area. Buildings should be designed to maintain, incorporate and enhance natural features on the site such as trees, rock outcrops, cliffs, ledges, indigenous species, and vegetation communities.

Objectives

O.01 Conserve significant natural features of the site and contribute to the effective management of biodiversity.

O.02 Retain and provide for mature vegetation, particularly large and medium sized trees.

O.03 Provide landscape and deep soil zones that contribute to continuous vegetation corridors across the street and block.

O.04 Encourage the planting of indigenous, native, and low water consumption plants and trees.

O.05 Enhance the streetscape through planting in the private front setback.

O.06 Promoting a scale and density of planting that softens the visual impact of buildings and provides privacy and amenity to dwellings.

O.07 Promote energy efficiency by planting species that enhance both solar access and shade.

O.08 Provide landscape that enables infiltration of water to the water table, minimi~~z~~es run-off and assists with stormwater management.

O.09 Ensure developments make an equitable contribution to the landscape setting of the locality.

O.10 Provide sufficient and high-quality deep soil areas for canopy trees and vegetation planting.

Controls

C.01 The area of landscaping required for each development type may be included in landscape area calculations if it meets the following criteria:

a) is a minimum of 2 metres by 2 metres is size,

b) is located at ground level,

c) has a minimum soil depth of 1.2 metres,

d) is permeable, soft landscape or the water surface of a swimming pool, and

e) is not an impervious surface such as driveway, paved area, roofed area, carparking, storm water structure, or deck, which is to be excluded from landscape calculations.

C.02 Refer to Part 3 – Residential Development and Part 4 – Non-Residential Development of this DCP for private open space and landscape area requirements of each development type.

C.03 Deep soil areas must:

a) b~~B~~e a minimum of 4 metres by 4 metres in size,

b) b~~B~~e located at ground, and

c) n~~N~~ot be located on any structures including buildings, basements, podium terraces, roof gardens, outbuildings or any other structures.

d) Not include swimming pools, tennis courts, patios and decks, or other impervious surfaces such as paved areas, roofed areas, driveways and carparking.

C.04 Refer to Part 3 – Residential Development and Part 4 – Non-Residential Development of this DCP for deep soil requirements of each development type.

C.05 Deep soil zones should adjoin the deep soil zones of neighbouring properties where practicable to provide a contiguous area of deep soil and vegetation across blocks, as per Figure 2.7.1.



Figure 2.7.1 – Contiguous deep soil network

C.06 Existing healthy trees are to be retained and protected, wherever possible, and incorporated into the design of the development.

C.07 Where an existing tree is approved for removal, Council will seek the planting of a suitable canopy replacement tree or trees in a suitable location on the site. Any replacement trees will need to be grown to maturity and replaced if the planting fails to survive and thrive. In circumstances where there is no suitable location on site (for example, in the case of small backyards), a financial contribution will be required to be paid to support public tree planting. Offset fees are contained within Council's published fees and charges.

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C.08 Trees should be planted to the front and rear of properties to encourage a generous tree canopy across the block and continuity of the landscape pattern. Refer to Part 3 – Residential Development and Part 4 – Non-Residential Development of this DCP for tree planting requirements for each development type.

C.09 Indigenous species, especially low water consumption plants, should be used in preference to exotic species, reflecting the vegetation communities of the locality.. Rrefer to Part 5 – Environmental Management, Section 5.3.1 – Biodiversity of this DCP for endemic species to be considered for planting in the City of Parramatta.

C.10 Landscaping abutting the C2 Environmental Conservation ZZone under the *Parramatta LEP 2023* is to be landscaped with local indigenous specifies to protect bushland, wildlife corridors, and soften the interface between the natural landscape and urban environment.

C.11 Landscaping is to be designed to integrate new development with the existing landscape character of the street and be sensitive to site attributes, existing landscape features, and streetscape views and vistas.

C.12 Landscaping is to be designed to minimise overlooking between properties.

C.13 Landscaping should provide shade in summer without reducing solar access in winter.

C.14 Landscaped areas must be designed to require minimal maintenance by using robust landscape elements and using hardy plants with low fertiliszer requirements.

C.15 The amount of hard surface area must be minimised to reduce run-off. Run-off should be reduced by directing the overland flow from rainwater to permeable surfaces such as garden beds.

C.16 A landscape plan prepared by a qualified landscape architect or designer is to be submitted for the following development types:

a) Development including any forms of residential accommodation.

b) Development abutting the RE1 Public Recreation zone, E2 Environmental Conservation zone or W1 Natural Waterways zone under the *Parramatta LEP 2023*.

c) Land identified as 'Biodiversity' or 'Riparian Land and Waterways' on the Natural Resources Map in the *Parramatta LEP 2023*.

d) Commercial development.

e) Industrial development

f) Childcare centres.

g) Places of public worship.

h) Any other development that, in Council's opinion, will significantly alter the landscape character of that area.

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2.8 VIEWS AND VISTAS

The topographical setting of the City of Parramatta (the City), located in a river basin and bounded by hills to the north and west, means that there are significant views and vistas which contribute to the sense of place for the City. Preservation and, where possible, enhancement of public views to landmark and landscape features allows people to interpret and appreciate the special character of the City.

In sensitive areas or as part of larger development proposals, Council may request three-dimensional models or photo montages from selected locations be submitted to demonstrate how the proposal affects the setting and views and vistas.

Objectives

O.01 Protect public views and vistas from streets and public places.

O.02 Preserve and enhance district and local views to improve legibility and wayfinding.

O.03 Encourage view sharing through complementary siting of buildings, responsive design, and well-positioned landscaping.

O.04 Ensure highly visible sites are designed in scale with the surrounding setting and encourage visual connectivity between places of significance.

Controls

C.01 Development is to preserve views of significant topographical features such as ridges and natural corridors, the urban skyline, heritage and civic buildings, sites of historical significance, and areas of high visibility, particularly those identified in Appendix 1 – Views and Vistas. ~~Also r~~Refer to Part 8 – Centres, Precincts, Special Character Areas and Specific Sites and Part 9 – Parramatta City Centre for other identified view corridors.

C.02 Building alignment, street interface, design detail, and massing is to reinforce existing and new view corridors. In some locations, this may be achieved through uniform heights, horizontal plinths, and street walls.

C.03 Separation distances between buildings are to enable views to the Parramatta River, riparian zones, parks, and natural features from the public domain.

C.04 Street and public domain planting is to reinforce existing view corridors and create new view corridors where appropriate.

C.05 Buildings are to be designed so that significant and district views from the public domain are retained.

C.06 Building design, location and landscaping is to enable view sharing between properties. This may be achieved by appropriately:

a) siting the building,

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b) designing the building, and

c) planting open foliage and well positioned landscaping.

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2.9 PUBLIC DOMAIN

The public domain comprises of the publicly accessible streets, parks, squares, reserves and natural waterways, the structures that relate to those spaces, and the infrastructure that supports and serves them. The public domain may also incorporate elements such as fences, bridges, trees, footpaths, lighting, street furniture, and artworks – it is therefore very important that the delivery of these public domain is a well-integrated process to ensure these spaces remain accessible, attractive, and uncluttered. Development of private property should have regard and make a positive contribution to the interface with the public domain.

In certain areas, public domain improvements are required by Council. Refer to Council's Public Domain Guidelines for further information.

Objectives

O.01 Enhance the quality of the public domain to ensure the public domain is attractive, safe, interesting, comfortable, readily understood, and easily accessed.

O.02 Ensure that development adjacent to public domain elements such as waterways, streets, parks, bushland reserves and other public open spaces, complements the landscape character, public use and enjoyment of that land.

O.03 Ensure the public domain is uncluttered and forms an integrated part of the urban fabric.

O.04 Reduce impacts on the environment at the local level and improve the natural environmental features and local ecology.

Controls

C.01 Development is to consider upgrades of the adjacent public domain according to the requirements of the Parramatta Public Domain Guidelines, which sets out the process, design guidelines, and submission requirements for all new public domain assets.

C.02 Development is to be designed to address elements of the public domain, including the building interface between private and public domains, circulation patterns and access ways, gateways, nodes, edges, landscape features, heritage items, ground floor activity, and built form definition to the street.

C.03 Buildings are to be located to provide an outlook to the public domain, without appearing to privatise that space.

C.04 Development is to provide passive surveillance to the public domain. Continuous lengths of blank walls and fences at the public domain interface are to be avoided.

C.05 Where appropriate, ground floor areas abutting public space should maximise uses that create active building fronts with pedestrian flow and contribute to the life of the street and other public spaces.

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C.06 Mixed use development should enhance the role of the public domain as a meeting and gathering place and should encourage active use of the public domain through active street frontages.

C.07 Where required, through-site links between mixed use buildings should be provided at ground, be open to sky, and encourage pedestrian activity.

C.08 Street tree planning shall be consistent with the Parramatta Street Tree Plan 2011 or street tree mapping as per the Parramatta Public Domain Guidelines.

C.09 Significant existing street trees shall be conserved and, where possible, additional street trees shall be planted to ensure that the existing streetscape is maintained and enhanced.

C.10 Outdoor dining areas must not interfere with pedestrian amenity.

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2.10 ACCESSIBILITY AND CONNECTIVITY

Some areas of the City of Parramatta (the City) are characterised by a topography or street pattern that limits the ability of pedestrians to walk to neighbourhood facilities – raising the dependence on cars, lowering opportunities for social interaction, and reducing the safety and vitality of the public realm. New development, particularly on large sites, can provide opportunities for the creation of new pedestrian links through sites to improve the accessibility and connectivity within neighbourhoods.

Pedestrian links are best located through development sites where they may improve connectivity between housing, open space networks, community facilities, public transport, local activity centres, and schools.

Objectives

O.01 Improve pedestrian access and connectivity between housing, open space networks, community facilities, public transport, local activity centres, and schools.

O.02 Encourage pedestrian through-site links that are designed to promote safety and amenity.

O.03 Maximise access to the public domain.

Controls

C.01 Through-site links are to be integrated with the surrounding street network, they must allow circulation within the site and allow for through site connectivity.

C.02 Through-site links are to be arranged on the site to enable casual surveillance from buildings on the site and from the street or public domain.

C.03 Through-site links are to be landscaped and appropriate lighting levels provided and maintained.

C.04 Public, communal, and private areas are to be clearly delineated within the site.

C.05 Pedestrian and cycle links should be provided on sites adjacent to waterways to improve accessibility to these natural systems.

C.06 Existing through-site pedestrian links are to be retained by all types of development, except where alternative access can be provided to Council's satisfaction.

C.07 Pedestrian through-site links are to have a minimum width of 4 metres and are to be constructed to an appropriate standard, using materials and finishes specified in the Parramatta Public Domain Guidelines.

C.08 Where dedicated to Council, through-site links must be open to sky and must not located over basement car parking or any other structure.

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C.09 Continuous unobstructed paths of travel should be provided from public footpaths, accessible car parking, and set-down areas to public building entrances.

C.10 Access to public areas of buildings shall not have unnecessary barriers or obstructions including uneven and slippery surfaces, steep stairs and ramps, narrow doorways, paths, or corridors.

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2.11 ACCESS FOR PEOPLE WITH A DISABILITY

People who design, build, own, manage, lease, operate, regulate, and use premises have responsibilities and rights under the *Disability Discrimination Act 1992* (DDA). The DDA is a Commonwealth Act, which seeks to eliminate bias against people with disabilities and protect their rights. The DDA states that failure to provide equal access is unlawful, unless to do so would impose an unjustifiable hardship.

Objectives

O.01 Ensure that all people within the City of Parramatta are able to:

a) participate in community life; and

b) access all public spaces and premises and utilise all goods, services and facilities provided in these spaces and premises.

O.02 Ensure that applicants are aware that they have obligations under the *Disability Discrimination Act 1992*.

Controls

C.01 The siting, design and construction of development is to ensure an appropriate level of accessibility, so that all people can enter and use the premises. All new building work is to meet the requirements of the *Disability Discrimination Act 1992* (DDA), the relevant Australian Standards and the Building Code of Australia (BCA), where applicable.

NOTE: Compliance with the BCA, the Australian Standards and this DCP does not mean that a development will be compliant with the DDA and provide protection against a complaint under the DDA.

Further information

Advisory Notes on Access to Premises (Human Rights and Equal Opportunity Commission 1998)

Building Code of Australia

Disability Discrimination Act 1992

Disability (Access to Premises –Buildings) Standards 2010

Human Rights and Equal Opportunity Commission website, www.hreoc.gov.au

Relevant Australian Standards, such as:

- AS 1428.1 to AS 1428.4 - Design for Access and Mobility
- AS 2890.6 (2009) - Parking Facilities Off Street Parking for People with Disabilities
- AS 2890.5 (1993) - On-street parking
- AS 1735.12 (1999) - Lifts for persons with Disabilities
- AS 4299 (1995) - Adaptable Housing

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- AS 4586 (2002) - Slip resistance classification of new pedestrian surface materials
- AS 4663 (2002) - Slip resistance measurement of existing pedestrian surfaces.

Standards Australia website, www.standards.org~~com~~.au

Transport Standards, Human Rights and Equal Opportunity Commission, 2002

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2.12 AMENITIES IN BUILDINGS AVAILABLE TO THE PUBLIC

High-quality and well-located public amenities improve pedestrian comfort and the liveability of the City of Parramatta's (the City) shared spaces. The provision of adequate amenities which cater to the needs of the public in a manner that is equitable, safe, and accessible is an integral part of any community infrastructure network.

Objectives

O.01 Encourage a high standard of women's facilities, and amenities for parents in both women's and men's toilets in buildings available to the public.

Controls

C.01 The number of women facilities and amenities for parents in women's and men's toilets are encouraged to be of a higher rate and standard than that prescribed in the Building Code of Australia.

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2.13 CULTURE AND PUBLIC ART

Council is committed to strengthening the City of Parramatta (the City) as an urban place by reinvigorating its identity through means that encourage reinterpretation of history and reflect contemporary culture.

The City has a diverse community of cultural, linguistic, and religious groups. Many sites have cultural significance relating to links with a particular social or cultural sub-group in the community or a link with the settlement and ~~l~~indigenous history of the City. There is an opportunity to reflect these cultural links in the character and design of major development, including the provision of public art and interpretation to enrich the quality of the urban environment of the City.

The City's heritage assets and public art have a visible presence in the C~~e~~ity. The development of historical interpretation and contemporary public art has created a distinctive urban environment that signifies and articulates the history of the area while reflecting the culture of the contemporary community, particularly within the City's major local centres. Recent capital upgrades of the public domain in these centres have seen the inclusion of a number of site-specific artworks.

Objectives

O.01 Recognise and build on cultural identity and diversity in the design of development by creating 'places' through the integration of art and interpretive material into the fabric of the City in ways to reflect, respond and give meaning to the City's unique environment, history, and culturally diverse society.

O.02 Promote development that is unique to the City and reflects links to social or cultural sub-groups in the community or links with the settlement and ~~l~~indigenous history of the City and to reflect and engage with community aspirations, create discussion, interest and awareness, and foster relationships between people and place.

O.03 Promote the inclusion and integration of site-specific public artworks within developments which are accessible to the public, make a positive contribution to the urban environment and add to the culture of the City. This will include identifying sites for public artworks that are both large and pedestrian scaled.

O.04 Facilitate and encourage artists to work in multidisciplinary teams in the development of projects that shape and redesign the City's built environment and public domain.

Controls

C.01 All new development having a capital value of more than $5,000,000 in the following major local centres and zoned as indicated in the *Parramatta LEP 2023* is required to provide and implement an Arts Plan as part of the overall development. The plan is to include the provision of high-quality artworks within the development in publicly accessible locations, near main entrances and street frontages and in lobbies.

a) Epping - ~~B2~~E1 Local Centre zone

b) Ermington - ~~B2~~E1 Local Centre zone

c) Granville - ~~B2~~E1 Local Centre and ~~B4~~ MU1 Mixed Use zone

d) Harris Park - ~~B1 Neighbourhood~~E1 Local Centre zone

e) Westmead - ~~B4~~ MU1 Mixed Use zone

f) Parramatta City Centre - All z~~Z~~ones

C.02 In addition, development on sites over 5,000m² in area are required to provide and implement an Arts Plan as part of the overall development. The plan is to include the provision of high-quality artworks within the development in a publicly accessible or visible location.

C.03 Arts and Cultural Plans are to be prepared having regard to links between the development site and any particular social or cultural sub-groups in the community, the settlement and I~~i~~ndigenous history of the City, or other culturally significant elements. Development on such land should be designed in a manner that considers and reflects those links. Historical and cultural elements, including buildings and archaeological features, are to be interpreted and integrated with artworks.

Further Information

City of Parramatta, Public Art Policy 2017

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2.14 SAFETY AND SECURITY

The design of buildings and places has an impact on perceptions of safety and security as well as actual opportunities to commit crime. Design for safety works by enabling casual surveillance, reinforcing territory, controlling access, and managing space.

The application of the principles outlined in the NSW Police Service's 'Crime Prevention Through Environmental Design' (CPTED), promotes physical conditions that deter opportunities for criminal behaviour and aims to make our communities safer places.

Objectives

O.01 Reduce crime risk and minimise opportunities for crime.

O.02 Increase and contribute to the safety and perception of safety in public and semi-public spaces.

O.03 Encourage the consideration and application of crime prevention principles when designing and siting buildings and spaces.

O.04 Encourage dwelling layouts that facilitate safety and encourage interaction and recognition between residents.

O.05 Incorporate and enhance opportunities for effective natural surveillance in development.

Controls

C.01 Casual surveillance is to be provided by designing buildings with a clear sense of address and orientating active uses or habitable rooms towards the street, as per Figure 2.14.1.

C.02 Buildings adjoining laneways and through block connections should be designed to activate these spaces at ground level and provide casual surveillance from ground and upper levels.

C.03 Clear sight lines must be provided between public and private places.

C.04 Development should provide a clear definition and transition of boundaries between public and private spaces. Methods other than gates, fences, and enclosures are encouraged.

C.05 Physical or symbolic barriers should be used to attract, channel and/or restrict the movement of people. Landscaping and/or physical elements may be used to direct people to destinations, identify where people can and cannot go, and restrict access to high crime risk areas such as carparks.

C.06 Crime prevention measures in new buildings and spaces must not to detract from the quality of the streetscape. Subtle design techniques should be applied to blend into façades and places. The installation of solid security shutters will not be supported.

C.07 Design elements should contribute to community ownership of public and communal spaces, fostering a shared sense of responsibility for a place's use and condition.

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C.08 Reduce the attractiveness of crime by minimising, removing or concealing crime opportunities. The design of development should increase the possibility of detection, challenge and apprehension of persons engaged in crime.

C.09 Public pedestrian areas within developments as well as communal access ways within multi-dwelling developments are to provide non-slip pavement surfaces.

C.10 A site management plan and formal crime risk assessment (Safer by Design Evaluation) involving the NSW Police Service may be required for large developments~~,~~ which, in Council's opinion, would create a crime risk.

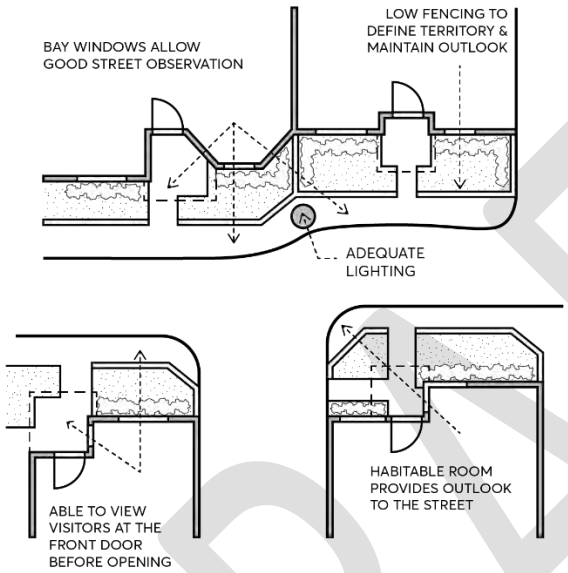


Figure 2.14.1 – Design for natural surveillance (Source: AMCORD)

C.11 The principal entry to dwellings should not be provided off rear lanes except where:

a) the lane is well lit,

b) there is some natural surveillance of the lane from adjoining dwellings,

c) the lane provides access to other dwellings, and

d) the land is not regularly used by service vehicles.

C.12 Mailboxes are to be:

a) v~~V~~isually integrated with the development and have regard to the amenity of the streetscape. Design and location details are to be provided with the development application.

b) l~~L~~ocated for convenient access by residents and deliverers on main pathways, and

c) i~~I~~n compliance with Australia Post requirements for positioning and dimensions.

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Further Information

NSW Police Service 2001, Safer by Design

NSW Department of Urban Affairs and Planning 1979, Crime Prevention and the Assessment of Development Applications, Guidelines under *Section 4.15* of the *Environmental Planning and Assessment Act, 1979*.

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2.15 SIGNAGE

Signs are a prominent element of most urban landscapes that, when well designed, can add to understanding the identity of a place and cultural setting in which they are found. Whether they direct people or inform them, in some way, signs should contribute clarity and legibility.

Like other development types, signage should be considerate of context and respond to significant characteristics of buildings, streetscapes, vistas, and the skyline. For specific controls guiding signage on heritage buildings or in Heritage Ceonservation Aareas, refer to Part 7 – Heritage and Archaeology of this DCP.

Objectives

O.01 Encourage signage that provides identification and information about premises in a manner that complements the development on which it is displayed and minimises the visual impact on the surrounding locality.

O.02 Contribute to the appearance of the building, structure, or place by encouraging coordinated signage of high-quality design and materials.

O.03 Protect residential areas, open space areas and buildings or areas of heritage significance or special character from the adverse impacts of inappropriate signage.

O.04 Ensure that the visual and physical amenity of a locality is not impaired by a proliferation of signs.

O.05 Protect the significant characteristics of buildings, streetscapes, vistas, and the City's skyline.

O.06 Ensure that signs complement the architectural style and use of buildings.

O.07 Promote signs that will add character to the streetscape and assist with way finding and the pedestrian usability of the City.

O.08 Limit the overall amount of signage through the provision of fewer, more effective signs, to avoid the creation of visual pollution on buildings and streetscapes.

Controls

C.01 Signs are to be sited and designed so that they do not adversely impact on the amenity of the streetscape and the surrounding locality. Signs are not to dominate or obscure other signs or result in visual clutter.

C.02 For ground floor retail or commercial uses, no more than 40% of windows can be obscured by signage and advertising material in to prevent visual clutter and maintain activation of the street.

C.03 Signs are to be compatible with the design, scale, and architectural character of the building or site on which they are to be placed.

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C.04 Structures supporting signs should be of a high aesthetic appearance and not impact on the visual amenity of the locality.

C.05 Materials used should be durable, fade proof, and of a high aesthetic quality.

C.06 Advertisements and advertising structures should not protrude above the skyline.

C.07 Advertisements and advertising structures should complement natural features and not result in the trimming and lopping of significant trees.

C.08 The following types of advertising and signs are discouraged:

a) Posters on poles or other structures in public places.

b) Sky signs.

c) Temporary signs of a commercial nature on land whether zoned or unzoned.

d) Trees used to support advertisement.

e) Flashing lights.

f) A-frame signs, goods, and signboards in public places.

g) Pylon signs not directly related to an activity carried out on the site.

h) Signs painted on or applied on the roof.

C.09 Sign content is to relate directly to a use, business or activity carried out on or associated with the building or site on which the sign is to be placed, or to within 400 metres of the site, except where the sign:

a) is incorporated with a bus shelter, home kiosk, telephone booth, street furniture and the like, or

b) is in conjunction with the provision of public infrastructure, or

c) incorporates sponsorship acknowledgement.

C.10 Sponsorship acknowledgement will be limited to words related to the sponsoring company's name, and the sponsor's logo, provided it does not exceed 5% of the area of the sign.

C.11 The language of signs is to be accessible to the wider population. All signs displaying the language of a foreign country are to also contain the English equivalent.

C.12 Signs and their supporting structures are to be structurally sound and constructed to ensure pedestrian and traffic safety.

C.13 Signs and their supporting structures should not be:

a) hazardous to passers-by and for traffic safety,

b) located so is to obscure a driver's or pedestrian's view of road or rail vehicles, pedestrians or features of the road, railway, or footpath,

c) highly illuminated so as to cause discomfort to, or inhibit vision of drivers or pedestrians, or

d) mistaken as an official traffic sign and should not distract a driver's attention or be confused with traffic signal instructions.

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C.14 Illuminated signs are not to detract from the architecture of the supporting building during daylight.

C.15 Illuminated signs are to be energy efficient.

C.16 In considering applications for new signs, the consent authority must have regard to the number of existing signs on the site or the number of signs on a new building and in its vicinity and whether the cumulative impact gives rise to visual clutter.

C.17 A curfew may be imposed on the operation of illuminated signs where continuous illumination may impact adversely on the amenity of residential buildings, serviced apartments or other visitor accommodation, or have adverse environmental effects.

C.18 External lighting of signs is to be downward pointing and focused directly on the sign and is to prevent or minimise the escape of light beyond the sign.

C.19 The erection of any sign must comply with the applicable requirements of the Building Code of Australia.

Residential Zones

C.20 Signs in residential zones are not to detract from the residential amenity of the locality.

C.21 Signage is restricted to one business identification sign identifying the office of a professional person, or a home occupation business that meets the exempt development requirements.

Business Zones

C.22 Signs should permit adequate identification and business advertising while avoiding visual clutter.

C.23 Signs are to reflect the character of the town, neighbourhood centre or mixed-use locality in which they are located and are to be incorporated into the development at the design stage.

C.24 To protect the amenity of adjoining residential uses:

a) Signs may not be permitted on walls facing adjoining residences.

b) Signs should be located on the street facing wall areas of buildings, below the roof eaves line or parapet line, and relate to the architectural appearance of the building.

c) Special care is to be taken to avoid any likely nuisance to nearby residents as a result of glare or light spillage.

C.25 Flush wall signs should not span across window openings or facade bays. Where traditional recessed advertising panels have been incorporated into the design of the facade, these should be utilised.

C.26 Under awning signs, illuminated and non-illuminated, are to:

a) have maximum dimensions 2,500mm in length and 500mm in height,

b) be erected horizontal to the ground and at no point be less than 2,600mm from the ground, and

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c) not project beyond the edge of the awning include a separation distance of 3 metres from other under awning signs.

C.27 Top hamper signs are to be:

a) proportionate to the size of the top hamper facia, but shall not exceed 600mm in height and 4,000mm in length,

b) set back 600mm from side boundaries to satisfy fire regulations, where illuminated, and

c) be restricted to one per premises.

C.28 Signs on multi-storey office and multi tenancy retail buildings, usually referred to as naming rights, will be limited to a corporate or head tenant identification only. Secondary naming rights may also be located at the entrance(s) of a building. All other signs relating to the tenants of the building are to be contained in a directory board. Such directory boards are to be designed and constructed of high-quality material, incorporated into the architecture of the building, and are not to dominate landscaped areas and public domain areas. Individual tenant signs are not permitted.

C.29 Signs for individual non-residential land uses are restricted to 1 top-hamper sign, 1 under-awning sign, and 1 wall sign.

C.30 Fascia signs are generally to be no larger than 0.75m^2, where the bottom of the sign is at least 2.6 metres above the pavement and where the outer edge is at least 1 metre from the kerb. Surface mounted box signs attached to the front fascia's which detract from the building's appearance will not be favoured. Timber or cast metal signs are encouraged on traditional shop frontages.

Industrial Zones

C.31 Signs in the industrial zones are to adequately identify the premises in a coordinated way while preserving the architectural qualities of the site.

C.32 Signage should be incorporated into the architecture of the buildings on the site.

C.33 Signs identifying multiple occupancy buildings should take the form of one/two directory boards at the entrance. Such boards are to:

a) be designed and constructed of high-quality material and incorporated into the architecture of the building,

b) complement landscaped areas and are not to dominate public domain areas, and

c) identify the name of industrial estate and the occupants.

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PART 3

RESIDENTIAL DEVELOPMENT

PART 3 – RESIDENTIAL DEVELOPMENT

The City of Parramatta (the City) is planning for strong housing growth, which must balance the need for housing and economic growth with the need to protect and enhance housing diversity, heritage, local character and the City's environmental assets. Successful residential development champions quality design outcomes that are compatible with the surrounding context, creating a cohesive identity to the City's residential areas.

The following Sections contained within this Part of the DCP have been organised by residential typology to provide type specific guidance to the various forms of housing possible in the City.

All controls contained in this Part must be read in conjunction with Part 2 – Design in Context, Part 5 – Environmental Management, and Part 6 – Traffic and Parking. Detailed controls that guide outcomes for sites within a heritage conservation area or containing a heritage item, refer to Part 7 – Heritage and Archaeology. For specific controls relating to residential development within an identified Growth Precinct or Strategic Centre, refer to Part 8 – Centres, Precincts, Special Character Areas and Specific Sites of this DCP.

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3.1 HOUSING DIVERSITY AND CHOICE

Housing diversity refers to the range of housing types in a development or neighbourhood. Housing diversity is intended to accommodate for people at differing stages of life, circumstance, and socio-economic status. Where diverse communities involve single and/or coupled persons, families, people with disability, older people, and other household variations, diverse housing acts to facilitate the capacity of a fulfilling life for those with changing needs and living with diverse circumstances in the community.

Housing diversity encourages a positive culture and prosperity in the local community by offering a wide range of dwelling types where space, bedrooms, and layout vary to cater for individual needs. It also promotes social sustainability and strengthens the cohesion of our diverse communities to ensure that we can continue to work towards common goals including quality of life, democracy, resilience to climate change, institutional failure, pandemics and chronic illnesses, and other stresses, no matter what challenges we face.

Recognising the importance and benefits of diverse housing development across the City of Parramatta (tThe City), Council is committed to achieving housing diversity through setting goals and actions in various local council strategies, such as:

- Socially Sustainable Parramatta Framework 2019
- Local Strategic Planning Statement 2036
- Local Housing Strategy 2020

Objectives

O.01 Ensure a range of housing options are available in terms of dwelling type and size.

O.02 Maximise housing choice to meet the needs of diverse household types.

O.03 Maintain equitable access to new housing by culturally and socio-economically diverse groups.

O.04 Minimise the social impacts of gentrification of existing housing areas.

O.05 Promote the design of buildings that are adaptable and flexible in design to suit the changing lifecycle housing needs of residents over time.

O.06 Minimise the future cost and disruption of adapting homes to meet changing needs.

3.1.2 DWELLING MIX

Controls

C.01 Multi dwelling housing developments containing 10 or more dwellings is to provide a mix of dwelling sizes. A minimum 20% of dwellings must have 3 or more bedrooms.

C.02 The following dwelling mix is required for residential flat buildings, shop top housing, and the residential component of mixed-use developments containing 10 or more dwellings:

a) 10% - 20% of dwellings to have 3 or more bedrooms.

b) 60% - 75% of dwellings to have 2 bedrooms.

c) 10% - 20% of dwellings to have 1 bedroom/studio.

C.03 The above requirements may be refined having regard to:

a) The location of the development in relation to public transport, public facilities, employment areas, schools, universities, and retail centres;

b) population trends; and,

c) whether the development is for the purpose of public housing, or the applicant is a community housing or non-profit organisation.

C.04 Developments containing less than 10 dwellings may vary this mix provided a range of dwelling sizes are represented.

C.05 In residential apartment buildings and mixed-use schemes, a mix of one-bedroom apartments and three-or-more-bedroom apartments are to be located on the ground level or on the podium, where accessibility to communal open space is more easily achieved for disabled, elderly people, or families with children.

C.06 The majority of all three-or-more-bedroom apartments in a residential apartment building should be provided on the ground and lower levels to support family-living in higher density housing.

3.1.3 ACCESSIBLE AND ADAPTABLE HOUSING

Controls

C.01 Multi-dwelling housing, residential flat buildings, and the residential component of mixed-use developments are to provide adaptable housing in accordance with Table 3.1.3.1 below:

Table 3.1.3.1 – Adaptable Dwelling Requirement

Total no. of dwellings in development	No. of adaptable dwellings required
Less than 10	1 dwelling
10 or more	15% of total dwellings (to be rounded up)

C.02 All adaptable housing must meet Class C adaptability under Australian Standard 4299 - Adaptable Housing.

C.03 Dwellings should be designed and configured so that adaptation does not require:

a) the moving of walls and plumbing,

b) additional water proofing, and

c) widening of door openings (i.e., these measures should be incorporated into the pre-adaptation dwelling).

C.04 Adaptable dwellings are to provide flush (recessed) sliding door tracks to all balconies and private open space.

C.05 All ground floor dwellings in buildings with no lift and all dwellings in buildings with lift access must be 'visitable' by people with a disability. Buildings must provide a continuous accessible path of travel (per Australian Standard 1428.1:2001 – Design for access and mobility) from the street and any visitor parking to and through the entrance door of affected dwellings.

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3.2 GENERAL RESIDENTIAL CONTROLS

The general objectives and controls in this Section are to be applied in conjunction with the specific controls for the relevant residential development types in Sections 3.3 to 3.5 of this DCP.

3.2.1 SOLAR ACCESS AND CROSS VENTILATION

Internal solar access and cross ventilation may be best enhanced through a combination of internal planning and building separation. Where possible, primary living areas are ideally located on the northern side of dwellings. The primary living area is the principal space in the household that is used for common social activities of the occupants and is collocated with the primary private open space. In all other habitable rooms, head and sill heights of windows should be sufficient to allow sun to penetrate rooms, while the depth and height of eaves should consider how to provide adequate shade in summer.

Development must also be designed and sited to minimise the extent of shadows that it casts on:

- private and communal open space within the development,
- private and communal open space of adjoining dwellings,
- public open space such as bushland reserves and parkland,
- solar collectors of adjoining development, and
- habitable rooms both within the development and in adjoining developments.

Building elements such as operable louvres and screens, pergolas, blinds etc may be used to modify environmental conditions where required, such as maximis~~z~~ing solar access in winter and sun shading in summer.

Objectives

O.01 Ensure daylight is provided to private open space and habitable rooms to improve amenity and energy efficiency.

O.02 Ensure sufficient volumes of fresh air circulate through buildings to create a comfortable indoor environment and to optimise natural cross ventilation.

O.03 Minimise overshadowing of the proposed development on surrounding residences and their private open space.

O.04 Preserve and improve solar access to public open space.

Controls

C.01 Dwellings within the development site and on adjoining properties are to receive a minimum 3 hours of sunlight to primary living areas between 9am and 3pm on 21 June.

C.02 Private open spaces within the development site and on adjoining properties are to receive a minimum 3 hours of sunlight to at least 50% of the private open space area between 9am and 3pm on 21 June.

C.03 Where existing development currently receives less sunlight than the above requirements, this should not be reduced.

C.04 Solar collectors, such as photovoltaic solar panels, proposed as part of a new development or existing on adjoining properties, must not be subject to overshadowing for more than 3 hours between 9am and 3pm on 21 June.

C.05 The extent of shadows must consider the range of factors that impact on solar access, including the slope of the land, aspect, existing and proposed vegetation and the height and position of existing buildings and structures, including fences. Development ~~A~~application submission must demonstrate these factors have been considered.

C.06 Where necessary, building setbacks may need to be increased to maximise solar access and to minimise overshadowing from adjoining buildings.

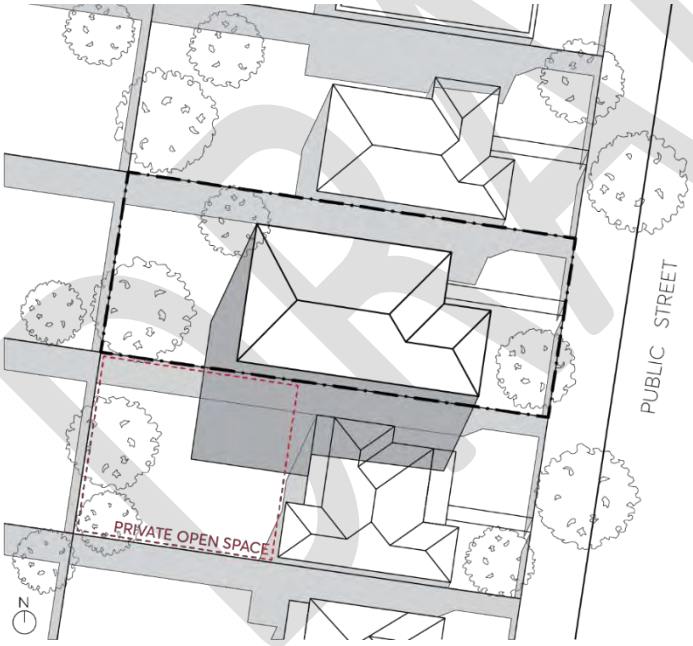


Figure 3.2.2.1 – Solar access to adjoining properties and private open space

C.07 All rooms must contain an external window to provide direct light and ventilation. Exceptions may be considered for non-habitable rooms where this cannot be achieved practicably, and mechanical ventilation can be provided.

C.08 Windows of habitable rooms facing a public street, public space or principle private open space must have a sill height no higher than 700mm above finished floor level.

C.09 The head height of a window must be no less than 300mm below the ceiling.

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C.10 Skylights and high-level windows with sills of 1,500mm or greater are to be used as a secondary light source only in habitable rooms.

C.11 Translucent glazing must not be used for principal windows of habitable rooms.

C.12 A combination of standard and highlight windows may be used to achieve thermal comfort throughout the year, as per Figure 3.2.1.2.

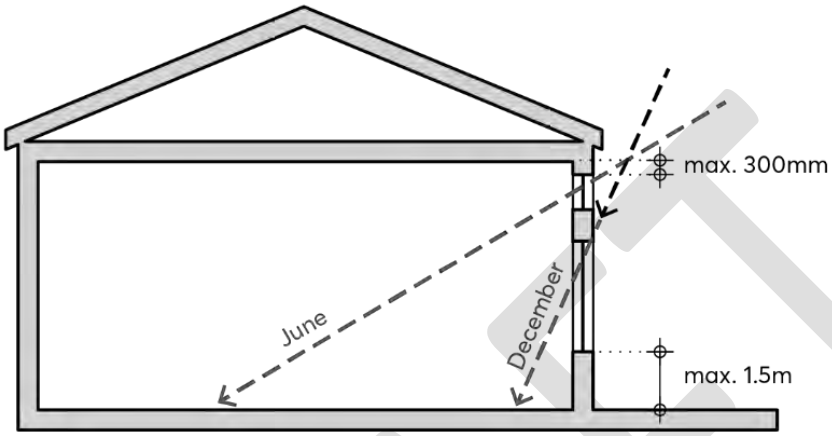


Figure 3.2.1.2 – Design to enhance solar access

C.13 Internal thermal comfort should be provided by orientating buildings to benefit from prevailing breezes.

C.14 Natural cross ventilation should be achieved by locating window openings in opposing walls and in line with each other.

C.15 Convective currents are to be facilitated through the following measures:

a) by locating small windows on the windward side and larger windows on the leeward side thereby utilising air pressure to draw air through the dwelling, or

b) by drawing cool air in at lower levels and allow warm air to escape at higher levels, for example through maisonette and two-storey dwellings.

C.16 New buildings and facades should not result in glare that causes discomfort or threatens safety of pedestrians or motorists. A reflectivity report that analyses the effects of potential glare from the proposed new development on pedestrian and motorists may be required.

Further Information

BASIX Assessment Tool

National Trajectory for Low Energy Buildings

Sustainable Buildings SEPP 2022

Apartment Design Guide

Sustainable Energy Development Authority (SEDA)

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3.2.2 VISUAL AND ACOUSTIC PRIVACY

The primary method for achieving visual and acoustic privacy between dwellings should be through the location, orientation, and design of buildings. The internal layout of buildings and other elements such as balconies and decks are to be designed to minimise the overlooking of neighbouring living areas, private open spaces and adjoining sensitive uses such as schools.

Objectives

O.01 Balance the need for views and outlook with the need for privacy.

O.02 Maximise visual and acoustic privacy both within a development lot and between a development and its neighbours.

O.03 Ensure that development does not cause unreasonable overlooking of habitable rooms and principal private open spaces of dwellings.

O.04 Ensure that the siting and design of development minimises the impacts of noise transmission between properties.

Controls

C.01 Development is to utilise site planning as the primary method for achieving visual and acoustic privacy. This may be realised through such measures as orientating living spaces to rear gardens or the street, collocating similar uses between dwellings, or providing greater separation to neighbouring sites. Ancillary measures such as screening should only be utilised where privacy cannot be achieved through site planning.

C.02 The internal layout of buildings is to be designed to reduce the effects of noise transmission. For example, dwellings with common partition walls should locate noise generating rooms such as living areas adjacent the noise generating rooms of other dwellings.

C.03 Locate windows so they do not provide direct and close views into the windows of other dwellings, particularly those of living areas.

C.04 Development is to contribute to minimising the impact of any local noise generating sources within a site's vicinity such as traffic, rail, or industry.

C.05 Windows are to be located and designed to reduce the transmission of noise.

C.06 Appropriate building materials should be used to provide acoustic privacy and double glazing utilised where required due to adjacent noise generating sources.

C.07 Increase visual and acoustic privacy through the building design elements such as recessed balconies and/or vertical fins between adjacent balconies, oblique windows, fencing, vegetation, louvres and pergolas which limit overlooking of lower dwellings, private open space, and adjoining school yards.

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C.08 Landscaping should be used along site boundaries to obscure sight lines and improve visual privacy.

C.09 Balconies above ground level are to face the street, the rear, or another element of the public domain such as a park. Balconies are to be designed to minimise their orientation to side boundaries.

3.2.3 ATTIC DESIGN

Objectives

O.01 Reduce the bulk and scale of roof forms which include attic spaces.

O.02 Allow good light and ventilation.

O.03 Ensure the inclusion of any attic space does not create out of character roof forms.

Controls

C.01 Attics are to be no greater than 30m^2 in floor area.

C.02 Roofs (containing attics or otherwise) are not to exceed 32 degrees in pitch.

C.03 Attics are to be designed to fit within the building and are not to increase the bulk and height of the roof.

C.04 Attics are to be cross ventilated using opposing windows, a whirlybird or similar. These should be positioned to maximize cross ventilation.

C.05 Attics are to have a minimum floor to ceiling height of 2.4 metres.

C.06 Attic spaces are to have a minimum wall height of 1.5 metres at the edge of the room.

C.07 Attics are to be centrally located with setbacks from the external facades of the dwelling.

C.08 Dormer windows may be included in attics, provided they are no higher than the height of the main roof of the building, no greater than 1.5 metres in width and are not to incorporate access or a balcony.

C.09 A dormer window must be set back at least 500mm from the edge of the lower-level external wall face.

C.10 Dormer windows should have a sill height no greater than 900mm to allow for adequate light and cross ventilation.

C.11 Attic windows should face the front and rear boundaries of the site, or an element of the public domain such as a park.

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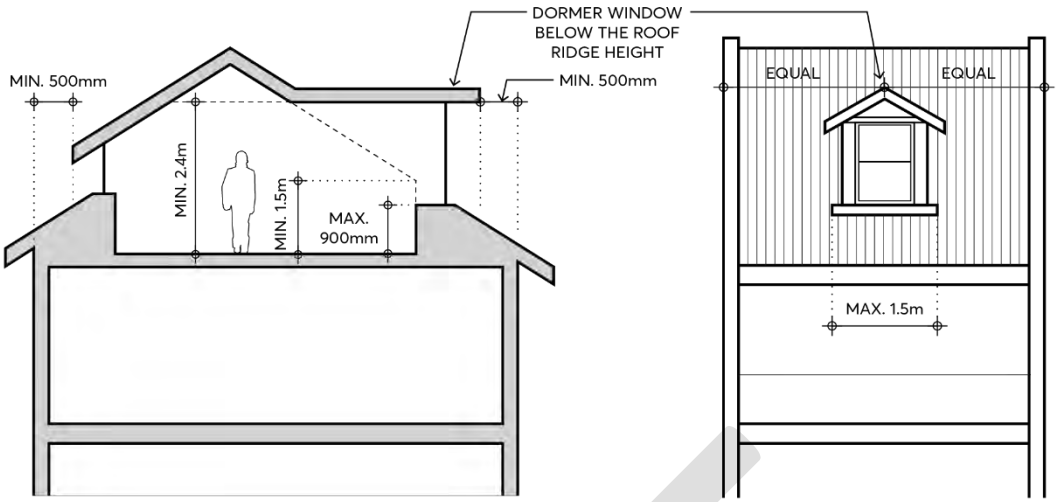


Figure 3.2.3.1 – Attic design

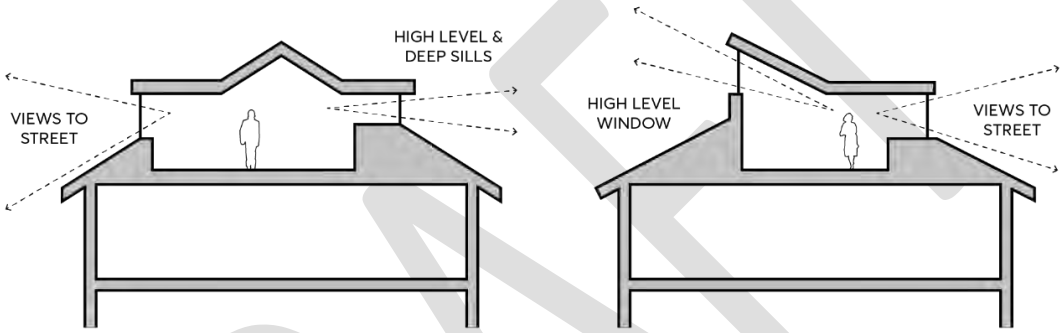


Figure 3.2.3.2 – Attic windows designed to enhance privacy and cross ventilation

3.2.4 SWIMMING POOLS

Controls

C.01 Ancillary development comprising a swimming pool for private use must be located on a lot behind the setback area from a primary road, or in the rear yard.

C.02 The swimming pool water line must have a setback of at least 1 metre from a side or rear boundary.

C.03 Decking around a swimming pool must not be more than 600mm above existing ground level.

C.04 Coping around a swimming pool must not be more than 1.4 metres above existing ground level, or 300mm wide if the coping is more than 600mm above existing ground level.

C.05 Water from a swimming pool must be discharged in accordance with an approval under the *Local Government Act 1993* if the lot is not connected to a sewer main.

C.06 A child-resistant barrier must be constructed or installed in accordance with the requirements of the *Swimming Pools Act 1992*.

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3.2.5 OUTBUILDINGS

Controls

C.01 Outbuildings are permitted to a maximum height of 1 storey and 4.5 metres.

C.02 Outbuildings must not be constructed forward of the main building frontage.

C.03 Outbuildings must be setback a minimum of 900mm from side boundaries. A greater setback may be required to preserve existing established trees or vegetation.

C.04 Outbuildings must provide a minimum 3 metre rear setback. A greater setback may be required to preserve existing established trees or vegetation.

C.05 An outbuilding with a maximum floor area of 25m^2 may be permitted within 900mm of the rear boundary (e.g., garden shed, garage, pergola), provided there is no loss of established trees or vegetation.

C.06 The construction of outbuildings must not reduce the deep soil, landscaped, or private open space area of the lot to less than the minimum required for the associated residential development type on that site.

C.07 Outbuildings must meet the design objectives of the relevant development type established on the subject lot.

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3.3 DWELLING HOUSES, SECONDARY DWELLINGS AND DUAL OCCUPANCIES

Low-scale, low-density residential development is the prevalent building type in the City of Parramatta (the City). This landscape is an outcome of the historical subdivision of pastoral lands into reasonably typical 600m² (quarter-acre) suburban lots. A highly varied topographical context in the City led to a collection of distinctive suburban areas that are defined by the City's ridges and valleys. The character of each of these areas is observed through their consistent architectural style, street and block layout, pattern of subdivision, building grain and consistent building heights.

The primary objective of low-density residential development is to provide for the housing needs of the community within a low-scale and landscape setting. New development, alterations and additions to existing houses should enhance this established character.

This Section provides guidance to encourage new development that is compatible with its surrounding context and minimises the impact on the environmental amenity afforded to a low-density environment.

3.3.1 KEY DEVELOPMENT STANDARDS FOR DWELLING HOUSES

All controls contained in Section 3.3.1 – Key Development Standards for Dwelling Houses must be read in conjunction with Part 3 – Residential Development, Section 3.2 – General Residential Controls, Part 2 – Design in Context, Part 5 – Environmental Management and Part 6 – Traffic and Transport of this DCP.

3.3.1.1 MINIMUM SITE FRONTAGE

Objectives

O.01 Ensure sites are of sufficient width to achieve:

a) the necessary standard of amenity in relation to privacy, solar access, and private open space,

b) a sense of street address, and

c) safe and efficient pedestrian and vehicular access.

Controls

C.01 For any new subdivisions, a development lot must have a minimum site frontage width of 15 metres.

3.3.1.2 PRELIMINARY BUILDING ENVELOPE

Objectives

O.01 Ensure development contributes to a visual cohesiveness along the streetscape through an identifiable uniformity in bulk, scale, setbacks, and height.

O.02 Provide adequate separation between buildings and protect adjoining buildings from overlooking and loss of amenity.

O.03 Provide space in residential areas for landscape amenity that contributes to both the public domain and private landscaping.

O.04 Ensure that built form setbacks enable a healthy environment for onsite large canopy tree planting and street trees.

Controls

Building Height

C.01 The maximum building height is to be consistent with the *Parramatta LEP 2023* Height of Buildings Map.

C.02 Notwithstanding the above, dwelling houses shall be a maximum of 2-storeys, with attic rooms permitted (see Section 3.2.3 – Attic Design of this DCP).

C.03 Any part of a basement or sub-floor area that projects greater than 1m above natural ground level comprises a storey.

C.04 The ground floor level (finished) of any building must not exceed 500mm above or below natural ground level.

Setbacks

C.05 Buildings must be setback a minimum of 6 metres and be consistent with the prevailing setback along the street, as per Figure 3.3.1.2.1~~Figure 3.3.1.2.1~~.

C.06 On corner lots, the secondary street setback must be a minimum of 3 metres, as per Figure 3.3.1.2.1~~Figure 3.3.1.2.1~~.

C.07 Notwithstanding the above, the minimum setback to state and regional roads is 10 metres.

C.08 Buildings must be setback a minimum of 900mm from side boundaries.

C.09 The maximum length of wall along a side boundary is 10 metres. A minimum recess (measured from the face of the external wall) of 1.5 metres (depth) by 2 metres (length) is required to all storeys after 10 metres.

C.10 A rear setback equal to 30% of the site length, as measured perpendicular to the centre of the rear boundary, must be provided as per Figure 3.3.1.2.1~~Figure 3.3.1.2.1~~.

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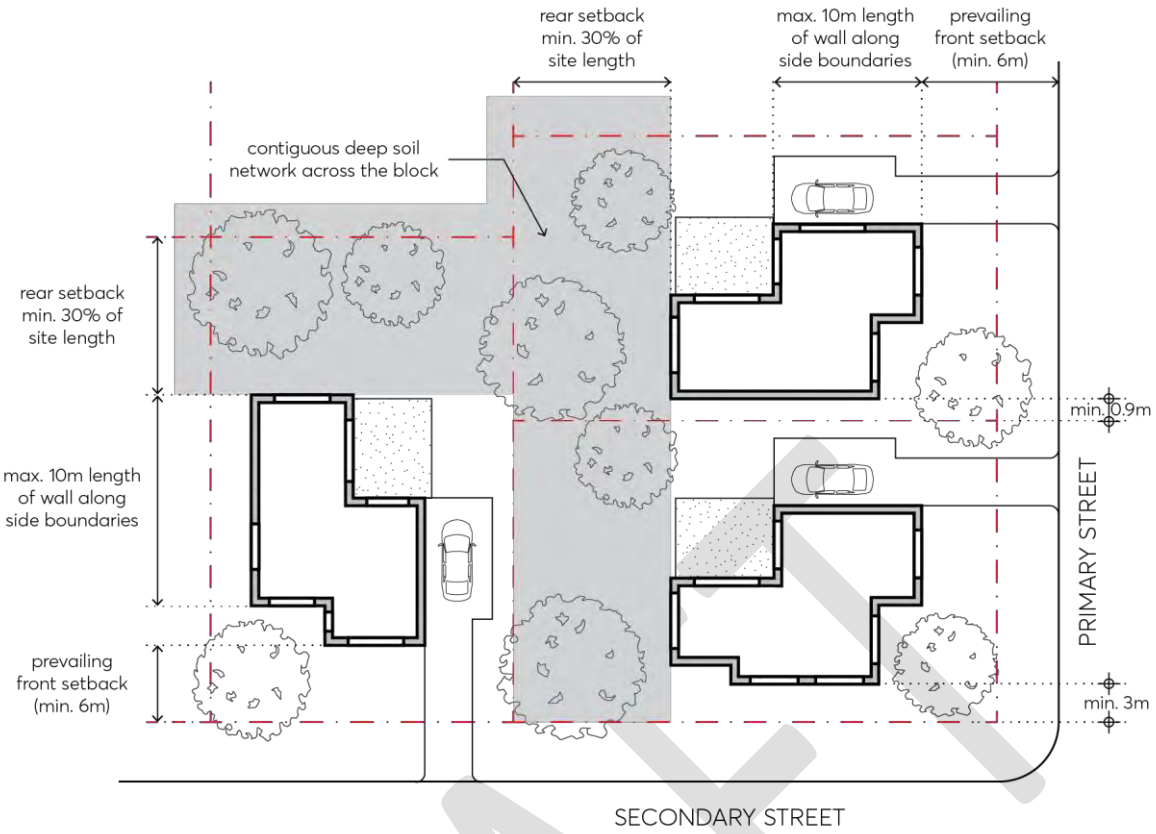


Figure 3.3.1.2.1 – Key setback requirements for Dwelling Houses

3.3.1.3 STREETSCAPE AND BUILDING ADDRESS

Objectives

O.01 Ensure the appearance of buildings complement and enhance neighbourhood and streetscape character.

O.02 Deliver high-quality development with a clear sense of address from the street and visual prominence of dwelling entries in the front façade.

O.03 Improve casual surveillance by locating habitable rooms and dwelling entries along the street frontage.

O.04 Integrate new development into the surrounding context by minimising proposed bulk and scale through consistent articulation, materials, and setbacks.

Controls

C.01 Dwellings are to be orientated towards the street. Dwellings on corner lots are to address both streets with windows and/or doors.

C.02 Habitable rooms are to be located to overlook the street or other public spaces.

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C.03 Features such as long, blank walls which restrict opportunities for passive surveillance of the street or internal pedestrian pathways are to be avoided.

3.3.1.4 OPEN SPACE AND LANDSCAPE

Objectives

O.01 Ensure private open space provides residents with quality usable private outdoor living areas for recreational and outdoor activities.

O.02 Ensure private open space is designed to maximise solar access and be well integrated with living areas.

O.03 Maintain privacy to the occupants of adjacent dwellings and within the proposed development.

O.04 Provide quality private open space in terms of its outlook, orientation, relationship to the dwelling, size and shape and its enclosure and landscape.

Controls

C.01 A minimum 30% of the total site area is to be provided as deep soil, with a minimum dimension of 4 metres x 4 metres, where:

a) ~~A~~at least 50% of the deep soil is located at the rear of the site, and

b) ~~A~~at least 15% of the deep soil is located at the front of the site.

C.02 A minimum 40% of the total site area, including deep soil zone, is to be provided as landscaping with a minimum dimension of 2 metres x 2 metres.

C.03 A minimum 100m^2 of private open space must be provided for each dwelling. This space is to be contiguous, provided at ground level, located to the rear of each dwelling, and have a minimum dimension of 6 metres.

C.04 Private open space must be directly accessible from the living area of the dwelling and capable of serving as an extension of the dwelling for entertainment and recreation.

C.05 Open space within the front setback is not included in the minimum private open space area calculation.

C.06 Rear balconies or decks are only permitted where they are set back a minimum of 12 metres from the rear boundary/fence and minimise overlooking of adjoining properties.

C.07 Trees with a minimum mature height of 13 metres must be planted per parent lot at the following rates:

a) A minimum of 2 trees for sites less than 600m^2 ~~or less~~.

b) A minimum of 4 trees for sites 600 – 1,5~~0~~00m^2.

c) A minimum of 5 trees for sites greater than 1,500m^2.

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Where it is demonstrated that a 13m tree cannot be planted, a smaller canopy tree may be considered.

C.08 At least one tree must be planted within the front setback zone and all trees must be planted a minimum of 3 metres from the building foundation.

3.3.1.5 PARKING DESIGN AND VEHICULAR ACCESS

Refer to Part 6 – Traffic and Transport of this DCP for parking rates and requirements.

Objectives

O.01 Provide adequate off-street parking for residents.

O.02 Ensure that the location and design of driveways and garages are efficient, safe and integrated into the design of the development to minimise their visual impact.

Controls

C.01 Garages and carports are to have a maximum internal width of 6.3 metres, and garage doors are to take up no more than 50% of the width of the street elevation.

C.02 At grade garages and carports are to be setback a minimum 5.5 metres from the front boundary and located a minimum of 300mm behind the front wall of the building.

C.03 Garages and carports provided at the front of a property are to integrate with the design of the dwelling so that they are less dominant in the streetscape.

C.04 Where the prevailing pattern of development locates garages and carports to the rear of the property, new development must also locate garages and carports at the rear, provided it does not compromise deep soil or landscaping requirements.

C.05 Where there is no rear lane and no capacity to access the rear yard by car from a street, a carport may be developed forward of the building line provided the visual impact of such structures is minimised. This must be achieved by responding to the prevailing setback condition of the street, designing carports to integrate with the design of the existing dwelling (such as matching roof pitch and materials), and responding to the existing streetscape character.

C.06 Tandem parking may be provided for a maximum of 2 car parking spaces where they are used by the same dwelling.

C.07 Driveways may be required to incorporate a dedicated turning area to allow the 85% Design Car Turning Path, where:

a) there is poor sight distance from the driveway to pedestrian or vehicular traffic,

b) the accessway fronts a main road or highly pedestrianised area, or

c) where vehicles would otherwise have to reverse more than 30 metres.

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C.08 Turning paths must be designed to Council's satisfaction and not compromise deep soil or landscaping requirements.

3.3.1.6 INTERNAL AMENITY

Objectives

O.01 Provide habitable rooms that are of a height and size that is functional and provides a high standard of amenity for occupants.

Controls

C.01 The minimum floor to ceiling height is 2.7 metres on all storeys, excluding attics. Refer to Section 3.2.3 – Attic Design of this DCP for detailed attic controls.

C.02 Master bedrooms are to have a minimum area of 10m², and all other bedrooms are to be a minimum of 9m² (~~excluding~~ in all cases the minimum area must exclude any wardrobe space).

C.03 Living rooms or combined living-dining spaces are to have a minimum internal width of 5 metres.

C.04 Refer to Section 3.2.1 of this DCP for solar access and cross ventilation requirements, and Section 3.2.2 of this DCP for visual and acoustic privacy requirements.

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3.3.2 KEY DEVELOPMENT STANDARDS FOR DUAL OCCUPANCIES

All controls in Section 3.3.2 – Key Development Standards for Dual Occupancies must be read in conjunction with Part 3 – Residential Development, Section 3.2 – General Residential Controls, Part 2 – Design in Context, Part 5 – Environmental Management, and Part 6 – Traffic and Transport of this DCP.

3.3.2.1 MINIMUM SITE FRONTAGE AND SITE AREA

Objectives

O.01 Ensure sites are of sufficient width to achieve:

a) the necessary standard of amenity in relation to privacy, solar access, landscaping and private open space,

b) a sense of street address to both dwellings, and

c) safe and efficient pedestrian and vehicular access.

Controls

C.01 A development lot must have a minimum site frontage width of 15 metres, as per the *Parramatta LEP 2023*, as measured along the front boundary line.

C.02 For sites located within cul-de-sacs, the minimum site frontage width should be measured in a straight line from corner to corner along the front boundary line, as per Figure 3.3.2.1.1.



Figure 3.3.2.1.1 – Site frontage requirements for dual occupancies proposed within cul-de-sacs

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C.03 A development lot must be a minimum of 600m², as per the *Parramatta LEP 2023*. The area of any access corridor, right of carriageway, battle-axe handle or the like will be excluded for the purpose of lot area calculations, as per Figure 3.3.2.1.2.

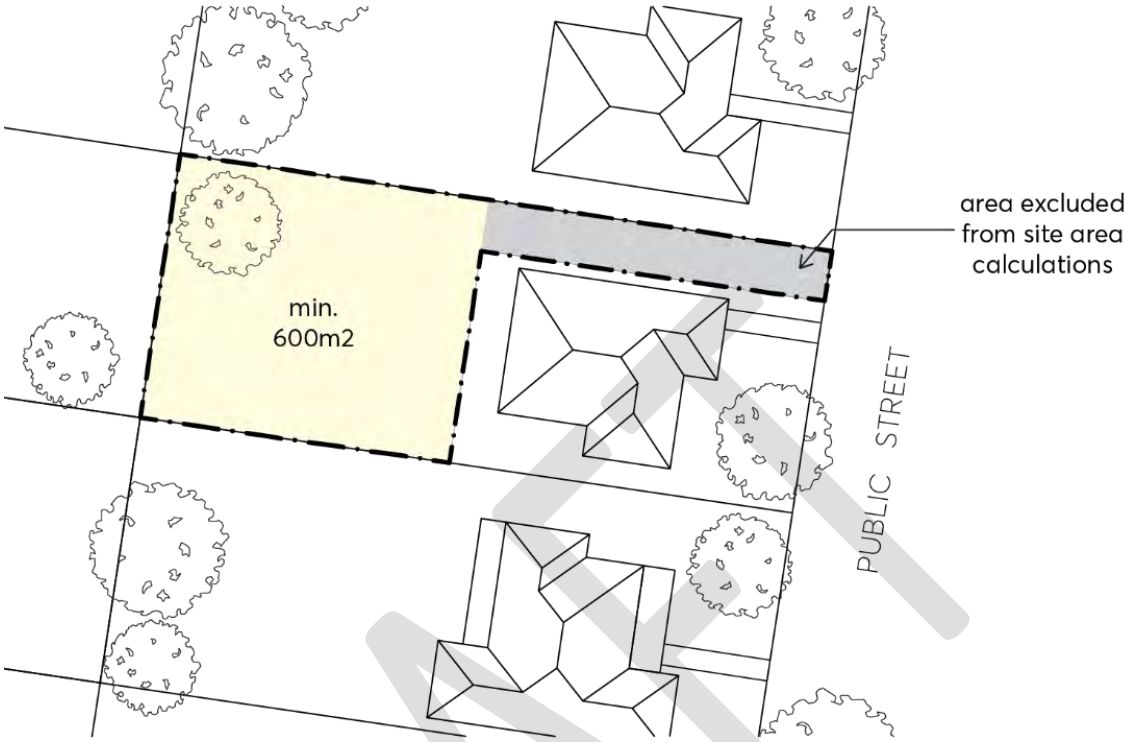


Figure 3.3.2.1.2 - Minimum site area for battle-axe lots

3.3.2.2 PRELIMINARY BUILDING ENVELOPE

Objectives

O.01 Ensure development contributes to a visual cohesiveness along the streetscape through an identifiable uniformity in bulk, scale, setbacks, and height.

O.02 Provide adequate separation between buildings and protect adjoining buildings from overlooking and loss of amenity.

O.03 Provide space in residential areas for landscape amenity that also contributes to the public domain.

O.04 Ensure that built form setbacks enable a healthy environment for onsite large canopy tree planting and street trees.

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Controls

Building Height

C.01 The maximum building height is to be consistent with the *Parramatta LEP 2023* Height of Buildings Map.

C.02 Notwithstanding the above, dual occupancies shall be a maximum of 2 storeys, with attic rooms permitted.

C.03 Any part of a basement or sub-floor area that projects greater than 1 metre above natural ground level comprises a storey.

C.04 The ground floor level (finished) of any building must not exceed 500mm above or below natural ground level.

Street Setback

C.05 Buildings must be set back a minimum of 6 metres from the street boundary and be consistent with the prevailing setback along the street, as per Figure 3.3.2.2.1.

C.06 At the street, the upper level of any dual occupancy must be set back a further 2 metres (minimum) from the building line, excluding development on corner lots.

C.07 On corner lots, the secondary street setback must also be a minimum of 3 metres.

C.08 Notwithstanding the above, the minimum setback to state and regional roads is 10 metres.

Side Setbacks

C.09 Buildings must be set back a minimum of 1.5 metres from side boundaries.

C.10 Notwithstanding the above, buildings are to occupy a maximum of 80% of the width of the lot, as measured from the building line, as per Figure 3.3.2.2.1~~Figure 3.3.2.1~~.

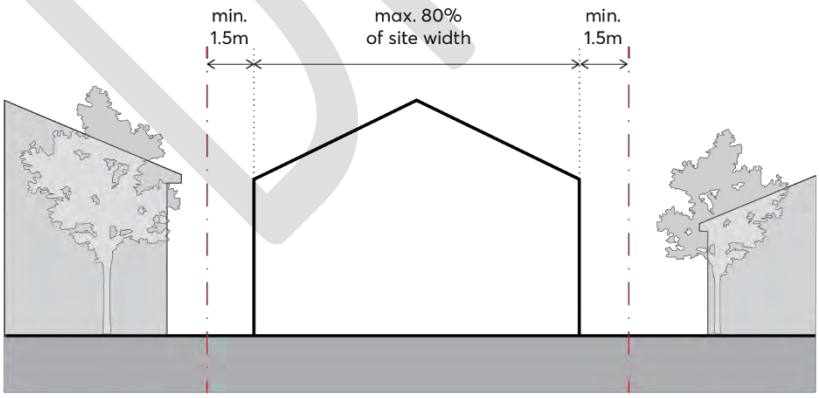


Figure 3.3.2.2.1 – Maximum building width of 80% of the site width

C.11 Additional upper-level setbacks to side boundaries are discouraged. Where a greater setback is required to improve privacy or solar access, an increased whole of building setback must be applied.

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C.12 On corner lots, the separation between detached dual occupancy dwellings must be a minimum 3 metres.

C.13 The maximum length of wall along side boundaries is 10 metres. A minimum recess (measured from the face of the external wall) of 1.5 metres (depth) by 2 metres (length) is required to all storeys after 10 metres, as per Figure 3.3.2.2.2.

Rear Setback

C.14 A rear setback equal to 30% of the site length or 10 metres, whichever is greater, must be provided, as per Figure 3.3.2.2.2. The rear setback is to be measured perpendicular to the centre of the rear boundary.

C.15 For corner sites, rear setbacks must be a minimum of 6 metres, as per Figure 3.3.2.2.3. Rear setbacks on corner sites are to be measured from the boundary parallel to the primary living spaces to accommodate the required private open space.

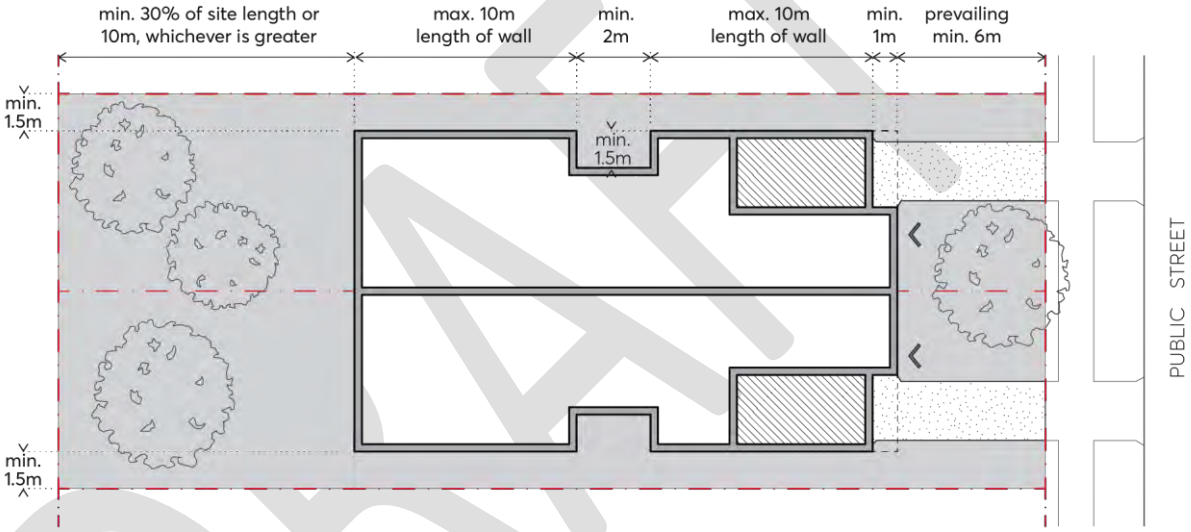


Figure 3.3.2.2.2 – Dual occupancy site setbacks

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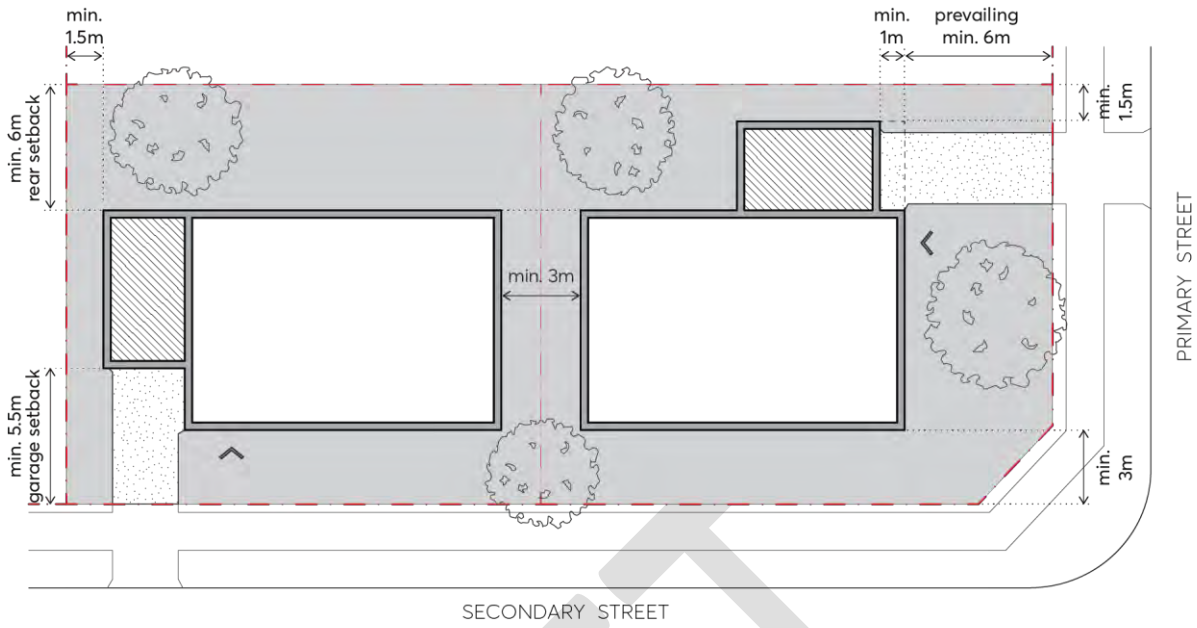


Figure 3.3.2.2.3 – Corner lot - detached dual occupancy site setbacks

3.3.2.3 STREETSCAPE AND BUILDING ADDRESS

Objectives

O.01 Ensure the appearance of buildings complement and enhance neighbourhood and streetscape character.

O.02 Integrate new development into the surrounding context by minimising proposed bulk and scale through consistent articulation, materials, and setbacks.

O.03 Deliver high-quality development with a clear sense of address from the street and visual prominence of dwelling entries in the front façade.

O.04 Improve casual surveillance by locating habitable rooms and dwelling entries along the street frontage.

O.05 Provide a sense of identity, whilst maintaining compatibility between the dwellings.

Controls

C.01 Both dwellings must be located at ground level and be orientated towards the street.

C.02 Dwellings must provide direct access from the street and any stairs or other level changes must be contained within the building.

C.03 On corner lots, at least one dwelling is to face the primary street and one the secondary street, unless two dwellings facing the primary street frontage results in better outcomes for landscaping, deep soil, and private open space.

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C.04 Where the side of a dwelling is fronting a secondary street, this façade should be articulated with windows and/or doors to address the street.

C.05 Features such as long, blank walls which restrict opportunities for casual surveillance of the street are to be avoided.

C.06 Dwellings are to be designed so that habitable rooms are orientated to overlook the street or other public spaces.

C.07 The ground floor level (finished) and/or entry level of any dwelling should not exceed 500mm above or below natural ground level. This may require buildings to utilise split slabs where necessary.

C.08 On sloping sites, any semi-undergrounded basements structures must provide level vehicular access from the street and must not result in a three-storey appearance from the street.

C.09 Wall heights must not exceed 7.5 metres, as measured from natural ground level, as per Figure 3.3.2.43.1. On sloping sites, this may require stepping of building form or setting back upper levels.

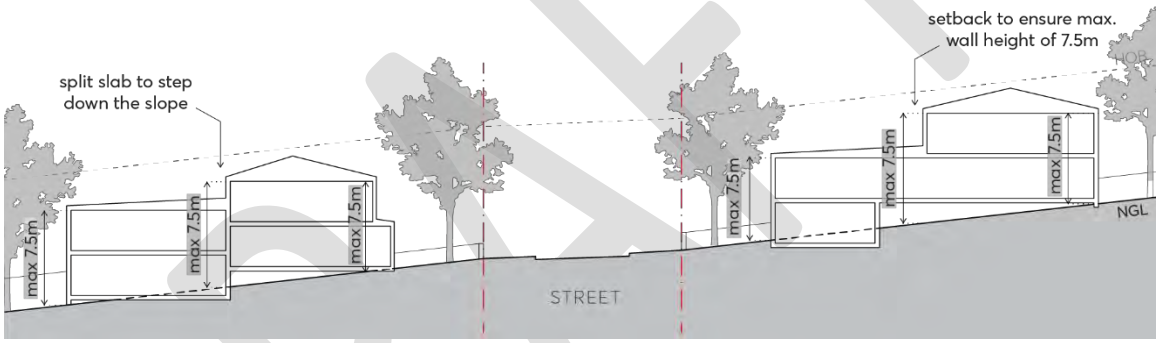


Figure 3.3.2.43.1 – Dual Occupancy - Sloping sites and maximum wall height

C.10 Dual occupancies should not be mirrored in their design.

C.11 Porches or porticos should be considered to define the front entry of dwellings, as per Figure 3.3.2.56.1. Front porches are to have a minimum dimension of 2 metres by 2 metres, be limited to a single storey in height, and must not encroach on the front setback.

C.12 Balconies are permitted within the upper-level setback fronting the street. Balustrades on upper-level balconies should be a minimum 50% transparent to break down the visual bulk of the façade.

C.13 See Part 2 – Design and Place, Section 2.6 – Fences of this DCP for fence requirements within the front setback.

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3.3.2.4 OPEN SPACE AND LANDSCAPE

Objectives

O.01 Enhance the existing streetscape and promote a scale and density of planting that softens the visual impact of buildings.

O.02 Ensure that private open space is designed to provide residents with quality usable private outdoor living areas for recreational and outdoor activities.

O.03 Increase tree canopy along the street.

Controls

C.01 A minimum 30% of the total site area is to be provided as deep soil, with a minimum dimension of 4 metres x 4 metres, of which:

a) at least 50% of the deep soil is located at the rear of the site, and

b) at least 20% of the deep soil is located at the front of the site.

C.02 A minimum 40% of the total site area, including deep soil zone, is to be provided as landscaping with a minimum dimension of 2 metres x 2 metres.

C.03 A minimum 100m^2 of private open space must be provided for each dwelling. Private open space must be contiguous, at ground level, located to the rear of each dwelling, allow direct access from internal living spaces, and have a minimum dimension of 6 metres.

C.04 Open space within the street setback is not included in the minimum private open space area calculation.

C.05 Balconies are to have a minimum dimension of 2 metres.

C.06 Rear balconies are not permitted on dual occupancy development at upper floor levels.

C.07 Trees with a minimum mature height of 13 metres must be planted per parent lot at the following rates:

a) A minimum of 2 trees for sites less than 600m^2. ~~or less~~

b) A minimum of 4 trees for sites 600 – 1,~~50~~00m^2.

c) A minimum of 5 trees for sites greater than 1,500m^2.

Where it is demonstrated that a 13m tree cannot be planted, a smaller canopy tree may be considered.

C.08 At least one tree must be planted within the front setback zone and all trees must be planted a minimum of 3 metres from the building foundation.

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3.3.2.5 PARKING DESIGN AND VEHICULAR ACCESS

Refer to Part 6 – Traffic and Transport of this DCP for parking rates and requirements.

Objectives

O.01 Provide adequate off-street parking for residents.

O.02 Ensure that the location and design of driveways and garages are efficient, safe, and integrated into the design of the development to minimise their visual impact.

O.03 Minimise the environmental impact of garage structures and ensure carparking does not become a visually dominate element on the site or in the streetscape.

Controls

C.01 Garages are to have a maximum internal width of 6.3 metres, and garage doors are to take up no more than 50% of the width of the street elevation.

C.02 Garages or carports are to be provided at grade and be located a minimum of 1 metre behind the front wall of the building.

C.03 Garages located on the secondary street frontage of corner lots must be set back a minimum of 1 metre behind the front wall of the building and a minimum of 5.5 metres from the boundary line.

C.04 Driveways must be set back a minimum of 1 metre from side boundaries to allow for a landscape buffer.

C.05 Driveways are to be designed to minimise the amount of hard surface in the front setback. Driveways may be utilised as the primary pedestrian pathway to dwellings where it assists in increasing the potential soft landscape area.

C.06 Split driveways are preferred and are to have a maximum width of 3 metres per driveway. A generous shared landscape area is to be provided between driveways to support tree planting. Where possible, adequate space for on-street parking should be provided between split driveways.

C.07 Where split driveways are not possible due to constrained site width or location of existing mature trees, a shared driveway may be provided with a maximum width of 6 metres and maximum 4.5 metre wide crossover at the kerb.

C.08 Shared driveways may be supported on corner sites along the longer of the two street frontages. Garages in this location may be provided as one storey elements to reduce the bulk and scale along this frontage.

C.09 Shared driveways should be of a consistent level. Where a slope in the site results in a noticeable level change between the two garages, a split driveway should be employed.

C.10 Retaining walls and fences are not permitted along the centre of shared driveways.

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C.11 Where a turning bay or hard stand parking space is proposed, it is to be constructed of semi-permeable material and be no greater than 2.4 metres by 5.4 metres.

C.12 Tandem parking may be provided for a maximum of 2 car parking spaces where they used by the same dwelling.

C.13 Driveways may be required to incorporate a dedicated turning area to allow the 85% Design Car Turning Path, where:

a) there is poor sight distance from the driveway to pedestrian or vehicular traffic,

b) the accessway front a main road or highly pedestrianised area, or

c) where vehicles would otherwise have to reverse more than 30 metres.

Turning paths must be designed to Council satisfaction and not compromise deep soil or landscaping requirements.

3.3.2.6 INTERNAL AMENITY

Objectives

O.01 Provide habitable rooms that are of a height and size that is functional and provides a high standard of amenity for occupants.

Controls

C.01 The minimum floor to ceiling height is 2.7 metres on all storeys, excluding attics. Refer to Section 3.2.3 – Attic Design of this DCP for detailed attic controls.

C.02 Master bedrooms are to have a minimum area of $10m^2$, and all other bedrooms are to be a minimum of $9m^2$ (excluding wardrobe space).

C.03 Living rooms or combined living-dining spaces are to have a minimum internal width of 5 metres.

C.04 Refer to Section 3.2.1 of this DCP for solar access and cross ventilation requirements, and Section 3.2.2 of this DCP for visual and acoustic privacy requirements.

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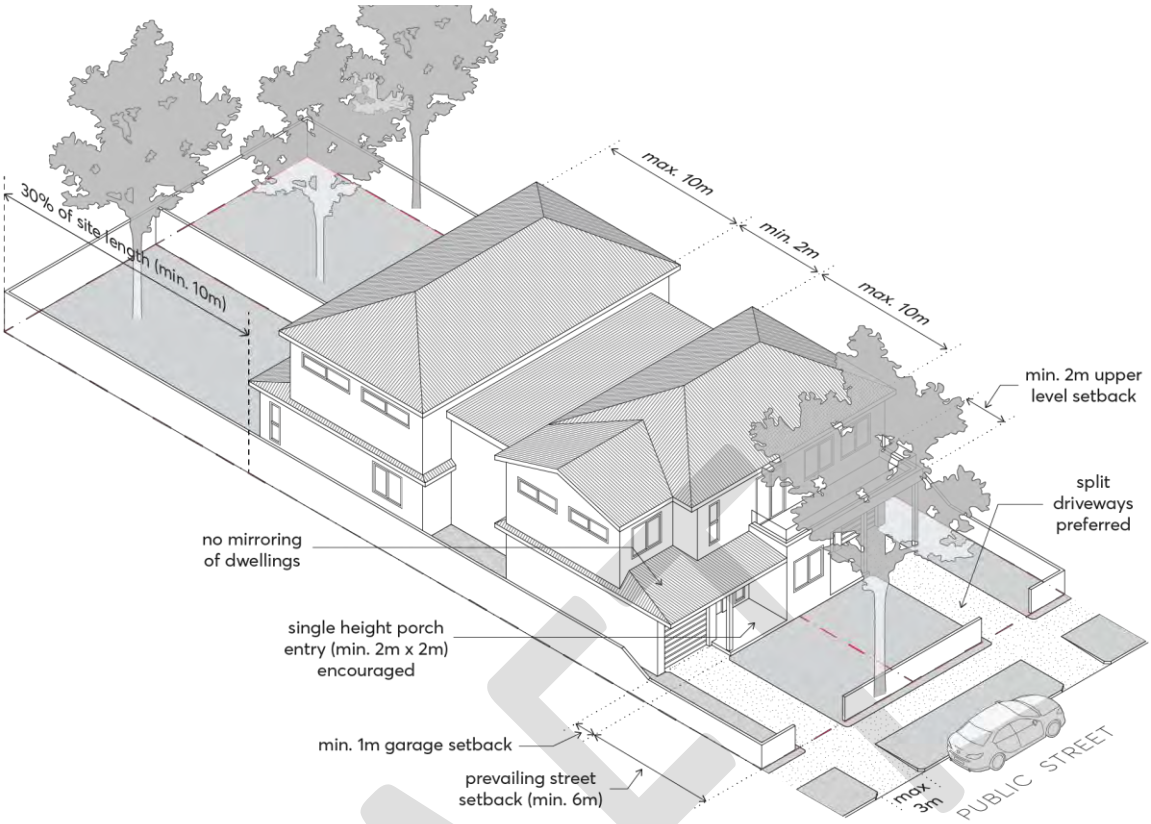


Figure 3.3.2.~~5~~6.1 – Dual Occupancy Development



Figure 3.3.2.6.2 – Dual Occupancy - Corner Lot

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3.3.3 KEY DEVELOPMENT STANDARDS FOR SECONDARY DWELLINGS

All controls in Section 3.3.3 – Key Development Standards for Secondary Dwellings must be read in conjunction with Part 3 – Residential Development, Section 3.2 – General Residential Controls, Part 2 – Design in Context, Part 5 – Environmental Management and Part 6 – Traffic and Transport of this DCP.

3.3.3.1 MINIMUM SITE FRONTAGE AND LOT SIZE

Objectives

O.01 Ensure sites are of sufficient width to achieve:

a) the necessary standard of amenity in relation to privacy, solar access, landscaping and private open space,

b) a sense of street address to both dwellings, and

c) safe and efficient pedestrian and vehicular access.

Controls

C.01 The minimum lot size for any secondary dwellings is 450m^2.

C.02 No more than one secondary dwelling is permitted on a single allotment.

3.3.3.2 PRELIMINARY BUILDING ENVELOPE

Objectives

O.01 Ensure development contributes to a visual cohesiveness along the streetscape through an identifiable uniformity in bulk, scale, setbacks, and height.

O.02 Provide adequate separation between buildings and protect adjoining buildings from overlooking and loss of amenity.

O.03 Provide space in residential areas for landscape amenity that also contributes to the public domain.

O.04 Ensure that built form setbacks enable a healthy environment for large canopy tree planting onsite and adjacent street trees.

Controls

Building Height

C.01 The maximum building height is to be consistent with the *Parramatta LEP 2023* Height of Buildings Map.

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C.02 Notwithstanding the above, secondary dwellings shall be a maximum of 2-storeys.

C.03 A lesser height may be required in Heritage Conservation Areas or on lots containing a heritage item.

C.04 The minimum floor to ceiling height is 2.7 metres on all storeys, excluding attics. Refer to Section 3.2.3 – Attic Design of this DCP for detailed attic controls.

C.05 Attics may only be considered where they are within the maximum height in storeys. No third storey attic spaces are permitted.

C.06 The maximum floor to ceiling height is 3 metres on all storeys.

C.07 The ground floor level (finished) of any building must not exceed 500mm above or below natural ground level.

Setbacks

C.08 Secondary dwellings must not be forward of the main building frontage, unless integrated into the design of the principal dwelling and setback in accordance with provisions for dwelling houses as specified in Section 3.3 of this DCP.

C.09 On corner lots, the secondary street setback must setback a minimum of 3 metres.

C.10 The minimum setback to a rear laneway is 1.5 metres.

C.11 Secondary dwellings must be setback a minimum of 900mm from side boundaries for buildings up to 1 storey in height, or a minimum of 2 metres from side boundaries for buildings up to 2 storeys in height.

C.12 Secondary dwellings must provide a minimum 3 metre rear setback for buildings up to 1 storey in height, or a minimum 6 metre rear setback for buildings up to 2 storeys in height.

3.3.3.3 STREETSCAPE AND BUILDING ADDRESS

Objectives

O.01 Integrate new development into the surrounding context by minimising proposed bulk and scale through the use of articulation, materials and setbacks.

O.02 Ensure secondary dwellings maintain a clear sense of address from the public domain.

O.03 Improve casual surveillance by locating habitable rooms and dwelling entries along the street frontage.

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Controls

C.01 Where secondary dwellings are integrated into the design of the principal dwelling and orientated towards the street, buildings must be in accordance with the streetscape and building design provisions for dwelling houses specified in Section 3.3.1 of this DCP.

C.02 Secondary dwellings that are attached to the principal dwelling are to be integrate with the design, colour and materials of the principal dwelling.

C.03 Secondary dwellings are to be of a construction that is durable and robust and meet the standards specified under the Building Code of Australia. Where the secondary dwelling is proposed as the conversion of an existing structure, applicants should seek expert technical advice to ensure compliance with the relevant standards.

C.04 The appearance of a secondary dwelling is not to detract from the visual amenity of the development on the site and surrounding locality.

3.3.3.4 OPEN SPACE AND LANDSCAPE

Objectives

O.01 Maintain a reasonable level of amenity to the principal dwelling, the site and surrounding properties.

O.02 Ensure that private open space is designed to provide residents with quality usable private outdoor living areas for recreational and outdoor activities.

O.03 Increase tree canopy across the block and along the street.

Controls

C.01 A minimum 12m^2 of private open space must be associated with a secondary dwelling. This may be provided as a patio or balcony.

C.02 Secondary dwellings may share the private open space of the principal dwelling provided:

a) Secondary dwellings do not reduce the deep soil or landscaped area of the lot to less than the minimum required for dwelling houses as specified in Section 3.3.1 of this DCP.

b) Secondary dwellings do not reduce the private open space area on the lot to less than the minimum required for the principal dwelling as specified in Section 3.3.1 of this DCP.

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3.4 MULTI-DWELLING HOUSING

Multi-dwelling housing in City of Parramatta (the City) typically takes the form of townhouses, terraces, and manor homes. The primary objective of multi-dwelling housing is to provide for a greater variety of housing types to address the housing needs of the community within a low-rise, medium density setting. Medium density residential development should be located to increase housing accessibility, affordability, diversity, and choice.

As multi-dwelling housing is typically located in areas transitioning from lower density detached housing types in the City, it is important to consider the characteristics of the site through a context analysis (see Part 2 – Design in Context of this DCP) to ensure new development enhances the streetscape character of the locality. It is acknowledged multi-dwelling housing types will have a greater impact on the existing character of an area. New development should complement the existing pattern of development found in the street, multi-dwelling housing types need to also establish and respond to a future desired character that is embedded in a detailed understanding of a site's wider context.

Objectives

O.01 Provide a variety of housing types to address the housing needs of the community within a medium density residential environment.

O.02 Enable proximity to community facilities or services to meet the day to day needs of residents.

O.03 Provide opportunities for people to carry out a reasonable range of activities from their homes if such activities will not adversely affect the amenity of the neighbourhood.

O.04 Increase housing accessibility, diversity, and choice.

O.05 Provide a sympathetic transition in scale between low-scale housing types and higher density areas.

Refer to Section 3.1 – Housing Diversity and Choice of this DCP for the relevant dwelling mix requirements of multi-dwelling housing.

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3.4.1 KEY DEVELOPMENT STANDARDS FOR TOWNHOUSES

Larger lots that are supported by a regularly gridded street pattern and uncomplicated topography are often more suitable for townhouse developments. These areas are conducive to more compact, urban housing typologies that are positioned closer to the street and allow for suitable resolution of any supporting basement structures.

The benefit of townhouse development is that basement carparking can assist in reducing the number of driveway crossings along the street, provided careful consideration is given to the resolution of site access to minimise the presence of basement entries. Townhouse development should be designed to create a sense of street address to the most dwellings possible and deliver consistency or rhythm along the streetscape.

Townhouses may take on alternate forms and site configurations; the controls below need to be applied to the specific context of the development. Figure 3.4.1.3.1~~Figure 3.4.11~~ to Figure 3.4.1.3.3 illustrate the application of these controls to different development configurations.

All controls in Section 3.4.1 – Key Development Standards for Townhouses must be read in conjunction with Part 3 – Residential Development, Section 3.2 – General Residential Controls, Part 2 – Design in Context, Part 5 – Environmental Management and Part 6 – Traffic and Transport of this DCP.

3.4.1.1 MINIMUM SITE FRONTAGE

Objectives

O.01 Ensure sites are of sufficient width to achieve:

a) the necessary standard of amenity in relation to privacy, solar access, private open space,

b) adequate building separation in accordance with this Section,

c) a sense of street address to all dwellings, and

d) safe and efficient pedestrian and vehicular access.

O.02 Ensure development does not isolate or compromise potential development on adjacent sites.

Controls

C.01 A development lot must have a minimum site frontage width of 24 metres as measured along the front boundary line.

C.02 A corner lot must have a minimum frontage width of 24 metres for both streets.

C.03 Where a site has the minimum frontage width or more, it must nonetheless be demonstrated that the objectives O.01 and O.02 can be satisfied.

3.4.1.2 PRELIMINARY BUILDING ENVELOPE

Objectives

O.01 Ensure development contributes to a visual cohesiveness along the streetscape and identifiable uniformity in bulk, scale, setbacks, and height.

O.02 Provide space in residential areas for landscape amenity that also contributes to the public domain.

O.03 Provide adequate separation between buildings and protect adjoining buildings from overlooking and loss of amenity.

O.04 Ensure new development relates to the surrounding setback patterns.

O.05 Ensure that built form setbacks enable a healthy environment for large canopy trees onsite and adjacent street trees.

Controls

Building Height

C.01 The maximum building height is to be consistent with the *Parramatta LEP 2023* Height of Buildings Map.

C.02 Any row of townhouses that address a public street or other public space are to be a maximum of 2-storeys plus attic.

C.03 Townhouses which do not directly front a public street are to be a maximum of 1-storey plus attic. Additional height may be considered to the rear of the site where it is demonstrated that amenity outcomes are improved.

C.04 Any part of a basement or sub-floor area that projects greater than 1 metre above natural ground level comprises a storey.

C.05 The ground floor level (finished) of any building must not exceed 500mm above or below natural ground level.

Street Setback

C.06 Street setbacks must be provided in accordance with Figure 3.4.1.3.1~~Figure 3.4.11~~ to Figure 3.4.1.3.3.

~~C.07~~ A minimum front setback of 6 metres is required however, a lesser front setback, to a minimum of 4 metres may be considered subject to a local street character assessment that includes existing street trees and the ability of the street to accommodate the future planting of canopy trees. A minimum front setback of 6 metres is required however, a lesser front setback, to a minimum of 4 metres may be considered subject to a local street character assessment.

~~C.08~~C.07 ~~Where street trees are provided directly in front of the development lot, buildings must be setback a minimum of 4 metres from the street boundary. It must be demonstrated that~~

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~~street trees can be placed in the verge including consideration of all sight lines, clear zones and underground/overhead utilities (existing and proposed).A minimum front setback of 6 metres is required however, a lesser front setback, to a minimum of 4 metres may be considered subject to a local street character assessment.~~

~~C.09 Where no street trees are provided directly in front of the development lot, buildings must be setback a minimum of 6 metres from the street boundary to support canopy tree planting within the front setback.~~

~~C.10~~C.08 On corner lots, the secondary street setback must be a minimum of 4 metres.

~~C.11~~C.09 Notwithstanding the above, the minimum setback to state and regional roads is 10 metres.

~~C.12~~C.10 Street setbacks must be measured perpendicular to the boundary and extending to the outer faces of the building including balconies, sunscreens and the like.

Side Setbacks

~~C.13~~C.11A minimum side setback of 1.5 metres must be provided where dwellings are orientated towards the street or rear, as per Figure 3.4.1.3.1~~Figure 3.4.11~~ to Figure 3.4.1.3.3.

~~C.14~~C.12 Where the primary pedestrian access to rear dwellings is provided along the side boundary, a minimum 3.5 metre side setback must be provided to allow for a 1.2 metre path of travel and adequate landscaping, as per Figure 3.4.1.3.1~~Figure 3.4.11~~ to Figure 3.4.1.3.2.

~~C.15~~C.13 A minimum side setback of 5 metres must be provided where dwellings address side boundaries, as per Figure 3.4.1.3.3.

~~C.16~~C.14 Where the principal private open space of dwellings addresses the side boundary, a minimum 6 metre side setback must be provided, as per Figure 3.4.1.3.2 and Figure 3.4.1.3.3.

~~C.17~~C.15 Driveways must be set back a minimum of 1.5 metres from side boundaries to allow for a landscape buffer.

Rear Setback

~~C.18~~C.16 Development must provide a minimum rear setback equal to 15% of the site length or 6m, whichever is greater, as measured perpendicular to the rear boundary.

~~C.19~~C.17 On corner sites, the rear setback must be a minimum 6 metres. Rear setbacks on corner sites are to be measured from the boundary parallel to the primary living spaces to accommodate the required private open space.

3.4.1.3 BUILDING SEPARATION

Objectives

O.01 Provide adequate privacy, access to light, air and outlook for the occupants of the proposed development, neighbouring properties and future buildings.

O.02 Ensure development does not prejudice the redevelopment of adjoining sites in the future.

Controls

C.01 A minimum 9 metres separation must be provided on site between dwellings where habitable rooms face habitable rooms, as per Figure 3.4.1.3.1~~Figure 3.4.11~~ to Figure 3.4.1.3.3.

C.02 A minimum of 3.5 metres separation must be provided between the rear fence of one row of townhouses to the front façade of the neighbouring row, as per Figure 3.4.1.3.1~~Figure 3.4.11~~.

C.03 A minimum 5 metres separation must be provided on site where sides of dwellings are perpendicular to the principal private open space of another dwelling, as per Figure 3.4.1.3.2 and Figure 3.4.1.3.3.

C.04 Separation must be measured to the outside face of the building including balconies.

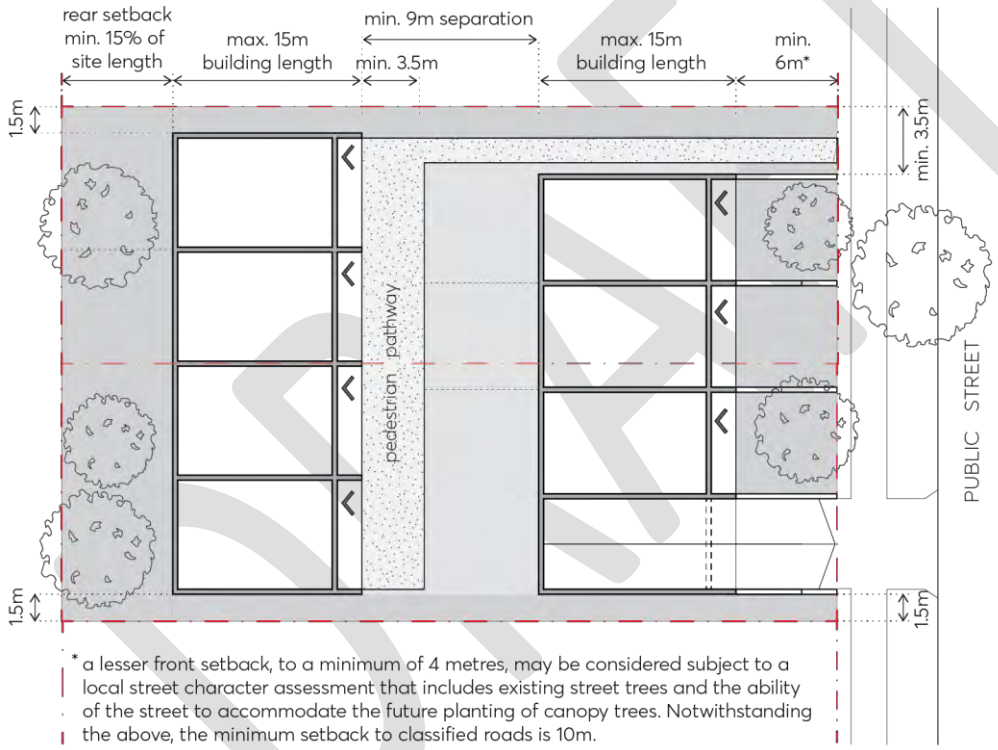


Figure 3.4.1.3.1 – Two Rows of Townhouses Setbacks and Separation

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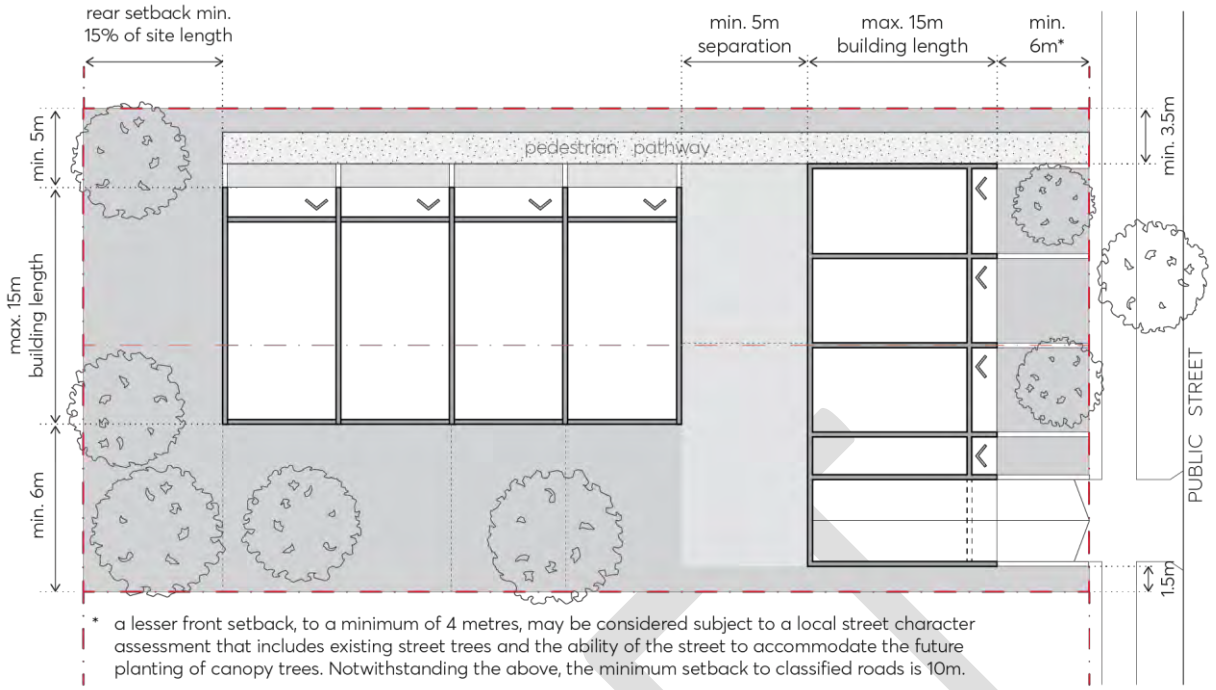


Figure 3.4.1.3.2 – Townhouses L-Configuration Setbacks and Separation

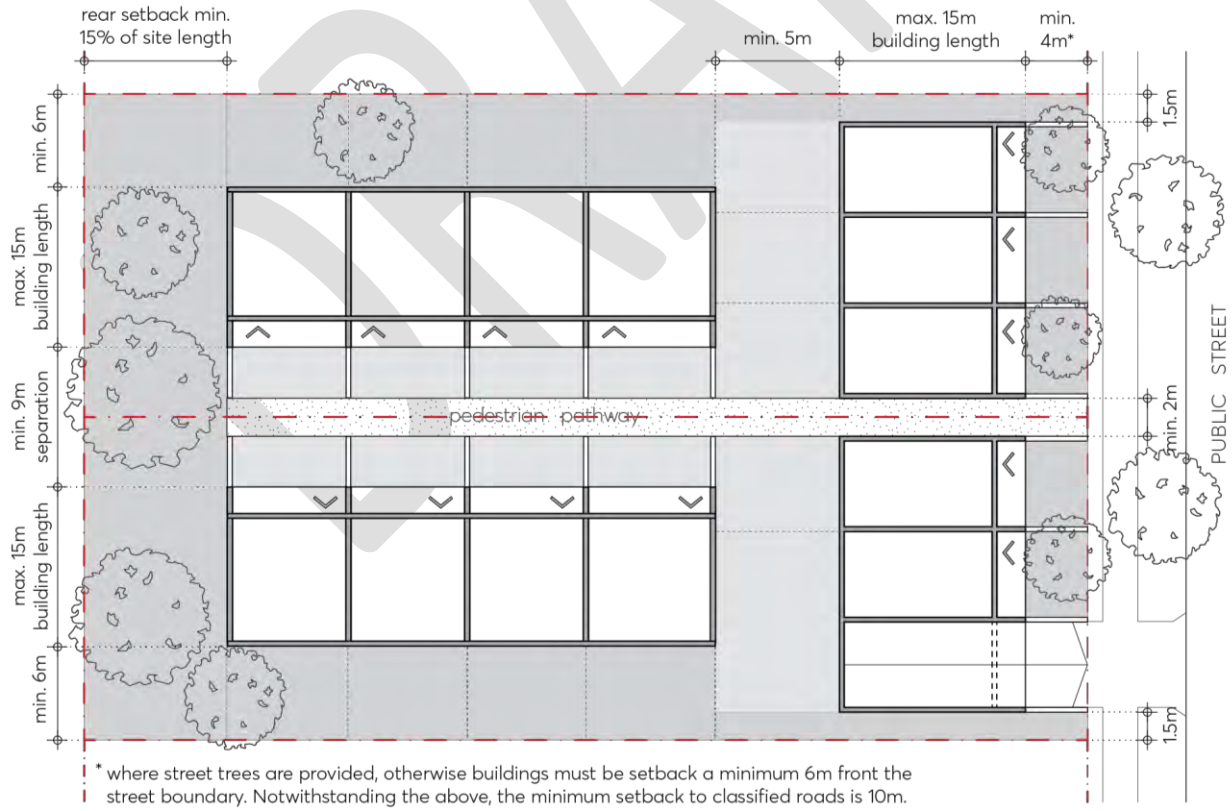


Figure 3.4.1.3.3 – Townhouses T-Configuration Setbacks and Separation

3.4.1.4 STREETSCAPE AND BUILDING ADDRESS

Objectives

O.01 Respond to both the existing and expected future character of medium density development zones.

O.02 Ensure new development completements and enhances the neighbourhood and streetscape character, minimising proposed bulk and scale through consistent articulation, materials, and setbacks.

O.03 Deliver high-quality development with a clear sense of address from the street and visual prominence of dwelling entries in the front façade.

O.04 Improve casual surveillance by locating habitable rooms and dwelling entries along the street frontage.

O.05 Maximise opportunities for buildings to define the public domain.

Controls

ii) At least one row of dwellings is to face a public street, as per Figure 3.4.1.3.1 to Figure 3.4.1.3.3.

C.01 Individual dwellings should be designed so that habitable rooms are orientated to overlook the street, public spaces, or communal areas.

C.02 Where dwellings do not face the street, they are to have recognisable entries and a sense of address as they would if they faced a public street.

C.03 Townhouses must be clearly and consistently modulated through the use of blade walls or building recesses between balconies to create a sense of continuity and rhythm to the streetscape, as per Figure 3.4.1.7.14 and Figure 3.4.1.7.25.

C.04 Avoid features such as long, blank walls which restrict opportunities for casual surveillance of the street or internal pedestrian pathways.

C.05 Where an internal pedestrian pathway is provided to access any dwellings to the rear, casual surveillance should be encouraged. Rear dwellings must address this pathway which is to be well lit at night and be clear of potential hiding or entrapment spots.

C.06 Pedestrian pathways must be separated from vehicular access and allow for a minimum 1.2 metre wide clear path of travel.

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3.4.1.5 OPEN SPACE AND LANDSCAPE

Objectives

O.01 Ensure private open space provides residents with quality usable private outdoor living areas for recreational and outdoor activities.

O.02 Ensure private open space is designed to maximise solar access and be well integrated with living areas.

O.03 Maintain privacy to the occupants of adjacent dwellings and within the proposed development.

O.04 Provide quality private open space in terms of its outlook, orientation, relationship to the dwelling, size and shape and its enclosure and landscape treatment.

Controls

C.01 A minimum 30% of the total site area is to be provided as deep soil, with a minimum dimension of 4 metres x 4 metres.

C.02 A minimum 40% of the total site area, including deep soil zone, is to be provided as landscaping with a minimum dimension of 2 metres x 2 metres.

C.03 A minimum 40m^2 of private open space must be provided for each dwelling. This space is to be contiguous, provided at ground level, located to the rear of each dwelling, and have a minimum dimension of 5 metres.

C.04 Open space within the street setback is not included in the minimum private open space area calculation.

C.05 Where basement car parking extends beyond the building envelope, a minimum soil depth of 1.2 metres is to be provided, measured from the top of slab. This will not be calculated as part of the deep soil zone.

C.06 Balconies are to be orientated towards the street or communal open space and have a minimum dimension of 1.5 metres.

C.07 Communal open space, such as shared gardens or pedestrian pathways, is to be landscaped to provide privacy screening between buildings within and around the site and between private and communal areas on site.

C.08 Trees with a minimum mature height of 13 metres must be planted per parent lot at the following rates:

a) A minimum of 2 trees for sites less than 600m^2 ~~or less~~.

b) A minimum of 4 trees for sites 600 – 1,5~~0~~00m^2.

c) A minimum of 5 trees for sites greater than 1,500m^2.

Where it is demonstrated that a 13m tree cannot be planted, a smaller canopy tree may be considered.

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All trees must be planted a minimum of 3 metres from the building foundation.

3.4.1.6 PARKING DESIGN AND VEHICULAR ACCESS

Refer to Part 6 – Traffic and Transport of this DCP for parking rates and requirements.

Objectives

O.01 Provide adequate off-street parking for residents.

O.02 Ensure that the location and design of driveways and garages are efficient, safe, and integrated into the design of the development to minimise their visual impact.

O.03 Minimise the environmental impact of basement structures and ensure carparking does not become a visually dominate element on the site or in the streetscape.

Controls

C.01 All carparking in townhouse development must be consolidated and located either at the rear of the site as accessed from a rear lane, or in a basement.

C.02 Basement carparks should be contained within the building footprint and must not to extend beyond the building envelope into the front or rear setback.

C.03 The area of the basement should not significantly exceed the area required to meet the car parking requirements for townhouse development specified in Part 6 – Traffic and Transport of this DCP. Additional basement area may be included as floor space area when calculating floor space ratio.

C.04 Open vehicular dive structures to basement carparking are discouraged. Basement entries should be integrated with the building design as per Figure 3.4.1.7.~~14~~ and Figure 3.4.1.7.~~25~~.

C.05 Where basement entries cannot be reasonably contained within the building envelope due to challenging topography, dwellings are not to be positioned over open dive structures. In these circumstances, vehicular ramping must be adequately screened with a pergola or similar landscaping solution to minimise the visual impact of dive structures from the street.

C.06 Access from carparks to dwellings must be direct and safe for residents during the day and night. Where a dwelling's car parking is located under a townhouse, private and direct access from the car park to the townhouse is permitted.

3.4.1.7 INTERNAL AMENITY

Objectives

O.01 To provide habitable rooms that are of a height and size that is functional and provides a high standard of amenity for occupants.

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Controls

C.01 Each dwelling addressing a public street or rear boundary must have a minimum internal width of 5 metres, measured from the internal face of external walls.

C.02 Each dwelling addressing side boundaries must have a minimum internal width of 6 metres, measured from the internal face of external walls.

C.03 The maximum length of dwelling is 15 metres. Townhouses at the end of a row may provide windows on side walls to articulate this facade provided the location of windows does not compromise visual and acoustic privacy requirements (refer to Section 3.2.2 of this DCP).

C.04 The minimum floor to ceiling height is 2.7 metres on all storeys, excluding attics. Refer to Section 3.2.3 of this DCP for detailed attic controls.

C.05 The depth of any habitable room should not exceed 8 metres from a source of daylight.

C.06 In addition to storage in kitchens, bathrooms and bedrooms, all dwellings are to provide a secure storage space of at least 10 cubic metres. This may be located in the basement.

C.07 Refer to Section 3.2.1 of this DCP for solar access and cross ventilation requirements, and Section 3.2.2 of this DCP for visual and acoustic privacy requirements.

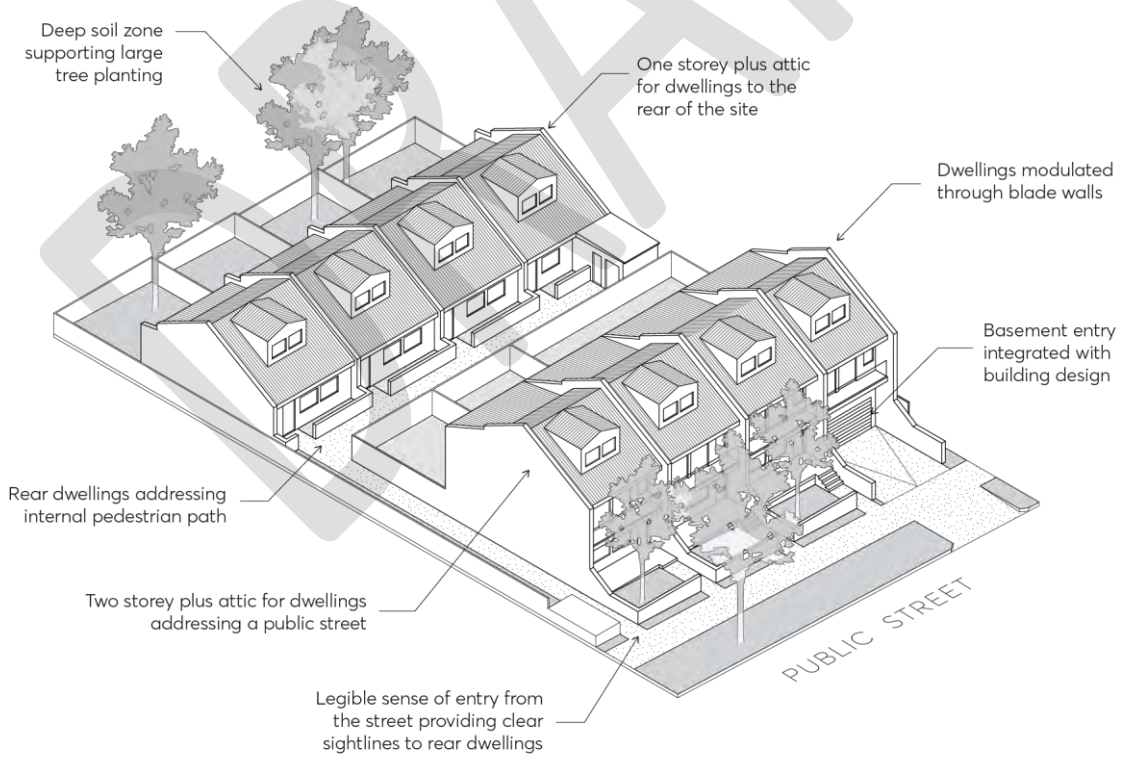


Figure 3.4.1.7.14 – Two Rows of Townhouses

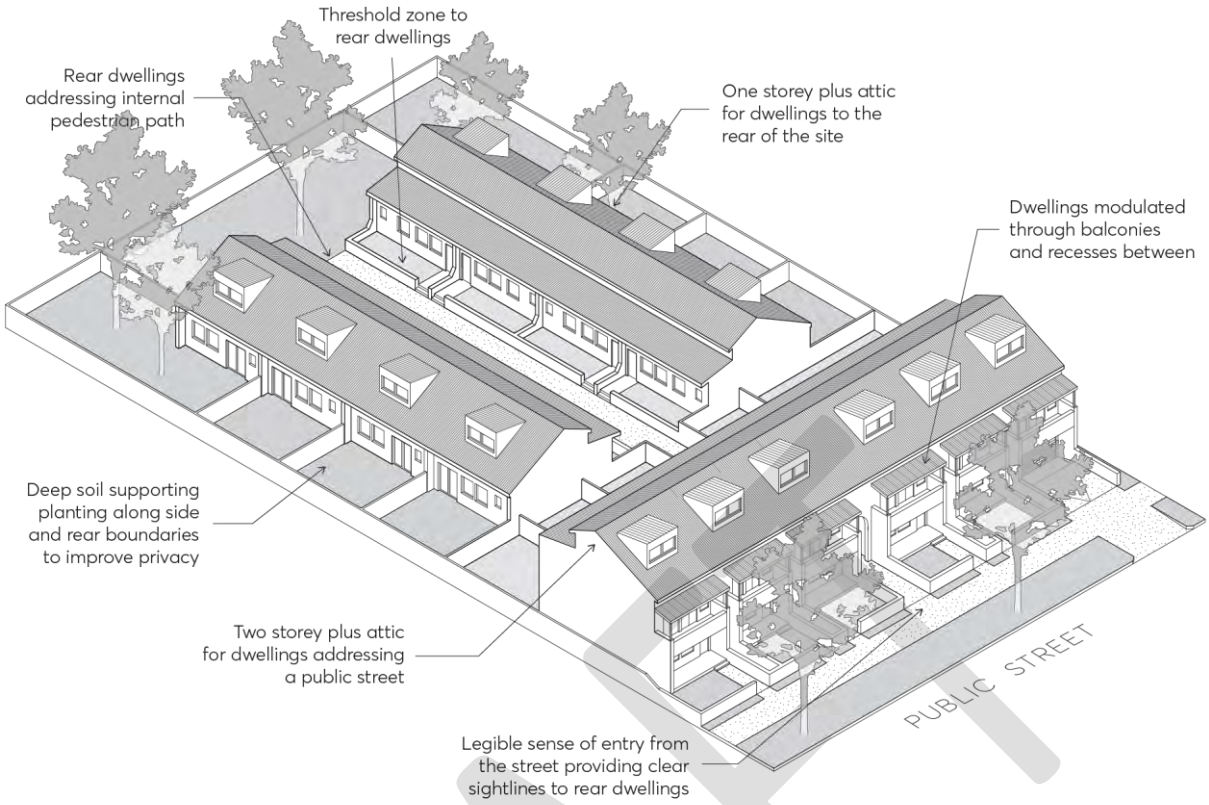


Figure 3.4.1.7.25 – T-configuration Townhouses

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3.4.2 KEY DEVELOPMENT STANDARDS FOR TERRACES

The repetitious form of terrace rows contributes significantly to the streetscape character; their strong visual presence is generated by the rhythm of equidistant vertical and horizontal elements. Terrace houses are distinct from other forms of multi-dwelling housing as direct street address is provided to all dwellings. This lends this development type to have better potential for future Torrens Title subdivision.

Areas characterised by shallow lots, or supported by rear lane access, are often more suitable for terrace housing. Terrace housing may also be utilised along sloping frontages by stepping along the street as a method for negotiating complex topographical conditions.

All controls in Section 3.4.2 – Key Development Standards for Terraces must be read in conjunction with Part 3 – Residential Development, Section 3.2 – General Residential Controls, Part 2 – Design in Context, Part 5 – Environmental Management and Part 6 – Traffic and Transport of this DCP.

3.4.2.1 MINIMUM SITE FRONTAGE

Objectives

O.01 Ensure sites are of sufficient width to achieve:

a) the necessary standard of amenity in relation to privacy, solar access, private open space,

b) a sense of street address, and

c) safe and efficient pedestrian and vehicular access.

O.02 Ensure development does not isolate or compromise potential development on adjacent sites.

Controls

C.01 A development lot must have a minimum site frontage width of 21 metres as measured along the front boundary line.

C.02 A corner lot must have a minimum frontage width of 21 metres for both streets.

C.03 Where a site has the minimum frontage width or more, it must nonetheless be demonstrated that the objectives O.01 and O.02 can be satisfied.

3.4.2.2 PRELIMINARY BUILDING ENVELOPE

Objectives

O.01 Ensure development contributes to a visual cohesiveness along the streetscape and identifiable uniformity in bulk, scale, setbacks, and height.

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O.02 Provide space in residential areas for landscape amenity that also contributes to the public domain.

O.03 Provide adequate separation between buildings and protect adjoining buildings from overlooking and loss of amenity.

O.04 Ensure new development relates to the surrounding setback patterns.

O.05 Ensure that built form setbacks enable a healthy environment for onsite large canopy tree planting and street trees.

Controls

Building Height

C.01 The maximum building height is to be consistent with the *Parramatta LEP 2023* Height of Buildings Map.

C.02 Notwithstanding the above, terrace housing shall be a maximum of 2-storeys, with attic rooms permitted (see Section 3.2.3 – Attic Design in this DCP).

C.03 Any part of a basement or sub-floor area that projects greater than 1m above natural ground level comprises a storey.

C.04 The ground floor level (finished) of any building must not exceed 500mm above or below natural ground level.

Street Setback

~~C.05~~ A minimum front setback of 6 metres is required however, a lesser front setback, to a minimum of 4 metres may be considered subject to a local street character assessment that includes existing street trees and the ability of the street to accommodate the future planting of canopy trees. ~~Where street trees are provided directly in front of the development lot, buildings must be setback a minimum of 4 metres from the street boundary.~~

~~C.06~~C.05 ~~Where no street trees are provided directly in front of the development lot, buildings must be setback a minimum of 6 metres from the street boundary to support canopy tree planting within the front setback~~.

~~C.07~~C.06 On corner lots, the secondary street setback must be a minimum of 4 metres.

~~C.08~~C.07 Where terraces are located on a laneway, buildings must be setback a minimum of 2 metres from the boundary.

~~C.09~~C.08 Notwithstanding the above, the minimum setback to state and regional roads is 10 metres.

~~C.10~~C.09 Street setbacks must be measured perpendicular to the boundary and extending to the outer faces of the building including balconies, sunscreens and the like.

Side Setbacks

~~C.11~~C.10 A minimum side setback of 1.5 metres must be provided, as per Figure 3.4.2.2.1 and Figure 3.4.2.2.2.

~~C.12~~C.11 Driveways must be set back a minimum of 1 metre from side boundaries to allow for a landscape buffer between properties.

Rear Setback

~~C.13~~C.12 The rear setback must be equal to 30% of the site length, as measured perpendicular to the centre of the rear boundary as per Figure 3.4.2.2.1.

~~C.14~~C.13 On corner sites, the rear setback must be a minimum 6 metres, as measured perpendicular to the boundary proposed to support private open space as per Figure 3.4.2.2.2.

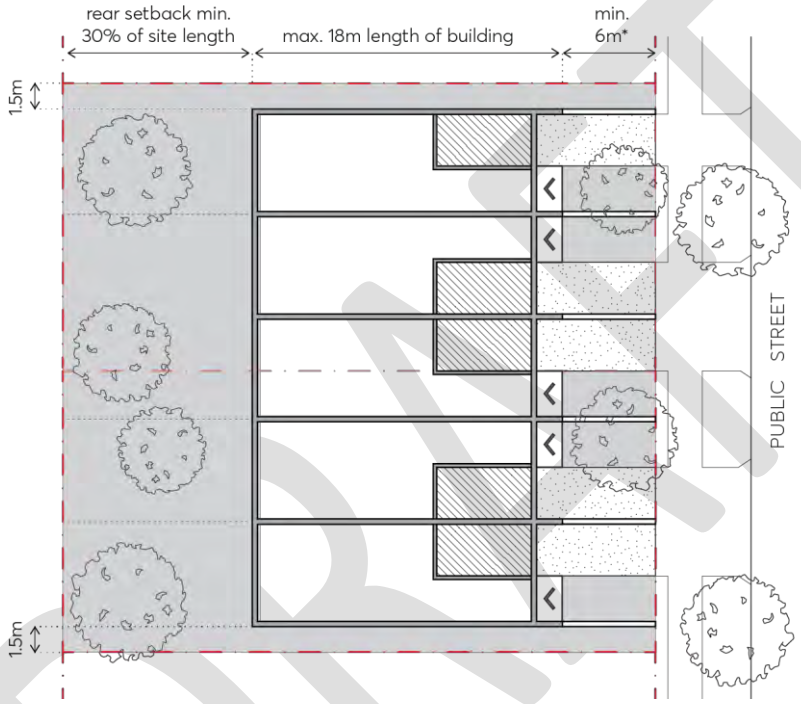


Figure 3.4.2.2.1 – Terrace Housing Site Setbacks

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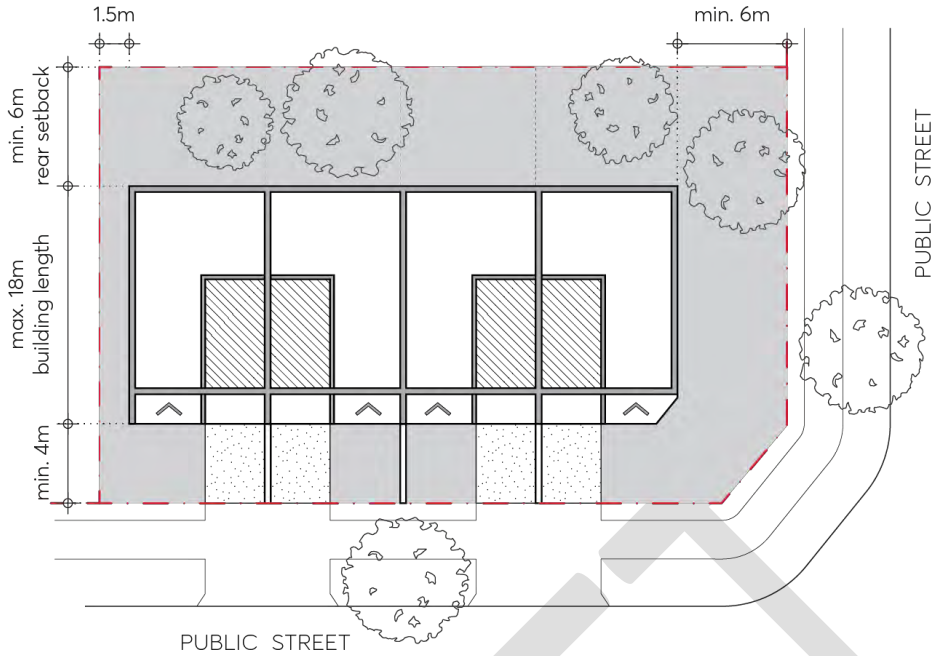


Figure 3.4.2.2.2 – Terrace Housing Corner Site Setbacks

3.4.2.3 STREETSCAPE AND BUILDING ADDRESS

Objectives

O.01 Respond to both the existing and expected future character of medium density development zones.

O.02 Ensure new development completements and enhances the neighbourhood and streetscape character, minimising proposed bulk and scale through consistent articulation, materials, and setbacks.

O.03 Deliver high-quality development with a clear sense of address from the street and visual prominence of dwelling entries in the front façade.

O.04 Improve casual surveillance by locating habitable rooms and dwelling entries along the street frontage.

O.05 Maximise opportunities for buildings to define the public domain.

Controls

C.01 All terraces must face a public street. No terrace may be located behind another dwelling on the same lot.

C.02 Terraces should be designed so that habitable rooms are orientated to overlook the street, public spaces, or communal areas.

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C.03 On sites that slope along the street, each terrace module is to be stepped consistently across the site. Front fences should relate to this stepping by forming a horizontal line that remains parallel with the roofline of each dwelling.

C.04 On sloping sites, any semi-undergrounded basements structures must provide level vehicular access from the street and must not result in a three-storey appearance from the street.

C.05 Wall heights must not exceed 7.5 metres, as measured from natural ground level, as per Figure 3.4.2.3.1. On sloping sites, this may require stepping of building form or setting back upper levels.

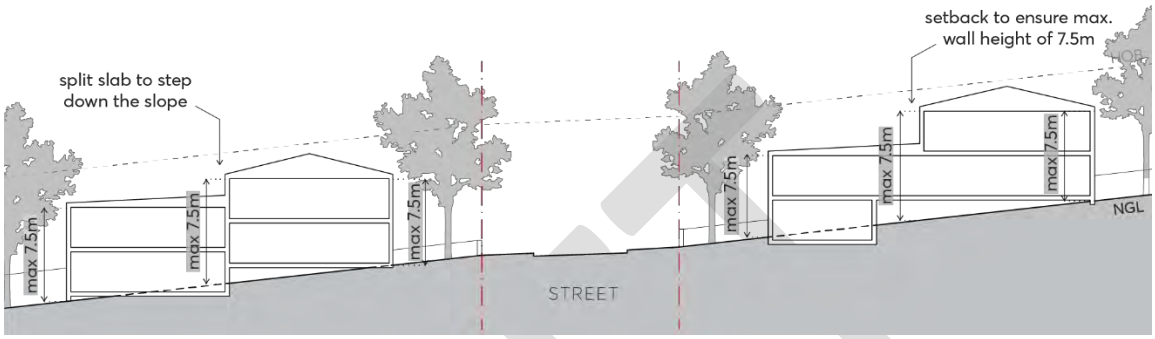


Figure 3.4.2.3.1 – Terrace housing – sloping sites and maximum wall height

C.06 Terraces must be clearly and consistently modulated through the use of blade walls or building recesses between balconies to create a sense of continuity and rhythm to the streetscape, as per Figure 3.4.2.6.14.

3.4.2.4 OPEN SPACE AND LANDSCAPE

Objectives

O.01 Ensure private open space provides residents with quality usable private outdoor living areas for recreational and outdoor activities.

O.02 Ensure private open space is designed to maximise solar access and be well integrated with living areas.

O.03 Maintain privacy to the occupants of adjacent dwellings and within the proposed development.

O.04 Provide quality private open space in terms of its outlook, orientation, relationship to the dwelling, size and shape and its enclosure and landscape treatment.

Controls

C.01 A minimum 30% of the total site area is to be provided as deep soil, with a minimum dimension of 4 metres x 4 metres, where:

a) at least 50% of the deep soil is located at the rear of the site, and

b) at least 15% of the deep soil is located at the front of the site.

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C.02 A minimum 40% of the total site area, including deep soil zone, is to be provided as landscaping with a minimum dimension of 2 metres x 2 metres.

C.03 A minimum 40m² of private open space must be provided for each dwelling. This space is to be contiguous, provided at ground level, located to the rear of each dwelling, and have a minimum dimension of 5 metres. Open space within the street setback is not included in the minimum private open space area calculation.

C.04 Where basements are provided and extend beyond the building envelope, a minimum soil depth of 1.2 metres is to be provided, measured from the top of the slab, and will not be calculated as part of the deep soil zone.

C.05 Balconies are to be orientated to the street or other element of the public domain and have a minimum dimension of 1.5 metres.

C.06 Trees with a minimum mature height of 13 metres must be planted per parent lot at the following rates:

a) A minimum of 2 trees for sites less than 600m² ~~or less~~.

b) A minimum of 4 trees for sites 600 – 1,~~5~~000m².

c) A minimum of 5 trees for sites greater than 1,500m².

Where it is demonstrated that a 13m tree cannot be planted, a smaller canopy tree may be considered.

All trees must be planted a minimum of 3 metres from the building foundation.

3.4.2.5 PARKING DESIGN AND VEHICULAR ACCESS

Refer to Part 6 – Traffic and Transport of this DCP for parking rates and requirements.

Objectives

O.01 Provide adequate off-street parking for residents.

O.02 Ensure that the location and design of driveways and garages are efficient, safe, and integrated into the design of the development to minimise their visual impact.

Controls

C.01 Terrace housing is to provide individual garages accessed from the street. Basement parking is discouraged.

C.02 The visual presence of garages is to be minimised and predominance given to the pedestrian entry and habitable space facing the street at ground level.

C.03 Where dwellings require two parking spaces, only one space should be enclosed within a garage, and the second is to utilise the driveway as a tandem hard stand space.

C.04 Where slope conditions require a basement, the area of the basement should not significantly exceed the area required to meet the car parking requirements for terrace housing specified in Part 6 – Traffic and Transport of this DCP. Additional basement area may be included as floor space area when calculating floor space ratio.

3.4.2.6 INTERNAL AMENITY

Objectives

O.01 To provide habitable rooms that are of a height and size that is functional and provides a high standard of amenity for occupants.

Controls

C.01 Each dwelling addressing a public street or rear boundary must have a minimum internal width of 5 metres, measured from the internal face of external walls.

C.02 The maximum length of dwelling is 18 metres. Terraces at the end of a row may provide windows on side walls to articulate this facade.

C.03 The minimum floor to ceiling height is 2.7 metres on all storeys, excluding attics. Refer to Section 3.2.3 of this DCP for detailed attic controls.

C.04 In addition to storage in kitchens, bathrooms and bedrooms, all dwellings are to provide a secure storage space of at least 10 cubic metres.

C.05 Refer to Section 3.2.1 of this DCP for solar access and cross ventilation requirements, and Section 3.2.2 of this DCP for visual and acoustic privacy requirements.

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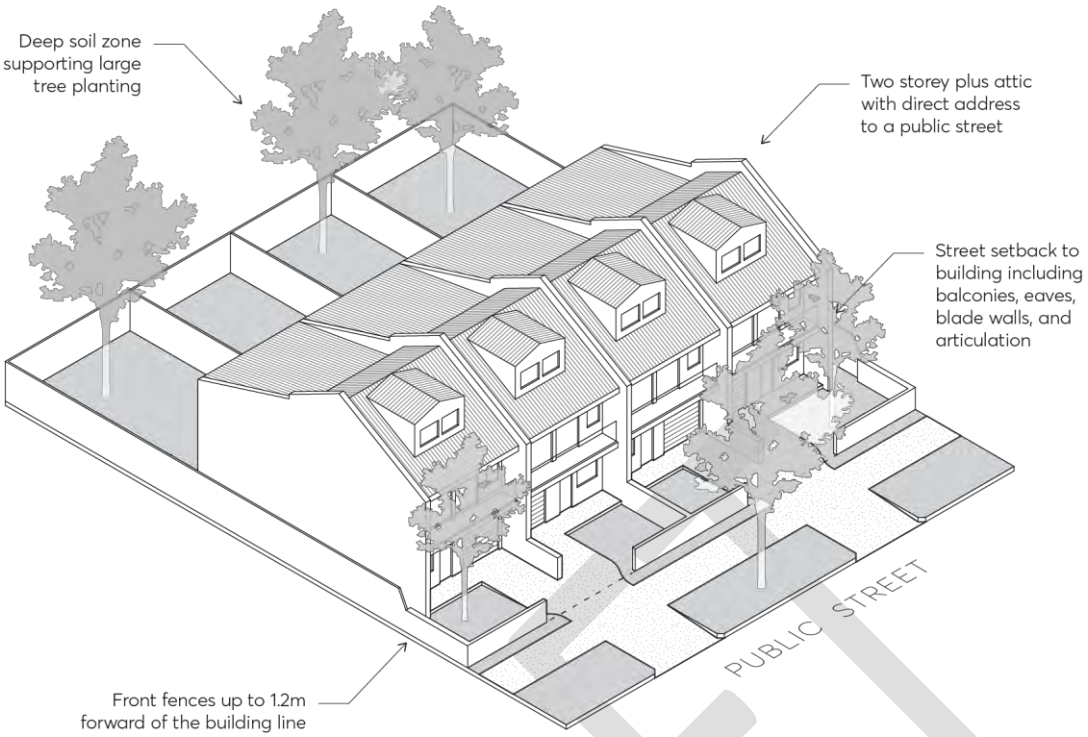


Figure 3.4.2.6.14 – Standard Row of Terraces

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3.4.3 KEY DEVELOPMENT STANDARDS FOR MANOR HOUSES

Manor houses are single buildings comprising of three or four dwellings on one lot, where each dwelling is attached to another by a common wall or floor and at least one dwelling is located above another.

Manor houses are a unique medium-density housing typology as they can often be delivered without lot amalgamation or basement carparking, though benefit from rear lane access or corner locations. They also offer a suitable medium-density response to sloping sites, as their smaller footprint is able to appropriately negotiate the topography.

Manor houses should be perceived as a single house from the street, built to a similar scale and character as surrounding residential homes, but are typically strata subdivided with common areas for circulation, parking, and shared gardens.

All controls contained in Section 3.4.3 – Key Development Standards for Manor Houses must be read in conjunction with Part 3 – Residential Development, Section 3.2 – General Residential Controls, Part 2 – Design in Context, Part 5 – Environmental Management and Part 6 – Traffic and Transport of this DCP.

3.4.3.1 MINIMUM SITE FRONTAGE AND LOT SIZE

Objectives

O.01 Ensure sites are of sufficient size to achieve:

a) the necessary standard of amenity in relation to privacy, solar access, private open space,

b) a sense of street address, and

c) safe and efficient pedestrian and vehicular access.

Controls

C.01 A development lot must be a minimum of 600m^2, as per the *Parramatta LEP 2023.*

C.02 A development lot must have a minimum site frontage width of 15 metres as measured along the front boundary line.

C.03 A corner lot must have a minimum frontage width of 15 metres for the shortest street frontage.

C.04 Where a site has the minimum frontage width or more, it must nonetheless be demonstrated that the objectives O.01 can be satisfied.

3.4.3.2 PRELIMINARY BUILDING ENVELOPE

Objectives

O.01 Ensure development contributes to a visual cohesiveness along the streetscape and identifiable uniformity in bulk, scale, setbacks and height.

O.02 Provide space in residential areas for landscape amenity that also contributes to the public domain.

O.03 Provide adequate separation between buildings and protect adjoining buildings from overlooking and loss of amenity.

O.04 Ensure that built form setbacks enable a healthy environment for onsite large canopy tree planting and street trees.

Controls

Building Height

C.01 The maximum building height is to be consistent with the *Parramatta LEP 2023* Height of Buildings Map.

C.02 Notwithstanding the above, manor houses shall be a maximum of 2-storeys, excluding any basement. Attics or loft spaces may be permitted where contained within the roof form. See Section 3.5.3 – Attic Design of this DCP and Figure 3.4.3.37.1.

C.03 Any part of a basement or sub-floor area that projects greater than 1m above natural ground level comprises a storey.

C.04 The ground floor level (finished) of any building must not exceed 500mm above or below natural ground level.

Street Setback

C.05 Buildings must be setback a minimum of 6 metres from the street boundary, as per Figure 3.4.3.2.1 and Figure 3.4.3.2.2, as measured perpendicular to the boundary and extending to the outer faces of the building including balconies, sunscreens, and the like.

C.06 On corner lots, the secondary street setback must be a minimum of 3 metres.

C.07 Notwithstanding the above, the minimum setback to state and regional roads is 10 metres.

Side Setbacks

C.08 A minimum side setback of 1.5 metres must be provided, as per Figure 3.4.3.2.1 and Figure 3.4.3.2.2.

C.09 Driveways must be set back a minimum of 1 metre from side boundaries to allow for a landscape buffer.

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C.10 The maximum length of wall along the side boundary is 12 metres. A minimum recess (measured from the face of the external wall) of 1.5 metres (depth) by 2 metres (length) is required to all storeys after 12 metres, as per Figure 3.4.3.2.1 and Figure 3.4.3.2.2.

Rear Setback

C.11 The rear setback must be equal to 25% of the site length, measured perpendicular to the centre of the rear boundary, as per Figure 3.4.3.2.1.

C.12 On corner sites, the rear setback must be a minimum 6 metres, as measured perpendicular to the boundary proposed to support private open space as per Figure 3.4.3.2.2.

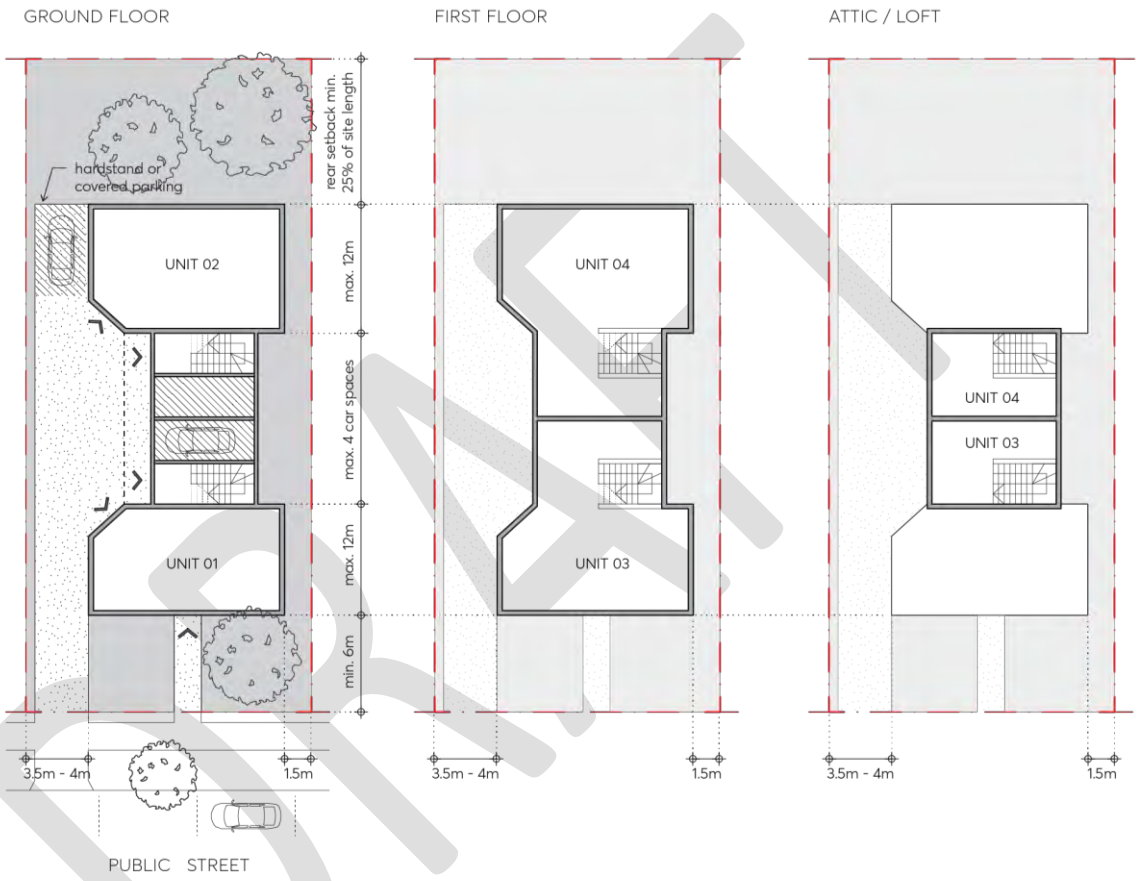


Figure 3.4.3.2.1 – Site setbacks for manor houses with at grade car parking

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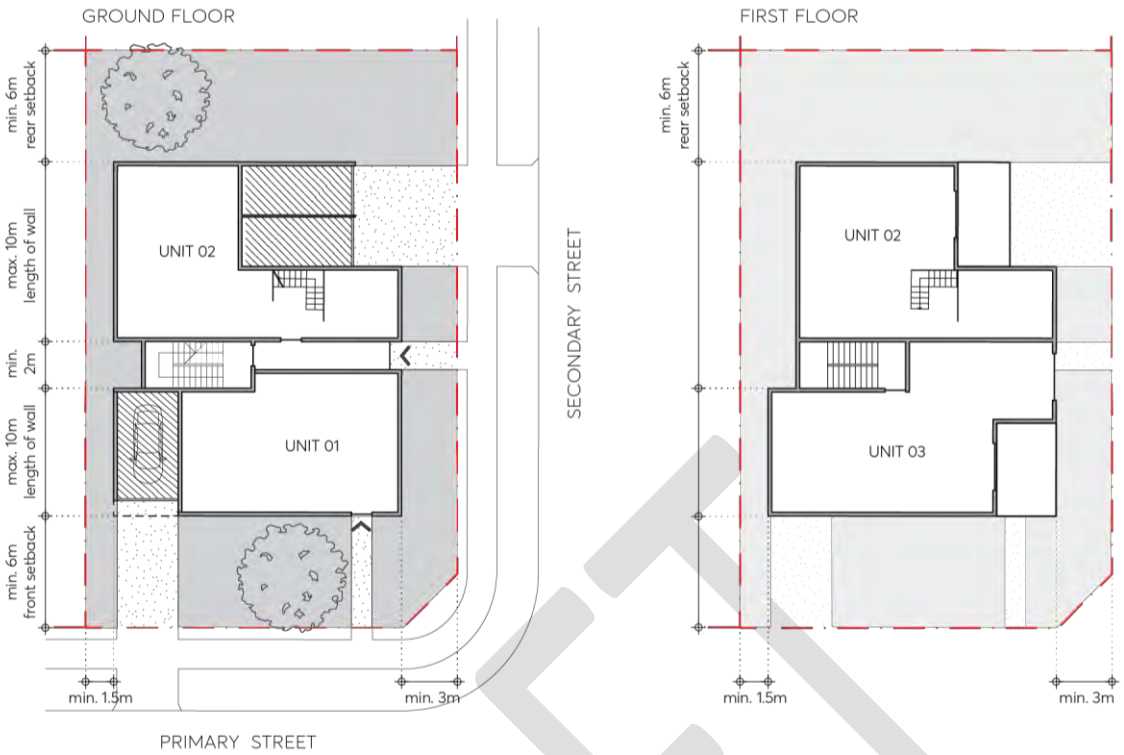


Figure 3.4.3.2.2 – Site setbacks for manor houses on a corner lot

3.4.3.3 BUILDING SEPARATION

Objectives

O.01 Provide adequate privacy, access to light, air and outlook for the occupants of the proposed development, neighbouring properties, and future buildings.

O.02 Ensure development does not prejudice the redevelopment of adjoining sites in the future.

Controls

C.01 Building separation is to provide generous private open spaces for optimum visual and acoustic privacy, communal open space, and significant landscaping.

C.02 Development must provide:

a) A minimum separation of 12 metres between habitable rooms or balconies.

b) A minimum separation of 9 metres between habitable and non-habitable rooms.

c) A minimum separation of 6 metres between non-habitable rooms.

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3.4.3.4 STREETSCAPE AND BUILDING ADDRESS

Objectives

O.01 Respond to both the existing and expected future character of medium density development zones.

O.02 Ensure new development completements and enhances the neighbourhood and streetscape character, minimising proposed bulk and scale through consistent articulation, materials, and setbacks.

O.03 Deliver high-quality development with a clear sense of address from the street and visual prominence of dwelling entries in the front façade.

O.04 Improve casual surveillance by locating habitable rooms and dwelling entries along the street frontage.

Controls

C.01 Manor houses should present as a large two-storey dwelling house from the street.

C.02 Dwellings are to be primarily orientated to the street or rear. A minimum of two dwellings are to face the street, as per Figure 3.4.3.~~3~~7.1.

C.03 On corner lots, at least one dwelling is to face the primary street and one the secondary street, as per Figure 3.4.3.~~4~~7.2.

C.04 Dwellings should be designed so that habitable rooms are orientated to overlook the street, public spaces, or communal areas.

C.05 Site planning and internal building layouts should minimise the need for pedestrian pathways that are segregated from street. Where such pathways are necessary, casual surveillance should be encouraged, they should be well lit at night and be clear of potential hiding or entrapment spots.

C.06 Manor houses are to be designed to integrate with the built and natural elements defining the streetscape, including the street layout, building patterns and landscape elements contributing to the streetscape, including street trees and front gardens.

3.4.3.5 OPEN SPACE AND LANDSCAPE

Objectives

O.01 Provide deep soil areas that support trees and landscaping that will mature and contribute to the amenity of the site and locality.

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O.02 Provide low maintenance communal open space areas for residents that facilitate opportunities for recreational and social activities, passive amenity, landscaping, and deep soil planting.

O.03 Ensure private open space provides residents with quality usable private outdoor living areas for recreational and outdoor activities.

O.04 Maximise solar access to private and communal open spaces.

O.05 Maintain privacy to the occupants of adjacent dwellings and within the proposed development.

O.06 Provide quality open space in terms of its outlook, orientation, relationship to the dwelling, size and shape and its enclosure and landscape treatment.

Controls

C.01 A minimum 30% of the total site area is to be provided as deep soil, with a minimum dimension of 4 metres x 4 metres.

C.02 A minimum 40% of the total site area, including deep soil zone, is to be provided as landscaping with a minimum dimension of 2 metres x 2 metres.

C.03 For apartments at ground level, a minimum private open space area of 15m^2 is to be provided with a minimum dimension of 2 metres.

C.04 For apartments on the first-floor level, a private open space with a minimum dimension of 2 metres must be provided for each dwelling, as follows:

a) 1-bedroom ~~/~~ studio units must provide a minimum of 8m^2 per dwelling.

b) 2-bedroom units must provide a minimum of 12m^2 per dwellings.

c) 3 or more-bedroom units must provide a minimum of 16m^2 per dwelling.

C.05 Trees with a minimum mature height of 13 metres must be planted per parent lot at the following rates:

a) A minimum of 2 trees for sites less than 600m^2 ~~or less~~.

b) A minimum of 4 trees for sites 600 – 1,~~5~~000m^2.

c) A minimum of 5 trees for sites greater than 1,500m^2.

Where it is demonstrated that a 13m tree cannot be planted, a smaller canopy tree may be considered.

At least one tree must be planted within the front setback zone and all trees must be planted a minimum of 3 metres from the building foundation.

3.4.3.6 PARKING DESIGN AND VEHICULAR ACCESS

Refer to Part 6 – Traffic and Transport of this DCP for parking rates and requirements.

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Objectives

O.01 To provide adequate off-street parking for residents.

O.02 To ensure that the location and design of driveways and garages are efficient, safe, and integrated into the design of the development to minimise their visual impact.

O.03 Minimise the environmental impact of any basement structures and ensure carparking does not become a visually dominate element on the site or in the streetscape.

Controls

C.01 At grade carparking is preferrable for manor house development.

C.02 On sloping sites, basement carparking may be provided where it is possible to utilise the slope of the site without the use of steep basement ramps. Any basement car parking must not extend beyond the building footprint.

C.03 Where slope conditions require a basement, the area of the basement should not significantly exceed the area required to meet the car parking requirements for manor houses specified in Part 6 – Traffic and Transport of this DCP. Additional basement area may be included as floor space area when calculating floor space ratio.

C.04 Any basement structures must be contained within the building footprint.

C.05 Garages, carports or basement entries are to be setback a minimum of 1 metre behind the front wall of the building.

C.06 Garage doors are to be a maximum of 5.5 metres.

C.07 Driveway crossovers are to be a maximum of 3.5 metres at the kerb.

C.08 Where developments have a car park or internal laneway for access to a car park, building layouts should provide for windows, lighting or doors that address the car park.

C.09 Access from the car park to dwellings should be direct and safe for residents during the day and night.

3.4.3.7 INTERNAL AMENITY

Objectives

O.01 To provide habitable rooms that are of a height and size that is functional and provides a high standard of amenity for occupants.

Controls

C.01 Dwellings are to be consistent with the apartment size and layout requirements of the Apartment Design Guide published by NSW Department of Planning and Environment.

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C.02 The minimum floor to ceiling height is 2.7 metres on all storeys.

C.03 The maximum depth of open plan layouts that combine living, dining and kitchen spaces must be 8 metres from a window.

C.04 In addition to storage in kitchens, bathrooms and bedrooms, the following is required:

a) 1-bedroom units ~~/~~ studios must provide 6 cubic metres of storage with a minimum dimension of 500mm.

b) 2-bedroom units must provide 8 cubic metres of storage with a minimum dimension of 500mm.

c) 3 or more-bedroom units must provide 10 cubic metres of storage with a minimum dimension of 500mm.

C.05 Refer to Section 3.2.1 of this DCP for solar access and cross ventilation requirements, and Section 3.2.2 of this DCP for visual and acoustic privacy requirements.

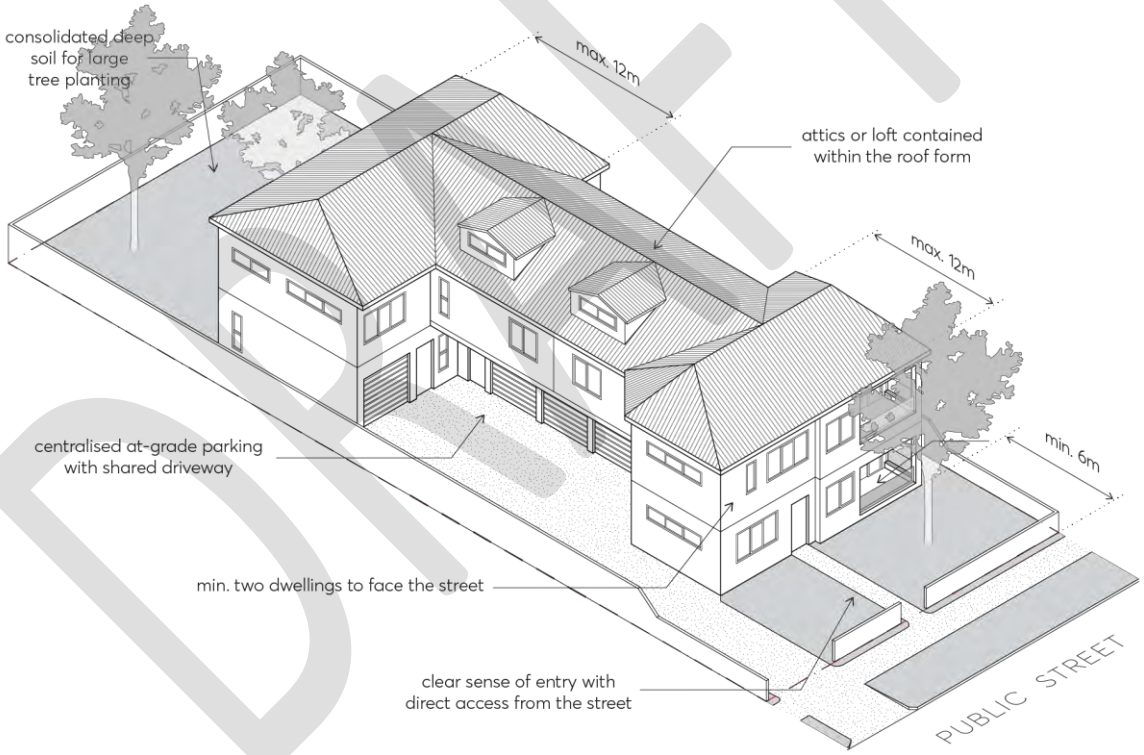


Figure 3.4.3.~~3~~7.1 – Manor Home with at Grade Parking

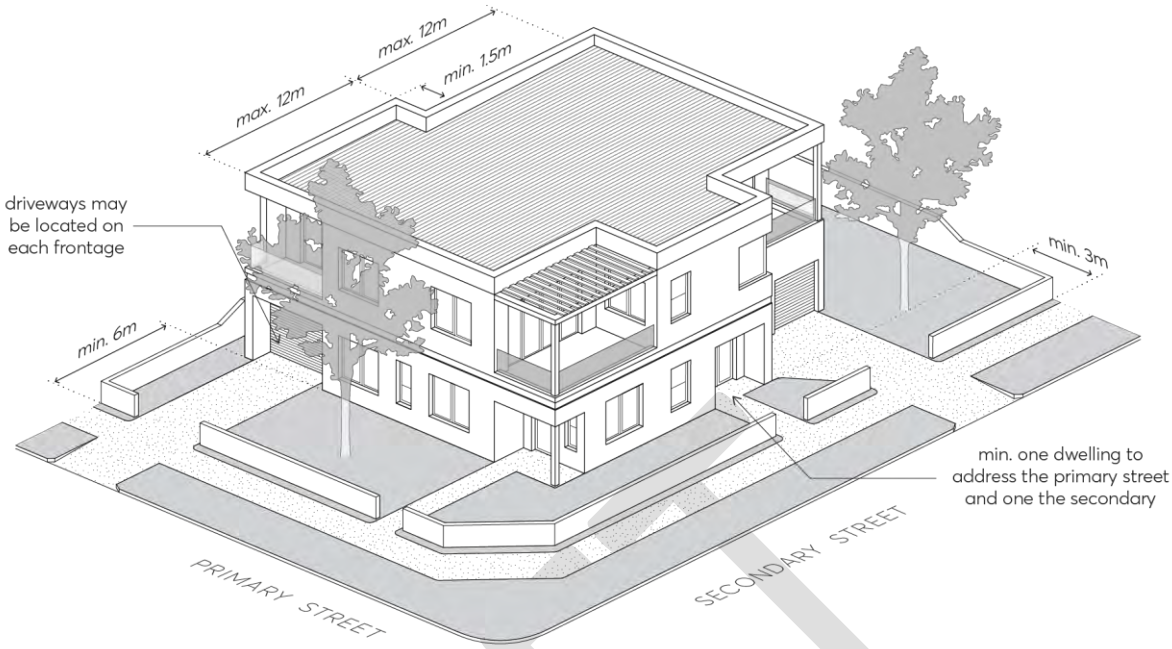


Figure 3.4.3.47.2 – Manor Home Corner Lot

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3.5 APARTMENT BUILDINGS

Within the planned high growth for the City of Parramatta (the City), apartment and mixed-use buildings are an important housing choice and will be home for many residents. These buildings are located within centres, adjoining urban neighbourhoods or renewal precincts with easy access to transport, employment, and services.

This Section addresses apartments, shop top housing and mixed-use buildings, which are generally located in centres and urban neighbourhoods, where street wall and infill types between 3 and 8 storeys shape the evolving context. In major centres and renewal precincts, site specific building envelopes and controls define the emerging future context with a range of building forms including podium tower types. Places specific controls for these areas are addressed in Part 8 – Centres, Precincts, Special Character Areas and Specific Sites or Part 9 – Parramatta City Centre.

The following controls complement and should be read in conjunction with the Apartment Design Guide published by NSW Department of Planning and Environment (Apartment Design Guide). They are specific to Parramatta's context and include guidance for lot sizes, the relationship of buildings to the street, local character, patterns of open space and tree planting outcomes.

Refer to the *Parramatta LEP 2023* for the maximum permissible building height and floor space ratio.

Objectives

O.01 Provide a variety of housing types to address the housing needs of the community within a higher-density residential environment.

O.02 Enable proximity to other land uses that provide facilities or services to meet the day to day needs of residents.

O.03 Provide opportunities for people to carry out a reasonable range of activities from their homes if such activities will not adversely affect the amenity of the neighbourhood.

O.04 Allow for a range of community facilities to be provided to serve the needs of residents, workers, and visitors in residential neighbourhoods.

O.05 Increase housing accessibility, diversity, and choice.

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3.5.1 KEY DEVELOPMENT STANDARDS FOR APARTMENT BUILDINGS

Apartment buildings are permitted in R4 High Density Residential and ~~B4~~ MU1 Mixed Use zones. These buildings enable higher density living in an urban environment with good residential amenity, including privacy, sunlight access and natural ventilation. As apartment buildings are typical in areas undergoing change or where new urban neighbourhoods are being established, their relationship to neighbouring buildings, the street, and open space patterns guide the site layout and building design. Adequate lot sizes ensure privacy and separation between buildings and support sufficient areas for landscape and tree planting. Buildings address the street and reinforce the desired street character with appropriate setbacks and landscape design.

All controls contained in Section 3.5.1 – Key Development Standards for Apartment Buildings must be read in conjunction with Part 3 – Residential Development, Section 3.2 – General Residential Controls, Part 2 – Design in Context, Part 5 – Environmental Management and Part 6 – Traffic and Transport of this DCP.

3.5.1.1 MINIMUM SITE FRONTAGE

Objectives

O.01 Ensure sites are of sufficient size to achieve:

a) the necessary standard of amenity in relation to privacy, solar access, private open space,

b) a sense of street address, and

c) safe and efficient pedestrian and vehicular access.

O.02 Ensure development does not isolate or compromise development potential on adjacent sites.

Controls

C.01 A development lot must have a minimum site frontage width of 24 metres as measured along the front boundary line.

C.02 A corner lot must have a minimum site frontage width of 18 metres for the shortest street frontage.

C.03 Where a site has the minimum frontage width or more, it must nonetheless be demonstrated that the objectives O.01 and O.02 can be satisfied.

3.5.1.2 PRELIMINARY BUILDING ENVELOPE

Objectives

O.01 Ensure development contributes to the visual cohesiveness of the streetscape with uniform bulk, scale, setbacks, and street wall height.

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O.02 Provide adequate separation between buildings and protect adjoining buildings from overlooking and loss of amenity.

O.03 Provide space in residential areas for landscape amenity that also contributes to the public domain.

O.04 Contribute to the privacy of ground floor apartments along streets with landscape area and/or private open space.

O.05 Ensure that built form setbacks enable a healthy environment for onsite large canopy tree planting and street trees.

Controls

Building Height

C.01 The maximum building height must be consistent with the *Parramatta LEP 2023* Height of Buildings Map and correspond in storeys as follows:

Metres (as per the LEP)	Maximum number of storeys
11 m	3 storeys
14 m	4 storeys
17 m	5 storeys
20 m	6 storeys
2~~3~~4 m	7 storeys
26 m	8 storeys

C.02 Any part of a basement or sub-floor area that projects greater than 1 metre above natural ground level comprises a storey.

Street Setback

C.03 Buildings must be setback a minimum of 6 metres from the street boundary and include a minimum 3m setback for common landscape area, as per Figure 3.5.1.2.1.

C.04 Buildings must be set back a minimum of 3 metres from the secondary street or laneway frontage to support an adequate threshold to ground floor apartments and boundary landscaping.

C.05 For sites that are zoned ~~B4~~ MU1 Mixed Use and are not required to have an active ground floor, an analysis of existing and likely future context must be submitted to determine the most appropriate ground floor uses, setbacks and built form at the street.

C.06 Notwithstanding the above, the minimum setback to state and regional roads is 10 metres.

C.07 A minimum 3 metre upper-level setback to the street wall is to be provided where:

a) ~~T~~there is a need to respond to adjacent buildings of a lower-scale;

b) ~~A~~adjacent buildings include upper-level setbacks; and

c) ~~N~~new development is adjacent to a heritage item to reduce visual impact and to reflect the scale of the heritage item.

C.08 The street wall height of apartment buildings must generally be consistent with the predominant street wall height in storeys of adjacent buildings. An analysis of existing and likely future context must be submitted to determine the most appropriate street wall height and upper-level setback.

C.09 Street setbacks must be measured perpendicular to the boundary, extending to the outer faces of the building including balconies, sunscreens, and the like.

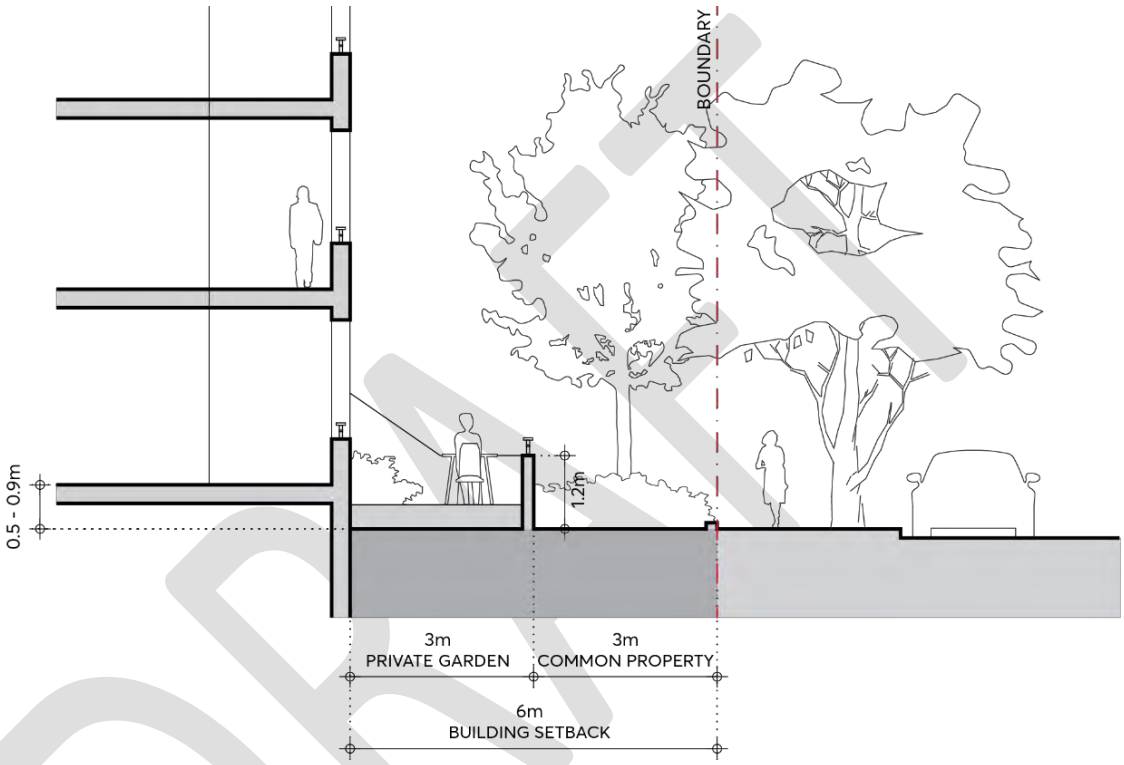


Figure 3.5.1.2.1 – Front setback to residential flat buildings

Side and Rear Setbacks

C.10 Side and rear setback are to be provided to ensure compliance with the residential privacy and separation requirements of the Apartment Design Guide.

C.11 Where a site adjoining the subject site does not contain an apartment building at the time the development application is being assessed, the separation required must be that specified for habitable rooms and balconies in Section 3F of the Apartment Design Guide.

C.12 The required separation distance must be equally apportioned between adjacent sites to determine the required side and rear boundary setbacks (for example, if two 4-storey apartment buildings have opposing balconies fronting a side boundary, then the separation must be 12m overall and be shared equally with a 6m side setback for both properties.).

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3.5.1.3 STREETSCAPE AND BUILDING ADDRESS

Objectives

O.01 Locate and shape buildings to prioritise the definition of public streets and open spaces.

O.02 Respond to both the existing and planned future character of high-density development zones.

O.03 Encourage attractive street frontages and improve pedestrian amenity and safety.

Controls

C.01 Site planning and the internal layout of developments should prioritise building entries which are orientated to the street and accessed by a direct pedestrian pathway.

C.02 Individual ground floor apartment facing the street must have individual apartment entries with front hinged doors (sliding doors are discouraged). Exceptions to individual entries may be considered for areas with steep topography and/or high flood planning levels.

C.03 Where entries are not able to be located on a street frontage, provide:

a) opportunities for casual surveillance from adjacent buildings,

b) direct sightlines from the public domain,

c) places free from concealment or entrapment, and

d) adequate nigh time lighting.

C.04 The maximum length of building along the street is 45 metres.

C.05 Where the permissible building length is exceeded, the building frontage must be articulated with a 3 metre by 3 metre full building height recess to visually separate the building into two frontages, each with no more than 30 metres in length.

C.06 Where possible, breaks between buildings are to be located so as to create a visual extension of streets or lanes in the surrounding area and/or define visual alignments between public spaces and communal open spaces.

C.07 Each building entry and lift/stair core must not serve more than 25 dwelling per core for buildings up to 8 storeys.

C.08 Groups of dwellings served by the same vertical circulation lift or stair are to be designed as a distinct 'building component' to increase the vertical articulation of large developments.

C.09 In established areas undergoing redevelopment from lower density housing to higher density apartments, the grain of existing subdivision and development patterns must be reflected in the façade proportions, modulation, and materiality.

C.10 At the street, the ground floor level (finished) of any dwelling should be provided between 500mm to 900mm above natural ground level, as per Figure 3.5.1.2.1. Building access through centralised lobbies must be provided at street level and designed so that all level changes (stairs, ramps or lifts) are internalised.

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C.11 The front setback must be designed so as not to be dominated by stairs, ramps, level changes, handrails, and other servicing structures.

3.5.1.4 OPEN SPACE AND LANDSCAPE

Objectives

O.01 Provide deep soil areas that support trees and landscaping that will mature and contribute to the amenity of the site and locality.

O.02 Design low maintenance communal open space areas for residents that facilitate opportunities for recreational and social activities, passive amenity, landscaping, and deep soil planting.

O.03 Maximise solar access to private and communal open spaces.

O.04 Ensure private open spaces are designed to provide residents with quality, usable private outdoor living areas for recreational and outdoor activities.

Controls

C.01 A minimum 30% of the total site area is to be provided as deep soil, of which at least 50% is located to the rear of the site.

C.02 For sites less than 1,500m^2 in size, the deep soil zone must have a minimum dimension of 4 metres x 4 metres.

C.03 On sites over 1,500m^2 in size, a minimum dimension of 6 metres will be required for part of the deep soil zone, equal to at least 7% of the total site area in accordance with the Apartment Design Guide. The remaining 23% oif the deep soil zone may be provided with a minimum dimension of 4 metres x 4 metres.

C.04 Where basements are provided and extend beyond the building envelope, a minimum soil depth of 1.2 metres is to be provided, measured from the top of the slab, and will not be calculated as part of the deep soil zone.

C.05 Residential flat buildings must provide communal open space to meet the requirements of Section 3D of the Apartment Design Guide.

C.06 Communal open space is to be:

a) Located where it is highly visible and directly accessible to the maximum number of dwellings.

b) Designed with an integral role in the site and include uses such as circulation, BBQ, play areas or passive amenity.

c) Integrated with the deep soil zone to provide a landscape setting with opportunities for large and medium size tree planting.

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d) Located adjacent to surrounding public open spaces such as reserves and public through site links where appropriate.

e) Be dimensioned so that it provides a proportionate response to the length and height of the development.

C.07 If it is demonstrated that the minimum consolidated area of common open space cannot be provided at ground level due to constrained site conditions, the communal open space may be located on elevated gardens or roof tops, provided that:

a) The area and overall design can be used for the recreation and amenity needs of all residents.

b) There will be no significant impact on surrounding properties in respect to loss of privacy.

c) The proposed common open space will provide a similar level of amenity as common open space at ground level.

d) The area is accessible by a lift.

C.08 A contiguous area of private open space with a minimum dimension of 2 metres must be provided for each dwelling as follows:

a) 1-bedroom ~~/~~ studio units must provide a minimum of 8m^2 per dwelling.

b) 2-bedroom units must provide a minimum of 12m^2 per dwellings.

c) 3 or more-bedroom units must provide a minimum of 16m^2 per dwelling.

3.5.1.5 PARKING DESIGN AND VEHICULAR ACCESS

Refer to Part 6 – Traffic and Transport of this DCP for parking rates and requirements.

Objectives

O.01 Provide adequate off-street parking for residents.

O.02 Ensure that the location and design of driveways are efficient, safe, and integrated into the design of the development to minimise their visual impact.

O.03 Minimise the environmental impact of basement structures and ensure carparking does not become a visually dominant element on the site or in the streetscape.

Controls

C.01 Carparking of residential flat buildings is to be located within a basement.

C.02 Access from car park to dwellings must be direct and safe for residents during the day and night.

C.03 Driveways and pedestrian access paths are to be setback a minimum of 1 metre from side and rear site boundaries to provide boundary landscaping.

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C.04 Loading/manoeuvring areas are to be located within the building or behind the building line facing the street and screened from adjacent residential uses.

C.05 Residential and non-residential car parking spaces are to be physically separated.

3.5.1.6 INTERNAL AMENITY

Objectives

O.01 To provide habitable rooms that are of a height and size that is functional and provides a high standard of amenity for occupants.

Controls

C.01 The minimum floor to ceiling height for all residential floors is to be consistent with the Apartment Design Guide.

C.02 Development is to be in accordance with the controls contained in Part 4 of the Apartment Design Guide. To demonstrate that this can be achieved, cross ventilation and solar access diagrams must be submitted with any development application.

C.03 Buildings are to be designed with narrow cross sections to support dual aspect dwellings that improve cross ventilation.

C.04 The finished floor level of all dwellings must not be more than 900mm above or 500mm below natural ground level. Where dwellings are located below natural ground level due to the slope of the land, development must:

a) demonstrate that adequate solar access to habitable rooms and private open space can be achieved,

b) provide a minimum of 5 metres between the face of the dwelling and any retaining wall or fencing, and

c) have a minimum floor to ceiling height of 3 metres.

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3.5.2 KEY DEVELOPMENT STANDARDS FOR SHOP TOP HOUSING AND MIXED-USE DEVELOPMENT

Both shop top housing and mixed-use development combine non-residential uses such as retail, commercial and/or community uses with residential uses in a building or group of buildings on a site. Uses are generally arranged vertically with residential uses located on upper levels.

In the City of Parramatta (the City), shop top housing is typically found in centres and along main shopping streets and are traditionally defined by their narrow lot frontage, 2- to 3-storey height, consistent street alignment with a zero setback between buildings, and a ground floor retail or commercial use with residential apartments above.

Mixed use buildings are located in centres and ~~B4~~ MU1 mixed use zones. Lot amalgamation may be necessary to support the function, service, and access requirements. These buildings commonly include non-residential uses at ground floor and potentially at the first floor. Mixed use buildings may be part of an area with a contiguous street wall or sit along a street of separated buildings. Taller buildings may have a defined street wall with an upper-level setback and/or transition to separated building forms at upper levels. Non-commercial uses are best located along a street frontage with direct tenancy or lobby entries accessed from the street. On large sites, the area of the site away from the primary street frontage may transition to residential use at ground level, where residential amenity can be assured.

All controls contained in Section 3.5.2 – Key Development Standards for Shop Top Housing and Mixed-Use Development must be read in conjunction with Part 3 – Residential Development, Section 3.2 – General Residential Controls, Part 2 – Design in Context, Part 4 – Non-Residential Development, Part 5 – Environmental Management and Part 6 – Traffic and Transport of this DCP.

3.5.2.1 MINIMUM SITE FRONTAGE

Objectives

O.01 Ensure sites are of sufficient size to achieve:

a) the necessary standard of amenity in relation to privacy, solar access, private open space,

b) adequate building separation to meet the privacy controls of the Apartment Design Guide,

c) a sense of street address,

d) street activation to the required extent, and

e) safe and efficient access and servicing.

O.02 Ensure development does not isolate or compromise potential development on adjacent sites.

Controls

C.01 For shop top development in ~~B1 and B2~~E1 zones, development lots must have a minimum site frontage width of 6 metres as measured along the front boundary line.

C.02 For mixed-use development in ~~B4~~ MU1 zones, development lots must have a minimum site frontage of 18 metres, as measured along the front boundary line.

C.03 Where a site has the minimum frontage width or more, it must nonetheless be demonstrated that the objectives O.01 and O.02 can be satisfied.

3.5.2.2 PRELIMINARY BUILDING ENVELOPE

Objectives

O.01 Ensure development contributes to a visual cohesiveness along the streetscape and identifiable uniformity in bulk, scale, setbacks, and height.

O.02 Provide space in residential areas for landscape amenity that also contributes to the public domain.

O.03 Provide adequate separation between buildings and protect adjoining buildings from overlooking and loss of amenity.

Controls

Building Height

C.01 The maximum building height is to be consistent with the *Parramatta LEP 2023* Height of Buildings Map and transition requirements in Section 2.4 - Building Form and Massing of this DCP.

C.02 Any part of a basement or sub-floor area that projects greater than 1m above natural ground level comprises a storey.

Street Setback

C.03 For mixed-use developments providing active uses at ground, buildings may be built to the street boundary, as per Figure 3.5.2.3.1.

C.04 Buildings must be set back consistent with the prevailing street setback.

C.05 Buildings must be set back must be a minimum of 3 metres from a laneway frontage to support boundary landscaping.

C.06 In development greater than 3 storeys, the upper levels of a development must be set back a minimum 3 metres from the street wall.

C.07 The street wall height of mixed-use development must generally be consistent with the predominant street wall height in storeys of adjacent buildings. An analysis of existing and likely future context must be submitted to determine the most appropriate street wall height and upper-level setback.

Side and Rear Setbacks

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C.08 The residential component of any shop top housing and mixed-use development must provide side and rear setbacks that ensure compliance with the privacy and separation requirements of the Apartment Design Guide.

C.09 Where a zero side setback to the street wall is proposed and consistent with the predominant streetscape context, the residential component above the street wall height must provide side and rear setbacks that ensure compliance with the privacy and separation requirements of the Apartment Design Guide.

C.10 Where a site adjoining the subject site does not contain an apartment building at the time the development application is being assessed, the separation required will be that specified for habitable rooms and balconies in Section 3F of the Apartment Design Guide.

3.5.2.3 STREETSCAPE AND BUILDING ADDRESS

Objectives

O.01 Maximise opportunities for buildings to define and activate the public domain.

O.02 Encourage attractive street frontages and improve pedestrian amenity and safety.

Controls

C.01 In the ~~B1, B2~~E1 and MU1~~B4~~ zones, the ground floor frontage is to provide for non-residential uses with at-grade pedestrian access. Ground floor apartments are not permitted on primary street frontages.

C.02 Where buildings align to the front boundary, continuous awnings are to be provided, with new awnings the same height as, or the average of, the two adjacent awnings. Council may omit this requirement where an awning would otherwise affect street trees or heritage items.

C.03 Development should provide multiple building entries from the street. Each building entry and lift/stair core must not serve more than 25 dwelling per core for buildings up to 8 storeys.

C.04 Building entries and lobbies to residential apartments are to be separated from commercial entrances to provide secure and identifiable addresses.

C.05 Ground floor retail and business shopfronts are to involve minimal use of solid walls. Where sites are amalgamated, frontages are to be divided vertically into discrete sections to maintain a fine grain, human scaled streetscape.

C.06 An active ground floor frontage must be considered in detail and the following must be incorporated into its design, as per Figure 3.5.2.3.1:

a) A nominal 500mm interface zone at the frontage must be included to create interest and variety in the streetscape, to be used for setbacks for entries, openings of windows, seating ledges, benches, and general articulation.

b) The façade must have a high level of expressed detail and tactile material quality.

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c) The base of the façade must achieve a well resolved meeting with the footpath that takes account of any slope. A horizontal plinth, integrated in the design, must be incorporated at the base of glazing to the footpath.

d) A clear path of travel must be provided in the public domain as defined in the Parramatta Public Domain Guidelines.

e) Legible entrances must be formed in the frontage.

f) Fire escapes and service doors must be seamlessly incorporated into the façade.

g) All required services must be integrated into the design of the ground floor frontage.

h) Parking security grilles or doors must be aligned to the building edge as closely as safety constraints permit.

i) Security doors or grilles must be designed to be fitted internally behind the shopfront, fully retractable and a minimum 50% transparent when closed.

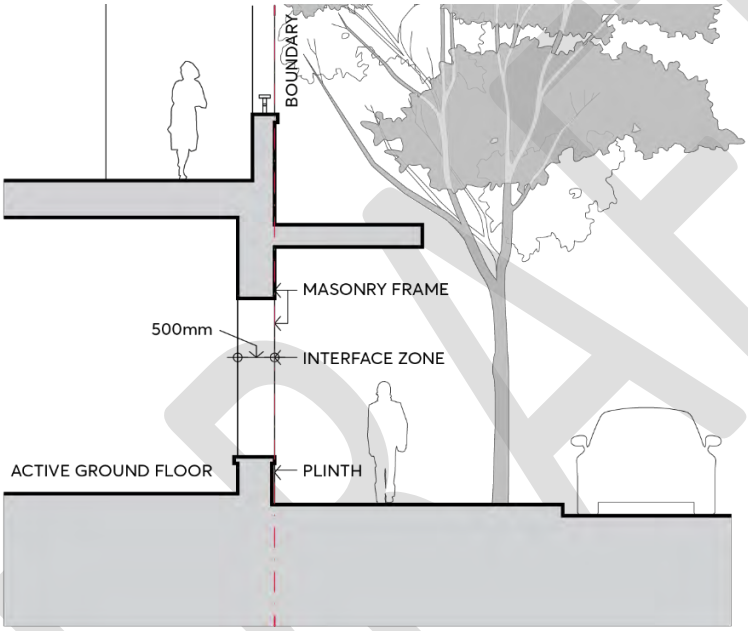


Figure 3.5.2.3.1 – Active Ground Floor Interface

C.07 Development proposing outdoor dining is to comply with Council's Outdoor Dining Guidelines.

C.08 Residential dwellings may be located on the ground floor at the rear of larger properties where building separation and privacy, and private open space can be provided in accordance with the Apartment Design Guide.

C.09 The principal entry to dwellings should not be provided off rear lanes except where:

a) the lane is well lit,

b) there is some natural surveillance of the lane from adjoining dwellings,

c) the lane provides access to other dwellings, and

d) the land is not regularly used by service vehicles.

C.10 Site planning and the internal building layout of developments should minimise the need for pedestrian pathways that are segregated from street. Where such pathways are necessary,

casual surveillance should be encouraged, they should be well lit at night and be clear of potential hiding or entrapment spots.

3.5.2.4 OPEN SPACE AND LANDSCAPE

Objectives

O.01 Provide deep soil areas that support trees and landscaping that will mature and contribute to the amenity of the site and locality.

O.02 Design low maintenance communal open space areas for residents that facilitate opportunities for recreational and social activities, passive amenity, landscaping, and deep soil planting.

O.03 Provide communal open space that is proportionate with the height and length of development.

O.04 Ensure private open spaces are designed to provide residents with quality, usable private outdoor living areas for recreational and outdoor activities.

Controls

C.01 Private and communal open space must be provided to meet the objectives of the Apartment Design Guide.

C.02 The rear setback area must be provided as deep soil if:

a) part of the residential component is proposed at ground, or

b) the site adjoins a residential development or residential zone.

Otherwise, deep soil may be provided on merit.

3.5.2.5 PARKING DESIGN AND VEHICULAR ACCESS

Refer to Part 6 – Traffic and Transport of this DCP for parking rates and requirements.

Objectives

O.01 Encourage the integration of on-site parking and related structures with the building and landscape design of the site.

O.02 Locate carparking and service/delivery areas so they do not visually dominate either the development or the public domain surrounding the development.

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Controls

C.01 At grade carparking areas and vehicular accessways are to be landscaped to integrate sympathetically with the development and the landscape character of the locality.

C.02 Large at grade carparking areas are to be broken up using landscaping. The design and layout must provide suitable and safe pedestrian movements, including separate pedestrian access to buildings which are clearly defined and easily negotiated.

C.03 Landscaping should be used to screen at-grade parking and loading areas and vehicular access points to minimise their visual impact. The area between property boundaries, driveways, access ways and parking spaces is to be of sufficient width to enable landscaping and screen planting.

C.04 Any at grade carparking is not to encroach within building setbacks.

C.05 Basement carparking is to be:

a) Adequately ventilated.

b) Designed for safe and convenient pedestrian movement and to include separate pedestrian access points to the building that are clearly defined and easily negotiated.

c) Predominately located within the building footprint.

d) Located predominately below existing ground level. Where slope conditions mean this is unachievable, the basement projection of the floor level of the storey immediately above is to be less than 1 metre above existing ground level.

C.06 Carparking areas must be designed to minimise headlight glare onto the windows of dwellings within the site or neighbouring properties.

C.07 On sloping sites, basement carpark entry must be located in relationship to the site slope to minimise basement ramp gradients and their visual impact on the streetscape.

C.08 Where developments have a car park or internal laneway for access to a car park, building layouts should provide for windows, lighting or secondary access doors that address that car park.

C.09 Access from the car park to dwellings should be direct and safe for residents during the day and night.

3.5.2.6 INTERNAL AMENITY

Objectives

O.01 To provide habitable rooms that are of a height and size that is functional and provides a high standard of amenity for occupants.

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Controls

C.01 In ~~B4~~ MU1 Mixed Use zones, building layouts are to be flexible to allow variable tenancies or uses on the ground floor for mixed used developments and residential flat buildings.

C.02 For all mixed-use developments, potential management arrangements, including ownership/lease patterns are to be considered at the design stage to ensure proper functioning of various components of the building.

C.03 The minimum floor to ceiling heights on the ground floor should be 4 metres to encourage flexibility.

C.04 The minimum floor to ceiling height is 3.5 metres for non-residential uses above the ground floor.

C.05 The minimum floor to ceiling height for residential uses is to be consistent with the Apartment Design Guide.

C.06 Buildings are to be designed with narrow cross sections to support dual aspect dwellings that improve cross ventilation.

C.07 Consideration must be given to the relationship between residential and non-residential components of mixed-use development regarding noise attenuation and privacy. Refer to Section 3.2.2 of this DCP for visual and acoustic privacy requirements.

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3.6 RESIDENTIAL SUBDIVISION

Subdivisions should reflect and reinforce the established subdivision pattern of the locality and be consistent with the minimum lot size requirements applicable for the permissible use. Subdivision of large sites should allow for a range of lot sizes to suit a mix of housing types and sizes, consistent with the Housing Diversity Precinct Criteria specified in Parramatta's Local Strategic Planning Statement 2036.

Proposed subdivisions are to be designed to:

- take account of topography, minimising the need for cute and fill associated with the dwelling and driveway construction,
- protect natural and cultural/heritage features,
- retain significant trees and vegetation communities, and
- have regard to views to and from the site.

Objectives

O.01 Ensure that subdivision of land for residential development has regard to site opportunities and constraints.

O.02 Respect the predominant subdivision pattern of the locality.

O.03 Ensure that lots of sufficient size are created to facilitate development that provides for:

a) a suitable building platform,

b) outdoor open space and service space,

c) landscaped area,

d) vehicular access that connects to a public road, and

e) on-site parking.

O.04 Maximise solar access potential for future dwellings through lot orientation.

Controls

C.02 Subdivision is to result in lots which meet the minimum lot sizes and lot width requirements of *Parramatta LEP 2023* and the requirements set out in Part 2 – Design in Context, Part 3 – Residential Development, and Part 7 – Heritage and Archaeology of this DCP.

C.03 The creation or subdivision of battle-axe lots is strongly discouraged.

C.04 Where battle-axe lots are proposed, a minimum access corridor width of 3.5 metres must be provided. Access corridors must:

a) provide safe and practical vehicular access to a formed public road,

b) allow vehicles to leave the driveway in a forward direction,

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c) make provision for vehicles to pass where necessary,

d) include appropriate landscaping to maintain the amenity of the area, and

e) be accessible for service providers and emergency services.

C.05 Residential subdivision is to be designed to provide future development with a clear address to the public domain.

C.06 For the subdivision of dual occupancies, equal or similar proportions in site area are to be provided for each dwelling and a minimum frontage of 7.5 metres to a public road provided for each dwelling resulting from the subdivision of the dual occupancy.

C.07 No form of subdivision of a secondary dwelling from the principal dwelling is permitted.

C.08 Where appropriate, subdivisions are to provide connections for public access, both vehicular and pedestrian within and beyond the site and are to facilitate open space linkages.

C.09 Adequate provision is to be made within new lots for infrastructure services.

C.10 Subdivision of land in close proximity to areas likely to be affected by bushfire is to be carried out in accordance with the Planning for Bushfire Protection, NSW Rural Fire Services 2019.

3.6.1 SITE CONSOLIDATION AND DEVELOPMENT ON ISOLATED SITES

Objectives

O.01 To encourage site consolidation of allotments for multi-unit housing and residential flat developments in order to promote the efficient use of land and to avoid the creation of isolated sites.

O.02 To encourage the development of existing isolated sites in a manner that responds to the site's context and characteristics and that maintains a satisfactory level of amenity.

Controls

C.01 Development for the purpose of multi dwelling housing, residential flat buildings, shop top housing or the like is not to result in the creation of an isolated site that could not be developed in compliance with the relevant planning controls, including *Parramatta LEP 2023* or this DCP.

C.02 Council will require appropriate documentary evidence to demonstrate that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value. At least one recent independent valuation is to be submitted as part of that evidence and is to account for reasonable expenses likely to be incurred by the owner of the isolated site in the sale of the property.

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C.03 Where amalgamation of the isolated site is not feasible, applicants will be required to demonstrate that an orderly and economic use and development of the separate sites can be achieved.

C.04 Applicants will be required to detail an envelope for the isolated site, indicating height, setbacks, resultant site coverage (building and basement), sufficient to understand the relationship between the application and the isolated site. The likely impacts the developments will have on each other, such as solar access, visual and acoustic privacy and the impact of development of the isolated site on the streetscape must also be addressed.

C.05 The development of existing isolated sites is not to detract from the character of the streetscape and is to achieve a satisfactory level of amenity including solar access, visual and acoustic privacy. Development of existing isolated sites may not achieve the maximum potential, particularly height and floor space ratio, and will be assessed on merit.

C.06 Where adjacent sites are developing concurrently, site planning options for development as an amalgamated site are to be explored.

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3.7 BOARDING HOUSES

Boarding houses play a key role in providing affordable accommodation options. Council encourages the retention and the provision of boarding house stock to assist in meeting the housing needs of all residents in the City of Parramatta (the City). The DCP aims to set additional guidelines to ensure that boarding houses are of a high-quality and standard for potential residents.

Private open space, internal amenities of a high quality, common spaces and facilities are of significant importance for boarding house residents. Additionally, boarding houses should be located in an accessible area to ensure residents are within a close proximity to transport options, employment hubs, key services, and entertainment and recreation.

The NSW State Government has various mechanisms in place to encourage the provision and retention of boarding house accommodation including *State Environmental Planning Policy (Housing) 2021* (Housing SEPP); the Office of State Revenue's land tax exemptions for boarding houses; and Housing NSW's Boarding House Financial Assistance Program which offers grants to boarding house owners for fire safety upgrades.

This Section of the DCP applies to:

- The demolition or change of use of an existing boarding house.
- The establishment of a new purpose built boarding house.
- Conversion or adaptation of existing buildings to a boarding house.
- Alterations and/or additions to, or intensification of an existing boarding house.

Note: Boarding house has the same meaning as in the *Parramatta LEP 2023.*

Part of the development application process may involve consideration of the requirements of Housing SEPP. The Housing SEPP provides a means to retain low cost rental accommodation through the development application process. This includes development applications that propose works to existing boarding houses which must have regard for Part 3 of the Housing SEPP.

If the development proposal incorporates demolition of the boarding house; or alterations or additions to the structure or fabric of the inside or outside of the boarding house; or changing the use of the boarding house to another use (particularly to backpackers' accommodation), the consent authority must have regard to Part 2 of the Housing SEPP.

Part 2 of the Housing SEPP also provides development controls for boarding house development. Where there are any inconsistencies between this DCP and the SEPP, the SEPP will prevail to the extent of the inconsistency.

All controls contained in Section 3.7 – Boarding Houses must be read in conjunction with Part 3 – Residential Development, Section 3.2 – General Residential Controls, Part 2 – Design in Context, Part 5 – Environmental Management and Part 6 – Traffic and Transport of this DCP.

Building Classifications under the Building Code of Australia

The BCA provides technical provisions for the design and construction of boarding houses including fire safety, access and structural stability. Reference should be made to the BCA and relevant Australian Standards that are contained in the BCA to ensure compliance with all relevant requirements. The BCA classifies buildings according to the purpose for which they have been designed, constructed or intended to be used. Boarding houses fall under two separate classifications under the BCA as detailed In Table 3.7.1 below.

Table 3.7.1 – BCA Building Classifications

BCA Building Class	Definition
Class 1(b)	A boarding house, guest house, hostel or the like, with a total floor area not exceeding 300m^2 and in which not more than 12 persons would ordinarily be resident, which is not located above or below another dwelling or another Class of building other than a private garage.
Class 3	A residential building, other than a building of Class 1 or 2, which is a common place of long term or transient living for a number of unrelated persons, including a boarding house, guest house, hostel, lodgings house or backpackers' accommodation.

Objectives

O.01 Encourage the provision of high-quality boarding houses within the City.

O.02 Recognise boarding house accommodation as an essential component of residential housing for low to moderate income earners and the socially disadvantaged within the City.

O.03 Minimise the potential adverse impacts of boarding houses on adjoining properties and the wider locality by introducing effective planning, design and on-going management controls.

O.04 Ensure a high level of amenity in boarding house premises to meet the needs of residents.

O.05 Ensure the appropriate level of fire safety within all boarding houses, and that acceptable levels of service provision are maintained.

O.06 Ensure that boarding houses are appropriately located within the City to ensure the safety, security, health and amenity for both boarding house residents and adjoining neighbours.

O.07 Ensure that all new boarding houses are compatible with the scale and character of the surrounding built form.

O.08 Ensure the size and intensity of boarding house developments are suitable for the zone in which they are proposed to be located.

O.09 Encourage the provision of boarding houses within close proximity of public transport services and within areas where there is appropriate access to services and facilities, employment opportunities, entertainment and recreation.

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O.10 Ensure that boarding houses are able to be accessed by all people.

O.11 Ensure that boarding houses comply with the performance requirements of the Building Code of Australia.

Location Criteria

O.12 Ensure that boarding house residents have reasonable access to retail and commercial services, community facilities, recreational and entertainment facilities, employment opportunities, and public transport services.

O.13 Ensure that public transport services available to boarding house residents are frequent and provide access to a suitable range of services, facilities, and employment opportunities.

O.14 Ensure that the intensity and size of a boarding house development within low density residential zones is compatible with the scale and character of predominant development in the zone.

Controls

C.01 When considering an application for a boarding house development, Council must be satisfied that residents of the proposed development will have reasonable access to the following:

a) retail and commercial services that residents may reasonably require to meet their daily needs;

b) community services and facilities;

c) recreation and entertainment facilities;

d) opportunities for employment; and

e) public transport services.

Access is deemed to satisfy if:

a) there is a railway station or a wharf from which a ferry service operates, within a walking distances of 800m from the site; or

b) the facilities and services likely to meet the daily needs of residents are located within a walking distance of 400 metres from the site; and

c) there is a regular public transport service available to additional retail and commercial services, community services and facilities, recreation and entertainment facilities and employment opportunities, within a walking distance of 400 metres from the site, that:

i. is available both to and from the site at least once every hour between 8.00am and 6.00pm Monday to Friday; and

ii. will take those residents to a place that is located no more than 400 metres to those services and facilities, and

iii. the likely path of travel is reasonable with regard to topography and pedestrian connectivity.

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Where a proposed development cannot meet the above criteria, the applicant will be required to demonstrate to Council's satisfaction how boarding house residents will achieve alternative access to retail and commercial services; community services and facilities; recreation and entertainment facilities; opportunities for employment; and public transport services.

Retention of Existing Boarding Houses

C.02 Where a development application proposes the demolition or change of use of an existing boarding house, Council must have regard to the provisions of Part 2 of the Housing SEPP. Where an existing boarding house is not covered by the parameters of Part 2 of Housing SEPP, Council may require the submission of a Social Impact Assessment to accompany the development application, and should consider the social and economic impacts of development under Section 4.15 of the *Environmental Planning and Assessment Act 1979*.

Site Planning

As many boarding houses occur as infill development in established areas, a sympathetic relationship with adjoining development is critical to their long-term success. A site analysis is required to establish the site context and should be reflected in the design, addressing the constraints and opportunities of the site and its context.

C.03 A site analysis is to be submitted with all new boarding house development applications. Detail of what should be included in a site analysis is provided in Part 2 – Design in Context of this DCP.

Building Form and Appearance

C.04 New development (including alterations and additions) shall be consistent with the predominant built form and design elements of the surrounding locality and streetscape. Refer to Part 2 – Design in Context and Part 3 – Residential Development of this DCP.

C.05 The main entrance of the boarding house should be provided within the front (street) elevation to address the street and to minimise potential privacy impacts upon neighbouring properties.

C.06 Development is to be designed and sited to minimise the extent of shadows that it casts on:

a) pPrivate and communal open space within the development;

b) pPrivate and communal open space of adjoining dwellings;

c) pPublic open space such as bushland reserves and parkland;

d) sSolar collectors of adjoining development; and

e) hHabitable rooms within the development and in adjoining developments.

C.07 Landscaped treatment at the front of the site should be compatible with the streetscape in which the building is located.

C.08 If the boarding house is on land zoned primarily for commercial purposes, no part of the ground floor of the boarding house that fronts a street is to be used for residential purposes.

Building envelope

C.09 New development shall comply with the relevant height and floor space ratio controls prescribed by the *Parramatta LEP 2023.*

C.10 New boarding houses (including alterations and additions) shall comply with the Key Development Standards contained in Part 3 – Residential Development or Part 4 – Non-Residential Development of this DCP for the comparable predominant building type in the relevant zone where the new development is proposed. See Table 3.7.2 for zone of proposed boarding house with comparable controls applied.

Table 3.7.2 – Boarding House Development Zones and Envelope controls

Zone in which boarding house development is proposed	**Development type building envelope controls to be referred to in Part 3 – Residential Development or Part 4 – Non-Residential Development of this DCP or area specific controls for Special Precincts**
R2 Low Density Residential	Dwelling house
R3 Medium Density Residential	Multi-dwelling housing
R4 High Density Residential	Residential flat building
~~B1~~ E1 ~~Neighbourhood~~Local Centre	Shop top housing
~~B4~~ MU1 Mixed Use	General ~~B4~~ MU1 Zone

Occupation Requirements

C.11 A maximum number of 12 bedrooms per boarding house will be permitted R2 Low Density Residential zones and shall have a maximum of 12 residents.

The total number of rooms in boarding houses located in the R3 Medium Density Residential zone, R4 High Density Residential zone, MU1~~B4~~ Mixed Use zone and E1 Local Centre~~, B1 Neighbourhood Centre zone and B2 Local Centre~~ zone will be required to demonstrate that the proposal will not have an adverse impact upon the amenity of the surrounding neighbourhood with regard to noise, privacy, overshadowing, traffic generation, and the like.

C.12 Any shared rooms are to be limited to a maximum of 2 occupants per room.

C.13 Residents of the boarding house must enter into a lease or licence agreement with the managing agent agreeing to comply with the boarding house rules and fees payable. The length of the lease is to be determined by the managing agent, but must be for a minimum of 3 months.

Operation Management

C.14 All boarding houses are to have a managing agent, contactable 24 hours per day, 7 days per week. If a boarding house has capacity to accommodate 20 or more lodgers, it is required that there be an on-site resident manager. The on-site resident manager must be 18 years of age or over. The on-site resident manager will be provided with a double room.

C.15 The name and contact details of the on-site manager or managing agent is to be provided externally at the front entrance of the boarding house and internally within the communal living area.

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C.16 A Plan of Management must accompany a development application for any new boarding house or intensification of an existing boarding house. The Plan of Management must be completed in accordance with ~~Appendix 9 of this DCP~~Council's Guide to Plans of Management for Boarding House Developments. The approved Plan of Management will form part of any development consent. Copies of the approved Plan of Management must be provided to the relevant managing agent.

C.17 'House Rules' must be prepared as part of the Plan of Management. The approved House Rules must be clearly displayed within each bedroom and within the communal living area of the boarding house. House rules should address the following at a minimum:

1. maximum room occupation
2. maintainence of rooms
3. use of common areas (indoor and outdoor)
4. keeping of animals
5. resident and guest behaviour
6. guest policy
7. access to rooms for inspection
8. cooking and dining
9. waste disposal
10. damage/breakages/loss of keys
11. fire safety
12. smoking, consumption of alcohol and drugs
13. noise control

C.18 An Emergency Evacuation Plan must be prepared as part of the Plan of Management detailing the evacuation procedures in the event of the emergency, provision of resident log book, identifying the assembly point and detailing how residents will be made aware of the procedures contained within the Plan. Copies of the approved Emergency Evacuation Plan must be provided to the relevant managing agent, and a copy must be provided to all residents.

C.19 A list of contact details must be clearly displayed within the common area including the contact details for: the managing agent; emergency services including fire, ambulance and police; utilities such as gas, electricity, water and any approved emergency repair persons such as a plumber, electrician etc.

C.20 Copies of the Plan of Management including the House Rules, Emergency Evacuation Plan and managing agent's details must be provided to all residents and must be available for neighbours to view.

C.21 Developments of 3 storeys or more must incorporate a lift capable of accommodating a stretcher and must be accessible at each floor.

Annual Certification/Registration

C.22 Boarding houses are to be registered with Council prior to the issue of an occupation certificate and annually thereafter.

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C.23 Boarding houses providing accommodation for 2 or more people with a disability (as defined by the *Youth and Community Services Act 1973*) must be registered in accordance with the *Youth and Community Services Act 1973* and licensed by the NSW Department of Ageing, Disability and Home Care.

Design of Boarding Houses - General

C.24 Boarding houses must provide the following facilities within each building:

A. Bedrooms
B. Communal laundry facilities
C. Communal kitchen and dining area (one per floor for multi storey boarding houses)
D. Individual ensuite and/or communal bathrooms
E. Communal lounge room (one per floor for multi storey boarding houses)
F. Communal garbage storage and recycling facilities
G. Communal outdoor open space area
H. Car parking (as required by this DCP)
I. On-site manager accommodation (where 20 or more lodgers)

~~C.24~~C.25 Floor coverings throughout the boarding house should be impervious, washable and flame resistant.

~~C.25~~C.26 All furniture and fittings required to be provided within individual rooms and communal area must be permanently affixed to the building/site, must be easy to clean/maintain, and must be kept in a suitable state of repair.

~~C.26~~C.27 All parts of the premises including furniture, fittings, cooking equipment, fridges, beds, and bed linen must be kept in a clean condition and free from vermin.

~~C.27~~C.28 Fly screens are to be provided to all openable windows and doors.

~~C.28~~C.29 Liquid soap dispensers must be provided to all hand basins, showers, baths, and laundry tubs.

~~C.29~~C.30 At least one phone must be provided within the communal area to allow residents to contact emergency services.

~~C.30~~C.31 Where internal doors are provided to kitchens or communal areas, these must be clear glazed and impact resistant in accordance with the BCA.

~~C.31~~C.32 Use of ducted air conditioning systems is highly encouraged to eliminate the use of portable heating devices which may cause fire hazard.

~~C.32~~C.33 A safety switch must be fitted to all electrical meter boxes.

~~C.33~~C.34 A maximum of one T.V. antenna is to be provided per boarding house.

Minimum Size and Design for Bedrooms

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~~C.34~~C.35 The minimum size for a bedroom within a boarding house must be in accordance with Table 3.7.3.

Table 3.7.3 – Minimum Room sizes for Boarding Houses

Bedroom Type	Minimum Room Size
Single person bedroom	12m^2
Two person bedroom	16m^2
Single person bedroom plus ensuite bathroom	15m^2
Two person bedroom plus ensuite bathroom	19m^2
Adaptable room	Applicant to demonstrate minimum circulation requirements within sleeping room in accordance with AS 1428.1.
Adaptable room plus accessible ensuite bathroom	Applicant to demonstrate minimum circulation requirements within sleeping room and ensuite bathroom in accordance with AS 1428.1.
Manager/Caretaker bedroom plus ensuite	16m^2
Kitchenette (for fire rated rooms only)	2m^2

~~C.35~~C.36 The minimum storage facilities and furnishings must be provided within each bedroom as outlined in Table 3.7.4. A furniture layout plan must be provided at 1:100 or 1:50 scale for each room type. Maintenance and cleaning of furniture and fittings must be detailed in the Plan of Management.

~~C.36~~C.37 No boarding room is to have a gross floor area (excluding any area used for an ensuite, bathroom or kitchenette) of more than 25m^2.

Note: The maximum gross floor area room size does not apply to on-site resident manager accommodation.

Table 3.7.4 – Minimum requirements for Facilities

Facility Type	Minimum Requirement
Secure storage facility	Minimum capacity of 1 metres cubed per person. This space must be lockable.
Minimum fixed room furnishings per room	• Single bed (per resident if twin share) including mattress (minimum 800mm x 1,900mm), base, waterproof mattress protector • Wardrobe – preferably built in (per resident if twin share) • Mirror • Table • Chair (per resident if twin share) • Lamp (per resident if twin share)

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	• BCA compliant latching device • Separate waste and recycling containers • Window coverings • 1 x phone connection • 2 x twin electrical power points • 1 x television outlet • Sink including hot and cold water, ancillary bench and cupboard space. • For Class 3 buildings it is recommended that a kitchenette be provided within each room. Where kitchenettes are provided in individual boarding house rooms, these rooms must be fire rated in accordance with the BCA.

~~C.37~~C.38 Bedroom design must comply with the BCA with regard to requirements for natural light, natural ventilation, ceiling heights, and fire safety.

~~C.38~~C.39 Individual bedrooms must be key lockable.

Minimum Size and Design for Bathrooms

~~C.39~~C.40 Provision of individual ensuite bathrooms for each room is highly encouraged, particularly for wheelchair accessible rooms.

~~C.40~~C.41 Where ensuite bathrooms are not provided, communal bathroom facilities shall be provided in accordance with Table 3.7.5 below:

Table 3.7.5 – Minimum size and design for bathrooms

Description	Minimum Requirement
Class 1(b) and 3 Buildings	Bathroom facilities must comply with the minimum requirements of the BCA and be in an accessible location for all residents. The minimum requirement is 1 bath or shower for each 10 residents or part thereof and 1 toilet and washbasin with hot and cold running water for each 10 residents or part thereof.
Minimum Size	The minimum size of any bathroom will be determined by ensuring that minimum circulation spaces for disabled persons can be accommodated in accordance with AS 1428.1

~~C.41~~C.42 Communal toilet facilities shall be provided in a separate room to communal shower bathroom facilities.

~~C.42~~C.43 Hot and cold water must be provided in all showers, baths and hand basins.

~~C.43~~C.44 Where communal bathrooms are provided, separate facilities should be provided for male and female residents.

Minimum Size and Design for Kitchens, Laundries and Clothes Drying Facilities

~~C.44~~C.45 The requirements for kitchens, laundries and clothes drying facilities must be provided in accordance with Table 3.7.6.

Table 3.7.6 – Minimum size and Design for Kitchens, Laundries and Clothes Drying Facilities

Facility Type	Minimum Requirement
Kitchen Facilities – General	• All kitchen areas shall be maintained in a clean and sanitary condition at all times. • No bathrooms, toilets or bedrooms shall open directly onto communal kitchen facilities. • The floor of the kitchen area shall be constructed of a smooth impervious surface. • Where food is proposed to be provided as part of boarding house operations, or is for sale, kitchen and food areas shall comply with requirements of the food safety standards adopted under the *NSW Food Act 2003*. Guidelines for design and construction are provided under Australian Standard AS 4674 'Design, construction and fitout of food premises'. Provision shall be made for sufficient ventilation, and any mechanical exhaust systems installed are to be in accordance with the BCA. • Kitchen facilities shall be available for all residents 24 hours per day. • Provision of communal cooking and dining equipment including utensils, pots, pans, cutlery, crockery etc is highly encouraged.
Kitchen-/-Dining Facilities	• A communal kitchen and dining area with a minimum area of 20m^2, plus 1m^2 per resident over 12 residents. **Note:** Class 1(b) buildings are to have a maximum of 12 residents. The following must be provided at a minimum: • Bench top for food preparation; • 1 sink for every 6 residents with running hot and cold water; • 1 stove top cooker for every 6 residents; • A refrigerator with storage space of 0.13m^3 per resident; • A freezer with storage space of 0.05m^3 per resident; • Storage for dry goods of 0.30m^3 per resident; • Exhaust ventilation; • Waste disposal and recycling containers; • Microwave oven; • Toaster and kettle; • A lockable drawer or cupboard for food storage for each resident; and • Dining table and chair (or similar) allowing for one space per resident. **Note:** Kitchen size and facilities may be reduced where kitchenettes are provided.

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Laundry Facility Requirements	• ~~a~~Automatic washing machine for the first 12 residents plus 1 automatic washing machine for every additional 12 residents thereafter or part thereof~~,~~; • 1 domestic dryer for first 12 residents plus 1 domestic dryer for every additional 12 residents thereafter or part thereof~~,~~; • 1 large laundry tub with running hot and cold water for up to 12 residents and one additional tub for premises that contain more than 12 residents~~,~~; ~~and~~ • 2.5 metres of outdoor clothesline per resident (can be retractable).
Location of Clothes Drying Facilities	• Drying areas must not be visible from the street or any public place. • Drying areas shall be located to maximise solar access. • Clothes drying and laundry facilities shall be wheelchair accessible.

Minimum Size and Design for Internal Communal Living Areas and External Recreation Areas

~~C.45~~C.46 The requirements for internal communal living areas and external recreational areas must be provided in accordance with Table 3.7.7.

Table 3.7.7 – Minimum S~~s~~ize and Design for Internal Communal Living Areas and External Recreation Areas

Facility Type	Minimum Requirement
Internal Communal Living Area	• All boarding houses are to provide a common living area of a minimum 30m^2 in area, with a further 2m^2 provided per boarding room in excess of 6 boarding rooms. • Class 1(b) buildings are to have a maximum of 12 residents. • Living areas are to have a minimum dimension of 4 metres. • Furniture including lounge suites and coffee tables are encouraged.
Location of Internal Communal Living Area/s	• Communal living area/s must be located on the ground floor and are to be located near commonly used spaces or adjacent to the communal outdoor open space. An additional communal living area shall be provided on each level for multi-storey Class 3 level boarding houses. • Communal living area/s should have a northerly aspect where possible and should be located where they will have a minimal impact on adjoining properties in terms of noise generation and visual privacy. • Consideration should be given to ensure that bedrooms adjoining the living area/s are protected from excessive noise. • The use of highlight windows on upper levels is encouraged along side boundaries to minimise direct overlooking, particularly when adjoining or adjacent to residential properties.

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Calculation of Communal Living Areas	• The floor area of bedrooms, bathrooms, laundries, storage, kitchens, car parking, driveways, clothes drying areas, corridors and the like are not counted when determining the area of internal communal areas.
Communal Outdoor Area	• A communal outdoor area must be provided for all boarding house developments. This space must be provided behind the front setback line. The design of the communal outdoor area will also need to be designed with regard to the 'Building Envelope Controls'. • The communal outdoor area shall have a minimum area of 30m², with a minimum dimension of 3 metres and should be partly covered to provide weather protection. • The communal outdoor area should be directly accessible from communal internal living areas. • Where possible, both hard and soft landscaped areas shall be provided within the outdoor communal area. • Communal facilities that encourage interaction between residents including fixed outdoor tables and chairs, BBQs and the like are encouraged.

Private Open Space

~~C.46~~C.47 Consider opportunities for the provision of private open space to individual rooms where it will not result in a visual or acoustic privacy impact upon neighbouring properties.

~~C.47~~C.48 If accommodation is provided for an on-site manager, one area of at least 8m² with a minimum dimension of 2.5 metres is to be provided adjacent to that accommodation, other than in the front setback area.

Acoustic Amenity

~~C.48~~C.49 For new boarding house developments (including intensification of, or conversion of an existing building), adequate sound insulation shall be provided between bedrooms, in accordance with the BCA, to ensure reasonable amenity for residents.

~~C.49~~C.50 Boarding house design should attempt to locate bedrooms away from significant internal and external noise sources.

~~C.50~~C.51 During the design of a new boarding house (including intensification of, or conversion of an existing building), consideration must be given to the potential acoustic impact upon adjoining neighbours. The following noise abatement issues should be considered at the design stage:

- location of windows in respect to the location of windows on neighbouring properties;
- sensitive location of communal outdoor areas away from main living areas or bedroom windows of any adjoining dwelling (where possible);
- the use of screen fencing or acoustic barriers as a noise buffer to external noise sources;

- the incorporation of double glazing of windows or use of glass blocks (for light penetration but not suitable where natural ventilation is also required); and
- locate similar building uses (such as bedrooms or bathrooms) back to back internally within the building, to minimise internal noise transmission.

~~C.51~~C.52 An Acoustic Impact Assessment prepared by a suitably qualified person shall accompany all boarding house development applications, identifying (but not limited to) the following:

- Identification of sensitive noise receivers potentially impacted by the proposal;
- Quantification of the existing acoustic environment;
- Detail of the acoustic mitigation measures to be implemented in the proposal;
- Identification of noise likely to be generated by the proposal based on full occupation; and
- Certification that the proposal is capable of operating without causing nuisance, including a statement of mitigation measures required to ensure this.

Note: An Acoustic Impact Assessment will not be required for minor alterations and additions to existing boarding houses where resident numbers will not increase.

Visual Privacy

~~C.52~~C.53 Placement of windows and other openings should not result in overlooking of adjoining residential uses. Where overlooking may occur, use of highlight windows, window screening or similar mechanism should be used. Refer to Section 3.2.2 – Visual and Acoustic Privacy of this DCP.

~~C.53~~C.54 Landscape screening should be provided within outdoor communal areas to minimise overlooking of adjoining properties.

Access for People living with a disability

~~C.54~~C.55 All new boarding houses (including building conversions or additions to existing premises) should comply with the minimum access requirements contained within the BCA and AS 1428.1 – Design for Access and Mobility.

~~C.55~~C.56 Disabled access must be provided to all wheelchair accessible bedrooms, internal and external communal facilities (including waste storage area, car parking area, clothes drying area) and to the adjoining roadway.

~~C.56~~C.57 Wheelchair accessible/adaptable bedrooms with an ensuite bathroom shall be provided in all new boarding house developments (including building conversions, substantial alterations and additions or intensification of an existing development) at the rate of 1 per 10 bedrooms (or part thereof). At minimum, 1 wheelchair accessible/adaptable bedroom with ensuite bathroom shall be provided.

Sustainability, Energy Efficiency and Solar Access

~~C.57~~C.58 All development applications for new boarding house developments (including substantial alterations and additions) must be accompanied by a BASIX Certification prepared

in accordance with *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004* and comply with applicable controls within Part 5 – Environmental Management in this DCP.

~~C.58~~C.59 All whitegoods and appliances provided within the boarding house must have a minimum 3.5 star energy rating.

~~C.59~~C.60 Boarding houses should be located so that solar access to at least one communal open space area and to communal living area windows is achieved for at least 3 hours between 9am and 3pm during the winter solstice (21 June).

~~C.60~~C.61 Dwellings on adjoining properties are to receive a minimum of 3 hours sunlight in habitable rooms and in at least 50% of the private open space between 9am and 3pm on 21 June. Where existing development currently receives less sunlight than this requirement, this should not be unreasonably reduced. In order to demonstrate that this can be achieved, shadow diagrams may be required with the development application.

Car and Bicycle Parking

~~C.61~~C.62 Car parking spaces and bicycle storage spaces shall be provided and designed in accordance with the standards referred to in Part 6 – Traffic and Transport of this DCP.

~~C.62~~C.63 A Traffic Impact Assessment shall be prepared for all new boarding house developments detailing how any overflow parking demand will be managed. This should form part of the Plan of Management. Overflow parking refers to any car parking demand generated by the proposal that cannot be satisfied by meeting Council's minimum parking requirements for boarding houses.

Waste Management

~~C.63~~C.64 Communal garbage and recycling facilities are to be provided within the development site. The waste storage area must be suitably enclosed, screened from view from the street, and located behind the front setback line. Facilities to cleanse storage containers on-site are to be provided.

~~C.64~~C.65 Waste storage areas shall be provided in an accessible location, and must achieve at grade access to the street for collection.

~~C.65~~C.66 New boarding houses and the intensification of existing boarding houses must comply with Part 5 – Environmental Management of this DCP and must submit a Waste Management Plan with the development application.

~~C.66~~C.67 Waste management must be provided in accordance with Part 5 – Environmental Management and Appendix 2 – Waste Management Guidelines of this DCP

~~C.67~~C.68 If contaminated sharps are generated, non reusable sharps containers shall be provided in accordance with relevant Australian Standards for disposal. Final disposal must be undertaken by licensed contaminated waste contractors.

Fire Safety

~~C.68~~C.69 All boarding house developments shall comply with the fire safety requirements of the BCA.

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~~C.69~~C.70 Premises providing shared accommodation must display current annual fire safety certification in a prominent location.

~~C.70~~C.71 A floor plan must be permanently affixed to the inside of the door of each bedroom detailing emergency egress routes from the respective bedroom.

~~C.71~~C.72 An Emergency Evacuation Plan must be provided as part of the required Plan of Management.

~~C.72~~C.73 Hard wired smoke detectors shall be provided within all bedrooms and within communal areas in accordance with the BCA.

~~C.73~~C.74 For fire safety reasons any potential ignition sources (e.g. candles, incense, lighters, smoking or open flames), cooking or heating facilities (including any plug in microwave, electric frying pan, toasters, kettles, heaters and the like) must not be provided or used within individual bedrooms unless rooms are individually fire rated.

~~C.74~~C.75 Where kitchenettes are provided in individual rooms, rooms must be fire rated.

~~C.75~~C.76 Windows shall be key lockable only and no bars are to be affixed to the windows.

~~C.76~~C.77 A portable fire extinguisher and fire blanket must be provided within any kitchen (including kitchenettes) in accordance with AS 2444-2001 – Portable fire extinguishers and fire blankets - Selection and location.

Note: Housing NSW administers the Boarding House Financial Assistance Program which offers grants to boarding house owners for fire safety upgrading.

Signage

~~C.77~~C.78 Signage will be limited to a maximum of one sign per street frontage, detailing only the name and address of the premises and contact details of the managing agent. Signage must be affixed to the front elevation of the building or the front fence.

~~C.78~~C.79 The sign/s shall have a maximum area of 0.25m^2 (e.g. 50cm x 50cm).

~~C.79~~C.80 Signage shall be non-illuminated.

Strata Subdivision

~~C.80~~C.81 As a boarding house is required to be maintained and operated in a single entity; strata subdivision of a boarding house is not permitted.

Further Information

Building Code of Australia

Environmental Planning and Assessment Act 1979

Environmental Planning and Assessment Regulation 2000

Food Standards Australia New Zealand Act 1991

Local Government Act 1993

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Local Government (General) Regulation 2005

Public Health Act 1991

Public Health (General Regulation) 2021

Protection of Environment Operations Act 1997

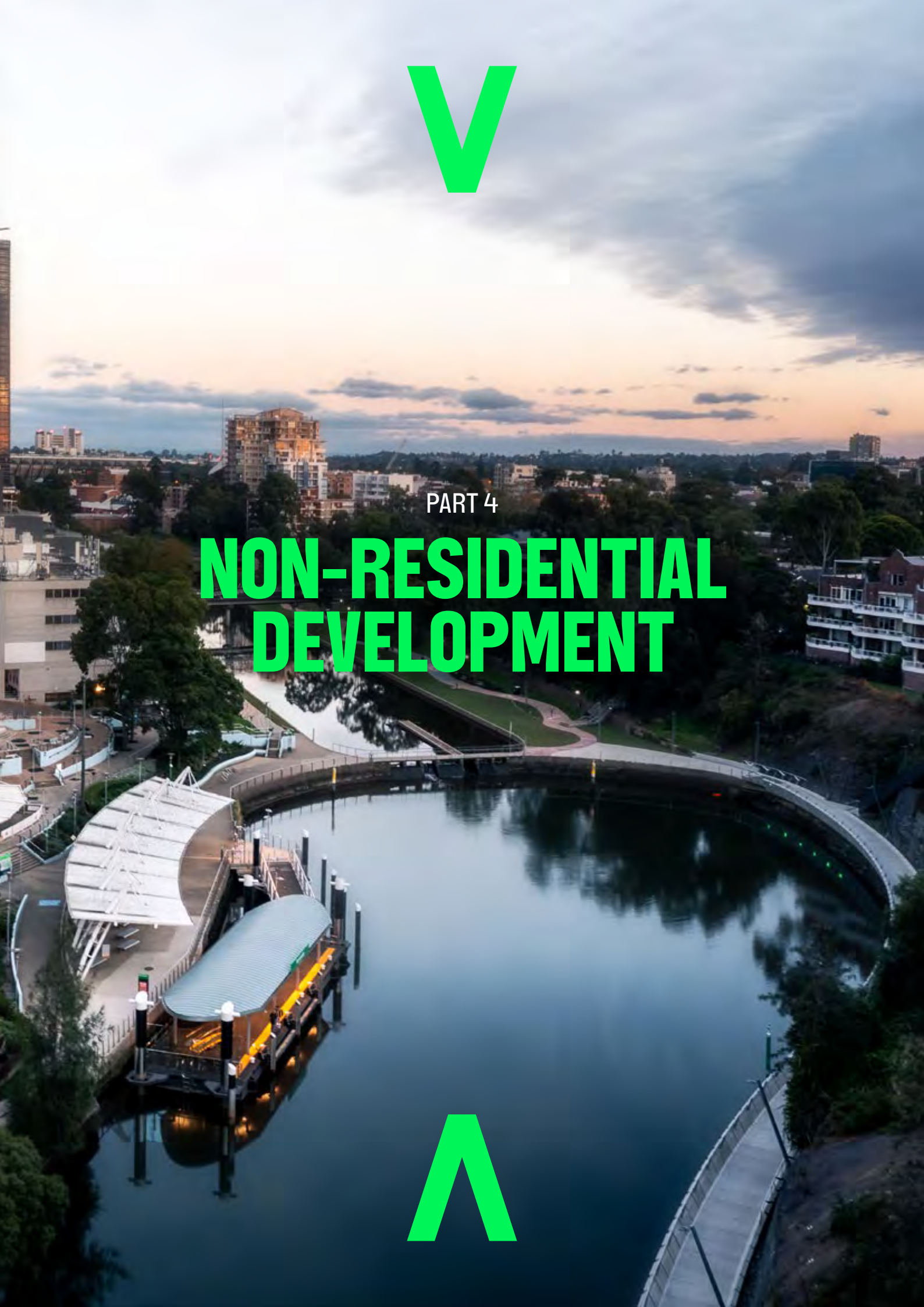
State Environmental Planning Policy (Housing) 2021

The Disability Discrimination Act 1992

Youth and Community Services Act 1973

Residential Tenancies Act 2010

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PART 4

NON-RESIDENTIAL DEVELOPMENT

PART 4 – NON-RESIDENTIAL DEVELOPMENT

With more than 23,000 businesses that call Parramatta home (Local Strategic Planning Statement 2036), the City of Parramatta (the City) promotes diverse and active non-residential uses (where it is permissible). The City is building on its strengths as a focus of economic activity, essential services, natural assets, culture and creativity, to lead one of Australia's fastest growing regions.

Council recognises the importance of non-residential uses to support and expand Parramatta's economic role as the Central City of Greater Sydney. These include business and commercial development, industrial, educational establishments, and other non-residential uses that are outlined in this Section of this DCP.

This Part of this DCP applies to all non-residential types of development.

All controls contained in this Part must be read in conjunction with Part 2 – Design in Context, Part 5 – Environmental Management and Part 6 – Traffic and Parking. Detailed controls that guide outcomes for sites within a heritage conservation area or containing a heritage item, refer to Part 7 – Heritage and Archaeology. For specific controls relating to residential development within an identified Growth Precinct or Strategic Centre, refer to Part 8 of this DCP.

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~~NSW State Employment Zones Reform~~

~~In December 2021, the Department of Planning and Environment made changes to the Employment Zones that are contained within the Standard Instrument (LEP) Order 2006. The Employment Zones reform introduces 5 employment zones and 3 supporting zones which will replace the existing Business and Industrial zones.~~

~~The Draft DCP (as exhibited) will retain the existing land use zone references.~~

~~Any references to the existing Business and Industrial zones in the DCP will be updated post-exhibition and as part of the finalisation of the DCP.~~

~~For further information on the Employment Zones Reform, please visit the Department's website.~~

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4.1 GENERAL NON-RESIDENTIAL CONTROLS

This Section of this DCP includes controls to ensure that non-residential development address impacts on adjoining properties and noise amenity on, and as a result of, a proposed development. This includes design requirements to enhance the function, design, and amenity of non-residential uses across the City.

4.1.1 CONSIDERATION OF ADJOINING USES

Objectives

O.01 Address the impact of building interface with adjoining land uses and development.

O.02 Maintain the privacy, solar access, and overall amenity of neighbouring properties.

O.03 Ensure development has minimal impacts on adjacent sensitive land uses.

Controls

C.01 Developments are to be separated to minimise operational constraints imposed by one industrial use upon an adjacent industrial use.

C.02 Any proposal must ensure the level of effects on adjoining properties is acceptable.

C.03 Any proposal that may have an impact on the adjoining use must be assessed under its ability to satisfy the relevant objectives under Part 2 – Design in Context, Part 3 – Residential Development, Part 5 – Environmental Management, and, Part 6 – Traffic and Transport of this DCP depending on the adjoining property use. The controls of the less intense zone must be satisfied to the extent on the effect on the neighbouring property if the proposal is on a zone boundary.

4.1.2 NOISE AMENITY

Objectives

O.01 Ensure that commercial or industrial development does not unreasonably diminish the amenity of nearby residential uses from noise intrusion.

Controls

C.01 Non-residential development is not to adversely affect the amenity of adjacent residential development as a result of noise, odour, hours of operation and/or service deliveries.

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C.02 Accompany all Development Applications for potential noise generating industries adjacent to residential zoned land with documentation from a qualified Acoustic Engineer specifying noise standards.

C.03 Council may require a report by an acoustic consultant to be submitted with Development Applications for noise generating developments.

Further Information

Building Code of Australia

Noise Policy for Industry 2017, NSW Environmental Protection Authority

Environmental Criteria for Road Traffic Noise, Environmental Protection Authority NSW, 1999

Development near Rail Corridors and Busy Roads - Interim Guideline, NSW Department of Planning 2008

Reducing Traffic Noise: a Guide for Home Owners, Designers and Builders, Roads and Maritime Services, 1991

Interim Guidelines for Councils: Consideration of Rail Noise and Vibration in the Planning Process, Rail Infrastructure Corporation (RIC) and State Rail Authority (SRA), 2003

Relevant Australian Standards, including:

- AS 3671 Road Traffic Noise Intrusion
- AS 1055 Parts 1, 2 and 3 - 1997 Acoustics - Description and Measurement of Environmental Noise
- AS 2107 - 1987 Acoustics - Recommended design sound levels and reverberation times for building interiors

RIC and SRA Interim Guidelines for Applicants: Consideration of Rail Noise and Vibration in the Planning Process RIC website - www.ric.nsw.gov.au

State Environmental Planning Policy (Transport and Infrastructure) 2021

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4.2 BUSINESS AND COMMERCIAL DEVELOPMENT

This Section of this DCP is intended to provide design requirements and guide the assessment of business and/or commercial development types. In addition to the controls set out in this Section, where a mixed-use development incorporates shop top housing, refer to Part 3 – Residential ~~d~~Development of this DCP.

These provisions will enhance the function, design, and amenity of business and commercial types of development across the City.

All controls in Section 4.2 – Business and Commercial Development must be read in conjunction with Part 4 – Residential Development, Section 4.1 – General Non-Residential Controls, Part 2 – Design in Context, Part 5 – Environmental Management, Part 6 – Traffic and Transport, and Part 7 – Heritage and Archaeology of this DCP.

Objectives

O.01 Ensure development is compatible with the surrounding context and makes a positive contribution to the area.

O.02 Enhance the amenity for people who work in, live in, and access the development.

Controls

C.01 Controls for business or commercial types of development are outlined in Table 4.2.1 below.

C.02 Development on land zoned ~~B6 Enterprise Corridor~~E3 Productivity Support on Silverwater Road for a hotel and motel accommodation and office premises shall be a maximum of three (3) storeys.

Table 4.2.1 – Development provisions for business and commercial development

	Controls
Building height	• Maximum building height is shown on the *Parramatta LEP 2023* Height of Buildings map.
Floor space ratio	• Maximum floor space ratio is shown on the *Parramatta LEP 2023* Floor Space Ratio map.
Front setback	• Consistent with prevailing front setback.
Side setbacks	• Nil where there will be no impact on streetscape or amenity of adjoining development. • Where development proposes a residential use (if permitted in the zone) or adjoins a residential use and is more than 2 storeys in height, building separation is to be provided as per the Apartment Design Guide published by NSW Department of Planning and Environment.
Rear setback	• Dependant on amenity impacts on adjoining development.

	Controls
	• Where development proposes a residential use (if permitted in the zone) or adjoins a residential use and is more than 2 storeys in height, building separation is to be provided as per the Apartment Design Guide published by NSW Department of Planning and Environment.
Parking	• Refer to Part 6 – Traffic and Transport of this DCP, includes garage design requirements.
Landscaping/Deep Soil	• Rear setback is to be landscaped unless required for rear access. • Refer to Part 2 – Design in Context of this DCP for additional requirements. • Additional requirements may be required under the Parramatta Public Domain Guideline.
Floor to ceiling height	• For ground floor storeys the minimum floor to ceiling height shall be 4 metres. • For all other non-residential floors, the minimum floor to ceiling height shall be 3.5 metres.
Safety and Security	• The site and building layout should ensure that entrances and activities are easily identifiable by prospective users. • Buildings and spaces should be designed to clearly delineate between public and private space to provide a clear sense of ownership and discourage illegitimate use. • Where developments have a car park or laneway for access to a car park, building layouts should provide some windows, lighting or secondary access doors that address the car park. • Public facilities such as toilets and parent rooms should be designed and placed to maximise opportunities for casual surveillance. • Services, such as Automatic Teller Machines (ATMs) and public telephones, should be placed in highly visible locations and be accessible and well-lit at night. • The use of security devices, such as roller shutters or grilles on shopfronts, should not compromise natural surveillance of streets and public places. Solid roller shutters generally are not permitted as security devices on shop fronts (windows and doors). • Open grille security devices may be used on shop fronts if such devices are necessary but should be unobtrusive and sympathetic to the character of the building and the streetscape. Laminated security glass at ground floor level, if necessary, to restrict opportunities for window breakage and break and enter. Other types of shutters such as lattice grills will only be permitted as a security measure if it can be demonstrated that there is a security risk. Where this is the case, the shutter box should be located behind the existing fascia and not protrude onto the street or be fixed internal to the façade.

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	Controls
	• For large scale retail and commercial development with a GFA of over 5,000m^2, provide a 'Safety by Design' assessment in accordance with the CPTED principles from a qualified consultant.
Building Design	• In the ~~B1 Neighbourhood Centre and B2 Local Centre~~E1 Local Centre zone~~s~~, and mixed-use development in the ~~B4~~ MU1 Mixed Use zone, all frontages are to provide for active non-residential uses with at-grade pedestrian access. • Ground floor retail and business shopfronts are to involve minimal use of solid walls, with frontages divided into discrete sections to maintain a fine grain, human-scale appearance. • Only open grille or transparent security (at least 70% visually transparent) shutters are permitted to retail frontages. • Where buildings align to the front boundary, continuous awnings are to be provided, with new awnings the same height as, or the average of, the two adjacent awnings. Council may omit this requirement where an awning would otherwise affect street trees, heritage items or similar. • Where development adjoins a laneway or through block connection, ground level uses should be designed to provide a direct interface to that space. • Development proposing outdoor dining is to comply with Council's Outdoor Dining Policy.

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4.3 INDUSTRIAL DEVELOPMENT

Council recognises the importance of maintaining and delivering industrial uses to build a strong, competitive, and productive City.

This Section is intended to provide design requirements and guide the assessment of industrial development.

All controls in Section 4.3 – Industrial Development must be read in conjunction with Part 4 – Residential Development, Section 4.1 – General Non-Residential Controls, Part 2 – Design in Context, Part 5 – Environmental Management, Part 6 – Traffic and Transport, and Part 7 – Heritage and Archaeology of this DCP.

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Objectives

O.01 Encourage employment generating uses.

O.02 Guide the nature, scale, and quality of development in the industrial areas.

O.03 Ensure development has minimal impacts on adjacent sensitive land uses.

Controls

C.01 Controls for types of development that are for industrial development are outlined in Table 4.3.1 below.

Table 4.3.1 – Development Provisions for Industrial Development

	Controls
Building height	• Maximum building height is shown on the *Parramatta LEP 2023* Height of Buildings Map.
Floor space ratio	• Maximum floor space ratio is shown on the *Parramatta LEP 2023* Floor Space Ratio Map.
Front setback	• Consistent with the existing predominant building line in street, where there is a defined built edge – a continuous setback to the street is desirable. • Notwithstanding the above, the minimum setback to a classified road is 10 metres.
Side and rear setbacks	• Nil setbacks may be permitted where there will be no impact on streetscape or amenity of adjoining development. A minimum 6 metre setback is required to screen buildings from public places, adjoining residential properties, bushland or other sensitive uses. This setback zone should include a 3 metre landscape strip along the property boundary. • Development adjacent to Duck River on the eastern bank shall provide a 5 metre easement for public access within the foreshore building line area along Duck River. This easement shall be established under a

	Controls
	Section 88B instrument and shall be registered with the NSW Land and Property Management Authority.
Parking	• Refer to Part 6 – Traffic and Transport of this DCP.
Landscaping	• A minimum of 15% of the site is to be provided and maintained as soft landscaping with trees and shrubs with landscaped areas to have a minimum dimension of 2.5 metres x 2.5 metres. • In open parking areas, 1 shade tree per 10 spaces shall be planted within the parking area.
Communal Open Space	• An area of communal open space is to be provided for staff recreation, appropriate to the needs of the particular premises, and integrated with adjacent open space or natural areas.
Building Design	• Consider noise and light spill over when determining hours of operation.

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4.4 PLACES OF PUBLIC WORSHIP

Council recognises that many community and religious groups play an important role in providing social support for the community. A primary purpose of this Section of this DCP is to ensure the process of the assessment of any development proposal for a place of public worship is consistent, fair and accessible to all religious groups and to manage the impacts of places of public worship on the amenity of neighbourhoods.

This Section applies to land where Places of Public Worship are permissible under the *Parramatta Local Environmental Plan 2023* and specifically applies to Development Applications for any of the following:

- The establishment of a new purpose-built place of public worship.
- Alterations and/or additions to, or intensification of an existing place of public worship.
- Conversion or adaptation of existing buildings to a place of public worship.
- Any of the above, where the place of public worship is ancillary to an educational establishment.

All controls in Section 4.4 – Places of Public Worship must be read in conjunction with Part 4 – Residential Development, Section 4.1 – General Non-Residential Controls, Part 2 – Design in Context, Part 5 – Environmental Management, Part 6 – Traffic and Transport, and Part 7 – Heritage and Archaeology of this DCP.

Objectives

O.01 Limit and manage the impacts of places of public worship on the amenity of residential areas in the permitted land use zone under the *Parramatta LEP 2023*.

O.02 Ensure that places of public worship have a scale and intensity that is suitable to the site and consistent with the prevailing and likely neighbourhood character in which the development is proposed.

O.03 Encourage the location of larger places of public worship to lands zoned for business or industrial purposes.

O.04 Ensure that the development assessment process for proposed places of public worship is consistent for all religious groups.

LOCATIONAL REQUIREMENTS

Objectives

O.05 Prevent unacceptable impacts on the amenity of residential areas by encouraging the location of larger places of public worship within non-residential zones.

Controls

C.01 Larger places of public worship (ie. with a seating capacity of greater than 250) are to be located within lands zoned for business or industrial purposes.

C.02 Development for the purpose of a place of public worship within a residential zone is to have a maximum seating capacity of 250.

BULK AND SCALE

Objectives

O.06 Ensure that a consistency of built form is maintained in residential zones.

O.07 Ensure that the scale of places of public worship is consistent with the scale of existing or likely future development in the area.

O.08 Maintain the residential character of established residential areas.

Controls

C.03 Applications for places of public worship will be subject to the same height, floor space ratio, envelope and landscaping controls that are identified in the *Parramatta LEP 2023*, Part 2 – Design in Context and Part 3 – Residential Development of this DCP applicable to the land for permissible development within the applicable zone.

C.04 Consideration may be given to variation of the applicable height or envelope controls to accommodate the unique architectural requirements of places of public worship establishments as long as the objectives of the controls and this clause are maintained.

C.05 Site planning must be sensitive to the streetscape character and views.

C.06 Places of public worship are to be designed and landscaped in a manner that enhances the quality and visual amenity of the streetscape.

ACOUSTIC PRIVACY

Objectives

O.09 Minimise noise levels from places of public worship that may impact upon neighbouring or nearby properties.

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Controls

C.07 The design of the proposed place of public worship should minimise the projection of noise from the various activities anticipated to occur within the site. Adjoining and nearby residents should not be exposed to unreasonable levels of noise arising from the proposed use.

C.08 A noise impact assessment statement, prepared by a suitably qualified acoustic engineer, is to be submitted with all applications for development within residential zones or which adjoin residential zones. This should describe hours of operation and predicted noise levels for regular lunch and tea breaks and for special events such as festivals and religious celebrations. Where possible, reference should be made to similar operating uses whether or not within the City.

Note: Consideration will be given to exempt C.08 where applications are received for minor modifications or alterations to existing premises.

TRAFFIC, PARKING AND ACCESS

Objectives

O.10 Ensure that pedestrian safety is maintained and protected.

O.11 Ensure that the surrounding street network and intersections continue to operate effectively and within design parameters.

O.12 Minimise the impact of parking on the local streets.

O.13 Minimise impact upon the amenity of the neighbourhood.

Controls

C.09 A traffic and transport impact assessment is to be included with the Development Application. The assessment must:

a) Assess the impact upon the surrounding streets and the measures proposed to mitigate such impacts.

b) Identify the number of parking spaces required on the basis of the general use of the site. Reference should be made to similar existing and operating premises in similar neighbourhoods as far as possible.

c) Identify the activities (e.g. carnivals, celebrations, festivals) and other gatherings which are likely to attract larger than normal attendances at the premises, the attendance numbers associated with such events and measures to mitigate and manage their impacts associated with traffic movements.

d) Adequately consider future parking needs that may result from anticipated growth in the congregation of places of public worship.

C.10 On-site parking shall be provided at the rate determined by the traffic and transport impact assessment having regard to the objectives of this clause. As a general guide for places of public

worship, new development shall provide **1 car parking space per 5m² of usable floor space for the first 100m²** and **1 car parking space per 3m² of usable floor space thereafter.** (Usable floor space not being corridor space, stairways, storage areas, toilets and other floor space that will not increase the capacity of the development.)

C.11 All vehicles shall enter and leave the site in a forward direction. Clear distinctions should be made for vehicular traffic and pedestrian movements, both on-site and off-site. Measures should be taken to separate these and reduce potential conflict through design and management practices.

C.12 Car parking spaces are to be designed to ensure ease of access, egress and manoeuvring on-site. The standards of AS 2890 are to be complied with.

C.13 Basement or at-grade parking must be provided for all new developments.

C.14 Worship services are not to commence until thirty minutes have elapsed following the completion of any preceding service to ensure adequate traffic flow.

C.15 In addition to the provisions above, refer to Part 6 – Traffic and Transport of this DCP for more parking requirements.

SUBMITTING A DEVELOPMENT APPLICATION

As a first step in the development consent process, proponents of places of public worship are strongly advised to consult with Council by booking and attending a Pre-Lodgement Meeting.

The following requirements detail the specific information that must be provided to the consent authority as part of any Development Application for a place of public worship. These requirements are in addition to the information requirements for all Development Applications.

(a) Detailed information relating to:
- The likely effects of the development on the amenity of nearby residents.
- Traffic and noise generation.
- The consistency of the proposed development with the zone objectives contained in any environmental planning instruments pertaining to the land.
- The suitability of the site and neighbourhood for the scale and intensity of development proposed.
- The impact of the development on the character of the locality.

(b) An Operational Plan of Management which sets out necessary considerations to be addressed for the operation of the proposed place of public worship.

OPERATIONAL PLAN OF MANAGEMENT

Objectives

O.14 Provide certainty for both the consent authority and the local community about the ongoing management practices to be employed by the proposed use to manage its impact upon the neighbourhood.

Controls

C.16 A Development Application for the purposes of establishing a new place of public worship must include an Operational Plan of Management. This will be used both for the assessment of the application as well as a means to manage the ongoing operation of the proposed premises through the conditions of development consent. The Operational Plan of Management (as may be amended) will be incorporated as a condition of development consent. This plan must include, but is not limited to the following information for each proposed use:

C.17 Details of the proposed hours of operation, a schedule of regular services held and recurring events and special events throughout the year. Where special events attracting greater than 250 people will occur, details including the expected number of people are to be provided.

C.18 A list of the types of community purposes (i.e. community colleges, senior citizen's groups, youth groups etc.) the building may be used for outside the regular services. How often and how many people it will attract.

C.19 A list of the type of organisations that may let or use the building and for what purposes. How often and how many people it will attract.

C.20 An explanation of the measures that will be in place to manage parking and local traffic when a special event is scheduled.

C.21 The estimated number of people to be in attendance at regular services, main events and the other times where it is described that the place of public worship will be in use.

C.22 Contact person who will be responsible for complaints handling. This is to be updated periodically.

C.23 Anticipated growth of the congregation and how these long-term projections will be factored into the development and managed in the future.

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4.5 EDUCATIONAL ESTABLISHMENTS

The City has a strong culture of education, research and development, and continues to offer a variety of educational establishments.

Parramatta is already home to five universities — Western Sydney University, University of Sydney, University of New England, Swinburne University of Technology and Charles Sturt University, and it's set to grow when UNSW Sydney opens a local campus.

This Section applies to all land where educational establishments are permissible under the *Parramatta LEP 2023* and specifically applies to Development Applications for any of the following:

- The establishment of a new purpose-built educational establishment.
- Alterations and/or additions to, or intensification of an existing educational establishment.
- Conversion or adaptation of existing buildings to an educational establishment.

All controls in Section 4.5 – Educational Establishments must be read in conjunction with Part 4 – Residential Development, Section 4.1 – General Non-Residential Controls, Part 2 – Design in Context, Part 5 – Environmental Management, Part 6 – Traffic and Transport, and Part 7 – Heritage and Archaeology of this DCP.

Objectives

O.01 Limit and manage the impacts of educational establishments on the amenity of residential areas.

O.02 Ensure that educational establishments have a scale and intensity that is suitable to the site and consistent with the prevailing and likely neighbourhood character in which the development is proposed.

BULK AND SCALE

Objectives

O.03 Ensure that a consistency of built form is maintained in residential zones.

O.04 Ensure that the scale of educational establishments is consistent with the scale of existing or likely future development in the area.

O.05 Maintain the residential character of established residential areas.

Controls

C.01 Applications for educational establishments will be subject to the same height, floor space ratio, envelope, and landscaping controls that are identified in the *Parramatta LEP 2023*, Part 2 –

Design in Context, and Part 3 Residential Development of this DCP applicable to the land for permissible development within the applicable zone.

C.02 Site planning must be sensitive to the streetscape character and views.

C.03 Educational ~~E~~establishments are to be designed and landscaped in a manner that enhances the quality and visual amenity of the streetscape.

ACOUSTIC PRIVACY

Objectives

O.06 Minimise noise levels from educational establishments that may impact upon neighbouring or nearby properties.

Controls

C.04 The design of the proposed educational establishment should minimise the projection of noise from the various activities anticipated to occur within the site. Adjoining and nearby residents should not be exposed to unreasonable levels of noise arising from the proposed use.

C.05 A noise impact assessment statement, prepared by a suitably qualified acoustic engineer, is to be submitted with all applications for development within residential zones or which adjoin residential zones. This should describe hours of operation and predicted noise levels for regular lunch and tea breaks and for special events such as festivals and religious celebrations. Where possible, reference should be made to similar operating uses whether or not within the City.

Note: Consideration will be given to exempt C.05 where applications are received for minor modifications or alterations to existing premises.

OPEN SPACE AREAS

Objectives

O.07 Provide adequate open space areas for passive and active recreational activities for new educational establishments.

Controls

C.06 For all new educational establishments, an Open Space Plan is to be included within the Development Application. The plan shall:

a) identify the amount of open space area to be provided,

b) identify the types of open space area to be provided, including indoor and outdoor recreation activities, and

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c) identify the likely effects of the use of open space areas on the amenity of nearby residents (including how often and the type of activities to occur) and measures to mitigate and manage the impacts of noise on adjoining properties.

TRAFFIC, PARKING AND ACCESS

Objectives

O.08 Ensure that pedestrian safety is maintained and protected.

O.09 Ensure that the surrounding street network and intersections continue to operate effectively and within design parameters.

O.10 Minimise the impact of parking on the local streets.

O.11 Minimise impact upon the amenity of the neighbourhood.

Controls

C.07 On-site parking shall be provided at the rate determined by the traffic and transport impact assessment having regard to the objectives of this clause.

C.08 All vehicles shall enter and leave the site in a forward direction. Clear distinctions should be made for vehicular traffic and pedestrian movements, both onsite and off-site.

C.09 Measures should be taken to separate these and reduce potential conflict through design and management practices.

C.10 Car parking spaces are to be designed to ensure ease of access, egress and manoeuvring on-site. The standards of Australian Standard AS2890.1 - Parking Facilities – Off-Street Car Parking are to be complied with.

C.11 Basement or at-grade parking must be provided for all new developments.

C.12 In addition to the provisions above, refer to Part 6 – Transport and Traffic of this DCP for more parking requirements.

SUBMITTING A DEVELOPMENT APPLICATION

As a first step in the development consent process, proponents of educational establishments are strongly advised to consult with Council by booking and attending a Pre-Lodgement Meeting.

The following requirements detail the specific information that must be provided to the consent authority as part of any Development Application for an educational establishment. These requirements are in addition to the information requirements for all Development Applications.

- Detailed information relating to:

- The likely effects of the development on the amenity of nearby residents.
- Traffic and noise generation.
- The consistency of the proposed development with the zone objectives contained in any environmental planning instruments pertaining to the land.
- The suitability of the site and neighbourhood for the scale and intensity of development proposed.
- The impact of the development on the character of the locality.

- An Operational Plan of Management which sets out necessary considerations to be addressed for the operation of the proposed educational establishment.

OPERATIONAL PLAN OF MANAGEMENT

Objectives

O.12 Provide certainty for both the consent authority and the local community about the ongoing management practices to be employed by the proposed use to manage its impact upon the neighbourhood.

Controls

C.13 A Development Application for the purposes of establishing a new educational establishment must include an Operational Plan of Management. This will be used both for the assessment of the application as well as a means to manage the ongoing operation of the proposed premises through the conditions of development consent. The Operational Plan of Management (as may be amended) will be incorporated as a condition of development consent. This plan must include, but is not limited to the following information for each proposed use:

a) A schedule of the regular classes held, lunch and tea breaks, recurring events (such as sport afternoons) and special events throughout the year.

b) A list of the types of community purposes (i.e. community colleges, senior citizen's groups, youth groups etc.) any building may be used for outside the regular classes, breaks and other events. How often and how many people it will attract.

c) A list of the type of organisations that may let or use any building and for what purposes. How often and how many people it will attract.

d) An explanation of the measures that will be in place to manage parking and local traffic when a special event is scheduled.

e) The number of students to be in attendance at regular classes. The number of people to be in attendance at other times where it is described that the educational establishment will be in use.

f) Contact person who will be responsible for complaints handling. This is to be updated periodically.

g) Anticipated growth of the educational establishment and how these long-term projections will be factored into the development and managed in the future.

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h) For senior level educational establishments, details of the number of student drivers, the number and location of allocated parking spaces, and the measures to monitor the safety of student drivers (e.g. guardian permission slips).

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4.6 CENTRE-BASED CHILD CARE FACILITIES

Formal child care facilities, such as pre-schools and long day care, have a significant role to play in a child's development. The quality of the environment provided in early childhood education facilities, together with the quality of teaching programs, are critical factors in a young child's development. The environment must be rich, attractive, and inviting to the child and parent. It must also be flexible enough to constantly adapt to meet children's ongoing needs, and the needs of the family unit.

The physical environment plays a critical role in keeping children safe; reducing the risk of unintentional injuries; contributing to their wellbeing, happiness, creativity and developing independence; and determining the quality of children's learning and experiences. "To maximise children's engagement and level of positive experience and inclusive relationships, an approved service needs to carefully consider physical layout and resources in the environment…" (Australian Children's Education & Care Quality Authority (2017), Guide to the National Quality Standard, page 81).

Because children are critical to our future, Council will encourage excellence and best practice in the design of centre-based child care services. Council will also encourage the provision of child care services that meet identified unmet demands.

This Section applies to Development Applications for new centre-based child care facilities and to proposals to alter or enlarge an existing facilities.

Alterations to an existing facility may include demolition or extension of a building or outdoor structures, an increase in the approved number and age group of child care places, or alterations to the hours of operation.

This Section should be read in conjunction with Chapter 3 – Education and childcare facilities of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* and the associated Child Care Planning Guideline, which contain additional matters that need to be considered in the determination of Development Applications for centre-based child care facilities.

All controls in Section 4.6 – Centre-Based Child Care Facilities must be read in conjunction with Part 4 – Residential Development, Section 4.1 – General Non-Residential Controls, Part 2 – Design in Context, Part 5 – Environmental Management, Part 6 – Traffic and Transport, and Part 7 – Heritage and Archaeology of this DCP.

Objectives

O.01 Promote excellence and best practice in the location and physical design of child care facilities.

O.02 Ensure the quality of environment provided in early childhood education services, together with the quality of teaching programs, are rich, attractive and beneficial to the child and parent. They must also be flexible enough to constantly adapt to meet children's ongoing needs, and the needs of the family unit.

O.03 Ensure that child care facilities are located on sites that are suitable for the purpose of providing high quality care for young children.

O.04 Ensure that proposals for new and enlarged child care facilities respond positively to their context and setting, and minimise impacts on the amenity of the surrounding neighbourhood.

O.05 Ensure child care facility building forms are compatible with the character of existing surrounding residential development.

O.06 Encourage the development of child care facilities that maximise the safety and well-being of children in care and that facilities are fit for purpose.

O.07 Ensure that safe and convenient car parking arrangements for child care facilities are provided and avoid adverse traffic and on-street parking impacts on the surrounding neighbourhood.

O.08 Encourage the development of child care facilities that maximise the safety and well-being of children in care and that facilities are fit for purpose.

Controls

C.01 Development adjoining residential development needs to consider Part 2 – Design in Context and Part 3 – Residential Development of this DCP to ensure there is minimal impacts on amenity of adjoining properties.

C.02 Play spaces are to be provided at ground level to the rear of the building, with direct access from within the facility, and should not be located between the side boundary and the building.

C.03 Façade openings, such as doors and windows, should be orientated away from private open space, living rooms and bedrooms in adjoining residential properties.

C.04 Acoustic reports are to be prepared by a suitably qualified acoustic professional and must be prepared in accordance with the Association of Australasian Acoustical Consultants Guideline for Child Care Centre Acoustic Assessment. The guidelines provide noise criteria and sound power levels which should be used as part of the preparation of applications.

C.05 Child care facilities are to meet the setback and height requirements outlined in Table 4.6.1 below:

Table 4.6.1 – Development provisions for childcare facilities

Zone	Height and setback requirements
R2 Low Density Residential	**Height limit:** • Maximum of 1 storey (play area cannot be located above ground floor). **Front setback:** • Consistent with the prevailing setback along the street, with a minimum of 6 metres. A minimum 10 metre setback applies to classified roads. • The front setback may be used for access, parking and landscaping purposes, but is not to be used as outdoor play space. Play space is to be setback behind the building line. • Parking is to be setback behind the building line. **Side setbacks:** • Any structures greater than 1.8 metres in height (including acoustic barriers) are

Zone	Height and setback requirements
	to be setback at least 2 metres from side boundaries. This setback is to incorporate a minimum 1 metre densely landscaped setback, comprising trees and shrubs and cannot be included in the total outdoor play space area required for unencumbered outdoor play space. • All other structures and areas of the site, including outdoor play space, are to provide a minimum 1 metre wide densely landscaped setback from side boundaries, incorporating trees and shrubs. This area cannot be included in the total outdoor play space area required for unencumbered outdoor play space. **Rear setback:** • At least 30% of the site length, or 10 metres, whichever is the greatest. • All other structures and areas of the site, including outdoor play space, are to provide a minimum 1 metre wide densely landscaped setback from rear boundaries, incorporating trees and shrubs. This area cannot be included in the total outdoor play space area required for unencumbered outdoor play space. **Other considerations:** • A minimum 30% of the total site area is to be provided as deep soil, with a minimum dimension of 4 metres x 4 metres, of which: - at least 50% of the deep soil is located at the rear of the site, and - at least 20% of the deep soil is located at the front of the site. • In applying height and setback controls, consideration will be given to other relevant building envelope controls in this DCP, including those relating to solar access, privacy and amenity for dual occupancies. In certain cases, increased setbacks may be required.
R3 Medium Density Residential	**Height limit:** • Maximum building height is shown on the *Parramatta LEP 2023* Height of Buildings Map. **Front setback:** • Consistent with the prevailing setback along the street, with a minimum of 4 metres. A minimum 10 metre setback applies to classified roads. • The front setback may be used for access, parking and landscaping purposes, but cannot be included in the total outdoor play space area required for unencumbered outdoor play space. **Side setbacks:** • Any structures greater than 1.8 metres in height (including acoustic barriers) are to be set back at least 2 metres from side boundaries. This setback is to incorporate a minimum 1 metre wide densely landscaped setback, comprising trees and shrubs. And cannot be included in the total outdoor play space area required for unencumbered outdoor play space. • Outdoor play space, are to provide a minimum 1 metre densely landscaped set back from site boundaries, incorporating trees and shrubs. This area cannot be included in the total outdoor play space area required for unencumbered outdoor play space.

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Zone	Height and setback requirements
	Rear setback: • A rear setback equal to 15% of the site length or 6 metres, which ever is greater. • Is to include a densely landscaped setback of at least 1 metre wide, comprising of trees and shrubs. This landscaped setback cannot be included in the total outdoor play space area required for unencumbered outdoor play space • All other structures and areas of the site, including outdoor play space, are to provide a minimum 1 metre wide densely landscaped setback from rear boundaries, incorporating trees and shrubs. This area cannot be included in the total outdoor play space area required for unencumbered outdoor play space **Other considerations:** • A minimum 30% of the total site area is to be provided as deep soil, with a minimum dimension of 4 metres x 4 metres. • In applying height and setback controls, consideration will be given to other relevant building envelope controls in this DCP, including those relating to solar access, privacy and amenity for multi-dwelling housing. In certain cases, increased setbacks may be required.
R4 High Density Residential	1 metre wide densely landscaped setback along the side and rear boundaries, which cannot be included in the total outdoor play space area required for unencumbered outdoor play space. The height, setbacks and building envelope requirements are otherwise to be in accordance with the relevant controls for residential flat buildings in Part 2 – Design in Context and Part 3 – Residential Development this DCP.
Business zones	As per applicable height, setbacks, and building envelope requirements are otherwise to be in accordance with the relevant controls for business-/-commercial development in Part 2 – Design in Context and Part 4 – Non-Residential Development of this DCP.

TRAFFIC, PARKING AND ACCESS

Objectives

O.09 Ensure that safe and convenient car parking arrangements for child care facilities are provided and avoid adverse traffic and on-street parking impacts on the surrounding neighbourhood.

Controls

C.06 On-site car parking is to be provided at the rate of a minimum of 1 parking space per 4 child care places. Parking for people with a disability is to be provided at the rate of 1 space in every 10 spaces. If the car parking required is less than 10 spaces then at least 1 accessible parking space must be provided.

C.07 Available on-street parking will not be counted towards the required parking rate.

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C.08 The pick-up and set-down of children shall occur within the site. As such the available on-street parking will not be counted towards the required parking rate.

C.09 Where site conditions permit, required car parking is to be provided in a basement.

C.10 Marked pedestrian pathways with clear lines of sight and safe lighting shall be provided.

C.11 Any variation to the minimum parking requirement, is to be justified by a traffic and transport impact assessment. The assessment must demonstrate that the proposed parking provision will not result in any adverse impacts on on-street parking in surrounding residential areas or any loss of amenity for users of the child care centre.

C.12 In addition to the provisions above, refer to Part 6 – Transport and Traffic of this DCP for more parking requirements.

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4.7 SEX SERVICE PREMISES AND RESTRICTED PREMISES

The purpose of this Section is to provide detailed provisions to guide the preparation and assessment of Development Applications for sex services premises, restricted premises and business and entertainment premises providing adult entertainment. The provisions are designed to ensure that sex services and restricted premises are operated in appropriate locations so that they do not give offence to the community or result in a loss of amenity for residents.

This Section applies to sex services premises including brothels, restricted premises and business and entertainment premises where adult entertainment is provided as defined in the *Parramatta LEP 2023* and may include premises as described in the glossary below.

All controls in Section 4.7 – Sex Service Premises and Restricted Premises must be read in conjunction with Part 4 – Residential Development, Section 4.1 – General Non-Residential Controls, Part 2 – Design in Context, Part 5 – Environmental Management, Part 6 – Traffic and Transport, and Part 7 – Heritage and Archaeology of this DCP.

Objectives

O.01 Regulate and control sex services premises, restricted premises and business and entertainment premises providing adult entertainment in appropriate locations so as to minimise amenity impacts upon adjoining land uses in the zone.

O.02 Discourage a concentration of sex services premises, restricted premises and business and entertainment premises providing adult entertainment in close proximity to each other.

O.03 Ensure high levels of both internal and external amenity are provided for sex services premises and restricted premises to ensure the amenity and security of staff, and users or occupiers of the respective premises as well as neighbouring properties.

O.04 Ensure that restricted premises and similar establishments such as massage parlours are designed in such a way as to prevent either the easy conversion or use as sex services premises without obtaining development consent or operating outside their development consents.

O.05 Provide an appropriate framework to effectively regulate the operation of sex service premises and restricted premises, through detailed provisions of development consent in the provision of plans of management and coordination with other relevant government agencies.

O.06 Support the health and safety initiatives of NSW Health and WorkCover NSW in regard to sex workers and their clients.

O.07 A Development Application for sex services premises, restricted premises, massage, or therapeutic premises must provide information in accordance with Section 4.7 – Submitting a Development Application of this DCP.

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Controls

C.01 The consent authority must be advised of any changes in ownership, management, register business on trading name during the period of consent.

LOCATION

Objectives

O.08 Ensure that sex services premises, restricted premises and adult entertainment premises are located in appropriate areas where they do not impact adversely on the amenity of the environment and in particular do not cause an adverse impact upon neighbouring properties, nearby residential occupancies or other sensitive uses.

O.09 Ensure that sex services, restricted premises and adult entertainment premises are sensitively located and are not noticeable within an area.

O.10 Optimise the safety and security of sex services, restricted premises and adult entertainment premises and their users and workers.

O.11 Avoid the concentration of sex services, restricted premises, and adult entertainment premises in any one area which changes the current character or is not in keeping with the desired future character of the area.

Controls

C.02 Sex services, restricted premises and adult entertainment premises must not be sited:

- Within a radius of 200 metres of existing sex services, restricted premises and adult entertainment premises. Council will limit the congregation of sex services, restricted premises, and adult entertainment premises.
- Within shopping malls/arcades.
- Within a radius of 200 metres of a licensed premises being a hotel, public bar nightclub, or the like.

C.03 Distances referred to in this Section and in the *Parramatta LEP 2023* in respect of sex services premises and restricted premises are to be measured as a radius from the boundary of the allotment upon which the premises are proposed.

DESIGN OF PREMISES

Objectives

O.12 Ensure that sex services, restricted premises and adult entertainment premises are designed to minimise their potential impacts in the locality.

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O.13 Ensure the privacy and comfort of patrons.

O.14 Ensure that the design and external appearance of the premises and any associated structures do not have an adverse impact on and are in keeping with the character of the area.

O.15 Ensure that adequate and appropriate access to the premises and its facilities is provided to a person with a disability.

O.16 Ensure that the access to sex services and restricted premises is discreet and discourages clients from gathering or waiting on the street.

Controls

C.04 The external appearance of sex services premises, restricted premises and adult entertainment premises must respect the architectural character of the streetscape and not be a prominent feature in the street.

C.05 All entrances and exits to sex services premises, restricted premises and adult entertainment premises should be designed to facilitate the privacy of staff and visitors without compromising personal safety (through avoiding the use of isolated back lanes and poorly lit areas). Shared access to the premises is not permitted.

C.06 The interior of sex services premises, restricted premises and adult entertainment premises must not be visible from any place in the public domain. Where the interior of sex services premises, restricted premises and adult entertainment premises may be visible from neighbouring buildings, adequate measures should be taken to screen the interior of the building, for example using blinds, screens etc.

C.07 Sex services premises, restricted premises and adult entertainment premises must not display sex related products, sex workers, or performers, or nude or semi-dressed staff from windows, doors or outside of the premises.

C.08 Adequate design measures must be provided that ensure the safety and security of sex services premises, restricted premises and adult entertainment premises staff and visitors and where appropriate shall include:

- Reception and visitor assessment areas that incorporate design measures and management procedures to ensure the safety and security of staff and visitors.
- Design which minimises alcoves and entrapment spaces.
- Adequate safety and surveillance systems.
- Adequate amenities (i.e. showers, basins and toilets) are to be provided for staff and visitors.

C.09 Premises must not be designed or operated to have the appearance and function of a 'fortress' and in particular there is to be no physical obstructions to internal and external access.

C.10 Doors to working rooms must not be fitted with locking mechanisms.

C.11 A single side or rear lane access for the receipt of clients for the sex services premises shall be permitted only where the required crime prevention safety audit shows that there will be no

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potential crime impacts arising from such a configuration. Consideration shall also be given to the screening of the access where the required crime prevention safety audit raises no objection to its inclusion.

TRAFFIC, PARKING AND ACCESS

Objectives

O.17 Ensure that adequate parking is provided for people working on the premises and clients using the facility so that the establishment of sex services premises, restricted premises and adult entertainment premises does not give rise to car parking congestion on the street.

O.18 Ensure that the location of parking does not adversely affect the surrounding locality, particularly residential properties and sensitive land uses.

O.19 Ensure the safety and security of car parking areas.

Controls

C.12 On-site car parking shall be provided for sex services premises, restricted premises and adult entertainment premises at the rate of one space per two working rooms and shall be designed in accordance with the provisions of the section relating to parking.

C.13 Parking areas, access corridors and entrances are to be well lit and signposted at all times, but not interfere with the amenity of the area.

C.14 Reduced parking requirements may be considered if it can be demonstrated by the applicant that adequate on street car parking and/or public transport services exist close to the premises and public transport services operate at the time at which the premises is proposed to be open. It will also be necessary to demonstrate that a variation to the requirements in the provision of less on-site parking, will not adversely affect the amenity of any adjoining properties.

C.15 In addition to the above, refer to Part 6 – Traffic and Transport of this DCP for more parking requirements.

HOURS OF OPERATION

Objectives

O.20 Ensure that sex services premises, restricted premises and adult entertainment premises operate at times where they will have least impact on the community, the environment and nearby land uses.

O.21 Ensure that sex services premises, restricted premises and adult entertainment premises are not operated over a full 24 hour period.

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Controls

C.16 Council will exercise its discretion in relation to permitted hours of operation of sex services premises, restricted premises and adult entertainment premises by taking into consideration the nature of adjoining land uses, hours of operation/use of those premises and possible conflicts with such uses.

C.17 Sex services premises, restricted premises and adult entertainment premises must not operate between the hours of 2 a.m. and 7 a.m., unless such operation can be justified by the hours of operation and nature of adjoining uses.

C.18 Any consent issued for sex services premises will be limited to a 12 month trial period. Prior to the expiration of this trial period, another Development Application shall be submitted to Council demonstrating that the operation of the sex services premises has achieved full compliance with the conditions of consent.

C.19 Council will investigate if the sex services premises has been operating in a satisfactory manner. The assessment of the trial period shall include a report from Council's Regulatory Services department in regards to compliance with the trial consent. If investigations prove that the sex services premises has not been operating in accordance with the conditions of consent, further consent will not be issued. Further consent will only be issued once compliance with the trial conditions of consent has been demonstrated.

SCALE OF OPERATION

Objectives

O.22 Limit the potential for adverse social and environmental impact of sex services, restricted premises and adult entertainment premises in any locality by controlling the intensity of operation.

Controls

C.20 No more than 10 employees (includes all staff, e.g. administration staff, sex workers, security guards, etc.) and no more than 8 sex workers are to be on the premises at any one time, but Council may exercise its discretion in relation to the number of employees taking into consideration the nature of adjoining land uses and possible conflicts with such uses.

C.21 Spruikers are not permitted in the operation of any sex services premises.

C.22 A public address system or sound amplifying equipment shall not be installed in or on the premises.

C.23 The preparation and serving of food and alcoholic beverages to clients is not permitted. Alcoholic beverages are not to be kept on the premises at any time.

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ADVERTISING SIGNS AND STRUCTURES

Note: Advertising premises specifically for the purposes of prostitution is an offence under the *Summary Offences Act 1988.*

Objectives

O.23 Ensure advertising is discreet.

O.24 Encourage appropriately designed and suitably located signs for sex service premises and restricted premises.

O.25 Consider the amenity of the surrounding area.

O.26 Ensure advertising does not result in visual clutter or other visual impacts upon a locality.

O.27 Minimise the potential for advertising to cause offence to the public.

O.28 Ensure that there is no confusion over the location of the sex services premises, which may result in disturbance to surrounding properties.

Controls

C.24 A maximum of one (1) external sign per premises is permitted and shall indicate only the name of the business operated and/or the address*. However, additional signage for parking and traffic management may be provided.

C.25 Where primary pedestrian access is from the rear of the site e.g. from a car park (and subject to Council's assessment of the safety aspects of allowing rear access), a second sign may be provided on the site indicating only the name of the business operated and the street number or address.

C.26 The advertising sign is to be limited in size to 0.3 x 0.6 metres (or other dimensions, but of equivalent surface area of 0.18m^2).

C.27 Signs may be illuminated, but flashing signs are not permitted, provided this would not result in adverse impacts upon the environment or amenity of the area. Illuminated signs are to be extinguished between 2am and 7am.

C.28 The sign shall not display words or images, which are in the opinion of the consent authority sexually explicit, lewd or otherwise offensive.

C.29 A clearly visible street number is to be displayed on the premises to avoid disturbance to surrounding premises arising out of confusion as to the location of the premises.

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HEALTH AND BUILDING MATTERS

Objectives

O.29 Ensure sex services premises, restricted premises and adult entertainment premises comply with relevant health and building regulations.

O.30 Promote the operation of sex services premises, restricted premises and adult entertainment premises in a manner which will ensure the meeting of best practice health standards.

O.31 Promote safe sex education to sex workers and their clients so as to minimise the risk of contracting sexually transmitted diseases.

O.32 Ensure that reasonable working conditions are provided for sex workers.

Controls

C.30 All applications to which this Section of this DCP relates shall comply with the requirements of the *Public Health Act 1991* and the requirements of the New South Wales Health Department.

C.31 All sex services and restricted Premises must be fitted with the necessary services and facilities required for Class 5 Buildings (an office building used for professional or commercial purposes) under the Building Code of Australia (BCA). This includes, but is not limited to the following:

- fire safety requirements;
- adequate lighting in accordance with Australian Standard AS 1680 - Interior lighting; and
- ventilation requirements.

C.32 Each room to be used or capable of being used for the purposes of prostitution shall contain all sanitary facilities, consisting of a hand wash basin with warm potable water and shower.

Note: The NSW Health and WorkCover "Health and Safety Guidelines for Brothels in NSW" (2001) provide detailed advice on how occupational health and safety requirements can be met. It is the responsibility of the services premises owner/operator to ensure that the NSW Health and WorkCover Guidelines are satisfied in the design and ongoing operation of the premises.

SAFETY AND SECURITY

Objectives

O.33 Maximise the safety and security of sex workers, other staff, clients and the general public at all times by ensuring the development upholds the principles of Crime Prevention Through Environmental Design (CPTED).

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Controls

Siting of Buildings and Structures

C.33 The pedestrian entrance to a building must be easily recognisable and provided at the front of the building.

C.34 New buildings or alterations and additions to existing buildings should avoid the creation of recesses in the building form, as these can become potential entrapment spots where intruders may hide. In existing developments to which no new works are proposed, appropriate lighting should illuminate existing entrapment spots, without interfering with the amenity of the area.

C.35 Opportunities to provide surveillance of vehicle routes, outdoor car parks and access to car parks must be maximised. This should be achieved by a building layout with windows overlooking these areas, provided there is no reduction in privacy or potential for offence or electronic surveillance where casual surveillance cannot be provided.

C.36 In new developments, parking spaces should be arranged in a grid pattern rather than a herringbone configuration, which reduces surveillance.

Blind Corners

C.37 Pathways must be direct (i.e. straight) and blind corners avoided (including on stairs, in corridors or in other situations where movement can be predicted). If blind corners cannot be avoided then they must be treated with mirrors to improve sightlines.

C.38 All barriers beside pathways must be low in height or visually permeable (i.e. 'see- through') including landscaping, fencing and the like.

Lighting

C.39 The pedestrian entrance to the building must be well lit but not to the extent where it becomes a prominent feature in the streetscape (e.g. by high intensity lighting or the use of excessively bright colours). Details must be provided with the Development Application.

C.40 External lighting should be vandal resistant by being high mounted and/or protected and must be directed towards access/egress routes rather than towards buildings (including the subject or neighbouring buildings).

Landscaping

C.41 Landscaping must not conceal the building entrance from the street or obstruct site lines between the building and the street.

C.42 Any proposed plantings must not create opportunities for entrapment spots or the concealment of intruders.

Security Measures

C.43 All premises are to have either an intercom or a duress alarm in each room that is used for sexual activity. Alarms are to connect back to a central base (such as reception) that is to be monitored at all times.

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C.44 External storage areas, including waste storage, must be secured to avoid creating hiding places or potential entrapment spots for victims and unauthorised access to the premises by potential offenders.

C.45 Any security grilles used on windows must be able to be opened from the inside in case of emergency.

C.46 All intruder alarm systems, security screens, door and window locks and intruder resistant materials used in the development should comply with relevant Australian Standards.

C.47 The applicant must provide a crime prevention safety audit for all propose sex services premises. This will involve conducting the audit of the site with specific reference to the subject development.

C.48 Security surveillance equipment shall be installed throughout the premises with cameras located in every major area of public activity, particularly public entries, hallways, stairs and car parking areas. The equipment shall be monitored from a central location within the sex services premises by the manager.

C.49 Surveillance footage shall be recorded, labelled with times and dates and kept for a minimum of 30 days and shall be made available to the Police and Council on request.

SUBMITTING A DEVELOPMENT APPLICATION

Development consent is needed for sex services premises, restricted premises, and adult entertainment premises. As a first step in the development consent process, proponents of such premises are strongly advised to consult with Council.

The following additional information should accompany any application for development consent for sex services premises, restricted premises, and adult entertainment premises in order to enable Council to properly consider the Development Application.

A. Specific information as to the operation of the proposed use must be clearly set out in the Statement of environmental effects, including:
   - Number and role of all staff
   - Description of the activities that are proposed to be undertaken at the premises
   - Hours of operation
   - Number of rooms in premises
   - Identification of the rooms to be used for the proposed activities.

B. Plan of management as outlined below, which sets out necessary considerations to be addressed for the establishment and operation of all types of sex services premises.

C. Plan information: plans or drawings clearly showing the following information must be provided for all Development Applications.
   - Location plan drawn to scale showing the proximity of the subject site to churches, hospitals, schools, community facilities, parks, other sex services premises, licensed

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premises in residential properties, or any other place readily frequented by children for recreational or cultural pursuits. A location plan is to identify specified uses within 200 metres of the proposed sex services site, measured as a radius from the closest boundary or of the allotment of the proposed sex services site.

- Detailed floor **plans/elevation/sections** showing:
  - The use of each room including staff areas and reception areas.
  - All sanitary facilities including toilets, showers and hand basins.
  - Details of any spas or swimming pools.
  - Entrances to and exits from the building.
  - Details of food preparation areas.
  - Details of contaminated waste storage.
  - Any on-site laundry facilities.
  - Any proposed building alterations or additions (a construction certificate application may also be required).
  - Proposed external colour scheme, if intended to change.
  - Access for people with a disability, including assessable entries/exits, sanitary facilities and showers pathway and circulation details.
  - Details of any advertising signs or structures.
  - Details of existing and proposed external lighting.

Note:

- For sex services premises, an annual registration fee for each approved room will be made payable to Council.
- Applications for sex services and restricted premises will be referred to NSW Police for comment prior to their determination.
- Council will continue to pursue an inter-agency approach of control to enforce compliance.

Where development consent is sought for premises for medical or therapeutic massage, additional information, as outlined, may be required to demonstrate that measures are proposed to ensure compliance with this Act. This information will include:

- ABN number.
- Details of a current public liability insurance policy.
- Evidence that the operator of the business has completed HLT 50307 – Diploma of Remedial Massage or an equivalent qualification.
- Evidence that staff providing massage therapy have completed HLT 40307 – Certificate IV in Massage or an equivalent qualification.
- Evidence that the operator of the business is accredited with at least one recognised health fund as a registered health provider.

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- Evidence that the operator of the business is currently certified in HLTFA301B - Apply First Aid. (Workplace Level 2 - formerly known as Senior First Aid Certificate).
- Insurance details.
- Demonstration that the persons proposed to work on the premises are qualified or recognised in the treatment that they are making an application for.

Conditions that may be imposed on any Development Application:

- Preventing the conversion or use of massage parlours and similar establishments as sex services premises.
- Ensuring that the premises must only be used in accordance with the information provided in the Development Application, and by physical controls that limit the illegitimate use for sex services.

GUIDE TO PLANS OF MANAGEMENT

The Plan of Management will be used both in the development assessment process and as a means to identify the way in which the premises will operate in compliance to conditions of consent.

The Plan of Management will be incorporated as a condition of development consent. The Plan of Management should supplement the information provided in the Statement of Environmental Effects and the plans submitted with the Development Application. In addition to providing information to allow the assessment of the potential impact of the premises and compliance with the provisions of this DCP, the Plan of Management can be used by both managers and employees to outline roles and responsibilities and identify procedures for the successful operation and management of the premises.

The Plan of Management should include the following essential information.

All Premises

Business Details

i. Name and contact details of the operator(s) and manager(s).

ii. ABN, registered business name, trading name and insurance.

iii. Record keeping procedures for employees.

iv. The procedure for recording and dealing with complaints regarding the operation of the premises or the behaviour of visitors arriving or leaving the premises.

All of the above information, approvals for the establishment of the premises, the Plan of Management are to be made available to the public and be kept on the premises at all times. Confidential information on employee details is not expected to be released to the public.

Note: The consent authority must be advised of any changes in ownership, management, registered business on trading name during the period of consent.

Safety and Security

- Detail systems ensuring safety for staff and visitors including:
  - Risk management procedures appropriate to the service provisions (e.g. accident and injury, violent behaviour);
  - The number and role of security personnel;
  - Procedures for the safe handling of money;
  - The method of surveillance of common areas; and
  - Monitoring of alarms.

Induction and Training

- Staff training and induction procedures and emergency evaluation procedures.

Health Access

- Access arrangement for the attendance of health service providers must be detailed.
- Health and safety policies for workers together with incident reports and an accident register.

Cleaning and Cleanliness

- Details of cleaning systems.
- Details of the surface materials of equipment and facilities including stages, sling room facilities, etc.
- Details of cleaning products and equipment.
- Identified cleaning areas for equipment and other removable items.
- Details of cleaning procedures including staff allocations.
- Detail cleaning and management systems for swimming pools and spas and douching.

Waste

- Details for disposing of commercial waste.
- Details for managing the safe disposal of sharps.

Equipment

- Detail of all specialist equipment, including information on how it is to be used, and how it is to be cleaned and maintained.

Glossary

This glossary supports terms used in this Section of this DCP. Definitions in the *Parramatta LEP 2023* prevail in the event of any inconsistency with terms outlined in this glossary to the extent of the inconsistency.

Ancillary services premises means premises that are used to arrange contacts between sex workers and clients, such as offices of an escort agency, with the intention of sexual activity taking place off site. Sex workers may or may not be based at the premises or visit the premises to obtain work. Premises where sexual activity occurs on site will be defined as a brothel.

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Bondage & Discipline Parlour means premises where the primary service provided is bondage and discipline, sadism and masochism, or similar role plays and activities. Premises may also provide a sexual service.

Brothel means premises habitually used for the purposes of sex services, or that have been used for that purpose and are likely again to be used for that purpose.

Brothels and sex services premises comprise premises, as defined in the above instruments, where sexual acts or sexual services are provided for payment. These may include:

- Safe house brothels for street-based sex workers;
- Bondage and discipline parlours; and
- Massage parlours (see note below).

  Note: Premises described as providing massage related services involving sexual acts or sexual services will be considered as a brothel. However, please note that Section 16 of the *Summary Offences Act 1988* makes it an offence for a person being the owner, occupier, or manager, or person assisting in the management of a premises held out as being available for: 'massage, sauna baths, steam baths, facilities for physical exercise, taking of photographs or services of a like nature' to knowingly suffer or permit sexual services.

Business and entertainment premises providing adult entertainment and hereafter termed **adult entertainment premises** in this DCP. These may include:

- Strip club premises;
- Sex on premises venues; and
- Swingers clubs.

Operator means management as well as the owner (i.e. nominee of the company as the operator) of the adult entertainment or sex industry business.

Period of consent, consent for sex services, restricted premises and businesses conducting massage related services will be limited to two years at which time a new Development Application will need to be lodged.

Restricted premises are defined in the *Parramatta LEP 2023* and may comprise premises which sell restricted materials such as adult bookshops.

Safe House Brothel (for Street-Based Sex Workers) means premises where income is gained from the short-term rental of rooms to street-based sex workers (who usually solicit for work in the public domain) or their clients, for the purposes of sex services. The sex workers are not employed **"in house"**, nor do they solicit from the premises, or live on the premises.

Sex on Premises Venue means premises that gain income from entrance and/or membership fees paid for the use of the premises for sex between the clients but are not premises where sex services take place, or are arranged in exchange for payment. Such premises include: swingers clubs, and sauna clubs that accommodate sexual encounters.

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Strip Club Premises means premises providing striptease acts, erotic dancing, tabletop, or podium performances, private dancing, peepshows, or nude or semi-nude bar/waiting staff. Sexual intercourse does not take place on site. Premises may require payment to gain entry/-view the performance, and may be liquor licensed.

4.8 TELECOMMUNICATIONS FACILITIES

This Section contains provisions to manage telecommunication facilities, with the intent of managing potential impacts to ensure public safety and encouraging the co-location of telecommunication facilities.

All controls in Section 4.8 – Telecommunications Facilities must be read in conjunction with Part 4 – Residential Development, Section 4.1 – General Non-Residential Controls, Part 2 – Design in Context, Part 5 – Environmental Management, Part 6 – Traffic and Transport, and Part 7 – Heritage and Archaeology of this DCP.

Objectives

O.01 Apply a precautionary approach to the site selection, design, and operation of telecommunications infrastructure.

O.02 Minimise the possible adverse public health effects of electromagnetic radiation emitted from telecommunications facilities.

O.03 Encourage the separation of transmitters emitting electromagnetic radiation from concentrations of possible at-risk populations, such as hospitals, retirement villages, schools, child care centres, children's playgrounds as well as residential land uses where practicable and reasonable.

O.04 Minimise the visibility and visual impact of telecommunications infrastructure and to ensure the character of a locality is considered by telecommunication carriers in selecting sites.

O.05 Provide guidance to telecommunication carriers about the requirements for site selection to ensure reasonable and equitable access to telecommunication technology.

Controls

Sitting

C.01 The potential for sharing and co-location is to be given a high priority. The sharing of existing antennas, via the use of combiners, should be pursued in the first instance, wherever possible. Existing towers and poles or other appropriate structures should be investigated for appropriateness for the sharing of antennas.

C.02 Efforts made to co-locate are to be demonstrated by the carrier in the Development Application. The carriers' network masterplan for the subject infrastructure type should be

included to identify opportunities for co-location or sharing of facilities within or between carriers.

C.03 Where possible, broad band and other cabling should be located underground.

C.04 Transmitting roof top antennas and towers should preferably be located in industrial or business zones, rather than residential zones or areas that have residential buildings.

C.05 In assessing a Development Application for telecommunications infrastructure, a merit-based approach will be taken. Siting of facilities will be assessed in terms of the overall pattern of existing telecommunications facilities, so that opportunities for sharing are maximised and the cumulative impact can be determined.

C.06 Facilities are to be sited to avoid possible locations within or at the termination of a significant vista or focal point of a streetscape, visually sensitive areas, or a streetscape or landscape dominated by heritage significance.

C.07 Telecommunication facilities are to minimise impacts on flora and fauna during construction, maintenance, and operation.

Location Requirements

C.08 Telecommunications infrastructure, including mobile base stations, are to be located a minimum of 300 metres from any dwelling, residential land, school, child care centre, boarding house, hospital, aged care accommodation or other sensitive land use. If it is proposed to locate closer than 300 metres, the Development Application is to include documentation to show that the proposed facility complies with the relevant Australian exposure standard as specified by the Australian Communications Authority.

C.09 Details are also to be submitted on proposed monitoring to ensure compliance with exposure levels.

Visual Amenity

C.10 Telecommunication facilities are to be designed to minimise their visibility and visual impact and within the local context to take account of colour, texture, form, bulk and scale.

C.11 Suitable landscaping is to be provided for screening and to soften the appearance of relevant facilities.

Environmental/Health Impact

C.12 Telecommunication carriers will be required to demonstrate that the development will not cause a level of electromagnetic radiation as measured cumulatively across all sources of more than the relevant Australian exposure standard at ground level within 300 metres of the proposed transmitting facility.

Public Safety

C.13 The Development Application shall include details on measures taken to ensure public safety for antennas with respect to their structural and electrical safety. A certificate from a suitably

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qualified structural engineer showing conformity to AS1170 is to be included for soundness of roof top antennas.

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PART 5

ENVIRONMENTAL MANAGEMENT

PART 5 – ENVIRONMENTAL MANAGEMENT

As development through the City of Parramatta (the City) continues to expand, maintaining the health of the environment~~al~~ must be at the forefront of considerations to be made during construction and post-development.

This part recognises the impact of climate change on the environment, with each section addressing these impacts to minimise the environmental impact through development. These are addressed under the following headings:

Water Management – with flooding posing significant risk from the Parramatta River and its tributaries, addressing the risk this poses on property and lives through appropriate environmental controls is provided.

Hazard and Pollution Management – as development poses a potentially significant environmental impact to sites and surrounding areas. To address this, environmental controls have been prepared specific to the City.

Environmental Performance – using industry lead tools and guidelines, controls to transition towards more environmentally friendly uses in both residential and non-residential development have been prepared to reflect more sustainable uses.

This Part of this DCP applies to all types of development, both residential and non-residential.

In addition to the specific provisions that are specified in this Section, this Section should be read in conjunction with relevant ~~sections~~ Parts of this DCP, including:

Part 2 - Design in Context

Part 3 - Residential Development

Part 4 – Non-Residential Development

Part 6 - Traffic and Parking

Part 7 – Heritage and Archaeology

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5.1 WATER MANAGEMENT

This Section of this DCP provides controls on critical site and environmental considerations to ensure appropriate measures are taken to address water management across the City. This includes flooding, water sensitive urban design, stormwater management, on-site detention and groundwater.

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5.1.1 FLOODING

Flooding is a significant issue that affects existing and future property and infrastructure development in the City of Parramatta. This Section establishes Council's development controls relating to flood prone land for the whole City. The controls in this Section are to be read in conjunction with the New South Wales Government's Flood Policy, current Floodplain Development Manual, and Council's Floodplain Risk Management Policy and Plan.

The criteria for determining applications for proposals potentially affected by flooding are risk-based and structured to recognise that different controls are applicable to different land uses and levels of potential flood inundation and hazard. Flood affectation can be a determinative issue in the assessment of a development which can lead to refusal. As a first step in the Development Application process, proponents are strongly advised to seek flood information for their site from Council and consult with Council officers at a pre-lodgement stage, particularly for proposals located in the medium and high flood risk categories.

"Risk of harm" is the product of likelihood and consequence. The likelihood is usually 1% Annual Exceedance Probability (AEP) but may include rarer, more intense events up to the Probable Maximum Flood (PMF). The consequence or harm describes the impact of the flow of floodwaters on people, property, buildings, and the environment.

Hazard or 'hydraulic hazard' describes the behaviour of floodwaters and particularly the amount of flow, the extent, velocity and depth of that flow. This is primarily modelled for 1% AEP floods but may also be required for other floods up to the PMF, particularly in regard to shelter in place planning and for risk assessment of 'sensitive' and 'critical' uses.

The hazard categories H1-H6 briefly describe these impacts (see below) and show the relationships between floodwater velocity and depth and consequent hazard for each level. This methodology also summarises the risk of harm for each hazard level.

Such hazard, risk and safety assessments will underpin Development Application assessment by Council and must be adequately addressed in any DA application affected by mainstream or overland flow flooding. Often more detailed examination of hazard, risk and potential harm for a specific site and its proposed development will be required. Council reiterates the need for discussion with Council at the pre-lodgement stage for sites affected by flooding.

Should there be an absence of site-specific flood controls in this DCP, flood impact will still require assessment against the flood objectives of this DCP. Should there be any inconsistency between this Section and any other part of this DCP, this Section prevails to the extent of the inconsistency.

FLOODPLAIN RISK MANAGEMENT

Objectives

O.01 Manage the floodplain in an economically, environmentally, and socially sustainable manner.

O.02 Allow development in the floodplain that is appropriate to the flood hazard and risk at a particular location.

O.03 Ensure that development minimises the risk to life and property from flooding and its impacts.

O.04 Deliver a risk-based approach to floodplain development and mitigation of potential harm based on a merit assessment consistent with the current Floodplain Development Manual.

O.05 Ensure the proponents of development and the community in general are aware of the potential flood hazard and consequent risk associated with the use and development within the floodplain.

O.06 Ensure that the proposed development does not expose existing development to unacceptable risks or impacts associated with flooding.

O.07 Require hazard, risk and safety assessments to demonstrate how risk and potential for harm to people, property, buildings, and the environment from floodwaters will be adequately mitigated.

O.08 Ensure development does not adversely increase the potential flood affectation on other development or properties, either individually or in combination with similar developments that are likely to occur within the same catchment.

O.09 Ensure development on flood prone land does not result in unreasonable impacts upon the amenity or ecology of an area.

O.10 Ensure buildings and uses are compatible with the identified flood risk. Development with a lower sensitivity to the flood hazard may be considered for location within the floodplain subject to appropriate design and siting controls provided that the potential risks and consequences that could still arise from flooding remain acceptable.

O.11 Ensure early site planning and consideration of flood conditions to achieve an integrated flood response that manages flood risk and provides optimum development design outcomes to provide adequate amenity on and off site, and interface with the public domain.

O.12 Avoid intensification of development and land use within high flood risk or floodways.

O.13 Achieve adequate, safe flood conveyance and management of floodwaters while providing for the rehabilitation, conservation, embellishment, naturalisation of floodways and other flood affected lands where appropriate.

O.14 Ensure the risks associated with car park basements in flood prone areas are adequately mitigated.

O.15 Prevent any changes to landform that would adversely impact flood behaviour or the course of its natural conveyance.

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Controls

C.01 Development is to be compatible with any relevant Floodplain Risk Management Plan and consistent with the current NSW Floodplain Development Manual, unless otherwise accepted by Council.

C.02 Any increased risk to life from development must be mitigated to Council's satisfaction.

C.03 The Flood Planning Level under normal circumstances shall be the higher of the 1% AEP riverine flood level or the 1% AEP overland flow flood level, as accepted by Council, plus a minimum 500mm freeboard safety factor. Council may require additional freeboard to manage risk in exceptional circumstances.

C.04 Significant filling or excavation of land below the Flood Planning Level is generally not permitted. If required by Council, development proposals must demonstrate, through detailed hydraulic modelling, that any proposed filling or excavation of land above the Flood Planning Level up to the Probable Maximum Flood (PMF) will not adversely impact flood behaviour.

C.05 Council may require proposals for raising structures to provide a report from a suitably qualified structural engineer demonstrating that the raised structure will not be at risk of failure from the forces of floodwaters.

C.06 Fencing, landscaping and public domain works are to be constructed in a manner that does not significantly affect the flow of floods.

C.07 New development is only permitted where reliable access is available for the evacuation of an area potentially affected by floods to an area free of risk from flooding. Evacuation should be consistent with any relevant flood evacuation strategy.

C.08 Council requires an applicant to make a Flood Enquiry Application where this information is available. The information supplied to an applicant via a Flood Enquiry Application will inform the applicants DA flood model where deemed necessary.

C.09 Where hydraulic flood modelling is required, flow hazard categories H1 to H6 as set out in Figure 5.1.1.1.1 must be identified and adequately addressed in the design of the development. Where available, Council will issue flood and hazard levels to be adopted in any hydraulic flood modelling, unless an alternative approach is agreed with Council. Flood modelling will need to account for any projected changes to flood levels or behaviour as a result of climate change over the design life of the development.

C.10 Council may require an additional overland flow study to support an application on sites where such flooding is expected to be dominant over flooding from waterways (riverine flooding). Increases in local rainfall intensity and other rainfall and flood behaviour resulting from climate change should be factored into any overland flow modelling undertaken.

C.11 Development with high sensitivity to flood risk (e.g. critical public utilities) must be sited and designed to provide reliable access and an acceptably minimal risk from flooding.

C.12 Design responses as part of flood mitigation measures associated with new and existing developments should not result in significant impacts upon the amenity of an area by way of unacceptable overshadowing of adjoining properties, privacy impacts (e.g. unsympathetic

house raising) or by being incompatible with the streetscape or character of the locality (including heritage).

C.13 Development must be planned and designed to respond to both riverine (mainstream) flooding and overland flow flooding.

C.14 Development must not divert flood waters, nor interfere with floodwater storage, nor the natural function of waterways.

C.15 In general, Council will not support proposals for flood flow-through or flood storage chambers within or beneath a new building, and alternate design solutions will be required.

C.16 Sensitive Uses and Facilities' and 'Critical Uses and Facilities,' as defined in Table 5.1.1.1, in general, not permitted on land subject to flooding in a PMF event.

C.17 The following 'Sensitive Uses and facilities' being centre-based child care and aged care facilities that occupy land subject to flooding in a PMF event, may be considered provided Council can be satisfied that:

- occupants and visitors will not be subject to significant risk of harm caused by flooding at or near the site in a PMF event.
- a Flood Emergency Response Plan is prepared, designed and implemented in perpetuity to provide adequate emergency services access and evacuation of the centre or facility.
- building access and egress does not require people to traverse hazardous floodwaters – that is Hazard Level H3 and above including any flood between the 1% AEP and the PMF.

C.18 Unless otherwise advised by Council, all development in the floodplain involving the construction of a new building or significant alterations to an existing building, and or intensification of a use must be supported by flood hazard modelling that is:

a) based on the 'General Flood Hazard Vulnerability Curves' in Figure 5.1.1.1 for the 1% AEP flood and the PMF.

b) is assessed in terms of the following hazard categories and risks of harm:

- H1 – generally safe for people vehicles and buildings.
- H2 – unsafe for small vehicles.
- H3 – unsafe for vehicles, children and the elderly. This includes all floodwaters greater than 0.5m depth.
- H4 – unsafe for people and vehicles.
- H5 – unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure.
- H6 – unsafe for vehicles and people. All building types considered vulnerable to failure.

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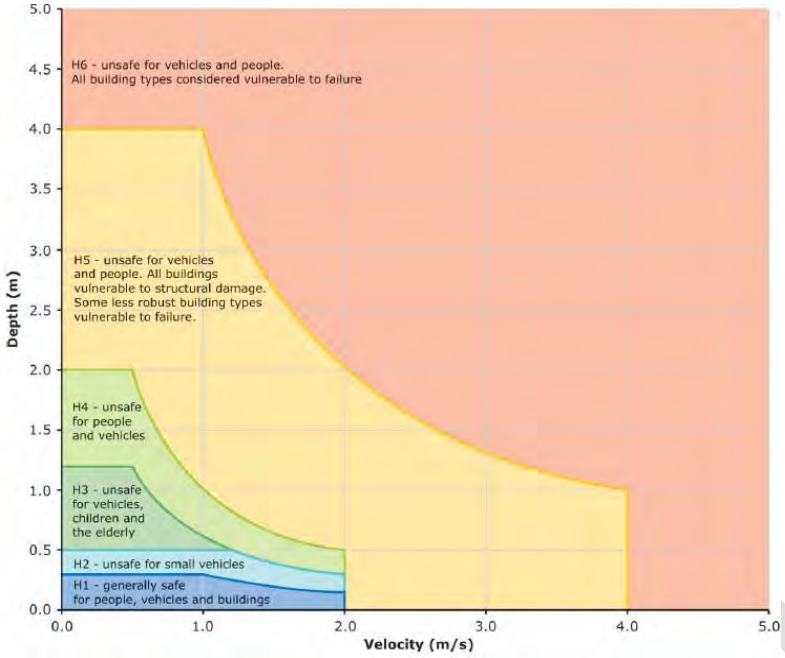


Figure 5.1.1.1 – General flood hazard vulnerability curves

Source: Australian Disaster Resilience Guideline 7-3 Flood Hazard (AIDR 2017)

C.19 Unless otherwise advised by Council, all development in the floodplain involving the construction of a new building or significant alterations to an existing building, and or intensification of a use is to be supported by a merit-based flood hazard and flood impact risk assessment that:

a) Presents evidence-based analysis of the hazard, risk and harm to occupants and those in the surrounds and demonstrates how harmful factors will be mitigated.

b) Includes information on the following aspects as necessary, to enable Council to assess risk and potential for harm:

- 1% AEP and 5% AEP flood levels, flood extents, flow rates, depths and velocities for mainstream and overland flow floods;
- PMF levels, hazard, extent and behaviour for mainstream floods (not overland flow floods);
- modelled hydraulic hazard levels, (H1-H6), extent and behaviour for 1% AEP mainstream and overland flow floods;
- warning times and duration of flooding;
- available warning systems (if any);
- characteristics and vulnerabilities of future occupants;
- likelihood of multiple storms – and multiple flood peaks;
- 'horizontal' evacuation pathways including accessibility considerations;
- 'vertical' evacuation opportunities and shelter in place facilities above the ~~pmf~~ PMF where permitted;
- emergency services access availability;

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- local terrain;
- the development in context; and
- the proposed use and occupation of the development.

C.20 Basement car parks on properties within the floodplain are strongly discouraged and alternate design options should be discussed with Council at the pre-lodgement stage. Where a basement car park on a property within the floodplain is proposed, it must be demonstrated that the proposed basement car park has been protected from all flooding up to and including the PMF event. An adequate flood emergency and risk management plan must also be provided where basement car parks are proposed in the floodplain, please see Flood Warning and Emergency Response Planning section below for requirements.

C.21 Where Council allows basement car parking in flood prone land the proposal must demonstrate:

a) effective floodproofing and flood exclusion of the basement against all floods up to the PMF;

b) adequate safety for occupants of the basement and building including a flood free evacuation path (stairway or other suitable method) from the basement levels to a safe refuge above the PMF;

c) adequate safety for occupants at ground and ground floor levels of the building including a flood free evacuation path (stairway or other suitable method) from the ground floor levels to a safe refuge above the PMF; and

d) consistency with other Council objectives (such as traffic management).

C.22 Demonstrate the appropriateness of a basement car park within a flood prone area, the following details must be included as a minimum in the Development Application:

a) Demonstration that high hazard floodwaters (H3 or greater) will not occur in a 1% AEP event in the area adjacent to the driveway.

b) The basement must be protected from the ingress of floodwater by passive measures at least up to the flood planning level. These measures are likely to include provision of a driveway crest at or above the flood planning level with associated wing-/-or bund walls to this level to prevent floodwaters flowing into the basement.

c) The basement must be protected from the ingress of floodwater via the driveway up to the Probable Maximum Flood level. These measures are likely to include provision of a self-triggering and self-powered flood gate at or near the driveway crest that reaches the level of the PMF, together with corresponding wing wall bunds etc. to the- same PMF level.

d) The basement must be protected from the ingress of floodwater via stairwells and other openings up to the Probable Maximum Flood level. These measures are likely to include a combination of a self-closing flood doors, flood gates and bund walls. Flood doors may also be fire doors.

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e) Provision of flood-free escape stairs from the basement up to a place of refuge within the building above the PMF level with adequate facilities for users during and after a flood.

f) Provision of adequate car parking for the disabled and an escape path that can be followed to safety.

g) Submission of a comprehensive Flood Emergency Response Plan incorporating all of the above.

C.23 The Building Management System and Plan for the development with a proposed basement car park within a flood prone area must include all necessary measures to maintain, test and operate the flood protection devices including flood gates, doors and barriers, flood sensors, flood refuges and FERP.

Floodplain Development Matrix

C.24 All proposals are to have regard to the relevant controls applicable to the proposed land use category and flood risk category, as specified in Table 5.1.1.1. The procedure to determine which controls apply to proposed development involves:

Step 1: Identify the land use category of the development from Table 5.1.1.1;

Step 2: Determine which flood risk categories apply to the land (refer to Catchment Management Unit of Council for the relevant flood risk mapping or carry out flood modelling as required by Council) and then refer to Table 5.1.1.2.

Step 3: Apply the relevant controls outlined in the planning matrix at Table 5.1.1.3 as applicable to the floodplain and land use category.

Additional guidelines relating to flood risk management and flood prone land are contained in Council's Local Floodplain Risk Management Policy.

Table 5.1.1.1 – Land Use Category Definitions

Land Use Categories	Identifies Land Uses
Sensitive uses and facilities	• Community facilities or Public administration buildings which may provide an important contribution to the notification and evacuation of the community during flood events; • Early education and care facilities; • Hospitals; • Residential care facilities; • Seniors housing; • Educational establishments, • Emergency services facilities.
Critical uses and facilities	• Hazardous industries; • Heavy industrial storage establishments; • Offensive industries; • Public utility undertakings which may cause pollution of waterways during flooding, are essential to evacuation during periods of flood or if affected during flood events would unreasonably affect the ability of the community to return to normal activities after flood events; • Telecommunication facilities; • Waste management facilities.
Residential	• Attached dwellings; • Dual occupancies; • Dwelling houses; • Multi dwelling housing; • Neighbourhood shops;

Land Use Categories	Identifies Land Uses		
	• Backpackers accommodation; • Bed and breakfast establishments; • Boarding houses; • Camping grounds; • Caravan parks; • Community facilities (other than sensitive uses/facilities);	• Group homes; • Health consulting rooms; • Home based child care; • Home businesses; • Home industries; • Home occupations; • Hostels;	• Residential flat buildings; • Secondary dwellings; • Semi-detached dwellings; • Serviced apartments; • Public utility undertakings (other than critical uses and facilities).
Commercial or Industrial	• Advertising structures; • Agriculture; • Amusement centres; • Business Premises; • Car parks; • Correctional centres; • Crematorium; • Depots; • Entertainment facilities; • Food and drink premises; • Freight transport facilities; • Funeral homes; • Function centres; • Hardware and building supplies; • Health consulting rooms; • Heavy industries; • Hotel accommodation; • Industries; • Information and education facilities;	• Industrial retail outlets; • Kiosks; • Landscape and garden supplies; • Light industries; • Markets; • Materials recycling or recovery centres; • Medical centres; • Mixed-use development; • Mortuaries; • Office premises; • Passenger transport facilities; • Places of public worship; • Public administration buildings (other than essential uses and facilities); • Pubs; • Recreation facilities (indoor); • Recreation facilities (major); • Registered clubs;	• Restricted premises; • Retail Premises; • Service stations; • Sex services premises; • Shop top housing; Signage; Specialised retail premises; • Storage premises; • Transport depot; • Truck depot; • Tourist and visitor accommodation; • Vehicle body repair workshops; • Vehicle repair stations; • Vehicle showrooms; • Veterinary hospitals; • Warehouse or distribution centres; • Waste or resource management facilities; • Wholesale supplies.
Open space or Non-urban uses	• Animal boarding and training establishments; • Boat launching ramps; • Boat repair facilities; • Boat sheds; Cemetery; • Charter and tourism boating facilities;	• Environmental facilities; • Environmental protection works; • Helipad; • Jetty; • Marinas; • Mooring;	• Port facilities; • Water recreation structures; • Recreation areas and minor ancillary structures (e.g. Toilet blocks or kiosks); • Recreation facilities (outdoor)
Subdivisions	Subdivision of land which involves the creation of additional allotments.		
Filling of flood prone land	The net importation of fill material onto a flood prone site is not permitted, except where: i) final surface levels are raised by no more than 100mm over no more than 50% of the site; or ii) filling is to be no more than 800mm thick beneath a concrete building slab, provided this does not significantly affect the floodway conveyance or flood storage.		
Concessional Development	Concessional development is any development or redevelopment that would normally not be permitted under this Plan, but may be permitted as a concession provided it: i) is kept clear of any floodway; and ii) involves an acceptably small (see below for limits) addition or alteration to an existing development that will not cause a significant increase in potential flood losses, risks or have an adverse impact on adjoining properties; or iii) redevelopment for the purposes of substantially reducing the extent of flood affectation to the existing building; provided that such redevelopments incorporate to the fullest extent practical, design features and measures to substantially reduce the		

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Land Use Categories	Identifies Land Uses
	existing potential for flood losses and personal risks, and avoid any adverse impacts on adjoining properties – especially obstruction or diversion of floodwaters and loss of flood storage. In the case of residential development, the maximum size of a concessional development is: i) a once-only addition or alteration to an existing dwelling of no more than 10% or 30m² (whichever is the lesser) of the habitable floor area which existed at the date of commencement of this Policy or Plan; or ii) the construction of an outbuilding with a maximum floor area of 20m². In the case of other development categories, the maximum size of a concessional development is a once- only addition to existing premises of no more than 10% of the floor area which existed at the date of commencement of this Policy or Plan.

Note: Refer to the *Parramatta LEP 2023* for definitions of each land use. Should a particular use not be identified in the table above, the nearest or closest best fit use would be applied.

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Table 5.1.1.2 – Floodplain Matrix Planning and Development Controls

Flood Risk Precincts (FRPs)	Planning Consideration	Floor Level	Building Components	Structural Soundness	Flood Affectation	Car Parking & Driveway Access	Evacuation	Management & Design
High Flood Risk	Sensitive Uses & Facilities	X	X	X	X	X	X	X
	Critical Uses & Facilities	X	X	X	X	X	X	X
	Residential*	X	X	X	X	X	X	X
	Commercial & Industrial	X	X	X	X	X	X	X
	Open Space & Non-Urban	1[i]	1	1	1	2, 4, 6, 7	1, 4	2, 3, 4
	Subdivision	X	X	X	X	X	X	X
	Filling	X	X	X	X	X	X	X
	Concessional Development	4[i]	1	1	1	1, 5	3, 4, 6	2, 3, 4
Medium Flood Risk	Sensitive Uses & Facilities	X	X	X	X	X	X	X
	Critical Uses & Facilities	X	X	X	X	X	X	X
	Residential*	2[i]	1	1	1	1, 3, 5, 6, 7	3, 4, 6	2, 3, 4
	Commercial & Industrial	2[i]	1	1	1	1, 3, 5, 6, 7	3, 4, 6	2, 3, 4
	Open Space & Non-Urban	1[i]	1	1	2	2, 4, 6, 7	1, 4	2, 3, 4
	Subdivision				1		3, 4, 5	1
	Filling	X	X	X	X	X	X	X
	Concessional Development	4[i]	1	1	1	1, 5	2, 5	2, 3, 4
Low Flood Risk	Sensitive Uses & Facilities	X	X	X	X	X	X	X
	Critical Uses & Facilities	3	2	2	2	1, 3, 5, 6	2, 4, 6	2, 3, 4
	Residential*	2[i]			2	1, 3, 5, 6	3, 4	
	Commercial & Industrial	2[i]			2	1, 3, 5, 6	4	
	Open Space & Non-Urban					2, 4, 6, 7		
	Subdivision				2		5	1
	Filling				1			
	Concessional Development							

*For redevelopment of existing dwellings refer also to 'Concessional Development" provisions.

Legend | | Not relevant | X | Unsuitable Land Use

i. Freeboard equals an additional height of 500mm.

ii. The flood level is usually the higher of that level adopted by Council for fluvial flooding (from rising rivers, creeks, tributaries) for a 1% Annual Exceedance Probability event (1% AEP), or the modelled overland flow flood level (from rainfall in the local catchment) for an event with the same probability (1% AEP). The Flood Planning Level is usually the 1% AEP Flood Level plus a 500mm freeboard safety factor.

iii. The *Parramatta LEP 2023* identifies development permissible with consent in various zones. Notwithstanding, constraints specific to individual sites may preclude Council granting consent for certain forms of development on all or part of a site. The above matrix identifies where flood risks are likely to determine where certain development types will be considered "unsuitable" due to flood related risks.

iv. Filling of the site, where acceptable to Council, may change the FRP considered to determine the controls applied in the circumstances of individual applications.

v. Any fencing that forms part of a proposed development is subject to the relevant Flood Effects and Structural Soundness planning considerations of the applicable land use category.

vi. Development within the floodplain may be subject to Clause 6.7 Foreshore Building Line in the *Parramatta LEP 2023.*

vii. Additional controls apply to basement carparking within the floodplain, please see Car Park Basements associated controls above.

viii. Where a flood warning and emergency response plan is required, requirements set out below under *'Flood Warning and Emergency Response Planning'* must be achieved.

Table 5.1.1.3 – Matrix Development Controls

FLOOR LEVEL	
1	All non-habitable floor levels (including in-ground swimming pools) to be equal to or greater than the 5% AEP (20 year ARI) flood level plus 0.5 metre freeboard.
2	All habitable floor levels to be equal to or greater than the 1% AEP (100 year ARI) flood level plus 0.5 metre freeboard.
3	All habitable floor levels to be equal to or greater than the Probable Maximum Flood levels.
4	Habitable floor levels to be equal to or greater than the 1% AEP (100 year ARI) flood level plus 0.5 metre freeboard. Where this is not practical due to compatibility with the height of adjacent buildings, or compatibility with the floor level of existing buildings, or the need for access for persons with disabilities, a lower transition floor level may be considered. In these circumstances, the transition floor level is to be as high as practical, and the transition floor area as small as practical, when undertaking alternations or additions, no lower than the existing floor level.
BUILDING COMPONENTS AND METHOD	
1	All structures to have flood compatible building components and construction below the 1% AEP (100 year ARI) flood level plus freeboard.
2	All structures to have flood compatible building components and construction below the PMF.
STRUCTURAL SOUNDNESS	
1	Unless otherwise approved by Council, a structural engineer's report is required to certify that the structure can withstand the forces of floodwater, debris and buoyancy up to and including a 1% AEP (100 year ARI) flood level plus freeboard.
2	A structural engineer's report is required to certify that the structure can withstand the forces of floodwater, debris and buoyancy up to and including the PMF level.
FLOOD AFFECTATION	
1	A hydraulic engineer's report is required to certify that the development will not increase flood affectation elsewhere, having regard to: (i) loss of flood storage; (ii) changes in flood levels, flows and velocities caused by alterations to flood flows; and (iii) the cumulative impact of multiple potential developments in the vicinity.
2	The impact of the development on flooding elsewhere is to be considered having regard to: (i) loss of flood storage; (ii) changes in flood levels, flows and velocities caused by alterations to flood flows; and (iii) the cumulative impact of multiple potential developments in the vicinity.
CAR PARKING AND DRIVEWAY ACCESS	
1	The minimum surface level of unenclosed parking spaces or carports shall be as high as practical, but no lower than 0.1 metres below the 1% AEP (100 year ARI) flood level. In the case of garages and other enclosed parking areas for less than 3 motor vehicles, the minimum surface level shall be as high as practical, but no lower than the 1% AEP (100 year ARI) flood level, plus 0.15 metres freeboard.
2	The minimum surface level of unenclosed parking spaces or carports shall be as high as practical and shall not significantly interfere with the overland flow path.
3	Garages, and other enclosed car parking areas, capable of accommodating more than 3 motor vehicles, must be protected from inundation by floods equal to or greater than the 1% AEP (100 year ARI) flood. Ramp levels to be no lower than 0.5m above the 100 year ARI flood level. Where below ground car parking is proposed additional measures must achieve protection up to the PMF.
4	The driveway footpath crossing providing access between the road and property boundary shall be as high as practical and generally rising in the egress direction, providing this does not obstruct or displace floodwaters.
5	Unless otherwise approved by Council and provided this does not obstruct or displace

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	floodwaters, the level of the driveway providing access between the road and parking spaces shall be no lower than 0.2 metres below the 1% AEP (100 year ARI) flood level.
6	Enclosed car parking, and car parking areas accommodating more than 3 motor vehicles, with a floor below the 1% AEP (100 year ARI) flood level, shall have adequate warning systems, signage, exits and evacuation routes. Refer to Flood Warning and emergency Response Planning section for requirements.
7	Restraints or vehicle barriers to be provided to prevent floating vehicles leaving a site during a 1% AEP (100 year ARI flood.)
EVACUATION	
1	Reliable access and egress for pedestrians is required during a 5% AEP (20 year ARI) flood.
2	Reliable access for pedestrians and vehicles required to a publicly accessible location during the PMF peak flood.
3	Reliable access for pedestrians required from the site to an area of refuge (including shelter in place) above the PMF level, on site (e.g. Ssecond storey) or off site.
4	Applicant is to demonstrate the development is consistent with any relevant flood emergency response plan, flood risk management plan or similar plan.
5	Applicant is to demonstrate that evacuation in accordance with the requirements of this DCP is available for the potential development resulting from the subdivision.
6	Adequate flood warning is to be available to allow safe and orderly evacuation without increased reliance upon SES or other authorised emergency services personnel.
MANAGEMENT AND DESIGN	
1	Applicant is to demonstrate that potential development as a consequence of a subdivision proposal can be undertaken in accordance with this DCP and the relevant FRMS and FRMP.
2	Flood emergency response plan required where the site is affected by the 1% AEP (100 year ARI) flood level. Plan is to detail procedures that would be in place for an emergency (such as warning systems, signage and evacuation emergency drills) and should consider the following aspects: (i) preparing for a flood, (ii) responding when a flood is likely, (iii) responding during a flood, and (iv) recovery after a flood. Must be consistent with Flood Warning and Emergency Response Planning requirements outlined in DCP.
3	Applicant is to demonstrate that sufficient area is available to store goods above the 1% AEP (100 year ARI) flood level plus 0.5 metre freeboard.
4	No storage of materials below the Flood Planning Level (1% AEP flood plus 0.5 metre freeboard) which may cause pollution or be potentially hazardous during any flood.

FLOOD WARNING AND EMERGENCY RESPONSE PLANNING

Evacuation plans, flood warning systems and flood emergency response plans are all important elements for reducing risk of harm during a flood event. However, it is necessary to recognise that flood emergency response plans *"…cannot be solely relied upon to be effective in all flood events and therefore cannot be considered to reduce the hydraulic hazard. At best they reduce flood risk in events where they operate effectively and as such, flood emergency response plans should not form the basis of development consent" – Floodplain Development Manual (2005).*

Objectives

O.16 Ensure flood warning and emergency response planning is undertaken for flood prone developments to assist in reducing risk of harm. This includes:

- Flood Emergency Response Plan (FERP).
- Flood warning system.
- Evacuation planning (horizontal and vertical) and emergency access and Shelter In Place.

Controls

C.25 If required by Council all development in the floodplain involving the construction of a new building or significant alterations to an existing building, and or intensification of a use must be supported by a FERP.

C.26 FERPs submitted with Development Applications must include:

- both warning and evacuation measures (horizontal or vertical) for all building occupants (residents, workers and visitors) that include the most appropriate 'safe areas' and 'safe evacuation routes';
- measures to prevent evacuation from the site by private vehicle;
- the most appropriate emergency response for flood and fire events that occur together;
- a building flood emergency response plan, similar to a building fire evacuation drill, and measures to ensure this is tested at least annually;
- a statement about the consistency of the submitted FERP with any applicable Council FERP for the locality; and
- evidence of consultation undertaken with relevant state and local agencies in the preparation of the FERP.

C.27 Horizontal evacuation measures are preferred for all building occupants (residents, workers and visitors) where the following can be satisfied:

- Pedestrians can evacuate safely from a building via a flood free pedestrian access on a 'rising road' to an area of refuge located above the PMF. The evacuation pathway must not require passage through deepening or high hazard (H3 to H6) floodwaters.
- An exit from a building is provided above the PMF that is accessible internally to all occupants.
- Address requirements for accessibility and be available for all occupants.
- If feasible, beneficial and architecturally appropriate, provide a link to a neighbouring building by means of an internal access or a bridge, connecting buildings and leading occupants to an exit above the PMF.
- Not rely on lifts, elevators etc.
- Address access into the property during floods by Emergency Services such as SES, Ambulance, Fire and Rescue.

C.28 Where shelter in place or vertical evacuation is required and is permitted in the Floodplain Development Matrix, all building occupants (residents, workers and visitors) that offers access to a safe indoor area of refuge or 'shelter in place' above the PMF where they can remain until

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the flood event has passed and any subsequent disruption after the flood has been rendered safe and serviceable.

C.29 Shelter in place or vertical evacuation measures must satisfy the following requirements:

a) Refuge shelters must be adequate and fit for purpose (size, design, equipment, supplies) and maintained as such in perpetuity.

b) Unless otherwise advised by Council, facilities must be designed for a refuge stay of at least 72~~48~~ hours, with longer time periods addressed in design, equipment, and provisioning.

c) It is recommended, and may in some cases be required, that large and high-rise residential buildings be provided with emergency back-up power, water supply and sewerage for all residential units and common facilities including lifts. This must be provided in the context of an overarching Emergency Response Plan that includes flooding, power outages, extreme weather events and other incidents.

d) Where the building design and back-up systems enable some residents to safely remain in their own apartments for extended periods during floods, all such residents must still have access to a communal refuge area of adequate size where support from other residents and emergency supplies are available.

e) The communal safe area of refuge must be permanently provided with as a minimum:

- emergency electricity supply, and lighting,
- clean water for drinking, washing and toilet flushing,
- working bathroom and toilets,
- suitable food,
- personal washing facilities,
- medical equipment including a first aid kit,
- a battery-powered radio and relevant communications equipment, and
- a comfortable, safe, indoor, sheltered environment (corridors, lobbies, balconies, al-fresco areas, car parks etc are not acceptable).

C.30 Requirements for the communal safe area of refuge must be detailed in the Flood Emergency Response Plan supporting the DA and must address:

- Numbers of people likely to need the facility and consequent size, equipment and provisioning requirements.
- Means to ensure ongoing services such as power, water disposal, wastewater disposal, and communications.
- Long term maintenance as part of the building management system.
- Dual use of the refuge area for other non-emergency communal functions (if practical).

C.31 All safe areas of refuge (residents own apartment or a communal area) must have:

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a) fail safe access to the safe area of refuge from anywhere in the building including the basement (lift access is not allowed) that is protected from floodwaters up to the PMF by suitable flood doors, flood gates and the like; and

b) fail safe access to an exit/entry point located above the 1% AEP flood level plus 0.5m freeboard that enables people to exit the building during a fire and/or flood and allows emergency service personnel to enter a building to attend to a medical emergency.

C.32 Development is to be compatible with any relevant Floodplain Risk Management Plan and consistent with the current NSW Floodplain Development Manual, unless otherwise accepted by Council.

C.33 Any increased risk to life from a development must be mitigated to Council's satisfaction.

Glossary

Annual Exceedance Probability (AEP) is the chance of a flood of a given or larger size occurring in any one year, usually expressed as a percentage.

Flood Hazard is a flood that has the potential to cause harm or conditions with the potential to result in loss of life, injury and economic loss.

Flood Planning Level (FPL) is the level of the governing 1% AEP flood event plus 500mm freeboard. The governing 1% AEP flood is the higher of the mainstream (river or creek) flood level and the overland flow flood level. The freeboard is a fixed safety factor which allows for modelling variation and factors such as waves and turbulence. It does not include an allowance for Climate Change.

Flood prone land is land susceptible to flooding by a PMF event.

Probable Maximum Flood (PMF) is the largest flood that could conceivably occur at a particular location, usually estimated from probable maximum precipitation (PMP), and where applicable, snow melt, coupled with the worst flood producing catchment conditions.

Further Information

Flood Risk Management Plan, Flood Studies, Sub-Catchment Management Plans and Council's *Floodplain Risk Management Policy (2014)* are available from the City of Parramatta Council.

NSW Government's *Floodplain Development Manual 2005*:
www.dnr.nsw.gov.au/floodplains/manual.shtml

NSW Government, *Floodplain Risk Management Manual 2022*

Australian Rainfall and Runoff: A Guide to Flood Estimation, Commonwealth of Australia, 2019

Australian Disaster Resilience Handbook 7 – Managing the Floodplain: A Guide to Best Practice in Flood Risk Management in Australia, Australian Institute for Disaster Resilience.

5.1.2 WATER SENSITIVE URBAN DESIGN

In the City, all developments are required to implement the principles of Water Sensitive Urban Design (WSUD). This is an approach that aims to minimise the impacts of development upon the water cycle and achieve more sustainable forms of urban development. WSUD works at all levels including, individual lot, street, precinct and regional scales. It aims to integrate stormwater management systems into the landscape in a manner that provides multiple benefits including stormwater retention and detention, whilst addressing the pre-development considerations of flooding, waterways and groundwater protection, habitat, and improving visual amenity.

Objectives

O.01 Use WSUD to manage stormwater, particularly for rainfall events up to 1 in 1.5 year probability.

O.02 Reduce overall discharge of stormwater from a site to less than pre-development levels where possible.

O.03 Ensure appropriate treatment and re-use of stormwater where possible.

O.04 Implement successful WSUD and stormwater quality improvements for private developments and the public domain at all scales.

O.05 Ensure that on-site stormwater management measures can be operated and maintained in accordance with design specifications.

O.06 Use simple landscape-based WSUD solutions wherever appropriate that achieve water management objectives without unusual or complicated maintenance demands, and mindful of other stormwater management requirements outlined in this DCP.

O.07 Use WSUD to increase evapotranspiration, urban heat reduction and to reduce uncontrolled runoff.

Controls

C.01 All developments must implement rainwater retention and a WSUD approach. The extent and types of this will be proportional to the scale of development.

C.02 WSUD principles are to be integrated into the development through the design of stormwater drainage, on-site detention, and landscaping and in the orientation of the development rather than relying on 'end of pipe' treatment devices prior to discharge.

C.03 Impervious surfaces are to be minimised and soft landscaping used to promote infiltration and reduce stormwater run-off. Permeable surfaces must be genuinely permeable in the long term and appropriately designed to withstand compaction, sediment accumulation and scour and be provided with adequate subsurface flow capture and drainage.

C.04 WSUD elements should be located and configured to treat as much impermeable area as possible.

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C.05 Rainwater harvesting and use is encouraged in any water management system for individual lots and for the public domain. Development should maximise the capture and reuse of rainwater from roofs. Rainwater tanks must be connected to separate non-drinking water systems including irrigation, car washing, toilets, water features, washing machines and cooling towers.

C.06 Rainwater storage and tanks are encouraged for all developments including provision of greater capacity than minimum BASIX requirement for residential developments.

C.07 Council may require that rainwater tanks or other alternative water sources are designed to meet the following criterion:

- Rainwater or other alternative water sources need to meet 80% of demands for irrigation, car washing, toilets, water features, washing machines and cooling towers.

C.08 Use WSUD to ensure runoff water quality is within acceptable limits and only rely on mechanical treatment technology if necessary.

C.09 Run-off entering directly to waterways or neighbouring bushland is to be avoided. Options may exist where run-off is treated to reduce weed invasion, nutrient and seed dispersal, erosion and sedimentation, scour and altered flow regimes.

C.10 Unless otherwise advised by Council, WSUD systems shall generally be designed to treat storm events up to the 1 in 1.5 year average recurrence interval. Low flows of this frequency must be separated from higher flows that will be diverted into OSD and other stormwater quantitative management systems.

C.11 Developments of any size that would affect rainwater and stormwater behaviour must use a range of practical measures to achieve WSUD Objectives and Controls. Landscape based WSUD measures are preferred. Methods to achieve this may include the following:

Roof	• Compact development typologies/small footprints. • Rainwater and stormwater harvesting connected to appropriate use. • Green walls. • Roof gardens. • Roof rain storage for evaporative cooling systems.
Hardstand	• Diversion of runoff to deep soil/landscaped areas. • Bioretention. • Stormwater harvesting. • Permeable paving and absorption/infiltration.
Driveways, carparks, and footpath crossings	• Diversion of runoff to deep soil/landscaped areas. • Permeable paving and absorption/infiltration. • Bioretention. • Stormwater quality treatment should not solely rely on Tree-Pits instead standard bio-retention need to be incorporated as far as practicable.
Landscaped areas	• Infiltration into deep soil.

	• Irrigation from on-site rainwater tanks.; • Wetlands and waterbodies (where appropriate).; • Bioretention.; • Use of dips and concave spaces in the landscape to encourage water retention.
Open Space – Private and Public Domain provided by the developer.	• Infiltration into deep soil.; • Irrigation with collected water from regional/precinct stormwater harvesting.; • Estate/precinct scale stormwater harvesting and irrigation.; • Wetlands and waterbodies.; • Bioretention. • Except GPT, proprietary products are not supported as WSUD in public domain. If it is un-avoidable, prior consent is needed from Council. • Stormwater quality treatment should not solely rely on tTree-pPits. iInstead, standard bio-retention need to be incorporated as far as practicable.
Roads -- Private and Public Domain provided by the developer.	• Passively irrigated street trees.; • Bioretention in medians and road edges. • ~~As advised by Council~~ • Except GPT, proprietary products are not supported as WSUD in public domain. If it is un-avoidable, prior consent is needed from Council. • Stormwater quality treatment should not solely rely on tTree-pPits instead standard bio-retention need to be incorporated as far as practicable.

C.12 Utilise the Model for Urban Stormwater Improvement Conceptualisation (MUSIC) (or equivalent modelling tool, subject to agreement by Council) to determine total runoff quantity for pre and post development scenarios and pollution load reduction, using suitable modelling parameters for the City; and the following requirements outlined in Table 5.1.2.1.

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Table 5.1.2.1 – Required for specific development types

Response Required	Land Use	Development Type	Water Sensitive Design measures
No Requirement	Residential	Minor alterations and additions with new roof less than 40m² – no requirements.	• A rainwater tank strongly encouraged. If installed must be connected for garden irrigation. Connection to toilet and laundry hot water is encouraged.
Minor WSD Response	Residential	Alterations and additions with new roof area greater than or equal to 40m² but less than 150m².	• Provide a rainwater tank connected to the roof area, with a volume of at least 2,000 litres, or compliance with BASIX if applicable which prevails in the event of any inconsistency. • WSUD principles followed where possible, particularly in landscape design.
	Residential	Alterations and additions -with new roof area >150m² New single dwellings, dual occupancies and residential developments up to 4 dwellings including secondary dwellings with roof area >150m².	• Annual outflow equal or lower than pre development outflow where practicable. • A rainwater tank connected to the roof area, with a volume of at least 5,000 litres (2,000 litres for secondary dwellings), or compliance with BASIX which prevails in the event of any inconsistency. • WSUD principles followed where possible, particularly in landscape design.
	Subdivision	Residential subdivision of 4 or more lots and including buildings.	• Annual outflow equal or lower than pre development outflow where practicable. • Where an existing dwelling is to be retained on site, a rainwater tank connected to the roof area, with a volume of at least 5,000 litres for each dwelling, or compliance with BASIX which prevails in the event of any inconsistency.
	Commercial, Industrial and other non-residential	Minor development including alterations and additions where the increase in the roofed and -/or impervious area* is less than 150m².	• A rainwater tank connected to the roof area, with a volume of at least 5,000 litres. WSUD principles followed where possible, particularly in landscape design and site planning
Major WSD Response	Residential	Residential development on lots of 750 -– 1,499m², or consisting of 5 or more dwellings including multi dwelling house, residential flat buildings and mixed-use development (excluding dual occupancy).	• Annual outflow 10% or lower than pre development outflow where practicable. • A rainwater tank connected to the roof area, with a volume of at least 5,000 litres, or compliance with BASIX which prevails in the event of any inconsistency. Retention and WSUD measures must achieve the water pollution reduction targets listed below Table 5.1.2.2.

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Response Required	Land Use	Development Type	Water Sensitive Design measures
	Residential	Residential development on lots of 1500m^2 or more, including any type of mixed-use development.	• A site-specific water sensitive urban design and management plan integrated with the site landscape design and stormwater system. • Annual outflow 10% or lower than pre development outflow where practicable. • A rainwater tank connected to the roof area, with a volume of at least 5,000 litres, or compliance with BASIX which prevails in the event of any inconsistency. Retention and WSUD measures must achieve the water pollution reduction targets listed below in Table 5.1.2.2.
	Commercial, Industrial and other non-residential	New or altered commercial and industrial developments where the increase in the roofed and/or impervious area is equal to or greater than 150m^2.	• A site-specific WSUD and management plan integrated with the site landscape design and stormwater system Annual outflow at least 10% less than pre development outflow where practicable. • Retention and WSUD measures to achieve the targets listed below in Table 5.1.2.1. • Include a rainwater tank or a water reuse device connected to at least 90% of the roof area and with a minimum volume of 10,000 litres.
Dependent WSD Response	Other development not listed above		• WSD response as determined by Council and dependent on development type.

Note: *Additional impervious area includes building footprint (including roof area), vehicle access ways and parking space.

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Table 5.1.2.2 – Water Pollution reduction targets

Parameter	Water pollution reduction targets
Gross Pollutants	90% Reduction in the post development mean annual load of total gross pollutants load (greater than 5mm).
Total Suspended Solids	85% reduction in the post development mean annual load of Total Suspended Solids (TSS).
Total Phosphorus	65% reduction in the post development mean annual load of Total Phosphorus (TP).
Total Nitrogen	45% reduction in the post development mean annual load of Total Nitrogen (TN).
Hydrocarbons, motor oils, oil and grease	90% reduction in the post development mean annual load of hydrocarbons, oils, and grease.

Note: Reductions in pollutant loads are relative to the pollution generation from the same development without treatment.

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5.1.3 STORMWATER MANAGEMENT

Stormwater management is a fundamental component of development and must be considered as early as possible by the proponent in the evolution of projects.

This Section of this DCP includes objectives and controls to support stormwater systems that provide an appropriate balance between engineering objectives, landscaping and general planning amenity principles.

Objectives

O.01 Manage and drain stormwater adequately to avoid or minimise local area flooding and associated damage to downstream properties and Council assets.

O.02 Protect waterways from erosion, pollution and sedimentation.

O.03 Maintain or improve water quality in aquatic habitats and ensure that downstream flora and fauna are protected from stormwater impacts during and post construction.

O.04 Ensure that stormwater management is considered in a cumulative and long-term context to maintain and improve the flow of stormwater.

O.05 Ensure that stormwater runoff from the site is collected and conveyed to a legal point of discharge without adverse impacts in accordance with Council's Development Engineering Design Guidelines.

O.06 Support the long-term viability of stormwater management measures within the City.

O.07 Support the long-term viability of natural watercourses, ecosystems, and habitats in Parramatta and beyond.

O.08 Support the return of swimming to the Parramatta River and other waterways.

Controls

C.01 Development is to be sited and built to minimise disturbance of the natural drainage system.

C.02 Operating practices and technology are to be employed to prevent contamination of stormwater.

C.03 Impervious surfaces are to be minimised and soft landscaping maximisszed to promote infiltration and reduce stormwater run-off.

C.04 Development should maximise the capture and reuse of rainwater from roofs. Rainwater tanks should be connected to irrigation, car washing, toilets, water features, washing machines and cooling towers.

C.05 Adequate provision is to be made for the control and discharge of stormwater run-off from the site to ensure that it has no adverse impact on Council's stormwater drainage systems, waterways, the development itself, or adjoining properties.

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C.06 Stormwater, including overland flows entering and discharging from the site, must be managed. The site drainage network must provide the capacity to safely convey stormwater run-off resulting from design storm events listed in Development Engineering Design Guidelines.

C.07 Council will generally not permit the construction of stormwater drainage lines through public reserves.

C.08 Minimise the spread of weeds caused by urban stormwater from urban areas flowing into bushland and waterways.

C.09 The discharge of polluted waters from the point sources to Council's stormwater system is not permitted.

C.10 Run-off entering directly to waterways or bushland is to be avoided or treated to reduce erosion and sedimentation, nutrient and seed dispersal.

C.11 Stormwater drainage is to be designed in accordance with this DCP and Development Engineering Design Guidelines.

C.12 The location of the On-Site Detention System, WSUD and other water storage facilities shall not impact on the operation, functionality and safety of any proposed development.

C.13 Stormwater is to be discharged in the general direction as determined by the predevelopment topography of the site and within its natural catchment/sub-catchment. Filling of sites to achieve discharge by gravity is not supported.

C.14 Stormwater runoff must not adversely impact surrounding properties and Council infrastructure and assets through the diversion and concentration of flows.

C.15 For developments that connect to the existing site stormwater drainage system, a plan indicating the layout and details of the existing stormwater drainage system and a Certificate from a qualified and practicing plumber certifying the functionality and condition of the existing system must be submitted with the Development Application.

C.16 All systems (major/minor) shall be designed with consideration to the major/minor design principle in Australian Rainfall & Runoff as described in Council's Development Engineering Design Guidelines.

C.17 All developments, where the site is to be disturbed, shall include details of Erosion and Sedimentation Control measures designed in accordance with the Soil and Water Management for Urban Development – NSW Department of Housing, as described in Council's Development Engineering Design Guidelines.

C.18 Connection to Council's Kerb and Gutter must comply with requirements outlined in Council's Development Engineering Design Guidelines.

C.19 Connection to Council's Underground Piped Drainage Network (inc. pits and pipes) in accordance with Council's Development Engineering Design Guidelines.

C.20 Discharge to a natural waterway or creek in accordance with Council's Development Engineering Design Guidelines.

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C.21 Where no Council pipe exists in the immediate vicinity, disposal will require a suitably designed and constructed pipeline to the nearest available Council drainage system (generally not exceeding 15 metres).

C.22 Discharge of stormwater to Council infrastructure must be by gravity. Charged lines are only permitted for single dwellings and must be designed in accordance with the criteria outlined in Council's Development Engineering Design Guidelines.

C.23 Absorption trenches are only permitted for single dwellings and must be designed in accordance with the criteria outlined in Council's Development Engineering Design Guidelines.

C.24 Pump out systems can only be considered as a method of stormwater discharge for draining basement car parks and garages. Pump out systems must be designed in accordance with the criteria outlined in Council's Development Engineering Design Guidelines.

C.25 Development that requires on site detention on sites that fall away from the street or are flat are required to drain via an easement over a downstream property (or propert~~/~~ies) to a legal point of discharge and must be designed in accordance with Council's Development Engineering Design Guidelines.

C.26 Private drainage easements must be designed and located in accordance with Council's Development Engineering Design Guidelines.

C.27 Drainage through Council owned land (including parks, creeks and reserves) is not permissible unless determined by Council as outlined in Council's Development Engineering Design Guidelines. Easements through Council land require a resolution of the elected Council.

C.28 Easements shall be located on the lower side of the property and must be designed to be free of any building encroachments, including eave overhangs and footings, and trees.

C.29 Standard easement widths must comply with requirements outlined in Council's Development Engineering Design Guidelines.

C.30 Average recurrence intervals shall be used for stormwater drainage design and comply with Council's Development Engineering Design Guidelines.

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5.1.4 ON-SITE DETENTION MANAGEMENT

On-Site Detention (OSD) of stormwater helps reduce downstream flooding and avoids or minimises adverse impact upon natural and constructed drainage assets.

OSD is required for all multi-unit residential development, including dual occupancies, all commercial development and all community focused facilities, such as places of worship, community centres, childcare centres and the like, unless it can be demonstrated that OSD will increase flooding. In these circumstances alternate stormwater management is to be considered in line with WSUD principles and this Section of this DCP.

Objectives

O.01 Ensure OSD design and the method of discharge are appropriate to the site and its surroundings and consistent with Council design requirements.

O.02 Ensure OSD systems are designed to provide adequate hydraulic performance and longevity.

O.03 Maximise soft landscaping by requiring on site detention systems to be provided in below ground tanks unless otherwise allowed with this DCP.

O.04 Maintain and improve the flow of stormwater in a cumulative and long-term context.

O.05 Maintain an appropriate level of safety for persons and property.

O.06 Prevent any increase in downstream peak flows resulting from new developments or redevelopments by temporarily storing on-site the additional and quicker runoff generated.

O.07 Integrate OSD systems with the architectural and landscape design and layout of the development.

Controls

C.01 Above ground OSD basins are not allowed for residential development, unless excepted by the provisions below.

C.02 On site detention systems are be designed in accordance with the Upper Parramatta River Catchment Trust (UPRCT) On Site Detention Handbook Editions 3 or 4, *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*, Australian Rainfall and~~&~~ Runoff, and Council's Development Engineering Design Guidelines unless otherwise exempted by other controls in this DCP.

C.03 OSD is to be in the form of below ground tanks for all dual occupancy and other forms of multi-unit residential and/or mixed-use residential development; however, where circumstances exist which physically prevent all volume being detained in a below ground tank, an OSD system can be a combination of above and below ground detention tanks (not basins), provided:

- the below ground tank holds a minimum 60% of the site's required storage volume, and

- the above ground tank is located behind the front building line and away from rear yard outdoor recreation areas, where the design is as recessive and slimline as possible, and
- the tank is engineered for a product lifecycle matching that of the dwelling(s) on site, and
- the design parameters set out in Council design and development guidelines are fully complied with, and
- storage volume as calculated using the Upper Parramatta River Catchment Trust (UPRCT) On Site Detention Handbook (for areas covered by the Handbook) or, other applicable methodology, is fully achieved, and
- in addition to that provided for the underground detention tank, any above ground storage tank must include an orifice plate, discharge control pit and overflow and any other design requirements for OSD tanks required under Council design and development guidelines and for applicable areas, the UPRCT OSD Handbook, and
- designed by a registered and experienced hydraulic/civil engineer designs any OSD system, and
- all relevant LEP and DCP planning and landscaping requirements, including building envelope controls and soft and deep soil coverages are complied with, without exception.

C.04 For residential development on flat sites only, above ground basins up to a maximum depth of 300mm can be considered for ground level drainage. Other detention options could be considered for flat sites in conjunction with detention basins if needed to achieve appropriate detention volume.

C.05 The dedicated air space only of rainwater tanks may be considered as a partial offset for detention volume requirements in line with calculations and design requirements under the Upper Parramatta River Catchment Trust Handbook 4th Edition.

C.06 Above ground OSD basins can be considered for non residential developments, provided the ponding depth of any above ground basin does not exceed 300mm.

C.07 The location of the On-Site Detention System, WSUD and other water storage facilities shall not impact on the operation, functionality and safety of the proposed development. In this regard On-Site Detention Systems and other water storage facilities shall not be located within the subfloor of any habitable areas of residential dwellings, commercial buildings and childcare facilities. Surcharging, ventilation and access grates of these systems shall not be located in, nor impact upon, required play areas for child care facilities.

C.08 All OSD Systems must discharge by gravity to Council's stormwater infrastructure.

C.09 Where discharge of OSD Systems by gravity to the street frontage of a site is not possible, an inter-allotment drainage easement/s will be required. Where the available drainage point is through Council land and is not permitted by Council due to classification of that land, applications will be assessed on individual merits and environmental constraints.

C.10 Stormwater is to be discharged in the general direction as determined by the predevelopment topography of the site and within its natural catchment/sub-catchment. Filling of sites to achieve discharge by gravity is not supported.

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C.11 OSD design parameters are to be in accordance with:

a) Council Design and Development Guidelines.

b) For applicable areas, the Upper Parramatta River Catchment Trust Handbook and Council design and development guidelines.

c) Minimal landform modification, such as excavation (other than for below ground storage) and/or fill, is to be incorporated into any stormwater management system.

d) Pump out systems cannot be used in lieu of OSD or to drain OSD systems wholly or in part*.

e) Absorption trenches or similar cannot be used in lieu of OSD or to drain OSD systems wholly or in part.

f) For developments with a total site discharge greater than 30 l/s, discharge must be to Council's piped street system.

g) Discharge of ground water into Council's stormwater system, other than minor seepage, is not permitted.

*__Note:__ Pump-out is allowed for the drainage of basements only.

C.12 Standard easement widths must comply with requirements contained in Council's Development Engineering Design Guidelines.

C.13 Pump out systems can only be considered for draining rainwater seepage and surface runoff into basements and garages. Pump out systems must be designed in accordance with the criteria outlined in Council's Development Engineering Design Guidelines. Pump out systems cannot be used in lieu of OSD or to drain OSD systems wholly or in part. Absorption trenches cannot be used in lieu of OSD or to drain OSD systems wholly or in part.

C.14 An OSD system comprising of only above ground tanks is not allowed as:

a) Above ground tanks can only capture roof area.

b) The size of above ground tanks to accommodate the site storage requirements will necessitate large structurally designed tanks located in areas where amenity, site function and landscaping are likely to be compromised.

C.15 OSD requirements apply to certain types of developments and redevelopment as outlined in Council's Development Engineering Design Guidelines.

C.16 Ensure that the permissible site discharge and site storage requirements are aligned with the relevant catchment and parameters as outlined in Council's Development Engineering Design Guidelines.

C.17 OSD design must comply with requirements as outlined in Council's Development Engineering Design Guidelines.

C.18 Above ground storages must only apply and comply with requirements as outlined in Council's Development Engineering Design Guidelines.

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C.19 Underground tanks must comply with requirements as outlined in Council's Development Engineering Design Guidelines.

C.20 OSD must be legally protected from alteration and regularly maintained to guarantee continued operation over the entire life of the development.

C.21 Emergency overflows must be accommodated and designed for and shall include such flows resulting from storm events that exceed the design capacity of the OSD system and for flows resulting from a failure of the system (incl. the OSD facility, pit and pipes belonging to and as part of the system and pit and pipes and flow paths within a stormwater drainage easement).

For additional references and definitions, refer to Council's Development Engineering Design Guidelines.

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5.1.5 GROUNDWATER

Groundwater is a valuable natural resource and its extraction and use requires careful consideration through the development process. The management of groundwater can have implications for design and construction requirements for developments where interception of groundwater will occur. Pre-lodgement discussions should be held with Council for any development which may encounter groundwater.

This Section must be read in conjunction with Council's "Groundwater Management Guidelines" which contains requirements that applicants must consider as part of the development assessment process.

Objectives

O.01 Protect and/or improve groundwater quality, flows and drainage patterns during demolition, construction and ongoing operation phases of a development.

O.02 Control and regulate groundwater usage in a sustainable manner.

O.03 Ensure that long term protection of groundwater quality is an essential consideration for all development.

O.04 Ensure Council stormwater drainage infrastructure is not used for the discharge of ground water.

O.05 Ensure adequate treatment of groundwater prior to discharge and/or re-use of groundwater.

O.06 Design development to avoid or minimise interception of groundwater.

Controls

C.01 All Development Applications proposing excavation for below ground structures such as basements must demonstrate whether or not they will encounter groundwater.

C.02 Discharge of groundwater into council stormwater infrastructure is not permitted post development.

C.03 Council may permit discharge of managed groundwater into Council's drainage system only during construction for a specified period of time, and provided certain safeguards are met, including as follows:

a) Operating practices and technology including dewatering shall not contaminate groundwater or adversely impact adjoining properties and infrastructure.

b) Council infrastructure can accommodate anticipated groundwater volumes over the period of construction.

c) Council may require the preparation of a Construction Environmental Management Plan (CEMP) to support a DA which will include management, storage, monitoring, treatment and disposal of groundwater in the construction phase. Such a CEMP will also seek to mitigate

other environmental impacts of construction including those required to be addressed by Council and other Government Agencies. The CEMP must be consistent with Council's 'Groundwater Management Guidelines' and 'Minimum requirements for building site groundwater investigations and reporting', NSW DPIE 2021 and any other necessary approvals and licences.

C.04 Where groundwater will be encountered, the proposal must demonstrate that the below ground structures will be constructed in a water-proof manner (e.g. tanked construction) at all levels where groundwater could be encountered. Water-proofed basements are required because:

- Council stormwater infrastructure has limited capacity.
- Drained basements require ongoing maintenance for the treatment and pump out of groundwater with energy use and operational cost implications for occupiers.
- Failure of mechanical systems to treat and pump groundwater creates structural and environmental risks.
- Retention of natural groundwater levels is environmentally sustainable.

C.05 Council may consider drained basements where it can be demonstrated that all groundwater taken can be re-used on site for irrigation and/or other uses such as toilet flushing. All groundwater must be treated to the relevant standard for the intended re-use. Where this option is proposed it must also consider potential loss of opportunity for rainwater re-use on site and adjust the proposal accordingly to minimise increased stormwater flows off site. Excess groundwater cannot be discharged to Council stormwater infrastructure.

Further Information

NSW DPIE 2021 – Minimum requirements for building site groundwater investigations and reporting.

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5.2 HAZARD AND POLLUTION MANAGEMENT

This Section of this DCP provides controls to address the environmental impact of development on sites and surrounding areas to ensure hazard and pollution is managed appropriately throughout the City. These include:

- Developmental impact on soils. Controlling the erosion of soil and sedimentation run off during and after construction is addressed in this Section. As well as this, the impacts of acid sulfate soils, salinity, earthworks and sloping sites and land contamination are further addressed within this Section. While this Section addresses the impact that development may have on these matters, it also addresses the impact that poor land management may have when developing on affected sites.
- Air quality and ensuring that appropriate site controls are implemented to reduce the impact that development has on its surroundings.
- Bush fire prone land. With areas of the City at risk of bush fire, ensuring protection through controls designed in compliance with relevant NSW Rural Fire Service publications has been essential.

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5.2.1 CONTROL OF SOIL EROSION AND SEDIMENTATION

Earthworks and development which expose soil to the elements have the potential to run off site and impact adjoining properties, water systems and impact habitats for plants and animals.

This Section of this DCP includes controls to help minimise erosion and manage development to avoid potential adverse impacts on the City's waterways and drainage systems, environmental health, and biodiversity.

Objectives

O.01 Ensure through effective site controls during, and after demolition and construction, that development does not contribute to sedimentation of waterways and drainage systems, or cause windblown soil loss.

O.02 Ensure that development does not result in environmental damage of waterways and bushland in the City.

Controls

C.01 Development is to be designed and constructed to integrate with the natural topography of the site so as to minimise the need for cut and fill.

C.02 Soil loss from development is to be minimised through effective site management practices that reduce the impact of sedimentation on downstream waterways and drainage systems and that minimise windblown soil loss.

C.03 Development is to minimise site disturbance, including impact on vegetation and significant trees. Construction, particularly on larger sites, is to stage site disturbance so as to minimise the area of the site that is not stabilised and exposed to erosion at any one time. Overland stormwater flow must be diverted around any exposed areas of the site.

C.04 Development that is likely to result in erosion and sedimentation is to be accompanied by details of the proposed method of on-site erosion and sediment control. Such details are to follow the guidelines in the NSW Landcom (2004) Managing Urban Stormwater: Soils and Construction and Council's Design and Development Guidelines, as per Figure 5.2.1.1 – Figure 5.2.1.4.

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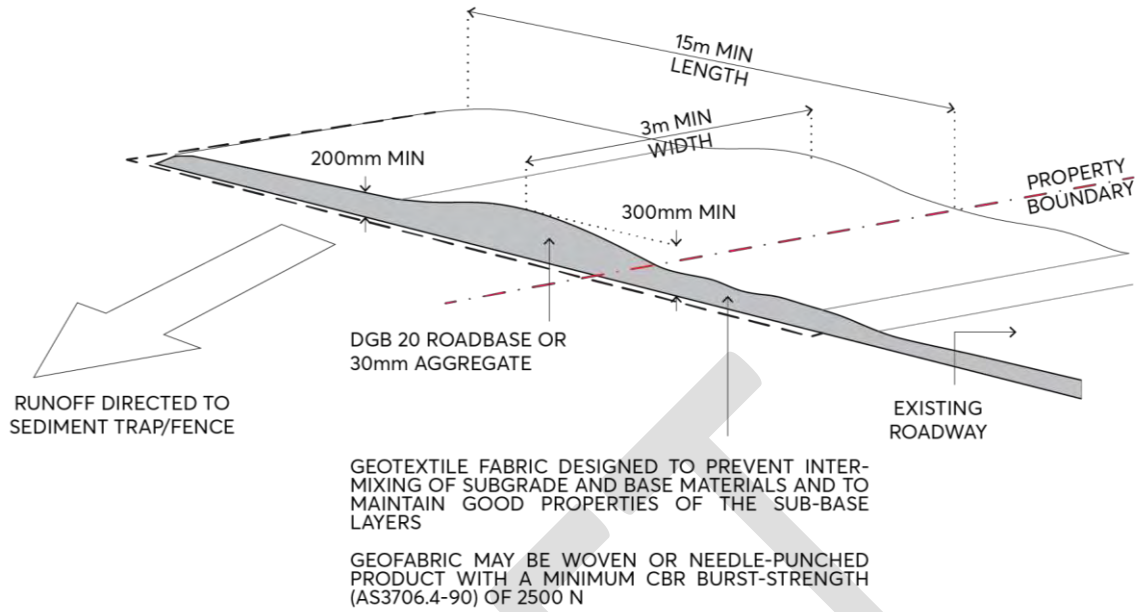


Figure 5.2.1.1 – Stabilised Site Access (Source: Soils and Construction: Managing Urban Stormwater, Landcom, March 2004)

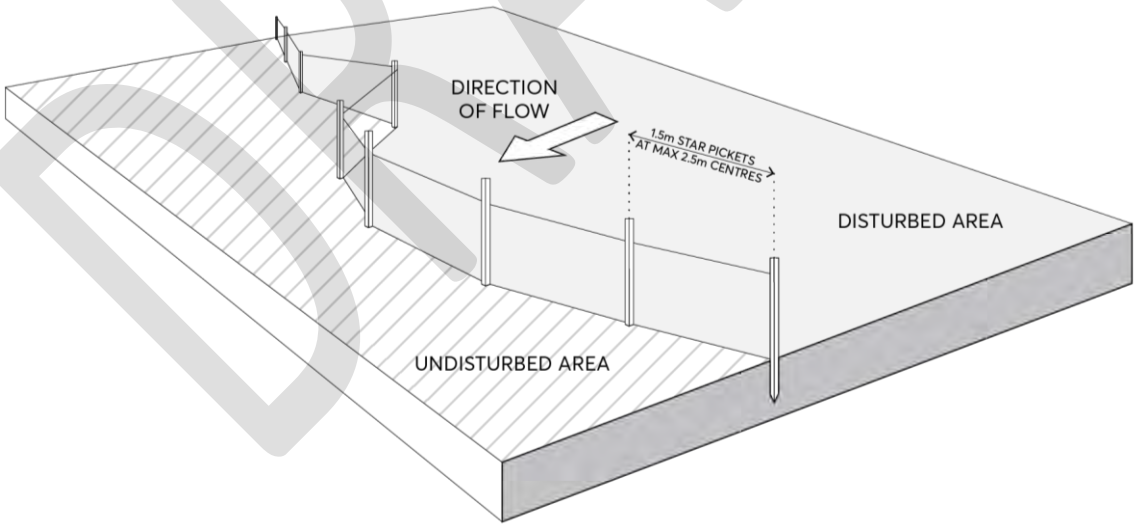


Figure 5.2.1.2 – Sedimentation Fencing (Source: Soils and Construction: Managing Urban Stormwater, Landcom, March 2004)

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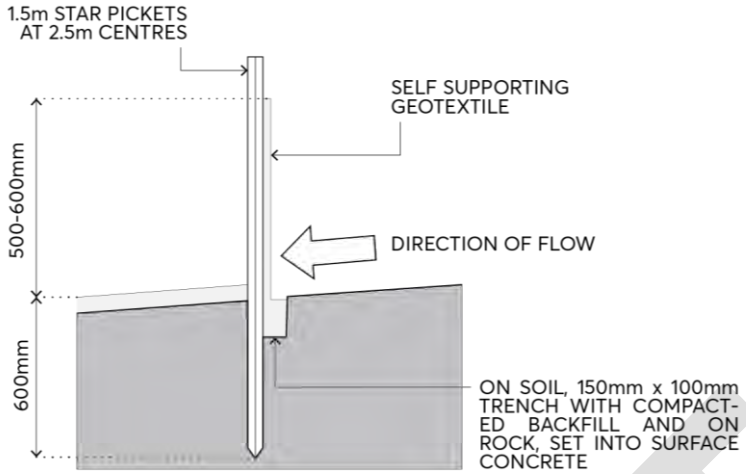


Figure 5.2.1.3 – Section – Sedimentation Fencing (Source: Soils and Construction: Managing Urban Stormwater, Landcom, March 2004)

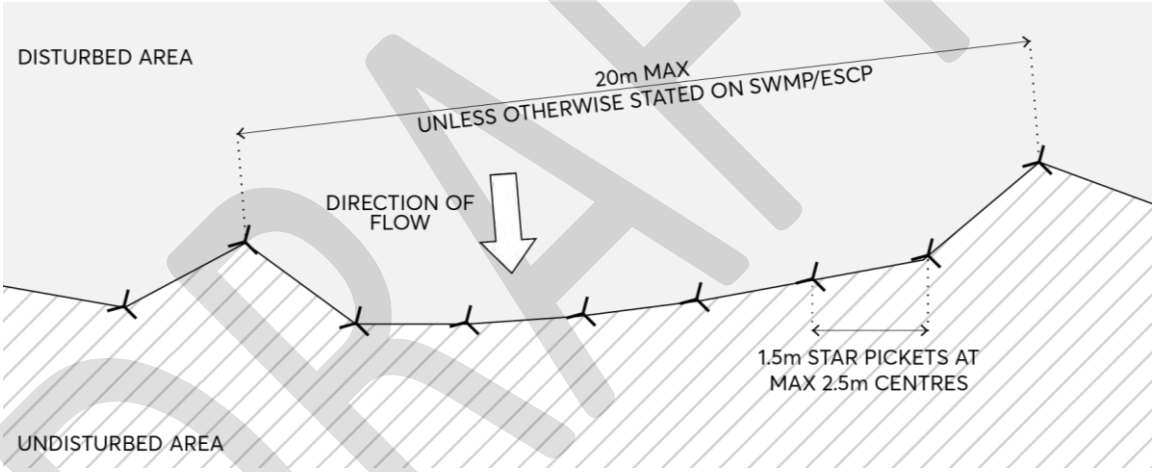


Figure 5.2.1.4 – Plan – Sedimentation Fencing (Source: Soils and Construction: Managing Urban Stormwater, Landcom, March 2004)

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5.2.2 ACID SULFATE SOILS

Acid sulfate soils are a result of soil that is close to sea level and is impacted by minerals which alter its pH. When the pH raises significantly, these soils may impact on development and risk damaging structural integrity, environmental and conservation works and public facilities.

This Section of this DCP includes controls to ensure the effective management and monitoring of acid sulphate soils to reduce risk and impacts on development.

Objectives

O.01 Ensure the environmental value and ecological health of waterways are protected from the release of acid water from exposed acid sulfate soils.

Controls

C.01 Development is to ensure that sites with potential to contain acid sulfate soils are managed in a manner consistent with the provisions contained in the *Parramatta LEP 2023*.

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5.2.3 SALINITY

Salinity in urban areas is ~~recognised~~recognised as an issue that can potentially cause significant economic, environmental, and social costs in many areas of NSW. The build-up of salt in soils can have adverse impacts on native flora and fauna habitat, the quality of water systems, and structural integrity of buildings.

This Section of this DCP includes controls to ensure the effective management of salinity within both the natural and built environment.

Objectives

O.01 Ensure that soil or groundwater salinity does not impact on the structural integrity of a development.

O.02 Control the impact of the development on prevailing and potential soil or groundwater salinity in the City.

Controls

C.01 Construction techniques are to be employed that prevent structural damage to the development as a result of salinity. Where the potential risk of salinity is identified by using the Map of Salinity Potential in Western Sydney 2022 further investigations in accordance with the Western Sydney Salinity Code of Practice 2003 are to be undertaken.

C.02 Protection measures to mitigate the impact of the development on soil salinity are to be employed.

Further Information

Map of Salinity Potential in Western Sydney, (former) Department of Infrastructure, Planning and Natural Resources, 2003

Western Sydney Salinity Code of Practice, Western Sydney Regional Organisation of Councils, 2003

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5.2.4 EARTHWORKS AND DEVELOPMENT ON SLOPING LAND

Development on land which is sloping has an increased risk of erosion of soil and run-off into surrounding waterways. Cut and fill increases the risk of this occurring and determining the appropriate earthworks on sites, if required, can reduce this impact.

This Section of this DCP includes controls to ensure the effective management of earthworks resulting from development to minimise impact on the natural and built environment.

Objectives

O.01 Protect and minimise disturbance to natural landforms.

O.02 Encourage buildings that are designed to respond sensitively to natural topography.

O.03 Minimise the amount of cut and fill and therefore disruption to natural drainage patterns.

O.04 Maintain privacy for adjoining residents.

O.05 Reduce bulk and scale of dwellings.

O.06 Minimise soil loss through effective site management practices.

O.07 Reduce the impact of sedimentation on downstream waterways and drainage systems.

Controls

C.01 Sloping sites with a gradient in excess of 20% require certification from a geotechnical engineer as to the stability of the slope in regard to the proposed design.

C.02 Cut and fill shall not create a detrimental impact on overland flows through the site.

C.03 Cut and fill should not occur on or adjacent to, or have adverse impacts on, sensitive environments, such as waterways, riparian land, wetlands, bushland or significant vegetation.

C.04 Cut is restricted to a maximum of 1 metre from the existing ground level when it is not for the provisions of a basement. Refer to Figure 5.2.4.2.

C.05 Notwithstanding the above, cut is limited to a maximum of 450mm from existing ground level where it occurs within 900mm of rear or side boundaries.

C.06 Fill is restricted to a maximum of 500mm from the existing ground level. Refer to Figure 5.2.4.2. A maximum fill of 1~~.0~~ metre may be considered where;

a) it is demonstrated that site conditions require it, and

b) fill does not create any adverse effects to adjoining properties, and

c) objectives O.01 – O.07 above are demonstrated to be achieved, and

d) any fill above 500mm is contained within the building envelope.

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C.07 Notwithstanding the above, fill is limited to a maximum of 300mm from existing ground level where it occurs within 900mm of rear or side boundaries.

C.08 Contaminated fill, either imported or found on site, is not permitted.

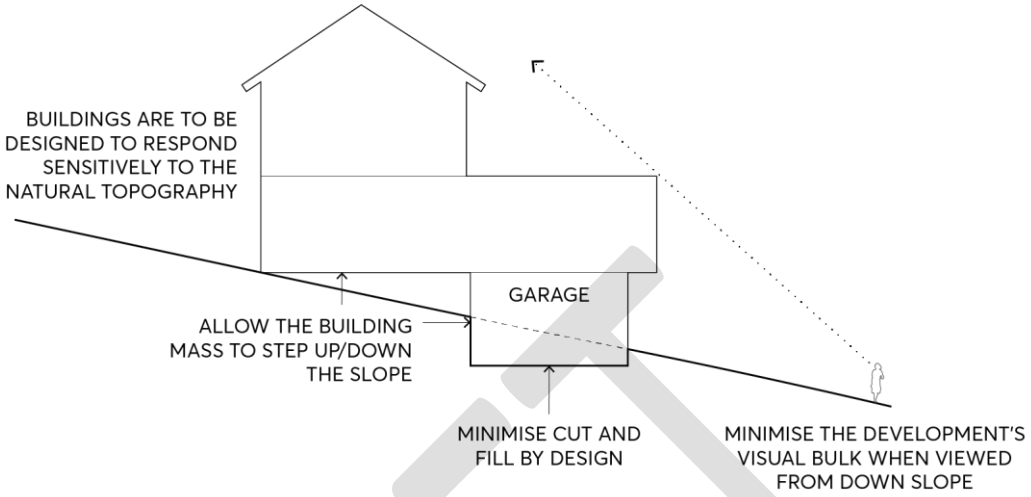


Figure 5.2.4.1 – Development on sloping land

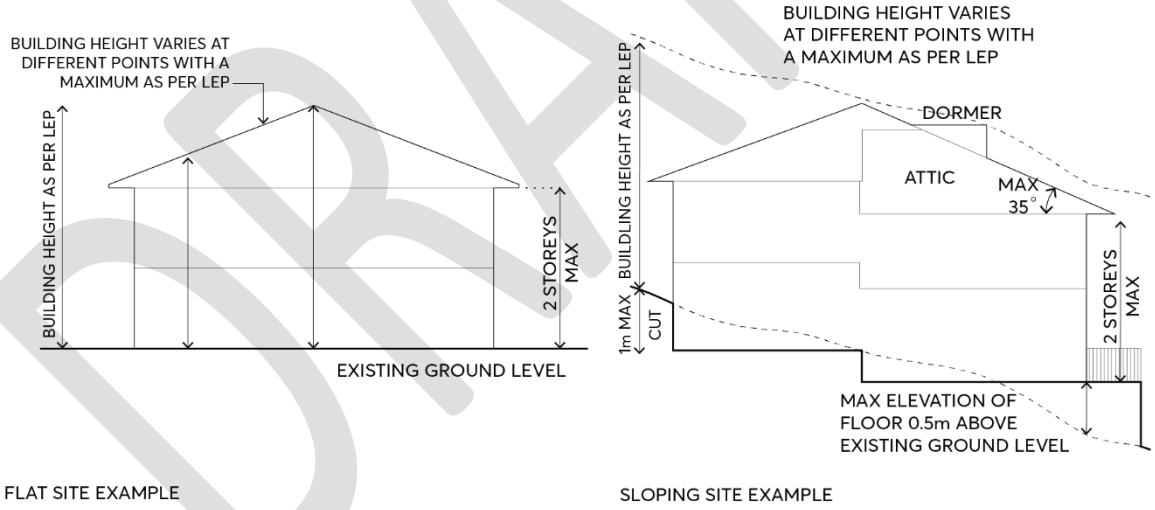


Figure 5.2.4.2 – Explanation of building height controls

C.09 Buildings are to be sited and designed to take into account the slope of the land to:

- minimise the visual bulk of the development, particularly when viewed from down slope,
- minimise the need for cut and fill by designs which minimise the building footprint and allow the building mass to step up/down the slope, and
- minimise the impact of development on the privacy of adjoining land.

Refer to Figure 5.2.4.1.

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5.2.5 LAND CONTAMINATION

'Contaminated land' has the same meaning as in the *Environmental Planning and Assessment Act 1979* and is defined as follows:

> **Contaminated land** means *land in, on or under which any substance is present at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.*

Land contamination is most often the result of past uses. It can occur as a result of poor environmental management and waste disposal practices or accidental spills in industrial or commercial activities. The poor planning and management of contaminated land can present a risk to public health and the environment.

Development proposals for land that is or has previously been used for a purpose which is likely to have contaminated the site must address the requirements of *State Environmental Planning Policy (Resilience and Hazards) 2021* (Resilience and Hazards SEPP). References are made to the *Resilience and Hazards SEPP* in the following provisions and should be referred to for further information and clarification.

This Section of this DCP provides controls to ensure land contamination is appropriately managed across the development process to manage and mitigate any risk from previous land uses.

Objectives

O.01 Ensure that changes of land use will not increase the risk to public health or the environment.

O.02 Ensure that any redevelopment of land for sensitive uses considers the potential contamination of the land.

O.03 Avoid inappropriate restrictions on land that could otherwise be remediated.

O.04 Consider the likelihood of land contamination as early as possible in the planning process.

O.05 Link decisions about the development of land with the information available about contamination.

Controls

C.01 Prior to the submission of a Development Application an assessment is to be made by the applicant under Clause 4.6 of the *Resilience and Hazards SEPP* as to whether the subject land is contaminated.

Note: The following guidelines prepared by NSW Environmental Protection Authority, where relevant, must be used in preparing preliminary assessments and all levels of contaminated site reports:

- Contaminated Sites: Sampling Design Guidelines, 1995
- Contaminated Land: Guidelines: for Consultants Reporting on Contaminated Land, 2020
- Contaminated Sites: Guidelines for Assessing Service Station Sites, 1994
- Contaminated Land Guidelines: Assessment and Management of Hazardous Ground Gases 2020
- Contaminated Land Guidelines: Guidelines for the Assessment and Management of Groundwater Contamination 2007
- Contaminated Land Management: Guidelines for the NSW Site Auditor Scheme, (3rd Edition) 2017

C.02 Council under Clause 4.6 (1) of the *Resilience and Hazards SEPP* a consent authority must not consent to development unless it has considered whether land is contaminated, and if the land is contaminated is suitable for the proposed purpose or is satisfied that the land will be appropriately remediated. Where land is proposed to be subject to remediation, adequate documentation is to be submitted to Council supporting the categorisation.

Development consent for remediation work

C.03 Development consent is required for remediation work in sensitive areas (Category 1 remediation works) under Clause 4.8 of *Resilience and Hazards SEPP*.

C.04 Development consent is not required for other remediation work (Category 2 remediation work) under Clause 4.11 of *Resilience and Hazards SEPP*. However, under Clause 4.13 of the *Resilience and Hazards SEPP*, notice is required to be given of the proposed work to Council before commencement of works.

Activities that may cause contamination

C.05 Some activities that are likely to cause land contamination are listed below. For further information, refer to the *Managing Land Contamination Planning Guidelines.*

Some activities that may cause contamination include:

- Asbestos production and disposal
- Acid/alkali plant and formulation
- Agricultural/horticultural activities
- Airports
- Chemicals manufacture and formulation
- Defence works
- Drum re-conditioning works
- Dry cleaning establishments
- Electrical manufacturing (transformer)
- Electroplating and heat treatment premises
- Engine works

- Explosives industry
- Gas works
- Iron and steel works
- Metal treatment
- Mining and extractive industries
- Oil production and storage
- Paint formulation and manufacture
- Pesticide manufacture and formulation
- Power stations
- Railway yards
- Scrap yards
- Service stations
- Sheep and cattle dips
- Smelting and refining
- Tanning and associated trades
- Waste storage and treatment
- Wood preservation
- Works on known James Hardie Legacy Contamination sites, such as earth works

Source: The Australian and New Zealand Guidelines for the Assessment and Management of Contaminated Sites, ANZECC and NHMRC 1992.

Note: It is not sufficient to rely solely on the contents of this list to determine whether a site is likely to be contaminated or not. The list is a guide only. A conclusive status can only be determined after a review of the site history and, if necessary, sampling.

Further Information

Contaminated Land Management Act 1997

Contaminated Land Management Regulation 2022

National Environment Protection (Assessment of Site Contamination) Amendment Measure 2013 (No. 1) National Environment Protection Council (NEPC 2013)

Managing Land Contamination – Planning guidelines, Department of Urban Affairs and Planning (DUAP), NSW Environment Protection Authority (NSW EPA), 1998 (DUAP 1998)

Contaminated Sites: Sampling Design Guidelines, NSW EPA, 2022 (EPA 2022)

Australian & New Zealand Guidelines for Fresh & Marine Water Quality, Water Quality Australia (ANZG 2018)

PFAS National Environmental Management Plan (NEMP), Heads of EPAs Australia and New Zealand (HEPA), January 2022 (NEMP 2022)

Contaminated Land Management: Guidelines for the NSW Site Auditor Scheme, 3rd Edition, NSW EPA, 2017

(EPA 2017)

Contaminated Sites: Guidelines for the Assessment and Management of Groundwater Contamination, NSW DEC, March 2007 (DEC 2007)

Guidelines for Managing Risks in Recreational Water, NHMRC, 2008 as amended 2019 (NHMRC 2008)

Contaminated Land Guidelines: Consultants Reporting on Contaminated Land 2020

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5.2.6 AIR QUALITY

Promoting healthy air quality for the protection of residents and visitors to Parramatta can be achieved through appropriate land use planning.

This Section of this DCP includes controls to protect air quality and reduce exposure to air pollution.

Objectives

O.01 Protect air quality and enhance environmental amenity.

O.02 Minimise air quality impacts on the occupants of residential development and other sensitive land uses.

Controls

C.01 Development that is likely to result in the emission of atmospheric pollutants, including odours, is to include operating practices and technology to ensure that the development does not contribute to increased air pollution.

C.02 Effective site controls during and after demolition and construction are to ensure that development does not contribute to increased air pollution.

C.03 Sensitive land uses adjoining a major road are to include siting and design measures to ameliorate the potential air quality impact of vehicle emissions on the site.

C.04 An Air Quality Assessment report that takes into account the provisions of *State Environmental Planning Policy (Transport and Infrastructure) 2021* be provided for 'air quality sensitive land uses' within 100 metres of a classified road. 'Air quality sensitive land uses' include residential accommodation (excluding a single dwelling house on an existing lot), early education and care facilities, seniors housing, hospitals, offices or public recreation areas.

C.05 All development must be undertaken in accordance with the *Protection of the Environment Operations Act 1997 No 156*, the *Protection of the Environmental Operations (Clear Air) Regulation 2021*, *State Environmental Planning Policy (Transport and Infrastructure) 2021*, relevant Australian Standards and any other requirements of the NSW Environmental Protection Authority, such as *Protection of the Environment Operations (Clean Air) Regulation 2021* and the Technical Framework: Assessment and Management of Odour from Stationary Sources in NSW and Approved Methods of Modelling and Assessment of Air Pollutants in New South Wales.

C.06 Discharges from premises of any matter, whether solid, liquid, or gaseous is required to conform to the *Protection of the Environment Operations Act 1997* and its Regulations, or a pollution control approval issued by the NSW Office of Environment and Heritage for Scheduled Premises.

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5.2.7 BUSH FIRE PRONE LAND

With the risk of bush fires in parts of the City, ensuring that development complies with the NSW Rural Fire Services' *Planning for Bush Fire Protection 2019* is essential to minimise the risk to life and property.

This Section of this DCP provides general controls for bush fire hazard and applies to all forms of development.

Objectives

O.01 Ensure that development is located and designed to minimise the risk to life and property from bush fires.

O.02 Ensure that development balances the conservation of tree canopy, native vegetation, and bush fire hazard management.

Controls

C.01 Development on land identified as bush fire prone on Council's Bush Fire Prone Lands Map should address the bush fire protection measures in the publication *Planning for Bush Fire Protection 2019*.

C.02 Development should be located and designed to minimise the need for bush fire hazard reduction within native vegetation.

C.03 Bush fire asset protection zones should be located entirely within the development site.

C.04 Measures, such as higher fire-resistant construction standards, improved access and water supplies should be considered for infill developments where they would reduce the need for removal of significant vegetation, provided the development still complies with Planning for Bush Fire Protection 2019.

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5.3 PROTECTION OF THE NATURAL ENVIRONMENT

The City of Parramatta (the City) has approximately 820 hectares of bushland made up of important remnant native vegetation. This is almost 10% of all land within the City, and includes critically endangered ecological communities, endangered populations, and threatened flora and fauna species.

There are also significant remnants of ecologically significant trees and vegetation present in parks, along streets, and on private property. This vegetation all contributes to the City of Parramatta's biodiversity and provide important habitat.

The City also has over 65 kilometres of creeks and rivers, including significant assets like Parramatta River and Lake Parramatta. These waterways are valuable natural assets that contribute a range of economic, social, and environmental benefits that are essential to support our quality of life and sustain native flora and fauna.

Council recognises the importance of protecting and conserving its locally occurring plants, animals, and other living organisms. This includes their habitat, and the way they interact, to ensure that biodiversity is sustained and enhanced now and in the future. Council also has the ambition to significantly improve water quality and make the Parramatta River swimmable again.

This Section of this DCP is designed to ensure the City's natural environment is sustainably managed as part of the development process; and measures are implemented to minimise the impact of development on the City's unique biodiversity, waterways and riparian zones, and trees and vegetation.

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5.3.1 BIODIVERSITY

The City's natural environment is home to 600 unique species of flora and 230 unique species of fauna. Of these, 12 species are considered endangered ecological communities and 32 are considered threatened species of fauna. The protection and maintenance of the City's unique flora and fauna is important in conserving the City's biodiversity, environmental health, and wellbeing.

This Section of this DCP includes controls to ensure the protection of the City's biodiversity remains a primary consideration during the assessment of development. Development should aim to avoid potential adverse impacts on the City's flora and fauna, and where not possible, should aim to minimise and/or mitigate its impact on the City's biodiversity.

Objectives

O.01 Minimise the impact of development on the City's biodiversity by:

- minimising the removal of native vegetation and naturally occurring soils;
- conserving significant locally indigenous trees, particularly remnant and hollow bearing trees; and
- establishing buffer zones and encouraging planting of locally indigenous plants, including trees on private property.

O.02 Retain and protect areas of existing biodiversity value, particularly key vegetation links, threatened ecological communities, and fauna corridors.

Controls

C.01 In relation to locally indigenous flora and fauna (including canopy trees and understorey vegetation), development is to be sited and designed to:

- avoid potential adverse impacts;
- minimise impacts, if impacts cannot be avoided;
- mitigate impacts, if the impacts cannot be minimised.

C.02 Development is to have regard to direct and indirect impacts on biodiversity and natural areas. Council will require the submission of a Statement of Flora and Fauna Impact (SFFI) for all development in or adjacent to bushland and/or waterways, including vegetation mapped as 'Biodiversity' or 'Riparian Land and Waterways' on the *Parramatta LEP 2023 Natural Resources Map*. The SFFI is to be prepared by a suitably qualified ecologist and must determine whether the development triggers the Biodiversity Offsets Scheme (BOS) as per Part 7 of the *Biodiversity Conservation Regulation 2017*.

C.03 Where the BOS is triggered, a Biodiversity Development Assessment Report (BDAR) must be prepared following the Biodiversity Assessment Method (BAM) by an accredited assessor.

C.04 Where a SFFI identifies species, populations or ecological communities listed under Schedules 1 and 2 of the *Biodiversity Conservation Act 2016* and/or Schedules 4, 4A and 5 of the *Fisheries*

Management Act 1994, and the BOS is not triggered, a 'Test of Significance' must be prepared by a suitably qualified ecologist as per Section 7.3 of the *Biodiversity Conservation Act 2016* and submitted to Council in addition to the SFFI.

C.05 Development should avoid the fragmentation of existing native vegetation.

C.06 Development should seek to retain unique environmental features of the site, including:

- rock outcrops,
- wetlands and the like,
- watercourses,
- drainage lines and riparian land,
- groups of significant trees and vegetation, and
- mature hollow-bearing trees and other fauna habitat features on the site.

C.07 Preference is to be given to landscaping elements that provide and promote native faunal habitats, e.g. natural rock and frog ponds.

C.08 Preference is to be given to the planting of species indigenous and/or endemic to the vegetation communities of the local area as per Table 5.3.1.1. However, exotic species appropriate to the landscaping setting may also be considered.

Table 5.3.1.1 – Endemic species to be considered in planting in the City of Parramatta.

Botanical Name	Common Name
Acmena smithii	Lillypilly
Angophora costata	Smooth-barked Apple
Angophora floribunda	Rough-barked Apple
Angophora hispida	Dwarf Apple
Banksia serrata	Old Man Banksia
Callicoma serratifolia	Callicoma
Ceratopetalum apetalum	Coachwood
Ceratopetalum gummiferum	NSW Christmas Bush
Corymbia gummifera	Red Bloodwood
Elaeocarpus reticulatus	Blueberry Ash
Glochidion ferdinandi	Cheese Tree
Eucalyptus amplifolia	Cabbage Gum
Eucalyptus baueriana	Blue Box
Eucalyptus botryoides	Southern Mahogany
Eucalyptus crebra	Narrow-leaved Ironbark
Eucalyptus eugenioides	Thin-leaved Stringybark
Eucalyptus fibrosa	Broad-leaved Ironbark
Eucalyptus haemastoma	Scribbly Gum
Eucalyptus moluccana	Grey Box
Eucalyptus paniculata	Grey Ironbark
Eucalyptus pilularis	Blackbutt
Eucalyptus piperita	Sydney Peppermint
Eucalyptus resinifera	Red Mahogany
Eucalyptus robusta	Swamp Mahogany
Eucalyptus saligna	Sydney Blue Gum

Botanical Name	Common Name
Eucalyptus sieberi	Silver-top Ash
Eucalyptus tereticornis	Forest Red Gum
Eucalyptus umbra	Broad-leaved White Mahogany
Livistona australis	Cabbage-tree Palm
Melaleuca decora	White Feather Honeymyrtle
Melaleuca linarifolia	Snow-in-summer
Melaleuca styphelioides	Prickly-leaved Paperbark
Syncarpia glomulifera (	Turpentine
Tristaniopsis laurina	Water Gum

All suitable trees must be planted with a minimum setback of 3.5 metres to the outside wall of a legally constructed building and be a minimum 2 metres from any proposed or existing drainage line.

C.09 Development is to be sited and designed to minimise the impact on cultural heritage trees and plantings and consideration is to be given to further planting of cultural landscapes where appropriate.

C.10 Pruning or removal of trees and vegetation must be in accordance with Section 5.3 –~~,~~ Protection of the Natural Environment and~~,~~ Section 5.3.4 – Tree and Vegetation Preservation of this DCP.

C.11 Development should not compromise the ability of native flora and fauna to respond to climate change.

C.12 Consideration must be given to the impacts of lighting and overshadowing on flora and fauna species and their habitat.

C.13 Development is to provide and maintain a setback of at least 10 metres from land zoned C2 Environmental Conservation or identified as 'Biodiversity' on the *Parramatta LEP 2023* Natural Resources Map. Development should not include buildings, structures and earthworks within the required buffer zone. Refer to further controls in Part 5 – Environmental Management, Section 5.3.3 –~~,~~ Development on Land Adjoining Land Zoned C2 Environmental Protection or W1 Natural Waterways Zone of this DCP.

C.14 Landscaping within the buffer zones should comprise trees, shrubs, understorey and groundcover indigenous to the adjoining vegetation community.

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5.3.2 WATERWAYS AND RIPARIAN ZONE

The City of Parramatta has 65 km of waterways traversing through its natural and built environment. These include rivers, creeks, streams, gullies, and wetlands, with two of the largest being the Parramatta River and Duck River. The land alongside the waterways (known as the riparian zones) help support vegetation, waterway bank stability, and biodiversity. Both waterways and riparian zones are vulnerable to the impacts of development on surrounding land both during the development stage but also from pollution that may result from certain land uses.

The health of the City's interconnected network of waterways and riparian zones is dependent on the effective management of development to minimise the risk of erosion, waste, and pollution entering the water system.

This Section of this DCP includes controls designed to mitigate the impact of development near waterways and riparian zones and promote ecological sustainability.

Objectives

O.01 Ensure development contributes to the protection and rehabilitation of waterways in order to:

- improve waterway health, and
- develop and maintain ecologically sustainable waterways.

O.02 Development in and near floodways, riparian zones and naturalised channels requires careful planning and detailed design to protect occupants and people in the locality while supporting flood conveyance requirements, beneficial environmental outcomes and optimising development opportunities.

O.03 Encourage naturalisation and semi-naturalisation of concrete floodway channels and creeks where feasible.

Controls

C.01 Development is to make provision for buffer areas for the preservation and maintenance of floodway, riparian corridors and habitat protection. Refer to *Clause 6.7 Foreshore Building Line* and *Clause 6.5 Water Protection* in the *Parramatta LEP 2023*.

C.02 Development on land subject to *Clause 6.5 Water Protection* in the *Parramatta LEP 2023* or that abuts a waterway is to provide and maintain a vegetated riparian zone (VRZ) landscaped with local indigenous species, to protect bushland, aquatic habitat, wildlife corridors and soften the interface between the natural landscape and the urban environment. This riparian vegetation is also important to stabilise the bed and banks of waterways and attenuate flood flows.

C.03 A VRZ of at least 10 metres, measured from the top of the highest bank, is to be provided to creeks (1st order waterways). A larger VRZ will be required to higher order waterways, such as Parramatta River, consistent with the NSW Department of Industry's *Guidelines for controlled activities on waterfront land – Riparian corridors*:

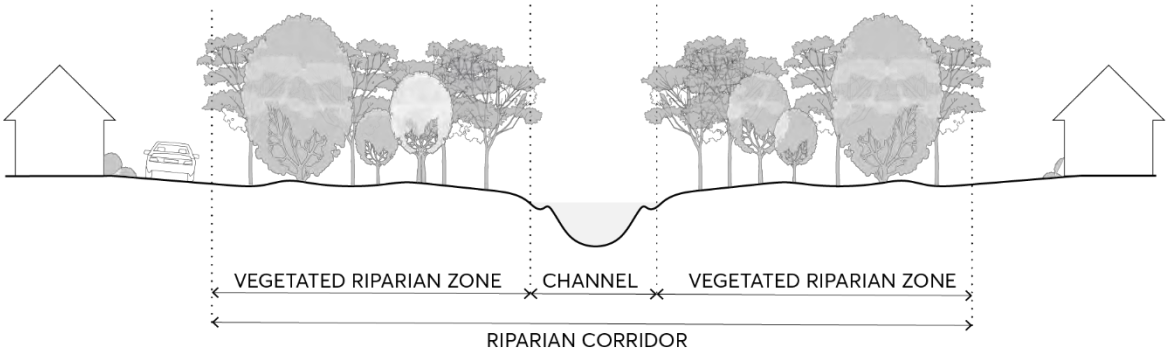


Figure 5.3.2.1 – Riparian corridor

Source: Guidelines for controlled activities on waterfront land – Riparian corridors (NSW Department of Industry, 2018)

C.04 Works should not cause bed and bank instability and any bank stabilisation measures should preferably use soft engineering techniques.

C.05 The piping, enclosing or artificial channelling of natural watercourses and drainage channels is not permitted. Consideration is to be given to naturalising piped or lined drainage systems wherever feasible.

C.06 Opportunities for fauna habitat are to be considered in the design of any waterway protection measures. Watercourses should be linked with other areas of indigenous vegetation, wildlife corridors and/or natural or visually important site features.

C.07 Development is to ensure that natural channel design principles are incorporated in any works on or in waterways. Refer to Figure 5.3.2.2.

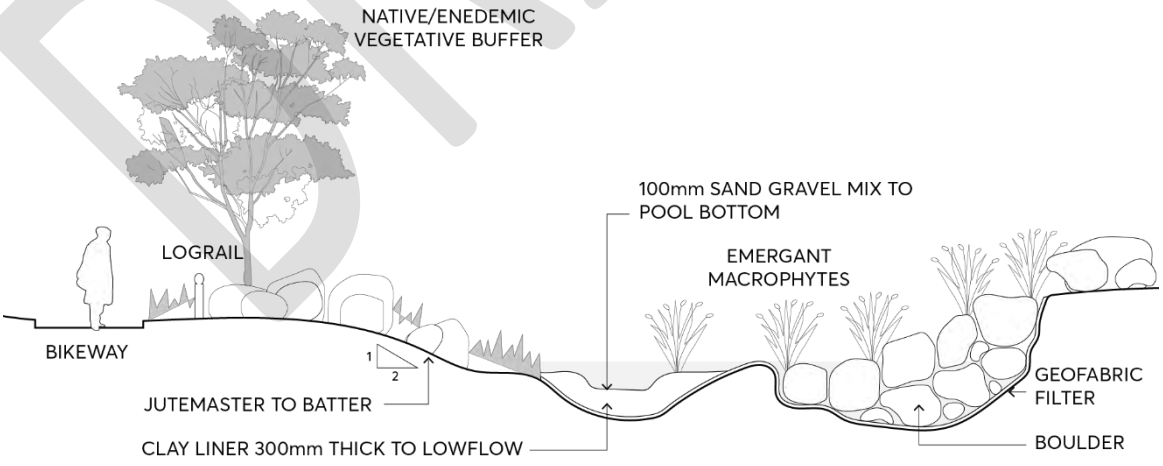


Figure 5.3.2.2 – Elements of the Natural Drainage System

Source: Stormwater outlets in parks and waterways (Brisbane City Council, 2011)

C.08 Ongoing maintenance costs are to be considered in the design of any waterway protection measures.

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C.09 New stormwater outlets into natural waterways within Council parks and reserves will generally not be permitted. Any stormwater outlets proposed in the vicinity of a natural watercourse should:

- point downstream to minimise the potential for erosion and scouring,
- be located to avoid existing native vegetation and significant trees,
- provide a natural and stable transition from a constructed drainage system to a natural flow regime, and
- be designed in accordance with NSW Office of Water *Guidelines for outlet structures on waterfront land.* Refer to Figure 5.3.2.3.

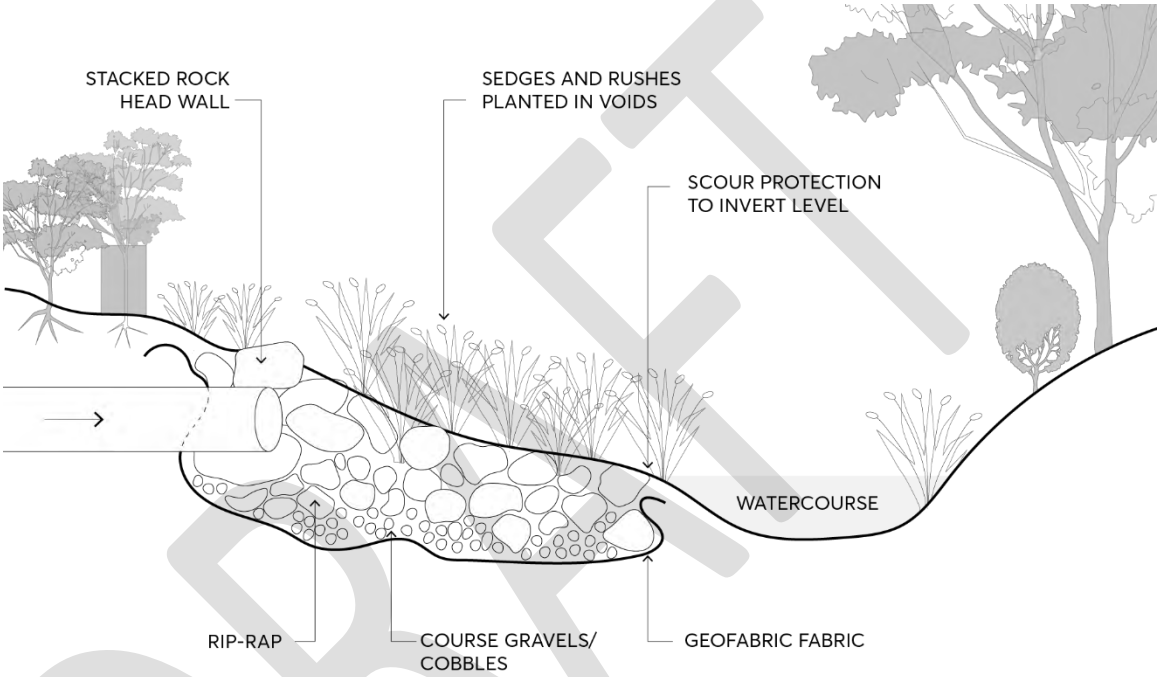


Figure 5.3.2.3 – Stormwater outlets into natural waterways

Source: *Guidelines for outlet structures on waterfront* land (NSW Office of Water)

C.10 Design of new waterways and rehabilitation of existing waterways and creeks must maximise habitat, ecological and landscape values, both in the aquatic and riparian environments, while ensuring hydraulic functions are not diminished.

C.11 Development adjoining creeks and rivers must incorporate protection and conservation of riparian zones, as well as facilitating human access, amenity and public safety as appropriate.

C.12 The overall development must provide for public safety, evacuation and such matters as bank stability and erosion control, riparian vegetation and so on.

C.13 Design must provide for effective flood warning and evacuation pathways suitable for the frail, disabled and other vulnerable people.

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Further Information

Natural Channel Design Guidelines, Brisbane City Council, 2000.

Guidelines for Controlled Activities on Waterfront Land: Riparian Corridors, NSW Department of Industry 2018.

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5.3.3 DEVELOPMENT ON LAND ADJOINING LAND ZONED C2 ENVIRONMENTAL PROTECTION OR W1 NATURAL WATERWAYS ZONE

Further to the controls contained in Section 5.3.2 – Waterways and Riparian Zones designed to manage waterways and riparian zones, this Section of this DCP includes specific controls to manage development on land adjoining land zoned C2 Environmental Protection or W1 Natural Waterways under the *Parramatta LEP 2023*. The objectives of these zones broadly are to protect and manage areas of high ecological and aesthetic value and prevent development that could have an adverse effect on those values.

This Section of this DCP includes controls designed to reduce the impact of development on land adjoining these protected land uses, and to support the continued protection and management of the City's natural environment.

Objectives

O.01 Preserve aquatic biodiversity, protect and enhance water quality, and maintain the stability of a creek and its bank.

Controls

C.01 Development on land abutting land within the C2 Environmental Protection zone and W1 Natural Waterways zone must take into consideration all of the following:

- the need to retain and protect any bushland and/or marine vegetation on or adjoining the land;
- the effect of the proposed development on bushland and/or marine vegetation, including the erosion of soils, the siltation of creeks and waterways and the spread of weeds and exotic plants within the bushland, overshadowing, overland flows and stormwater runoff, and the removal or degradation of existing vegetation;
- the requirement for provision of a buffer zone on the abutting land to protect the bushland and/or riparian corridor;
- the protection of threatened ecological communities, populations, and species listed under the *Biodiversity Conservation Act 2016* and/or *Fisheries Management Act 1994*; and any other matters which are relevant to the protection and preservation of the bushland and/or riparian areas.

Further Information

Environmental Planning and Assessment Act 1979 (Section 1.7)

Environment Protection and Biodiversity Conservation Act 1999 (Cth.)

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Biodiversity Conservation Act 2016

Fisheries Management Act 1994

City of Parramatta Environmental Sustainability Strategy 2017

State Environmental Planning Policy (Biodiversity and Conservation) 2021

State Environmental Planning Policy (Resilience and Hazards) 2021

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5.3.4 TREE AND VEGETATION PRESERVATION

Trees play an important role in 'greening' the City of Parramatta (the City). Trees provide many benefits to residents and the community by:

- contributing to the amenity and green leafy character of local neighbourhoods;
- helping to keep communities cool by mitigating the impact of urban heat; and
- maintaining natural ecosystems to provide habitats for native fauna.

Preserving the City's well-established tree coverage is important in protecting the amenity, character, and liveability of neighbourhoods. As almost half of the of City's tree coverage is located within private land, tree and vegetation preservation controls are critical in protecting the City's mature trees and green corridors.

This Section of this DCP is made in accordance with Chapter 2 of *the State Environmental Planning Policy (Biodiversity and Conservation) 2021* (Biodiversity and Conservation SEPP) and aims to protect the biodiversity values and amenity of trees and other vegetation within the City. This Section of this DCP describes the trees and vegetation that require a permit or approval for clearing to occur to a tree specified in these controls. The trees and vegetation declared by this Section of this DCP are protected under Part 2.3 of the *Biodiversity and Conservation SEPP* and consent from Council must be obtained before any works can occur to a tree as specified in these controls.

Table 5.3.4.1 – Type of Tree Application required

Location	Extent of Works	Form of Application
Heritage Item	Council is satisfied that the works to a tree are minor (considered pruning in excess of exemptions prescribed in DCP section below) as described by Section 2.10 (3) of the *Biodiversity and Conservation SEPP* and Clause 5.10(3) of the ~~H~~LEP *Parramatta LEP 2023.*~~I~~	Tree Permit
	Major work to any tree (considered removal of tree)	Development Application
Land within a Heritage Conservation Area	Council is satisfied that the works to a tree are minor (considered pruning in excess of exemptions prescribed in DCP section below) as described by Section 2.10 (3) of the *Biodiversity and Conservation SEPP* and Clause 5.10(3) of ~~*the IH*~~*Parramatta LEP 2023.*	Tree Permit
	Major work to any tree (considered removal of tree)	Development Application
Other land - tree removal or pruning	Removal or pruning of trees (considered pruning in excess of exemptions prescribed in DCP section below) not subject to Biodiversity Offsets Scheme	Tree Permit

Location	Extent of Works	Form of Application
Other land - work within a Tree Protection Zone of a protected tree and/or a tree located on other land. Work includes Construction (driveways, concrete slabs, retaining walls) and earthworks (changes in soil levels, embankments, trenching)	Work within the Tree Protection Zone not subject to Biodiversity Offsets Scheme	Tree Permit
Work that is contrary to a development consent that requires trees to be retained	Work to any prescribed tree	Section 4.55 Application

Objectives

O.01 Maintain and enhance the amenity of the City through the preservation of appropriate trees and vegetation.

O.02 Retain the City's urban forest cover particularly its street tree and parkland tree population to alleviate urban heat impact.

O.03 Appropriately manage trees and vegetation in order to ensure their health and long-term retention.

O.04 Conserve trees of ecological, heritage, aesthetic and cultural significance.

O.05 Protect and manage individual and stands of trees as an important community asset.

O.06 Establish the procedural framework and requirements governing the pruning, removal and subsequent replacement of trees and vegetation within the City.

O.07 Ensure all new development considers and protects existing trees and vegetation on development sites and provides opportunity for the healthy growth of newly planted trees to reach maturity.

O.08 Protect native fauna habitat.

Controls

Prescribed trees and vegetation

C.01 The prescribed trees and vegetation protected by Chapter 2 of the *Biodiversity and Conservation SEPP* and/or Clause 5.10 of the *Parramatta LEP 2023* and this Section of this DCP include:

- Any tree or palm - whether indigenous, endemic, exotic or introduced species with a height equal to or exceeding five (5) metres;
- Any tree, bushland, or mangrove vegetation located on public land, irrespective of size.

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- Any tree that is or forms part of an Aboriginal object, or that is within an Aboriginal place of heritage significance, or that is located on land mapped 'high sensitivity' on the Aboriginal sensitivity map.
- Any tree with a height equal to or exceeding three (3) metres or any tree capable of growing to a height of 3 metres (where the tree with a height less than 3 metres has been intentionally planted*; and/or is required to be planted and maintained as part of a development consent or tree permit determination notice*):
  - that is or forms part of a heritage item, or
  - that is within a heritage conservation area; or
  - that is located within a Special Character Area as defined by this DCP.
- Vegetation on land identified as 'Biodiversity' on the *Parramatta LEP 2023* Natural Resources Map.

C.02 To damage, prune, or remove any prescribed trees or vegetation identified in C.01 in this Section of this DCP is prohibited without the written consent of Council (via either a Tree Permit Application or Development Application for tree works subject to location of tree).

- An arboricultural assessment report by a suitably qualified Australian Qualification Framework (AQF) Level 5 Arborist, and other specialist reports and information may be required to be submitted as part of the application assessment process as evidence to support the pruning or removal of the tree(s).
- If works are carried out in accordance with the exemptions prescribed in this Section of this DCP, written consent from Council is not required.

Further information regarding tree management consent process may be found in https://www.cityofparramatta.nsw.gov.au/living/trees.

Offset Program

C.03 Where a tree is approved to be removed, Council will seek the replanting of a suitable canopy replacement tree or trees in a suitable location on the site. Any replacement trees will need to be grown to maturity and replaced if the planting fails to survive and thrive. In circumstances when there is no suitable location on site (for example, in the case of small backyards), a financial contribution will be required to be paid to support public tree planting. Offset fees are contained within Council's published fees and charges.

Notes: Under the *Biodiversity and Conservation SEPP*, clearing of NSW native vegetation above certain thresholds triggers an alternate approval pathway through the Native Vegetation Panel and will require a Biodiversity Development Assessment Report (BDAR) prepared by an accredited assessor using the Biodiversity Assessment Method. The thresholds (i) the clearing of ANY NSW native vegetation in areas that have been mapped on the Biodiversity Value Map by the Department of Planning and Environment (http://www.lmbc.nsw.gov.au/BVMap), or (ii) clearing an area of NSW native vegetation that exceeds the area threshold trigger (generally more than 2,500m^2). More information on the Policy and the Native Vegetation Panel is available online at the NSW legislation webpage for *State Environmental Planning Policy (Biodiversity and Conservation) 2021 - NSW Legislation*

~~https://legislation.nsw.gov.au/view/html/inforce/current/epi-2021- and www.nvp.ns~~and https://www.nvp.nsw.gov.au/.

Trees on sites listed on the New South Wales State Heritage Register require Heritage Council approval or exemption from this approval prior to any pruning or proposed removal. Exemptions may be granted for pruning up to 30% of the canopy of a tree on a State Heritage Register listed site within a two year period. More information on Heritage Council approvals and exemptions is available on~~line at https://www.heritage.nsw.gov.au/applications/state-heritage-items/Pl~~line at the NSW Environment and Heritage webpage.

Penalties, including fines, may be issued to a person found guilty of contravening these controls. In addition to a penalty, the Court may also order the repair, remedial pruning or replacement of a damaged, destroyed, poisoned or severely pruned or removed tree and impose an order to maintain such replacement to maturity.

Exempt tree and vegetation works

C.04 Tree works on a tree on land under the care, control or management of Council are exempt works and do not require a tree permit, provided the works are undertaken by Council or Council authorised agents.

C.05 The following are exempt tree and vegetation works and do not require approval from Council, subject to the criteria at C.06:

a) The tree is of a species Populus spp. - (Poplar), Salix spp. - (Willow), *Cinnamommum camphora* - (Camphor Laurel) and *Liquidambar styraciflua* - (Sweetgum), where the trunk of such tree is located within 5 metres of any sewer pipe or:

- the outside enclosing wall of a legally constructed building; or
- the outside edge of the coping of a legally constructed in-ground swimming pool.

b) Neighbour's trees - This exemption does not apply to a tree on adjoining land. The tree and the building or other structure referred to above must both be on the same land for the exemption to apply.

c) Tree works on any tree listed in Table 5.3.4.2.

Table 5.3.4.2 – Exempt tree species in City of Parramatta LGA

Botanical Name	Common Name
Ailanthus altissima	Tree of Heaven
Celtis sinensis	Hackberry
Cotoneaster spp.	Cotoneaster
Eriobotrya japonica	Loquat
Erythrina spp.	Coral Trees
Gleditsia triacanthos	Honey Locust
Ligustrum lucidum & cus	Large Leafed Privet
Ligustrum sinense	Small Leafed Privet
Nerium oleander	Oleander
Olea europaea var. africana	African Olive

Botanical Name	Common Name
Populus nigra Italica	Lombardy Poplar
Pyracantha spp.	Firethorn
Rhus toxicondendron	Rhus-/-Sumac Tree
Schefflera actinophylla	Umbrella Tree
Syagrus romanzoffianum	Cocos Island-/-Queen Palm

Note: The trees listed above are identified by their botanical name (common names are provided as reference only). Cultivated varieties (cvs.) of the trees listed are not included for exemption except where specified.

C.06 The exemptions above listed in C.05(a) do not apply to:

- Any work to a tree that is or forms part of a heritage item, heritage conservation area, Aboriginal object or Aboriginal place of heritage significance, or

The exemptions listed at C.05(a) and C.05(b)above do not apply to:

- All lands mapped as 'Biodiversity' on the *Parramatta Local Environmental Plan 2023* Natural Resources Map; or
- Threatened ecological communities or land that provides or has the potential to provide habitat for native fauna or fauna classified as vulnerable or threatened under the *Biodiversity Conservation Act 2016* or the *Environmental Protection and Biodiversity Conservation Act 1999* (Commonwealth); or
- Work that is contrary to a development consent that requires trees to be retained, or
- -A tree and vegetation on public land.

Note:. Certain legislation allows trees to be removed under certain circumstances without the need for a Tree Permit. This includes:

- Tree works carried out on a tree by the State Emergency Service or Rural Fire Service in response to an emergency or severe natural event,
- Tree works required under the provisions of the *Electricity Supply Act 1995*.
- Trees that are required to be removed as part of a Section 66 Directive under the *Rural Fires Act 1997* or the provisions provided under the *10/50 Vegetation Clearance Code of Practice for New South Wales*.

Exemptions apply~~ing~~ to trees which are considered to be dangerous.

C.07 A tree permit application is not required to be submitted to Council for removal of a tree if Council is satisfied a tree is considered to be:

- Dead or dying, and is not required as the habitat of native animals and/or not located on land mapped as 'Biodiversity' under *Parramatta Local Environmental Plan 2023*; or
- Posing an imminent risk to human life or property as per *Clause 2.7 Clearing that does not require permit or approval* of the *Biodiversity and Vegetation SEPP*.

C.08 Before any tree works are undertaken, Council will issue a letter to the owner of the tree confirming that the tree is exempt from the requirement for a tree permit and tree works may

be undertaken. Council may require a replacement tree to be planted to ensure that in time this tree is replaced.

C.09 Trees removed under this clause are required to be supervised by an Australian Qualification Framework (AQF) Level 3 Arborist in accordance with *Safe Work NSW Code of Practice 'Amenity Tree Industry' – 1998* to manage the risk of tree removal and pruning work.

In determining if the tree is posing an imminent risk to human life or property, a tree risk assessment will be undertaken that will consider:

- likelihood of failure
- likelihood of impacting a target
- consequences of impact

Exempt Pruning Works

C.10 The following pruning works do not require approval from Council if carried out in accordance with Australian Standard AS4373 – 2007, 'Pruning of Amenity trees' and SafeWork NSW Code of Practice 'Amenity Tree Industry' – 1998:

- The removal of dead branches from a tree, or
- Selective pruning for building clearance, being only minor pruning to remove branches no larger than 50mm diameter at the nearest branch collar where branch encroachment is within 2m of such, and where the owner of the land where the tree originates, provides written consent, or
- Pruning of trees to remove branches no larger than 50mm diameter at the nearest branch collar to maintain distance clearances to powerlines as set out under *the Electricity Supply Act 1995*, or
- Crown modification pruning of a hedge by no more than 20% of its height and or width in any one year, or
- Crown maintenance pruning of trees in accordance with the *Roads Act 1993* and in accordance with *AS4373 2007*, or
- Selective pruning of branches or foliage emanating over public land from privately owned trees where access is required to be restored or created by Council or the State Emergency Services, or
- Selective pruning to remove any species of parasitic mistletoe or parasitic plant from any part of a tree.

C.11 The following issues do not usually warrant removal/pruning of trees:

- A tree is shedding leaves, fruit, bark, cones, twigs or minor dead wood.
- A tree is causing minor damage, such as footpaths or driveways.
- There are fears about healthy trees failing.
- A tree is causing shading to structures such as to solar panels and washing lines.

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- A tree is causing blockage to pipes, unless the damage is serious and recurring. Root pruning, replacement of old dilapidated pipes, concrete encasing or use of root barriers may solve the problem (evidence would need to be provided with a tree permit application if the problem is serious).
- A tree is blocking or partially blocking amenity views.
- A tree that is dead or dying that provides habitat to native animals and is not posing a risk to human life or property.
- There are concerns about bush fire hazard, where the land is not within bush fire prone land, as defined by Council's Bush Fire Prone Land Map (removal of trees or other vegetation for bush fire hazard reduction is governed by the *Rural Fires Act 1997*).

Publicly Owned Land

C.12 The following provisions apply to trees located on publicly owned land, including council parks, reserves and road reserves:

- Council, or its duly authorised servants or agents, may carry out the pruning or removal of a tree(/s) including bushland vegetation from Council owned or controlled land.
- All tree works conducted by Council will comply with relevant Australian Standards and specifications as determined by the Council policies. The cost of all non-essential tree works for trees located on public land will be the responsibility of the applicant. Council or an authorised agent will carry out any such approved works.
- Where a Council Public Works project requires tree/s to be pruned or removed, consent must be sought at the planning stage in consultation with Council's Parks and Open Space Group. Any removals will be subject to offset planting to ensure canopy replacement.

C.13 Public consultation on the removal of public trees will be undertaken in accordance with City of Parramatta Council's Community Engagement Strategy.

Note: Tree permit applications will not be accepted for trees on publicly owned land.

Definitions

In this Part:

Aboriginal Object means any deposit, object or other material evidence (not being a handicraft made for sale) relating to the Aboriginal habitation of an area of New South Wales, being habitation before or concurrent with (or both) the occupation of that area by persons of non-Aboriginal extraction and includes Aboriginal remains.

Aboriginal Place of Heritage Significance means an area of land, the general location of which is identified in an Aboriginal heritage study adopted by the Council after public exhibition, that is:

- The site of one or more Aboriginal objects or a place that has the physical remains of pre-European occupation by, or is of contemporary significance to, the Aboriginal people. It may (but need not) include items and remnants of the occupation of the lands by Aboriginal people, such as burial places, engraving sites, rock art, midden deposits, scarred and sacred trees and sharpening grooves; or

- A natural Aboriginal sacred site or other sacred feature. It includes natural features such as creeks or mountains of long-standing cultural significance, as well as initiation ceremonial or story places or areas of more contemporary cultural significance.

Note: The term may include (but is not limited to) places that are declared under Ssection 84 of the *National Parks and Wildlife Act 1974* to be Aboriginal places for the purposes of that Act.

The Aboriginal Heritage Information Management System includes all registered sites of significance. For more information~~, visit https://alc.org.a~~, visit https://alc.org.au/ahims/.

Biodiversity Offsets Scheme (BOS) is the legislated framework established under Biodiversity Conservation Act 2016 (BC Act) for offsetting unavoidable impacts on biodiversity from development or vegetation clearing approvals. Applications for development or clearing approvals must set out how impacts on biodiversity will be avoided and minimised. The remaining residual impacts will need to be offset through the purchase and/or retirement of biodiversity credits or payment to the Biodiversity Conservation Fund.

Bushland has the same meaning as that defined in *State Environmental Planning Policy (Biodiversity and Conservation) 2021.*

Contributory Item means a tree that makes a contribution to a heritage item or conservation area including streetscape and parkland trees. This contribution may be visual, aesthetic functional (e.g. wind protection, provision of scale, shelter, etc.).

Dangerous Tree means a tree that will inflict imminent liability or harm to a person's life or property.

Dead Tree means a tree that is no longer capable of performing any of the following processes:

- Photosynthesis via its foliage crown (as indicated by the presence of moist, green or other coloured leaves);
- Osmosis (the ability of the roots system to take up water);
- Turgidity (the ability of the plant to hold moisture in its cells);
- Epicormic shoots (the production of new shoots as a response to stress, generated from buds under the bark or from a lignotuber – an underground stem);

~~O~~or is exhibiting any of the following symptoms:

- Permanent leaf loss in both deciduous and evergreen plants;
- Permanent wilting (the loss of turgidity which is marked by drying out of stems, leaves and roots);
- Shedding of the epidermis (bark dries out and peels off to the beginning of the sapwood – new wood).

Damage means to weaken the health or normal function of a tree through means such as administering of a chemical or artificial substance to a tree or part of a tree or, the alteration of the natural ground, level or soil hydrology which causes long-term damage to the tree (foliage, branches, trunk or roots). This includes any physical wounds especially by machinery on construction sites.

Destroy means any immediate or ongoing process or activity leading to the death of a tree.

Dying Tree means a tree that has entered senescence and is unable to be restored to a former healthy condition.

Exempt means not subject to protection by Councils DCP controls.

Hedge means a dense line or row of trees planted as a screen, fence line or boundary indicator.

Height means the distance measured vertically between the horizontal plane of the lowest point of the base of the tree which is immediately above ground and the horizontal plane of the uppermost point of the tree.

Heritage Conservation Area means an area of land of heritage significance shown on a heritage map and described in a heritage schedule in a Local Environmental Plan, and includes any heritage items situated on or within that area.

Heritage Item means a building, work, place, relic, tree, object or archaeological site the location and nature of which is identified in a Heritage Study, described in a heritage schedule in a Local Environmental Plan, or the NSW State Heritage Register.

Imminent means a tree which is about to fall over, a tree which is heaving (moving at the base/ground level) or a large part of a tree which is broken and/or hanging about to fall and injure persons or property.

Legally constructed means built in compliance with environmental and planning legislation and instruments in force within the City of Parramatta Council at the time of construction.

Marine vegetation means mangroves, seagrasses or any other species of plant that at any time in its life cycle must inhabit water (other than fresh water).

Native vegetation has the same meaning as in *State Environmental Planning Policy (Biodiversity and Conservation) 2021*.

Owner has the meaning ascribed to it in the *Local Government Act, 1993*.

Pruning means the removal of any stem/s back to the intersection of another stem/s to a swollen area of the intersection called the branch collar. This also means any act or acts of severing any part of a tree so as to cause reduction of the air space occupied by the branches and foliage of a tree. All pruning is to conform to Australian Standard AS 4373 – 2007 "Pruning of amenity trees".

Removal and **Cutting Down** means the cutting down or dismantling of a tree so that the tree, including its branches, foliage, trunk, stump and root system will not regrow. This includes the poisoning of the stump and/or roots and/or removal or grinding out of its remains to prevent regrowth.

Transplant or **Transplanting** is the removal of a tree that is excavated from its place of origin from within the ground and is relocated within the ground of the same property or re-establishment within the ground or a container within another property.

Tree is a long-lived woody perennial plant with one or relatively few main stems with the potential to grow to a height greater than 3 metres (Australian Standard AS 4373-2007 "Pruning of amenity trees").

Tree Works means:

- any pruning of the crown of a tree;
- any removal of a tree;
- any pruning or removal of roots (greater than 30mm in diameter); and/or
- any alteration (excavation, compaction or fill) to the natural ground and soil level within the Tree Protection Zone of a tree on the land or on adjoining land.

Tree Protection Zone or **TPZ** is a zone around a protected tree on, or adjacent to, a development site. The TPZ is a combination of the root area and canopy requiring protection from construction disturbance so that the tree remains healthy and viable.

Urban Forest is defined as the totality of trees and shrubs on all land around urban areas and is measured as a canopy cover percentage of the total urban area.

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5.4 ENVIRONMENTAL PERFORMANCE

New development and growth increases energy and water demand, places increased stress on resources, and contributes to higher local temperatures and the urban heat island.

Reducing emissions and managing energy, water and waste efficiency to create better buildings and precincts is a key priority of the City of Parramatta Environmental Strategy 2017 and ~~our~~ Council's Local Strategic Planning Statement 2036. Central to achieving this is ensuring that new development delivers environmentally sustainable buildings that reduce energy, water and resource use, greenhouse gas emissions and urban heat.

This Section of this DCP provides controls on the best approach to energy and water efficiency, all electric buildings, urban cooling, solar reflectivity, natural refrigerants, bird friendly design, wind mitigation and waste management to promote the highest quality of environmental performance for the City of Parramatta.

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5.4.1 ENERGY EFFICIENCY

Minimising the use of energy in new developments can be achieved through strategic use of buildings to maximise the use of the environmental provisions around them. Through the use of new technologies, this can be enhanced further.

This Section provides controls based on best in market energy performance benchmarks using the National Australian Built Environment Rating System (NABERS) database.

Objectives

O.01 Promote sustainable development which uses energy efficiently and minimises non-renewable energy usage in the construction and use of buildings.

O.02 Ensure that development contributes positively to an overall reduction in energy consumption and greenhouse gas emissions.

O.03 Reduce reliance on the main energy grid and the whole of life cost of energy services.

Controls

C.01 Where applicable, development is to demonstrate compliance with the design principles embodied in the Building Sustainability Index (BASIX). All commitments listed on a BASIX certificate must be marked on all relevant plans, specifications, and submitted with a Development Application.

C.02 All development not subject to BASIX will need to, as a minimum, comply with the *Building Code of Australia* energy efficiency provisions (Section J). A Section J report should be provided along with an annotated plan demonstrating compliance for fabric and services requirements.

Energy-efficiency performance targets for large-scale non-residential development

C.03 In addition to the above requirements, any proposed development for the purposes in Column 1 of the control table below, must achieve the minimum energy target in Column 2 of Table 5.4.1.1~~the control table~~ below.

Table 5.4.1.1 – Energy Efficiency Targets

Column 1 (Proposed Development)	Column 2 (Energy Target)
New shopping centre/retail development with a gross lettable area retail (GLAR) of 15,000m^2 or more.	4.5 star NABERS Energy Rating (Shopping Centre rating*)~~.~~
New development containing office premises with a net lettable area (NLA) of 1,000m^2 or more. Significant alterations and additions to existing office premises with an estimate cost of works of $5 million or more, which increases total floor space by no less than 20%.	5.5 star NABERS Energy Rating (base building*)~~.~~

Hotel or motel accommodation or serviced apartments.	4.5 star NABERS Energy Rating (whole building*).
New industrial development with a GFA of 20,000m² or more.	5 star Green Star rating or equivalent

*Denotes the Federal Government's *National Australian Built Environment Rating System* (NABERS) terminology regarding ratings scope. Applicants should refer to NABERS for further information.

C.04 Energy target achievement must be verified through the provision of a signed National Australian Built Environment Rating System (NABERS) Commitment Agreement.

C.05 Evidence of a Green Star certification assessment may be accepted for industrial development taken to achieve the minimum required star rating.

C.06 Targets for mixed-use development will be determined based on the mix and proportion of land uses.

C.07 Adequate space for plant and infrastructure are to be made in the design of the building and its services and detailed in the Development Applications.

C.08 Documentation from a suitably qualified consultant is to be submitted with Development Applications for the development specified above, demonstrating the measures that will be used to achieve the relevant energy efficiency scheme rating. Evidence of a formal commitment agreement or registration with the relevant scheme administrator will be required to be submitted prior to the issuing of a construction certificate.

C.09 Smart technologies are to be integrated into developments to monitor building environment and operations (e.g. lighting, heat, ventilation, and air conditioning).

Requirements for photovoltaic solar panels

C.10 Non-residential development with a GFA of 5,000m² or more (including alterations and additions of 5,000m² or more), or with a roof area of 1,000m² or more, requires the installation of a solar PV system covering a minimum of 50% of the roof space that is not used for plant, green roof planting or to meet minimum open space requirements.

C.11 Where possible, solar PV should not be installed in areas of a roof that receive less than 3 hours of direct sunlight on 21 June.

Further Information

BASIX website: www.basix.nsw.gov.au

BASIX Design Guidelines, including *Thermal Insulation and Active Heating and Cooling Systems*

Green Building Council of Australia website https://new.gbca.org.au/

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5.4.2 WATER EFFICIENCY

Due to Australia's harsh climate, minimising water use is a primary concern in development and property function. Through the use of new technologies, this can be enhanced further to ensure the best practice approach to water efficiency in the City of Parramatta.

This Section provides controls based on best in market water performance benchmarks using the National Australian Built Environment Rating System (NABERS) Water Rating database.

Objectives

O.01 Reduce consumption of drinking water.

O.02 Harvest rainwater and urban stormwater runoff for use.

O.03 Reduce wastewater discharge.

O.04 Increase resilience and water security by providing an alternative water supply to buildings.

O.05 Reduce the technical and financial barriers to upgrading buildings to connect to future non-drinking water supply infrastructure.

Controls

C.01 Where applicable, development is to demonstrate compliance with the design principles embodied in the Building Sustainability Index (BASIX). All commitments listed on a BASIX certificate must be marked on all relevant plans and specifications and submitted with a Development Application.

C.02 Include sub metering, smart technologies and fittings to minimise water consumption.

C.03 All development not subject to BASIX, including alterations and additions, is to incorporate the following water saving measures:

- Plumbing fixtures are to meet minimum Water Efficiency Labelling and Standards (WELS) Scheme Standards including 4 star rated showerheads, 4 star rated toilet cisterns, 5 star rated urinals and 6 star rated water tap outlets.
- Appliances (dishwashers, clothes washers etc) are to be 5 stars (WELS Scheme) or better rated with respect to water use efficiency.
- Water use within open spaces to be minimised by improved soils, passive irrigation and integration of vegetated stormwater treatment system into open spaces.

C.04 All development not subject to BASIX, including alternations and additions, is to provide rainwater capture and reuse. The rainwater tank is to be suitably sized to maximise the rainwater for reuse and minimise rainwater discharged into stormwater infrastructure. Refer to Section 5.1 – Water Management of this DCP for requirements.

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C.05 Cooling towers are to be designed in accordance with best practice guidelines to reduce water consumption.

Water-efficiency performance targets for large-scale non-residential development

C.06 In addition to the above requirements, any proposed development for the purposes in Column 1 of the control table below, must achieve the minimum water target in Column 2 of the control Ttable 5.4.2.1 below.

Table 5.4.2.1 – Water Efficiency Targets

Column 1 (Proposed Development)	Column 2 (Water Target)
New shopping centre/retail development with a gross lettable area retail (GLAR) of 15,000m^2 or more.	3.5 star NABERS Water Rating (whole building*).
New development containing office premises with a net lettable area (NLA) of 1,000m^2 or more. Significant alterations and additions to existing office premises with an estimate cost of works of $5 million or more, which increases total floor space by no less than 20%.	4.5 star NABERS Water Rating (whole building*).
Hotel or motel accommodation or serviced apartments.	4.5 star NABERS Water Rating (whole building*).
New industrial development with a GFA of 20,000m^2 or more.	5 star Green Star rating or equivalent

*Denotes the Federal Government's *National Australian Built Environment Rating System* (NABERS) terminology regarding ratings scope. Applicants should refer to NABERS for further information.

C.07 Energy target achievement must be verified through the provision of a signed National Australian Built Environment Rating System (NABERS) Commitment Agreement.

C.08 Evidence of a Green Star certification assessment may be accepted for industrial development taken to achieve the minimum required star rating.

C.09 Targets for mixed-use development will be determined based on the mix and proportion of land uses.

C.10 Adequate space for plant and infrastructure are to be made in the design of the building and its services, and detailed in the Development Applications.

C.11 Documentation from a suitably qualified consultant is to be submitted with applications for development specified above, demonstrating the measures that will be used to achieve the relevant water efficiency scheme rating. Evidence of a formal commitment agreement or registration with the relevant scheme administrator will be required to be submitted prior to the issuing of a construction certificate.

Requirements for dual piping

C.12 All development to which C.06 applies, plus large-scale residential development of more than 50 dwellings, must install a dual water reticulation system to support the immediate or future connection to a recycled water network. If a recycled water network is not currently available,

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the design of the dual reticulation system is to be such that a future change-over to an alternative water supply can be achieved without significant civil or building work, disruption or cost. To facilitate this, the dual reticulation system is to have:

- One reticulation system servicing drinking water uses, connected to the drinking supply;
- One reticulation system servicing non-drinking water uses, such as toilet flushing, irrigation and washing machines. The non-drinking water system is to be connected to the rainwater tank with drinking water supply backup, until an alternative water supply connection is available. The non-drinking system is to be provided with a connection point adjacent the street boundary for easy connection to a future district non-drinking water supply; and
- Metering of water services is to be in accordance with the Sydney Water *Multi- level individual metering guide Version 9*, June 2020. Individual metering of the non-drinking water service is optional.

Further Information

BASIX Design Guideline: A-Rated Water Fittings and Appliances, BASIX website.

WELS ~~Scheme: www.waterratin~~Scheme: http://www.waterrating.gov.au

Best practice guidelines for water conservation in commercial office buildings and shopping cc~~–~~entres - Part 2 Technical water saving information, Sydney Water, 2007.

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5.4.3 ALL-ELECTRIC BUILDINGS

Buildings built today will be around for the next 30-100 years. Moving away from buildings that use on-site combustion of fossil fuels to power appliances is a key strategy for buildings to reduce emissions from the increasingly renewable grid supplied electricity, and transition to a low carbon future. All electric buildings also reduce construction and operating costs through the elimination of gas pipes and metering and ongoing connection and usage charges, as well as providing enduring health benefits to occupants.

This Section of this DCP provides controls based on 'Net Zero Plan' set by the State Government to reach net zero emissions by 2050 for NSW.

Objectives

O.01 Reduce the combustion of fossil fuels through electric only connected new buildings, that benefit from the progressive greening of grid supplied electricity in NSW.

O.02 Reduce indoor air pollutants associated with the onsite combustion of gas to improve air quality for occupants.

O.03 Operational cost savings to occupants through the avoidance of gas connection and ongoing connection charges.

O.04 Reduction in need for utility cabinets in the street and on street walls.

Development Controls

C.01 ~~All non-residential development that is State Significant development specified in *State Environmental Planning Policy (Planning Systems) 2021, Schedule 1, Section 13-15* and all N~~new ~~commercial~~ development that is:;

a) non-residential development that is State Significant development specified in *State Environmental Planning Policy (Planning Systems) 2021, Schedule 1, Section 13-15,* or~~,~~

b) c~~C~~ommercial development

~~-~~are to use only electricity (grid provided and on-site renewables) for all energy requirements associated with normal operations.

~~C.01~~C.02 Where it is demonstrated that the intended use of the building requires a process or equipment that is not able to be served by electricity, fossil fuels may be provided to service that service only. Evidence shall be provided with the application of market testing and equipment supplier advice to confirm that an electricity powered alternative is not technically possible.

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5.4.4 URBAN COOLING

Urban heat (or the Urban Heat Island effect) refers to the higher temperatures experienced in urban areas compared to rural or natural areas. Urban heat impacts our communities, businesses and natural environment in many ways, including increasing demand for electricity and water, a less comfortable public domain for pedestrians and associated health impacts. On average, the City experiences more frequent hotter days than Sydney's average (Australian Bureau of Meteorology).

As more development occurs across the City, the build-up of heat in the environment occurs through trapping of radiation in street canyons, increased hard surfaces, reduced vegetation, and heat rejection from buildings surfaces and air conditioning units. The build-up of heat is compounded as more dense urban environments reduce the amount of heat able to be removed by wind and re-radiation to the night sky, extending the period of discomfort.

This Section provides controls which will aid in cooling and removing heat from the urban environment in the City. These are innovative controls based on Australian and international evidence on cites and the urban heat island effect. The controls address the reflectivity of building roofs, podiums and facades, reducing the impacts of heat rejection sources of heating and cooling systems and green roofs or walls.

The following technical terms are used as part of controls in this Section of this DCP:

Solar heat reflectance is the measure of a material's ability to reflect solar radiation. A 0% solar heat reflectance means no solar heat radiation is reflected and 100% solar heat reflectance means that all of the incident solar heat radiation is reflected. In general, lighter coloured surfaces and reflective surfaces such as metals will have typically higher solar heat reflectance, with dark coloured surfaces or dull surfaces will typically have lower solar heat reflectance. External solar heat reflectance measured at the surface normal (90 degrees) is used in these controls.

Solar transmittance is the percentage of solar radiation which is able to pass through a material. Opaque surfaces such as concrete will have 0% solar transmittance, dark or reflective glass may have less than 10%, whilst transparent surfaces such as clear glass may allow 80 to 90% solar transmittance.

Solar Reflectance Index (SRI) is a composite measure of a materials ability to reflect solar radiation (solar reflectance) and emit heat which has been absorbed by the material. For example, standard black paint has ~~a~~an SRI value of 5 and a standard white paint has ~~a~~an SRI value of 100.

Reflective Surface Ratio (RSR) is the ratio of reflective to non-reflective external surface on any given façade.

Reflective surfaces are those surfaces that directly reflect light and heat and for the purposes of this DCP are defined as those surfaces that have specular normal reflection of greater than 5% and includes, but is not limited to, glazing, glass faced spandrel panel, some metal finishes and high gloss finishes. **Note:** for calculation in Table 5.4.4.1 and Table 5.4.4.2, RSR is to be expressed as a percentage between 1 and 100.

Non-reflective surfaces are those surfaces that diffusely reflect light and heat and for the purposes of this DCP are defined as those surfaces that have specular normal reflection of less than 5%.

Maximum External Solar Reflectance is the maximum allowable percentage of solar reflectance for the external face of a Reflective Surface. The percentage of solar reflectance is to be measure at a normal angle of incidence

Objectives

O.01 Reduce the contribution of development to urban heat in the City; and

O.02 Improve user comfort in the local urban environment (communal/private open space and the public domain).

Controls

C.01 Urban cooling objectives and controls contained within this Section apply to all new residential flat buildings and shop top housing 3 or more storeys; and non-residential development as defined below:

- New hotels and serviced apartments.
- New development containing office premises with a net lettable area (NLA) of 1,000m^2 or more.
- Significant alterations and additions to existing office premises with an estimate cost of works of $5 million or more, which increases total floor space by no less than 20%.
- New shopping centre/retail development with a GLAR of 15,000m^2 or more.
- New industrial development with a GFA of 20,000m^2 or more.

5.4.4.1 ROOF SURFACE

Objectives

O.01 Reflect and dissipate heat from roofs and podium top areas.

O.02 Improve user comfort of roof and podium top areas.

Controls

C.01 Where surfaces on roof tops or podiums are used for communal open space or other active purposes, the development must demonstrate at least 50% of the accessible roof area complies with one or a combination of the following:

a) Be shaded by a shade structure;

b) Be covered by vegetation consistent with the controls under Section 5.4.4.5 – Green Roofs or Walls of this DCP;

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c) Provide shading through canopy tree planting, to be measured on extent of canopy cover 2 years after planting.

C.02 Where surfaces on roof tops or podiums are not used for the purposes of private or public open space, for solar panels or for heat rejection plant, the development must demonstrate the following:

a) Materials used have a minimum solar reflectivity index (SRI) of 82 if a horizontal surface or a minimum SRI of 39 for sloped surface greater than 15 degrees; or

b) 75% of the total roof or podium surface be covered by vegetation; or

c) A combination of (a) and (b) for the total roof surface.

5.4.4.2 OPEN SPACE

Controls

C.01 At least 75% of the open site area must comprise of one or a combination of the following when assessed in plan view:

a) Vegetation,

b) Hardscaping elements shaded by overhanging vegetation or roof structures, including solar hot water panels and photovoltaic panels;

c) Water bodies and/or water courses; or

d) Areas directly to the south of vertical building elements, including green walls and areas shaded by these elements at the summer solstice.

5.4.4.3 FACADES

Objectives

O.01 Minimise the reflection of solar heat downward from the building façade into communal/private open space or the public domain.

Controls

C.01 The facades must demonstrate a minimum percentage of shading calculated on 21 December and evidenced with the provision of shadow diagrams with the Development Application. The time and extent of shading required for each façade orientation is detailed in the Technical Requirements UHI façade shading as included in this DCP.

C.02 Shading may be provided by:

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- External feature shading with non-reflective surfaces;
- Intrinsic features of the building form such as reveals and returns; and
- Shading from vegetation such as green walls that is consistent with the controls in Section – 5.4.4.5 Green Roofs or Walls of this DCP.

C.03 Where multiple reflective surfaces or concave geometry of reflective surface introduce the risk of focusing of solar reflections into the public spaces:

- Solar heat reflections from any part of a building must not exceed 1,000W/m^2 in the public domain at any time;
- A reflectivity modelling report may be required to qualify extent of reflected solar heat radiation. The modelling is required to consider all aspects that influence the amount of solar heat reflected at any point in time, including three-dimensional geometry, façade articulation specularity and angular dependent reflectivity of surfaces.

TECHNICAL REQUIREMENTS - UHI FAÇADE SHADING

The following technical requirements provides the details for demonstrating the minimum required shading under C.05 above. The detailed technical requirements are provided to allow non-prescriptive design solutions to meet the minimum shading requirements for façade orientation and extent of Reflective surfaces and provide a simple means of confirming adequacy at the time of application.

Background

Unshaded facades reflect solar heat into streets and open space where is can be absorbed and contribute to the energy imbalance that causes the urban heat island effect. Modern glass often achieves energy efficiency by maximizing the amount of non-visible heat that is reflected from the glass, which reduces energy into the building but magnifies the amount of heat that is reflected into streets and open space. All glass and similar reflective materials also increase reflectivity of light and heat and low angles of incidence. It is these low angles of incidence where solar shading is most effective. ~~The diagram~~Figure 5.4.4.1 below shows the amount of solar heat that 50% of solar heat would typically be reflected from best case untreated clear glass at a 10° angle of incidence without shading. Solar shading (right) performs well to reduce the amount of solar radiation that will be reflected into the streets and open space as it blocks both the sun from hitting the façade and solar reflections from the façade.

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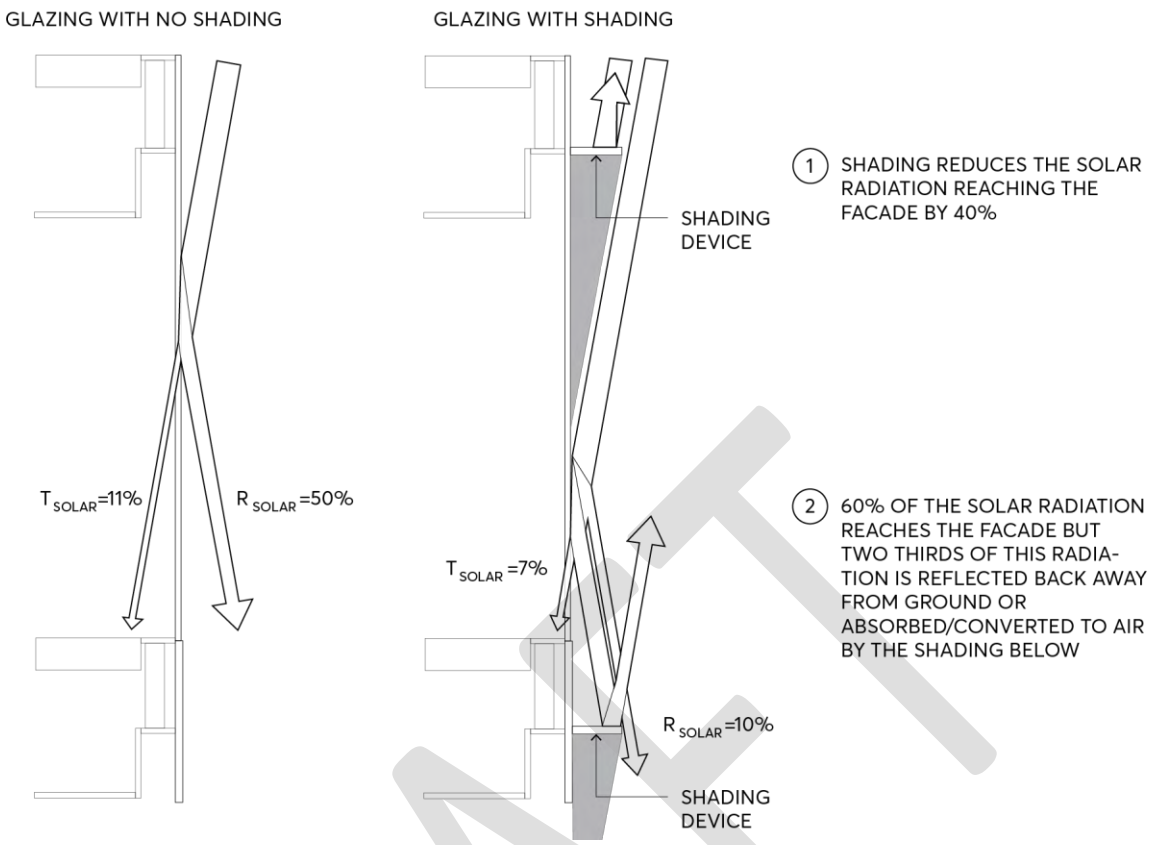


Figure 5.4.4.1 – Benefit of shading to reduce solar reflectance

FACADES REQUIRING SHADING

Facades with reflective surfaces must demonstrate a minimum percentage shading as determined in Table 5.4.4.1 and Table 5.4.4.2 for the 21 December, at the reference times included in Table 5.4.4.3.

Shading is not required on facades:

- Where the Reflective Surface Ratio (RSR) is less than 30%.
- That are orientated south of south-southeast and south-southwest.

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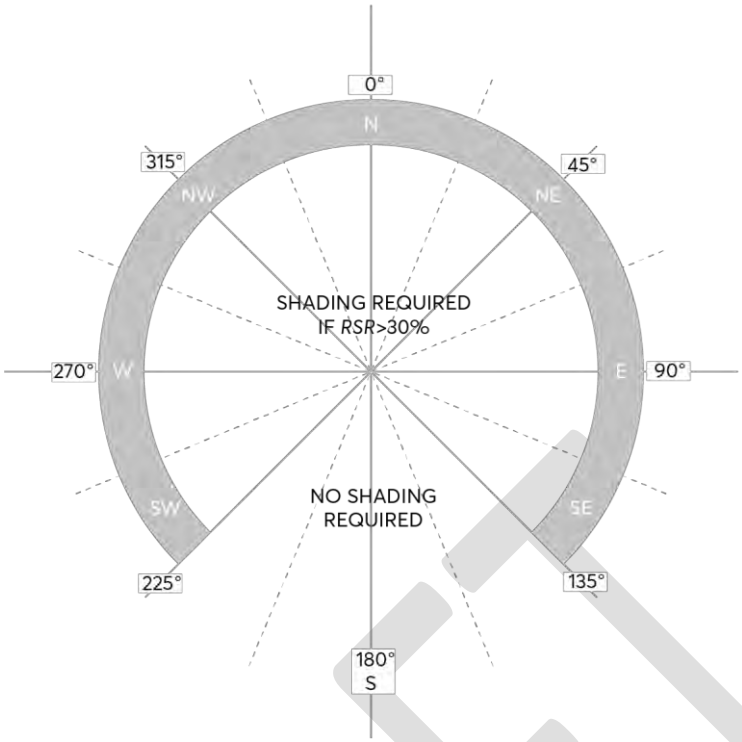


Figure 5.4.4.2 – Orientation and shading required

Figure 5.4.4.2 confirms the shading requirements for each facade orientation. Elements which can be counted to shading the facade may be:

- External feature shading with non-reflective surfaces
- Intrinsic features of the building form such as reveals and returns
- Shading from vegetation such as green walls that are consistent with the controls on green roofs and walls.

The following elements cannot be counted as shading to the shading requirements:

- Existing buildings.
- Existing structures.

PERCENTAGE OF SHADING REQUIRED

The percentage shading required to the *Reflective surfaces* to be shown in the shadow diagram is determined by the *Reflective Surface Ratio (RSR)* of each façade and the calculation tables below. *Reflective surfaces* on street walls (or if no street wall, as measured from the first 21 meters from the ground plane) are to be provided with the minimum percentage shading in

Table 5.4.4.1.

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Table 5.4.4.1 – Calculation of minimum percentage shading for Reflective surfaces on street walls

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Minimum percentage shading (%)	0	(1.5*RSR)-45	75

Reflective surfaces on tower façades (above the street wall or if no street wall, as measured above the first 21 metres from the ground plane) are to be provided with the minimum percentage shading in Table 5.4.4.2.

Table 5.4.4.2 – Calculation of minimum percentage shading for Reflective surfaces on tower facades

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Minimum percentage shading (%)	0	(0.8*RSR)-24	40

SHADOW DIAGRAM REQUIREMENTS

Shadow diagrams must be submitted with the Development Application showing the extent of shading of *Reflective surfaces* at the nominated time for each relevant façade. The shadow diagrams are to include a calculation of the percentage of shading provided and the *RSR* for each façade. Table 5.4.4.3 provides the nominated sun angles and shadow diagram reference times for each façade orientation where shadow diagrams are required.

Table 5.4.4.3 – Shading sun angles

Orientation of façade	Time	Sun Angles
East ± 22.5°	10am AEDT	Sun elevation: 51° Sun Azimuth: 86°
Northeast/Southeast ± 22.5°	11:30am EDT	Sun elevation: 69° Sun Azimuth: 66°
North ± 22.5°	1pm AEDT	Sun elevation: 80° Sun Azimuth: 352°
Northwest/Southwest ± 22.5°	2:30pm AEDT	Sun elevation: 67° Sun Azimuth: 290°
West ± 22.5°	4pm AEDT	Sun elevation: 48° Sun Azimuth: 272°

Where it is demonstrated that shading cannot be achieved in accordance with the shading controls, a *Maximum External Solar Reflectance* as defined in Table 5.4.4.4 is generally acceptable.

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Table 5.4.4.4 – Calculation of Maximum External Solar Reflectance

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Maximum External Solar Reflectance (%)	No Max.	62.5-0.75*RSR	10

5.4.4.4 HEATING COOLING SYSTEMS – HEAT REJECTION

Objectives

O.06 Reduce the impact of heat rejection from heating, ventilation and cooling systems from contributing to the urban heat island effect in the City.

O.07 Avoid or minimise the impact of heat rejection from heating, ventilation, and cooling systems on user comfort in private/communal open spaces and the public domain.

Controls

C.08 Residential apartments within a mixed-use development or residential flat building, and non-residential development must incorporate efficient heating, ventilation and cooling systems (HVAC) which reject heat from a centralised source.

C.09 The location of centralised heat rejection for buildings should be the roof.

C.10 For residential apartments within a mixed-use development or residential flat building with more than 8 residential storeys, and where it can be demonstrated that a rooftop location is not practical, the centralised heat rejection can be located in dedicated on-floor plant rooms that are sufficiently sized to provide efficient heat rejection and suitably screened to reduce visual and noise impacts.

C.11 Where the heat rejection source is located on the upper most roof, these must be designed in conjunction with controls in this Section of this DCP relating to Roof Surfaces and the controls under Section – 5.4.4.5 Green Roofs or Walls of this DCP.

C.12 Heat rejection units must not be located on a street wall frontage.

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5.4.4.5 GREEN ROOFS OR WALLS

Objectives

O.08 Ensure that green roofs or walls are integrated into the design of new development.

O.09 Encourage well designed landscaping that caters for the needs of residents and workers of a building.

O.10 Design green walls or roofs to maximise their cooling effects.

O.11 Ensure green walls and roofs are designed, located and maintained to respond to local climatic conditions and ensure sustained plant growth.

Controls

C.13 Green roof and wall structures are to be assessed as a part of the structural certification for the building. Structures designed to accommodate green walls should be integrated into the building façade.

C.14 Waterproofing for green roofs and walls is to be assessed as a part of the waterproofing certification for the building.

C.15 Where vegetation or trees are proposed on the roof or vertical surfaces of any building, a Landscape Plan must be submitted which demonstrates:

a) Adequate irrigation and drainage is provided to ensure sustained plant growth and health and safe use of the space;

b) Appropriate plant selection to suit site conditions, including wind impacts and solar access; and

c) Adherence to the objectives, design guidelines and standards contained in the NSW Department of Planning and Environment's Apartment Design Guide for 'Planting on Structures'.

C.16 Green roofs or walls, where achievable, should use rainwater, stormwater or recycled water for irrigation.

C.17 Container gardens, where plants are maintained in pots, may be an acceptable alternative, however, should demonstrate that the containers are of significant scale to support high quality vegetation growth for cooling and amenity.

C.18 Register an instrument of positive covenant to cover proper maintenance and performance of the green roof and walls on terms reasonably acceptable to the Council prior to granting of the Occupancy Certificate.

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5.4.5 SOLAR LIGHT REFLECTIVITY (GLARE)

Improper measure to reduce solar light reflectivity can result in increased indoor temperatures for buildings, as well as causing a hazard for surroundings where reflected light produces glare. This glare can be produced from building roofs, podiums and facades, including windows.

This Section of this DCP provides objectives and controls to limit solar reflected light from windows and buildings to reduce the risk to pedestrians and people operating vehicles.

Objectives

O.00 Ensure that buildings in the City appropriately limit solar light reflected from buildings to the public domain, communal/private open spaces, occupants of buildings, road users, and transportation operators.

O.01 Ensure reflected light minimises discomfort glare.

O.02 Ensure reflected light does not result in disability glare.

Controls

C.01 New buildings or significant alterations to existing facades must not result in solar light reflectivity that:

- results in disability glare that is hazardous for road users and drivers of public transport.
- causes discomfort for pedestrians, occupants of other buildings or users of private/communal open spaces and public spaces.

C.02 Subject to the extent and nature of glazing and reflective materials used, a Reflectivity Report (as outlined in C.03 below) that analyses potential solar light reflectivity and resulting glare from the proposed development on pedestrians, motorists, or surrounding areas may be required.

C.03 Notwithstanding C.02, new buildings, or significant alterations to existing facades, greater that 40 metres in height require a Reflectivity Report that includes the quantification of solar light reflected from the building on the surrounding environment. Reflectivity reports are to include:

- Sufficiently detailed calculations to quantify likely sources of disability and discomfort glare.
- Where reflective surfaces are sloped or irregular/undulating, a 3D model should be used to model solar reflections.
- All calculations are to be based on a published method.
- Observer points tested should be sufficient to address all potential risks of disability glare and solar light reflections that might cause discomfort.
- All calculations are to consider the angular dependant solar light reflectivity of the proposed finishes.

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- All calculations are to consider the full range of sun angles that may result in solar light reflections at receiver points and not include obstruction by vegetation outside the subject development or potential mitigation strategies of observers (sun visors, caps, etc).
- Where solar light reflections from the development exceed thresholds of disability glare and discomfort for any point of observation detailed analysis must be undertaken to determine the range or sun angles or times of day and year that thresholds are exceeded.

C.04 Generally, specular solar light reflectivity from building materials used on facades must not exceed 20% at the angle of incidence. This requirement does not ensure compliance with the requirements of C.01.

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5.4.6 NATURAL REFRIGERANTS IN AIR CONDITIONING

Synthetic refrigerant gases commonly used in air conditioning systems have a very high Global Warming Potential (GWP). The GWP is the number of times the refrigerant is more harmful to the atmosphere than carbon. The best practice synthetic refrigerant available (R32) has a 675 GWP, meaning it is 675 times more harmful than carbon. Natural refrigerants generally have a much lower GWP, typically 2.3, meaning that it is 2.3 times more harmful than carbon.

Leakage from air conditioning systems or the improper disposal of refrigerant can be a significant source of greenhouse gas emissions. Using natural refrigerants with low GWP will reduce the impact of the emissions from air conditioning systems.

These impacts are recognised under the Montreal Protocol, which from 2016 commenced the global phase-down of Hydroflurocarbons (HFCs), the most common type of synthetic.

Objectives

O.01 Reduce the greenhouse gas emissions associated with the ~~release to the atmosphere through~~ leakage or ~~the~~ improper disposal~~,~~ of synthetic refrigerant gases with high Global Warming Potential (GWP).

O.02 Future proof new HVAC (air conditioning) systems from the global phase-down of Hydroflurocarbon (HFC) under the Montreal Protocol.

Controls

C.01 All new air-conditioning and refrigeration equipment are to use refrigerants with a GWP of less than 10;

- if the equipment can be supplied on similar terms to conventional systems, and
- at a cost of not more than 10% higher than the market rate for conventional systems.

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5.4.7 BIRD FRIENDLY DESIGN

Glass buildings are an increasing source of bird collisions resulting in significant numbers of mortalities and injuries. The primary cause of collisions is transparency and reflectivity associated with the high levels of glazing.

Birds, unlike humans, cannot perceive the external glazing and fly into it attempting to travel to the reflected view of open sky vegetation or parklands; potential perches, food or water sources; or other attractors. Incidents increase in times of drought as higher numbers of birds enter urban areas to forage. Nocturnal birds also fly into external glazing as they are attracted to internal lighting.

Documented bird fatalities from building collisions in the Sydney region include the critically endangered Swift Parrot, vulnerable Powerful Owl and White-Bellied Sea Eagle. The World Wildlife Fund (WWF) produced guidelines and recommendations for 'Swift Parrot-Safe Building Design' with support of the Australian Government in 2008.

Objectives

O.01 Minimise the risk of bird collisions due to high transparency, through treatment of external windows and other glazed building surfaces.

O.02 Require additional treatment, or reduced reflectivity and transparency of external windows and other glazed building surfaces, where buildings are located within 100 metres of waterways and parklands.

Controls

C.01 Treatment of all external windows and other glazed building surfaces of buildings is required to any new glazed surface (whether part of a new building or a building undergoing alterations and additions), when the glazed surface is:

- less than 6 metres from another glazed surface such as corners and skybridges,
- less than 6 metres from an internal planted area such as a green wall or planted atrium,
- projecting vertically more than 1 metre above the building roof line,
- projecting horizontally more than 1 metre beyond the building enclosed façade.

C.02 Where buildings are located within 100 metres of waterways and parklands treatment to 95% of glazing is required. Treatment to the glazing must be either:

- Bird strike UV patterning, such as Ornilux;
- Fritted, etched, channeled or translucent glass such as Silk-screen with a minimum untreated dimension of 100mm x 100mm; or
- External treatments such as angled, layers or recessed glazing, shading elements such as louvers, overhangs and awnings or mesh with a minimum open dimension of 100mm x 100mm.

5.4.8 WIND MITIGATION

Objectives

O.01 Ensure that the building form enables the provision of a safe and comfortable pedestrian level wind environment, including street frontages, outdoor eating areas, open spaces

O.02 Provide publicly accessible terrace areas within developments, as well as private communal terrace areas, and private balconies within developments

O.03 Ensure wind conditions promote outdoor planting, including green roofs and other landscaping elements.

Controls

C.01 Ensure comfort in and around new buildings, the wind speeds identified in Table 5.4.8.1 are to be exceeded for less than 5% of the time around new buildings for both hourly mean and gust equivalent mean wind speeds:

Table 5.4.8.1 – Wind Speed Exceedance Limits

< 2 m/s	Outdoor restaurant dining
< 4 m/s	Sitting (such as café style dining), or scheduled outdoor events
< 6 m/s	Standing, generally supports outdoor planting
< 8 m/s	Walking in retail areas / active street frontages
< 10 m/s	Walking / non-active street frontages (objective walking from A to B or for cycling)

C.02 Ensure public safety, a 3 second moving average gust wind speed of 23m/s is to be exceeded for less than 0.1% of time.

C.03 A wind assessment report must be submitted with the DA for all buildings greater than 20 m in height.

C.04 For buildings greater than 40 m in height, or sites with more than one building greater than 20m in height, the quantitative results from a wind tunnel test are to be included in the wind assessment report.

C.05 The wind study is to be conducted by an experienced professional wind engineer in accordance with the requirements outlined in the Technical Requirements – Wind Mitigation Performance Methodology.

Technical Requirements – Wind Mitigation Performance Methodology

C.06 Based on: CCP Wind Assessment for: City of Parramatta November 2016 CCP Project 9776

Expertise

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C.07 A wind study shall be performed by a professional wind engineer with experience in wind issues in the built environment. It is recommended that the applicant or the wind engineer consults the City of Parramatta planning department to agree on the type and approach of the wind study required for the proposed development.

Wind data

C.08 Historical data of wind speed and direction collected over a minimum of 10 years shall be used as the basis of a pedestrian level wind study. Data from the Bankstown Airport Bureau of Meteorology anemometer starting earliest in 1993 shall be used and adequately corrected for the effects of differences in roughness of the surrounding natural and built environment. The use of wind data for daytime hours between 6am and 9pm is generally recommended and may be specifically requested by the City of Parramatta, however, wind data for all hours may be used as well, where appropriate. Climate data are to be presented in the wind study report.

Criteria

C.09 The criteria for pedestrian level wind comfort are based on published research, particularly on the criteria developed by Lawson (1990). Pedestrian safety is affected by both the mean and the gust wind speed. As such, the criteria defined in Table 5.4.8.2 below are to be applied to both the mean wind speed and the Gust Equivalent Mean (GEM), i.e. the 3s gust wind speed in an hour divided by 1.85.

Table 5.4.8.2 – Wind Speed Mean Exceedance Limits

Comfort (maximum of mean and gust equivalent mean (GEM†) wind speed exceeded 5% of the time)	
< 2 m/s	Outdoor restaurant dining
2-4 m/s	Sitting (such as café style dining), or scheduled outdoor events
4-6 m/s	Standing, generally supports outdoor planting
6-8 m/s	Walking in retail areas/active street frontages
8 - 10 m/s	Walking/non-active street frontages (objective walking from A to B or for cycling)
> 10 m/s	Uncomfortable
Distress (maximum of mean or GEM wind speed exceeded 0.022% of the time)	

Note: †. The gust equivalent mean (GEM) is the peak 3s gust wind speed divided by 1.85.

C.10 The criterion for pedestrian safety is based on the Guidelines of the Australian Wind Engineering Society (2014).

Table 5.4.8.3 – Wind Speed Exceedance Safety Limits

Safety (maximum 3s moving average gust wind speed)	
<23m/s	not to be exceeded more than 0.1% of time per year

C.11 The wind study report shall show that the proposed development provides for adequate levels of comfort and safety in accordance with the above criteria taking into account the intended usage of a particular area. If the above criteria are not met, appropriate mitigation measures shall be identified, or the proposed building design is to be altered. Further, the existing wind

conditions shall not be significantly degraded by a proposed development over the assessment area.

Mitigation Measures

C.12 If the wind study identifies areas that do not fulfil the comfort or safety criteria, mitigation strategies are to be developed and their effectiveness in improving the wind conditions to the required level is to be shown and tested in the wind tunnel. These measures may include, in order of preference:

1. Changes to the building massing or design including the addition or extension of podiums, tower setbacks, or
2. Addition of canopies or wind screens.
3. On-site vegetation may be used to improve the wind comfort for pedestrians, however, it is not an acceptable mitigation for exceedances of the safety criterion. To be accepted as a mitigation for wind comfort issues, the plants need to be effective at the time of installation and need to be able to provide improvement throughout the year.
    a) Furthermore, the plants shall require minimum maintenance and are to be able to thrive in the wind conditions of the site.
    b) The plants must be within the site boundary and not on public land.
4. Modifications of the usage of affected areas and provision of alternatives.

TYPE OF WIND STUDY

QUALITATIVE WIND STUDY

A qualitative wind study is generally required for developments with a building exceeding a height of 20 m above finished ground and less than 40m above finished ground and may be requested by the City of Parramatta on a case-by-case basis for smaller developments. A qualitative wind assessment can be performed as a desktop study, or by Computational Fluid Dynamics (CFD).

A desktop study shall estimate the wind speeds at relevant locations in and around the proposed development taking into consideration the wind comfort and safety criteria described in this DCP Controls. The assessment is to be based on all prevailing wind directions and shall account for the frequency of occurrence.

CFD simulations shall appropriately represent the atmospheric boundary layer and model appropriate parts of the natural and built environment surrounding the proposed development. The study is to consider all prevailing wind directions as well as the frequency of occurrence.

Presentation of the results shall include horizontal planes at pedestrian level of approximately 1.5 metres, horizontal and vertical planes are required for outdoor planting, and details of the computational mesh and consistency of the wind conditions across the modelled domain.

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QUANTITATIVE WIND STUDY

A quantitative wind study shall be performed in a boundary layer wind tunnel capable of simulating the atmospheric boundary layer and appropriate profiles. A quantitative study is required for developments with a building exceeding a height of 40 metres above ground and developments with more than 1 building exceeding 20 metres in height.

Physical modelling of the proposed development shall be done at an adequate scale, typically 1:300 or 1:400, and appropriate levels of surrounding natural and built environment of at least a 400 metre radius around the proposed development site shall be taken into account.

Wind speed measurements shall be performed in accordance with the Australasian Wind Engineering Society's Quality Assurance Manual (QAM) for Wind Engineering Studies of Buildings (AWES, 2001):

- Measurements shall be taken with instruments capable of measuring wind characteristics at adequate resolution, e.g. hot-wire or hot-film anemometers, Irwin probes.
- Measurements for pedestrians shall be taken at the equivalent full-scale height of approximately 1.5 m.
- Measurements for outdoor planting shall be taken to suit the proposed design
- Measurements shall be taken at a minimum of 1 location per 200m^2 of the plan area accessible for pedestrians or to be planted, and the selection of locations shall take into account the intended use of the space.
- The assessment area shall include the public and private outdoor areas to a minimum distance of D from the building envelope, with D being the lesser of half the building height or half the largest plan dimension of the building.
- Measurements shall be taken for at least 16 wind directions.

Configurations

To be able to compare the wind environment with the inclusion of the proposed development, measurements at representative locations are to be conducted in the existing configuration without the proposed development. This configuration shall include all existing surrounds, as well as developments that are approved or under construction. These surrounds shall also be applied in the proposed configuration. In specific circumstances the City of Parramatta may require additional testing of a future configuration to include future developments that may impact the wind conditions around the proposed development, e.g. developments currently in the approval process.

References

Quality Assurance Manual for Wind Engineering Studies of Buildings, AWES QAM – 1-2001

Lawson, T.V. (1990), *The Determination of the Wind Environment of a Building Complex Before Construction*, Department of Aerospace Engineering, University of Bristol.

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5.4.9 WASTE MANAGEMENT

Council considers the management of waste to be of high importance for the protection and enhancement of both the natural and built environments within not only the City but on a state, national and global level. Waste is increasingly being treated as a valuable resource due to the potential to reuse, recycle and recover products derived from various waste streams.

This Section of this DCP provides controls designed to manage waste effectively and efficiently to deliver a sustainable future for the City.

Objectives

O.01 Reduce the quantity of waste and encourage the recycling of waste generated by demolition and the construction of new developments.

O.02 Encourage building design that will minimise waste generation over the lifetime of the building.

O.03 Ensure that the disposal of waste generated by a building's occupants over its lifetime is managed appropriately, efficiently and provides for maximum recovery, recycle or reuse.

O.04 Ensure that waste storage facilities are located appropriately and do not impact negatively on the streetscape.

O.05 Ensure that waste can be effectively collected and managed.

O.06 Assist in achieving Federal and State Government waste minimisation and resource recovery (landfill diversion) targets.

O.07 Minimise the overall environmental impacts of waste, in line with the principles of Ecologically Sustainable Development (ESD).

Controls

C.01 Development, including for demolition, construction, alterations and additions, and/or change of use, is to comply with the relevant provisions outlined in the Waste Management Guidelines for new Development Applications contained in Appendix 2 of this DCP. The Guidelines should also be used as a guide for development which falls under Part 5 of the *Environmental Planning and Assessment Act 1979*.

C.02 A Waste Management Plan (WMP) must be submitted with all Development Applications that involve demolition work, construction work, and/or the generation of waste. WMPs are to be prepared in accordance with Council's Waste Management Plan template and the *Waste Management Guidelines for new Development Applications* (refer to Appendix 2). Should the template not be used then the applicant must ensure that all of the required information outlined in Council's *Waste Management Guidelines for new Development Applications 2016* is provided.

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Note: Please refer to the NSW Government's *Model Waste Not Development Control Plan Chapter 2008* for waste and recycling generation rates. For multi-unit Development Applications, please refer to EPA's *Better Practice Guide for Resource Recovery in Residential Developments 2019* for guidance on waste facility design and management.

Further Information

Business Recycling, PlanetArk, 2020. http://www.businessrecycling.com.au/

Better Practice Guide for Resource Recovery in Residential Developments, NSW Environment Protection Authority, 2019.

Model Waste Not Development Control Plan Chapter 2008, (former) NSW Department of Environment and Climate Change, 2008.

NSW Waste Avoidance and Resource Recovery Strategy 2014-2021, NSW Environment Protection Authority, 2014.

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PART 6

TRAFFIC & TRANSPORT

PART 6 – TRAFFIC AND TRANSPORT

Traffic and transport considerations are a major contributor to the design of place and city. Transport to, from and within the City of Parramatta (the City) are key to ensuring the economic potential can be realised without detracting from the City's amenity. The City benefits from frequent rail services, bus services and major road corridors that allow people to access areas both within and outside of the City.

This Part of this DCP provides traffic and transport requirements, including sustainable transport measures, electric vehicle charging infrastructure, parking and vehicular access, loading and servicing requirements for all types of development across the City. The controls contained within this part of this DCP apply to all development types and need to be considered as part of any development application.

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6.1 SUSTAINABLE TRANSPORT

City of Parramatta Council has set a strategic goal of increasing sustainable transport in the local area and for the journey to work. Sustainable transport includes walking, cycling, the use of public transport and car sharing initiatives. Sustainable transport aims to reduce car trips and hence decrease congestion, save time and money, and reduce the environmental impact of transport. The City is well connected by train, bus, road and cycle networks. New developments can provide opportunities to support and encourage the use of sustainable transport by providing car share parking, developing travel plans, providing bicycle parking and end of trip facilities and other initiatives.

This Section of this DCP contains requirements for sustainable transport measures such as carshare, travel plans and electric vehicle charging infrastructure to ensure that we are encouraging and improving sustainable transport options across the City.

6.1.1 CARSHARE

Car sharing is a self-service car rental scheme for short periods of time, typically on an hourly basis. Car sharing is particularly useful in discouraging personal car ownership and use while still offering the benefits of a car for occasional essential car trips. Car sharing works best in locations where there is a good level of walking, cycling and public transport provision.

Objectives

O.01 Support the reduction of car trips and encourage the use of sustainable transport.

Controls

C.01 1 carshare parking space is to be provided for any residential development containing more than 50 residential units and is within the Parramatta City Centre, Epping, Westmead, Granville and Harris Park town centres where maximum parking rates are applied.

C.02 1 carshare parking space is to be provided for any business development with a floor space of 5,000m^2 or above and is within the Parramatta City Centre, Epping, Westmead, Granville, and Harris Park town centres where maximum parking rates are applied.

C.03 Carshare parking spaces must be publicly accessible at all times, adequately lit and sign posted and located off street.

C.04 1 carshare space can be provided in lieu of 3 car parking spaces.

C.05 Carshare spaces must comply with the development controls and standards in Section 6.2 – Parking and Vehicular Access of this DCP.

C.06 Written evidence must be provided with the development application demonstrating that offers of a car space to carshare providers have been made together with the outcome of the offers or a letter of commitment to the service.

6.1.2 TRAVEL PLANS

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

Objectives

O.01 Reduce car trips and encourage the use of sustainable transport.

Controls

C.01 Development proposals that meet the following criteria must prepare a Travel Plan:

- ~~R~~residential development containing more than 50 dwellings; or
- ~~D~~development with a gross floor space of 5,000m^2 and above or 50 or more employees.

C.02 A Travel Plan must include:

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

C.03 A copy of the Travel Plan must be made available to Council on request.

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6.1.3 ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

The transition to electric vehicles and the phasing out of fossil fuel use are key strategies to reduce emissions and move to a low carbon future. The following controls aim to provide the essential infrastructure for vehicle charging that will future proof the buildings and ensure residents can easily transition to electric vehicles. Without essential infrastructure, the future installation of charging facilities by an apartment owner can be much more expensive and, in some cases, technically impossible.

Objectives

O.01 Ensure new development in Parramatta provides the necessary infrastructure to support the charging of electric vehicles.

O.02 Minimise the impact of electric vehicle charging on peak electrical demand requirements.

Controls

C.01 All residential accommodation (excluding dwelling houses, secondary dwellings and dual occupancy) car parking must:

a) Provide an EV Ready Connection to at least one car space for each dwelling/apartment.

b) Provide EV Distribution Board(s) of sufficient size to allow connection of all EV Ready Connections and Shared EV connections.

c) Locate EV Distribution board(s) so that no future EV Ready Connection will require a cable of more than 50m from the parking bay to connect.

d) All car share spaces and spaces allocated to visitors must have a Shared EV connection.

e) Identify on the plans submitted with the Development Application the future installation location of the cable trays from the EV Distribution Board to the car spaces allocated to each dwelling that have an EV Ready Connection, with confirmation of adequacy from an electrical engineer. Spatial allowances are to be made for cables trays and EV Distribution Board(s) when designing in other services.

C.02 All commercial building car parking must:

a) Provide 1 Shared EV connection for every 10 commercial car spaces distributed throughout the carpark to provide equitable access across floors and floor plates.

b) All car share spaces and spaces allocated to visitors must have a Shared EV connection.

c) Identify on the plans submitted with the Development Application the future installation location of the cable trays from the EV Distribution Board to the car spaces allocated to each dwelling that have an EV Ready Connection, with confirmation of adequacy from an electrical engineer. Spatial allowances are to be made for cables trays and EV Distribution Board(s) when designing in other services.

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C.03 All garages in single and dual occupancy dwellings are to be provided with a Private EV connection, which must be illustrated on plans submitted with the Development Application.

Glossary

The following Electric Vehicle (EV) technical terms are used:

EV Ready Connection is the provision of a dedicated spare 32A circuit provided in an EV Distribution Board to enable easy future installation of cabling from an EV charger to the EV Distribution Board and a circuit breaker to feed the circuit.

Private EV Connection is the provision of a minimum 15A circuit and power point to enable easy future EV connection in the garage connected to the main switch board.

Shared EV Connection is the provision of a minimum Level 2 40A fast charger and Power Supply to a car parking space connected to an EV Distribution Board.

EV Distribution Board is a distribution board dedicated to EV charging that is capable of supplying not less than 50% of EV connections at full power at any one time during off-peak periods, to ensure impacts of maximum demand are minimised, and that increases to electrical feed sizes are not required. To deliver this, the distribution board will be complete with an EV Load Management System and an active suitably sized connection to the main switchboard. The distribution board must provide adequate space for the future installation (post construction) of compact meters in or adjacent to the distribution board, to enable the body corporate to measure individual EV usage in the future.

EV Load Management System is to be capable of:

- Reading real time current and energy from the electric vehicle chargers under management.
- Determining, based on known installation parameters and real time data, the appropriate behaviour of each EV charger to minimise building peak power demand whilst ensuring electric vehicles connected are full recharged.
- Scale to include additional chargers as they are added to the site over time.

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6.2 PARKING AND VEHICULAR ACCESS

Parking facilities include underground, surface, above ground parking and car parking stations. The benefit of a reduction in above ground parking includes a reduction in visual impact from the public domain. Surface-level parking is most appropriate in residential and industrial areas. Above ground parking can be considered in areas which are prone to flooding and/or heritage and archaeological sites.

This Section of this DCP contains general parking requirements and specific parking rates for various types of development. This includes design of driveways, parking spaces and associated finishes i.e., kerbs and ramps to improve accessibility and reduce impacts on or off the site. Where there is an inconsistency between the provisions below and an area with a specified parking rate required by another section of this DCP, that Section will prevail.

Objectives

O.01 Ensure that the location and design of driveways, parking spaces and other areas used for the movement of motor vehicles are efficient, safe, convenient and are integrated into the design of the development to minimise their visual impact.

O.02 Ensure that adequate off-street parking is provided to serve the needs of development to minimise adverse impacts on surrounding streets.

O.03 Ensure that off-street parking facilities do not interfere with traffic flow and safety in adjacent streets or endanger pedestrian traffic on or off the site.

O.04 Ensure traffic generation of proposed development is compatible with the surrounding road network.

O.05 Minimise potential conflicts between vehicular movements and pedestrians.

O.06 Encourage the integration of on-site parking and related structures with the landscaping of the site and the design of buildings.

O.07 Limit traffic generation associated with private vehicle use to reduce traffic impacts on surrounding streets.

O.08 Ensure that parking areas are readily accessible and usable and adequately provide for circulation and manoeuvring of vehicles.

O.09 Have equitable provision of parking for motorcyclists.

Controls

General parking requirements

C.01 The minimum dimensions of parking spaces for dwellings should be in accordance with Australian Standard AS2890.1 - Parking Facilities – Off-Street Car Parking:

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- Unenclosed parking space (such as a hard-stand space): minimum of 2.4 metres (width) x 5.4 metres (length).
- Single enclosed garage: minimum of 3.0 metres (width) x 5.4 metres (length).

C.02 Disabled parking space must be in accordance with AS 2890.6 Parking Facilities Off Street Parking for People with Disabilities.

C.03 Clearance above the general parking surface must be in accordance with AS2890 - Parking Facilities.

C.04 Driveways are to be sufficiently setback from the side boundary in order to accommodate splays within property boundary line at access points in accordance with AS2890.1.

C.05 Car stackers and car lifts are only permitted within the Parramatta, Epping, Westmead, Granville and Harris Park town centres. Car stackers and car lifts are not permitted in boarding houses and childcare centres

C.06 In restricted manoeuvring areas where standard turning templates cannot be used, a swept path analysis using the largest design vehicle in accordance with Austroads shall be provided.

C.07 A maximum of one kerb crossing, width must be in accordance with the requirements of the Australian Standard AS2890.1 - Parking Facilities – Off-Street Car Parking, is permissible per two dwellings, or alternately two crossings every 18 metres.

C.08 Driveways shall be located and designed to avoid restricted sight distances and on-street queuing.

C.09 Vehicular access to arterial roads shall not be permitted where alternative access is available or can be acquired.

C.10 Ensure the location of entry gates allow the largest vehicle to enter the site without blocking the footway when the gate is closed.

C.11 All pedestrian paths and ramps shall have a minimum width of 1000mm, have a non-slip finish, not be steep (ramp grades between 1:20 - 1:14 preferred), comply with AS 1428.1 and AS 1428.2).

C.12 Below ground structures shall comply with a side setback of 1.2 metres to provide for deep soil planting and an adequate area for construction. Where possible, basement walls shall be located under building walls.

C.13 Access driveway (vehicle crossing) shall have a minimum width in accordance with the requirements of the Australian Standard AS2890.1 - Parking Facilities – Off-Street Car *Parking* and be located a minimum 1.2 metres clear from power poles and drainage pits.

C.14 Driveways (vehicle crossings) shall be located 6m away from a tangent point (of the kerb and gutter line).

C.15 Vehicle access points and parking areas are to be:

- easily accessible and recognisable to motorists,
- undisruptive to pedestrian flow and safety,

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- located to minimise traffic hazards and the potential for vehicles to queue on public roads, and
- located to minimise the loss of on-street car parking, and to minimise the number of access points.

C.16 Parking and service/delivery areas and vehicular access points are to be located to minimise conflict between pedestrians and vehicles and to minimise impact on residential amenity.

C.17 Development on arterial roads is to seek access via a secondary street where possible.

C.18 Where properties have access to a rear lane or secondary street frontage (including desired lanes) parking and servicing access should be provided from the secondary street/lane.

C.19 Car parking spaces, ramps and driveways are to be designed to ensure ease of access, egress and manoeuvring on-site. The standards of Australian Standard AS2890 - Parking Facilities are to be complied with.

C.20 The area between property boundaries and driveways, access ways and parking spaces is to be of sufficient width to enable adequate sight distance to pedestrians in accordance with the requirements of the Australian Standard AS2890.1 - Parking Facilities – Off-Street Car Parking.

C.21 Reasonable provision is to be made for the parking needs of people with disabilities.

C.22 Basement car parking is to be:

- adequately ventilated,
- designed for safe and convenient pedestrian movement and to include separate pedestrian access points to the building that are clearly defined and easily negotiated, and
- predominantly located within the building footprint located predominantly below existing ground level. Where slope conditions mean that this is unachievable, the basement projection of the floor level of the storey immediately above is less than 1m above ground level (existing).

C.23 Visitor parking is to be marked or signposted to enable easy recognition.

C.24 The design and layout of car parking areas must provide for suitable and safe pedestrian movements, including separate pedestrian access to buildings which are clearly defined and easily negotiated.

C.25 Car parking is not to be used as storage space.

C.26 Development must provide safe vehicle access and adequate sight distances. Development on arterial roads or development that is not a dwelling house or dual occupancy must make provision for vehicles to leave the site in a forward direction.

C.27 Driveways are to be sited and designed to minimise loss of on-street parking.

C.28 The number of accessible car parking spaces to be provided as prescribed in Table D3.5 of the Building Code of Australia.

Dwelling Houses and Dual Occupancies

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C.29 Driveways on existing lots should incorporate a dedicated turning area, designed to allow the 85% Design Car Turning Path, where:

- there is poor sight distance from the driveway to pedestrian or vehicular traffic, the accessway fronts an arterial road or highly pedestrianised area, or
- where vehicles would otherwise have to reverse more than 50 metres.

C.30 Tandem parking for a maximum of 2 car parking spaces may be provided only for use by the same dwelling.

Multi-Dwelling Housing

C.31 All car parking is to be located:

- at the rear of the site and accessed from a rear lane,
- behind the front row of buildings, or
- or in a basement.

C.32 Where dwellings require two (2) garage spaces, only one (1) space can be enclosed, the second space is to be treated with a covered hard stand space.

C.33 Vehicular ingress and egress to the site is to be in a forward direction at all times for development which include a driveway shared by more than 2 dwellings.

Residential Flat Building (except manor houses)

C.34 Car parking spaces are to be located in a basement.

Mixed-Use Development

C.35 Vehicular access is not to be provided along the boundary adjacent to residential uses.

C.36 Loading/manoeuvring areas are to be located within buildings or screened from adjacent residential uses.

C.37 Residential and non-residential car parking spaces are to be physically separated.

C.38 Car parking spaces are to be located in a basement.

C.39 Where some or all of the component uses of a mixed-use scheme do not operate concurrently, or where main car parking usage period do not coincide, Council may consider a reduction in the car parking requirement where there is scope for sharing of spaces between non-residential uses. Such an approach will need to be supported by a traffic and transport impact assessment and details of how the shared parking will be managed.

Industrial

C.40 Vehicular access is not to be provided along the boundary adjacent to residential uses.

C.41 A traffic management plan is to be prepared detailing all transport options for the development, including type of transport used, size of trucks and frequency.

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C.42 Adequate and suitable on-site receiving areas and parking for trucks and large vehicles are to be provided, and any queuing or off-site parking of such vehicles is to be kept to a minimum.

C.43 Kerbs, gutters, footpaths, walkways and driveways are to be constructed to resist damage by large vehicles or frequent use.

Business and Retail Premises

C.44 Business and retail premises may include any on-street unrestricted or time restricted parking on the frontage of the site in the parking calculations if supported by a traffic and transport impact assessment. This excludes loading requirements for vehicle sales or hire premises.

C.45 Off-street parking shall be provided behind or at the side of buildings and away from street frontages. No more than 20% of the total parking requirement shall be permitted in the front alignment.

C.46 Marked pedestrian pathways with clear lines of sight and safe lighting shall be provided.

Provisions on Splay Corners

C.47 Development on corner sites may be required to accommodate a splay corner to facilitate improved traffic conditions. This matter should be identified at the initial design stage in consultation with Council's development assessment officers.

Car Parking Rates

C.48 The required number of car parking spaces are provided in and below.

C.49 Where there is an inconsistency between the parking rates below and an area with a specified parking rate required by another Section of this DCP, that ~~s~~Section will prevail.

C.50 All numbers are to be rounded up separately (e.g. residential, visitor, commercial, etc.) when calculating the parking requirements in and .

C.51 If a particular land use is not addressed in , where appropriate one of the following shall be conducted:

- car parking rates calculated based on the Transport for NSW Guide to Traffic Generating Development, or
- a traffic and transport impact assessment considering a similar land use in a similar location.

C.52 If a particular land use is not addressed in , the provisions in apply.

C.53 Unless otherwise specified, provision for motorcycle parking should be provided at a rate of 1 space per 50 car parking spaces, or part thereof.

C.54 Any variations to parking rates would need to be justified and informed by a traffic and transport impact assessment.

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~~Table 6.3.1~~Table 6.2.1 – Minimum car parking rates

Development type	Minimum number of parking spaces required
Dwelling houses and dual occupancies	Minimum 1 space per dwelling, 2 spaces per dwelling with 3 or more bedrooms.
Secondary dwellings	No additional parking is required for a secondary dwelling.
Residential flat buildings, Multi dwelling housing or the residential component of Mixed Use development (not within 800 metres walking distance of a train station or light rail stop, or not within 400 metres walking distance of a transitway bus stop).	**Studios:** 0.6 spaces per dwelling **1 bed:** 1 space per dwelling **2 bed:** 1.25 spaces per dwelling **3 bed:** 1.5 spaces per dwelling **4 bed:** 2 spaces per dwelling Plus 0.25 space per dwelling for visitor parking. A car wash bay which may also be a visitor space.
Residential flat buildings, Multi dwelling housing or the residential component of Mixed Use development (within 800 metres walking distance of a train station or light rail stop, or within 400 metres walking distance of a transitway bus stop).	0.6 spaces per 1 bedroom unit 0.9 spaces per 2 bedroom unit 1.4 spaces per 3 bedroom unit Plus 0.2 space per dwelling for visitor parking. A car wash bay which may also be a visitor space.
Business premises and Office premises (not within 800 metres walking distance of a train station, or 400 metres walking distance of a light rail or transitway bus stop).	1 space per 50 m^2 of GFA.
Business premises and office premises (within 800 metres walking distance of a train stations, or within 400 metres walking distance of a light rail or transitway bus stop).	1 space per 65m^2 of GFA.
Industrial	**Factories:** 1.3 spaces per 100m^2 GFA **Warehouses:** 1 space per 300m^2 GFA **Ancillary office:** 1 space per 40m^2 GFA
Retail premises	1 space per 30m^2 of GFA

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Development type	Minimum number of parking spaces required
Restaurants	Required parking to be confirmed through a traffic and transport impact assessment. The assessment must demonstrate the development will not result in any adverse impacts on on-street parking in surrounding residential areas. As a general guide for restaurants, new development shall provide 1 space per 30m^2 of GFA (for the first 100m^2 of floor space), plus 15 spaces per 100m^2 or 1 space per 3 seats (whichever is the greater) for additional GFA over the first 100m^2.
Educational Establishments	Required parking to be confirmed through a traffic and transport impact assessment. The assessment must demonstrate the development will not result in any adverse impacts on on-street parking in surrounding residential areas.
Child care centres	1 space for every 4 children in attendances. A traffic and transport impact assessment is required to be submitted demonstrating that the proposed development will not result in any adverse impacts on on-street parking in surrounding residential areas.
Places of public worship	To be provided at a rate suggested by a traffic and transport impact assessment. The assessment must demonstrate that the proposed development will not result in any adverse impacts on on-street parking in surrounding residential areas. As a general guide for places of public worship, new development shall provide 1 car parking space per 5m^2 of usable floorspace for the first 100m^2 and 1 car parking space per 3m^2 of usable floorspace thereafter. (Usable floorspace not being corridor space, stairways, storage areas, toilets and other floor space that will not increase the capacity of the development).
Boarding houses	Parking rates must be provided as per the *State Environmental Planning Policy (Housing) 2021.*
Hotels	Required parking to be confirmed through a traffic and transport impact assessment. The assessment must demonstrate the development will not result in any adverse impacts on on-street parking in surrounding residential areas.

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Development type	Minimum number of parking spaces required
Housing for seniors and people with a disability (Hostels, Residential Care Facilities and Independent Living Units)	Parking rates must be provided as per the *State Environmental Planning Policy (Housing) 2021.*
Gyms	Parking rates must be provided as per the Transport for NSW Guide to Traffic Generating Development. Lower parking rates can be considered if it is supported by a parking report with consideration of the surrounding land uses.
Recreational facilities	Parking rates must be provided as per the relevant parking rates specified in Transport for NSW Guide to Traffic Generating Development. For the uses not specified in Transport for NSW Guide to Traffic Generating Development, parking is to be provided at a rate suggested by a traffic and transport impact assessment. Lower parking rates can be considered if it is supported by a parking report with consideration of the surrounding land uses.
Clubs	Required parking to be confirmed through a traffic and transport impact assessment. The assessment must demonstrate the development will not result in any adverse impacts on on-street parking in surrounding residential areas.
Medical Centres	Parking rates must be provided as per the relevant parking rates specified in *Transport for NSW Guide to Traffic Generating Development*, For the uses not specified in *Transport for NSW Guide to Traffic Generating Development*, parking is to be provided at a rate suggested by a traffic and transport impact assessment.

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~~Table 6.3.2~~Table 6.2.2 – Car parking rates for the Granville and Harris Park Town Centres

Type of building	Minimum number of parking spaces required
Business premises and Retail premises	Minimum of 1 space per 60m^2 of GFA and a maximum of 1 space per 30m^2 of GFA. Where there is a combination of land uses, a maximum of 40% of resident visitor parking can be used in the calculations for retail parking provided that these areas are shared.
Office premises	Minimum of 1 space per 70m^2 of GFA and maximum of 1 space per 50m^2 of GFA.

Note: The controls in apply to the Granville Town Centre as mapped in Part 8 of this DCP. The controls in apply to the Harris Park Town Centre where zoned E1 Local Centre ~~B1 Neighbourhood Centre~~ on Kendall, Ada, Wigram, Marion and Crown Streets and Station Street East, Harris Park.

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6.3 BICYCLE PARKING

With bicycle use increasing in popularity throughout the City, planning start and end of trip facilities/parking provisions to cater for the cyclists using its many cycle routes will also increase in demand. With these facilities provided, aims to promote the use of cycling and catering to the needs of visitors and residents throughout the City.

This Section of this DCP contains provisions to ensure that adequate bicycle parking is provided and end-of-trip facilities meet the needs of cyclists across the City.

Objectives

O.01 Promote greater bicycle use in the LGA.

O.02 Provide convenient and accessible on-site bicycle parking and appropriate end-of-trip facilities to meet the needs of cyclists.

Controls

C.01 The required number of bicycle parking spaces are provided in Table 6.3.1 below.

These tables do not apply to the Parramatta City Centre, which has ~~A~~access and ~~P~~parking ~~P~~provisions in ~~Part 9~~Section 9.9 – Vehicular Access, Parking and Servicing of this DCP.

C.02 All numbers are to be rounded up when calculating the parking requirements in Table 6.3.1.

C.03 If a particular land use is not addressed in Table 6.3.1, bicycle parking is to be provided in accordance with one of the following, whichever is the greater:

- in accordance with Austroads (2008) Guide to Traffic Management – Part 11: Parking (AGTM11-08), or
- at a rate of 0.2 spaces per car parking space that would normally be required.

Table 6.3.1 – Minimum Bicycle Parking Rates

Development type	Minimum number of bicycle parking spaces required
Residential flat buildings and the residential component of Mixed-Use development	1 space per dwelling, plus 1 space per 10 dwellings for visitors.
Commercial premises with a gross floor area of 600m^2 or more (including offices, business premises, restaurants, cafes and shops)	1 space per 250m^2 of gross floor area for employees, plus 1 space per 500m^2 of GFA for visitors.
Industrial development, with a gross floor area of 1,000m^2 or more	1 space per 1,000m^2 of gross floor area for employees.
Primary school	1 space per 10 staff, plus 1 space per 10 students over Year 4
Secondary school	1 space per 10 staff, plus 1 space per 10 students

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Development type	Minimum number of bicycle parking spaces required
Tertiary institutions	1 space per 10 staff, plus 1 space per 10 students expected on campus at any one time

C.04 Bicycle parking is to be provided in the form of Class B lockers for resident/employees and Class C rails for visitor parking, as specified in Australian Standard AS2890.3 – Bicycle Parking Facilities.

C.05 All bicycle parking should be located in a safe and secure location that is under cover and convenient for users. Resident/staff parking is to be provided within one level of the ground floor to ensure it is convenient and accessible to users.

C.06 End of trip facilities must be provided at the following rates to adequately service the number of bicycle parking spaces required in non-residential premises:

- 1 shower and change facilities per 10 staff/employees, and
- 1 locker per employee/staff bicycle parking spot provided.

C.07 Visitor parking must be located as close as possible to the main entrance of the building at ground level.

C.08 Bicycle parking facilities should not impede pedestrian or vehicular circulation.

C.09 Bicycle parking should be located in highly visible, illuminated areas to minimise theft and vandalism.

C.10 Bicycle parking facilities are required for all new and redeveloping business + industrial zones.

C.11 If bicycle parking requirement is greater than 30, suitable end of trip facilitates must be provided.

C.12 Bicycle ~~storage~~ parking facilities are to include 10A e-bike charging outlets to 10% of spaces with no space being more than 20 metres away from a charging outlet. Chargers are to be provided by the owner.

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6.4 LOADING AND SERVICING

Loading and servicing is critical for the operation of any commercial premises and industrial use. It is important that there is adequate provision of loading and servicing for such premises to operate efficiently and effectively without disrupting surrounding businesses or residents. Development applications must demonstrate that any commercial or industrial use can be operated, maintained, supplied, and serviced without the disruption of the surrounding amenity.

This Section of this DCP ensures the adequate provision of loading and servicing requirements are implemented and maintained for any development which requires them.

Objectives

O.01 Ensure that all development proposals are adequately provided with appropriate loading/unloading and servicing facilities.

O.02 Ensure that adequate loading/unloading and servicing facilities are provided to serve the needs of development to minimise adverse impacts on surrounding streets.

O.03 Provide suitable access for heavy vehicles for the purposes of loading/unloading and servicing.

Controls

C.01 Loading bay provision is to be in accordance with the Transport for NSW Guide to Traffic Generating Development but should include car and motorcycle space for couriers. Lower loading bay provision can be considered if it is supported by a traffic and transport impact assessment demonstrating that the proposed development will not result in any on-street loading/unloading activities. If a Loading Dock Management Plan is required, it is recommended that the Transport for NSW Last Mile Toolkit be considered in the preparation of the Loading Dock Management Plan.

C.02 Loading docks are to be designed in accordance with the Australian Standard AS2890.2 - Parking Facilities – Off-Street Commercial Vehicle Facilities to allow heavy vehicles to enter and leave the site in a forward direction.

C.03 All loading docks are to be provided on-site.

C.04 The use of loading docks must not conflict with the safe efficient circulation of pedestrians and other vehicles on-site.

C.05 In larger developments, loading docks should operate independently of other parking areas.

C.06 A swept path analysis demonstrating the largest design vehicle safely and efficiently manoeuvring to and from the loading dock is to be provided in accordance with Austroads.

C.07 Loading bays are not to be used for the storage of goods that may impede the use of the bay for loading/unloading and servicing activities.

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Further Information

Advisory Notes on Access to Premises (Human Rights and Equal Opportunity Commission 1998).

AS 2890 - Off Street parking, Commercial Vehicle Facilities, Bicycle Parking Facilities, On-street parking

Building Code of Australia.

Disability Discrimination Act 1992

Roads and Maritime Services, Guide to Traffic Generating Development

Standards Australia website, www.standards.org.au

Transport Standards (Human Rights and Equal Opportunity Commission 2002)

WSROC 1998 Access for People with Mobility Disabilities Manual of Best Practice

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PART 7

HERITAGE & ARCHAEOLOGY

PART 7 - HERITAGE AND ARCHAEOLOGY

7.1 INTRODUCTION

The City of Parramatta (the City) is considered one of the most historically significant places in Australia.

The City has some 70 items of State Heritage significance and over 1,300 items of local heritage significance as well as National, Commonwealth and World Heritage items. It is important that the City's heritage is conserved to enrich the character of the City for the benefit of future generations.

This Section of the Plan contains the general principles and controls that apply to development on and in the vicinity of heritage items and heritage conservation areas identified in the *Parramatta LEP 2023*. They include controls and guidelines for maintenance, alterations and additions, new development and management of European and Aboriginal archaeological potential.

Each development proposal will have its own unique considerations, and the issues to be considered will vary depending on where the property is geographically located within the City. Considerations also include whether the scope of the proposal is for general maintenance, internal and external renovations including alterations and additions to an existing heritage building, or a new building proposal within a site located in a conservation area or adjacent to a heritage item.

This Part must be read in conjunction with other relevant controls of this DCP. Should there be any inconsistency between this Section and any other part of this DCP, this Section prevails to the extent of the inconsistency.

Further outline of the terms, responsibilities and procedures associated with heritage applications in the City is provided in Appendix 3 of this DCP.

A glossary of key terms is included in Section 7.11 of this DCP.

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7.2 CONSENT REQUIREMENTS

To guide the overall maintenance and integrity of works on heritage items, archaeological site or a building or place within a heritage conservation area, it is necessary to understand the nature of work and manage expectations for proposed development.

The various types of works and consent requirements are outlined in Table 7.2.1 below. These include repainting surfaces, undertaking maintenance, repair work or alterations internally, externally or in gardens, erecting detached structures from the items itself and the demolition of specific fences.

This Section of this DCP outlines the consent requirements for various types of works on heritage items, archaeological site or a building or place within a heritage conservation area. Note: This is a generic scope of works and may not apply to items that are subject to protection under the *Heritage Act 1977* and are included on the State Heritage Register or Australian Heritage Database.

Controls

C.01 Works that Council considers minor in nature or is for the maintenance of a heritage item, archaeological site or a building, work, relic, tree or place within a heritage conservation area may not require development consent in accordance with cClause 5.10(3) of the *Parramatta LEP 2023*. These works are listed in Table 7.2.1 below. The generic scope of works listed in Table 7.2.1 may not apply to items that are subject to the protection under the *Heritage Act 1977* and are included on the State Heritage Register or Australian Heritage Database. In these instances, please contact Heritage NSW and seek advice if the proposed works are exempt for approval under section 57 (1) and (2) before undertaking any works.

Table 7.2.1 – Consent requirements for types of works

Type of works	Criteria	Advice
Repainting of surfaces that are already painted	Surfaces that are already painted as per original or existing colour scheme can be repainted without consent from Council.	Colours chosen for paintwork should be in keeping with heritage significance or style of the property or conservation area. A like for like repainting is encouraged unless the previous colour is detracting and inadequate to the area character.
Maintenance or repair work on external fabric and gardens	General external maintenance or repair works on a locally listed heritage item or buildings within a conservation area may not need the consent of Council. A heritage minor work application must be submitted on the Council's web-site. This suitable scope of works includes non-structural works such as treating timber elements, replacing broken or deteriorated windows, rehanging existing doors/gates, replacing or establishing gutters and down pipes, repointing brick	For replacement of original materials with new modern or contemporary materials on front or side walls, consent is required from Council. Replacement of original elements such as timber windows with aluminium casement, or for the addition of new decorative elements (which were altered or did not exist on the subject building or those of its style), a heritage minor work

Type of works	Criteria	Advice
	work with lime mortar, restoring existing verandahs posts or fence posts and panels or repairing stone work and plaster work, underpinning small areas and damp proofing, general maintenance of heritage gardens. Some gardening works might require a Development Application (e.g. pruning of exotic and indigenous species).	application is required, e.g. reinstatement of a bullnose verandah. Where a garden forms part of the significance of a property or has been identified as contributory to the values of a heritage item, consent will be required from Council.
Internal alterations	In general, non-structural internal alterations of items located within a conservation area do not need the consent of Council, unless where an items interior is listed as significant. However, you will need to lodge a Development Application with Council for any internal works which involve structural changes or for a locally listed heritage item.	For the modification of any significant, intact interiors or for those buildings identified on the State Heritage Register, a Development Application is required to be submitted to Council. Applications proposing changes to State Heritage Items will also be assessed under s60 the *Heritage Act 1977* unless the proposed scope is exempt under section 57(1) and (2) of the *Heritage Act 1977*.
Erection of minor outbuildings or detached structures	Minor outbuildings and detached structures, such as cabanas, cubby houses, garden sheds, gazebos and greenhouses may be permissible without the consent of Council only where they are not visible from the street, or a public place and they do not affect the heritage significance of the building including its garden spaces and curtilage.	*State Environmental Planning Policy (Exempt and Complying Codes) 2008* may apply in some instances. Heritage minor work should be submitted for minor alterations of existing structures. A development consent might be required for larger scopes such additions of new carport or garages.
Demolition or erection of rear or side fences or walls	The demolition or erection of fences or walls located behind the front setback of the main building, generally does not require the consent of Council. Elements that contribute to the significance of the items might require consent from Council or a heritage minor work application.	Any proposed changes to old masonry walls and fences which form an important part of the property and which contribute to its heritage significance, will require the consent of Council.

7.3 CONSERVATION INCENTIVES

Satisfying a high standard of maintenance on heritage items may not be as easily attainable under the prescribed controls, particularly due to the individual nature and style of each heritage item.

The City acknowledges that heritage properties may require sympathetic repairs, environmental improvements and/or minor works to maintain values of the heritage item or Heritage Conservation

Area. These controls offer incentives to restore and maintain heritage items and flexibility to encourage high quality works/development that conserve the individuality of the heritage item.

To ensure appropriate management of any works, certain projects may be eligible for funding by Council or Heritage NSW and the Heritage Council of NSW for conservation work. This may include maintenance work or reinstatement of missing original features such as fences, verandahs and decorative details to improve the heritage value of a property.

For further information visit Council's Local Heritage fund.

Objectives

O.01 Provide incentives for restoration and maintenance of heritage items, or items located within a conservation area which contain elements capable to demonstrate a contribution to the character and significance of the subject area.

O.02 Ensure variations to development controls for a proposed development involving a heritage item do not affect the heritage significance and the values of the heritage item or heritage conservation area.

Controls

C.01 When considering a Development Application for works involving a heritage item, Council may consider variations to development controls contained within this development control plan, provided the Council is satisfied that:

- The proposed development complies with all of the heritage design controls contained within this development control plan.;
- The proposed development will not adversely affect the heritage significance of the heritage item or its setting.;
- The proposed development will involve a complete and full restoration of the heritage item, if deemed necessary by Council.;
- The proposed development will not adversely affect the amenity of the surrounding area.;
- The proposed development is necessary on economic grounds due to costs involved in the conservation and on-going maintenance costs.

C.02 A Conservation Management Plan may be required to be prepared and submitted with the Development Application, and in accordance with clause 5.10(6) of the *Parramatta LEP 2023*.

C.03 A Statement of Heritage Impact is required to be prepared and submitted with the Development Application and with a heritage minor work application that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

C.04 An Economic Assessment may be required to be prepared and submitted with the Development Application.

7.4 GENERAL PROVISIONS

The City offers a significant amount of heritage and cultural landscapes. It is important to ensure that any development both on or near a heritage item or within a heritage conservation area is carefully considered. The provisions outlined in this section guide development to ensure that the City's existing rich heritage and culture heritage is respected and appropriately managed.

For further guidance on terms used throughout this Section, please refer to the glossary.

This Section of the DCP should be read in conjunction with the additional provisions that apply to Heritage Conservation Areas (HCAs) as outlined in Section 7.10 of this DCP.

Objectives

O.01 Ensure the appropriate management of heritage in the City.

O.02 Retention and reinforcement of the attributes that contribute to the heritage significance of items, areas and their settings.

O.03 Ensure development is compatible with the significance and character of the area so that the new work does not detract from the historic buildings and their amenity to/or from the streetscape.

Scale

O.04 The scale and bulk of any new work is the most important issue to get right. In the case of infill work in a conservation area, the scale of the new building needs to be similar to those surrounding it. In the case of renovations and extensions, the new work should not overwhelm the original building, and would almost certainly need to be no larger in size than the original building.

Sitting

O.05 In the case of infill work in a conservation area, the new building needs to have a similar orientation on the block and similar setbacks as those around. In the case of renovations and extensions, new work is best located to the rear or possibly the side of the building in order to minimise changes to the appearance of the building from the street.

Architectural Form

O.06 The basic architectural form of any new work needs to respect that which exists. Issues to consider include the pitch and form of the roof, and the size, proportion and location of windows and doors.

Architectural Detailing

O.07 Applicants need to be aware of the particular era and architectural style of the building or buildings, and make sure that any proposed changes respect this. For example, it is not appropriate to mix Victorian features with say California Bungalow and overuse of historical architectural details on new work should be avoided.

Materials and Finishes

O.08 New materials need not always match the existing exactly but need to be compatible, with consideration being given to the colour, texture, and type of materials and finishes.

Use

O.09 The best use for a building is usually the one for which it was built. Where this is not possible, a use which requires minimal alterations will be more compatible.

Original Fabric

O.10 It is important to minimise alterations to the original fabric. Where possible, it is preferable to repair rather than replace individual elements such as windows and doors.

The Aging Process

O.11 The 'patina' of age on a building adds much to its character and significance. A worn step, for example, demonstrates the many years of feet crossing a threshold. Such features add to the uniqueness and character of the place and should be retained.

Curtilage

O.12 The majority of built heritage items in the City are listed with their curtilage contained within the lot boundary containing the item. In some cases, there is a reduced curtilage where the significance of the item and its interpretation is not dependant on having a large curtilage extending to the lot boundary. In such cases it is necessary to identify a curtilage that enables the heritage significance of the item to be retained. It is also possible that there will be an expanded curtilage for some items where the curtilage is greater than the property boundary. An expanded curtilage may be required to protect the landscape setting or visual catchment of an item. For example, the significance of some properties includes a visual link between the property itself and a river or topographical feature.

Siting

O.13 An infill building adjacent to a heritage item should not precisely imitate its neighbour but use recognisable tools such as massing, scale, setback and orientation, details and materials, roof forms and coursing lines to complement adjacent heritage items.

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Controls

Landform - / - Natural characteristics

C.01 Maintain the natural landform and character of the area: avoid any cut and fill to land when constructing an addition, a new building and improving landscaping grounds. Refer to Figure 7.4.1.



Figure 7.4.1 – Landform/Natural Characteristics

Subdivision Pattern

C.02 Maintain the historical pattern of subdivision.

C.03 Where development is proposed that adjoins a heritage item identified in the *Parramatta LEP 2023*, the building height and setbacks must have regard to and respect the value of that heritage item and its setting.

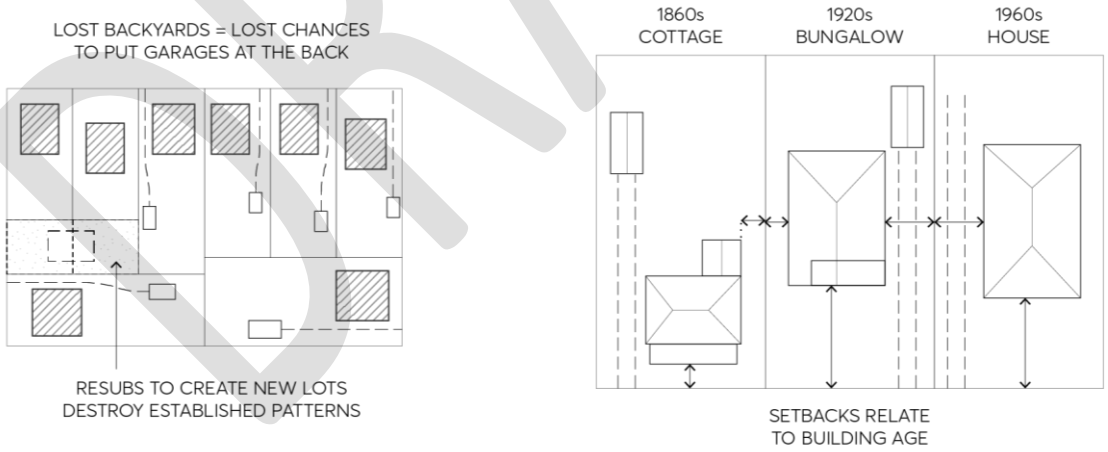


Figure 7.4.2 – Subdivision patterns

C.04 Adequate open space areas around the heritage item should be retained to facilitate its ongoing use or allow for flexible adaptive reuse in a manner compatible with its history and heritage significance.

C.05 Subdivision should minimise interference with the visual setting of the heritage item the lot containing the heritage item should have sufficient curtilage to provide a visual setting that is proportional to the size and design of the building.

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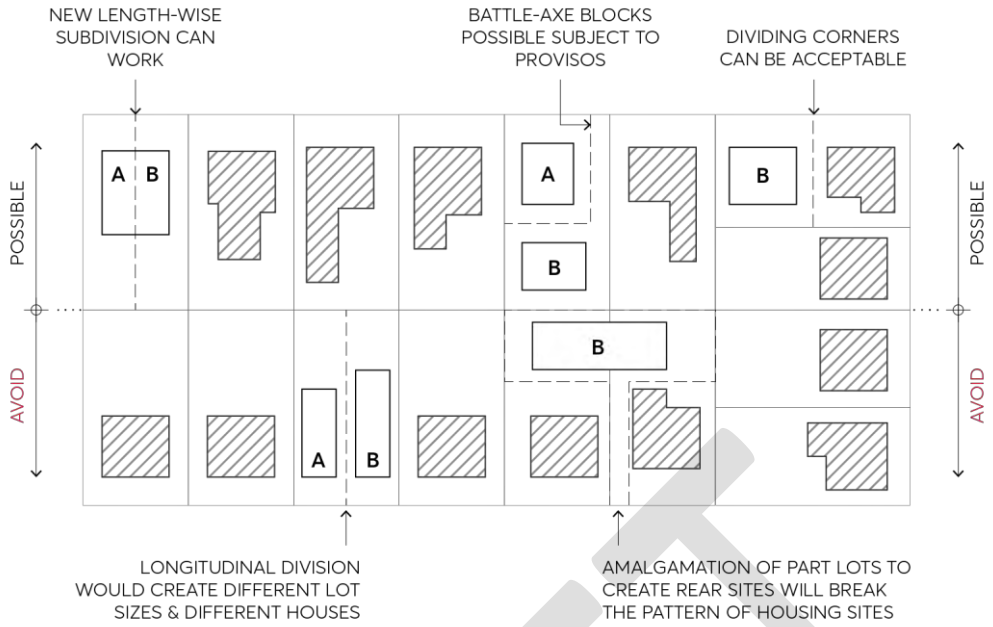


Figure 7.4.3 – New subdivision, battle-axe and amalgamation of lots

Existing Buildings

C.06 Retain all buildings and ancillary structures that explain the history of the area and contribute to its significance.

C.07 Avoid re-roofing the main body of the building except:

- to match the original materials, or
- where re-roofed in non-original fabric such as modern corrugated metal roofing.

C.08 New technologies and additions (such as an array of solar panels, satellite dishes, etc.) on heritage listed items and properties located within heritage conservation areas that are visible from the public domain are generally not supported.

Alterations and Additions

C.09 Before any changes are made to a building, consideration should be given to whether increasing the bulk will adversely impact its heritage significance and public domain appearance. Additions to small buildings could easily overwhelm the heritage character while occupy significant portions of the garden and open spaces. Garden space is required for private outdoor living areas. Private and open space is a distinctive characteristic in many conservation areas that retains the historic pattern of subdivision and preserves the setting for each house.

C.10 Any alterations and additions must be consistent with the scale, form and materials used in the existing building so as not to detract from its visual importance to the area while enhancing the area's visual consistency with the amenities. Materials selection should be sympathetic to the existing house, or otherwise lighter weight materials such as painted timber, fibro, iron or timber cladding could be adopted.

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C.11 Generally, modest additions work best in heritage sensitive contexts. Modest and proportionated additions can be designed as wings or pavilions connected by a "link" structure to complement the existing building. Refer to Figure 7.4.4.

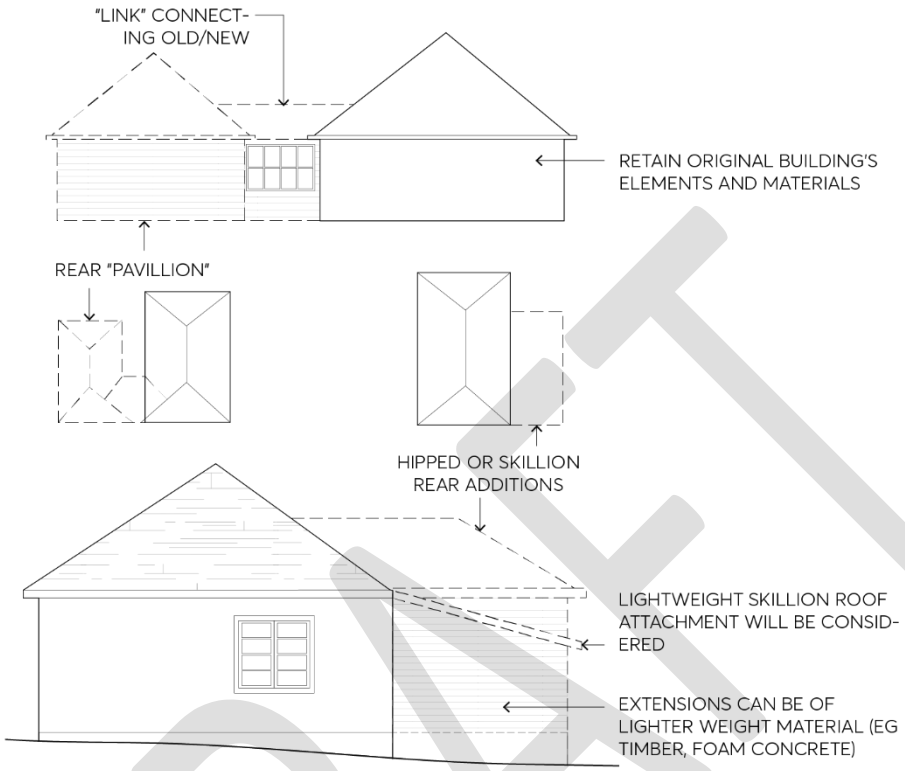


Figure 7.4.4 – Additions

C.12 All the proposed additions must be located at the rear of the property, never at the front or on the side of existing retained items. Additions should be linked to the original main part of the existing building by way of pavilions or skillions at the back of the house. Refer to Figure 7.4.4 and Figure 7.4.5.

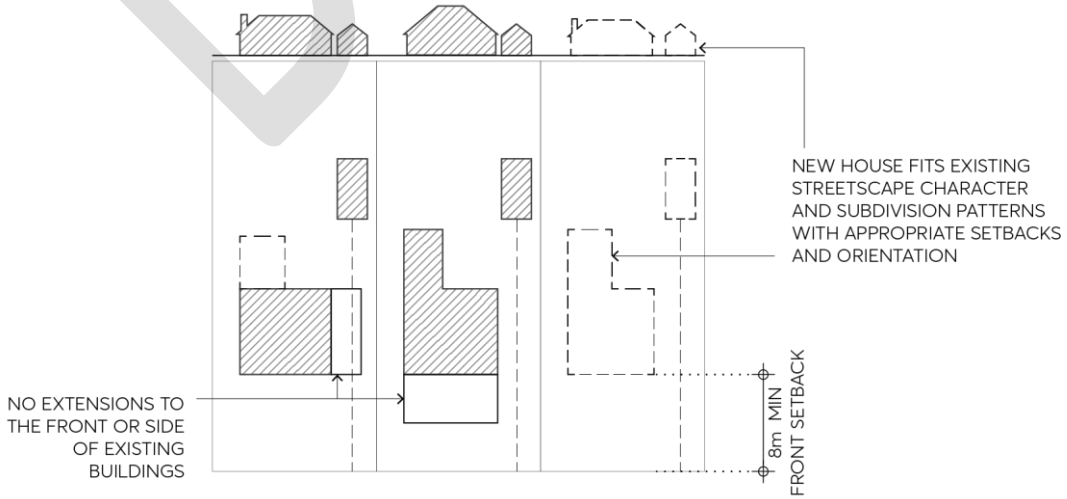


Figure 7.4.5 – Alterations and additions

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C.13 Additions should not be designed to appear higher than the ridgeline of the existing buildings and to complement the existing roof form. The main body of the building should be retained, restored, and kept in good condition to extend its life and use of materials.

C.14 In general, where an extension is proposed to a single storey dwelling the extension should also be designed as single storey, unless flooding concerns would be identified and the proposed development must comply with the flooding requirements of this DCP.

C.15 Where an upper storey extension is proposed to a single storey heritage item, the extension should be contained within the roof form. This may mean constructing an addition that has a minimum ceiling height (compliant with Building Code of Australia requirements) on the ground floor or an attic-style pitched ceiling on the first floor. Where this is not possible to achieve compliance, the extension should be located to the rear of the property and incorporate a transition from the single storey scale of the original house (at the front) to the two-storey scale of the new structure at the rear. This transitional form may be conceived as a building form (such as roofs that step up progressively) or may be a space or void which helps to separate the two height forms. Refer to Figure 7.4.6.



Figure 7.4.6 – Upper storey additions and attics

C.16 Rear second storey additions should use recessive colours and should not visually dominate the side and front elevations of the existing retained building.

C.17 Any proposed roof extensions should be carefully designed to ensure that its form is compatible with the original building. Roofs which are part of additions should be consistent with the existing roof in terms of its form, pitch, eaves and ridge height and should be designed in high quality and standards with proportion, symmetry and alignments sympathetic to the existing buildings. Refer to Figure 7.4.7.

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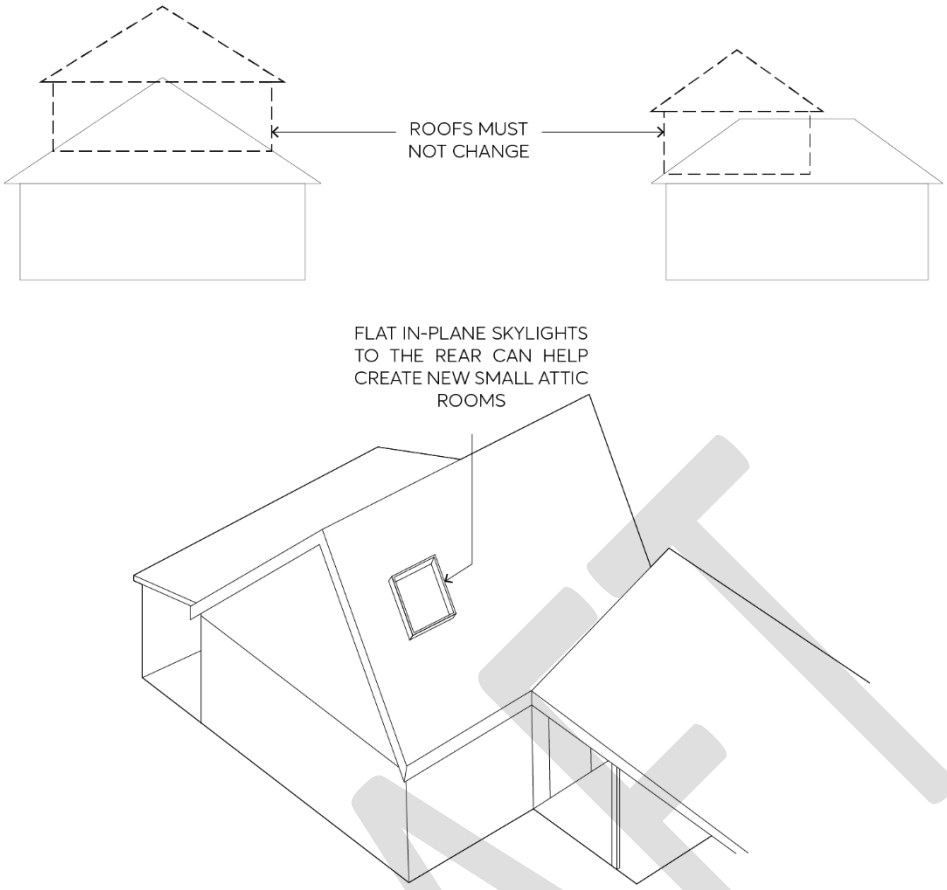


Figure 7.4.7 – Roof alterations and additions

Note: Skylights are less visible than dormer windows. Their heritage impacts are less invasive and could better support light access to attic rooms.

C.18 The treatment of design elements, such as verandah posts details, new doors or windows, on new extensions to heritage items should be consistent with those of the original building. It is inappropriate to use a simpler version of the design details used in the original building so that the new additions are in keeping with, and still able to be differentiated, from the original structure.

C.19 Council does not generally support demolition of heritage items. Poor structural condition or costs associated with restoration and conservation works are not sufficient justifications. Demolition by neglect is also a serious issue and a concern for Council, the poor conditions could affect not only the subject site liveability but also the safety and liveability of the nearby properties. Unkempt items negatively impact the character of the conservation area, as well as the context and view surrounding heritage items.

C.20 Servicing, fire safety or Building Code of Australia compliance upgrades for a new use should not impact on the heritage significance of the item. Refer to Fire and Heritage Guidelines 2021 by the Heritage Council of NSW.

C.21 Unsympathetic elements should be removed when the opportunity arises, especially where substantial changes are proposed to a heritage item and the reversal will assist an improved heritage outcome.

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C.22 Alterations and additions to a retained contributory or heritage items should be designed in scale, generally smaller and with suitable length and width to complement and not obstruct views between the existing buildings.

C.23 Changes to the interior and original layout which contribute to the significance of the existing buildings should be minimal so that the evolution of the building remains recognisable. Development should retain significant interior elements, i.e. wall nibs, decorative ceilings and cornices, fireplaces and chimneys, lead light windows and timber and architraves, and the like.

C.24 Rendering or painting original face brick is not supported. Conservation works should re-establish building's integrity by brick pointing the existing bricks with lime mortar. If historic evidence are in support, tuck-pointing the mortar joints of brickworks assists with protecting the structure from water damage. Stone and marble elements, if present in the building façade, must be treated as required. Original rendering is to be retained and/or consolidated with like for like materials.

New Buildings

C.25 New developments on a site that is individually heritage listed, in a heritage conservation area, or is located in the vicinity of a heritage listed item or heritage significant area is to be designed and constructed in a manner that does not detract from the historic significance of that item or the area. Refer to Figure 7.4.5.

C.26 Applicants should concentrate on suitable design solutions that would adequately address the height, siting, shape and materials sympathetically to blend the new buildings with its heritage or significant context without pursuing imitation of period details. Design in context considerations include:

- the proposed heights of the new building compared to those nearby – the new building should be no higher than the majority of the buildings in its vicinity;
- the proposed setbacks of the new building from the street and from its side and rear boundaries compared to its neighbours on either side;
- whether the proposed building's massing and features has a similar shape of the other buildings in its vicinity – in a street with hipped or gable roofs, in a street of commercial buildings, a parapet roof form might help the new building fit better within its neighbourhood; and
- whether the proposed building materials will complement those material used nearby - most houses in the City are of brick or weatherboard so bagged and painted brick walls might not be suitable for proposed new buildings within the same district.

C.27 In some areas including conservation area and special character areas the pattern of development is an important element which plays a role in the history and heritage significance of the place. New development which would alter this distinctive pattern of development is unlikely to be supported, even if the proposed development is designed low and not visible from the street.

C.28 In areas where the lots pattern of development is not part of the heritage significance of the place, new buildings at the rear of old buildings might be considered if the proposal is designed

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and sited successfully to not disrupt the streetscape, affect the setting of the heritage item or undermine the amenity of the area.

C.29 The important design principles to consider when designing a new building in a heritage sensitive context are:

- Repeat the same size of driveways and pattern of openings.
- Avoid large, impermeable paved areas.
- Keep new buildings bulk low so it can be screened by the existing building, and supplemented by existing or new trees to mitigate its visual prominence.
- Consider new planting in suitable locations adjacent to driveways to help screen views between buildings.
- Adequately position the building to achieve a better relationship between old and new buildings.
- Site new building to minimise adversely impacting sunlight and views enjoyed by neighbours.
- Consider all site potential and constraints, such as archaeological deposits that might exist within the site.
- Avoid introducing new large buildings that cannot be screened and which would overwhelm old buildings and detract from their setting.

Refer to Figure 7.4.8.

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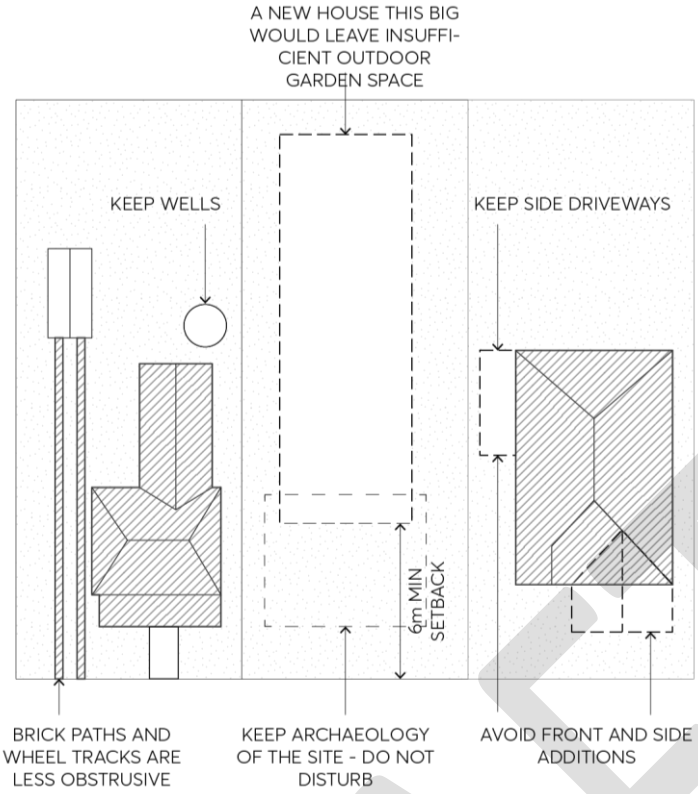


Figure 7.4.8 – New additions to be considerate of site's heritage context, including archaeology (Aboriginal and European).

C.30 Buildings with wall heights below 9m can be screened by trees and this helps new and old blend better together.

C.31 New buildings need to conform to existing subdivision patterns.

C.32 Buildings which cut across lots or cover a large amalgamated lot will be at odds with the regular subdivision pattern in conservation areas. Such outcomes will be obvious from the street and will most likely not be supported by Council.

C.33 New development near a heritage item needs to be carefully designed to not compete with it. The new building must align with the character of the surrounding neighbourhood, allowing the heritage item to preserve its visual and spatial curtilage.

C.34 A new building in heritage context needs to follow or establish the same front and side setbacks as the existing adjoining buildings. If the neighbour items are heritage listed or contributory to the streetscape, the new building should be of a similar scale and built form and utilise sympathetic materials which fit in with those already in the street.

C.35 Large openings such as glass windows or glazed walls are not appropriate in a heritage context.

Garages, carports and other ancillary buildings

C.36 Unless otherwise stated in other sections of this DCP, all new carports, garages and other ancillary buildings (such as sheds) should complement heritage listed buildings and conservation areas by complying with the following controls.

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C.37 All new ancillary buildings including garages and carports must be detached from the main building and located in the rear yard so as not to disturb the streetscape or compete with the appearance of the house. Where it is not possible to locate the building at the rear of the property, they should be located at the side of the house and setback at least 1m from the front the building line (wall of the house, not the verandah) so it does not become a feature in the streetscape. Refer to Figure 7.4.9. Where there is no room to build a garage or carport behind or beside the house, a simple paved standing area at the front is better than a carport or garage.

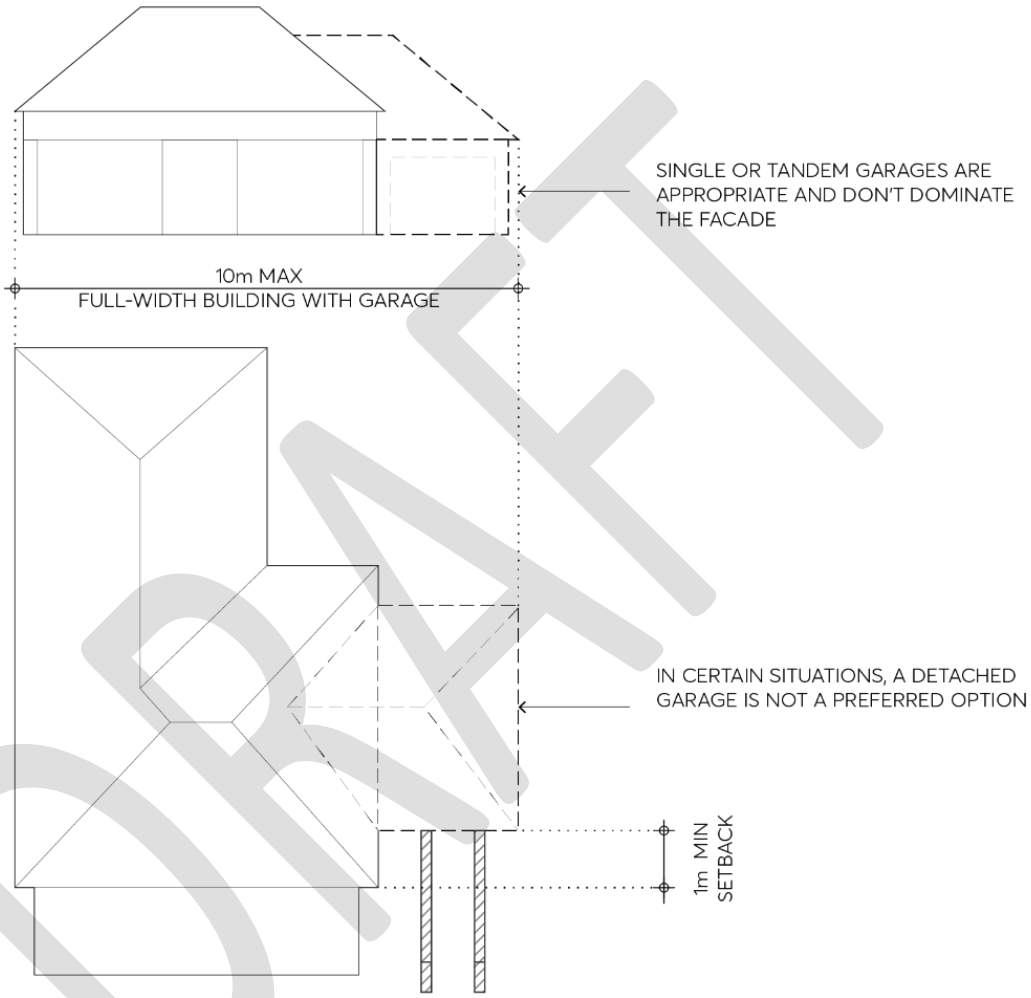


Figure 7.4.9 – Alternate garage scenario where a detached addition is not possible

C.38 Carports and garages should be designed as simple, useful structures to shelter the car. It is important to reduce the scale and bulk of the roof form so that the garage does not compete with the house character. A single car garage is more appropriate than a double size garage, however a tandem option might be considered if suitable for the site. The materials, colours, and door type of the garage structure should fit with the character of the area. Decorative details should be avoided.

C.39 Ancillary buildings including driveways and carports should be designed as secondary utility buildings with no inclusion of unnecessary architectural details such as repurposing period decorative features.

C.40 Ancillary buildings should be constructed of lightweight materials such as timber or metal.

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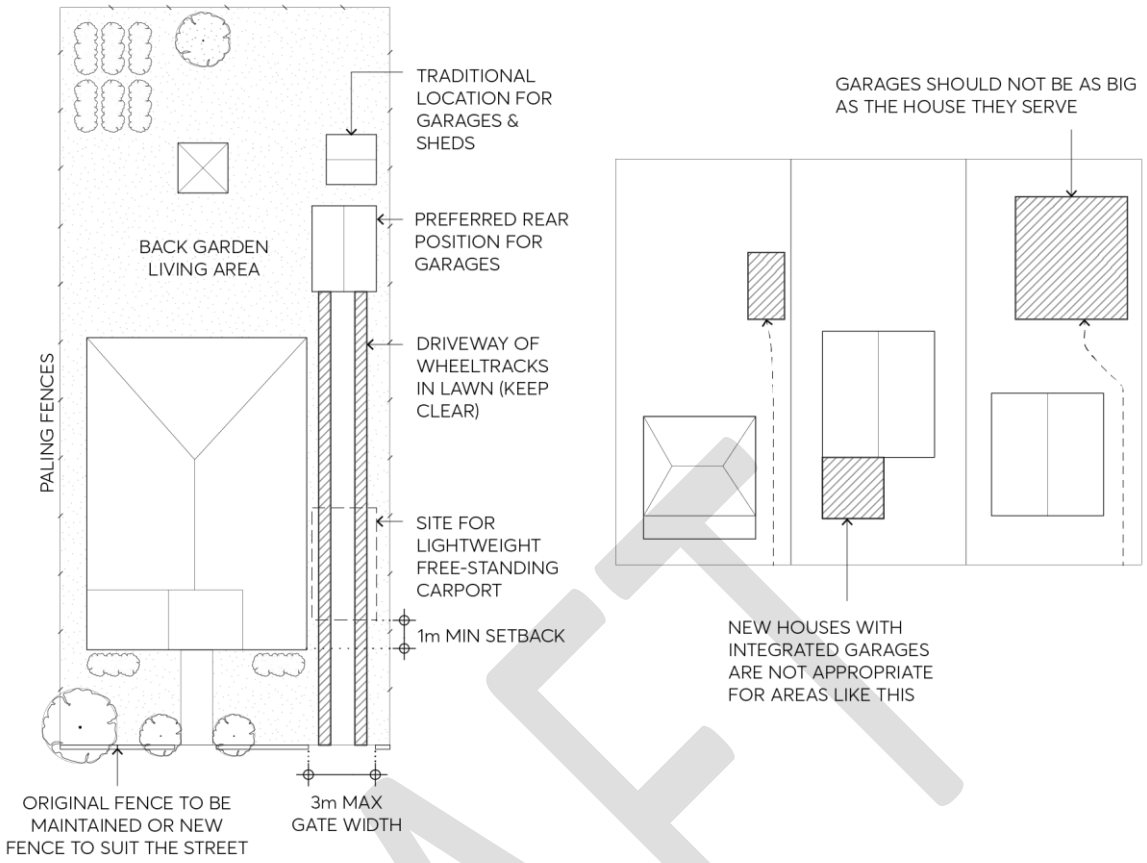


Figure 7.4.10 – Siting of garages, carports, and other ancillary buildings within existing patterns and new subdivisions

Driveways

C.41 Driveways should be constructed of a non-obtrusive material such as concrete, bitumen, gravel, or common or dark bricks.

C.42 Two wheel tracks with planting (e.g. lawn) in between are preferable to a full-width driveway.

C.43 Driveways are to be no greater than the width needed for a single vehicle and any necessary turning space.

C.44 Existing sandstone kerbs are considered highly significant and part of the street character and/or complement the siting of heritage listed sites. These road features and elements, including guttering and stone kerbs, are often impacted by public domain or development works.

- Original and well-preserved sandstone elements should be retained and protected, especially if a large section is still visible and intact. Where only small sections are remaining in situ or when it is not possible to reinstate a consistent portion of these sandstone features, a salvaging procedure should allow its re-use on site or elsewhere.

- Avoid changes to existing stone kerbs and gutters in areas that are not required. If repairs are needed, maintain and restore (where they remain beneath the bitumen) or reuse the sandstone for both kerbs and gutters.

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- Reuse of significant sandstone kerbing must always be considered in the upgrading and cut existing stone to install new stormwater kerb's outlet connection. As part of the proposed upgrading works, it is recommended that adverse impacts on the existing adjoining kerb stones and gutters (i.e. the stones get disconnected from its bed), is mitigated with a cautious approach. This means changing as much as necessary but as little as possible, with surrounding areas repaired using suitable materials (such as lime mortar).

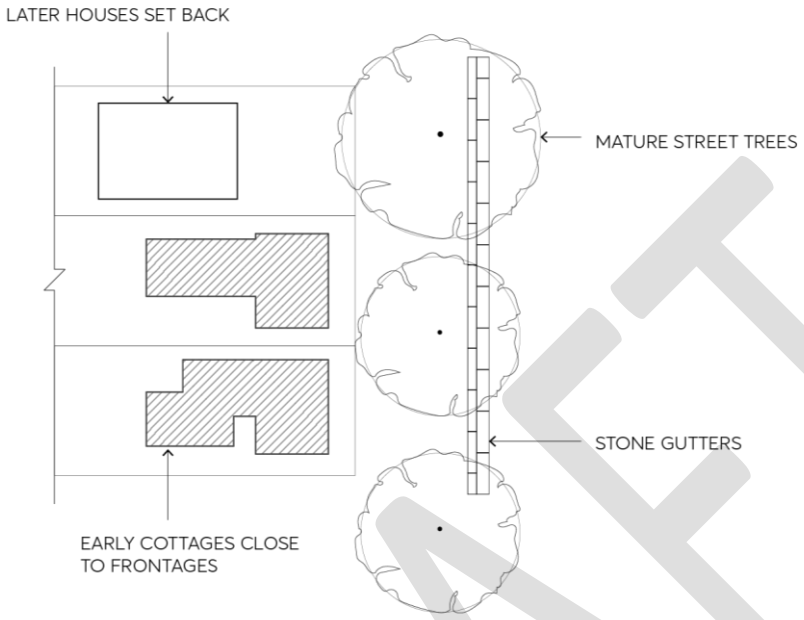


Figure 7.4.11 – Stone kerbs

Fences

C.45 Keep all existing fences that are original and or contemporary with the building type, and which visually contribute to an understanding of the history of the development of the area.

- An early fence should be regularly maintained, repaired, and kept where possible.
- If the fence level of decay is beyond repair, it should be replaced in its original form with like for like materials, technology, and colours. Fences are also typically associated with the building's period style and, in conservation areas and heritage items, might represent a distinctive character which enhance the heritage significance.

C.46 For all front boundaries where there is no existing front fence or the existing fence is a later addition and not contemporary with the house, a new low fence could be constructed.

- Materials used for the proposed fences should be similar to those of the building in the locality or those for which there is historical evidence in support of the proposed design.
- Fences on nearby similar buildings or old neighbourhood photographs will indicate how an early fence would have looked; the right period style of fence to suit the age, materials and social standing of house may also be identified from Figure 7.4.12 and books in the local library.

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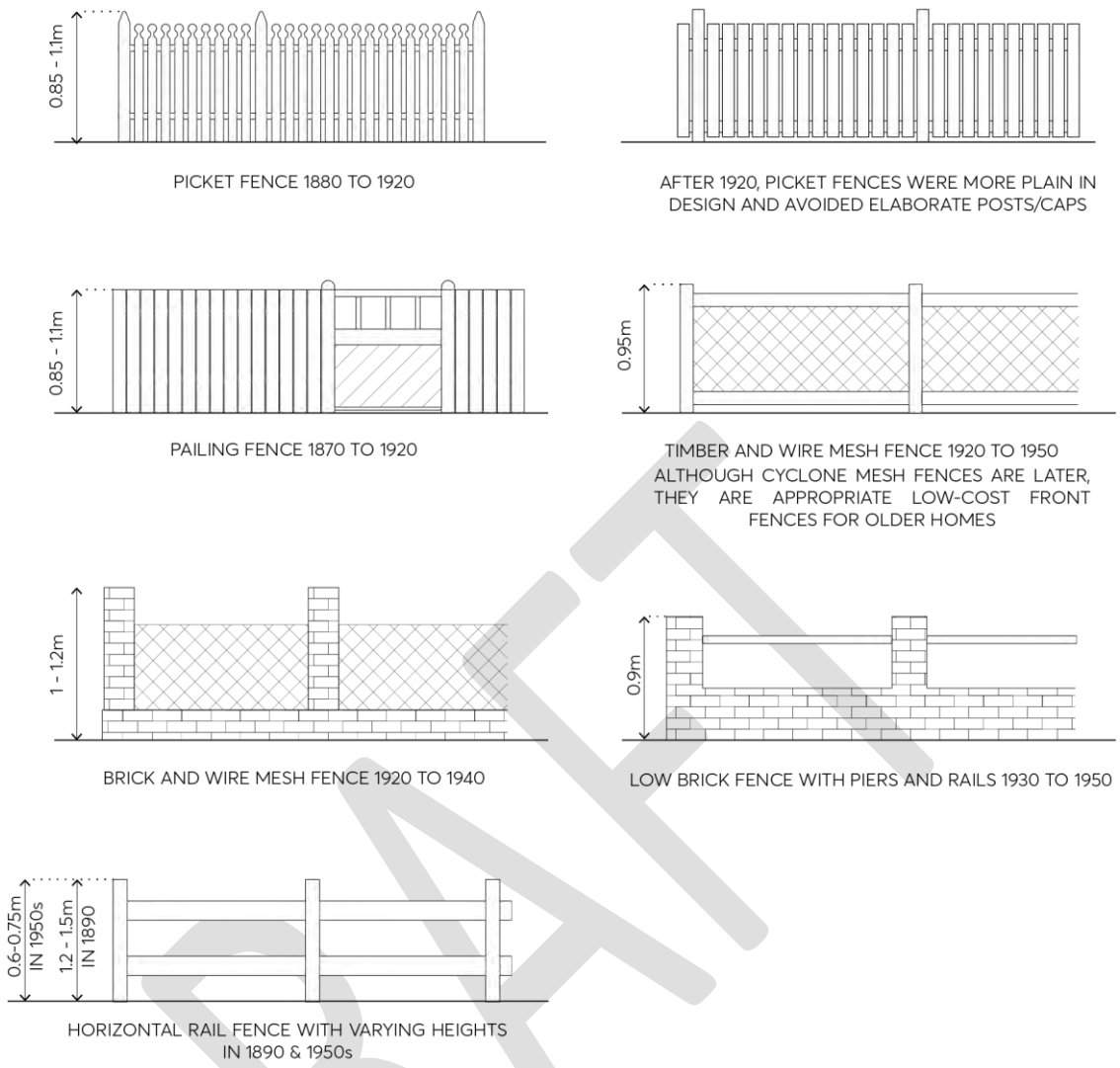


Figure 7.4.12 – Typical and most common built fences

Note: Applicants are encouraged to engage with external professional heritage consultants to seek advice on the most suitable design solution for their specific development.

C.47 Keep street amenity by continued use of low front fences which allow each garden to be viewed from the street. Fences greater than 1.2 metres in height should be avoided.

C.48 Encourage retention and use of timber paling fences to side and back boundaries and replacement, where necessary, with fences of similar height and materials. Side and back boundary fences of modern metal clad fencing systems such as Ceolorbond are not permitted and must be avoided as they are detracting and not appropriate to heritage items or to the streetscape of the conservation areas.

C.49 Front fence and openings for cars access must not exceed 3m in width and not disrupt the visual continuity of an existing fence along the streetscape with no more than a single opening per allotment.

C.50 New fences should match as closely as possible to the original fencing, and should complement the period and style of the building as indicated in Figure 7.4.12. If the original fence type is not

known, it should specifically relate to the architectural style, character and period of the existing heritage building with respect to design, materials, colour, and height.

C.51 Mechanical and automated opening mechanisms for existing gates are not supported.

General Maintenance

C.52 Regular maintenance of heritage buildings is essential for their conservation and protection. Buildings should be kept structurally sound, habitable and weather proofed. Landscaped areas must also be maintained within the site to facilitate the ongoing maintenance of the buildings. Refer to the Maintenance Series by Heritage NSW as the principal resource for technical information on conservation and maintenance works in heritage buildings.

Maintenance of Roof

Roofs protect buildings from the weather. They must be kept waterproof and in good functional condition with adequate level of services, maintenance and repair to all its component including gutters and downpipes. The shape, guttering, and cladding of the roof are also an important part of its streetscape presentation. Lack of repair accelerate the decay of the roofing and its structural and physical capability to protect the building and its amenities.

C.53 The original shape of the roof should not be changed or altered. Suitable alteration could be considered where the original roof fabric is respected and the proposal aligns with the general controls.

C.54 The original roof cladding of a building (slate, shingle, tiles or corrugated metal) should not be changed if it is in good repair conditions.

C.55 Any necessary repairs should be matched like for like with the original cladding – e.g. terracotta tiles with same or similar commercially available terracotta tiles, corrugated metal roof with identical or similar commercially available metal cladding, Welsh tone slate with a similar material slate of a similar grade.

If repairs of an existing roof is not achievable due to material costs or scarce availability of materials (e.g. slates or flat tiles) repairs should be made so that the original material is salvaged and reused for the most visible areas. A similar material is to be used in the portions or areas of the roof that is not directly visible from the public domain.

C.56 Chimneys must not be removed as it is part of a house. Existing chimneys and fireplace could be converted and used in conjunction with installation of a gas fireplace. Restoration and conservation of dismissed chimneys could represent an opportunity for a better and sustainable heritage outcome.

C.57 Details and specially shaped gutters are important to the street appearance of historic houses and might require advicse from a heritage consultant on the supply or fabrication of those specific elements.

Maintenance of Walls

C.58 Timber walls and existing cladding is best maintained with regular painting. The colour scheme for a house should be appropriate to its age, context, and location.

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The style and historic colour scheme could be identified with paint scrapes to inform decisions about repainting or to find evidence of original or earlier colour schemes. Refer to heritage guidelines and publications on the Heritage NSW website. Applicants are encouraged to engage with a professional heritage consultant to seek advice on the most suitable solution for their specific development.

C.59 Face brickwork or stone should not be painted. Cleaning, repointing, and tuck-pointing are common conservation practices that would preserve and enhance the heritage fabric.

C.60 There are several techniques to restore original brickworks. Sandblasting to remove paint from brick or stone is extremely dangerous for old buildings; it could remove both paint and the outer skin of the brick, exposing it to weathering and changing its appearance. Only careful chemical treatment should be used to remove paint. Expensive treatment could be prohibitive, and it is sometimes preferable to keep existing painting of the brick walls.

Maintenance of Doors and Windows

C.61 Original doors and windows should be kept. They are valuable and an important part of the historic appearance of a house or shop. Regular maintenance including treatment of the timber elements, repairs, and painting are necessary and are the most effective way to maintain and protect doors and windows' structural and visual integrity.

C.62 If the original doors or windows have been lost, those should be replaced with the correct size and type for the age and style of the house or shop. Nearby or adjoining heritage houses or shops could retain original and significant features that could inform the appropriate size and type of the new doors or windows.

Landscaping and Gardens

C.63 Heritage houses (including houses in heritage conservation areas) in residential use require at least 50% of the site to be used as garden space, in keeping with traditional lot use and typical ratio of built and open space. Lots over 700m^2 may require 60% of the site to be used as landscaping and garden space and retained between front, rear and side area.

C.64 Heritage listed gardens or significant landscape should retain layouts and primary features and structures, including native or indigenous species or exotic species such as mature trees, gardens shrubs, outbuildings, fences, stonework, pathways and the like.

C.65 Trees and garden elements which contribute to the significance of a heritage listed item should be retained, maintained, and conserved for their important relationship with the dwelling and the biodiversity values within its greater context.

C.66 Established gardens within the curtilage of a heritage listed item should be retained and new designed elements including planting should complement the period and style of the item. Historical value could be documented in archival documentation, period photographs, or aerial images that often confirm the long existence of such features.

C.67 Alterations and additions should be located to avoid adverse impacts on significant trees and garden areas. Consistent and generous deep soil and tree planting are to be considered with any alteration and additions of existing sites.

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C.68 The removal of existing exotic, native, or indigenous trees that are identified as heritage items or are within the curtilage of heritage items should be avoided unless the tree is:

- deceased, dying, or dangerous, and
- is not required as the habitat of native animals.

Refer to Part 5 – Environmental Management of this DCP for tree and vegetation preservation controls.

C.69 Site works, including driveways, should be located and designed to avoid damage to significant trees. A Tree Protection Zone (TPZ) should be established with any work occurring in proximity of those areas.

Connectivity of large street trees with adjoining or nearby remnant groups should be protected.

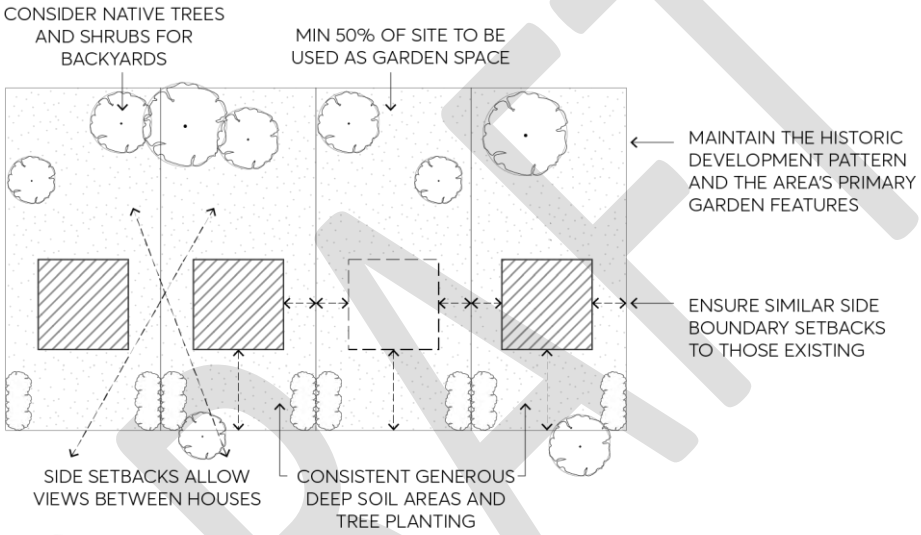


Figure 7.4.13 – Landscaping and gardens

Civic, Commercial Development and Adaptive Reuse

C.70 Retention of the original streetscape facades is required, with extensions or redevelopment to be located to the rear of the property.

C.71 Development should be compatible with the existing height, scale, massing, detailing, setbacks and orientation of existing development within the streetscape. New extensions should be recessive to the original buildings.

C.72 Colours and materials should be carefully selected so that they do not visually dominate, or overly contrast with that of the existing heritage item. New development such as new infill shall utilise compatible colour schemes and materials in keeping with the original building.

C.73 For development involving churches or schools, the removal of more recent structures may be considered acceptable where it is demonstrated that they are not critical to the heritage significance of the property. The proposed new addition should preserve the values, consistency, and visual connection of the buildings in a compatible and suitable manner.

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C.74 New development should be located to the side or rear of the heritage item and the original building should visually dominate.

C.75 Development should not impact upon the sight lines from public areas to the original building.

C.76 Development should minimise any changes to the significant fabric of the building and, in particular, its relationship to the streetscape appearance of the heritage item.

C.77 Signage, lighting, materials, and colours used should be unobtrusive and compatible with the overall style and design of the building and in accordance with Section 7.9 – Signs on Heritage Buildings and Heritage Conservation Areas of this DCP.

C.78 Infilling or enclosing of original verandahs is generally not supported.

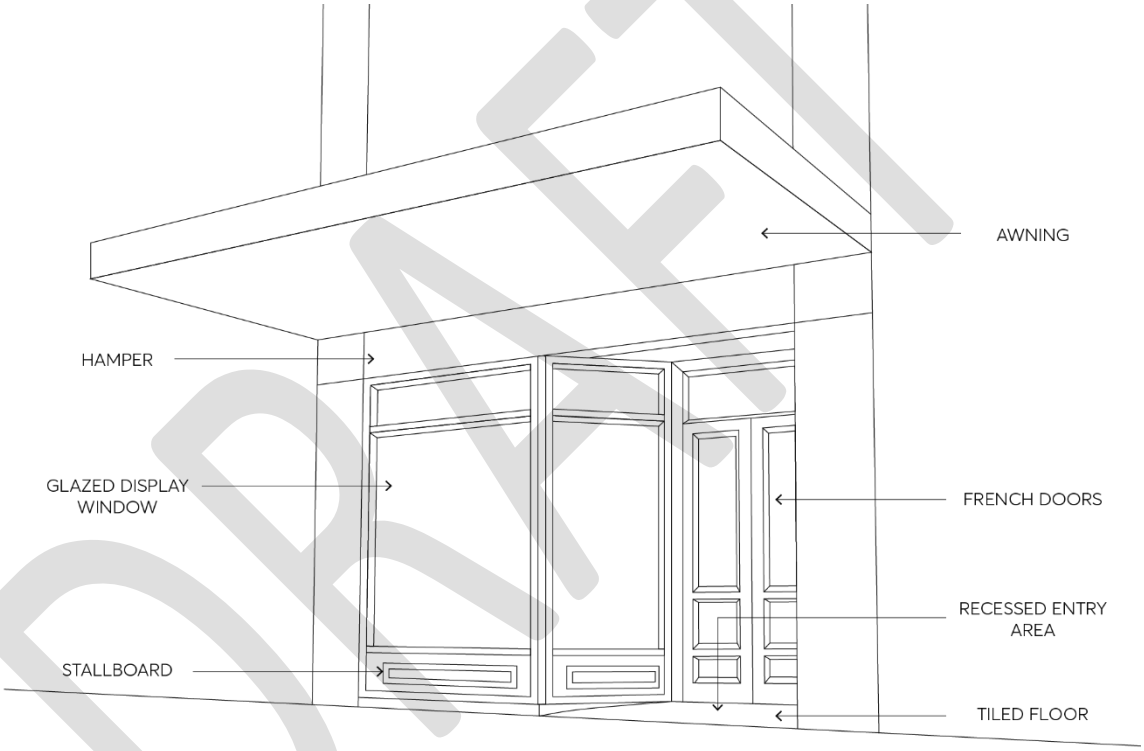


Figure 7.4.14 – Elements of a traditional early 20th century shop fronts

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7.5 DEVELOPMENT IN THE VICINITY OF HERITAGE

The setting of a heritage item or heritage conservation area often extends beyond current property boundaries, and can be influenced by historic subdivision patterns, topography, vegetation, and views to and from the heritage item or heritage conservation area. It is important to understand the relationship of a heritage item, or heritage conservation area, to adjoining land. Relevant factors include:

- Is the site within historic property boundaries of the heritage item;
- Could development on the site affect views to or from the heritage item or heritage conservation area;
- Could development on the site change the visual backdrop of the heritage item or heritage conservation area;
- Is the heritage item or heritage conservation area physically separate from the development site by a road, gully or escapement, creek or similar; and
- Are there any trees or ~~remanent~~ remnant features on the development site that may have had an association with the heritage item.

This Section applies to land that is adjoining, or across the road from a heritage item or a heritage conservation area (HCA).

Objectives

O.01 Ensure that new work is sympathetic to the heritage significance of nearby heritage items, or adjoining heritage conservation area, and their settings.

Controls

Development in the Vicinity of Heritage Items

C.01 Design and sit~~t~~ing of new work should complement the form, orientation, scale, and style of the heritage item.

C.02 Adequate space should be provided around the heritage item to allow for its interpretation.

C.03 Development should maintain significant or historic public domain view to and from the heritage item.

C.04 Original or significant landscape features that are associated with the heritage item and which contribute to its setting should be retained.

Development in the Vicinity of Heritage Conservation Areas

C.05 Development in the vicinity must respect the curtilage and setting of the HCA and protect views into and from the HCA.



Figure 7.5.1 – Properties in the vicinity of a heritage item

C.06 Development is to be sympathetic to the primary characteristics and heritage values of the HCA with regards to proposed:

a) Context, including backdrop to places in the HCA;

b) Bulk, height alignment form and roofline of new development;

c) Proportions such as windows and door openings (number and location) and balconies;

d) Interface façade materials, treatments and palette;

e) Compatible fencing and screening.

C.07 Development Applications for multi-unit developments adjacent to HCAs must include a construction impact report demonstrating that the construction process will not detrimentally or indirectly adversely impact places in the HCA at the time of construction or over time.

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7.6 SOLAR ENERGY SYSTEMS

The City encourages the sensitive installation of solar energy systems (Solar panels and equipment) on heritage items and within conservation areas as long the proposal protects heritage values and maintains the integrity, the significance, and the character of the area. Solar energy systems can include solar panels and related equipment~~'s~~.

Generally Solar Energy System installation does not qualify for an exemption, heritage minor works (HMW) application is recommended, the improvements does not qualify for a local heritage fund (LHF) application.

This Section should be read in conjunction with Appendix 3 of this DCP.

Objectives

O.01 Council support the installation of solar panels in a way that protect the heritage values on heritage items and within heritage conservation areas.

Controls

C.01 Ensure the building's fabric and structural integrity are protected when adding solar panels.

C.02 Ensure the installation requirements for solar energy systems and equipment are consistent with the requirements outlined in Appendix 3.

C.03 Ensure the location of solar panels and equipment do not disrupt building features (including skylights, windows or distinctive roof forms).

C.04 Ensure the number of solar panels and its array over the roof is appropriate to the scale and bulk envelope of the building.

C.05 Ensure the equipment is suitable and sympathetically complement to the building roof and the character of the area.

C.06 Minimise visual impact by placing solar panels where they cannot be seen from any road. Ideally place the solar panels over new or existing alteration and addition and avoid significant heritage fabric.

C.07 Minimise impact on the heritage items located nearby and to the heritage conservations areas.

C.08 Provide a Statement of Heritage Impact noting the specific installation details of angle and maximum height of the panels protruding above the roof plane and the proposed location of associated equipment like inverters, meters. This should also include an aerial photograph showing the location and arrangement of the proposed solar panels.

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7.7 ARCHAEOLOGY

The City has rich archaeological resources, which provide the opportunity to gather information about the past that is not available from other sources. This Section clarifies how these archaeological resources are to be managed. This includes management of non-Aboriginal archaeological potentials and resources.

The most important thing to remember about archaeology is that notwithstanding any requirements that might be set out by Council, there are 'catch-all' legal obligations set out in State legislation in the form of the *Heritage Act 1977*. In this regard, you should check with Council whether the site has been identified as having any archaeological significance. A 'relic' is defined as any object, or deposit relating to settlement of NSW, not being an Aboriginal settlement, which is more than fifty years old. There is also an obligation under the *Heritage Act 1977* to stop work and contact the NSW Office of Environment and Heritage if relics are unexpectedly disturbed or uncovered.

Certain procedures then need to be followed which are set out in the *Parramatta LEP 2023* and the *Heritage Act 1977*, including possible requirement for approval of an excavation permit before any other development proceeds.

Whilst the requirements of the *Heritage Act 1977* are therefore very broad ranging, it needs to be remembered that there are no obligations on an owner or builder to do anything prior to commencing work unless the site has been identified as containing underground relics, or being likely to. In this regard, the owner of a heritage listed building, you should check with Council whether the site has been nominated as having any archaeological significance. This will apply to relatively few sites. Certain procedures then need to be followed which are set out in the *Parramatta LEP 2023* and in the *Heritage Act 1977*. A Council officer will provide further guidance in these situations.

Special circumstances apply in the areas covered by the detail in the Parramatta Historical Archaeological Landscape Management Study (PHALMS). The study also sets out a detailed policy for managing those resources. A copy is held by Council's Development Services Unit on computer and in hard copy for consultation.

For all Development Applications for sites included in the PHALMS area, which involve excavation, Council requires that applicants refer in their Statement of Environmental Effects to the Recommended Management of the site as set out in the PHALMS. If action is recommended regarding known or potential archaeological resources on the site, applicants shall follow the procedures set out in the PHALMS.

Objective

O.01 Provide appropriate conservation and management of the archaeological resources to the City.

O.02 Ensure that development is undertaken in a manner that protects sites of archaeological significance and minimises the likelihood of disturbance to archaeological relics.

Controls

C.01 In the case of any development where excavation is proposed, the Applicant must refer in their Statement of Environmental Effects (SEE) to the PHALMS.

C.02 The SEE must refer to the management recommendations set out in the PHALMS in relation to the subject site, and must show how the applicant intends to comply with those recommendations. If PHALMS recommends further assessment and/or documentation, then such information shall be included in the SEE.

C.03 If necessary, the applicant shall, prior to any excavation work commencing, make an application to the NSW Heritage Office for an application permit under the terms of the *Heritage Act 1977*. The applicant shall allow sufficient time and resources for the determination of the application and for completion of the archaeological programme required.

C.04 At all times when excavation is being carried out, the applicant (or any persons acting for the applicant) should be aware of any excavation permit requirements including the need for monitoring, stopping work and reporting any relics found to the NSW Heritage Office.

C.05 Works, including landscaping and associated elements, should be located away from sites and potential sites containing archaeological relics.

C.06 The depth and extent of excavation should be minimised where land contains, or is likely to contain, archaeological remains or relics.

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7.8 ABORIGINAL CULTURAL HERITAGE

Aboriginal heritage includes places and items that are important to the local Aboriginal community or to Aboriginal people of NSW. These are places or objects that people have a connection to, both physically and spiritually and can include natural features such as creeks or mountains, ceremonial or story places or areas of more contemporary cultural significance such as Aboriginal missions or post contact sites. Council has a database of known Aboriginal archaeological sites and information about the location of land that could contain Aboriginal sites or may have historical or cultural associations for Aboriginal people.

Aboriginal heritage is protected in The City under the *Parramatta LEP 2023*. Planning controls of this LEP require the Council to consider the impact of development on known or potential Aboriginal archaeological sites or sites of cultural or historical significance to Aboriginal people. When Dd~~d~~evelopment Aa~~a~~pplications are lodged for such sites, the Council will seek advice from the NSW Office of Environment & Heritage and local Aboriginal communities and may request an Aboriginal Heritage Assessment.

This Section is intended to guide the appropriate management of Aboriginal and Cultural heritage, particularly in areas shown on the Aboriginal Sensitivity Map (Figure 7.8.1).

Objective

O.01 Ensure that appropriate consideration is given to the impact of development on known or potential Aboriginal archaeological sites or sites of cultural or historical significance to Aboriginal people in the City.

O.02 Minimise the likelihood of disturbance to protect Aboriginal sites and archaeological relics.

Controls

C.01 Before lodging a ~~d~~Development ~~a~~Application for development that may have an impact on known or potential Aboriginal sites, NSW Office of Environment and Heritage Aboriginal Heritage Information Management System and Council's information on known Aboriginal sites and potential heritage sensitivity should be consulted. Refer to Figure 7.8.1 below for the Aboriginal Sensitivity map.

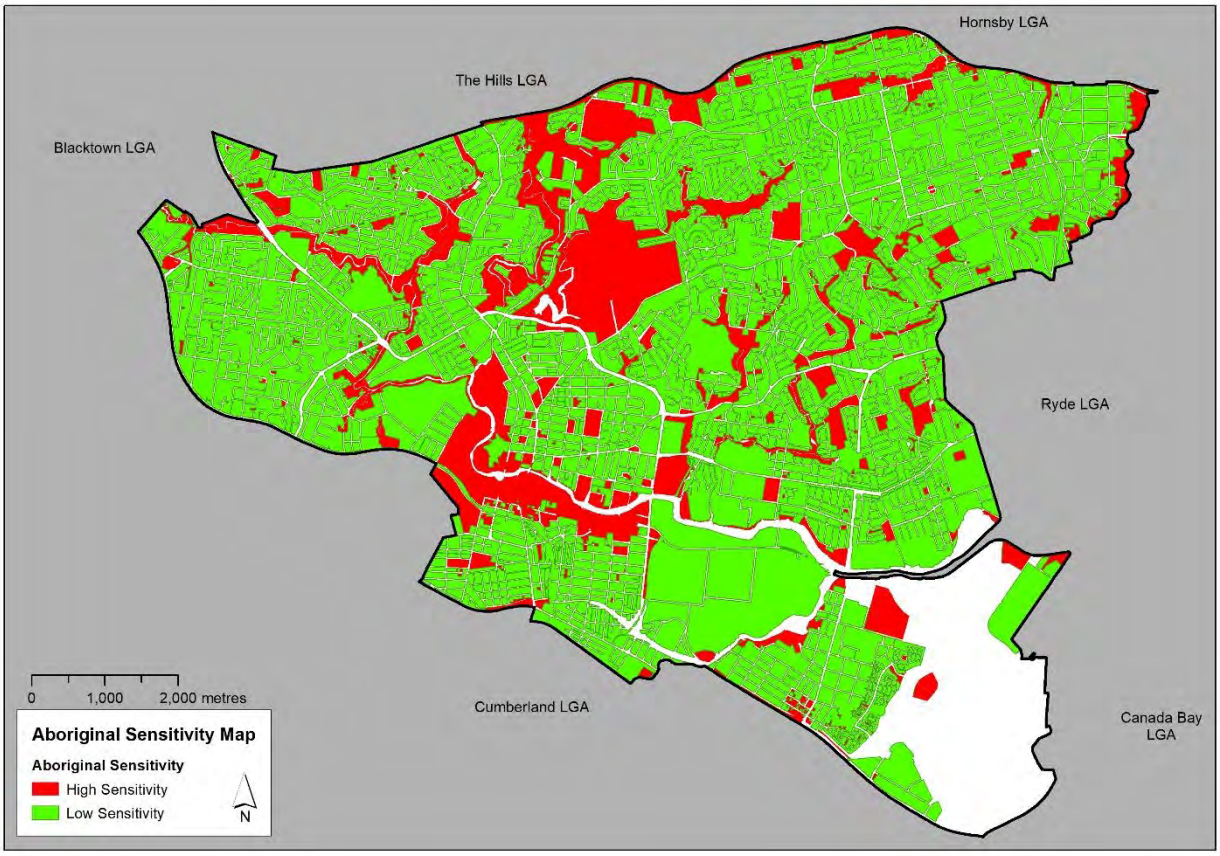


Figure 7.8.1 – Aboriginal Sensitivity Map

C.02 For properties identified with Low Aboriginal Heritage Sensitivity no Aboriginal Heritage Assessment is required.

C.03 For properties identified with High Aboriginal Heritage Sensitivity, a Due Diligence assessment and/or an Aboriginal Heritage Assessment is required, in accordance with the NSW OEH Office of Environment and Heritage guidelines and particularly where a development site:

- Is within 200 metres of the centreline of a creek.
- Has not been previously developed and contain undisturbed original landform.
- Is within 50 metres of a known Aboriginal site.
- Is of historical heritage with archaeological potential and is within the area of the Parramatta Sand Body.

C.04 In general, an Aboriginal Heritage Assessment will not be required if the land has been previously substantially developed, excavated to bedrock, and retains no undisturbed original landform.

C.05 For properties within 50 metres of a known Aboriginal site the Office of Environment & Heritage's Aboriginal Heritage Information Management System should be consulted to determine whether the Aboriginal site is located on the property. If the known Aboriginal site is located on, or extends into the property, the development may become Integrated Development.

7.9 SIGNS ON HERITAGE BUILDINGS AND HERITAGE CONSERVATION AREAS

When considering the use of signage on heritage items or in heritage conservation areas, it is important to ensure that signage is sympathetic to the character and heritage values of heritage items and/or heritage conservation areas.

This Section of this DCP contains provisions to ensure appropriate management of signs on heritage buildings and/or in heritage conservation areas.

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Objectives

O.01 Encourage signs that are appropriate to a heritage item having regard to the significance and context of each item.

O.02 Ensure that the installation of a sign does not result in damage to significant fabric of a heritage item.

O.03 Ensure that a sign (including its supporting structure) on a heritage item responds to the significant aesthetic elements of the heritage item.

O.04 Ensure that existing signs on a heritage item, when significant, are retained and not impacted upon by the provision of any new sign.

O.05 Prevent inappropriate signs on a heritage item.

O.06 Restrict illumination of signs on a heritage item and to prohibit the use of internally illuminated signs on a heritage item.

O.07 Ensure that there is consistency of approach to the retention of existing signs and provisions of all new signs on a heritage item.

O.08 Development that reinstates traditional features and results in sympathetic new works.

O.09 Development that contains minimal signage that complements, rather than dominates, the architectural characteristics of the building

Controls

C.01 All signs on a heritage item are to be:

- Restrained in design.
- Of a high standard of materials, construction, and graphics.
- Carefully placed and of compatible design and style, where appropriate.

C.02 Any sign proposed for a heritage item is to be consistent with the recommendations of an approved Signs Strategy forming part of a development consent or the policies and recommendations of any Conservation Management Plan applying to the heritage item.

C.03 Signs between the first floor level and the parapet of a heritage item are not permissible.

C.04 Internally illuminated signs are not permitted on a heritage item unless they are a reconstruction of an original significant sign.

C.05 Externally illuminated signs are permitted only where:

- The design of the sign achieves a very high degree of compatibility with the heritage item.
- The cabling and conduit supplying power to the sign is completely concealed and does not involve intervention in or damage to significant fabric.

C.06 Existing signs on a heritage item may have heritage value and may need to be retained. As well as signs that are applied to the building, existing signs may include many other more intrinsic sign types, such as written in the pavement, in tile work, in lead lighting or windows, painted on walls or in raised lettering in render. Any new signs are to be designed and installed sympathetically with regard to existing signs. In cases this may result in the potential locations for new signs being restricted or unavailable. New signs should be located in areas or elements of buildings that have traditionally been used for signage.

C.07 The installation of any sign on a heritage item is to be carried out in a reversible manner without damage to the significant fabric. In the case of a sign affixed to any stone or brick wall of a heritage item the sign is to be fixed in such a way that stone is not damaged and any fixings are put only onto mortar joints.

C.08 The consent authority shall have regard to the name of a heritage item and whether or not the name is significant before allowing its building name sign to be changed. On some buildings this may mean that the building name may not be changed.

C.09 With regards to the street and local visual character, the proposed sign must:

- Not detract from the amenity of visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, or residential areas.

C.10 Generally, 1 sign per street frontage is permitted. However, more signage may be permitted at the discretion of Council if the proposed signage is deemed sensitive to the heritage item and will not dominate the characteristics of the building.

C.11 For premises built for commercial use, the following business identification sign types may be acceptable

- Awning fascia signs (rectangular only): maximum height 300mm.
- Under-awning signs (rectangular only): maximum height 300mm, maximum width 1.8m.
- Hamper signs: dimensioned to fit in the hamper space of the shopfront.

C.12 For premises not originally built for commercial use, the following business identification signs may be acceptable:

- Stand-alone signs on posts (rectangular only): maximum size A2 (Australian Standards format).
- Plate next to entry (rectangular only): maximum size A2 (Australian Standards format).

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- Hanging sign in verandah (rectangular only): maximum 300mm height, maximum width 1.8m.

C.13 Gilded lettering may be acceptable on windows (including above awning) and on shopfront windows if these cover no more than 7% of the total glass area. A sign of reasonable size (maximum A4 Australia Standards format) may be fitted to the entry of the premises with details of opening hours and emergency contact.

C.14 General advertising, bunting or streamers and the like are not to be used on the land on which a heritage item is located.

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7.10 HERITAGE CONSERVATION AREAS

Heritage Conservation Areas (HCAs) are areas of land which have been recognised as having specific and significant historical value which should be protected. Features which influence protection include patterns of subdivision, building style, landscaping and streetscapes. HCAs are listed and mapped under the *Parramatta LEP 2023* and, therefore, protected by the legislation. The HCAs have been ordered by ward boundary.

The HCAs shown in Figure 7.10.1 contain specific objectives and controls for the specific areas which may vary between each other. Alongside the specific HCA controls, the General Heritage objectives and controls are to be applied when preparing plans for development. 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. Contributory 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.

This Section should be read in conjunction with the general provisions outlined in Section 7.4 of this DCP. 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 prevail.

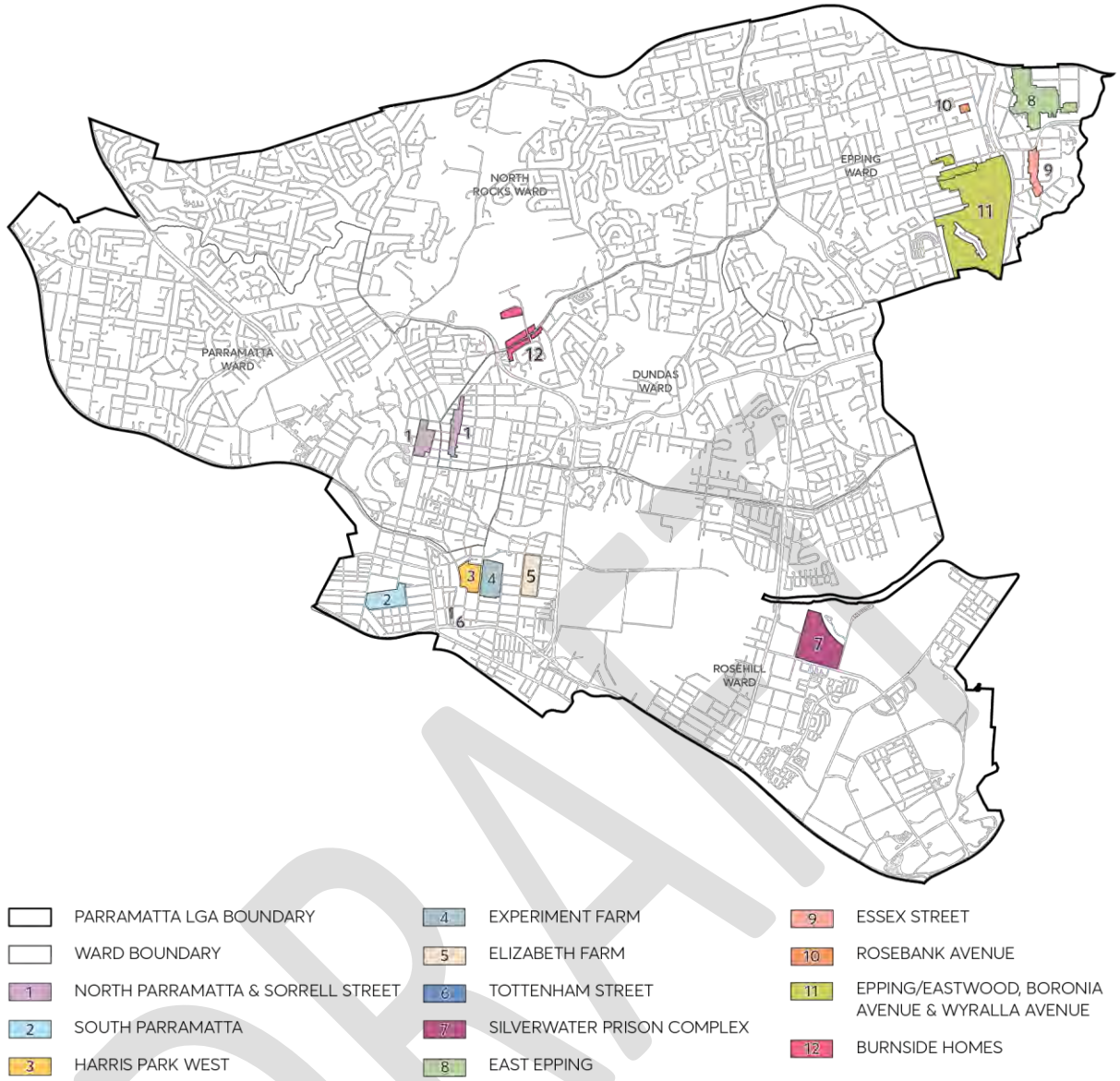


Figure 7.10.1 – Heritage Conservation Areas

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PARRAMATTA WARD

7.10.1 NORTH PARRAMATTA AND SORRELL STREET CONSERVATION AREAS

The location of North Parramatta Conservation Area is depicted in Figure 7.10.1.1 and the location of Sorrell Street Conservation Area is depicted in Figure 7.10.1.2.

7.10.1.1 HISTORY

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, 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, 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.

7.10.1.2 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.



Figure 7.10.1.1 – North Parramatta Conservation Area

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.



Figure 7.10.1.2 – Sorrell Street Conservation Area

7.10.1.3 DISTINCTIVE CHARACTERISTICS

- 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.

7.10.1.4 PROVISIONS

Development should be in accordance with the general provisions under Section 7.4 of this DCP and the additional specific provisions below:

Objectives

The following objectives are applicable to both North Parramatta Conservation Area and Sorrell Street Conservation Area.

O.01 Re-instatement of residential use in buildings originally constructed as dwellings.

O.02 Ensure residential development are compatible with the small scale of its significant buildings.

O.03 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.04 Retention of the existing pattern of allotments of North Parramatta and Sorrell Street Conservation Areas.

O.05 Continued use for residential purposes and the re-establishment of residential use within buildings originally constructed as dwellings.

O.06 To avoid disturbance of significant archaeological deposits without investigation in accordance with the provisions of the *Heritage Act 1977*.

Controls

The following controls are applicable to both North Parramatta Conservation Area and Sorrell Street Conservation Area.

Subdivision

C.01 Maintain the historical pattern of subdivision and re-subdivision to form allotments for small dwellings.

C.02 Allow re-subdivision of lots that have been amalgamated in the past along the north-south line, or along previous boundaries as shown in the 1895 plan.

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C.03 Avoid re-subdivision across the line of subdivision or by amalgamation of rear garden space.

C.04 Avoid development that involves the amalgamation of allotments and buildings that cross allotment boundaries.

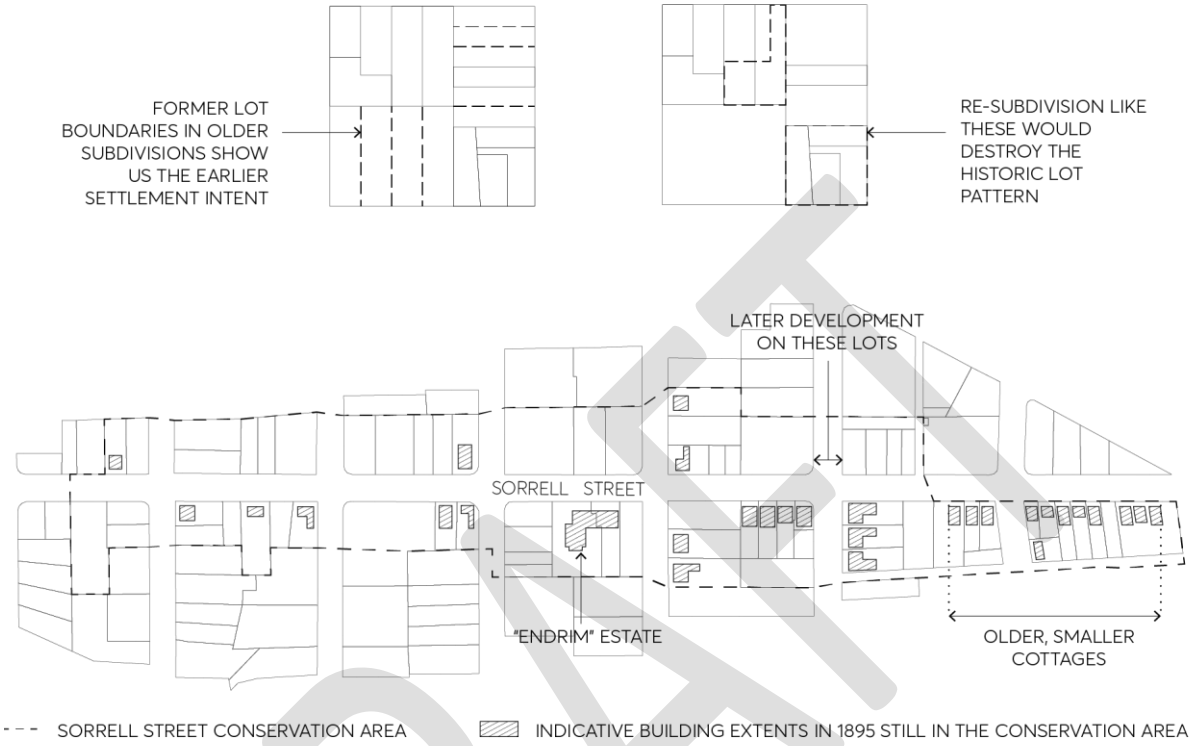


Figure 7.10.1.3 – Subdivision - Sorrell Street Conservation Area, 1895

Existing Significant Buildings

C.05 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.06 Consider re-instatement of residential use in buildings built as dwellings but now in commercial use.

C.07 Avoid removal of stucco from buildings that were originally constructed with a stucco exterior.

C.08 Avoid re-skinning of brick walls.

C.09 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.

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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 1m.

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.

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

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

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 *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~~whichever 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.

Utilities

C.40 Aerials, antennae, air conditioning units, hot water systems, communication devices, rainwater tanks, roof vents, skylights, solar panels and the like should not be visible from the streetscape or a public place.

Garages, carports and other ancillary development

C.41 Garages and carports should not become a prominent part of the streetscape.

C.42 Back garden placement of garages, carports and other utility buildings must be separate from the main building.

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C.43 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 metres 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.44 Avoid creating new vehicular access driveways off Sorrell Street or anywhere in the North Parramatta Conservation Area.

C.45 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.46 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.47 Front fences are not to exceed 1.2 metres in height.

C.48 Open wire or other metal fences are permissible provided shrubs, hedges or vines are planted to cover the fence.

Public Lands

C.49 Avoid change to existing stone kerbs and gutters. If repairs are needed, reuse stone for both kerbs and gutters.

C.50 Avoid planting of shrubs and trees that will obscure the views along the streets for pedestrians.

C.51 Avoid designs that involve major changes to the street pavement, such as chicanes, wide paved speed bumps or decorative paving.

7.10.1.5 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 CONSERVATION AREA

- 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 CONSERVATION AREA

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- Albert Street: 44*, 54*
- Gladstone Street: 1, 4
- Grose Street: 44*, 46*, 48.
- Isabella Street: 8*, 10*, 12A*, 14*, 25*
- Sorrell Street: 31, 33, 36, 40*, 42, 44*, 48, 50*, 51A, 52*, 53*, 54*, 54A (north of Endrim) 56, 60*, 62*, 63*, 64*, 66*, 68A*, 70*, 72*, 75*, 76*, 77*, 78*, 79*, 80*, 81*, 82*, 86*, 88*, 90*

* Heritage Item

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ROSEHILL WARD

7.10.2 SOUTH PARRAMATTA CONSERVATION AREA

The location of South Parramatta Conservation Area is depicted in Figure 7.10.2.1.

7.10.2.1 HISTORY

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.

7.10.2.2 DISTINCTIVE 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.
- 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 corner.
- 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 metres.
- 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.

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Figure 7.10.2.1 – South Parramatta Conservation Area

7.10.2.3 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.



Figure 7.10.2.2 – Significant characteristics of South Parramatta Conservation Area

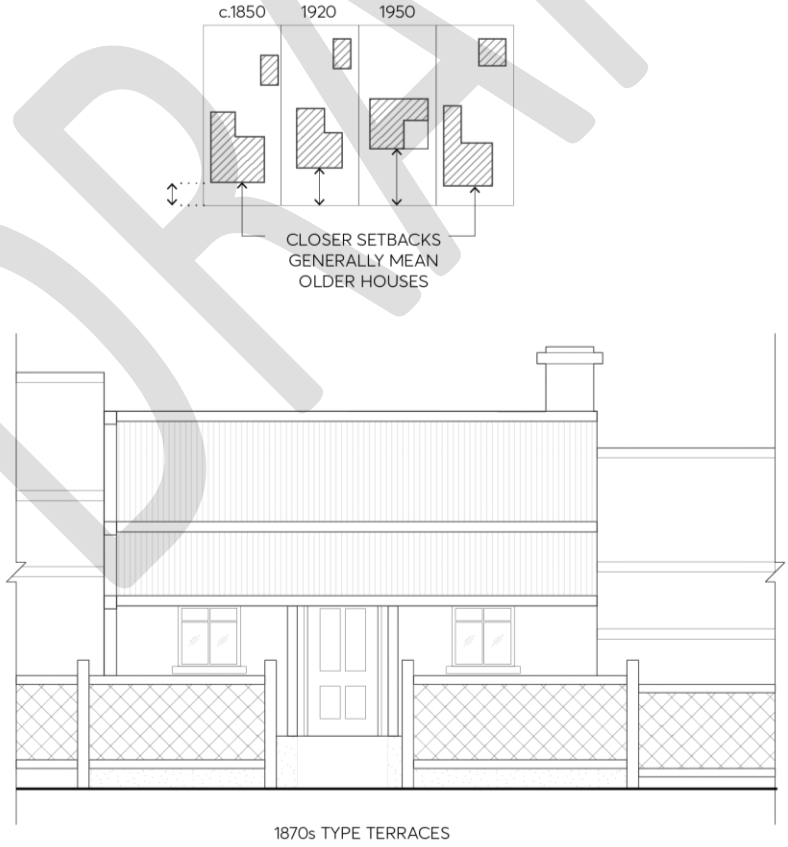


Figure 7.10.2.3 – Typology and Siting - South Parramatta Conservation Area

7.10.2.4 PROVISIONS

Development should be in accordance with the general provisions under Section 7.4 of this DCP and the additional specific provisions below:

Objectives

O.01 Maintain the single storey character of the area's streetscape.

O.02 To ensure new developments and additions complement and are sympathetic to the existing character of the conservation area.

Controls

Subdivision

C.01 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 c~~C~~lause, or the character of the street.

C.02 Avoid re-subdivision across line of subdivision or by amalgamation of back garden space.

C.03 Torrens Title subdivision for dual occupancy development is not permitted.

C.04 Strata Title subdivision for dual occupancy development is permitted at the rear of properties where the proposed new development complements and is compatible with the existing character of the conservation area and retains an adequate curtilage for significant contributory buildings or heritage items.

Siting and Garden Area

C.05 Maintain the historical pattern of development of detached dwellings with front and side gardens.

C.06 Keep spaces around and between buildings.

C.07 Keep at least 50% of the site for garden area.

C.08 Keep driveways to garages/carports in back yards.

C.09 Ensure similar side boundary setbacks to those existing.

C.10 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.11 Detached additions may be permitted at the rear of properties, behind existing buildings, and a minimum distance of 20 metres from the front street alignment. Adequate deep soil areas and tree planting are to be provided between the existing and new buildings.

C.12 In accordance with the *Parramatta LEP 2023*, detached dual occupancy development can be considered for the rear of properties for lots that have a minimum area of 600m^2.

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C.13 New buildings associated with dual occupancy development should be located at the rear of properties, behind existing buildings, and a minimum distance of 20 metres from the front street alignment. The preference is for new buildings to be detached and set further back towards the rear of the property. Adequate deep soil areas and tree planting are to be provided between the existing and new buildings.

C.14 New buildings should not be constructed with zero side setbacks except on lots narrower than 10 metres.

C.15 Rear setbacks for detached additions, secondary dwellings or dual occupancy development are to be a minimum of 15% of site length.

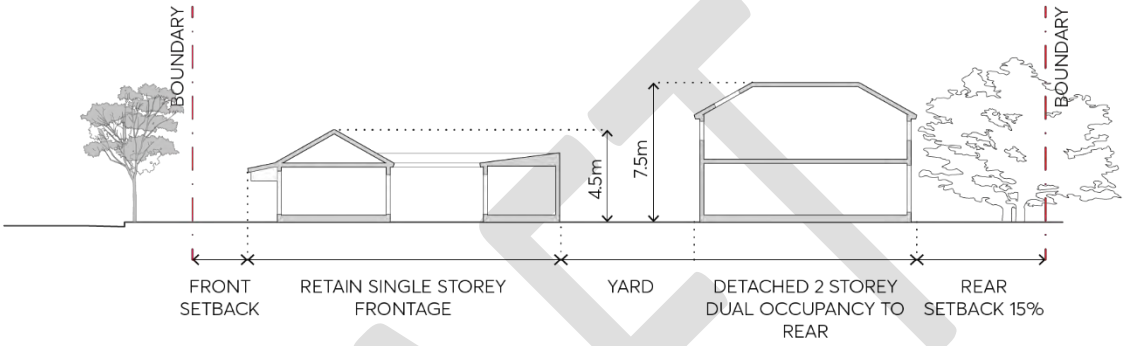


Figure 7.10.2.4 – New additions, dual occupancies

Alterations and Additions

C.16 Avoid painting or re-skinning original brick walls.

C.17 All additions to existing single storey buildings shall be limited to a single storey and additions to existing two storey buildings shall be limited to two storeys.

C.18 Detached additions may be permitted to a height of 7.5 metres. Any second storey shall be contained within the roof of the building.

C.19 Additions to a height of 7.5 metres should be no more than two levels (inclusive of an attic or a mezzanine) at any given point.

New Development

C.20 The maximum height of dual occupancy development or a secondary dwelling shall be 7.5 metres. Any second storey shall be contained within the roof of the building.

C.21 New buildings associated with dual occupancy development and secondary dwellings are to be designed and sited so that the existing building on the site remains the visually dominant element, and so that the new buildings have limited or no visibility. This is particularly important if the existing building is a heritage item or contributory building.

C.22 The materials, detailing and colours of new buildings are to be sympathetic to the existing house on the property if it is a heritage item or contributory building and to the character of the conservation area.

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C.23 New buildings are not to be designed as a copy of historic buildings in the area, but rather are to have a design that complements the character of the heritage conservation area.

C.24 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.25 Setback of 8 metres or more for any new house.

C.26 Side driveway access to garage in backyard.

C.27 Materials for new buildings of face or common bricks, timber or fibro, with terracotta tile or corrugated steel roofs.

C.28 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 10 metres 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 1 metres and its design and construction avoids negative impact on the streetscape.

C.29 Avoid hearted, speckled, multi-coloured or textured bricks in light colours.

C.30 Avoid imitation slate or obtrusively coloured roofing materials.

C.31 Any Development Application for a dual occupancy development is to be accompanied by measures that provide for the conservation and upgrade of the existing house on the property and contributes to the positive qualities of the streetscape. Measures may include the reconstruction or restoration of original elements and or the removal of unsympathetic alterations and additions, including inappropriate building elements.

Utilities

C.32 Aerials, antennae, air conditioning units, hot water systems, communication devices, rainwater tanks, roof vents, skylights, solar panels and the like should not be visible from the streetscape or a public place.

Garages, carports and other ancillary development

C.33 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 1 metres and its design and construction avoid negative impact on the streetscape.

C.34 Paved standing space to the side of a house may be allowed where it is not possible to create a garage or carport.

C.35 For garages and carports use lighter weight cladding materials such as timber, timber weatherboards or corrugated iron.

C.36 Only one driveway should be permitted for each allotment and its width is to be minimised. Driveways should not include provision of passing bays.

C.37 New and replacement driveways should be created of gravel and brick paving unless there are engineering reasons preventing the use of these materials.

C.38 Garages and carports should not be integrated with the house or be located at side driveways except where the allotment is less than 10 metres wide.

Fences

C.39 Fences at the following properties must be retained:

- Crimea Street: Nos 17, 19, 21, 33
- Denison Street: Nos 10, 11, 16*

* Heritage Item

C.40 For front boundaries, continue with fences of varied unobtrusive lightweight materials such as timber or wire mesh on timber frame with hedges if desired. Hedges could be planted along the fence if desired.

C.41 Existing, timber framed fences sheeted with corrugated iron should be maintained, and where necessary, replaced with a fence of the same height and materials.

C.42 High front privacy walls of brick, timber or brush are not acceptable.

C.43 New brick front fences are not acceptable, except where there is evidence of an earlier brick fence lost or changed since its construction.

C.44 Colorbond steel fences are not to be used for side and rear boundaries. Pool, mesh, woven wire and metal slat fences and gates are not to be used within the front setback.

C.45 Rear fences for lots on Crimea Street backing onto Ollie Webb Reserve are to match front fence requirements.

Public Lands

C.46 Conserve and enhance those elements of the public domain which contribute to an understanding of the history of the area.

C.47 Improve the residential amenity of the area by screening structures which intrude upon that amenity.

C.48 Improve public enjoyment of public open spaces and views.

C.49 Maintain and restore (where they remain beneath the bitumen) the sandstone kerbs and gutters in Lansdowne and Inkerman Streets.

C.50 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.

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7.10.2.5 EXISTING SIGNIFICANT BUILDINGS

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)
- 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: No 5*
- Marsden Street: Nos 38*, 39, 40B, 41, 42, 60, 62
- Pitt Street: No 58
- Rosehill Street: Nos 10*, 12*, 14*, 16, 18

  * Heritage Item

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.

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: No 7
- Marsden Street: Nos 23, 25, 27, 31, 35, 37, 43, 45, 47, 49, 51
- Rosehill Street: No 20

Bungalows of the 1920s & 1930s

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- 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
- Marsden Street: Nos 23, 33, 49, 51

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
- Pitt Street: Nos 52, 54, 56
- Railway Street: Nos 101, 103, 105
- Rosehill Street: No 2

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7.10.3 HARRIS PARK WEST CONSERVATION AREA

The location of Harris Park West Conservation Area is depicted in Figure 7.10.3.1.

7.10.3.1 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.

7.10.3.2 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.

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Figure 7.10.3.1 – Harris Park West Conservation Area

7.10.3.3 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.

7.10.3.4 PROVISIONS

Development should be in accordance with the general provisions under Section 7.4 of this DCP and the additional specific provisions below:

Objective

O.01 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.01 Maintain the subdivision pattern characterised by narrow allotments of a generally regular width, and back lanes.

New Development

C.02 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.03 Hipped and-/-oor gabled roofs should have a pitch not greater than 45 degrees.

C.04 Additional rooms above the main body of the house are not permitted where alteration to the existing roof shape would be needed.

C.05 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.06 For extensions, the same material as the existing house, or lighter weight materials, such as painted timber, fibro or corrugated iron should be used.

Utilities

C.07 Aerials, antennae, air conditioning units, hot water systems, communication devices, rainwater tanks, roof vents, skylights, solar panels and the like should not be visible from the streetscape or a public place.

Garages

C.08 Garages and carports are to be separated and detached from the main house, accessible from the rear lane.

C.09 Avoid new crossovers from streets, any garages or carport structures in the front yard and garages integrated with the house.

Fences

C.10 New front fences are to be no higher than 1.2 metres. Timber picket fences will generally be appropriate.

C.11 For side and back boundaries, continue the use of timber paling fences and avoid modern metal clad fencing systems.

7.10.3.5 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

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- 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

7.10.3.6 APPLICATION OF PART 9 – PARRAMATTA CITY CENTRE CONTROLS

The following land parcels within the Harris Park West HCA also fall within Part 9 – Parramatta City Centre. This is illustrated in Figure 7.10.3.2 below.

- Ada Street: 2A, 2, 4, 5, 8, 10



Figure 7.10.3.2 – Land parcels that fall within the Parramatta City Centre boundary

7.10.4 EXPERIMENT FARM CONSERVATION AREA

The location of Experiment Farm Conservation Area is depicted in Figure 7.10.4.1.

7.10.4.1 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.

7.10.4.2 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 ~~c~~City ~~c~~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.



Figure 7.10.4.1 – Experiment Farm Conservation Area

7.10.4.3 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.

7.10.4.4 PROVISIONS

Development should be in accordance with the general provisions under Section 7.4 of this DCP and the additional specific provisions below:

Objectives

O.01 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.02 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.03 Protect the pattern of the Harris estate subdivision and its remaining original houses.

O.04 Maintain the low scale suburban character of the area.

Controls

Subdivision

C.01 Maintain the historic 1880s and 1920s subdivision patterns.

C.02 Avoid subdividing properties into narrower lots because it will change the pattern of subdivision.

Views

C.03 Keep and enhance public views from streets and between houses to the ~~c~~City ~~c~~Centre and north over the Parramatta River.

C.04 Keep and where necessary, reinstate identified historic views including those identified in Appendix 3.

C.05 Keep the sense of space and private views between buildings.

C.06 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.07 Hipped and~~-~~/~~-~~or gabled roofs should have a pitch not greater than 35 degrees.

C.08 Additional rooms above the main body of the house are not permitted where alteration to the existing roof shape would be needed.

C.09 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.

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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

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.

Fences

C.15 For new front fences, brick fences are not to be greater than 1.2 metres in height, pPicket 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

7.10.4.5 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

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7.10.5 ELIZABETH FARM CONSERVATION AREA

The location of Elizabeth Farm Conservation Area is depicted in Figure 7.10.5.1.

7.10.5.1 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.

7.10.5.2 DISTINCTIVE CHARACTERISTICS

- Siting 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 (one) chain (20m) x 2.5 chains (50m) government standard allotments and 10 chains (200m) 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 - 8 metres.
    - 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.



Figure 7.10.5.1 – Elizabeth Farm Conservation Area

7.10.5.3 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.

7.10.5.4 PROVISIONS

Development should be in accordance with the general provisions under Section 7.4 of this DCP and the additional specific provisions below:

Objectives

O.01 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.02 Maintain the existing natural landform which helps explain the siting and setting of Elizabeth Farm.

O.03 Maintain and enhance public views from streets and between houses to the north over the Parramatta River.

Controls

Subdivision

C.01 Maintain existing site levels.

C.02 Maintain the historical pattern of the 1906 Macarthur Estate subdivision around Elizabeth Farm.

Views

C.03 Keep and, where necessary, reinstate identified historic views including those identified in Appendix A2.1.

C.04 Keep the sense of space and private views between buildings.

C.05 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.06 Hipped and/or gabled roofs should have a pitch not greater than 35 degrees.

C.07 Additional rooms above the main body of the house are not permitted where alteration to the existing roof shape would be needed.

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C.08 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.09 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 10 metres 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 metres 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.

Utilities

C.17 Aerials, antennae, air conditioning units, hot water systems, communication devices, rainwater tanks, roof vents, skylights, solar panels and the like should not be visible from the streetscape or a public place.

Garages

C.18 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.

Driveways

C.19 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.

Fences

C.20 Continue the common practice of building front fences no higher than 1.2 metres and of varied unobtrusive lightweight materials such as timber or wire mesh on timber frame with hedges.

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C.21 Where existing, timber framed fences sheeted with corrugated iron should be maintained, and where necessary replaced with fence of same height and materials.

C.22 Avoid establishing new brick fences, except where there is evidence of an earlier brick fence, lost or changed since its constructions.

C.23 Keep street amenity by continued use of front fences, which allows gardens to be viewed from the street.

C.24 Retain and use timber paling fences on side and back boundaries.

Archaeological permit

C.25 The following properties contain known sites of former outbuildings to Elizabeth Farm. Any excavation work to these requires an archaeological permit under the *Heritage Act 1977*: Alice Street, Nos 61, 63, 65

7.10.5.5 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

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7.10.6 TOTTENHAM STREET CONSERVATION AREA

The location of Tottenham Street Conservation Area is depicted in Figure 7.10.6.1

7.10.6.1 STATEMENT OF SIGNIFICANCE

The buildings in Tottenham Street are significant as part of a group of small scale residential buildings in Tottenham Street, Granville. The group is largely intact externally and is significant for the variety of building styles and as a good representative example of early cottages dating from around the turn of the century. The buildings are significant for their form, scale and character which gives a good indication of the socio-economic makeup of the community at the time of construction. The group gives a good representative cross-section of modest scale residences at the turn of the century, and their location close to Parramatta and the railway provides evidence of the influence of these factors on the early development of Holroyd.



Figure 7.10.6.1 – Tottenham Street Conservation Area

7.10.6.2 PROVISIONS

Development should be in accordance with the general provisions under Section 7.4 of this DCP and the additional specific provisions below.

Objectives

O.01 Buildings located within the Tottenham Street Heritage Conservation Area, shall retain their original materials, features and detailing.

O.02 Additions or extensions to buildings within a conservation area are designed to be consistent with original setbacks or involve the retention of front or side curtilages where these are a characteristic of the conservation area.

O.03 Redevelopment within a conservation area only involves non-original structures or buildings, and is designed to be consistent with the height, scale, proportion, predominant setbacks and character of buildings within the conservation area.

Controls

C.01 New dwellings on sites occupied by, adjoining or in the vicinity of an item of environmental heritage shall be designed and constructed in a manner that does not detract from the historic significance of that item or the area.

General

C.02 When undertaking conservation or maintenance works on a building within a conservation area, the materials, colours and maintenance techniques used should be appropriate to the style and age and the context of the building.

C.03 The design of the building detailing such as windows or doors, should be in keeping with the age and style of the building and to the overall character of the conservation area.

C.04 Buildings within conservation areas should, where possible, retain original gates and fences or should use a style and materials that are appropriate to the age of the building and to the character of the conservation area.

C.05 When locating a new garage to a building within a conservation area, open sided carports are generally more acceptable and are less visually intrusive than solid structures. Where solid structures are proposed, these should generally be located away from the main house structure, or set back to the side or rear of the property

C.06 Where any alterations or additions are proposed to a building within a conservation area, these should be carefully designed to continue the specific scale and form of the building and the overall character of the conservation area.

C.07 Additions or extensions to buildings within a conservation area should be located away from the street frontage and are to be designed to complement the scale, form, style of the building and character of the conservation area.

C.08 Any proposed works on a building which has been identified as a heritage item within this conservation area should be designed to retain and conserve all original detailing, design features and materials characteristic of that building.

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C.09 Where original design features such as bull nosed verandahs have been removed or replaced, these should be restored to original condition to improve the visual appearance and integrity of this group.

C.10 Where additions and extensions are proposed, these should be single storey only, and are to be located to the rear or side of the building so that they do not impact upon the presentation of the building from the street.

C.11 Any alterations and extensions to buildings within this conservation area should not alter the form or fabric of the roof as seen from the street. In general, roofs of single storey additions in this conservation area should be consistent with the existing roof in terms of form, pitch, eaves and ridge height.

C.12 Where redevelopment of non-original structures or buildings is proposed within this conservation area, the new development should be designed to be consistent with the height, scale, proportion, predominant setbacks and character of buildings within this conservation area.

Utilities

C.13 Aerials, antennae, air conditioning units, hot water systems, communication devices, rainwater tanks, roof vents, skylights, solar panels and the like should not be visible from the streetscape or a public place.

7.10.7 SILVERWATER PRISON COMPLEX

The location of Silverwater Prison Complex Conservation Area is depicted in Figure 7.10.7.1

Please refer to the State Heritage Inventory for detailed information and provisions that apply to this area. This includes the recommended management to ensure development does not compromise the significance of items or their setting.

7.10.7.1 HISTORY

The Silverwater Prison Complex is an example of early to mid-19th century development, being the core remaining component of John Blaxland's Newington Estate. The significant individual components of this complex include Newington House, Chapel, trees, Irwin House, former Engineer's Cottage, former Superintendent's Cottage and surrounding landscape.

In 1880, part of the site was acquired by the NSW Government to be used as a women's asylum, with a Dormitory Block being built in 1896 to cater for this use. The asylum was converted in 1911-1918 to be used as a State Hospital.

The current use of the site is Silverwater Correctional Facility.

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Figure 7.10.7.1 – Silverwater Prison Complex Conservation Area

7.10.7.2 STATEMENT OF SIGNIFICANCE

Silverwater Correctional Centre is of exceptional significance as: it is the core remaining part of John Blaxland's Newington Estate and of the State Hospital & Asylum for Women, for its subdivision and subsequent use for a variety of institutional functions, as an expression of a philosophy regarding the care of the aged.

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EPPING WARD

7.10.8 EAST EPPING CONSERVATION AREA

The location of East Epping Conservation Area is depicted in Figure 7.10.8.1.

7.10.8.1 HISTORY

The East Epping Heritage Conservation Area comprises part of the Field of Mars Common which was released for subdivision in 1886.

Opening of the railway line in 1886 and new road networks preceded a period of rapid development. Railway workers and wider population were attracted to the area and local farmers prospered having more access to markets.

The name "Epping" was officially adopted for the area in 1899, derived from the many trees in the area after "Epping Forest" in England. The streets were named after English counties or towns as the area was described like a "country village".

Completion of Epping Road in 1940 and improvement of road networks led to an Inter-war period of subdivision and development. Further development continued into the 1950s Post-war period which saw a significant change to the character of the area.

7.10.8.2 DISTINCTIVE CHARACTERISTICS

- The East Epping Heritage Conservation Area represents an area of housing that has remained largely intact. It retains many elements of the various housing styles and the early subdivision patterns from the 1886 to the period just after the Second World War.
- The housing styles characteristically include single detached houses from the Federation, Inter-war and Post-war periods with some earlier Victorian housing and late 20th century development located between.
- A number of heritage listed items are located within the area, many of which occupy prominent corner sites and make a positive visual contribution to the streetscapes. Some items are distinctive and unique features in the streetscape or are relatively rare examples in the local area.
- The area is characterised by wide, dual carriageways, wide grassed verges and pedestrian footpaths.
- A number of mature native and introduced, ornamental trees and plantings generally line the streets. Together with individual garden settings and plantings, the landscape elements enhance the built context.
- A number of houses retain original and complimentary fences which contribute to the suburban garden setting.
- The early natural character and topography of the area is indicated by extant rock forms, undulating streets, sloping sites and the number of native trees and plantings.

- The streets and subdivision generally comprises a regular grid type pattern, with the exception of Oxford Street, and Norfolk Road forming the main spine of the conservation area.
- The character of the area is unified by the similarity in allotment sizes, scale of building and openings, setbacks from the street, fencing, detailing and landscape elements.

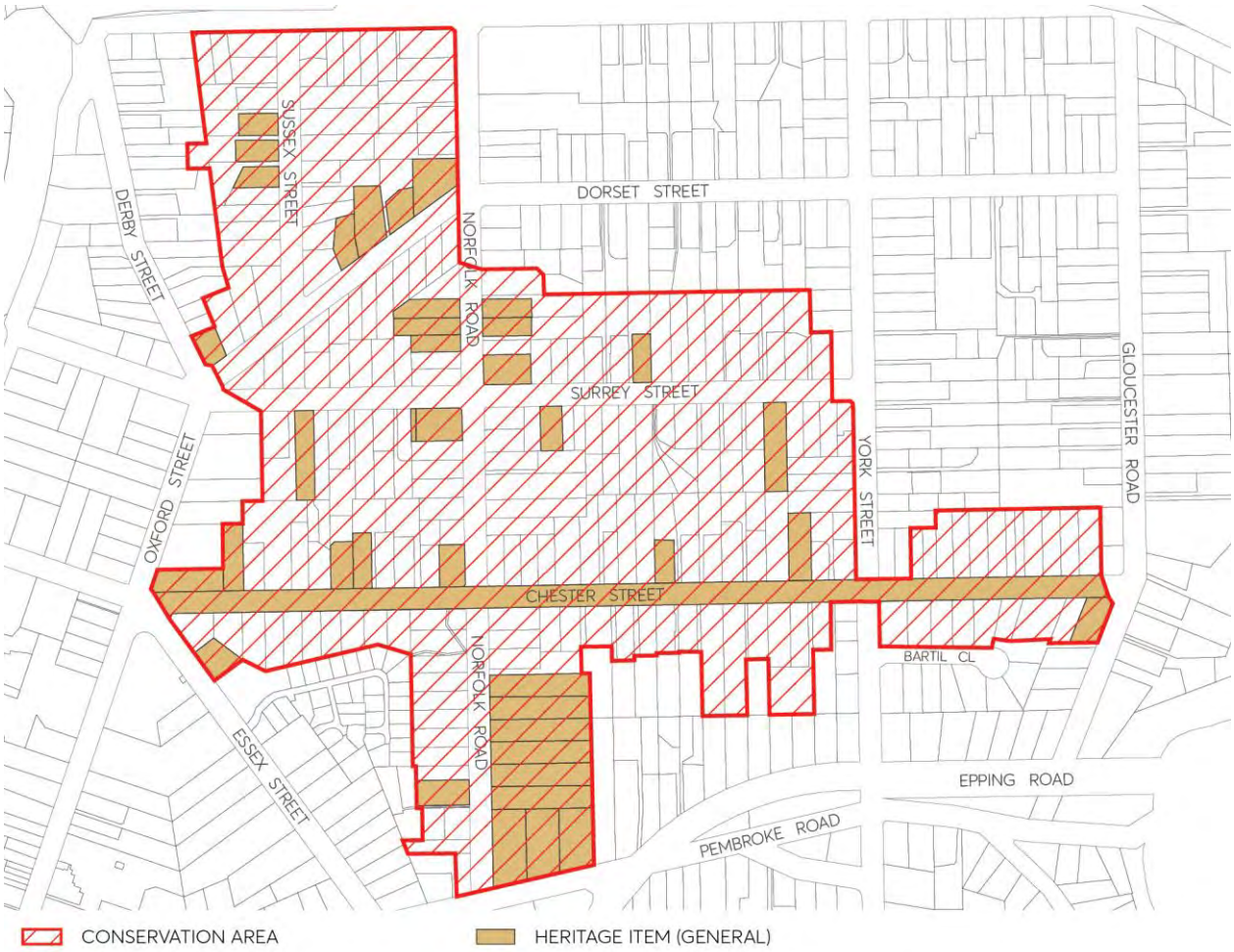


Figure 7.10.8.1 – East Epping Conservation Area

7.10.8.3 STATEMENT OF SIGNIFICANCE

The East Epping Heritage Conservation Area is of high local historic and aesthetic significance as a good representative example of late 19th century subdivision. It retains a good and largely intact example of Federation, Inter-War and Post-war period residential development that represents the major period of growth and development of the Epping area.

The area significantly retains most of its original 1886 subdivision and streetscape pattern with mostly single detached houses.

The built context is enhanced by the local topography and native plantings, wide street proportions, street trees and garden settings.

The Epping Public School site on Norfolk Road established in 1900 and the Inter-war period Uniting Church at the intersection of Chester, Oxford and Essex Streets are of historic and social significance to the locality.

7.10.8.4 PROVISIONS

Development should be in accordance with the general provisions under Section 7.4 of this DCP and the additional specific provisions below.

Objectives

Please refer to the general provisions under Section 7.4 of this DCP and the additional specific objectives below:

Controls

Demolition

C.01 Buildings from the Victorian, Federation, Inter-war and Post-war periods should be retained.

Streetscape character

C.02 Development should be single storey.

C.03 New openings on the facades of heritage items and contributory buildings should be avoided.

C.04 Windows should be vertically proportioned or broken up into vertically proportioned components.

C.05 Dormer windows should be located to the rear of buildings.

C.06 Articulation should be used to break up building mass through the use of elements such as bay windows, entry gables and front verandahs.

C.07 Existing roof forms on heritage items and contributory buildings should be retained.

C.08 Hipped and gabled roofs should be used.

C.09 New development should be consistent with the existing scale of buildings, openings and setbacks from the street.

C.10 Extensive cut and fill or retaining walls that visually disrupt the natural landform or streetscape character should be avoided.

C.11 Development should retain large enough gardens in front and rear yards to include medium to large trees.

Materials and finishes

C.12 Original building fabric, details and materials that are components of significant and contributory buildings or landscape elements should be retained.

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C.13 Clean faced brick (red/brown colours) or weatherboards should be used for walls.

C.14 Rendered or painted brickwork, or timber joinery can be used for small areas or feature elements.

C.15 Existing face brick should not be painted or applied with a rendered finish.

C.16 Traditional materials, such as slate or terracotta tiles should be used for new roofs.

C.17 Replacement roofs should complement the period and style of the building.

C.18 Replacement windows should match existing or complement the period and style of the building.

Fences and gates

C.19 Original fences and gates should be retained.

C.20 New fences and gates should complement the period and style of the building as indicated in Figure 7.4.12.

C.21 New front fences should be of a traditional low height, from 500mm to 900mm.

C.22 Traditional timber fencing should be used for side fences. Side fences should be lower in height within the front garden to match the height of the front fence.

C.23 Metal sheet or ~~colourbond~~ Colorbond fencing should not be used.

Utilities

C.24 Aerials, antennae, air conditioning units, hot water systems, communication devices, rainwater tanks, roof vents, skylights, solar panels and the like should not be visible from the streetscape or a public place.

Garages

C.25 Garages should be located behind the main building line and be separately articulated from the dwelling.

C.26 Traditional materials such as timber or face brick should be used.

Carports

C.27 Carports should be located behind the main building line and be separately articulated from the dwelling.

Driveways

C.28 Changes to driveways should be avoided where street trees or mature plantings could be affected.

C.29 From the property boundary line, concrete strip driveways, gravel, stone or brick pavers should be used rather than slab or stencilled concrete.

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Subdivision

C.30 Altering the existing subdivision pattern through subdivision, amalgamation or boundary adjustments should be avoided.

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7.10.9 ESSEX STREET CONSERVATION AREA

The location of Essex Street Conservation Area is depicted in Figure 7.10.9.1.

7.10.9.1 HISTORY

The Essex Street (Epping) Heritage Conservation Area comprises part of the Field of Mars Common released for subdivision in 1899.

Opening of the railway line in 1886 and new road networks ~~preceeded~~preceded a period of rapid development. Railway workers and wider population were attracted to the area and local farmers prospered having more access to markets.

At this time, the name "Epping" was officially adopted for the area, derived from the many trees in the area after "Epping Forest" in England. The streets were also named after English counties or towns as the area was described as being like a "country village".

Completion of Epping Road in 1940 and improvement of road networks led to an Inter-war period of subdivision and development in the area. Further development continued into the ~~the~~ Post-war period which saw a significant change in the character of the area during the 1950s.

During the 1960s to 1980s medium density development ~~occured~~occurred closer to the railway line, followed by larger scale residential and commercial complexes during the late 20th and early 21st century.

7.10.9.2 DISTINCTIVE CHARACTERISTICS

- The Essex Street (Epping) Heritage Conservation Area retains a good and largely intact example of housing styles from the Federation and Inter-war periods, representative of the early era of suburban development within Epping.
- The housing styles include substantial Federation red brick dwellings, Inter-war Bungalows, Post-war development with a number of late 20th and early 21st century period dwellings and residential complexes between.
- Recent changes are evident, however, the overall early 20th century character, streetscape pattern and historical integrity of the area remains.



Figure 7.10.9.1 – Essex Street Conservation Area

7.10.9.3 STATEMENT OF SIGNIFICANCE

Refer to descriptions above.

7.10.9.4 PROVISIONS

Development should be in accordance should be in accordance with the general provisions under Section 7.4 of this DCP and the additional specific controls below.

Controls

Demolition

C.01 Buildings from Federation and Inter-war periods should be retained.

C.02 Contributory buildings from the Post-war period should be retained.

Streetscape character

C.03 Development should be single storey or single storey with attic development.

C.04 New openings on the facades of heritage items and contributory buildings should be avoided.

C.05 Windows should be vertically proportioned or broken up into vertically proportioned components.

C.06 Dormer windows should be located to the rear of buildings.

C.07 Articulation should be used to break up building mass through the use of elements such as bay windows, entry gables and front verandahs.

C.08 Existing roof forms on heritage items and contributory buildings should be retained.

C.09 Hipped and gabled roofs should be used.

C.10 New development should be consistent with the existing scale of buildings, openings and setbacks from the street.

C.11 Extensive cut and fill or retaining walls that visually disrupt the natural landform or streetscape character should be avoided.

C.12 Development should retain large enough gardens in front and rear yards to include medium to large trees.

Materials and finishes

C.13 Original building fabric, details and materials that are components of significant and contributory buildings or landscape elements should be retained.

C.14 Clean faced brick (red/brown colours) should be used for walls. Rendered or painted brickwork, or timber joinery can be used for small areas or feature elements.

C.15 Existing face brick should not be painted or applied with a rendered finish.

C.16 Traditional materials, such as slate or terracotta tiles should be used for new roofs.

C.17 Replacement roofs should complement the period and style of the building.

C.18 Replacement windows should match existing or complement the period and style of the building.

Fences and gates

C.19 Original fences and gates should be retained.

C.20 New fences and gates should complement the period and style of the building as indicated in Figure 7.4.12.

C.21 New front fences should be of a traditional low height, from 500mm to 900mm.

C.22 Traditional timber fencing should be used for side fences. Side fences should be lower in height within the front garden to match the height of the front fence.

C.23 Metal sheet or ~~colourbond~~ Colorbond fencing should not be used.

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Utilities

C.24 Aerials, antennae, air conditioning units, hot water systems, communication devices, rainwater tanks, roof vents, skylights, solar panels and the like should not be visible from the streetscape or a public place.

Garages and carports

C.25 Garages and carports should be located behind the main building line and be separately articulated from the dwelling.

C.26 Traditional materials such as timber or face brick should be used.

Driveways

C.27 Changes to driveways should be avoided where street trees or mature plantings could be affected.

C.28 From the property boundary line, concrete strip driveways, gravel, stone or brick pavers should be used rather than slab or stencilled concrete.

Subdivision

C.29 Altering the existing subdivision pattern through subdivision, amalgamation or boundary adjustments should be avoided.

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7.10.10 ROSEBANK AVENUE CONSERVATION AREA

The location of Rosebank Avenue Conservation Area is depicted in Figure 7.10.10.1.

7.10.10.1 HISTORY

Rosebank Avenue was originally part of the land granted to William Kent Junior, purchased by Pioneer settler, David Hazlewood in 1897. In 1908 David Hazlewood's sons Walter and Harry Hazelwood developed a rose growing industry within the Hazelwood Estate, which became the Hazlewood Brothers Nursery and leading rose suppliers in the early twentieth century.

The first subdivision of the Hazlewood Estate was placed on sale in October 1921. In November 1929, two years after David Hazlewood's death, the site of Rosebank Avenue went to auction sale as the Rosegrove Estate, one of the later estate subdivisions to occur within the Epping district.

The Estate consisted of 18 lots fronting Rosebank Avenue and three lots fronting Ray Road. 17 properties in separate ownership (one of which was constructed over two of the original lots) were developed for residential dwelling houses during the Inter-war period, between 1929 and 1942.

A "fine old rustic bridge" which was constructed over the existing creek by the Hazlewoods as part of their nursery operations was retained as an attractive element of the Estate.

A strict building ordinance was put in place to ensure that "each home will be worthy of its setting" and that the layout and lot sizes allowed "ample space for gardens, lawns and motor car entrance".

7.10.10.2 DISTINCTIVE CHARACTERISTICS

- A rare example of a good and highly intact Inter-war streetscape within the City of Parramatta.
- The group of Inter-war period dwellings illustrate various characteristic Inter-war architectural elements from the Bungalow, Tudor Revival and Spanish Mission styles.
- Generally the buildings retain their original scale, form, character and presentation, evidence of the original intent and covenants placed on the subdivision.
- Recent alterations and additions and minor modifications are evident, however, do not detract from the overall character and quality of the group and streetscape.
- The unifying character of the streetscape arises from the retention of the original subdivision pattern and street rhythm, consistent setbacks, style and character of the buildings, scale of buildings and openings, building materials and colours, fencing, paths, driveways, garages, and landscape elements.
- The gardens and landscaping reflect the typical characteristics and features of the Inter-war period.
- The single-laned bridge (modernised) associated with the Hazelwood Brothers Nursery and creek are still in existence and provides evidence of the early character of the area.



Figure 7.10.10.1 – Rosebank Avenue Conservation Area

7.10.10.3 STATEMENT OF SIGNIFICANCE

Rosebank Avenue is of high local cultural significance as a fine representative example of an Inter-war period residential subdivision and development that remains largely intact and retains its historical subdivision pattern, built context and natural features.

Collectively the group form a unique precinct in the City of Parramatta.

The houses each retain their overall scale, character and varying stylistics details associated with the period and are enhanced by the wide street proportion, street trees and garden settings and remaining natural features.

7.10.10.4 PROVISIONS

Development should be in accordance with the general provisions under Section 7.4 of this DCP and the additional specific controls below.

Controls

Demolition

C.01 Buildings from the Inter-war period (constructed pre-1942) should be retained.

Streetscape character

C.02 Development should be single storey.

C.03 New openings on the facades of existing buildings should be avoided.

C.04 Existing hipped and gabled roof forms should be retained.

C.05 New development should be consistent with the existing scale of buildings, openings, roof forms and setbacks from the street.

C.06 Windows should be vertically proportioned or broken up into vertically proportioned components.

C.07 Extensive cut and fill or retaining walls that visually disrupt the natural landform or streetscape character should be avoided.

C.08 Development should retain large enough gardens in front and rear yards to include medium to large trees.

C.09 Front garden layouts and plantings should complement the Inter-war period and style of the building.

Materials and finishes

C.10 Original building fabric, details, materials and landscape elements should be retained.

C.11 Clean faced brick (red/brown colours) or a rendered finish should be used for walls.

C.12 Existing face brick should not be painted or applied with a rendered finish.

C.13 Terracotta should be used for roofs.

Fences and gates

C.14 Original fences and gates should be retained.

C.15 New fences and gates should complement the Inter-war period, materials and style of the building.

C.16 New front fences should be of a traditional low height, from 500mm to 900mm.

Utilities

C.17 Aerials, antennae, air conditioning units, hot water systems, communication devices, rainwater tanks, roof vents, skylights, solar panels and the like should not be visible from the streetscape or a public place.

Garages and carports

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C.18 Garages and carports should be located behind the main building line and be separately articulated from the dwelling.

C.19 Traditional materials such as timber or face brick should be used.

Driveways

C.20 Changes to driveways should be avoided.

C.21 From the property boundary line, concrete strip driveways should be used rather than full paved surface. Brick pavers or stone could also be used.

Subdivision

C.22 Altering the existing subdivision pattern through subdivision, amalgamation or boundary adjustments should be avoided.

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7.10.11 EPPING/EASTWOOD, BORONIA AVENUE AND WYRALLA AVENUE CONSERVATION AREAS

The locations of Epping/Eastwood Conservation Area, Wyralla Avenue Conservation Area, and Boronia Avenue Conservation area are depicted in Figure 7.10.11.2 to Figure 7.10.11.4.

7.10.11.1 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.

Included 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.

7.10.11.2 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 hoses in similar scale, including some two-storey houses in and near Chesterfield Road.
- Some substantial houses, e.g. 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 tree streetscapes.

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- 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 to 1930s - including date palms, brush box, etc; mature trees including some remnant indigenous trees.
- 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 Ff~~f~~ederation 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.
- Lack of structures, garages, carports between the building line and the front fence.

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Figure 7.10.11.1 – Wyralla Avenue ~~-c~~Conservation ~~a~~Area - streetscape character (significant elements such as: original windows, driveways, fences front garden chimneys carport and ancillary buildings porch and verandahs)

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.
- 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.

7.10.11.3 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.

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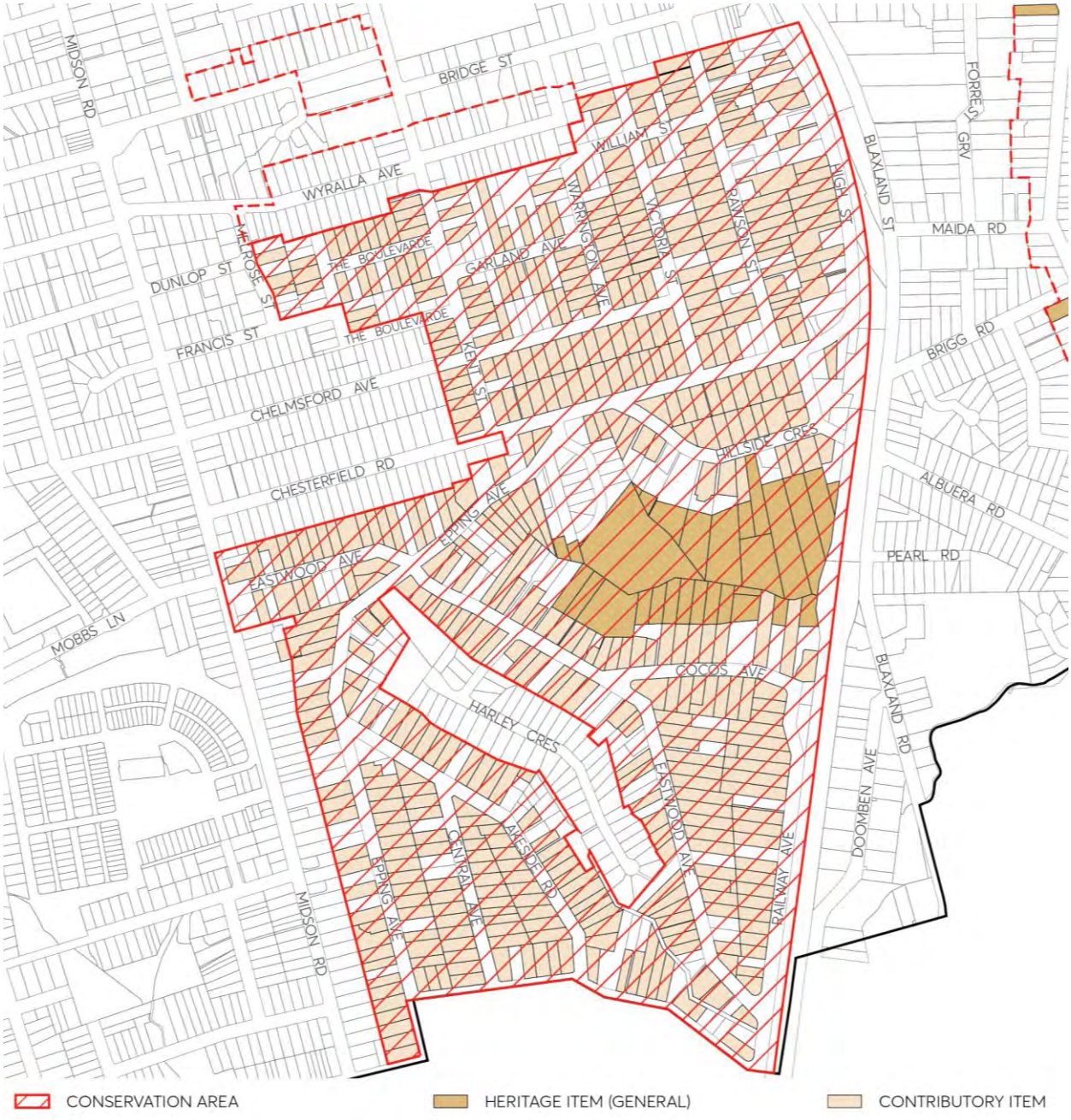


Figure 7.10.11.2 – Epping/Eastwood Conservation Area

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.



Figure 7.10.11.3 – Wyralla Avenue Conservation Area

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~~brush box) planted on both sides of Boronia Avenue enhance the traditional streetscape environment.



Figure 7.10.11.4 – Boronia Avenue Conservation Area

7.10.11.4 PROVISIONS

Development should be in accordance with the general provisions under Section 7.4 of this DCP and the additional specific controls below.

Objectives

O.01 Continue the high standard of design achieved in recent years so that the original form and character of houses remains obvious.

Controls

Landform-/-Natural Characteristics

C.01 Maintain remnant indigenous trees.

C.02 Keep the natural slope of the land alongside buildings and in the grounds.

C.03 Avoid high retaining walls and changes of land produced by cut and fill.

Subdivision

C.04 Maintain the width of allotments.

C.05 Avoid development that involves the amalgamation of allotments and buildings that cross allotment boundaries.

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C.06 Avoid re-subdivision in the Wyralla Avenue Conservation Area and Boronia Avenue Conservation Area.

~~C.07~~ 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 battle-axe 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.08~~C.07 ~~(Void).~~

Existing Significant Buildings

~~C.09~~C.08 Keep all existing significant buildings.

~~C.10~~C.09 Avoid painting, rendering or re-skinning of original brick walls.

~~C.11~~C.10 Avoid re-roofing of main body of house except to match original materials.

~~C.12~~C.11Avoid removing any original historical exterior details including facade details.

~~C.13~~C.12 Avoid removing existing chimneys and fireplaces.

~~C.14~~C.13 Avoid enclosing open balconies and porches.

~~C.15~~C.14 Avoid re-cladding of timber houses except with timber weatherboards of a profile to match existing.

Siting and Garden Area

~~C.16~~C.15 Maintain the historical pattern of development of individual buildings on separate allotments of land separated by garden space.

~~C.17~~C.16 Maintain front garden areas, lawns and associated pathways as traditional garden settings for houses.

~~C.18~~C.17 Keep views around and between buildings.

~~C.19~~C.18 Maintain amenity and privacy of back garden space.

~~C.20~~C.19 Ensure adequate rainwater absorption area per allotment.

~~C.21~~C.20 Keep at least 60% of the site as garden space. Council will consider a minimum garden space of 50% where allotments are less than 700m^2.

~~C.22~~C.21 Avoid extensions to the front or side of an existing house.

~~C.23~~C.22 Maintain the historical pattern of dwellings in Railway Parade at or near the top of the rise, with deep front gardens.

~~C.24~~C.23 Reduce and avoid adverse impacts on the bushland in the Edna Hunt Sanctuary – avoid constructing new buildings at the rear of allotments within 7 metres of the Sanctuary ~~/~~ Edna Hunt Reserve.

~~C.25~~C.24 Establish similar side boundary setbacks to those existing.

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~~C.26~~C.25 Avoid new buildings closer than 8 metres to the front alignment.

~~C.27~~C.26 Avoid constructing side walls in excess of 7 metres in length.

Alterations and Additions

~~C.28~~C.27 Throughout the area, dormer windows on the front façade of the roof and mansard roofs are not appropriate.

~~C.29~~C.28 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~~C.29 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~~C.30 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~~C.31 Avoid hearted, speckled, multicoloured or textured bricks in light colours.

~~C.33~~C.32 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~~C.33 Avoid using roofing materials in light colours.

Garages, Carports & Utility

~~C.35~~C.34 Maintain the historical pattern of back garden placement of garages, sheds and other utility buildings.

~~C.36~~C.35 Maintain garages and carports as utility buildings fully detached from the house.

~~C.37~~C.36 Maintain the established pattern of one opening per allotment for car access.

~~C.38~~C.37 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 metre back from the front wall of the building and would not be a feature in the streetscape.

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iii) Are not attached to the building and would not obstruct light and air into the building.

~~C.39~~C.38 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~~C.39 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~~C.40 Keep later period front fences designed to match the materials of the house.

~~C.42~~C.41 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~~C.42 Avoid high front privacy walls of brick, timber or brush.

~~C.44~~C.43 Avoid new timber picket fences which were not a historical feature of the area.

~~C.45~~C.44 Lych-gates and arbours may be acceptable if accurate reconstructions of originals.

Public Lands

~~C.46~~C.45 Conserve and enhance those elements of the public domain which contribute to the history and streetscape of the area.

~~C.47~~C.46 Retain the pattern of grass verges, footpaths and street tree planting.

~~C.48~~C.47 Maintain grass verges, footpaths and street trees.

~~C.49~~C.48 Avoid removal of healthy street trees.

~~C.50~~C.49 Retain and regenerate the bushland in the Edna Hunt Sanctuary within the Epping-/ Eastwood Heritage Conservation Area.

~~C.51~~C.50 Maintain and restore sandstone kerbs and gutters.

~~C.52~~C.51 Plant trees where there are gaps in the street tree planting.

~~C.53~~C.52 Plant trees in the streets alongside the railway line where there are no street trees.

~~C.54~~C.53 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~~C.54 Avoid designs that involve major changes to the street pavement, such as chicanes, wide paved speed bumps, or decorative paving.

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7.10.11.5 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, 13, 14, 16, 18, 20, 22, 23, 24, 26
- Chesterfield Road: Nos 3, 4, 6, 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
- Cocos Avenue: Nos 1, 2, 3, 4, 6, 7, 8, 10, 11A, 12, 14, 15, 16, 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, 42, 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, 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
- Rawson Street: Nos 1, 2, 3, 4, 6, 7, 8, 10, 11, 13, 15, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 29, 31, 32, 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, 28, 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, 22z, 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
- Cocos Avenue: Nos 17, 19

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- 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

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NORTH ROCKS WARD

7.10.12 BURNSIDE HOMES CONSERVATION AREA, NORTH PARRAMATTA

The location of Burnside Homes Conservation Area is depicted in Figure 7.10.12.1.

7.10.12.1 HISTORY

Burnside Homes provides a great example of 20th century Classical Revival style architecture, part of the Burnside Homes Orphanage Group. The buildings include influence from Old Government House in Parramatta and makes a strong contribution to the streetscape. The buildings comprise of stuccoes brick walls, hipped roof and Marseilles tiles. The chimneys are constructed of brick with cowl. Notable features include a set of three Tuscan columns flanking the doorway with Tuscan Pilasters, along with recessed arched windows with sandstone sills, and large sandstone gateposts with palisade iron gate.

7.10.12.2 DISTINCTIVE CHARACTERISTICS

- The linear streetscape to Pennant Hills Road of fences, plantings and facades and grand facades featuring gables, porticos and towers.
- The resultant "village" grouping.
- The catalogue of architectural aspirations c1901—1930 shown by the facades.
- The attractive nature of the existing landscape. Though this is currently depleted, there are fine stands of native trees to the west of the site. The siting of the group on a ridge enhances the picturesque qualities of the whole. It should be noted that few of the buildings have interiors of note, and the most important elements are the main façades.

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Figure 7.10.12.1 – Burnside Homes Conservation Area, North Parramatta

7.10.12.3 STATEMENT OF SIGNIFICANCE

The Burnside Homes are evidence of a grandiose philanthropic social experiment for the care of orphans using domestic rather than institutional accommodation arranged in a village complex. While the village and first buildings were established by the Presbyterian Church many of the houses were built by private benefactors between 1911-1941. This building is part of that unique village child care complex and forms part of a picturesque catalogue of the development of domestic architectural aspirations in the period 1911-1941.

7.10.12.4 PROVISIONS

Development should be in accordance with the general provisions under Section 7.4 of this DCP and the additional specific controls below.

Objectives

O.01 Ensure that new development is sympathetic to the identified heritage values.

O.02 Provide guidance for development in relation to heritage items and heritage conservation areas.

O.03 Encourage an understanding of heritage significance and to promote the conservation of heritage.

Controls

C.01 New development is to be sited and designed so as not to adversely impact upon the existing or original landscape and spatial qualities of the area.

C.02 New buildings are to complement existing buildings of significance with respect to bulk, scale and façade geometry and be of a simple, contemporary design that avoids 'heritage style' architectural or decorative detail.

C.03 Applications for new buildings will need to consider the following as a minimum:

- the pitch and form of the roof (if any);
- the style, size, proportion, and position of the openings for windows and doors (if any); and
- the colour, texture, style, size, and type of finish of the materials to be used on the exterior of the building.

7.10.12.5 EXISTING SIGNIFICANT BUILDINGS

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

- Blackwood Place: Nos 1-7, 9-29, 28, 30
- Masons Drive: Nos 1-3, 14-16
- Pennant Hills Road: No 61

*Heritage item

7.11 GLOSSARY OF HERITAGE TERMS

Terms used in this Section including conservation, fabric, maintenance, restoration, reinstatement, are defined in the ICOMOS Burra Charter 2013. These terms are often used in heritage planning and mean the following:

Place means a geographically defined area. It may include elements, objects, spaces, and views. Place may have tangible and intangible dimensions.

Aboriginal cultural heritage means Aboriginal objects and declared Aboriginal places as defined under the *National Parks and Wildlife Act, 1974*.

Aboriginal object has the same meaning as in the *Parramatta LEP 2023*.

Aboriginal place of heritage significance has the same meaning as in the *Parramatta LEP 2023.*

Act refers to the:

- *Environmental Planning and Assessment Act 1979*
- *National Parks and Wildlife Act 1974*
- *Heritage Act 1977*

Allotment means the legal parcel of land which has been created via subdivision and registered with the Land Property Information service, normally having a Lot Number and Deposited Plan (i.e. Torrens Title subdivision).

Archaeological assessment is a report prepared by a qualified archaeologist that conforms to the current reporting requirements of the NSW Office of Environment and Heritage. It can include:

- Baseline Archaeological Assessment
- Archaeological Research Design

Archaeological site means a site identified in the Parramatta Historical Archaeological Landscape Management Study (PHALMS); or the place or site of a relic or relics as defined in the *Heritage Act 1977* as amended and has the same meaning as in the *Parramatta LEP 2023.*

Architectural character includes massing, articulation, composition of building elements, material use and details including building entrances, fenestration, balconies and balustrades, awnings, planters, pergolas, boundary walls, fences, and the like.

Awning is a predominantly horizontal structure that projects over a footpath from the host building to provide weather protection for pedestrians.

Adaption means modifying a place to suit proposed compatible uses.

Alteration and Alteration in relation to a heritage item, or to a building or work within a heritage conservation area, means:

a) make structural changes to the outside of the heritage item, building or work; or

b) make non-structural changes (other than maintenance) to the detail, fabric, finish, or appearance of the outside of the heritage item, building or work.

Adjacent means a place that shares a boundary with the property (usually a heritage item) under consideration or is directly opposite that property or is diagonally opposite that property (that is on the opposite side of the street).

Balcony means an open area, not being an enclosed room or area, attached to or integrated with and used for the exclusive enjoyment of the occupant or occupants of a dwelling.

Building Style refers to the principal historic architectural character of a property. The styles most commonly found within HCAs are: Victorian; Federation; Interwar; and Post war. It is however noted

that there are many variations within each style and other lesser used styles are found in the Council area.

Building elements are doors, windows, gutters, downpipes, chimneys, walls, shopfronts, roofs, and stairs.

Building envelope means the three-dimensional space that limits the extent of a building on an allotment. The building envelope is defined by building height and front, side, and rear boundary setbacks. Refer to definitions for building height and setback for inclusions and exclusions.

Building height or Height of building is the same as "height", it has the same meaning as in the *Parramatta LEP 2023*.

Building line or Setback is the same "setbacks", it has the same meaning as in the *Parramatta LEP 2023*.

Bulk means the total effect of the arrangement, volume, size, and shape of the building.

Character is the combination of the individual characteristics or qualities of a neighbourhood, precinct, or street.

Compatible use means a use which involves no change to the culturally significant fabric, or changes which are substantially reversible, or which will have minimal impact.

Conservation means all the processes of looking after a place so as to retain its cultural significance. It includes maintenance and may according to circumstance include preservation, restoration, reconstruction and adaption in any one place and will be commonly a combination of more than one of these Heritage Conservation Area Means an area identified in this plan as a heritage conservation area.

Conservation management plan is a document prepared to conform with the publication The Conservation Plan; a guide to the preparation of conservation plans for places of European cultural significance, J.S.Kerr, Australia ICOMOS, 2013, ACT.

~~**Contributory buildings** – Heritage Conservation Area~~

~~**Contributory buildings map** also means 'heritage map' and it refers to a map of the heritage conservation area within the City which identifies buildings and sites as being contributory, neutral or non-contributory. Refer to the Contributory Buildings Maps of the Heritage Technical Manual.~~

Curtilage – see Section 7.4 – General Provisions.

Demolition (in relation to a building or work within a heritage conservation area) means the damaging, defacing, destruction, pulling down or removal of the building or work in whole or in part.

~~**Detracting buildings** – see Heritage Conservation Area~~

Dual Occupancy Development means development that results in 2 dwellings (whether attached or detached) on a single allotment or land or which would have that result were it not for the fact that the allotment is to be subdivided as part of the development, however that development is described or provided for in an environmental planning instrument.

Fabric means all the physical material of the place, including elements, fixtures, contents, and objects.

Fa~~c~~ç~~ade~~ade means the exterior walls of a building.

Facadism is the practice of demolition of a building, retaining only the fa~~c~~ç~~ade~~ade.

Fenestration means the arrangement of windows and other patterns on a building.

Fine grain means a variety of different land uses in proximity to one another, or a series of narrow building elements as opposed to a large, consolidated land use or a broad, unbroken building form.

Form and Massing means the overall shape and proportion of the building. Massing refers to the whole of the bulk of the building and form relates to height, width, pitch of roofs, proportion of openings, proportion of elements to each other, how elements such as verandahs are designed, and other design related matters. While the terms can be used separately, they are often used together to describe a place within a streetscape.

Height of building – refer to 'Building height'.

Heritage Act 1977 is an Act of the NSW Parliament providing for conservation orders and other controls over items having heritage significance. The Act is administered by the Heritage Council of NSW.

Heritage Council of NSW is the NSW Government's heritage advisory body established under the *Heritage Act 1977*. It provides advice to the Minister for Heritage and others on heritage issues. It is also the determining authority for s.60 applications.

Heritage impact statement (also includes "Statements of Heritage Impact") is a document that conforms to the standards contained in the NSW Heritage Branch publication Statements of Heritage Impact, 1996, revised 2002.

Heritage management documents has the same meaning as in the *Parramatta LEP 2023*.

Heritage buildings, sites and elements means heritage items (including landscape and archaeological items, and building elements), buildings, works, relics, trees and sites within heritage conservation area and heritage streetscapes.

Heritage Item Buildings are individually listed as heritage items in the *Parramatta LEP 2023*.

~~**Heritage Conservation Area** means an area identified and mapped within this DCP including individual lots, structures, gardens, fences and landscaping, the features of the public domain that are within the mapped area.~~

~~**Contributory Building**~~	~~Buildings that clearly reflect a Key period of Significance for the HCA and are key elements of the character of the HCA. Contributory 1 buildings generally have a good level of intactness in their external form and materials with only visible minor changes.~~
~~**Contributory Building 2**~~	~~Buildings that have been altered but are still identifiable as dating from a Key period of Significance for the HCA. Contributory 2 buildings have a greater level of change that may include roof additions, altered~~

	~~verandahs, changed wall finishes, altered windows and doors and sometimes a combination of these, however, these buildings have retained their overall form in the streetscape and remain part of the key street character.~~
~~**Neutral Building**~~	~~Buildings that are either heavily altered to an extent where the construction period is uncertain or are from a construction period which falls outside a Key Period of Significance for the HCA, but which reflect the predominant scale and form of other buildings within the HCA, and therefore do not detract from the character of the HCA.~~
~~**Detracting Building**~~	~~Buildings from a construction period which falls outside a Key Period of Significance for the HCA that have a scale or form that is not consistent with the key characteristics of the area.~~

Heritage Significance refers to historic, scientific, cultural, social, archaeological, architectural, natural or aesthetic significance for past, present or future generations.

Infill Development means new buildings on vacant sites and new buildings on existing occupied sites where the new building is separate from the existing building and forms part of the identified streetscape. Infill development is not alterations and additions.

Maintenance means the continuous protective care of the fabric, contents and setting of a place, but does not include repair.

Main roof form is generally the roof (original) that is viewed from the street frontage that extends over the principal rooms in a building. The roof form may have a range of shapes and finishes. The main roof form may extend to wings, particularly where they are located at the side of a building and are clearly visible from the street. The main roof form does not include:

- rear wings unless they are specifically noted as significant
- roof additions where they are the dominant roof form
- rear skillion or more minor roof forms.

Principal (street) elevation is the wall~~(/s)~~ of the building that from the main street and which can be seen from the street. This may not be the same as the street address of a building.

Massing means the overall shape and form of a building including its roof.

Minor Works are works that generally do not require an application to be made or consent issued by Council to undertake the work.

Minor alterations (external) to buildings comprising heritage items or in a heritage conservation area:

1. Must only involve one or more of the following:
   a. painting, plastering or cement rendering or cladding,
   b. the repair or replacement of a non-structural wall,
   c. any other minor non-structural work, and
2. Must not affect the means of egress from the building in an emergency, and
3. Must reproduce the existing materials, finish and design of the building so as not to alter its appearance, and
4. Must not involve change in original material type, scale or texture, and

5. Must not involve the painting of a brick, stone, slate or tile that is not painted.

Modern technologies –includes solar hot water/photo-voltaic systems, telecommunication structures, and other development of modern technology which are of recent invention.

~~**Neutral buildings** – See Heritage Conservation Area~~

Non-conforming Building means a building that has replaced a building which was constructed in accordance with Stanton's original covenants.

Original materials or finishes are materials or finishes that were on the building when it was constructed or seen in early additions.

Place means site, area, building or other work, group of buildings or other works together with associated contents and surroundings.

Preservation means maintaining the fabric of a building or work in its existing state and retarding deterioration.

Reinstatement or Reconstruction means returning a place as nearly as possible to a known earlier state and is distinguished by the introduction of materials (new or old) into the fabric.

Restoration means returning a place to a known earlier state by removing accretions or by reassembling existing elements or components without the introduction of new material.

Relic means any deposit, object or material evidence relating to the settlement (including Aboriginal habitation) of the area.

Repair means the restoration or reconstruction of a place.

Scale means the size of a building in relation to its surroundings.

Setting means the context within which a building or structure is situated in relation to the surroundings. For example, buildings, roof scapes, chimneys, valleys, ridges, view corridors, trees, parks, gardens.

Setbacks are, in heritage terms (not considering other LEP or DCP controls on required setbacks):

- **Front setback:** the existing pattern of setbacks to heritage items or contributory buildings from the front boundary that is found in the street. This may be a consistent setback or may have variation between sites where there are different periods of development. In matching a front setback new work should align with consistent setbacks where they exist or adopt the 'pattern' of setbacks within the immediate street.
- **Side setbacks:** are the existing setbacks that characterise heritage items or contributory buildings within a heritage conservation area.

State Heritage Inventory is an online database of all statutory listed heritage items and heritage conservation areas in New South Wales including Aboriginal Places, State Heritage Register, Interim Heritage Orders, State Agency Heritage Registers and Local Environmental Plans. Each listing may include a description of the item or area, a Statement of Heritage Significance, and recommended

management provisions to guide future development. The information is provided by local councils and State government agencies.

Statement of Environmental Effects is a document that outlines the environmental impacts of a proposed development and outlines any steps taken to protect the environment and to manage impacts.

Streetscape means the form, character and visual amenity of the street environment.

Verandahs are an area located on the ground floor. Commonly seen on terrace houses and bungalows.

View means an extensive or long range outlook towards a particular urban aspect or topographical feature of interest.

Further information and resources

The *Parramatta Historical Archaeological Landscape Management Study (PHALMS).*

Design in context: Guidelines for Infill Development in the Historic Environment, NSW Heritage Office/Royal Australian Institute of Architects NSW Chapter 2005.

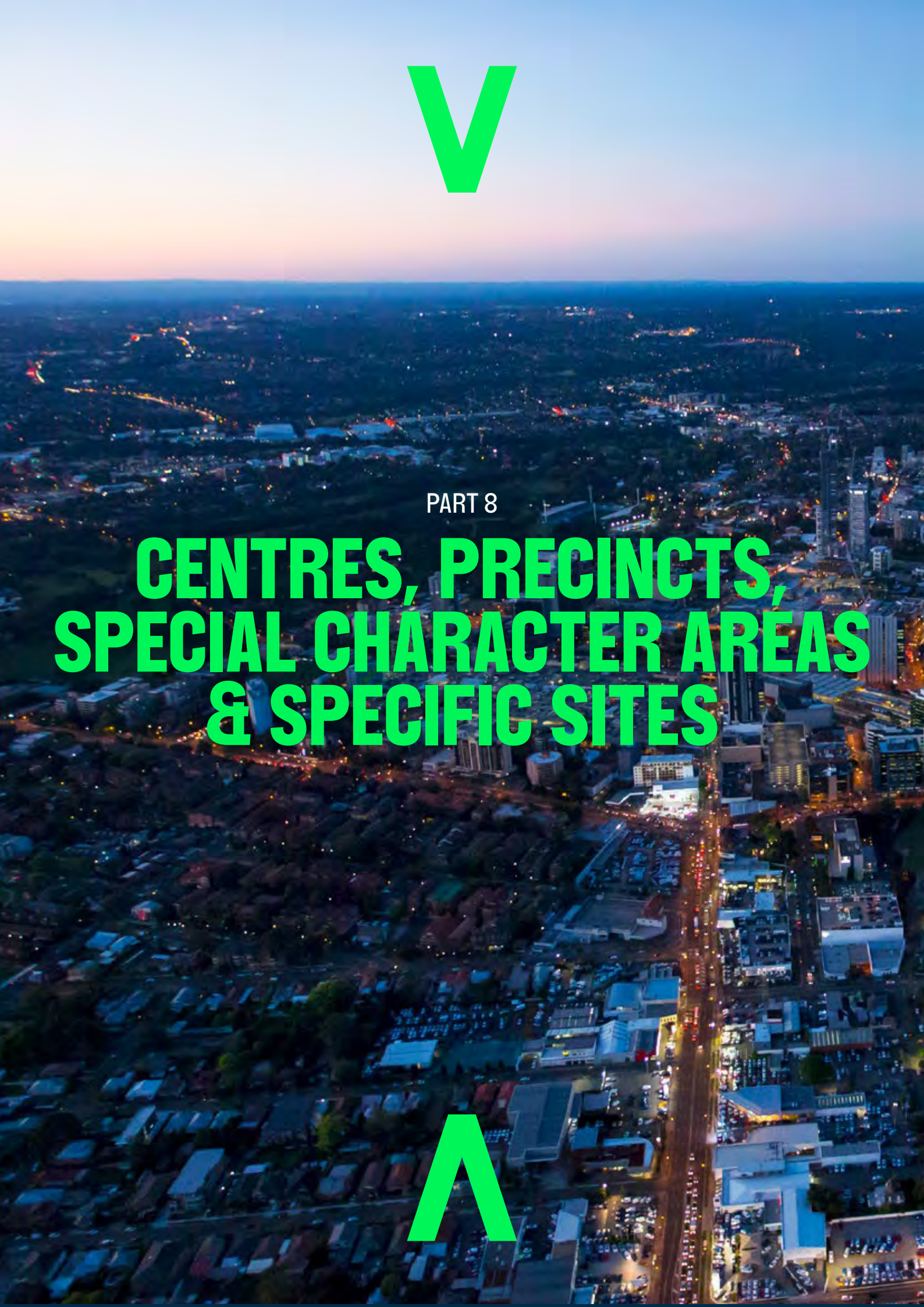
Heritage Curtilages (Heritage Manual supplementary volume), Heritage Office, Department of Urban Affairs and Planning, 1996.

The NSW Heritage Manual, produced by the NSW Heritage Office, sets out in detail the procedures that should be followed in assessing and managing heritage.

Statements of Heritage Impact issued by the Heritage Office of NSW needs to be referred to when preparing a Heritage Impact Statement.

The Maintenance Series by Heritage NSW is the principal resource for technical information on heritage conservation.

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PART 8

CENTRES, PRECINCTS, SPECIAL CHARACTER AREAS & SPECIFIC SITES

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

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

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

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

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

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

General Objectives

O.01 Ensure that new development within the business zones provides active ground level uses, creating vibrant local centres.

O.02 Ensure that new development provides an interface to adjoining public spaces, including roads, laneways, pedestrian connections and parks.

O.03 Encourage the provision of new pedestrian and vehicular connections within strategic centres, local centres and neighbourhood precincts.

O.04 Provide high quality retail, commercial and residential development within strategic centres, local centres and neighbourhood precincts.

O.05 Encourage the revitalisation of the public domain in strategic centres, local centres and neighbourhood precincts.

O.06 Encourage opportunities for additional public open spaces in strategic centres, local centres and neighbourhood precincts.

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

New Laneway and Pedestrian Links

O.08 Improve the existing vehicular and pedestrian network.

O.09 Improve legibility and permeability of centres.

O.10 Provide better servicing for residential and commercial uses.

O.11 Reduce conflict between pedestrian and vehicular movements.

O.12 Reinforce the role of the street hierarchy.

Setbacks

O.13 Reinforce the street edge and role of centres.

O.14 Activate ground level retail spaces and encourage pedestrian activity.

O.15 Provide for continuous awnings and weather protection in and around centres.

O.16 Provide an address to important elements of centres such as railway stations and public open spaces.

O.17 Ensure that new development encourages activation of laneways.

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8.1 STRATEGIC CENTRES

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

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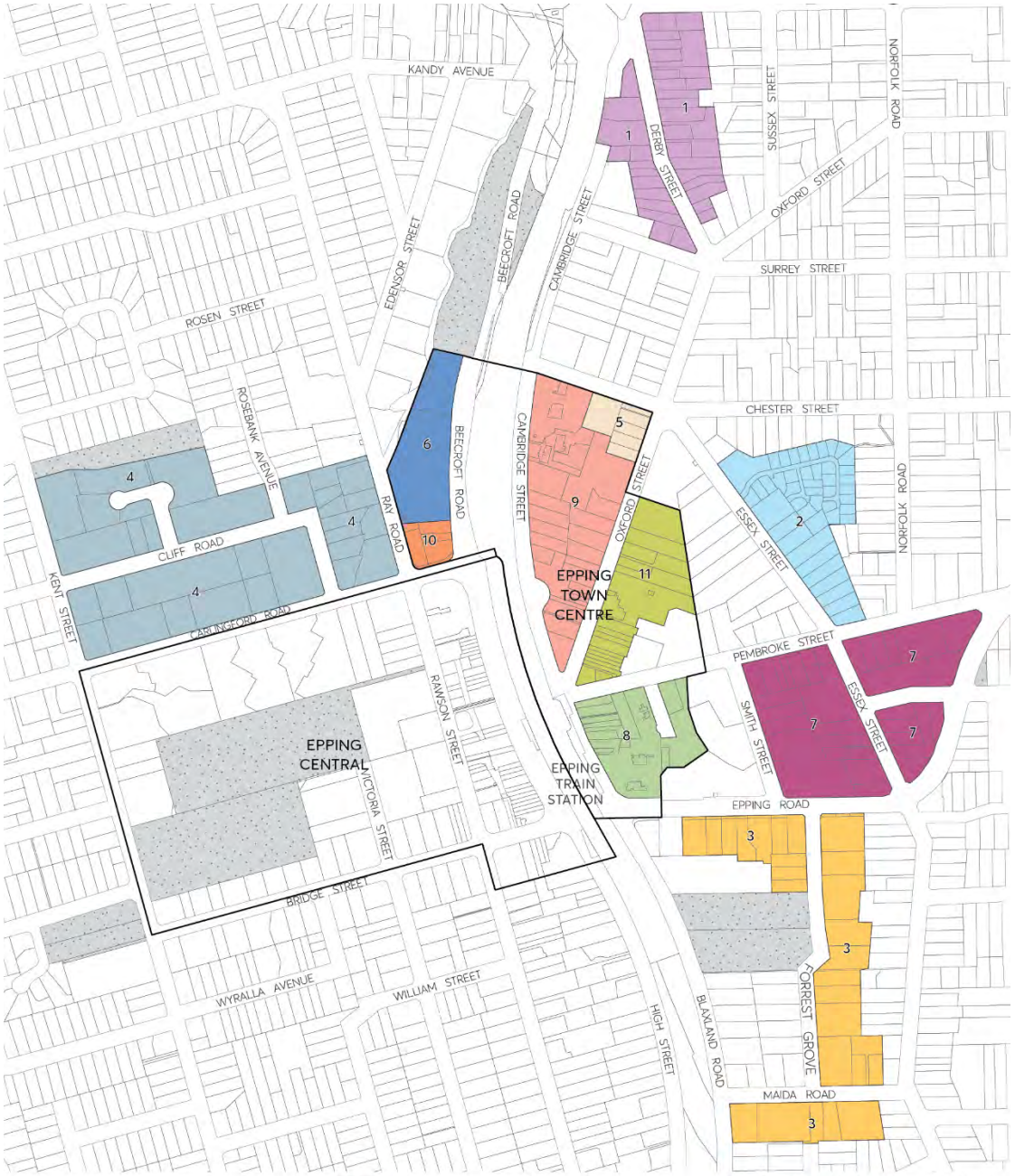
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8.1.1 EPPING STRATEGIC CENTRE

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

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KANDY AVENUE
DERBY STREET
SUSSEX STREET
NORFOLK ROAD
OXFORD STREET
SURREY STREET
EDENSOR STREET
BEECROFT ROAD
CAMBRIDGE STREET
ROSEN STREET
ROSEBANK AVENUE
CHESTER STREET
CLIFF ROAD
RAY ROAD
OXFORD STREET
ESSEX STREET
KENT STREET
CARLINGFORD ROAD
EPPING TOWN CENTRE
PEMBROKE STREET
SMITH STREET
EPPING CENTRAL
RAWSON STREET
VICTORIA STREET
EPPING TRAIN STATION
EPPING ROAD
BRIDGE STREET
WYRALLA AVENUE
WILLIAM STREET
HIGH STREET
BLAXLAND ROAD
FORREST GROVE
MAIDA ROAD
STRATEGIC CENTRE
DERBY STREET PRECINCT
ESSEX STREET PRECINT
FORREST GROVE PRECINCT
CLIFF ROAD PRECINCT
OXFORD STREET PRECINCT
RAY AND BEECROFT ROADS PRECINCT
ESSEX AND PEMBROKE STREETS PRECINCT
LANGSTON PLACE PRECINCT
CAMBRIDGE STREET PRECINCT
RAY ROAD PRECINCT
PEMBROKE STREET PRECINCT

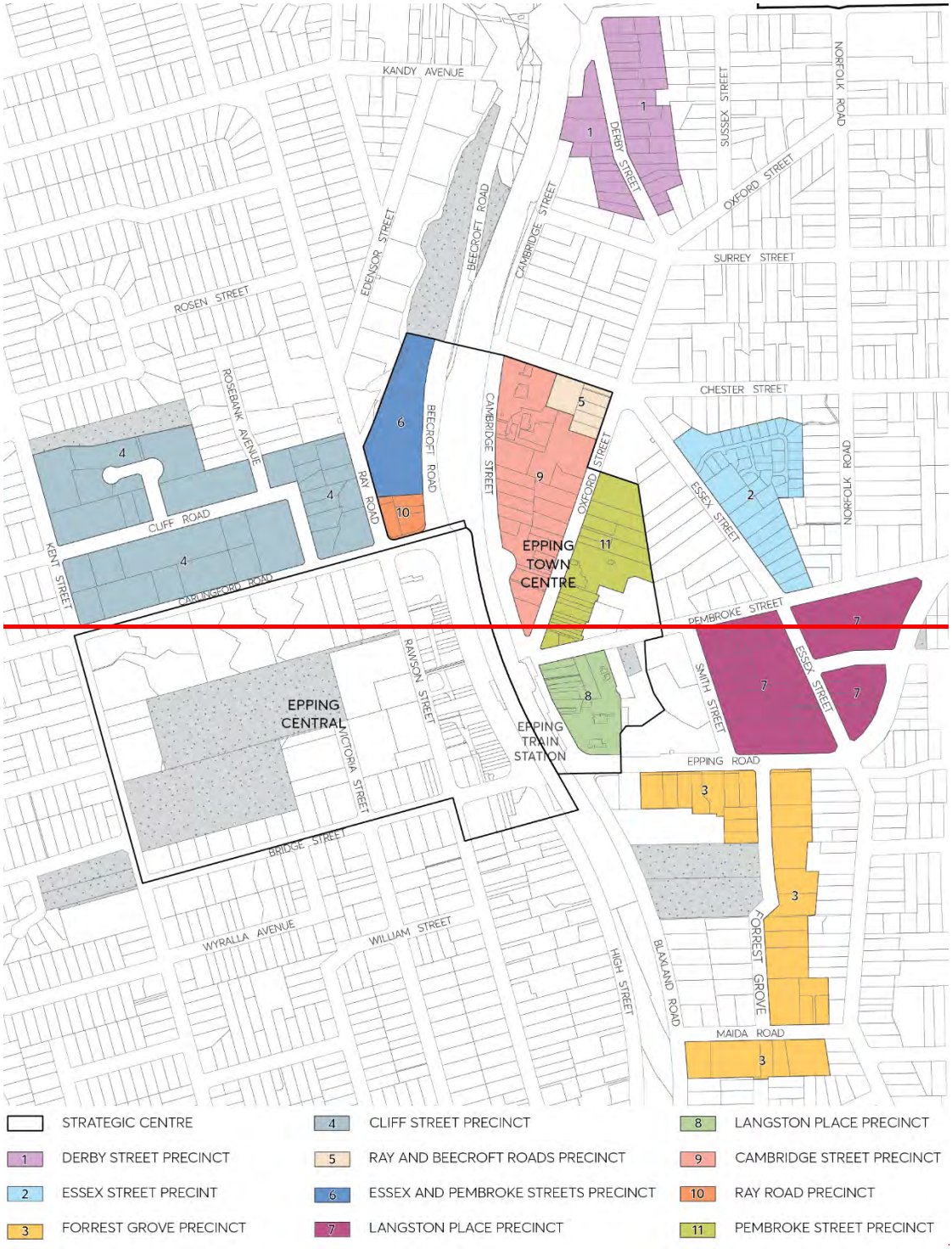


Figure 8.1.1 – Epping Strategic Centre

8.1.1.1 EPPING CENTRAL

8.1.1.1.1 DESIRED FUTURE CHARACTER

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

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

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

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

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

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

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

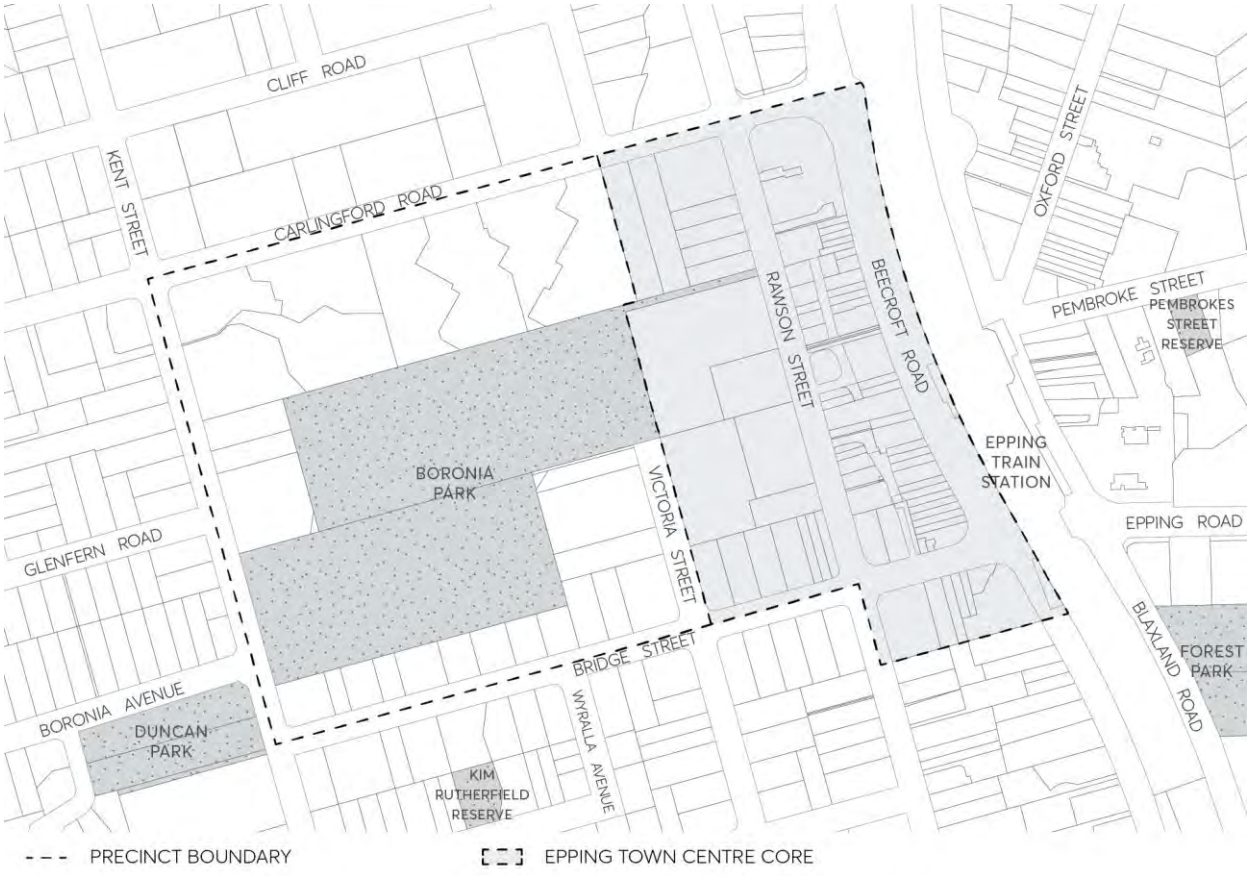


Figure 8.1.1.1.1 – Epping Town Centre Precinct Map

Objectives

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

O.01 Ensure that new development provides a strong interface to Epping Railway Station and improves connections between the railway station and the eastern and western sides of the centre.

O.02 Provide high quality built form and to ensure that new buildings provide articulation, modulation and attractive composition of building elements.

O.03 Ensure that new development maintains and enhances the character and function of Rawson Street and Beecroft Road as a retail/commercial street by continuing the fine grain pattern of ground floor uses.

O.04 Ensure that new development responds well to heritage items and conservation areas.

O.05 Ensure new development is suitably treated to reduce noise and vibration impacts from Beecroft Road and Railway Line.

Investigation Areas

As shown in Figure 8.1.1.1.2 Council will investigate future options for the use of the Council owned car park site in Rawson Street to determine the most appropriate future use of the site. This would be subject to a further Masterplan exercise and endorsement by City of Parramatta Council.

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

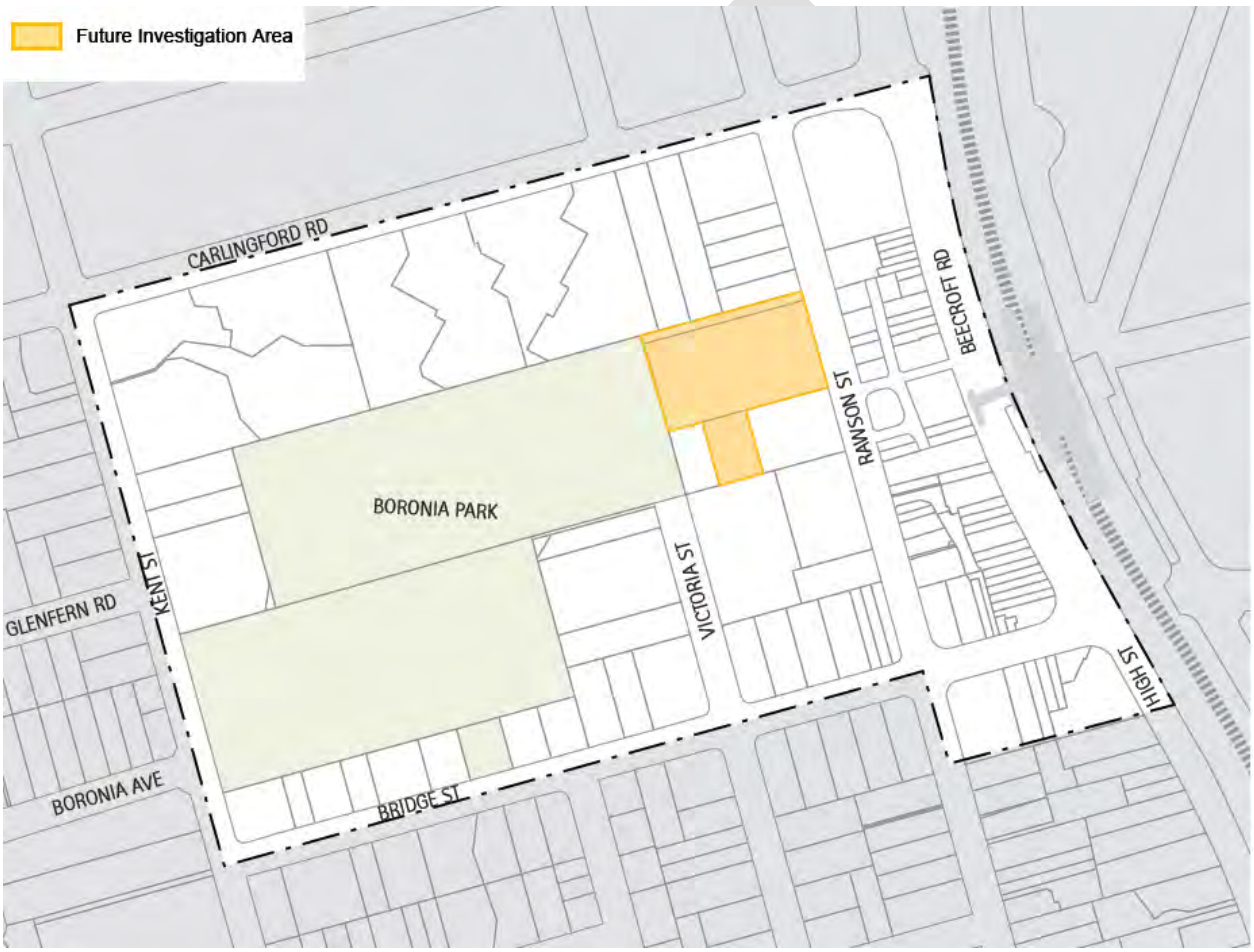


Figure 8.1.1.1.2 – Future Investigation ~~Site~~Area

Controls

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

Pedestrian Connections and Laneways

C.01 New and existing pedestrian connections, roads and laneways should be enhanced and provided in accordance with Figure 8.1.1.1.3.

C.02 New road connections, cycle ways and laneways should be provided to improve through block connections, extend existing connections and improve the interface to Epping Railway Station.

C.03 New vehicular laneways are to have a minimum width as shown in Figure 8.1.1.1.4.

C.04 New pedestrian connections are to have a minimum width of 6 metres and are to be consistent in width for their full length. Where pedestrian connections are proposed to be shared with vehicles, these are to have a minimum width of 6.4 metres.

C.05 Pedestrian through site links are to:

a) hHave active ground floor frontages and encourage outdoor dining opportunities;

b) bBe legible and direct throughways for pedestrians, clear of obstructions (including columns, stairs and escalators);

c) pProvide public access 24 hours, 7 days per week;

d) bBe open to the air above and at each end however, Council may consider an 'arcade style' walkway where this replaces an existing arcade; and

e) hHave signage at the street entries indicating public accessibility and the street to which the through site link connects.

C.06 Laneways and through-site links should be dedicated to Council.

C.07 Where an existing pedestrian link provides access between Beecroft Road and Rawson Street, any re-development of such land is to incorporate a 24-hour pedestrian link between these streets.

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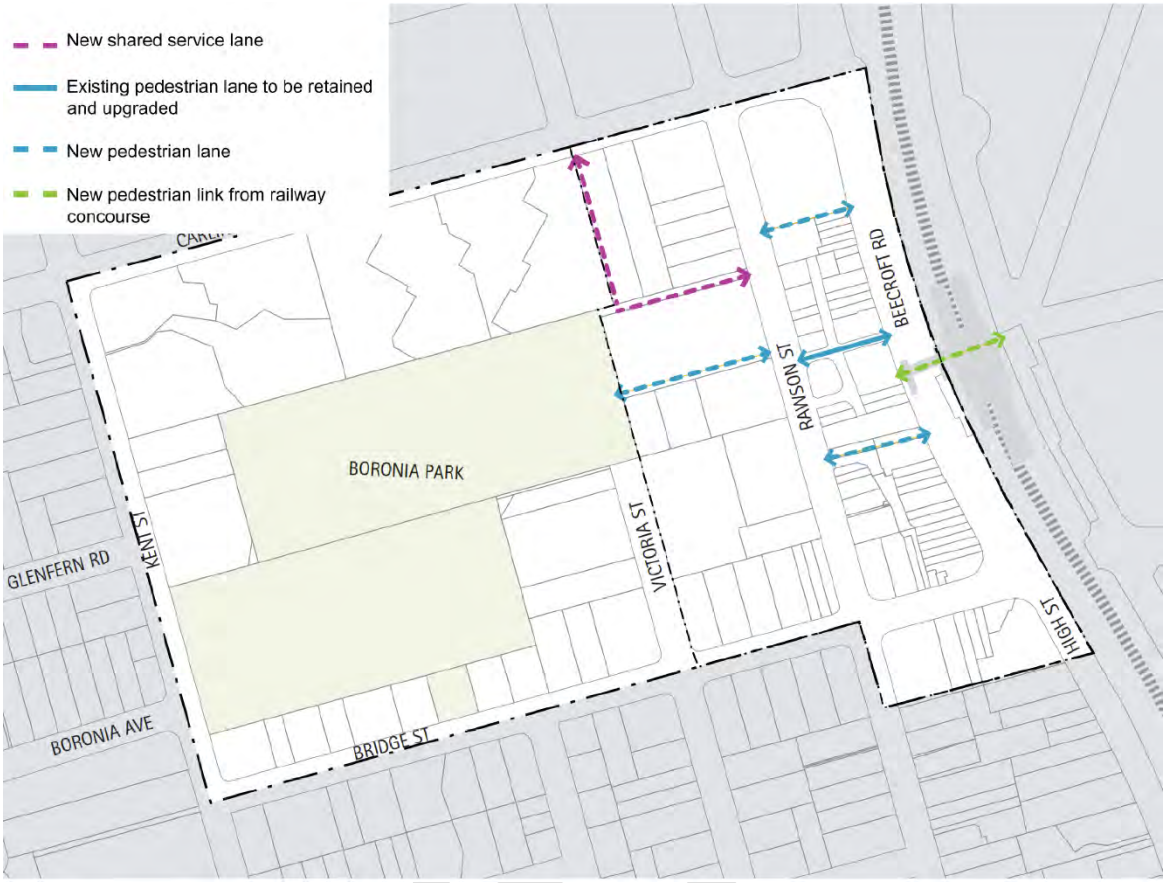


Figure 8.1.1.1.3 – Pedestrian Connections and Laneways



Figure 8.1.1.1.4 – New Vehicular Laneway

Landscaping & Public Domain

C.08 The Town Centre Core is to complement the existing landscaped character of the surrounding area. To achieve this, podium planting, particularly along the street edge of a podium, is to be provided as part of development on sites identified at Figure 8.1.1.1.5.

C.09 Where podium planting is required, the planting is to be provided as illustrated at Figure 8.1.1.1.6, with the appropriate soil depth and width as illustrated at Figure 8.1.1.1.7.

C.10 Existing street trees are to be protected and maintained. New developments are to provide new street trees along the street frontage in line with Council's specifications as detailed on a Public Domain Plan.

C.11 A Public Domain Plan is to be provided for all new developments, detailing upgrades to the surrounding public domain network, including foot paving, street tree planting, street furniture and the like. Details shall be in keeping with Council's Parramatta Public Domain Guidelines and finishes/street trees specified should be in line with Council's preferred palette for Epping Town Centre.

C.12 Paving at ground level within private land adjoining the public domain shall be consistent with the treatment provided within the public domain and should appear as an extension of the public domain.



Figure 8.1.1.1.5 – Planting required on podium

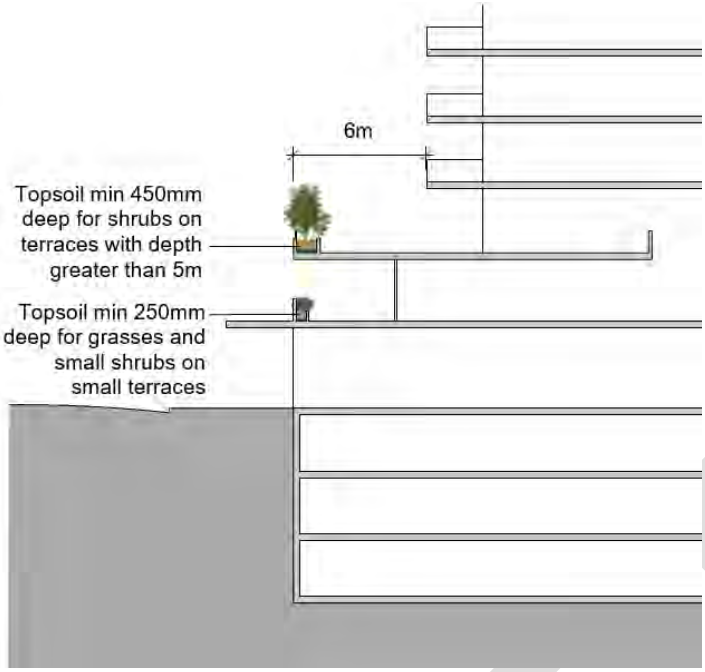


Figure 8.1.1.1.6 – Podium planting provision



Figure 8.1.1.1.7 – Soil depth and width

Building Height

C.13 The height of buildings in storeys should not exceed that corresponding the maximum *Parramatta LEP ~~20XX~~2023* height in metres under Table 8.1.1.1.1.

Table 8.1.1.1.1 – Maximum storey height

Zone (Epping Town Centre)	Height in metres under LEP	Maximum number of storeys
R4 High Density Residential	11	3
~~B2~~ E1 Local Centre	18	5
	48	15
	72	22

Building Setbacks

Front setbacks

C.14 Basement car parking, podium and tower building setbacks are to be in accordance with Figure 8.1.1.1.8 and indicative sections provided at Figure 8.1.1.1.9, Figure 8.1.1.1.10 and Figure 8.1.1.1.11, and any additional controls set out below.

C.15 Where identified on Figure 8.1.1.1.8 and Figure 8.1.1.1.9, the 2 metre ground level setback area along Rawson Street and the 1.5 metre ground level setback area along Beecroft Road, High Street and Bridge Street should be treated as an extension to the footpath to enhance pedestrian amenity and improve opportunities for outdoor dining and an active, lively street. The gradients, finished levels and treatment of this setback area are to match the adjoining footway and detailed on the Public Domain Plan. Access should be made available 24 hours per day, 7 days per week.

C.16 Podiums are to be a maximum of 2-3 storeys in height. Podiums of 3-4 storeys may be considered along Beecroft Road where the proposed use is to be non-~~-~~residential.

C.17 Where the building alignment is setback from the street alignment, balconies or architectural elements may project up to 600mm into front building setbacks, provided the cumulative width of all balconies at that particular level totals no more than 50% of the horizontal width of the building façade.

C.18 Podium setbacks to new and existing laneways and road extensions are shown in Figure 8.1.1.1.8 and Figure 8.1.1.1.9. Podium setbacks can be aligned to the laneway except where accommodating outdoor dining opportunities or where building separation requirements of the Apartment Design Guide seeks increased setbacks.

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

Side setbacks

C.19 For the commercial/retail component of development within the ~~B2~~ E1 Local Centre Zone, a zero side setback is permissible for a building height of up to three storeys. That component of the development above 3 storeys is to be setback a minimum of 6 metres from the side boundary.

C.20 In all circumstances residential components of a development must comply with the minimum building separation distances prescribed under the Apartment Design Guide.

Rear setbacks

C.21 Development should be setback a minimum of 6 metres from the rear boundary. Within the ~~B2~~ E1 Local Centre Zone, a zero rear setback may be considered for a maximum height of 3 storeys where a non-residential use adjoins another non-~~-~~residential use.

C.22 In all circumstances, residential components of a development must comply with the minimum building separation distances prescribed under the Apartment Design Guide.

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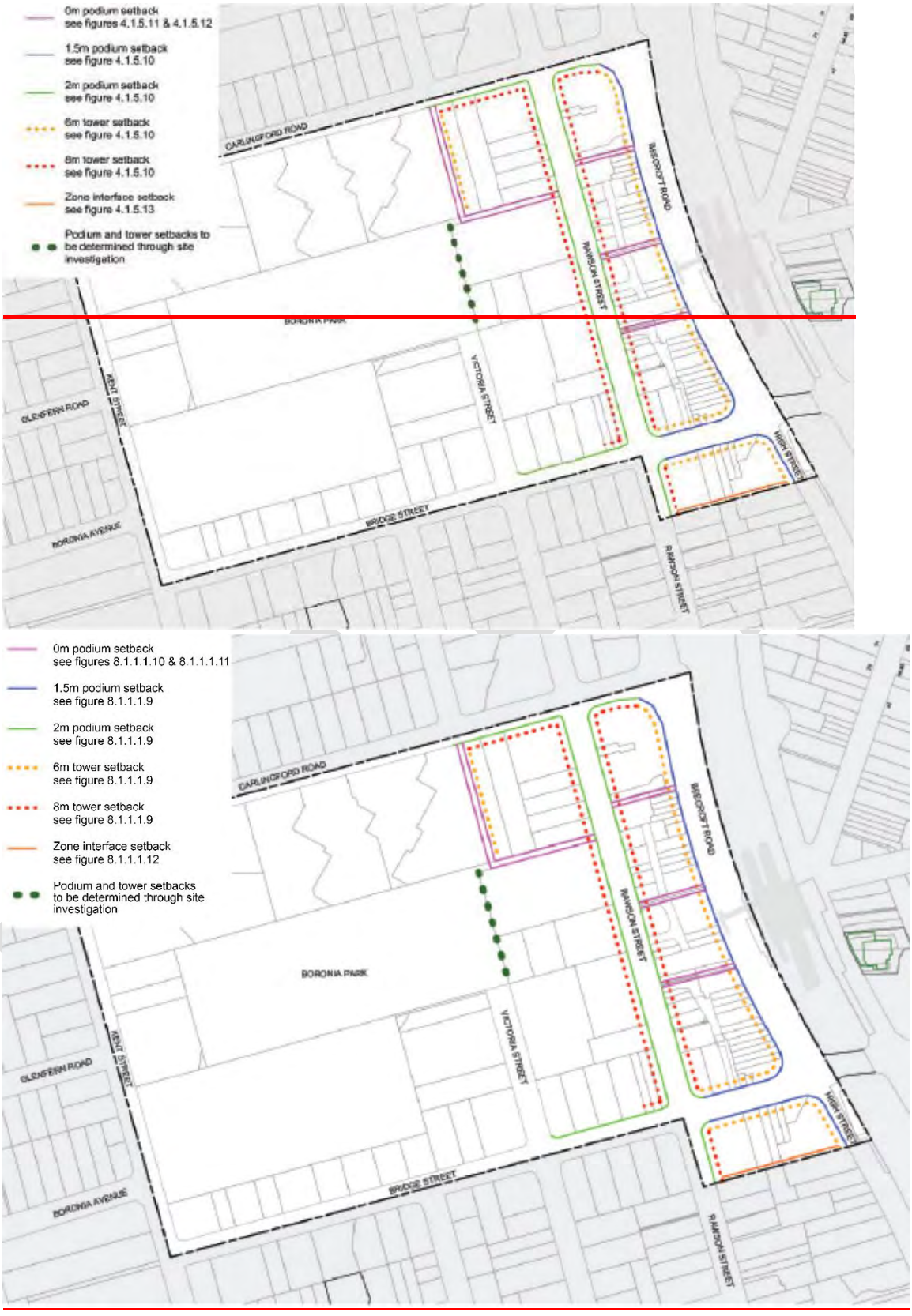


Figure 8.1.1.1.8 – Setbacks

Building bulk and depth

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

a) For residential development, 700m^2 of gross floor area and 900m^2 inclusive of balconies, external walls, internal voids etc; or

b) For commercial development, 1,200m^2 of gross floor area.

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

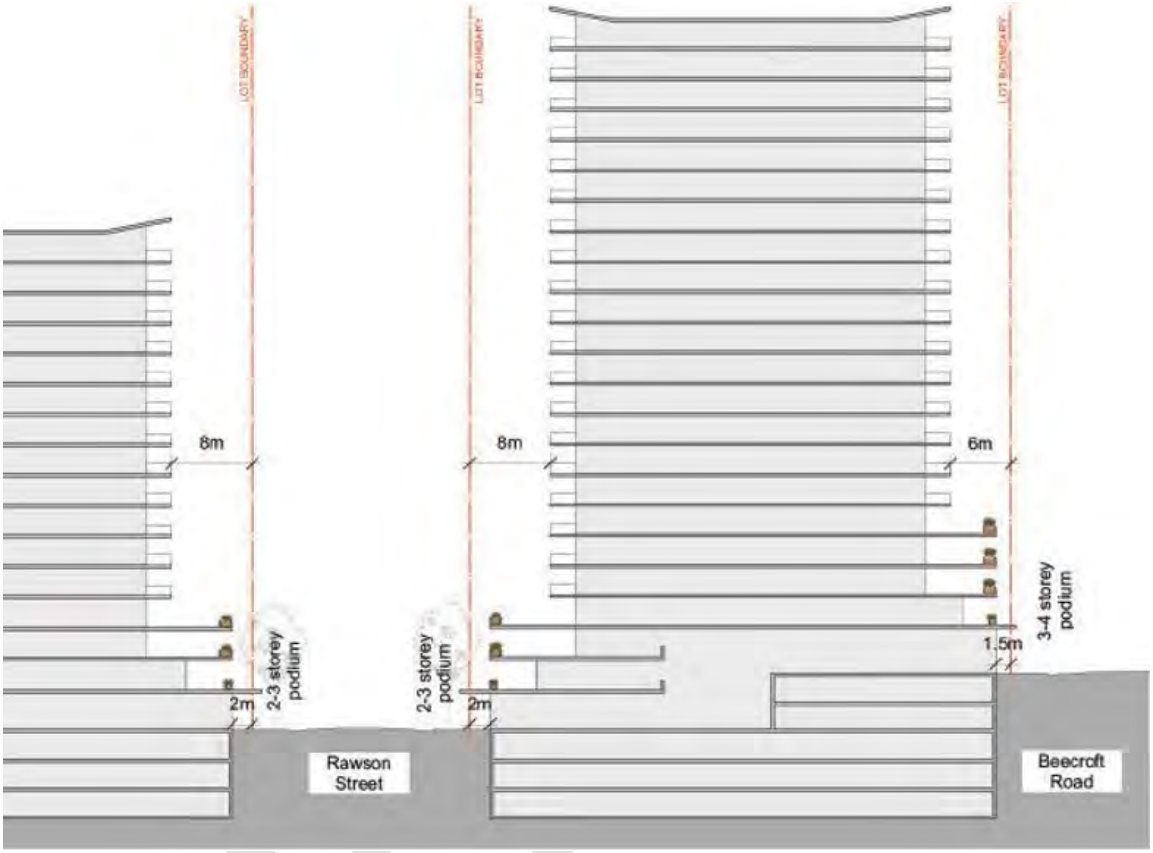


Figure 8.1.1.1.9 – Setbacks to Rawson Street and Beecroft Road

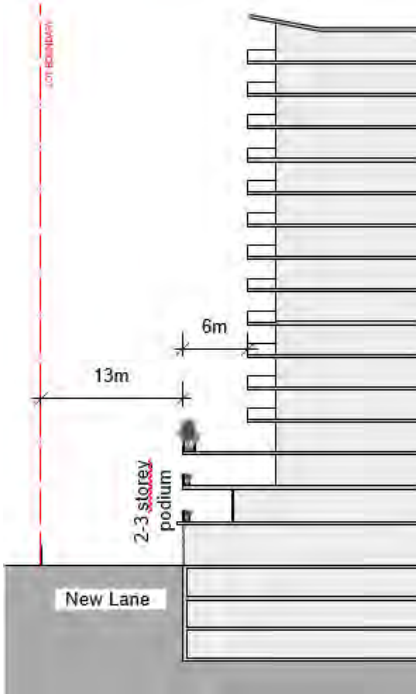


Figure 8.1.1.1.10 – Setbacks to New Lane connecting Carlingford Road and Rawson Street

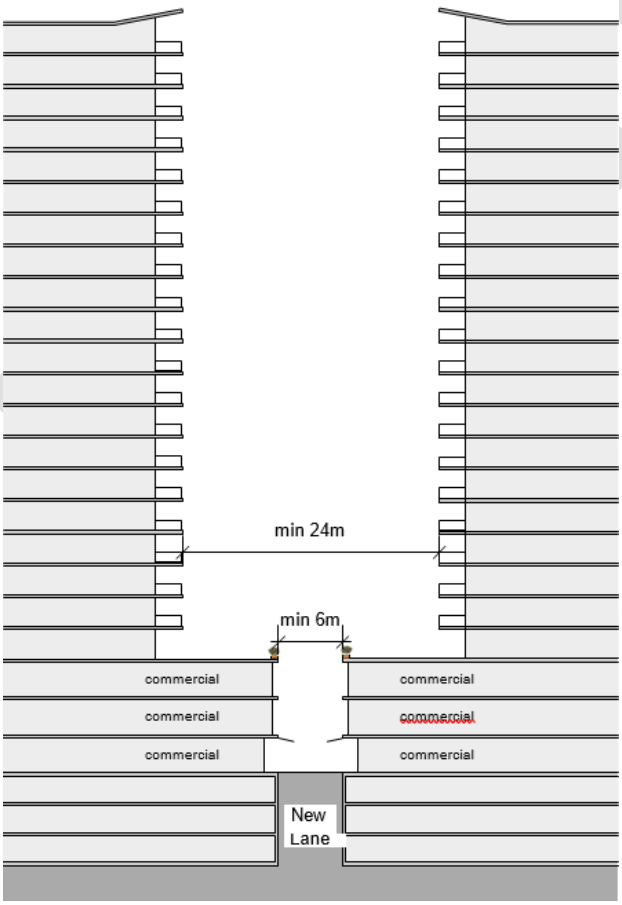


Figure 8.1.1.1.11 – Setbacks to New Lane connecting Rawson Street to Beecroft Road

Minimum site area, frontage and amalgamation

C.25 Site amalgamation is encouraged to realise the development potential envisaged. For development exceeding six storeys in height, development sites must have a minimum area of 2,000m^2 with a minimum street frontage of 40 metres.

C.26 Site amalgamation patterns are to ensure through block amalgamation, particularly between Beecroft Road and Rawson Street.

C.27 Isolation of small sites may result in poor built form outcomes. The applicant needs to demonstrate how small lots (less than 2,000m^2) will not be isolated by new development. Refer to Section 3.6.12 of this DCP – Site Consolidation and Development on Isolated Sites.

Development along Beecroft Road

C.28 Development to Beecroft Road should incorporate up to four levels of retail and/or commercial floor space fronting Beecroft Road, to ensure the provision of employment space within the Town Centre and act as a noise buffer between the Railway Line, Beecroft Road and residential development to the west.

C.29 Development along Beecroft Road and directly opposite Epping Railway Station is to consider the opportunity for a direct overpass connection between the development site and Epping Railway Station.

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

Building Height Transition

C.31 Development on sites that share a boundary with the R2 Low Density Residential Zone are to be a maximum height of 3 storeys within 15 metres of the shared boundary as shown in Figure 8.1.1.1.12.

C.32 In all other cases, where adjoining sites have different height limits, the height transition requirements detailed in Section 2.4 – Building Form and Massing of this DCP are to be adhered to.

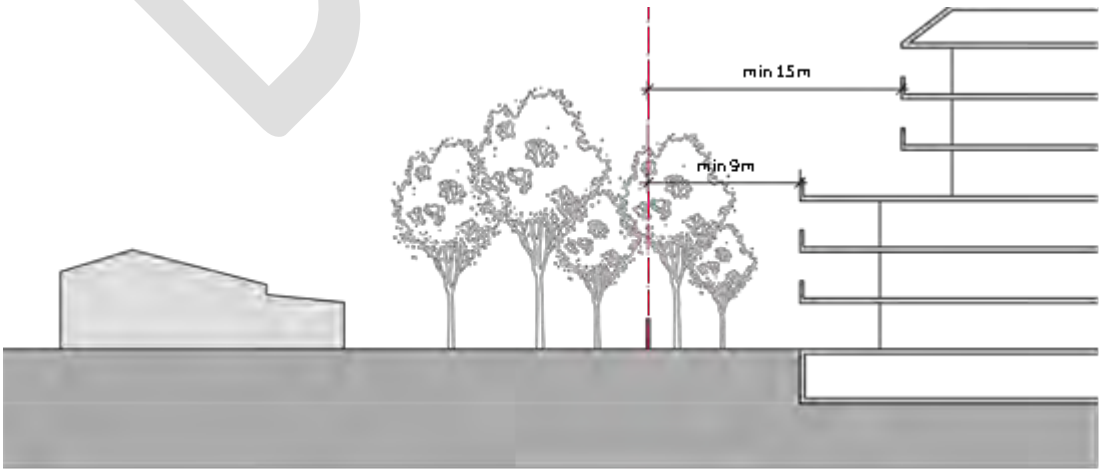


Figure 8.1.1.1.12 – Zone interface controls

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Building Design

C.33 Design of new buildings are to consider adjoining buildings, heritage buildings or buildings included within a Heritage Conservation Area in the in terms of:

a) appropriate alignment and street frontage heights;

b) setbacks above street frontage heights;

c) appropriate materials and finishes selection;

d) façade proportions include horizontal or vertical emphasis; and

e) side and rear setbacks.

C.34 Balconies and terraces should be provided, particularly where buildings overlook public spaces and on low rise parts of a building. Gardens on the top of setback areas of buildings are encouraged.

C.35 Façades are to be articulated so that they address the street and add visual interest.

C.36 External walls are to be constructed of high quality and durable materials and finishes with 'self-cleaning' attributes such as face brickwork, rendered brickwork, stone, concrete and glass. Materials and finishes with high maintenance costs, and those susceptible to degradation or corrosion are to be avoided. The use of lightness and colour of materials is to be used to minimise the impacts of massing and respect lower traditional scale.

C.37 Opaque and blank walls for ground floor uses in the Town Centre Core are to be limited to a maximum of 30% of the street frontage.

C.38 Buildings are to be designed to create streetscapes that are characterised by:

a) Clearly defined edges and corners.

b) Architectural treatments that are interesting and that relate to the design and human scale of existing buildings.

c) Tall, slender buildings with massing and design that allows for light, separation and views between buildings.

C.39 Special emphasis is to be given to the design of corner buildings, including consideration of how the building addresses its neighbouring buildings, dual frontages and its turning of the corner, and incorporation of distinctive features.

Design Quality

C.40 New buildings within the Town Centre Core are to provide for high quality urban design outcomes. Development Applications for all new buildings within the Town Centre Core are to be referred to the Design Excellence Advisory Panel for review.

C.41 A Design Competition process is encouraged for all developments greater than 45 metres in height.

Active street frontages and address

C.42 Active frontages are required as identified at Figure 8.1.1.1.13. Active frontages are those which have a direct street entry to retail, commercial, or (to minimal extent) residential lobbies.

C.43 Active frontages uses are to include one or a combination of the following at street level:

a) Entrances to retail;

b) Shop fronts;

c) Glazed entries to commercial and residential lobbies occupying less than 50% of the street frontage to a maximum 6 metres of frontage. Glazing is to be clear and not tinted;

d) Active office uses such as reception, if visible from the street;

e) Public building if accompanied by an entry;

f) Café or restaurant if accompanied by an entry to the street;

g) Other non-residential uses such as business premises.

C.44 Active frontage controls:

a) Active frontages are to be at the same general level as the footpath and be accessible directly from the street.

b) Where active frontages are not required, non-residential uses at the ground floor should provide clear glazing to the street wherever possible.

c) Ceafés and restaurants should consider providing openable shop fronts.

d) Retail, café and restaurant tenancies along streets to which active frontages are required are to have a width of 6-12 metres.

C.45 The following street address controls apply to 'street address' frontages identified at Figure 8.1.1.1.13.

a) Residential developments are to provide a clear street address and direct pedestrian access off the primary street front, to allow for residents to overlook surrounding streets.

b) On large development sites with multiple street frontages, entrances should be provided to each frontage if possible.

c) Provide direct 'front door' access from ground floor residential units.

C.46 Outdoor dining is encouraged within the Town Centre core, particularly along Rawson Street, as identified at Figure 8.1.1.1.13. Refer to the City of Parramatta Council's Outdoor Dining Guidelines for more information relating to outdoor dining.

C.47 Continuous awnings are to be provided where active frontages are required by Figure 8.1.1.1.13. Where active frontages are not required, awnings to street level commercial and retail developments are encouraged for weather protection and pedestrian amenity. New awnings should have the same height, or the average of, the two adjacent awnings.

Vehicle access

C.48 Driveways should be:

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a) Provided from lanes and secondary streets rather than the primary street, wherever practical.

b) Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees.

c) Located a minimum of 10 metres from the perpendicular of any intersection of any two roads.

d) Designed so that vehicles can enter and leave in a forward direction without the need to make more than a three point turn.

e) Separated and clearly distinguished from pedestrian access.

f) Located at least 1.5 metres from the side boundary with any public domain area, street, lanes or parks, with the setback to be landscaped.

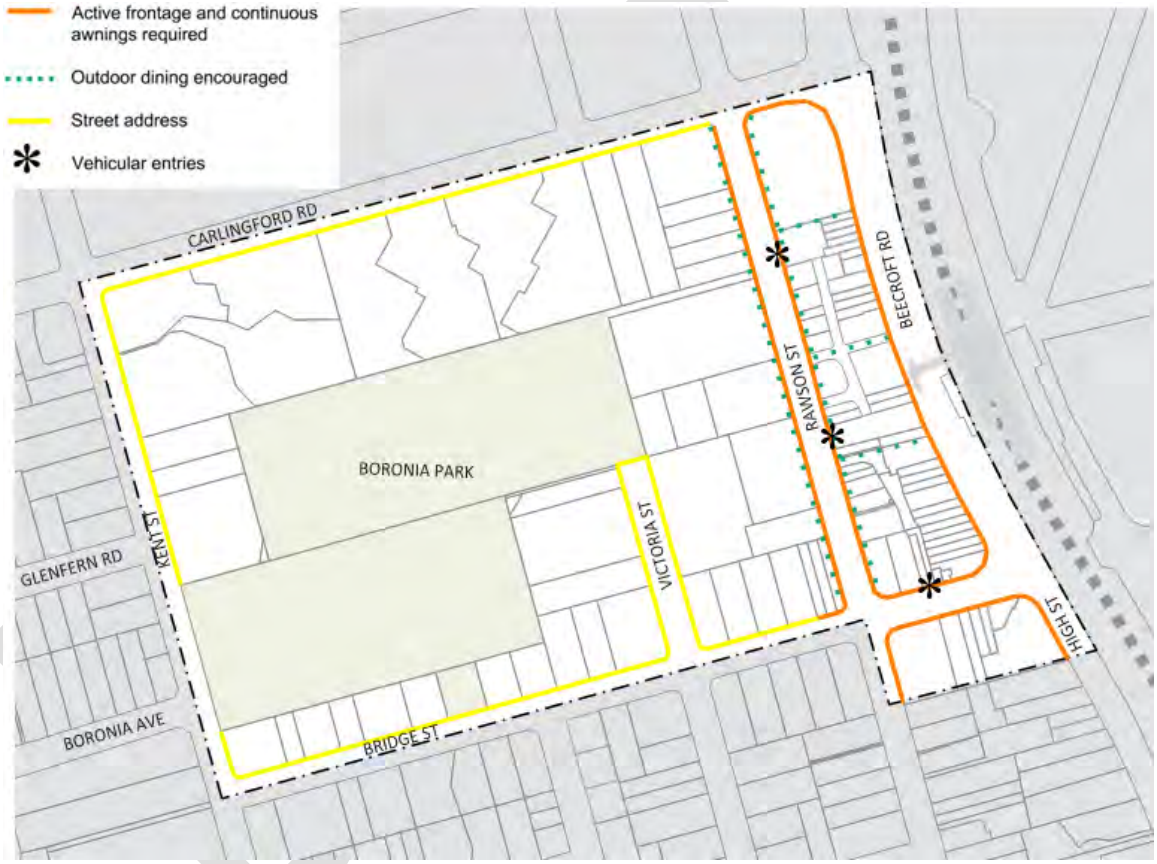


Figure 8.1.1.1.13 – Active frontages, street address, outdoor dining and vehicular entries

C.49 Shared basements are encouraged to minimise the number of vehicular crossings.

C.50 A maximum 3 vehicular access points should be provided off the eastern side of Rawson Street. Preferred vehicular access points are identified at Figure 8.1.1.1.13~~Figure 8.1.1.1.11~~. Opportunities for amalgamated or shared vehicular entry points are also encouraged along the western side of Rawson Street.

C.51 No new vehicular access points into a development site are permitted off Beecroft or Carlingford Roads. Any vehicular access required within Rawson Street should take into consideration the potential for shared basement access with adjoining sites.

C.52 Any site on the western side of Rawson Street, that has two street frontages, is not to be accessed off Rawson Street.

C.53 Vehicular crossing widths are to comply with AS 2890.1.

C.54 Doors to vehicle access points are to be non-solid roller shutters or tilting doors fitted behind the building façade and to be of materials that integrate with the design of the building and contribute to a positive public domain.

Mixed use developments

C.55 The ground floor of buildings within the ~~B2~~ E1 Local Centre Zone are to have a minimum floor to ceiling height of 3.6 metres. All retail and commercial floors above the ground floor are to have a minimum floor to ceiling height of 3.3 metres. The minimum floor to ceiling height for residential floors above the ground floor is 2.7 metres.

C.56 Commercial service areas in mixed use developments, including loading docks and waste areas, are to be separated from residential access, service areas and primary outlook and must not be visible from the public domain.

C.57 Within mixed use developments, residential entries and vertical circulation are to be clearly demarcated and separated from commercial entries and circulation. Residential entries should be clearly visible and directly accessible from the street or public domain.

C.58 Provide security access controls to all entrances into private areas, residential lobbies, car parks and internal courtyards and open space.

Deep soil zones

C.59 Deep soil zones shall be provided in accordance with Part 2 – Design in Context of this DCP.

C.60 Locate basement car parking predominately under the building footprint to maximise opportunities for deep soil areas.

C.61 For non-residential and mixed use developments, areas with soil depths of up to 1.2 metres should be provided in atria, courtyards and boundary setbacks.

Environmental management

C.62 Wind mitigation:

a) A Wind Effects Report is to be submitted with a ~~development application~~Development Application for all buildings greater than 32 metres in height.

b) For buildings over 50 metres in height, results of a wind tunnel test are to be included in the ~~development application~~Development Application documentation.

Safety and security

C.63 The design and use of buildings is to promote active uses fronting public streets and places.

C.64 Landscaping is to reinforce the public realm without secluding areas where surveillance is limited.

C.65 The vehicle and pedestrian movement network is to be clearly delineated, including location of car parking near building entries, to minimise opportunities for conflict.

C.66 Entrances to buildings should be well lit, clear and well defined.

Car Parking

C.67 Car parking is to be provided below ground in basements within the ~~B2~~ E1 Local Centre and R4 High Density Residential Zones.

C.68 Car parking for non-residential, multi-unit residential and mixed use developments is to be provided to the rates set out at Table 8.1.1.1.2. For other forms of development refer to the applicable rates are in Part 6 – Traffic and Transport of this DCP.

C.69 In mixed use developments, residential parking should be secure and separated from parking allocated to the retail/commercial components of the development.

Table 8.1.1.1.2 – Parking Rates

Type	Rate	
Residential		
Studios, 1, 2 and 3+ bedroom apartments – on land within 800 metres of Epping railway station	**Maximum Car Parking Rate per bedroom**	
	Studio	0.4 spaces
	1	0.4 spaces
	2	0.7 spaces
	3 or more	1.2 spaces
	Car parking can be averaged across the residential component of the development.	
Residential visitors – on land within 800 metres of Epping railway station	A minimum of 1 space per 7 dwellings	
Studios, 1, 2 and 3+ bedroom apartments – beyond 800 metres of Epping railway station	**Maximum Car Parking Rate per bedroom**	
	Studio	0.5 spaces
	1	0.75 spaces
	2	1 spaces
	3 or more	1.5 spaces
	Car parking can be averaged across the residential component of the development.	
Residential visitors – on land beyond 800 metres of Epping railway station	A minimum of 1 space per 10 dwellings	
Accessible parking spaces	Medium and high residential density residential development (including component within mixed use development) – a minimum of 1 space for every adaptable/accessible unit, appropriately designed for use by people with disabilities. Each space must be allocated specifically to the adaptable/accessible unit. Accessible	

Type	Rate
	parking is to be designed in accordance with the requirements of relevant Australian Standards.
Car share spaces	A minimum of 1 space is to be allocated to car share for developments with 50 or more dwellings. If agreement with a car share provider is not obtained then the car share space is to be used for additional visitor parking until such time as a car share provider agreement is obtained.
Storage Areas within Car Parking Areas	In medium/high density residential developments, each residential dwelling must have at least 10m3 of storage space provided. This can be provided within the car parking area only where it can be demonstrated that the storage area does not impede area allocated for car parking. Where storage space is provided adjacent to car parking areas or within designated car parking spaces, it shall not impede or reduce the area allocated for car parking requirements as set out in the AS 2890 Parking Facilities series, including parking for bicycles and motor cycles.
Retail and commercial	
Retail (including cafés, restaurants and the like) – on land within 800 metres of Epping railway station	Maximum of 1 space per 30m^2 of gross floor area
Commercial (including medial and professional consulting) – on land within 800 metres of Epping railway station	Maximum of 1 space per 50m^2 of gross floor area
Accessible parking spaces	Commercial – Minimum of 1-2% of all spaces to be provided as readily accessible spaces, appropriately designed for use by people with disabilities. Accessible parking is to be designed in accordance with the requirements of relevant Australian standards.
Motorcycle parking	Buildings with less than 25 car parking spaces – A minimum of one motor cycle space is to be provided as separate parking for a motor cycle. Buildings with more than 25 car parking spaces - An area equal to a minimum of one motor cycle space is to be provided as separate parking for motor cycles for every 25 onsite car parking spaces provided, or part thereof. Each motorcycle parking space is to be designated and located so that parked motorcycles are not vulnerable to being struck by a manoeuvering vehicle.

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Type	Rate
Bicycle retail/commercial parking	Bicycle parking for tenants and visitors is required at a minimum rate of 1 bicycle space per 200m^2 commercial/retail gross floor area or part thereof. Secure bicycle spaces for tenants can be provided individually (per tenancy) or collectively for the use of all tenants within a designated area. Visitor bicycle parking should be provided close to the street entrance of a commercial or mixed use development in accordance with *Safer by Design* principles and be appropriately designated. Council's consent will be required where visitor bicycle spaces are proposed on Council's footpath. Bicycle parking and access should ensure that potential conflict with vehicles are minimised. Bicycle parking should be designed in accordance with AS 2890.3 Parking Facilities – Bicycle Parking Facilities.
Storage Areas within Car Parking Areas	Where storage space is provided adjacent to car parking areas or within designated car parking spaces, it shall not impede or reduce the area allocated for car parking requirements as set out in the AS 2890 Parking Facilities series, including parking for bicycles and motor cycles.

C.70 The number of car parking spaces currently provided on-site in connection with the existing use shall not be reduced as a result of any new development.

C.71 Applications that depart from the on-site parking rate specified in Table 8.1.1.1.2 above must be accompanied by a Car Parking Demand Assessment demonstrating the justification for any departure from parking rates and addressing at minimum the following matters:

a) Any relevant parking policy.

b) The availability of alternative car parking in the locality of the land, including:

- efficiencies gained from the consolidation of shared car parking spaces on the same site,
- public car parks intended to serve the land,
- extent of existing on-street parking in non residential zones,
- extent of existing on-street parking in residential zones,
- the practicality of providing car parking on the site, particularly for constrained development sites,
- any car parking deficiency associated with the existing use of the site,
- local traffic management in the locality of the site,
- the impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas,
- the need to create safe, functional and attractive parking areas,

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- access to or provision of alternative transport modes to and from the land, and.
- the character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.

C.72 Before granting approval to depart from on-site parking rates specified in Table 8.1.1.1.2, Council will consider the Car Parking Demand Assessment and any other relevant planning consideration.

C.73 For residential flat buildings within 800 metres of Epping railway station, a condition of consent will be imposed by the consent authority requiring the following restrictions to be placed on the property title prior to the issue of the Occupation Certificate:

a) Apartment owners and tenants are excluded from participating in any future Council residential parking permit scheme; and

b) Car share car spaces cannot be reallocated as parking spaces for residents or as visitor parking.

C.74 For residential flat buildings within 800 metres of Epping railway station, a condition of consent will be imposed by the consent authority requiring a Travel Plan to be provided to the satisfaction of the City of Parramatta Council prior to the release of the Construction Certificate. A Travel Plan is a package of measures designed to reduce car trips and encourage the use of sustainable transport. It must include, at the minimum:

a) Analysis on the existing policy context.

b) Analysis on the existing transport conditions.

c) Objectives and targets.

d) Methods for encouraging modal shift which is to include at the minimum:

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

e) Management and Monitoring of the Travel Plan.

8.1.1.2 EPPING TOWN CENTRE

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

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The location of the Town Centre Core Planning Precincts is depicted in Figure 8.1.1.2.1 below. The following provides controls for development of land which is zoned ~~B2~~ E1 Local Centre and located within the East and West Precincts within the Epping Town Centre Core.

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



Figure 8.1.1.2.1 – Epping Town Centre Core Planning Precinct Boundaries

8.1.1.2.1 DESIRED FUTURE CHARACTER

Epping Town Centre Core

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

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

Responsive scale and built form

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

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

Better streets and local connections

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

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

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

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

Better spaces and places

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

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

Development along Oxford Street and other key streets strengthen the 'main street' shopping and dining character of the precinct. New buildings reinforce the traditional shopping centre character of the precinct through well-scaled podium forms, a consistent street wall height, active frontages, and continuous awnings to primary and secondary streets that together contribute to the pedestrian experience and create a distinct character. Tower elements are set back from the

podium and are located at prominent locations to provide focal points and enclosure to the public realm.

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

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

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

Epping Town Centre Core – East Precinct

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

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

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

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

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

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

Epping Town Centre Core - West Precinct

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

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

Objectives

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

Control

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



Figure 8.1.1.2.1.1 – East Precinct Boundary

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Figure 8.1.1.2.1.2 – West Precinct Boundary

8.1.1.2.2 DESIGN QUALITY – SEPP 65

Objective

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

Control

C.01 ~~Development application~~Development Applications should be accompanied by a design verification from a qualified designer, including a statement that:

- they designed, or directed the design, of the development,
- that the design quality principles set out in *State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development* are achieved, and
- the design is consistent with the objectives of the Apartment Design Guide.

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

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

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

8.1.1.2.3 SITE REQUIREMENTS

Objective

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

Controls

C.01 Development sites should have a minimum lot width of 30 metres measured at the street frontage.

C.02 Development sites should be of an area and width that can accommodate a building envelope consistent with the floor plate and setback controls in this DCP and the Apartment Design Guide under *SEPP 65 Design Quality of Residential Apartment Development*.

C.03 Where a property is likely to be isolated by a proposed development and it cannot be demonstrated that the site can be developed to its full potential, applicants should provide documentary evidence that a genuine and reasonable attempt has been made to purchase the isolated site based on a fair market value.

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

8.1.1.2.4 SCALE

Objective

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

Controls

Floor Space Ratio

C.01 The maximum floor space ratio for business lands shall be in accordance with the *Parramatta ~~Local Environmental Plan~~LEP ~~20XX~~2023* Floor Space Ratio Map.

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

~~C.01 as follows:~~

~~C.02 Table 8.1.1.2.4.1: Summary of FSR Provisions~~

~~LEP Area~~	~~Maximum FSR (Total)~~
~~Y~~	~~4.5~~
~~AA~~	~~6:1~~

~~C.03~~

~~C.04 Notes: As detailed in Clause 4.5 of the Parramatta Local Environmental Plan 20XX, the Floor Space Ratio of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area. See the Parramatta Local Environmental Plan 20XX for the definition of Gross Floor Area.~~

Floorplates

~~C.05~~C.02 Residential floorplates above the podium should have a maximum GFA of 700m². Balconies and terraces may project from this maximum.

~~C.06~~C.03 Commercial floorplates above the podium should have a maximum GFA of 1,200m².

Height

~~C.07~~C.04 Business zoned sites with the following maximum building height under Clause 4.3 of the *Parramatta ~~Local Environmental Plan~~LEP ~~20XX~~2023* should comply with the maximum number of storeys in Table 8.1.1.2.4.2 (excluding basement carparking).

Table 8.1.1.2.4.~~2~~1 ~~:~~ Translation of Height to Storeys

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

~~C.08~~C.05 Basement car parking that protrudes more than 1 metre above existing ground level is counted as a storey.

~~C.09~~C.06 A podium should be provided in accordance with Figure 8.1.1.2.5.3. Buildings should incorporate a podium that:

- presents a human scale at the street frontage,
- incorporates commercial floor space, and
- has an active frontage to the public domain.

~~C.10~~C.07 The podiums of buildings facing the junction of Langston Place, Pembroke Street, Oxford Street and Cambridge Street should be 2-3 storeys in height. Elsewhere, podiums should be 2 storeys in height.

~~C.11~~C.08 A transition in building heights should be provided at sensitive interface areas adjacent to heritage items and adjacent residential areas outside the precinct.

Notes:

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

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

(a) -a space that contains only a lift shaft, stairway or meter room, or

(b) -a mezzanine, or

(c) -an attic.

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

8.1.1.2.5 SETBACKS

Objective

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

Controls

Street setbacks

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

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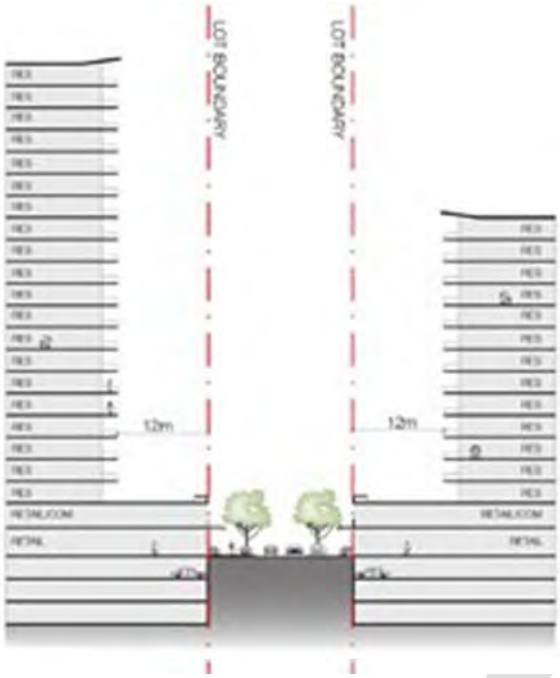


Figure 8.1.1.2.5.1 - East Precinct – Illustration of Building Height and Street setbacks along Oxford Street

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

C.03 Buildings should incorporate a tower element above the 2 to 3 storey (8-12 metres) podium and setback in accordance with the Setbacks Map at Figure 8.1.1.2.5.2.

C.04 The tower element of buildings on Oxford Street may encroach within the 12 metre front setback to a minimum of 9 metres for up to 1/3 of the tower width.

C.05 The following minor structures are able to encroach into the prescribed setbacks:

- driveways or basement ramps up to 6 metres wide, with deep soil verges at least 2 metres wide adjacent to the side boundary,
- roof eaves and awnings,
- sunshades and screens, and
- blade columns which support roofs or sunshades.

C.06 An awning over the footpath should be provided in the locations nominated on the Frontages Map at Figure 8.1.1.2.5.3.

C.07 Where the building alignment is setback from the street alignment, balconies may project up to 600mm into the front building setback, provided the cumulative width of all balconies at that particular level totals no more than 50% of the horizontal width of the building facade.

C.08 Where landscape setbacks are identified in the Setbacks Map at Figure 8.1.1.2.5.2, a 3 metre setback between the boundary and the front building alignment is required. The landscape setback should include planting, large trees and turf. Car parking (including basement parking)

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and hard surfaces areas (excluding driveways and access paths) are not permitted within the setback.

Rear and Side Setback

C.09 Zero side and rear setbacks for podiums are permissible where a commercial development adjoins another non residential or mixed use development. In other instances, and above the podium height, development should be setback at least 6 metres from the rear and side boundary.

C.10 Where a property adjoins a boundary with a residential land use, greater setbacks may apply to the upper storeys in accordance with the separation controls in Section 4.6.9 – Privacy and Security.

Notes:

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

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

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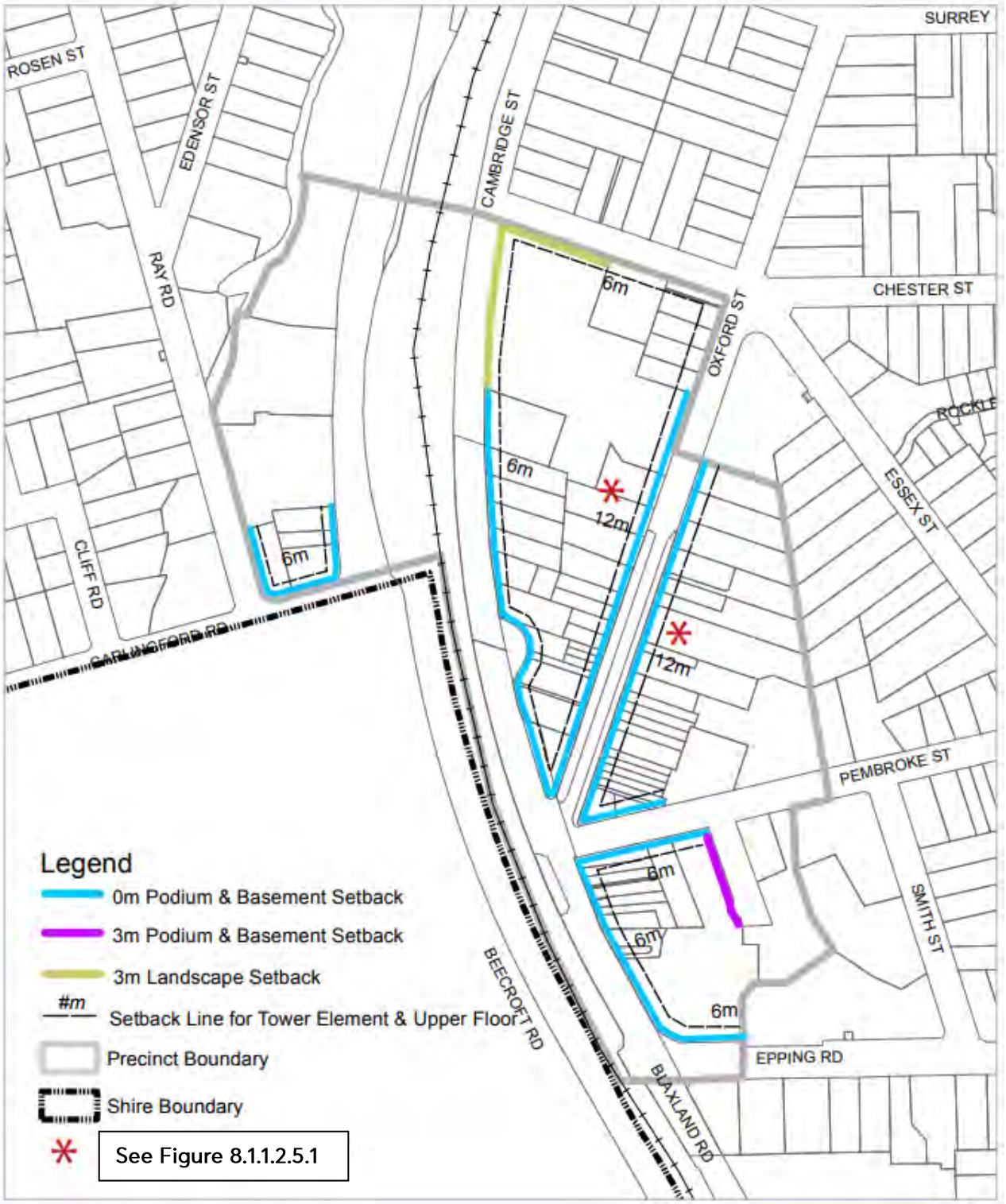


Figure 8.1.1.2.5.2 - Epping Town Centre Podium and Basement Setbacks

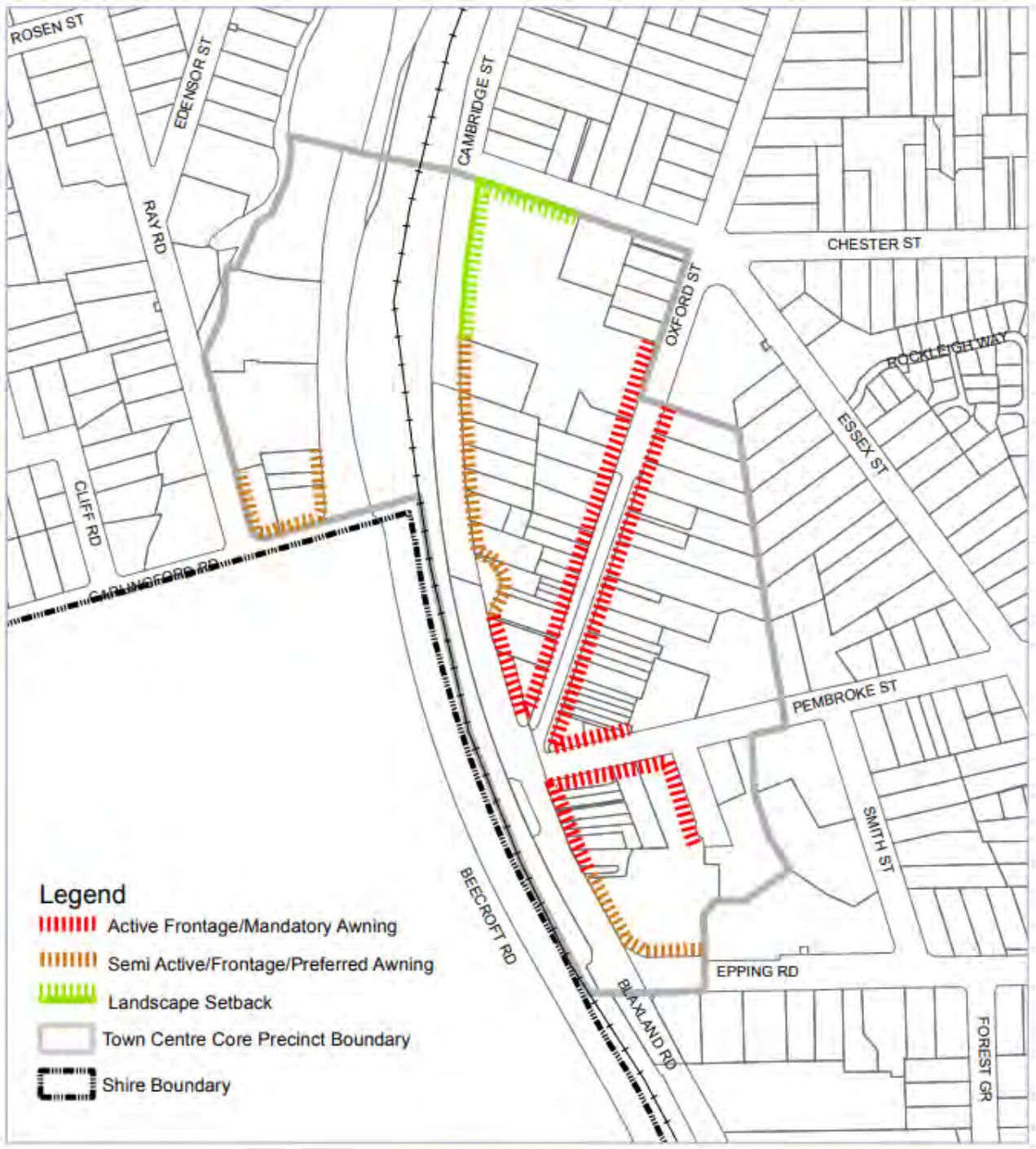


Figure 8.1.1.2.5.3 - Epping Town Centre Frontages

8.1.1.2.6 DESIGN DETAILS

Objective

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

Controls

General

C.01 Buildings should be designed with external appearances that provide for a distinctive base, middle and a top.

C.02 Tower forms should appear simple, yet elegant, with slim and slender proportions.

C.03 Tower forms should have a delineated top to visually terminate the building.

C.04 Towers should taper towards the sky to appear thinnest at the top.

C.05 When commercial podiums are provided, the podiums should have minimal gaps in the street wall and maintain a consistent building line.

C.06 Facades above the podium, are to engage with the public domain through the extensive use of large windows and other openings and the avoidance of large expanses of blank walls.

C.07 A balance between horizontal and vertical elements should be provided through careful placement of windows, colour patterns and building materials.

C.08 Continuous awnings should be provided to provide shelter for pedestrians. Awnings should be consistent with the general alignment of awnings in the street and the desired future character of the area.

C.09 Corner buildings should be designed to:

- address its neighbouring buildings, dual frontage and its turning of the corner,
- step up at the corner,
- incorporate distinctive features to enhance the streetscape, (such as stepped parapet turrets, towers, clocks etc.), and
- incorporate a splayed or square recess treatment to give form to the intersection and provide more circulation space for pedestrians at the corner.

C.10 Roof fixtures and lift overruns or service plants should -be incorporated into the design of the roof to minimise visual intrusiveness and support an integrated building design.

C.11 Materials should relate to the context of buildings within the precinct to achieve continuity and harmony.

C.12 Security shutters should be transparent or open grill design.

Active Frontages

C.13 The design and use of buildings should encourage active uses fronting public streets and places to contribute to the creation of a vibrant precinct. Entrances to buildings should be clear, well lit and well defined.

C.14 Buildings should embody active living principles.

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C.15 Active and semi active frontages should be provided in the locations nominated on the Frontage Map at Figure 8.1.1.2.5.3.

C.16 Active frontages are to contribute to the liveliness and vitality of streets by:

- maximising entries or display windows to shops and/or food and drink premises or other uses, customer service areas and activities which provide pedestrian interest and interaction,
- minimising fire escapes, service doors, plant and basement entries,
- providing elements of visual interest, such as display cases, or creative use of materials and architectural detailing where fire escapes, service doors and equipment hatches cannot be avoided, and
- providing a high standard of finish for shop fronts.

C.17 Driveways and service entries are not permitted on active frontages, unless it is demonstrated that there is no alternative.

C.18 Security grilles may only be fitted internally behind shop fronts and are to be fully retractable and at least 50% transparent when closed.

Notes:

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

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

Facades

C.19 Building facades should reinforce the continuity of the streetscape by:

- maintaining consistent building heights,
- maintaining consistent horizontal and vertical lines, and
- incorporating horizontal features that relate to the features on neighbouring buildings. Where these vary, an infill building should relate to and create a transition between the two buildings.

C.20 Materials should relate to the context of buildings within the precinct to achieve continuity and harmony. Contrasting materials should be used to provide diversity. However, material and colour should not dominate the streetscape.

C.21 Building materials and features may include:

- face brickwork or decorative brickwork,
- contrasting trim and details,
- rendered masonry or concrete,
- parapets incorporating decorative brickwork or render, and

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- cantilevered steel, suspended awnings.

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

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

Wind Effects

C.22 A wind effects reports is to be submitted with a ~~development application~~Development Application for buildings higher than 40m. The report is to be prepared by a suitable qualified engineer and is to:

- be based on wind tunnel testing, which compares and analyse the current and proposed wind conditions,
- report the impacts of wind on the pedestrian environment within the site and the public domain, and
- provide design solutions to minimise the impact of wind on the public and private domain.

C.23 Wind effects caused by development should not exceed:

- 10 metres per second for active frontages as shown on the Frontage Map at Figure 8.1.1.2.5.3.
- 16 metres per second for all other streets.

C.24 New development should incorporate design features that will ameliorate existing adverse wind conditions.

C.25 New development should minimise adverse wind impacts effects on recreation faculties and open space areas within development and within public domain areas.

Reflectivity

C.26 A Reflectivity Report that analyses potential solar glare from the proposed building design may be required for taller buildings.

C.27 Generally, light reflectivity from building materials used on facades should not exceed 20%.

External lighting

C.28 External light fixtures should be integrated with the architecture of the building.

C.29 External lighting should not disturb the amenity of residents in the locality.

C.30 External lighting should minimise the light spill into the night sky.

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8.1.1.2.7 OPEN SPACES

Objectives

O.01 Development that incorporates passive and active recreation areas with privacy and access to sunlight.

O.02 Development that increases the amount and quality of open space available for use by workers, visitors and the residential population.

Controls

Pembroke Street Civic Park

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

Shop Top Housing

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

Table 8.1.1.2.7.1 – Minimum Private Open Space

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

C.03 Private open spaces should be designed as "outdoor rooms" that adjoin interior living areas, with L-shaped or irregular floorplans that would accommodate a number of outdoor activities plus extensive screening to provide privacy and shade.

C.04 Each dwelling should have an external air clothes drying area that is separate from the principal private open space area. This facility is to be screened from public places and communal areas.

C.05 Enclosure of private open space areas as 'wintergardens' should be avoided. Wintergardens may be considered where the elevation of a building fronts Epping Road or a rail corridor.

Communal Open Space

C.06 A principal communal open space area should be provided for any developments over 8 storeys with more than 10 dwellings as follows:

- be located on a podium,
- have a minimum area of 50m^2,

- have a minimum dimension of 6 metres,
- be landscaped for active and/or passive recreation and encourage social interaction between residents,
- achieve a minimum 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21 June (mid-winter),
- be located to provide direct sight lines and convenient access from the building lobby, and
- be sited and designed to protect the amenity of adjacent dwellings.

8.1.1.2.8 LANDSCAPING

Objectives

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

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

Controls

General

C.01 Landscaping should be included in building setback areas to complement the appearance of the building.

C.02 Setbacks from sensitive areas should be fully landscaped.

C.03 Primary and secondary retail frontages should be landscaped with tree-plantings combined with paving in accordance with the following:

- Trees should be planted as widely-spaced avenues along kerbsides, using a consistent range of species for each precinct, and
- Pavements within the Town Centre Core should be of a consistent design, constructed of durable and non-slip modular units that are resistant to fading, discolouration and chipping, and that may readily be removed and replaced following future installation of in-ground services.

Shop Top Housing

C.04 Residential levels should be landscaped with native or exotic species in planter boxes watered by recycled grey water or stormwater to provide screening.

C.05 Where communal open space is provided, these spaces should include lawn areas surrounded by hedges of shrubs.

Retention of Landscape Features

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

Fencing

C.07 Fencing is discouraged in the primary and secondary street frontage setbacks.

C.08 Allotments adjoining residential lands should be fenced with appropriate residential style fencing.

C.09 Fencing enclosing private residential courtyards may be up to 1.8 metres high if constructed from lightweight materials with the design allowing at least 50% ~~percent~~ openings/ transparency.

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

8.1.1.2.9 PRIVACY AND SECURITY

Objective

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

Controls

Privacy

C.01 For development at the interface of a commercial area and a residential zone, development should encourage views from the commercial area to the horizon rather than downward onto residential areas.

C.02 The commercial and residential component of development should be distinguished in terms of building entries and private, communal and public open space.

C.03 Orient dwelling's living rooms and principal private open space areas primarily towards the front and rear of the site to promote privacy to dwellings.

C.04 Building separation should comply with Part 2F Building Separation of the *SEPP 65 Design Quality of Apartment Development*, Apartment Design Guide.

C.05 For properties with a boundary interface with a lower density zone, an additional 3 metre building separation should be provided.

C.06 Where communal open space is required, balconies, terraces or bedroom windows near communal areas should be screened or separated from the street and active communal areas by landscaping to protect the privacy of dwelling occupants.

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C.07 Common residential lobbies that face a side boundary should be screened to prevent overlooking and the transfer of noise across side boundaries.

Security

C.08 Identify safe, clear and direct pedestrian and cyclist entrances to the building from the primary street frontage.

C.09 Private open spaces, living room windows, commercial unit windows and lobbies should be designed and oriented to overlook the street and communal open spaces on the site.

C.10 Communal hallways, including access to entrance foyers, should be limited in length and desirably provide windows, so that hallways may overlook the street or communal areas.

C.11 Where a mix of land uses are proposed, separate, secure access should be provided to lift lobbies, basements and communal storage areas.

Notes:

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

A **privacy screen** means a screen that is at least 1.5 metres high, measured from the floor level, and has no individual opening more than 30 millimetres wide, and has a total of all openings less than 30% ~~percent~~ of the surface area of the screen. A privacy screen required to protect an adjacent residence is to be fixed.

8.1.1.2.10 SUNLIGHT AND VENTILATION

Objectives

O.01 Development that maximises solar access to the public domain, pedestrian areas and public open spaces.

O.02 Development designed to provide reasonable solar access and natural ventilation to residential living areas and open space areas.

Controls

C.01 On 22 June, public open space areas and plaza areas should receive 2 hours of sunlight between 9am and 3pm to at least 50 ~~percent~~% of the area.

C.02 On 22 June, at least 70 ~~percent~~% of dwellings should receive 2 or more hours of unobstructed sunlight access to at least half of the dwellings principal living room windows and principal private open space area between 9am and 3pm.

C.03 Every habitable room should have a window in an ~~-~~external wall with a total minimum glass area of not less than 10% of the floor area of the room.

C.04 A window should be visible from any point in a habitable room.

C.05 At least 60~~ percent~~% of dwellings should have dual aspect and natural cross ventilation.

8.1.1.2.11 HOUSING CHOICE

Objective

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

Controls

C.01 Mixed-use developments should include a mix of 1,~~ –~~2 and 3 bedroom dwellings. For developments with 10 or more dwellings, at least 10~~ percent~~% of each dwelling type should be provided.

C.02 For developments with 10 or more dwellings:

- At least 10% of proposed dwellings should be Adaptable Housing, designed to meet the needs of residents as they age.
- At least 20% of proposed dwellings should be Universal Design Housing in accordance with the Livable Housing Guidelines 2012 silver level design features.
- Adaptable Housing and Universal Design Housing is to be equitably distributed through all types and sizes of dwellings

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

8.1.1.2.12 VEHICLE ACCESS AND PARKING

Objective

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

Controls

Vehicular Access

C.01 Access to garages and storage areas should be confined to side and rear facades, with access from main roads avoided.

C.02 Vehicle access should be consistent with the servicing strategy depicted in the Key Development Principles diagram.

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Parking

C.03 Resident and visitor parking should be provided within basements.

C.04 All ramps are to be designed as two way ramps in accordance with AS 2890.1 and AS 2890.2.

C.05 All ramps are to be designed in accordance with the exits and entry widths of AS 2890.1 and AS 2890.2.

C.06 Street level parking for shoppers should be provided in convenient proximity to primary retail frontages.

C.07 Any undercroft car parking should be screened and should not be located in a facade that faces a primary or secondary street frontage.

C.08 Parking for service and delivery vehicles should be integrated with the design of driveways and surrounding landscaped verges, and should not visually dominate any street frontage.

C.09 Parking requirements in Part 6 – Traffic and Transport of this DCP will apply, unless specified in this Ssection. If there is an inconsistency between the two, this section will prevail for development which this Ssection applies to.

C.10 The parking rate for sites located within the Epping Town Centre Core referred to in Table 8.1.1.2.12.2 refers to development sites that fall within those areas identified as "Town Centre Core" on Figure 8.1.1.2.1. —.Where a development site falls partly within the Epping Town Centre Core, the parking rate for the Town Centre Core is to apply to the whole development.

C.11 Motorcycle parking should be available as part of the common property for use by residents and visitors and should be provided in accordance with Table 8.1.1.2.12.1.

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

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

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

Motor Cycle Parking is not required for dwelling houses.

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

Type of Development	Car Parking Requirement
Residential Accommodation	
Residential flat buildings on land within 800 metres of Epping Ttown Ccentre (including Universal Design Housing)**	
Studio	Maximum 0.4 space/dwelling
1 Bedroom	Maximum 0.4 spaces/dwelling

Type of Development	Car Parking Requirement
2 Bedroom	Maximum 0.7 spaces/dwelling
3 or more bedrooms	Maximum 1.2 spaces/dwelling
Visitors (see Note ***)	Minimum of 1 space per 7 dwellings
Commercial Premises/Health Care - on land within 800 metres of Epping railway station	
Business or Office Premises	Maximum of 1/50m^2 of GFA
Shops	Maximum of 1/30m^2~~-~~, GLFA
Restaurants or Cafes (ex drive-through take-away restaurants) Maximum of 1/30m^2~~-~~, GLFA Accessible Parking	Maximum of 1/30m^2~~-~~, GLFA Minimum of 1-2% of all spaces to be provided as readily accessible spaces, appropriately designed for use by people with disabilities.
Health Consulting Rooms/Medical Centres	Maximum of 1/50m^2 of GFA
Other Uses	as per Table 8.1.1.2.12.1
A condition of consent will be imposed by the consent authority requiring the following restrictions to be placed on the property title prior to the issue of the Occupation Certificate: • Apartment owners and tenants are excluded from participating in any future Council residential parking permit scheme; and • Car share car spaces cannot be reallocated as parking spaces for residents or as visitor parking.	

Notes:

*To ensure secondary dwellings do not have an oversized garage area and have the potential to covertly evolve into a larger dwelling that does not comply with the maximum secondary dwelling size in the ~~*Parramatta Local Environmental Plan*~~*Parramatta LEP* ~~*20XX*~~*2023*, a maximum of 2 car spaces/dwelling is permitted.

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

***Visitor parking for medium/high residential development is required for development proposals comprising more than 5 dwellings. ~~On-site parking for visitor accommodation applies to areas accessible by road only.~~

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

Gross Floor Area is as defined by the ~~*Parramatta Local Environmental Plan*~~*Parramatta LEP* ~~*20XX*~~*2023*.

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

Car share

C.12 A minimum of 1 space is to be allocated to car share for developments with 50 or more dwellings. If agreement with a car share provider is not obtained then the car share space is to be used for additional visitor parking until such time as a car share provider is obtained.

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

Bicycle Parking

C.14 Bicycle parking for medium and high density development (including mixed use and shop top component) should be provided at the following rate:

- secure resident bicycle parking at a minimum rate of 1 space per dwelling, and
- secure visitor bicycle parking at a minimum rate of 1 space per 10 dwellings.

C.15 Secure bicycle spaces for residents can be provided individually (per dwelling) or collectively for the use of all residents within a designated area. Bicycle parking and access should ensure that potential conflict with vehicles are minimised.

C.16 Visitor bicycle parking should be provided close to the street entrance of a residential or mixed use development in accordance with Safer by Design principles and be appropriately designated. Bicycle parking and access should ensure that potential conflict with vehicles is minimised. Council's consent will be required where visitor bicycle spaces are proposed on Council's footpath.

C.17 Access Network

For large scale development that is 10 storeys or more: „

- A Framework Travel Plan should accompany any ~~development application~~Development Application; and
- A Final Travel Plan should be provided to Council prior to the issue of an Occupation Certificate.

Notes:

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

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

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

a) Analysis on the existing policy context.

b) Analysis on the existing transport conditions.

c) Objectives and targets.

d) Methods for encouraging modal shift which is to include at the minimum:

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

e) Management and Monitoring of the Travel Plan.

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

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

End-of-trip facilities

C.20 For development that is within 800 metres of Epping railway station and includes 300 m^2 of commercial floor space, end-of-trip facilities including showers and lockers must be provided to adequately service the number of bicycle parking spaces required for the commercial floor space.

Ancillary Fixtures and Facilities

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

Public Domain

C.22 Car parking areas at ground level should be screened by active uses from the street.

C.23 Basement parking areas and structures should not protrude above the level of the adjacent street or public domain. Where they are visible, basement structures and vent grills should be integrated into the building and landscape design. Ventilation grills are to block views into

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basement areas and, in inappropriate locations, be screened by landscaping in garden beds with a minimum soil depth of 1m.

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

8.1.1.2.13 PUBLIC DOMAIN AND TRAFFIC MANAGEMENT WORKS

Objectives

O.01 A public domain that encourages vitality around and within development precincts.

O.02 Traffic management works that provide for the safe and efficient movement of vehicles to, from and within precincts.

Controls

Addressing the street and public domain

C.01 Buildings should include high quality finishes and public art to enhance the public domain.

C.02 Align breaks between buildings with the location of nearby streets, lanes and pedestrian links where possible.

Outdoor Dining

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

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

Traffic Management

C.04 Traffic Management Works should be undertaken in accordance with the Traffic Management Improvement Plan Figure 8.1.1.2.13.1.

C.05 Council or the relevant authority will undertake the necessary traffic management improvement located on public land and roads. Development should be designed to accommodate and complement the proposed traffic improvements or offer alternative traffic management solutions.

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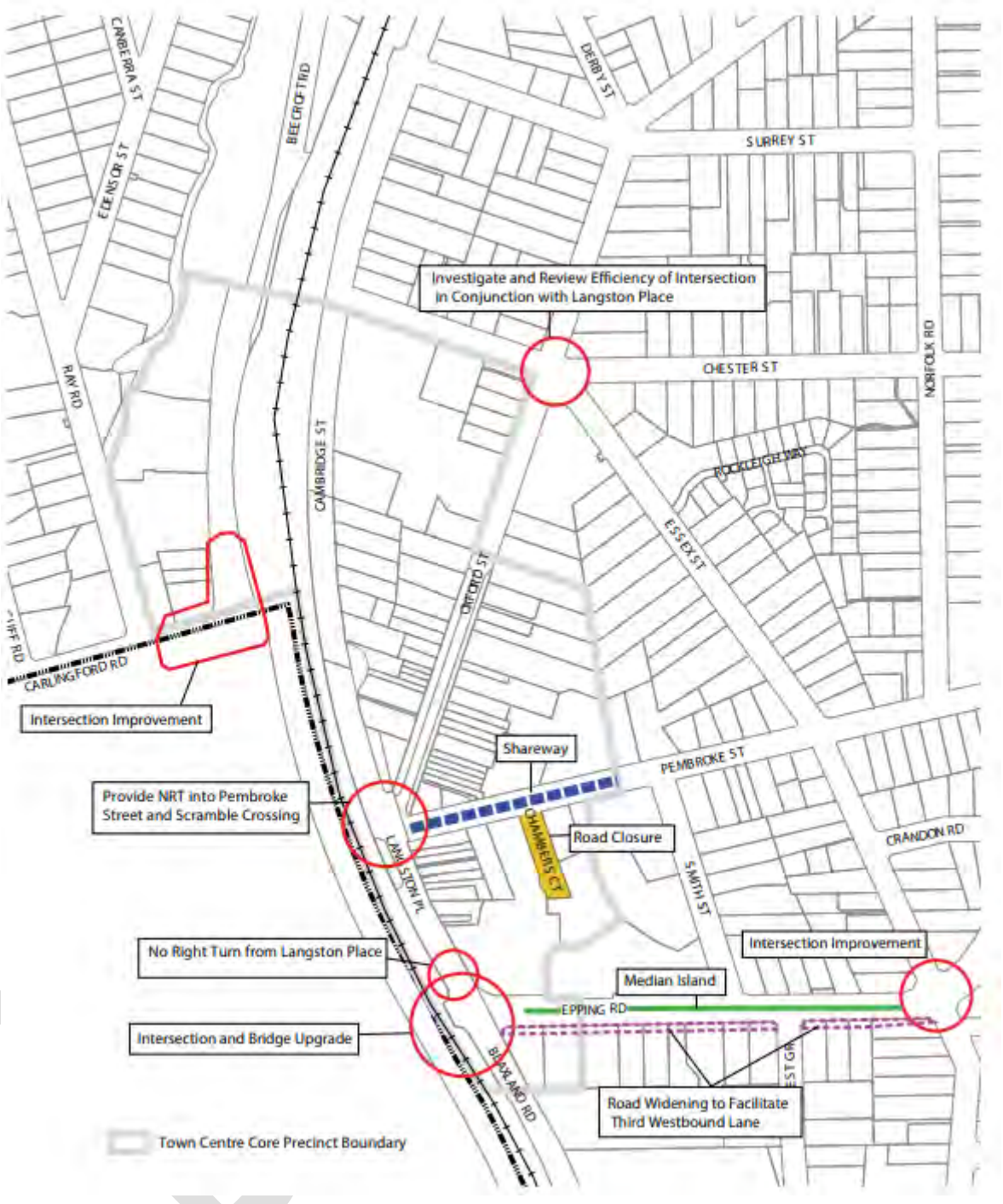


Figure 8.1.1.2.13.1 - Traffic Management Improvement Plan



~~Figure 8.1.1.2.13.2 – Existing and proposed through-block connections~~

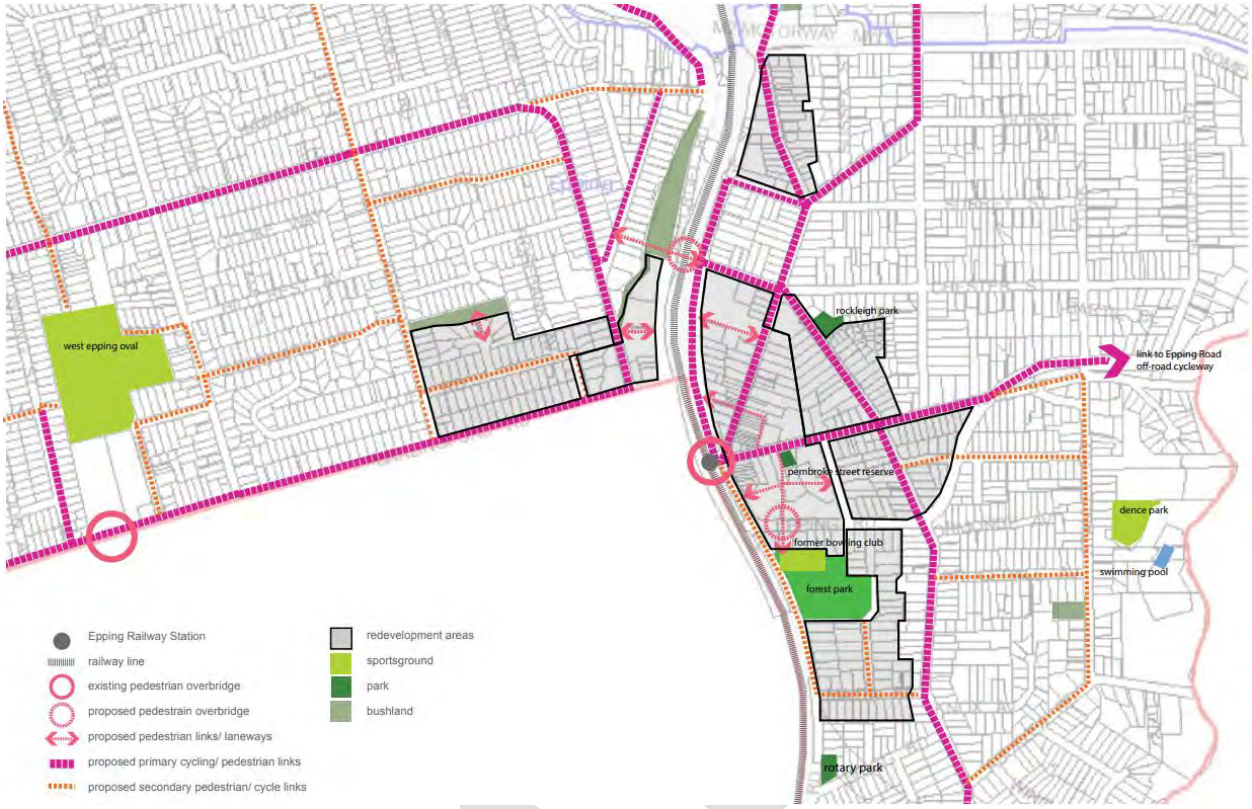


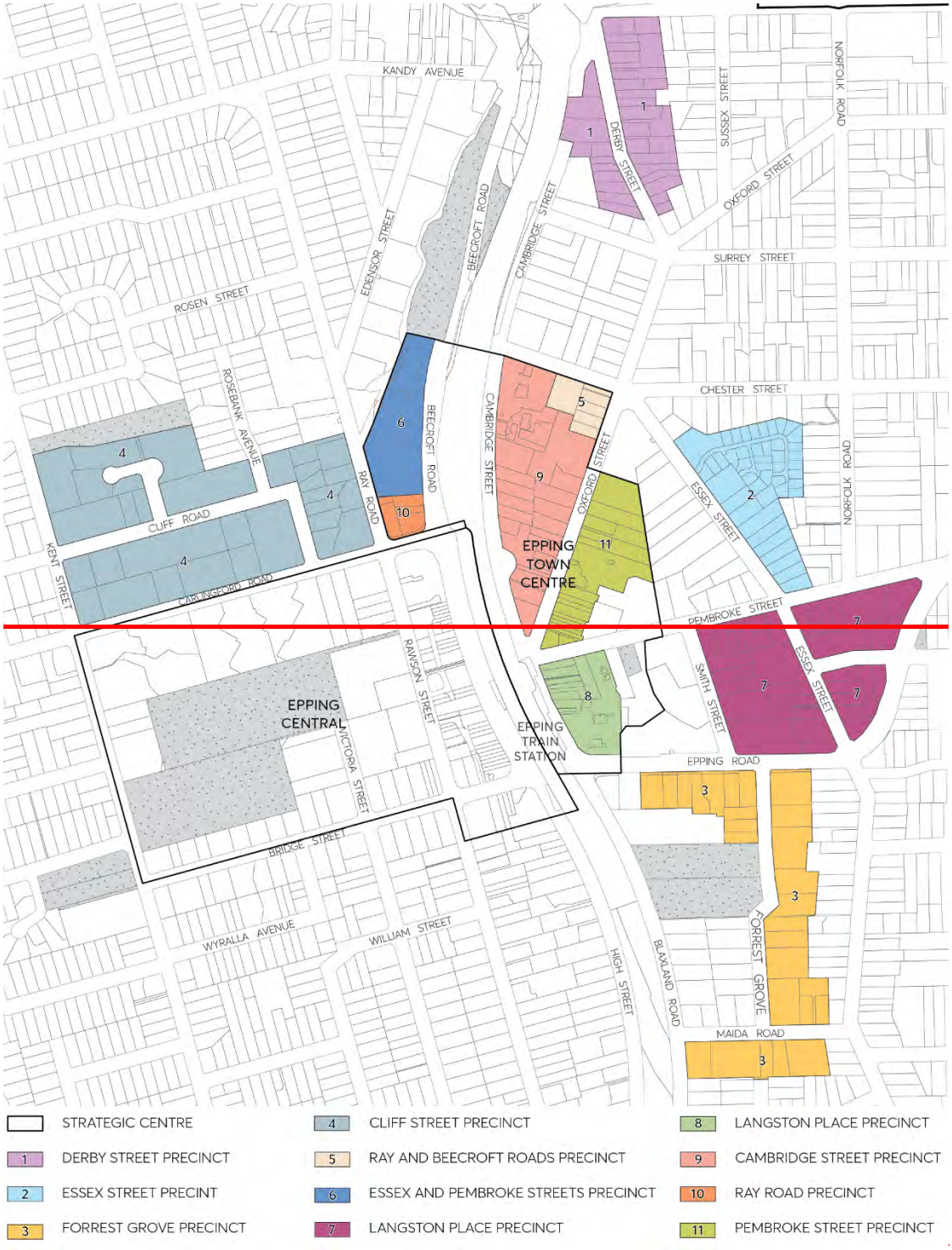
Figure ~~8.1.1.2.13.3~~8.1.1.2.13.2 – Town Centre Linkages Plan

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8.1.1.3 EPPING AREAS – RESIDENTIAL DEVELOPMENT

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

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KANDY AVENUE
DERBY STREET
SUSSEX STREET
NORFOLK ROAD
OXFORD STREET
SURREY STREET
EDENSOR STREET
BEECROFT ROAD
CAMBRIDGE STREET
ROSEN STREET
ROSEBANK AVENUE
CHESTER STREET
RAY ROAD
CLIFF ROAD
KENT STREET
CARLINGFORD ROAD
ESSEX STREET
EPPING TOWN CENTRE
PEMBROKE STREET
SMITH STREET
RAWSON STREET
EPPING CENTRAL
VICTORIA STREET
EPPING TRAIN STATION
EPPING ROAD
BRIDGE STREET
WYRALLA AVENUE
WILLIAM STREET
HIGH STREET
BLAXLAND ROAD
FORREST GROVE
MAIDA ROAD
STRATEGIC CENTRE
DERBY STREET PRECINCT
ESSEX STREET PRECINT
FORREST GROVE PRECINCT
CLIFF STREET PRECINCT
RAY AND BEECROFT ROADS PRECINCT
ESSEX AND PEMBROKE STREETS PRECINCT
LANGSTON PLACE PRECINCT
LANGSTON PLACE PRECINCT
CAMBRIDGE STREET PRECINCT
RAY ROAD PRECINCT
PEMBROKE STREET PRECINCT

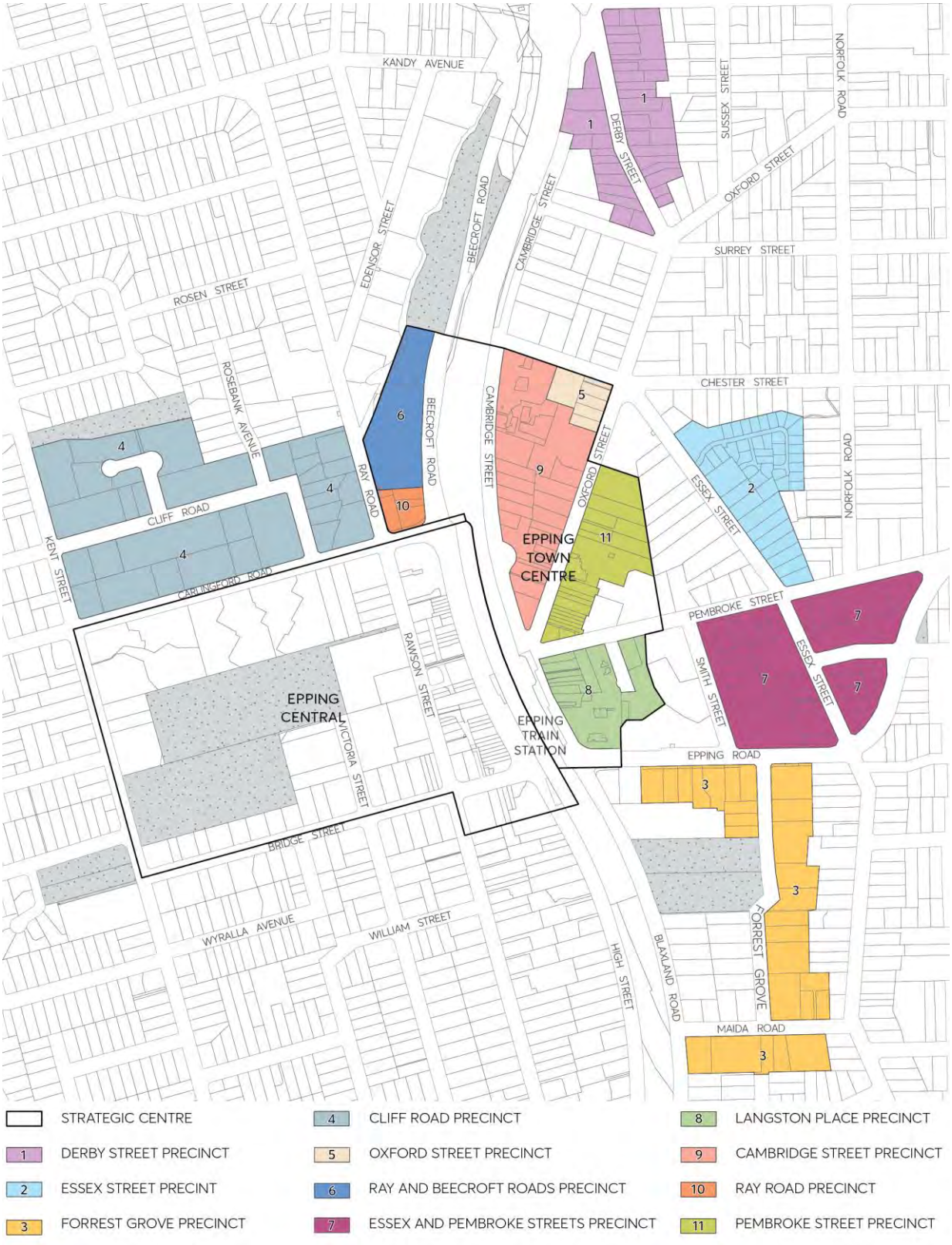


Figure 8.1.1.3.1 – Epping Strategic Centre

Objective

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

- Derby Street, Epping Precinct,
- Essex Street, Epping Precinct, and
- Epping Road/Forest Grove, Epping Precinct
- Essex/Pembroke Street, Epping Precinct ~~3-87~~,
- Cliff Road, Epping Precinct ~~3-88, 3-117~~,
- Oxford Street, Epping Precinct ~~3-114~~,
- Ray/Beecroft Roads, Epping precinct ~~3-115~~,
- Traffic Management Improvement Plan, Epping Precincts ~~3-42, 3-59, 3-91, 3-118, 4-127~~ (further comments internally)

Controls

C.01 Development should be designed to embody the principles of the relevant precinct Key Development Principles Diagram.

C.02 Pedestrian thoroughfares should be provided in accordance with the Key Development Principles Diagrams and Town Centre Linkage diagrams as provided within this Ss~~s~~ection of ~~the DCP~~this DCP (refer to Figures below).

C.03 Development in the vicinity of heritage items and Heritage Conservation Areas shown in the precinct diagrams should have regard to the Heritage provisions in Part 7 – Heritage and Archaeology of this DCP.

C.04 Development adjoining railway lines and arterial roads should incorporate appropriate measures to reduce the impact of road/rail noise vibration and disturbance.

Note: The Key Development Principles Diagrams are indicative only and are not to scale. The diagrams indicate unconstrained land that is available for redevelopment. Relevant setback, building form and landscaping controls are provided in Parts 2, 3 and 4 of ~~the~~ this DCP.

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8.1.1.3.1 DERBY STREET, EPPING PRECINCT



Figure 8.1.1.3.1.1 – Key principles diagram, Derby Street Precinct

Controls

Strategy

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

Servicing

C.02 Promote access from Derby Street.

Landscape Setting

C.03 Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.

C.04 Surround and screen new buildings with canopy trees and shrubs.

C.05 Development should take into account bushfire, flooding and overland flow path provisions.

Built Form

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

C.07 Design quality of facades should respond to visibility from all street frontages.

C.08 Adjoining heritage items and conservation areas: ensure garden setbacks, heights, building forms and design features are compatible with values that are specified by the Heritage NSW State Heritage Inventory.

8.1.1.3.2 ESSEX STREET, EPPING PRECINCT



Figure 8.1.1.3.2.1 – Key principles diagram, Essex Street Precinct

Controls

Strategy

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

Landscape Setting

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

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

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

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

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

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

Built Form

C.08 Design quality of facades should respond to visibility from all street frontages.

C.09 Adjoining heritage items and conservation areas: ensure garden setbacks, heights, building forms and design features are compatible with values that are specified by the Heritage NSW State Heritage Inventory.

C.10 Employ setbacks and building forms that retain reasonable sunlight and privacy for existing neighbours.

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8.1.1.3.3 EPPING ROAD / FORREST GROVE, EPPING PRECINCT

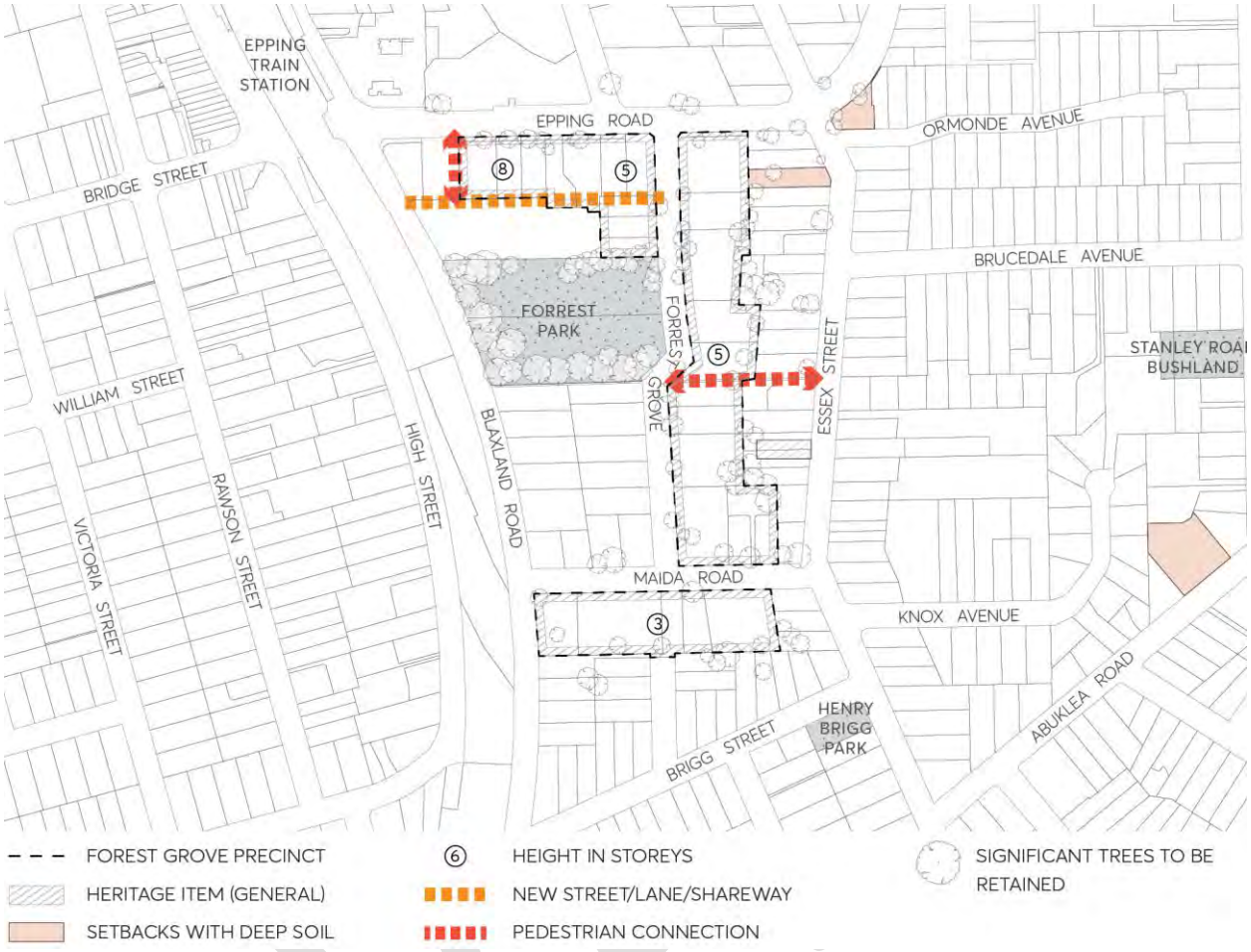


Figure 8.1.1.3.3.1 – Key principles diagram, Epping Road / Forest Grove Precinct

Controls

Strategy

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

Servicing

C.02 Promote access from Derby Street.

Landscape Setting

C.03 Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.

C.04 Surround and screen new buildings with canopy trees and shrubs.

C.05 Development should take into account bushfire, flooding and overland flow path provisions.

Pedestrian Link

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

Built Form

C.07 To reflect the established pattern of detached-dwellings: limit the width of new facades that would be visible from any street, and divide the floorspace of every new building into well-articulated pavilion forms that are separated by courtyards with canopy trees.

C.08 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

C.09 Design quality of facades should respond to visibility from all street frontages.

C.10 Adjoining heritage items and conservation areas: ensure garden setbacks, heights, building forms and design features are compatible with values that are specified by the Heritage NSW State Heritage Inventory.

C.11 Employ setbacks and building forms that retain reasonable sunlight and privacy for existing neighbours.

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8.1.1.3.4 ESSEX / PEMBROKE STREET, EPPING PRECINCT



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

Controls

Strategy

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

Servicing

C.02 Promote access from local streets. Limit access along Essex Street.

C.03 If access along Epping Road is required, consolidate existing vehicle entrances.

C.04 Accommodate potential intersection upgrade at Essex Street / Epping Road intersection.

Landscape Setting

C.05 Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.

C.06 Surround and screen new buildings with canopy trees and shrubs.

C.07 Development should take into account potential stormwater inundation and overland flow path provisions.

Built Form

C.08 To reflect the established pattern of detached-dwellings: limit the width of new facades that would be visible from any street, and divide the floorspace of every new building into well-articulated pavilion forms that are separated by courtyards with canopy trees.

C.09 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

C.10 Design quality of facades should respond to visibility from all street frontages.

C.11 Employ setbacks and building forms that retain reasonable sunlight and privacy for existing neighbours.

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8.1.1.3.5 CLIFF ROAD, EPPING PRECINCT

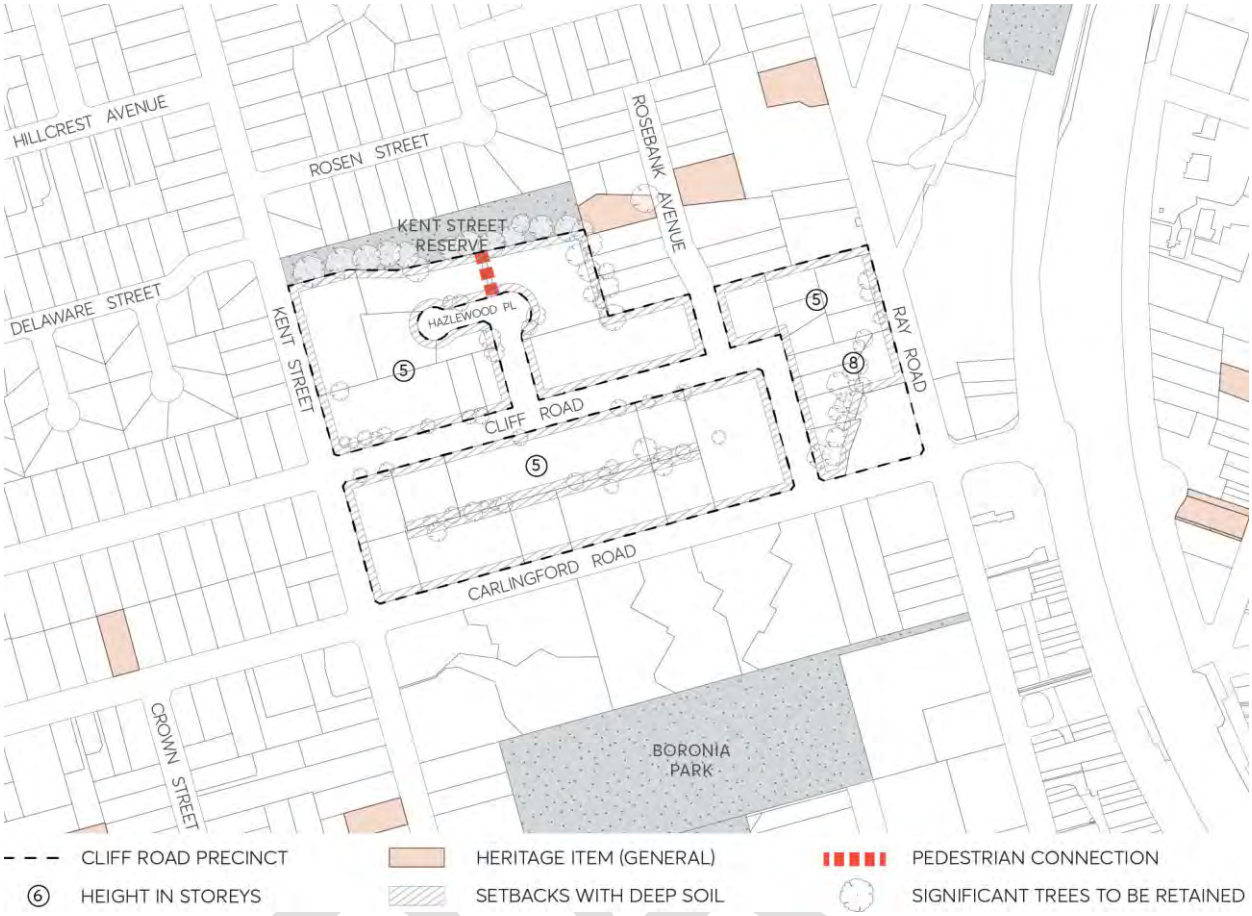


Figure 8.1.1.3.5.1 – Key principles diagram, Cliff Road Precinct

Controls

Strategy

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

Servicing

C.02 Promote access from local streets.

C.03 If access is not available from the local streets, consolidate existing vehicle entrances on Carlingford Road.

C.04 Subject to amalgamation, close the end of Hazlewood Place and combine within a development site. Maintain pedestrian access from Hazlewood Place to Kent Street Reserve.

Landscape Setting

C.05 Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.

C.06 Maintain the significant vegetation adjoining Kent Street Reserve to the north of the precinct.

C.07 Surround and screen new buildings with canopy trees and shrubs.

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

Built Form

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

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

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

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

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8.1.1.3.6 OXFORD STREET, EPPING PRECINCT



Figure 8.1.1.3.6.1 – Key principles diagram, Oxford Street Precinct

Controls

Strategy

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

Landscaping

C.02 Retain significant trees.

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

C.04 Establish landscaped setbacks along street frontages.

Built form

C.05 Provide a continuous podium of three storeys facing Chester Street and Oxford Street, plus an additional setback to tower elements above the podium

C.06 Ensure high levels of residential amenity for new and existing or approved dwellings by the appropriate siting and design of apartment towers.

C.07 Locate towers to achieve a co-ordinated network of open spaces upon adjoining properties, and also to provide at least two hours sunlight daily for living areas in 70% of dwellings.

C.08 Achievable suitable scale and bulk by dividing floorspace into tower structures that have compact floorplates which area separated by deep-soil landscaping.

C.09 Design quality of facades should respond to visibility from all quarters, and adjacent towers should display distinct variations in terms of height and profile.

8.1.1.3.7 RAY / BEECROFT ROADS, EPPING PRECINCT

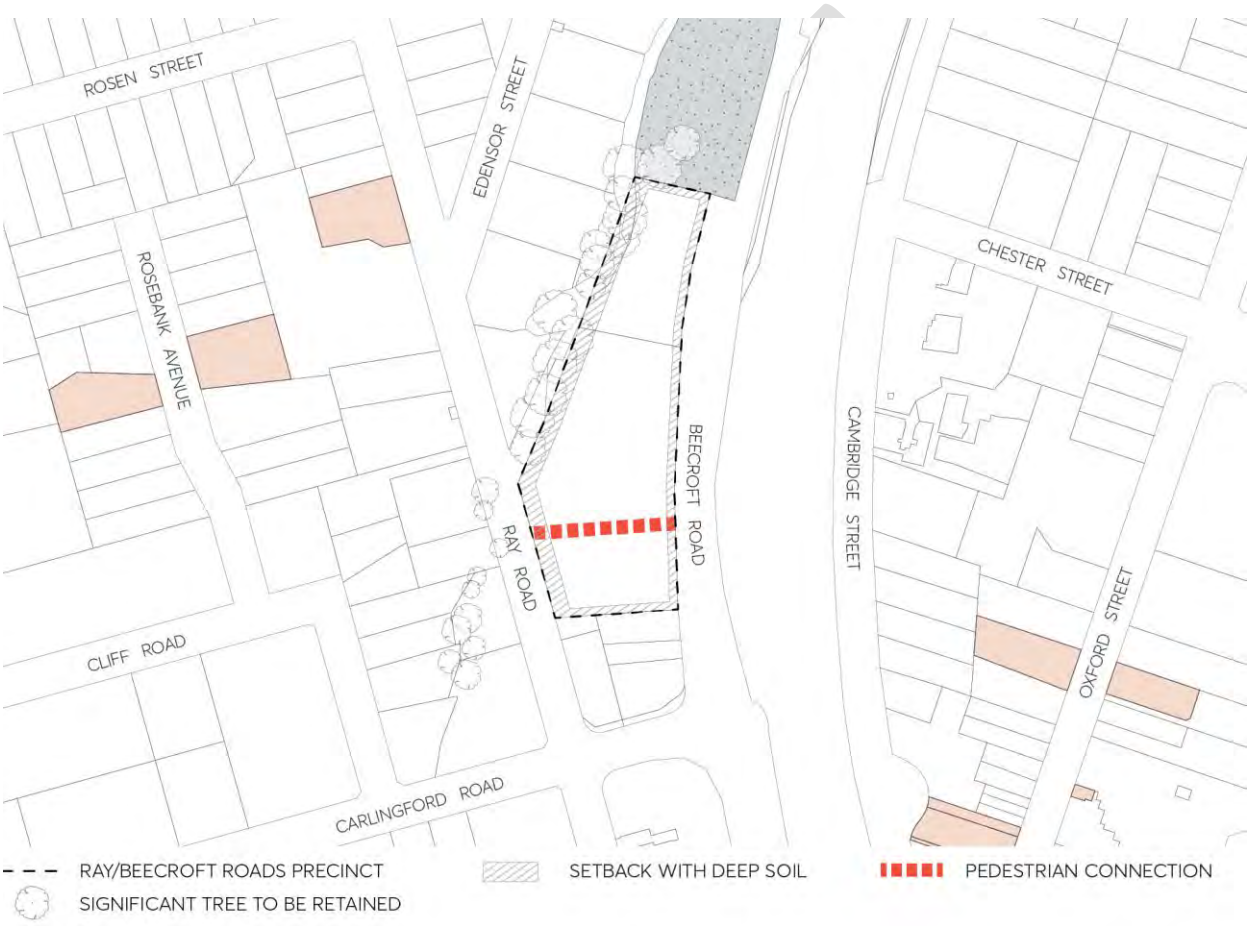


Figure 8.1.1.3.7.1 – Key principles diagram-, Ray / Beecroft Roads Precinct

Controls

Strategy

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

Servicing

C.02 Promote access from local streets.

C.03 If access is not available from the local streets, consolidate existing vehicle entrances on Carlingford Road.

C.04 Subject to amalgamation, close the end of Hazlewood Place and combine within a development site. Maintain pedestrian access from Hazlewood Place to Kent Street Reserve.

Landscape Setting

C.05 Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.

C.06 Maintain the significant vegetation adjoining Kent Street Reserve to the north of the precinct.

C.07 Surround and screen new buildings with canopy trees and shrubs.

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

Built Form

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

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

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

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

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8.1.1.4 EPPING AREAS – BUSINESS DEVELOPMENT

In addition to the general provisions set out in Ssection 8.1.1.2, the following specific provisions apply to specific land zoned B2 E1 Local Centre as identified in this Ssection. This sectionSection should be read in conjunction with Part 4 – Non-–Residential Development of this DCP. To the extent of any inconsistencies, the specific provisions within this sectionSection shall prevail.

Objective

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

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

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

Controls

C.01 Development should be designed to embody the principles of the relevant precinct Key Development Principles Diagram.

C.02 Pedestrian thoroughfares should be provided in accordance with the Key Development Principles Diagrams and Town Centre Linkage diagrams (see Figure 8.1.1.2.13.38.1.1.2.13.2).

C.03 Development in the vicinity of heritage items and Heritage Conservation Areas shown in the precinct diagrams should have regard to the Heritage provisions in Part 7 – Heritage and Archaeology of this DCP.

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

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8.1.1.4.1 LANGSTON PLACE, EPPING PRECINCT

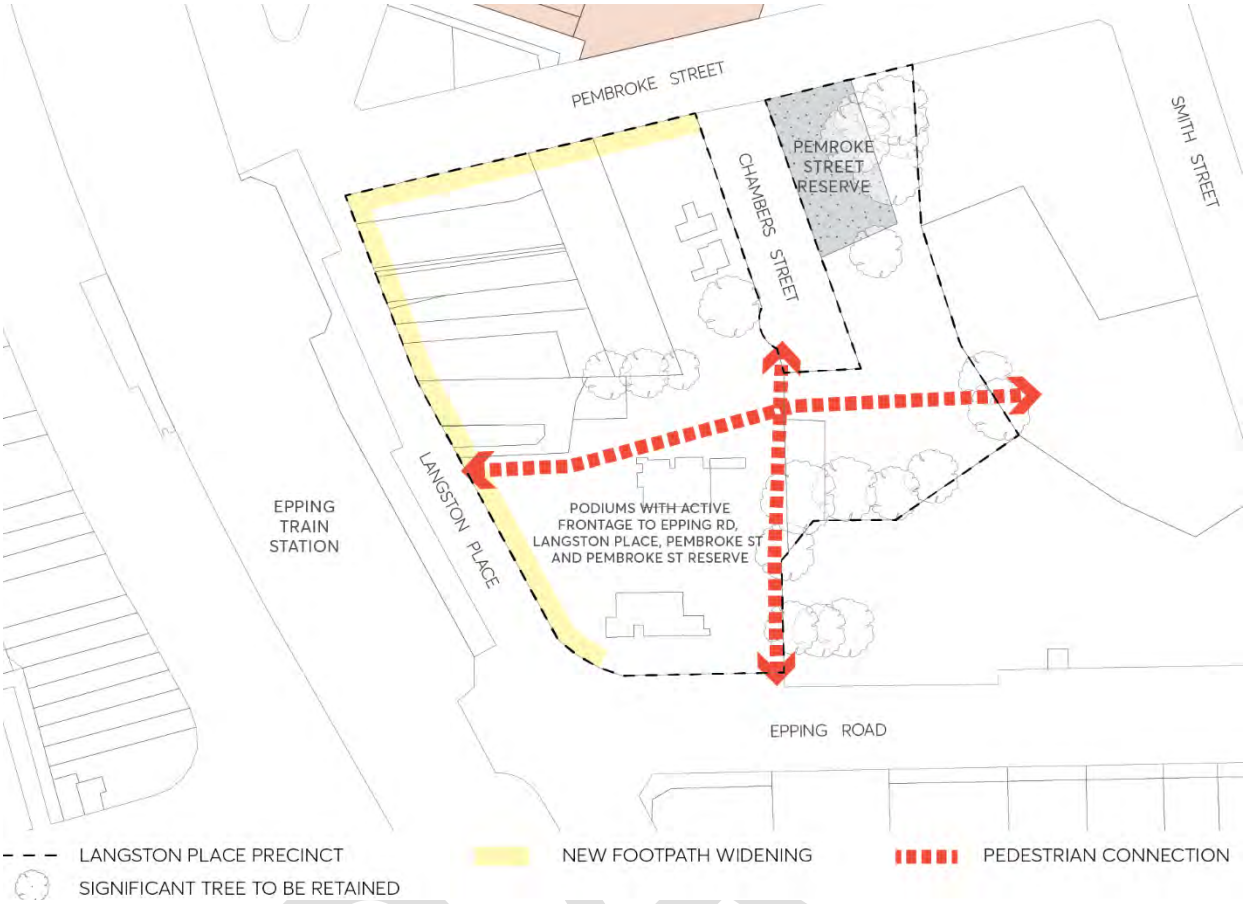


Figure 8.1.1.4.1.1 – Key principles diagram, Langston Place Pprecinct

Controls

Strategy

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

Servicing

C.02 Provide access to basements and service areas from Pembroke Street/Chambers Court. Limit vehicle access from Langston Place.

C.03 No vehicle access to be provided from Epping Road.

C.04 Chambers Court may be relocated to form a contiguous open space and should be redesigned as a shared space.

C.05 Street level retail and business premises to be serviced by kerbside parking.

Public frontages

C.06 A widened footpath is to be provided along Langston Place and Pembroke Street.

C.07 Maximise activity facing all streets by siting lower storeys without any setback from footpaths and accommodating a nearly-continuous mix of shopfronts and building entrances.

Landscape setting

C.08 Retain significant trees.

C.09 Provide a landscaped plaza / public domain space adjacent to Chambers Court with active frontages.

C.10 Pedestrian connections should be provided north-south and east-west, linking Pembroke Street, Epping Road and Langston Place.

Built form

C.11 Provide a continuous podium of up to three storeys facing all streets, and shape each podium to address major street corners.

C.12 Avoid extensive sheer vertical facades by setting upper storeys back from their podium.

C.13 Achieve a varied skyline by providing different heights, profiles and roof forms for successive buildings. Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

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8.1.1.4.2 CAMBRIDGE STREET, EPPING PRECINCT



Figure 8.1.1.4.2.1 – Key principles diagram, Cambridge Street Pprecinct

Controls

Strategy

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

Landscape setting

C.02 Retain significant trees.

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

Public frontages

C.04 Maximise activity along Oxford Street and Cambridge Street (south of the new shareway) and both sides of the new eastwest shareway by siting lower storeys without any setback from the footpath and accommodating a nearly-continuous mix of shop fronts and building entrances.

C.05 Consolidate entries to basement and service areas to protect desired levels of activity facing all active streets and new shareway.

Servicing

C.06 Provide a new east-west shareway for access linking Oxford Street and Cambridge Street as part of any future redevelopment of 41 Oxford Street (existing Cambridge Business Park). The detailed design of the street including the width, direction and intersection treatments are to be determined in consultation with Council and supported by a Traffic Impact Assessment.

C.07 Provide access to basements and service areas from the shareway or Chester Street. If access is not available from these streets, consolidate vehicle entrances from Oxford Street.

Built form

C.08 Provide a continuous podium of up to three storeys facing all streets, and shape each podium to address major street corners.

C.09 Achieve a varied skyline by providing different heights, profiles and roof forms for successive buildings. Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

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8.1.1.4.3 RAY ROAD, EPPING PRECINCT



Figure 8.1.1.4.3.1 – Key principles diagram, Ray Road ~~p~~Precinct

Controls

Strategy

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

Servicing

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

Public frontages

C.03 Maximise activity facing all streets by siting lower storeys without any setback from footpaths and accommodating a nearly-continuous mix of shopfronts and building entrances.

C.04 Provide a pedestrian connection between Ray Road and Beecroft Road.

C.05 Consolidate entries to basements and service areas to protect desired levels of activity facing all active streets.

Built form

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

8.1.1.4.4 PEMBROKE STREET, EPPING PRECINCT



Figure 8.1.1.4.4.1 – Key principles diagram, Pembroke Street Precinct

Controls

Strategy

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

C.02 Redevelopment should accommodate existing community and education facilities and heritage items.

Public frontages

C.03 Maximise activity along Oxford Street and Pembroke Street by siting lower storeys without any setback from the footpath and accommodating a continuous mix of shop fronts and building entrances.

C.04 Consolidate entries to basement and service areas to protect desired levels of activity facing all active streets.

Landscape setting

C.05 Retain significant trees.

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

C.07 Investigate location of Barren Hills archaeological relics.

Servicing

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

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

Built form

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

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

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

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

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

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

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8.2 LOCAL CENTRES

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

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

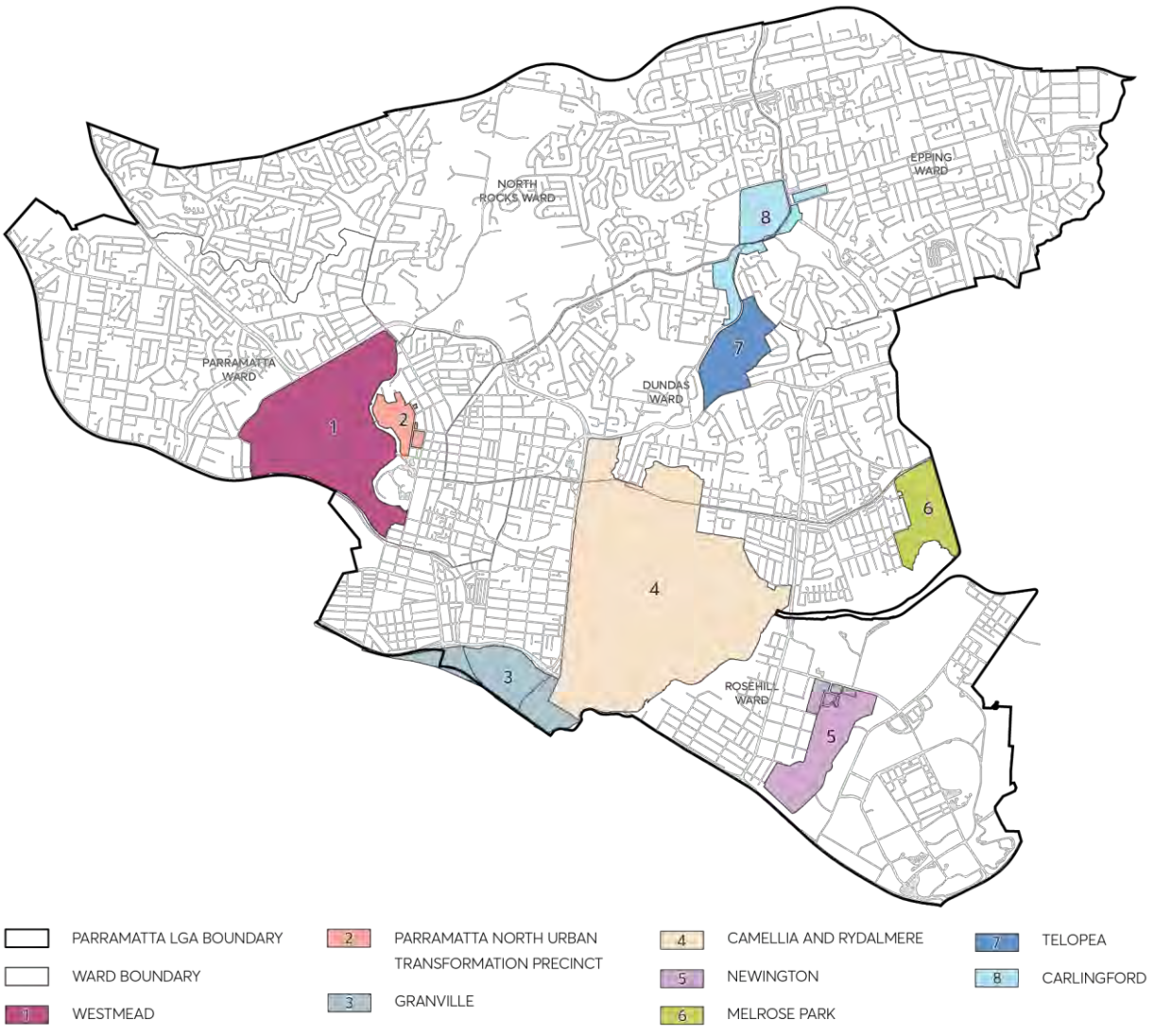


Figure 8.2.1 – Local centres

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8.2.1 WESTMEAD LOCAL CENTRE

8.2.1.1 DESIRED FUTURE CHARACTER

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



Figure 8.2.1.1.1 – Westmead Precinct

Objectives

O.01 Ensure new developments protect the amenity of existing residents.

O.02 Facilitate physical and business research links to other precincts, especially the Parramatta City Centre, Camellia and Rydalmere Precincts.

O.03 Improve direct and efficient access to and through the precinct.

O.04 Provide opportunities for a range of housing types.

O.05 Develop a mixed use centre of retail, residential, business and community services at the transport node serving the precinct.

O.06 Preserve and improve significant open space areas within the precinct.

O.07 Maximise pedestrian links and connectivity along the creek/river corridor, throughout significant open space areas and the precinct as a whole.

O.08 Protect and enhance the local and regional biodiversity, and maximise the extent and integrity of aquatic and natural land areas, in particular, the Parramatta River and Toongabbie Creek corridors.

Controls

C.01 New development is to address and activate public domain areas including open spaces, streets, pedestrian links, laneways and public spaces.

C.02 All new buildings and additions to existing buildings should not significantly impact upon sun access and accessibility of open space areas.

C.03 Land within proximity of the proposed Sydney West metro station is to be developed with consideration of the following:

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

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8.2.2 PARRAMATTA NORTH URBAN TRANSFORMATION PRECINCT

8.2.2.1 DESIRED FUTURE CHARACTER

The Parramatta North Urban Transformation (PNUT) is as a mixed use renewal precinct located adjacent to the Parramatta City Centre within a unique heritage, landscaped and river setting.

The precinct has a long history of Aboriginal, early colonial and later government institutional uses. This legacy is preserved and interpreted through the conservation and adaptation of heritage buildings (and other structures), the retention and interpretation of significant archaeology, the retention and enhancement of the key landscape characteristics of the site, including significant trees, and implementation of interpretive opportunities.

The precinct facilitates the long term preservation and interpretation of the Historic Core, which contains the key built and landscape elements of the sites that previously included the Parramatta Female Factory, Lunatic Asylum, Roman Catholic Orphanage, Parramatta Industrial School for Girls, Norma Parker Centre and Kamballa. The Historic Core contains non-residential uses that facilitate public access and interpretation of its significant heritage.

The precinct accommodates a network of connected public open spaces, including the central oval, local parks to the north and south, and along the Parramatta River foreshore. The open space incorporates heritage buildings and structures, mature landscapes, and preserves significant ecological values along the riparian corridor. Extensive landscaping provides a high-quality and high amenity setting for the precinct.

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

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

New development are suitably set back, both at ground level and/or tower form so that they do not visually dominate the street, allow a pedestrian scale to be maintained at street level, are sympathetic to existing built form and respond to adjacent heritage buildings.

The eastern edge of the precinct contains the core of the precinct - a vibrant neighbourhood centre around the Factory Street extension. The centre offers opportunities for a range of retail, commercial and residential uses that serve the new and existing local communities. Development within the centre deliver a high-quality public domain, pedestrian through site links, street trees and wide footpaths. The centre has active ground floor uses that provide high levels of pedestrian amenity and reinforce the role of these streets as a vibrant and attractive retail/commercial centre.

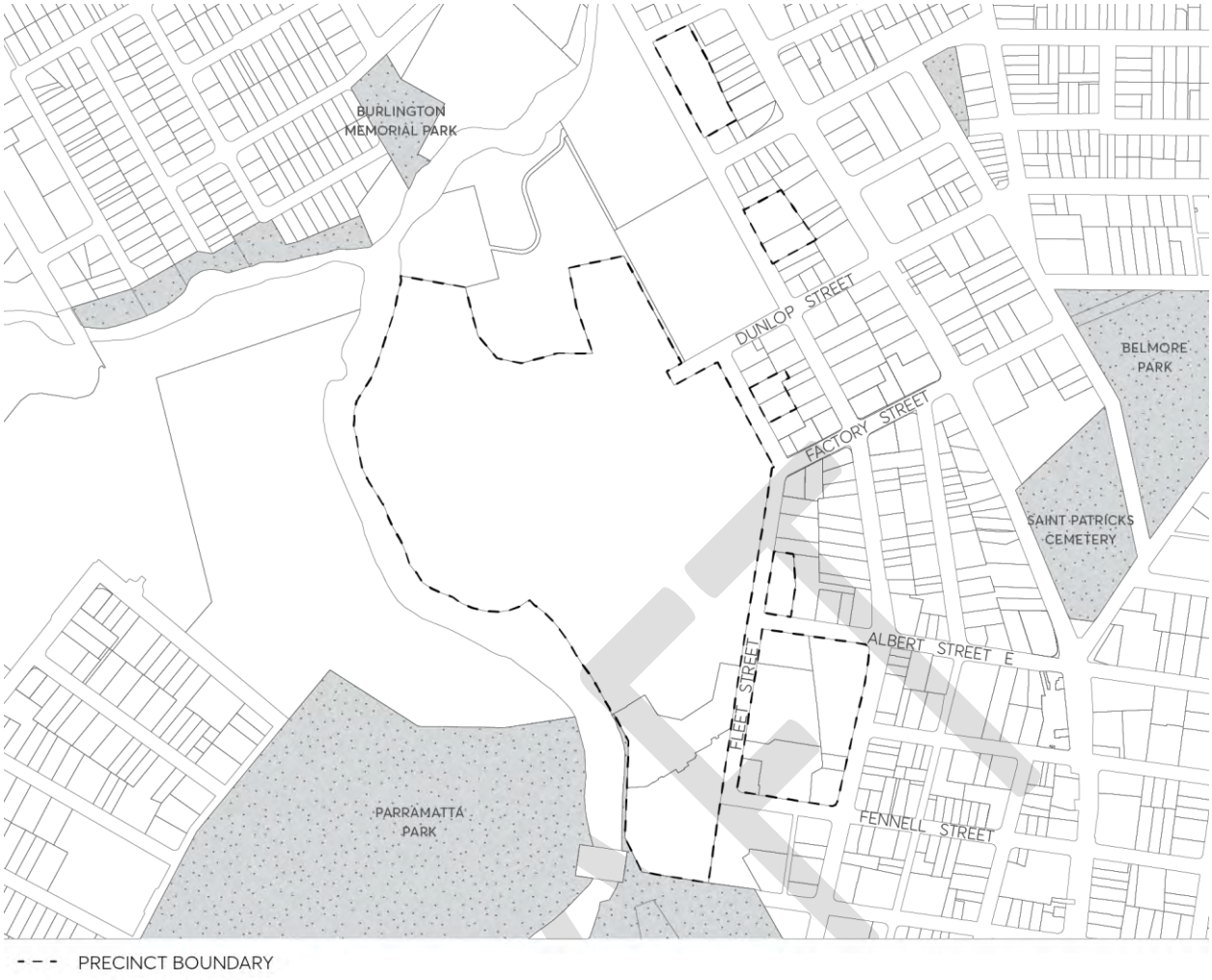


Figure 8.2.2.1.1 - Parramatta North Urban Transformation Precinct

Note: Development must comply with the controls set out below and any relevant controls in Parramatta DCP ~~20XX~~2023. Where there is any inconsistency the PNUT Special Precinct Provisions of this Part will prevail.

Objectives

O.01 Provide for the conservation and interpretation of the rich heritage values of the Parramatta North Historic Sites.

O.02 Recognise the unique quality and character of the site as the context and a reference for the architectural character of new buildings, structures and public spaces.

O.03 Provide a high-quality landscaped residential and commercial precinct in a well- connected location close to the Parramatta City Centre.

O.04 Ensure the design of new buildings and public spaces is of a high-quality and integrates with the unique heritage, landscape and cultural qualities of the site.

O.05 Ensure that development respects the greater Parramatta Park area and World Heritage listed Old Government House and Domain precinct.

O.06 Facilitate visual and physical access to the Parramatta River and opportunities for future connections across the river.

O.07 Provide new development, mainly in the form of residential apartments, that respects the existing heritage buildings and landscapes.

O.08 Facilitate improved active transport links to the surrounding area.

O.09 Facilitate high-quality public transport connectivity with Westmead and Parramatta City Centre.

O.10 Ensure all development comply with the principles, policies and guidelines contained in the Parramatta North Historic Sites Conservation Management Plan (PNHS CMP).

Controls

C.01 Conserve and activate buildings of cultural significance through appropriate new uses.

C.02 Interpret the diverse aspects of Aboriginal and European history and occupation of the site and river foreshore.

C.03 Locate new development to facilitate the retention of significant archaeology and include interpretation of significant past uses such as the Female Factory, the Mill Races, Marsden's Mill and Mrs. Betts' House and any other elements of state significant archaeology as confirmed through archaeological test excavation.

C.04 Retain and enhance the key landscape characteristics of the site, consistent with the *PNUT Canopy Replenishment Strategy*.

C.05 Scale, siting and location of development to respect key heritage views and vistas.

C.06 That new development respects existing heritage buildings and structures through adherence to relevant development design controls contained in this Section of this DCP.

8.2.2.2 DESIGN QUALITY

Excellence in design is a requirement for development in the PNUT to ensure new development respects the heritage qualities and contributes positively to the neighbourhood, streetscape and public domain within and surrounding the PNUT.

Objectives

O.01 Development will deliver high-quality built forms that contributes positively to the streetscape and public domain and respects the heritage significance of the site.

O.02 New buildings will demonstrate design excellence and consideration of their location and context.

O.03 New buildings will integrate positively with the surrounding streetscape, public domain and existing buildings, in particular the Parramatta North Historic Sites (PNHS).

O.04 The architectural design and detailing of new development must respect the existing context to provide integration with the surrounding urban fabric.

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O.05 Architectural diversity and interest in the PNUT is encouraged. To achieve this objective, buildings in adjacent development lots are not to be the same or overly similar in design.

Controls

C.01 New buildings and adapted heritage buildings within the PNUT are to provide for high-quality urban design and architectural outcomes. Development Applications for new buildings within the PNUT are to comply with the relevant Design Excellence provisions of the City of Parramatta planning controls and processes.

C.02 In accordance with *Parramatta LEP 2023*, development consent for some developments may not be granted unless an architectural design competition is carried out (refer to Clause 6.13~~2~~ Design Excellence, *Parramatta LEP 2023*). As part of the competition process for developments within PNUT, at least one member of the Design Jury must have relevant heritage architectural expertise.

C.03 Development will be considered by the Design Excellence Advisory Panel (DEAP) for review as part of the design development and approval process. The DEAP is to be consulted in the Pre-Development Application phase, in the Development Application assessment phase and again during construction to ensure comments and guidance have been appropriately incorporated or addressed in the finished development. In considering Development Applications for PNUT, at least one member of the DEAP must have relevant heritage architectural expertise.

C.04 Significant development proposed for Individual Development Lots is to be accompanied by the submission of a 3D electronic model in accordance with Council's standard requirements for assessment and communication purposes.

8.2.2.3 SUBDIVISION

The Indicative Layout Plan (ILP) (Figure 8.2.2.3.1) has been prepared to inform the masterplanning, structure and development lot subdivision of the site. The ILP has been prepared in response to the heritage significance and history of the site and existing circulation networks.

Objectives

O.01 Ensure subdivision of the site is sympathetic to the existing street and public domain layout and is sensitive to the location of heritage buildings, their curtilages and landscape settings.

O.02 Provide a subdivision with a legible and logical public domain (of streets and open spaces) and future development site layout that responds to and respects the built and landscape heritage of the site.

O.03 Provide a range of development lots of suitable sizes and dimensions to support high-quality residential and mixed use development.

O.04 Facilitate the timely delivery of the street network, open space areas and supporting infrastructure.

O.05 Enable the protection and management of existing heritage buildings and proposed new buildings within development lots.

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O.06 To not prejudice affect the future development of sites adjacent to the PNUT.

O.07 Provide opportunities for connections with surrounding land.

O.08 To ensure that development lots facilitate the conservation and interpretation of the Parramatta North Historic Sites as places of exceptional heritage significance.

Controls

C.01 Subdivision of the site is consistent with the intent of the Indicative Layout Plan shown in Figure 8.2.2.3.1 and the objectives and principles contained in this development control plan.

C.02 Provide development lots that facilitate a new local retail centre at Factory Street and Fleet Street.

C.03 Provide development lots that allow for new development to be sensitively located adjacent to existing heritage buildings and landscapes.

C.04 Allow for the provision of efficient and effective public transport options for the site.

C.05 Subdivision is to create contiguous lots known as the 'Historic Core' of the site, shown as areas F6, F7 and F8 on Figure 8.2.2.3.1. The 'Historic Core' is to contain the key built and landscape elements of the sites that previously included the Parramatta Female Factory, Lunatic Asylum, Roman Catholic Orphanage, Parramatta Industrial School for Girls, Norma Parker Centre and Kamballa or as identified in the PNHS CMP.

C.06 The subdivision of the 'Historic Core' area is subject to an assessment of the historic and existing site boundaries, and any impacts on heritage significance and future ownership or management regimes.

C.07 Subdivision is to create a legible public domain of streets, and public open spaces that respects and responds to the heritage attributes of the PNUT.

C.08 Development Applications for subdivision are to be in accordance with the Street Types and Connections at Figure 8.2.2.5.1.

C.09 Proposals for further subdivision of the developments lots shown in the Indicative Layout Plan at Figure 8.2.2.3.1 must be subject to an assessment of heritage impact including analysis of any changed management regimes for buildings, landscaping or archaeological relics that may be impacted or as identified in the PNHS CMP.

C.10 Any proposals for subdivision adjoining or in proximity to the Parramatta Light Rail Corridor must be referred to Transport for NSW to ensure the subdivision facilitates the construction and operation of the Parramatta Light Rail.

C.11 The significance and character of any heritage item must not be adversely affected through subdivision.

C.12 Any subdivision involving heritage items or contributory buildings should not compromise the setting or curtilage of buildings/items on or adjoining the site.

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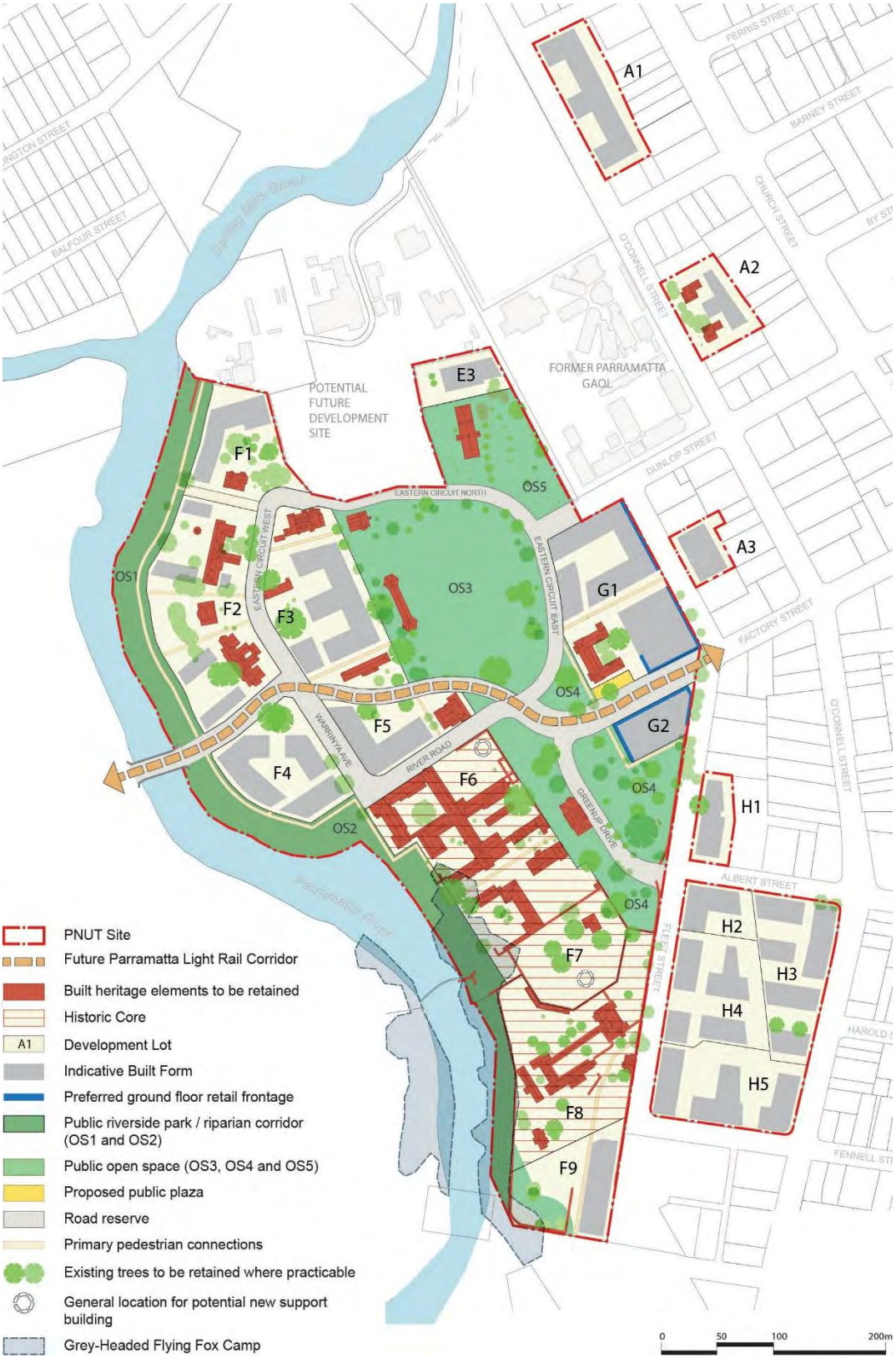


Figure 8.2.2.3.1 - Parramatta North Urban Transformation Precinct Indicative Layout Plan

8.2.2.4 PUBLIC DOMAIN AND OPEN SPACE

Objectives

O.01 Creation of an open space network within the site that provides for high-quality amenity.

O.02 Creation of an open space network that retains, conserves and interprets the heritage of the site, including historic elements within the public domain and open space.

O.03 Creation of an open space network that accommodates a range of active and passive recreational uses.

O.04 Provide open space linkages to the Parramatta River foreshore, with consideration of the sensitive ecological values of the area.

O.05 Ensure that new buildings are designed, located and orientated to help activate and define open spaces.

O.06 Maximise public access to the open space network, and provide an integrated pedestrian and cycle network.

O.07 Develop sustainable stormwater and ecological management systems.

O.08 Enhance and expand connections of existing vegetation communities to the river foreshore.

O.09 Enhance the existing mature landscape qualities of the site.

Controls

C.01 Provide a linear open space on the bank of the Parramatta River that contributes to local amenity and regional connectivity.

C.02 Provide an open space network that links to wider regional open spaces.

C.03 Provide a hierarchy of open spaces that offer active and passive recreation.

C.04 Make public open space areas accessible to the community.

C.05 Ensure that the new uses for retained heritage buildings situated in the public domain enhance their relationship with the public domain.

C.06 Provide appropriate and activated interfaces between new and existing buildings, public open spaces, and the planned light rail route. These interfaces are to reflect sound urban design principles, and activate the spaces appropriately to provide safety.

C.07 New services infrastructure must be located underground to avoid visual impacts on significant cultural landscapes, in particular the curtilage and wider setting of significant buildings and structures, open space areas, cultural plantings and views.

C.08 Boundaries must be clearly articulated between public and private open space areas around and within development lots in a manner that respects and enhances the landscape qualities of the Parramatta North Historic Sites (PNHS).

C.09 Development Applications for subdivision are to be in accordance with the Open Space Plan at Figure 8.2.2.4.1 Open Space Provision.

C.10 New and retained buildings adjacent to the public plaza on the extension to Factory Street are to allow pedestrian access and actively address the plaza.

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C.11 New and retained buildings adjacent to the planned light rail route are to positively address this space with building and development elements that allow pedestrian access and movement. Future development is to include consideration of opportunities to facilitate pedestrian and cyclist usage of this linear space as an east-west shared path.

C.12 Development is to comply with the principles and guidelines contained in the PNUT Public Domain Plan.

C.13 The significant elements, including archaeological resource and fabric, within the public domain and open space will be conserved in accordance with the Parramatta North Historic Sites Consolidated Conservation Management Plan. Interpretation of the history and heritage significance of the PNHS will be undertaken in accordance with the PNHS Heritage Interpretation Strategy and will adopt 'best practice' methods to deliver key themes and messages.

C.14 Any significant works along the riparian corridor shall be accompanied by a Vegetation Management Plan prepared by a qualified ecologist.

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Figure 8.2.2.4.1 - Open Space Provision

8.2.2.5 SITE ACCESS, CIRCULATION AND CONNECTIVITY

Objectives

O.01 Encourage walking and cycling within and through the site by providing safe and legible pedestrian, cycle and shared paths.

O.02 Provide for safe, clear and legible pedestrian, cycle and vehicular movements within the site and connecting to surrounding areas.

O.03 Provide for opportunities for future integration with adjoining land and connections to regional open space and cycle networks.

O.04 Provide regional pedestrian and cycleway connections on the site to facilitate east- west and north-south movements.

O.05 Accommodate potential public transport access through the PNUT.

O.06 Provide new connections through development lots to respond to heritage buildings and landscapes, improve through block connections and better links to regional connections.

Controls

C.01 Create new site vehicular and pedestrian access points at Factory Street and Dunlop Street.

C.02 Enhance east-west and north-south connectivity and permeability which prioritise pedestrians and cyclists.

C.03 Establish a clear site circulation loop based on the existing street pattern centred on the existing oval.

C.04 Incorporate a cycleway system within and through the site that connects with the broader Parramatta cycle network.

C.05 Provide a network that can be expanded into surrounding lands.

C.06 Pedestrian and cycle paths will be provided to best practice design, but may require the provision of narrower paths where constrained by topography, heritage or ecological considerations.

C.07 Opportunities for future provision of pathways along the riparian corridor between Lots F4 and F9 should be explored in the future subject to ecological and heritage considerations.

C.08 Opportunities for future provision of a north-south extension of the Parramatta River cycleway adjacent to Lots F7 and F8, and future river crossings to Parramatta Park (to the west) should be explored subject to recognised heritage and ecological constraints.

C.09 Development Applications are for pedestrian and cycle connections are consistent with Figures 8.2.2.5.1 to 8.2.2.6.9.

C.10 Future paths are to facilitate a network of shared (pedestrian and cyclists) use paths whilst minimising the extent of new paved surfaces.

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C.11 Paving treatments are to be consistent with the PNUT Public Domain Plan.



Figure 8.2.2.5.1 - Street Network

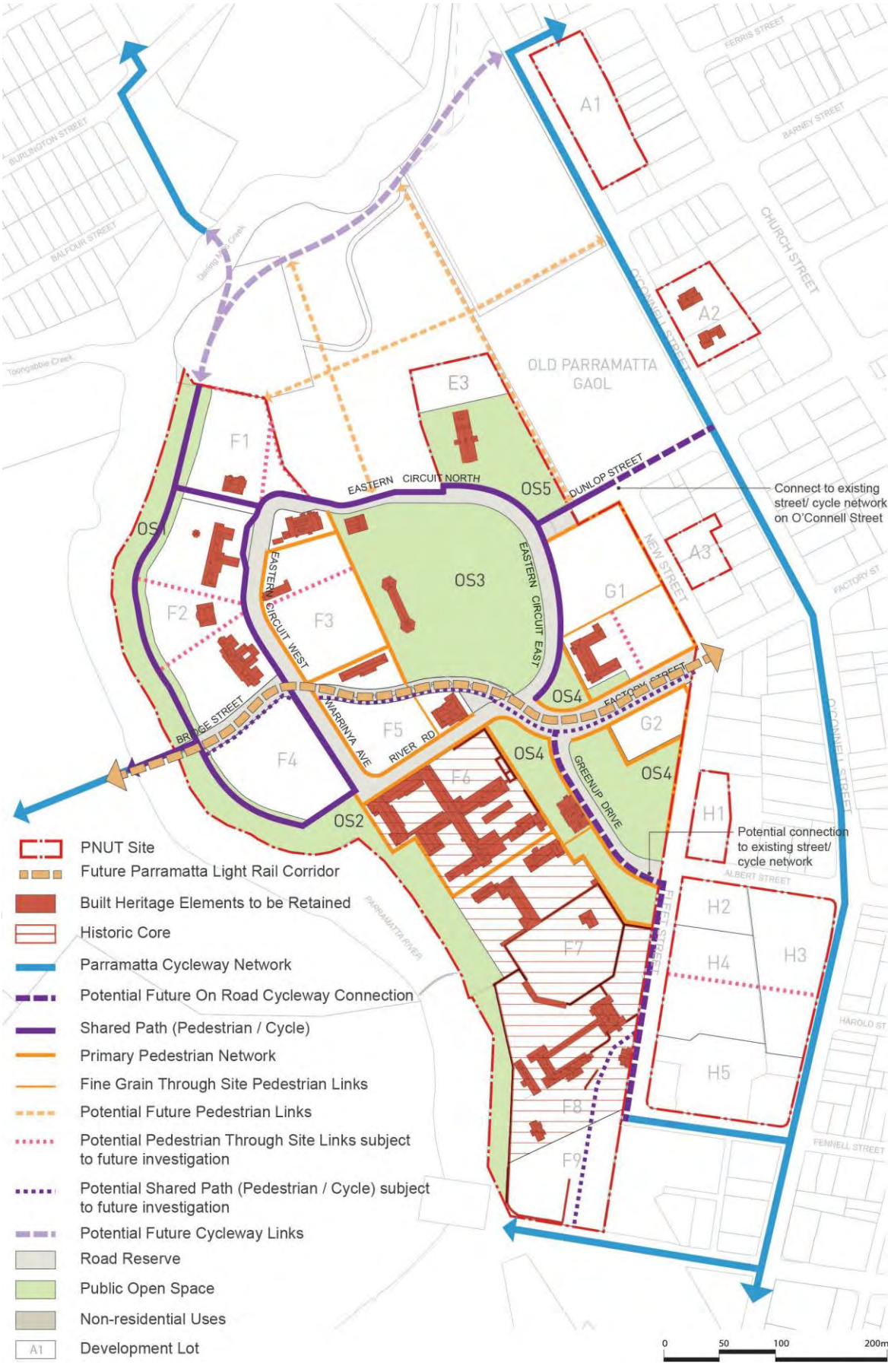


Figure 8.2.2.5.2 - Indicative Pedestrian and Cycle Network

8.2.2.6 STREET NETWORK

Objectives

O.01 Provide a street network that responds to the heritage constraints of the site as well as the existing street network and development pattern.

O.02 Restrict car parking in order to minimise traffic congestion and visual impacts and encourage transport use by means other than private vehicles.

O.03 Maximise the legibility of the street layout by establishing a clear hierarchy of streets, and protecting heritage places and structures.

O.04 Provide significant street tree planting to achieve shady streets for pedestrians.

O.05 Provide a street network which responds to the Parramatta Light Rail Network.

Controls

C.01 Detailed design and implementation of new streets are to have regard to the site's heritage values and constraints.

C.02 Significant road alignments are to have regard to the Parramatta North Historic Sites Consolidated Conservation Management Plan.

C.03 Retention, repair and reuse of significant sandstone kerbing is to be consistent with the requirements of the Parramatta North Historic Sites Consolidated Conservation Management Plan and the PNUT Public Domain Plan.

C.04 Development Applications for street network are to be in accordance with the Street Types at Figure 8.2.2.5.1. Any proposed variations must demonstrate that:

- The proposed changes meet the Objectives for this Section.
- Appropriate connections are provided within the site and opportunities for connections are provided to surrounding areas.

C.05 New and upgraded streets are to be consistent with the indicative street sections at Figures 8.2.2.6.1 to 8.2.2.6.9 and the Public Domain Plan.

C.06 New and upgraded streets are as per Austroads Pavement Design Guide, subject to an assessment of any site specific design requirements or constraints.

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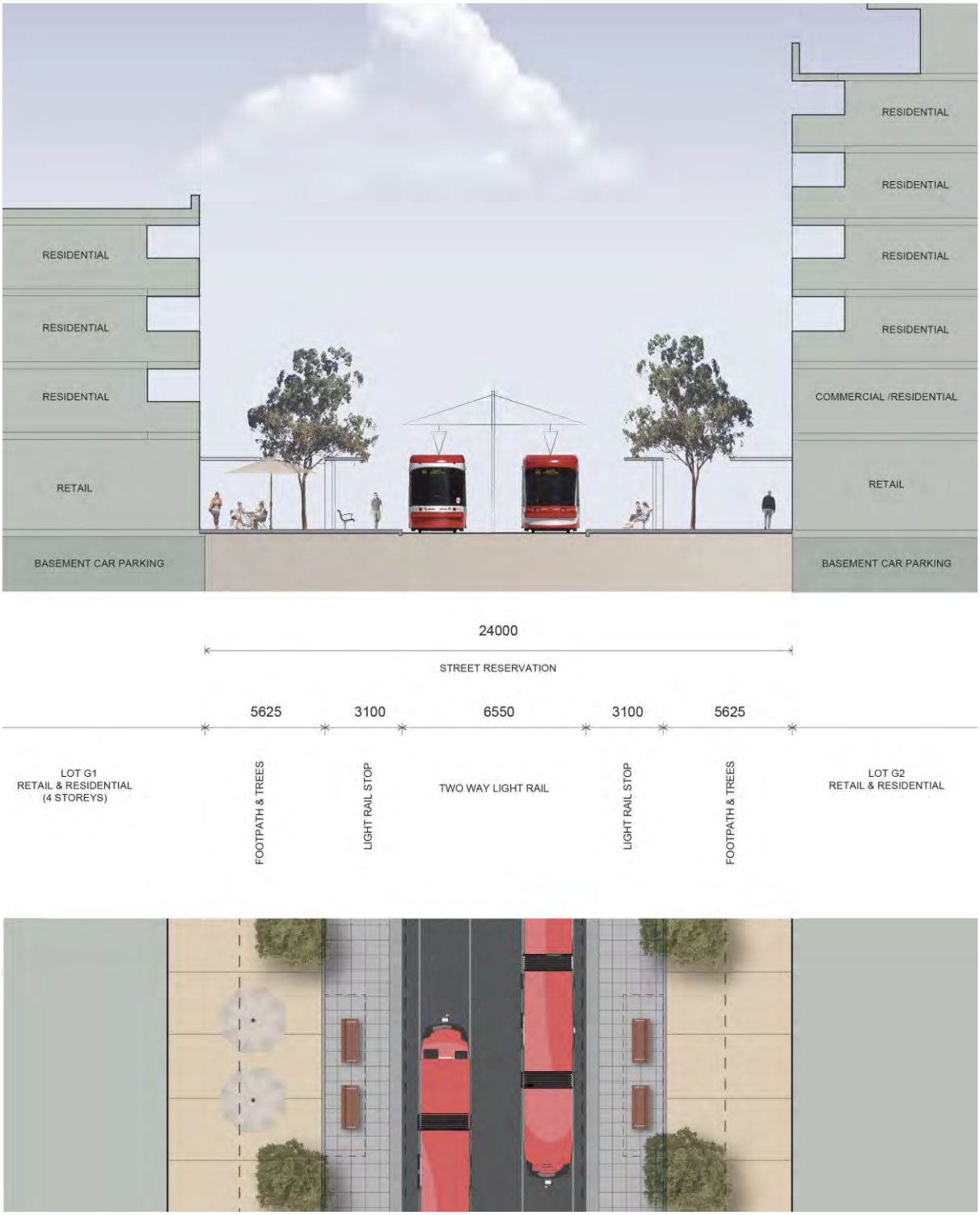


Figure 8.2.2.6.1 - Typical street section 1 – Factory Street

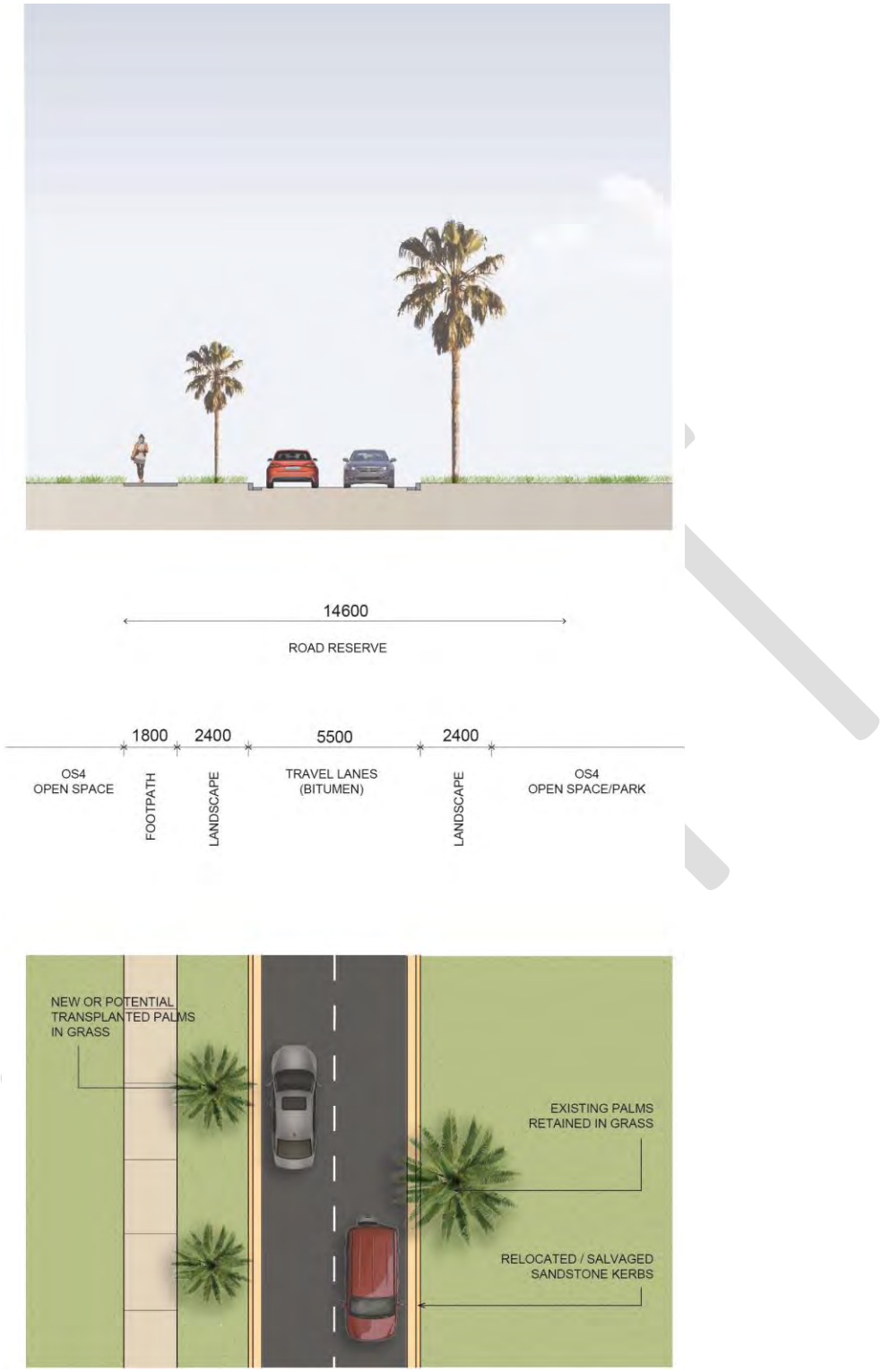


Figure 8.2.2.6.2 - Typical street section 2 – Greenup Drive

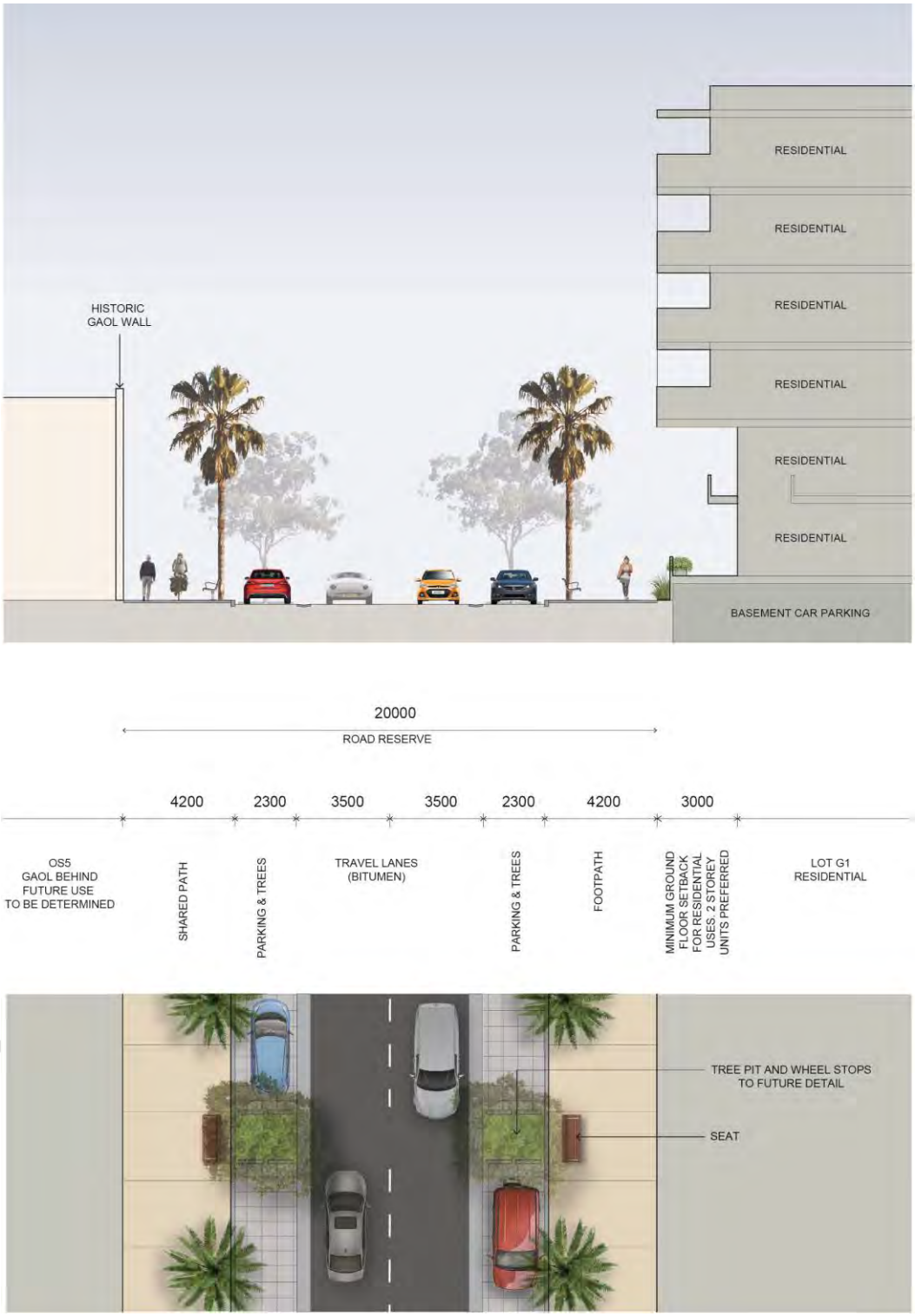


Figure 8.2.2.6.3 - Typical street section 3 – Dunlop Street



Figure 8.2.2.6.4 - Typical street section 4 – River Road

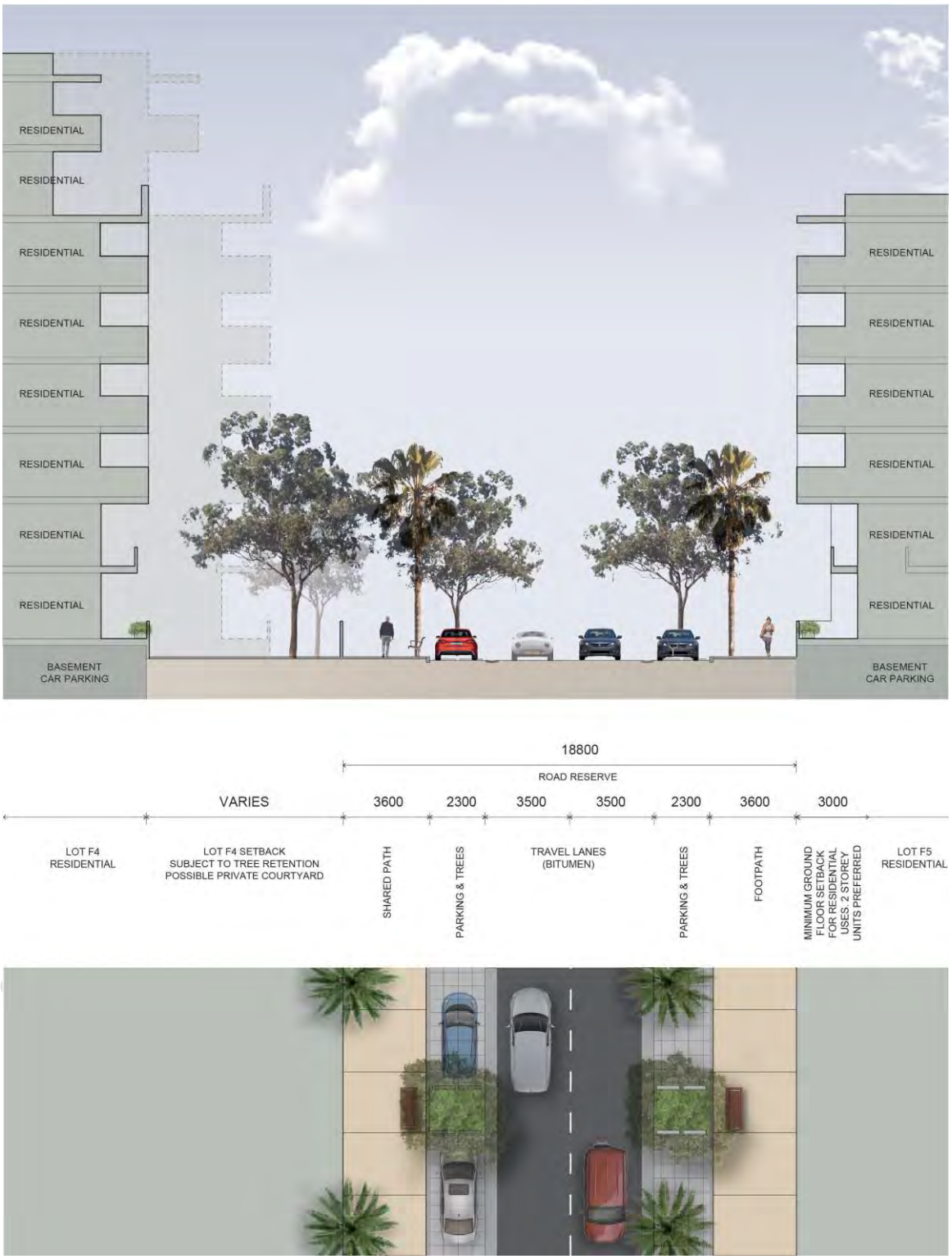


Figure 8.2.2.6.5 - Typical street section 5 – Warrinya Avenue



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

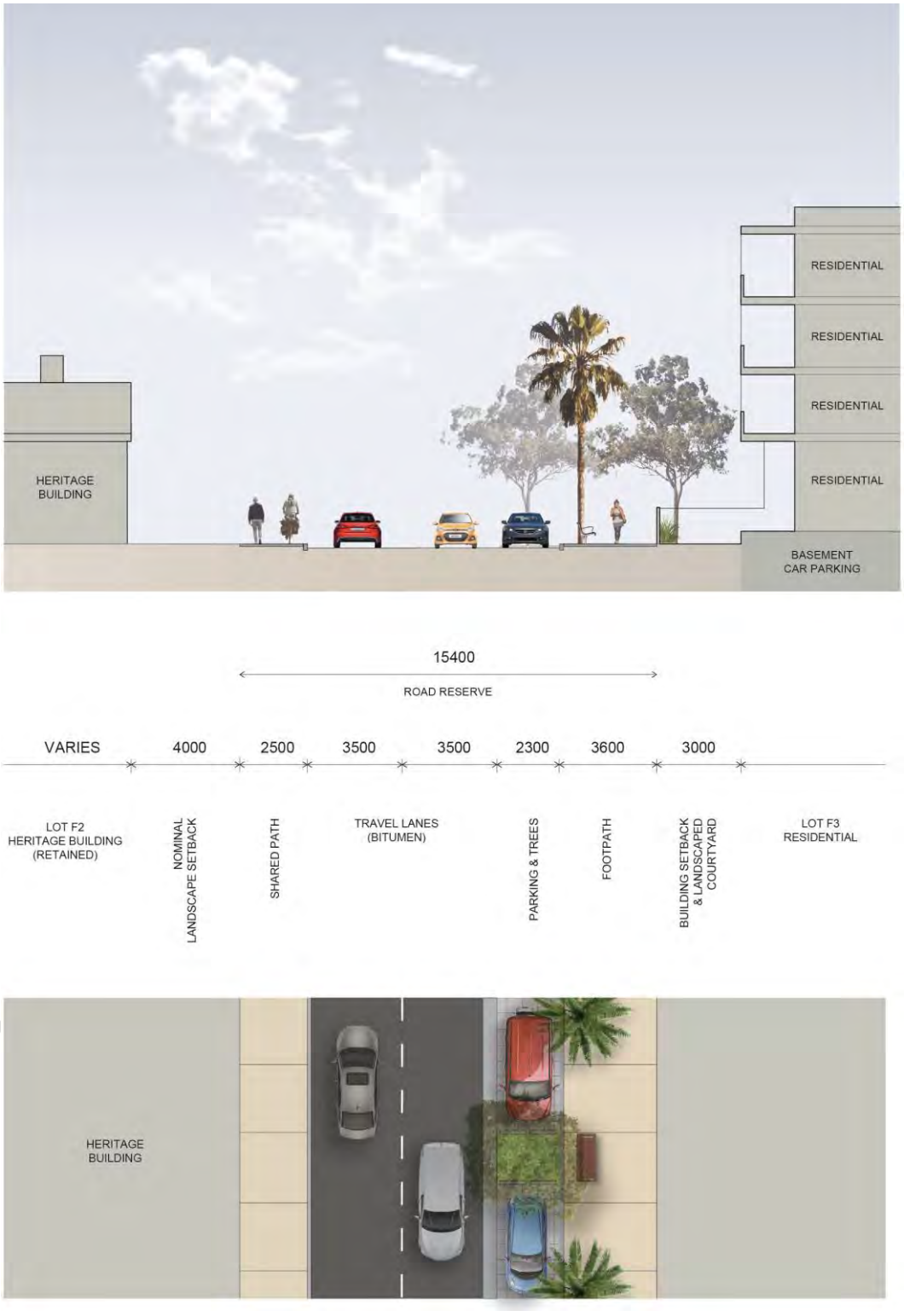


Figure 8.2.2.6.7 - Typical street section 7 – East Circuit (west)



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

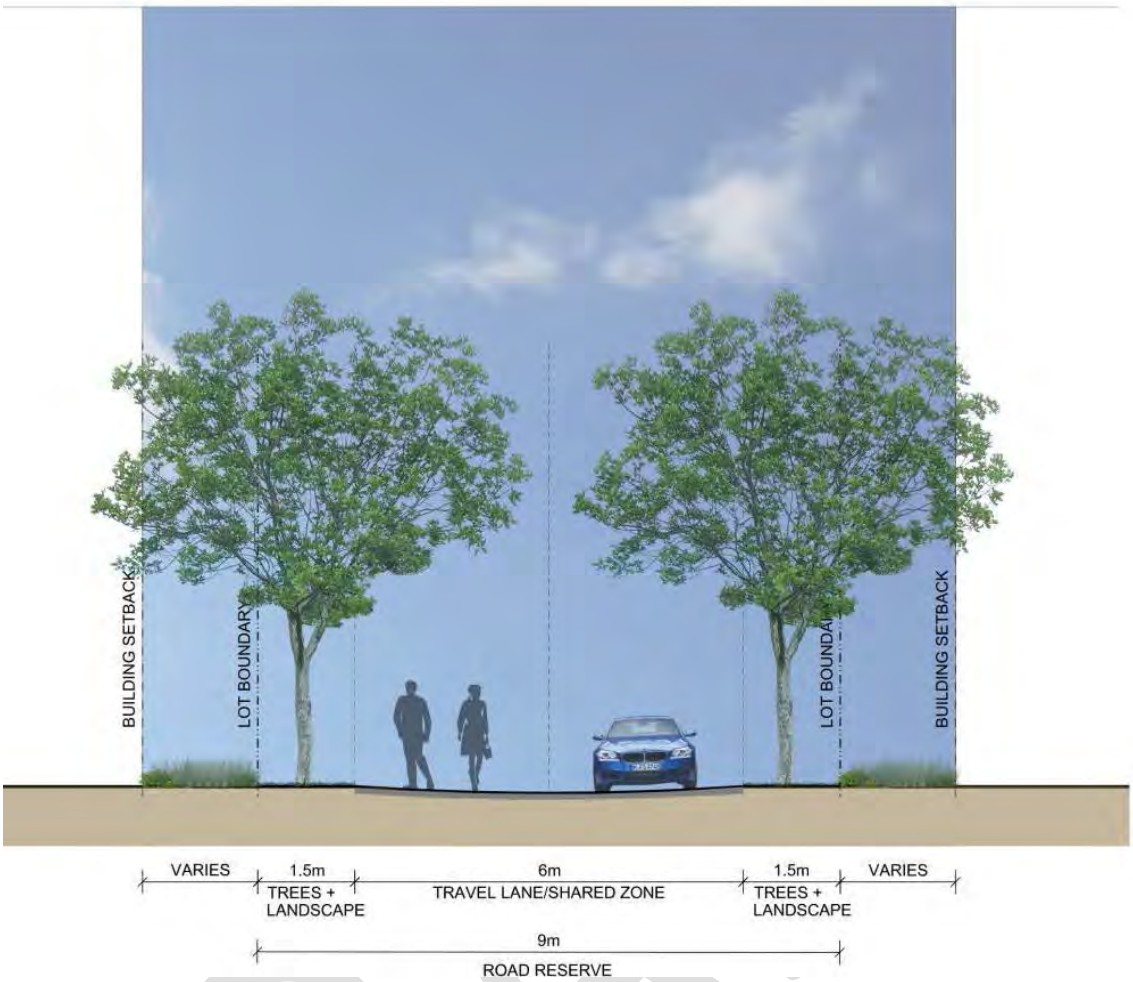


Figure 8.2.2.6.9 - Typical shared street section 9

8.2.2.7 ALLOCATION OF GROSS FLOOR AREA

The maximum floor space ratio controls for the site are provided in the *Parramatta LEP 2023*. Identifying a maximum gross floor area, rather than a maximum floor space ratio, to some of the development lots may be considered where early subdivision and delivery of roads and open space (to be dedicated to Council) reduces the overall site area of the majority of development lots. In that instance, a gross floor area will be calculated by multiplying the gross site area of a development lot (that is, the lot inclusive of roads and open space to be dedicated to Council) by the maximum floor space ratio in the *Parramatta LEP 2023*.

Objectives

O.01 Regulate the density of development identifying a maximum gross floor area for twelve development lots (E3. F1. F2. F3. F4. F5. F6, F7 and F8. F9. G1. G2) consistent with the maximum floor space ratio in the *Parramatta LEP 2023*.

O.02 Allow for the early delivery of public open space and street network.

Controls

C.01 The gross floor area permitted for any development lots is a maximum which may not be achievable when all planning and assessment considerations are taken into account such as heritage curtilage, retention of significant trees, significant archaeology, street and upper level setbacks and Apartment Design Guide considerations.

C.02 That maximum gross floor area for any development lot is not to exceed the gross floor area resulting from the floor space ratio controls in the *Parramatta LEP 2023* or as otherwise nominated in a Notice of Development Consent granted by a relevant consent authority.

C.03 The maximum gross floor area for each lot shall include all buildings accommodated on a development lot, including retained heritage buildings and structures.

C.04 The maximum gross floor area for each development lot shall only be allocated within that development lot. Should a maximum gross floor area not be able to be achieved for a development lot, that amount of floor area cannot be transferred to any other development lot.

C.05 Development Applications must submit supporting plans that demonstrate the gross floor area outcome on the development lot is consistent with *Parramatta LEP 2023* or as otherwise nominated in a Notice of Development Consent granted by a relevant consent authority.

8.2.2.8 BIODIVERSITY

The PNUT contains species that are listed as vulnerable under the *Biodiversity Conservation Act 2016* and the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)*. These may include:

- Grey Headed Flying Foxes (GHFF)
- Eastern Freetail Bat
- Eastern Bent Wing Bat
- River-Flat Eucalypt Forest (remnant and regrowth)
- Habitat for other threatened species that may occur on the site.

Objectives

O.01 Have consideration for and maintain the biodiversity of the PNUT.

O.02 Minimise habitat disturbance and avoid disturbance of the GHFF camp.

O.03 Enhance the ecological values of the riparian corridor and the River-Flat Eucalypt Forest.

O.04 Avoid adverse impacts upon threatened and vulnerable species and significant ecological communities.

O.05 Retain, conserve and enhance the ecological values of the riparian corridor (in areas not identified as having significant cultural plantings or lawn areas) by:

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- Revegetating with local provenance species consistent with the River-Flat Eucalypt Forest Ecological Community.
- Implementing best practice bush regeneration techniques to regenerate native vegetation species and control weeds.

O.06 Retain the GHFF camp by:

- Minimising habitat disturbance.
- Minimising disturbance of the flying-foxes, particularly during fly-in (dawn) and fly- out (dusk), during heat stress events and during the sensitive period in the life cycle (approximately September to January).
- Restricting public access to the core camp area using physical barriers such as the existing heritage wall, and signage.
- Minimising the risk of future conflict by designing suitable reuse of nearby buildings compatible with their close proximity to the flying-fox camp.
- Educating the community about the risks and benefits of flying-foxes

Controls

C.01 Development of the PNUT must submit appropriate assessment documentation to demonstrate consideration of the ecological values of the PNHS site.

C.02 Development shall demonstrate it has regard to the PNUT Riparian Corridor Strategy (ELA 2016) and PNUT Canopy Replenishment Strategy.

8.2.2.9 HERITAGE

The Parramatta North Urban Transformation (PNUT) incorporates a substantial part of the Parramatta North Historic Sites (PNHS)—namely the Cumberland Hospital (East Campus) site and Norma Parker Centre/Kamballa site. These sites are listed on the *Parramatta LEP 2023* and the State Heritage Register (as identified on Figure 8.2.2.9.1) because of their exceptional heritage significance to the people of Parramatta and New South Wales.

The Female Factory/Lunatic Asylum Precinct of the Cumberland Hospital (East Campus) site and all of the Norma Parker Centre/Kamballa site are also included in the nomination of the 'Former Female Factory Precinct, Parramatta' to be included in the National Heritage List administered under the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999*. The PNUT is located adjacent to the World Heritage Listed Old Government House and Domain precinct. Therefore, any development proposals for the PNUT will require statutory consent from the City of Parramatta Council and the NSW Government. Referral may also be required to the Commonwealth Government.

The Parramatta North Historic Sites Consolidated Conservation Management Plan (the PNHS CMP) has been prepared to assist current and future owners, managers and other site users with the ongoing management of the heritage values of the PNHS. The PNHS CMP has been endorsed by the Heritage Council of NSW and all development for the PNUT will be required to comply with its principles, polices and guidelines.

The PNHS CMP comprises three (3) parts that should be read in conjunction with each other:

- Part A – Overview Report provides an overview history and significance of the PNHS and establishes the over-arching principles, policies and guidelines that apply across all three sites. It also provides analysis of Aboriginal archaeology and cultural heritage values, historical (non-Aboriginal) archaeology and the broader cultural landscape of the PNHS.
- Part B – Significance Assessments comprises three separate reports providing historical analysis and assessment of the heritage significance for the Cumberland Hospital (East Campus) site, Parramatta Gaol site and Norma Parker Centre/Kamballa site.
- Part C – Lot Specific Guidelines includes a detailed heritage assessment of the components within each management lot and/or precinct and provides specific conservation and development guidelines for those components.

The Part C guidelines for each Development Lot will be required to be prepared and endorsed by the Heritage Council of NSW prior to lodgement of the relevant Development Application.

Development within each Development Lot is to be consistent with the principles, policies and guidelines contained within the Parramatta North Historic Sites Consolidated Conservation Management Plan (PNHS CMP). It is noted that the PNHS CMP does not apply to Lots A3 and H1-H5.

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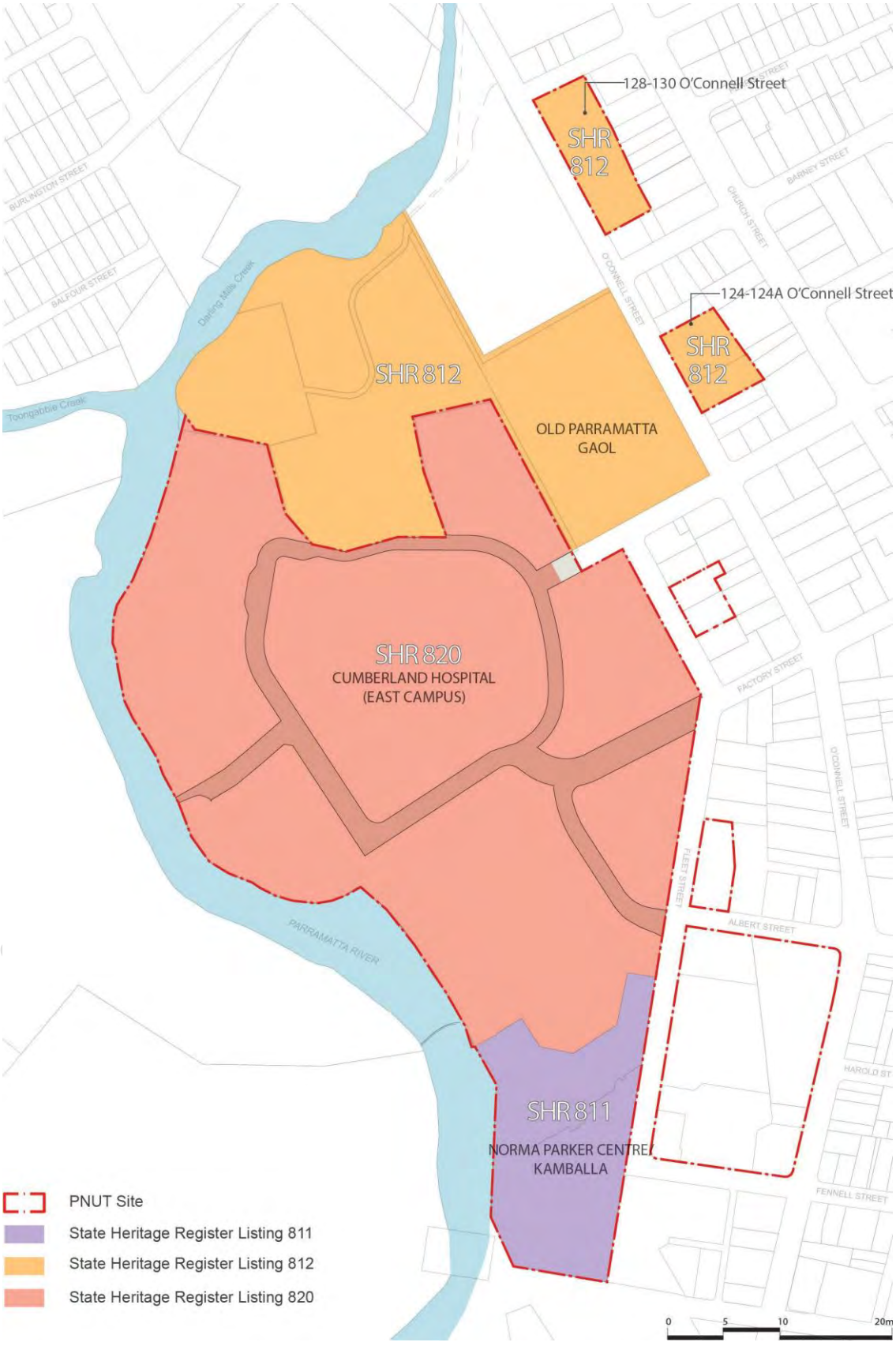


Figure 8.2.2.9.1 - State Heritage Register Listing Boundaries

8.2.2.9.1 ABORIGINAL ARCHAEOLOGY AND CULTURAL HERITAGE

The PNUT is of high significance to the Aboriginal community and has the potential to contain significant evidence of Aboriginal occupation. The PNUT area is a place of potential significance relating to the long association of Aboriginal people with the Parramatta region, and is of contemporary significance due to the incarceration of Aboriginal people at the Roman Catholic Orphan School, Girls Industrial School, Norma Parker Centre/Kamballa and the adjacent Parramatta Gaol.

Objective

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

Controls

C.01 Development within the PNUT is to be undertaken consistent with the requirements of the Parramatta North Historic Sites Consolidated Conservation Management Plan (PNHS CMP). An Aboriginal Heritage Assessment and Aboriginal Heritage Impact Permit (AHIP) may be required.

C.02 Future Development Applications are to incorporate interpretation of Aboriginal history, significance and occupation of the PNUT consistent with the requirements of the PNHS Heritage Interpretation Strategy.

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

8.2.2.9.2 CULTURAL LANDSCAPES

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

Objectives

O.01 Protect and appropriately manage the significant European cultural landscapes within the PNUT including layouts, spaces and hard landscaping elements.

O.02 Retain and conserve significant trees, and minimise the number of trees removed to facilitate new development. Removal of trees is subject to due consideration of development alternatives and mitigation strategies consistent with the PNHS CMP and the PNUT Canopy Replenishment Strategy.

O.03 Retain and conserve the character of the significant cultural landscapes consistent with the PNHS CMP.

O.04 Protect significant views to and from the PNUT and significant views within the site consistent with the PNHS CMP.

O.05 Protect views identified as important for the adjacent Old Government House and Domain precinct as defined in the Development in Parramatta City and the Impact on Old Government

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House and Domain's World and National Heritage Listed Values, Planisphere 2012 Report – views 4, 10, 11 and 16.

Controls

C.01 New developments are to identify and respond to an appropriate setting (curtilage) of existing heritage buildings as identified in Section 8.2.2.10 of this DCP, and as documented in PNHS CMP.

C.02 New developments that contain significant trees are to submit an arboricultural impact assessment and tree protection plan that identifies the current condition, potential impacts, mitigation strategies and short and long term management requirements for the trees. The assessment is to be prepared in accordance with current best-practice and any vegetation management requirements of Section 5.3.4 – Tree and Vegetation Preservation of this DCP.

C.03 Significant tree plantings identified for retention are to be managed consistent with best-practice maintenance requirements and the staged replacement of the trees and the PNUT Canopy Replenishment Strategy.

C.04 Future development is to minimise impacts on and conserve the sandstone walls and kerbs on both sides of Fleet Street. Any removed elements are to be salvaged and securely stored for potential reuse in maintenance and repair of the walls.

C.05 Any new development must allow interpretation of the heritage significance of the site, consistent with the requirements of the PNHS Heritage Interpretation Strategy.

C.06 Existing sandstone kerbs impacted by public domain or future lot development must be salvaged for re-use on-site.

C.07 Sandstone kerbing must be used (or re-used) to repair or reconstruct:

- the sandstone kerbs along Greenup Drive and River Road.
- the sandstone kerbs within the roadways of the Hospital for the Insane Precinct (F1 and F2).
- in the vicinity of the Recreation Hall/Chapel (E3).
- retained sections along Eastern Circuit.

C.08 Sandstone kerbing must be considered for use/re-use:

- to assist with the re-instatement of Dunlop Street and/or Factory Street.
- repair or re-construct existing sandstone kerbs on Fleet Street.

C.09 Where the salvaged sandstone is unsuitable for re-use as sandstone kerbing, opportunities to incorporate the stone into the public domain landscape (such as seating, path/garden edging) and/or site interpretation must be explored.

C.10 Existing or salvaged sandstone kerbing shall be used within the Historic Core (Lots F6, F7 and F8) where appropriate.

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8.2.2.9.3 BUILT HERITAGE

The PNHS incorporates a number of built heritage elements of cultural heritage significance. The PNHS CMP provides the assessed levels of heritage significance of buildings and structures as either exceptional, high, moderate or little significance or that are intrusive (refer Figure 8.2.2.9.6.1). The PNHS CMP also provides guidance for the conservation of these buildings and structures.

Objectives

O.01 Protect the heritage significance of the PNHS within the PNUT.

O.02 Conserve the significant buildings and structures within the PNUT that demonstrate the significant heritage values of the PNHS and adapt them for appropriate new uses.

O.03 Ensure that new development responds to the retained heritage buildings and structures within and in the immediate vicinity of the PNHS consistent with the Parramatta North Historic Sites Consolidated Conservation Management Plan (PNHS CMP).

Controls

C.01 The assessment of the conservation of buildings and structures is to be consistent with their assessed levels of heritage significance (refer Figure 8.2.2.9.3.1) and guidelines as described in Policy 20 of Part A of the PNHS CMP and Inventory Sheets contained in Part B of the PNHS CMP.

C.02 Sensitive adaptive re-use of heritage buildings is encouraged. New uses must be compatible with the heritage significance of the place and be undertaken in accordance with the PNHS CMP and best-practice guidelines including *New Uses for Heritage Places: guidelines for the adaption of historic buildings and sites*, prepared by the Heritage Council of NSW and RAIA (now Australian Institute of Architects) in 2008.

C.03 New buildings must be consistent with best-practice guidelines including *Design in Context: Guidelines for infill development in the historic environment*, prepared by the NSW Heritage Office (now Heritage Division, Office of Environment and Heritage) and RAIA (now Australian Institute of Architects) in 2005.

C.04 Proposed works to heritage buildings and structures within the PNUT and new development in the vicinity of heritage buildings is to be consistent with the requirements of the PNHS CMP.

C.05 A Heritage Impact Statement is to be prepared by a suitably qualified heritage expert as part of any Development Application within the PNUT.

The Heritage Impact Statement is to be prepared consistent with the current best- practice and is to address:

- The heritage significance of the building or structure and its contribution to the heritage significance of the PNHS area.
- The options that were considered when arriving at a preferred development and the reasons for choosing the preferred option.
- The impact of the proposed development on the heritage significance of the building or structure, other buildings within the vicinity and the significance of the broader PNHS.

- The compatibility of the development with the policies and guidelines contained within the PNHS CMP.
- Landscape heritage assessment which includes impact of development on the immediate and whole of historic landscape character, including important views.

C.06 As required by the PNHS CMP, where the Development Application proposes the full or substantial demolition of a building, approval is required under Section 57(2) or Section 60 of the *Heritage Act 1977* and under the provisions of the *Parramatta LEP 2023*.

C.07 Where the Development Application proposes the full or substantial demolition of a building, a Heritage Impact Statement must address Policy 20 and 49 of the PNHS Conservation Management Plan – Part A Overview Report and demonstrate that:

- there is no prudent or feasible alternative.
- demolition would result in no or minimal impacts, including cumulative impacts, on the heritage significance of the place or the wider PNHS.
- demolition would be of overall benefit to the heritage significance of the place and the wider PNHS.

The Development Application is to include a report from a suitably qualified structural engineer if the demolition is proposed on the basis of poor structural condition.

Building and structures approved for demolition should be archivally recorded prior to any works.

A survey of all the building and structures proposed for demolition should be undertaken to identify any building materials that have potential for re-use in the repair of significant buildings or structures and–/–or that may be of interpretative value and should be considered for incorporation into the upgrading of the open space areas.

C.08 Future Development Applications are to incorporate interpretation of the history and heritage significance of significant buildings and structures consistent with the requirements of the PNHS Heritage Interpretation Strategy.

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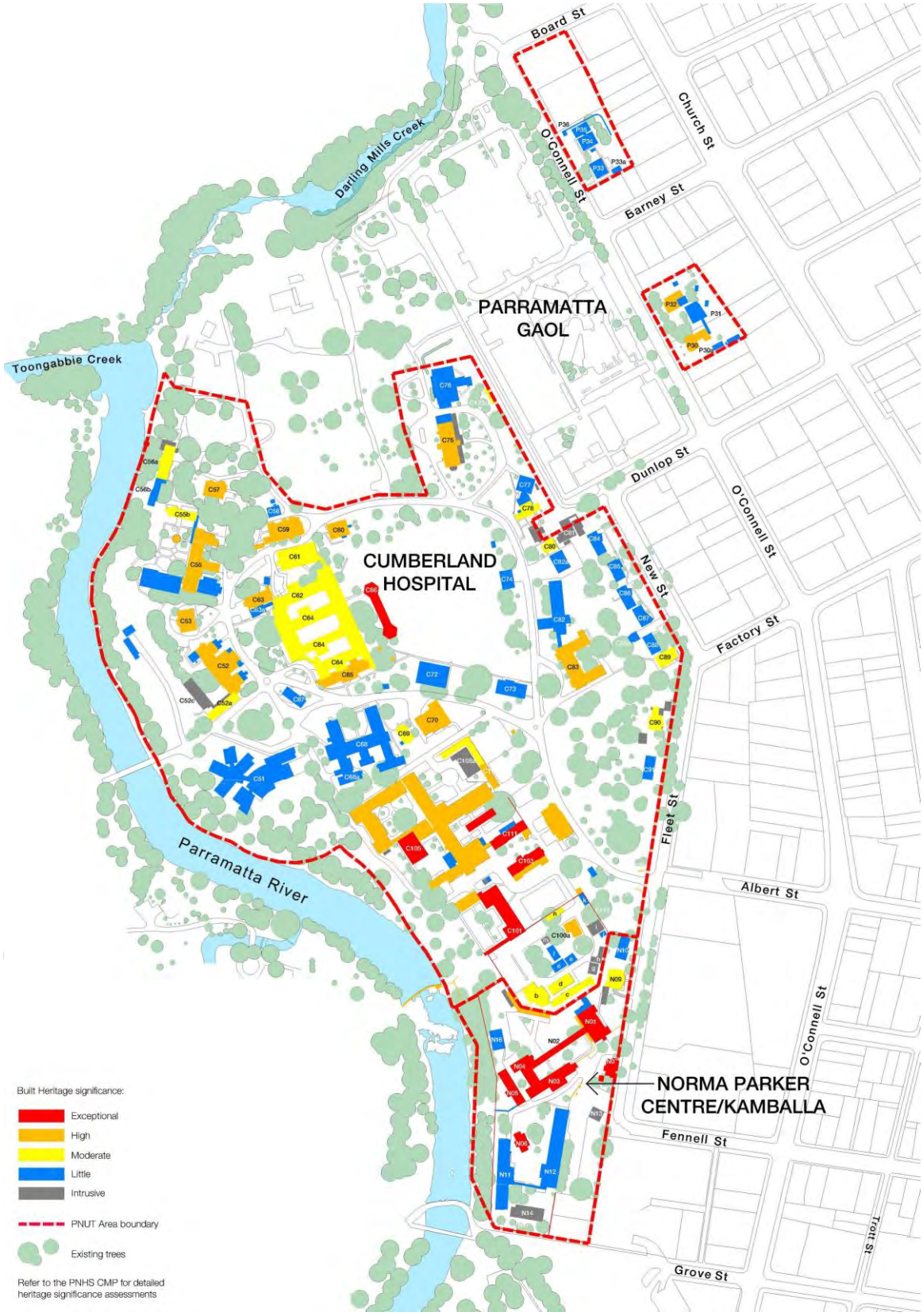


Figure 8.2.2.9.3.1 - Built Heritage Significance (Source: PNHS CMP)

8.2.2.9.4 HISTORICAL (NON-ABORIGINAL) ARCHAEOLOGY

There is a substantial and significant archaeological resource within the PNUT. Archaeological investigations and assessment will be required to guide development in some areas and inform the management of specific elements of archaeology.

The Parramatta North Historic Sites Consolidated Conservation Management Plan (PNHS CMP) has been prepared to guide development so that it avoids, minimises or mitigates impacts on significant archaeology. The PNHS CMP provides general archaeology management recommendations as well as more specific requirements for each of the development lots within the PNUT.

It is recommended that archaeology of State and potentially National heritage significance is identified, acknowledged, managed and retained in situ, however any impacts or removal of objects will be subject to a merit-based assessment, taking into consideration the archaeological significance and intactness.

Objectives

O.01 Ensure adequate protection and appropriate management of the significant archaeological resource within the PNUT.

O.02 Ensure that archaeology of local, state and potential National significance is retained in situ, wherever possible, and be interpreted within new development.

Controls

C.01 Excavation within the PNUT area is to be consistent with the requirements of the PNHS CMP. Further archaeological investigation and assessment may be required to inform future development on the PNUT.

C.02 Prior to the commencement of any works involving excavation, any required applications for approval to undertake the works under the *Heritage Act 1977* are to be submitted to the Heritage Division, Office of Environment and Heritage.

C.03 New developments must allow interpretation of relevant significant archaeological resources of the PNUT. The interpretation must be consistent with the requirements of the PNUT Heritage Interpretation Strategy.

8.2.2.9.5 KEY VIEWS, LANDMARKS AND AXES

The PNUT as a site of historic significance includes many landmarks, view corridors, vistas and planning axes that must be considered in the renewal. These views and vistas include views within the PNUT, views from the PNUT and views to the PNUT, particularly from Parramatta Park.

Objectives

O.01 Ensure significant views and vistas to, from and within the PNUT are protected and enhanced.

O.02 Ensure new development has regard to the views and vistas relating to the location, siting and design of new development.

Controls

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

C.02 New services infrastructure must be located underground to avoid visual impacts on significant cultural landscape, in particular the curtilage and wider setting of significant buildings and structures, open space areas, cultural plantings and views.

C.03 Development must respect and protect the important views from the World Heritage listed Old Government House and Domain Precinct as defined in the Development in Parramatta City of the Impact on Old Government House and Domain's, Planisphere 2012.

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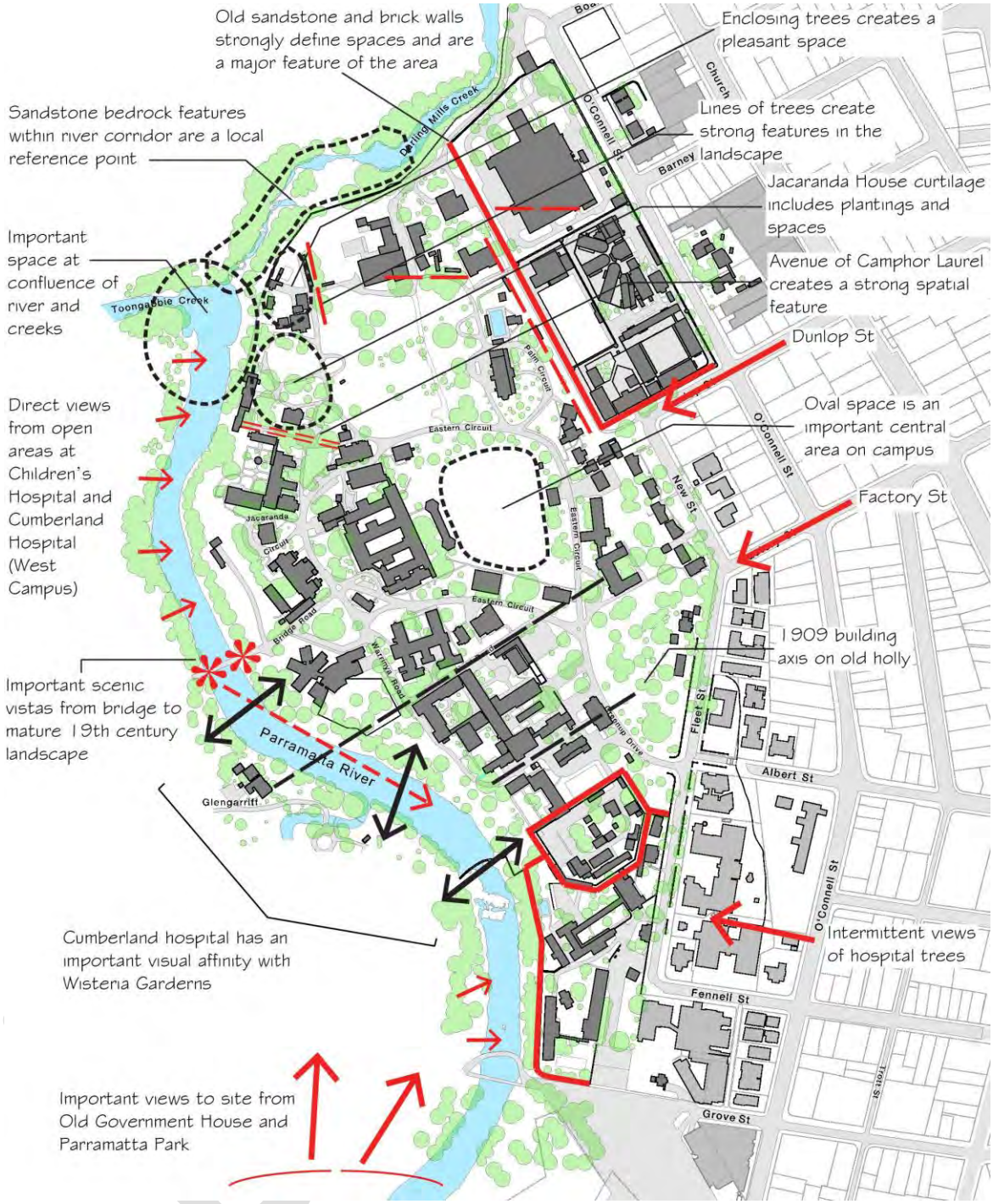


Figure 8.2.2.9.5.1 - Key Views, Landmarks and View Axes (Source: PNHS CMP)

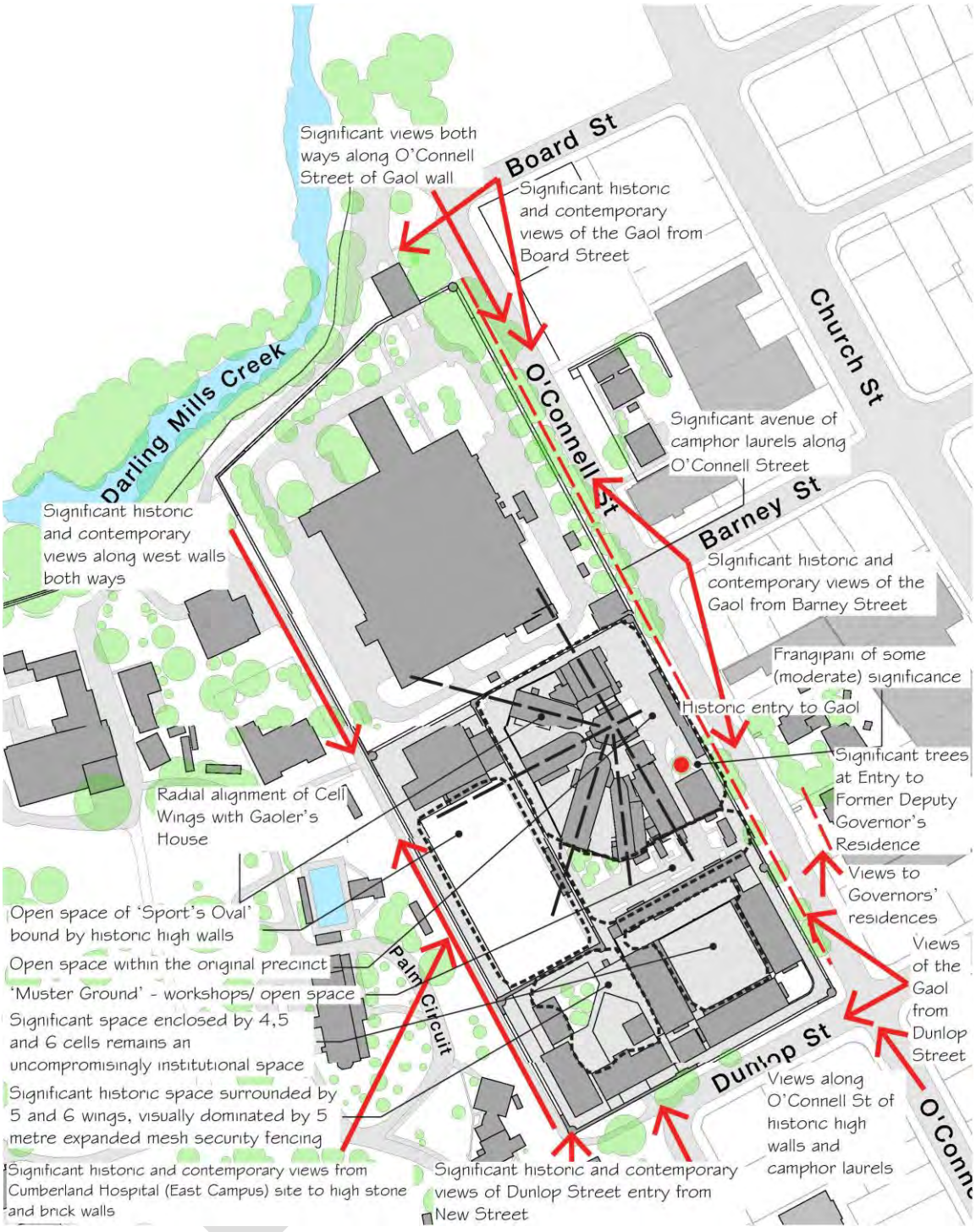


Figure 8.2.2.9.5.2 - Key Views, Landmarks and View Axes (Source: PNHS CMP)

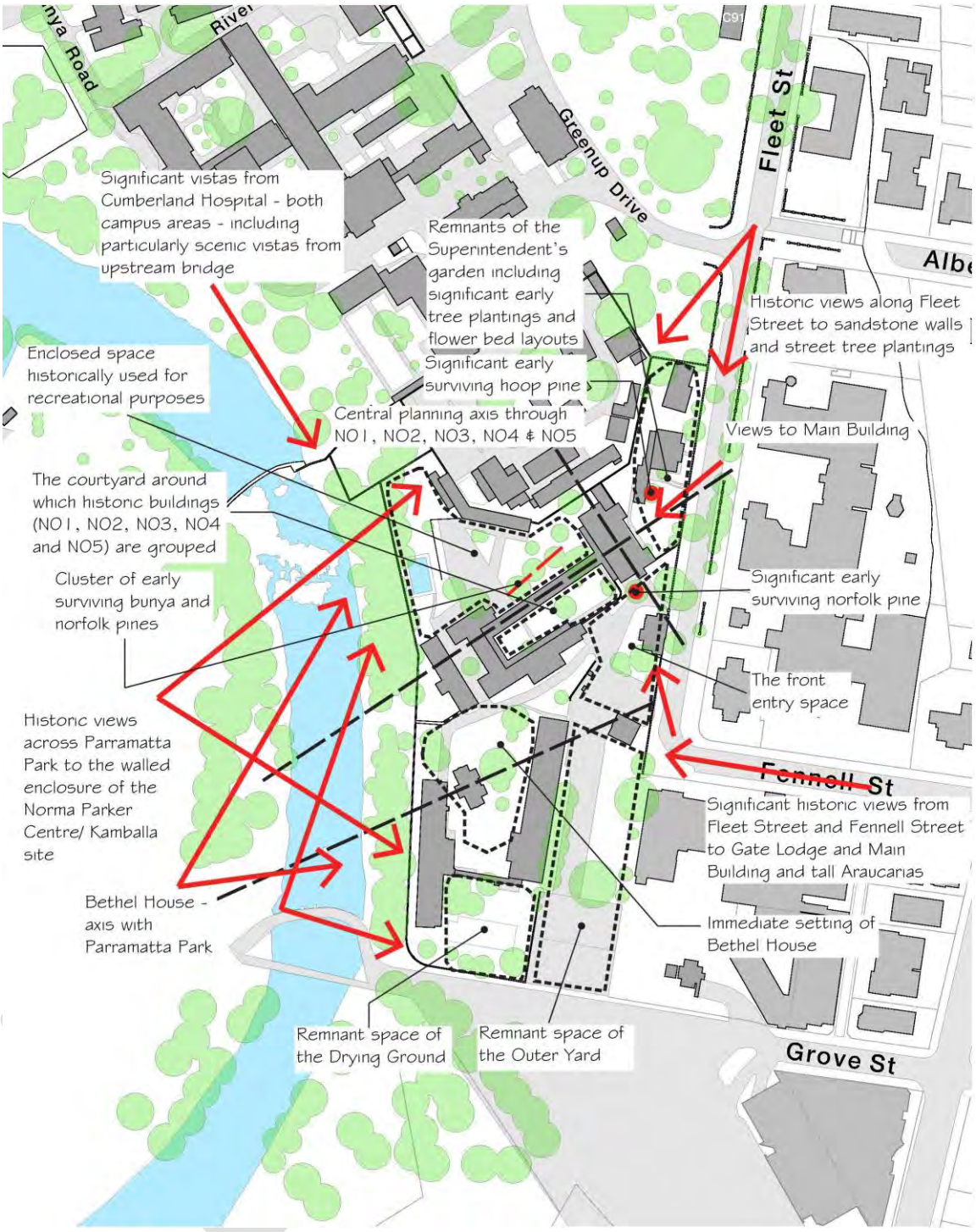


Figure 8.2.2.9.5.3 - Key Views, Landmarks and View Axes (Source: PNHS CMP)

8.2.2.10 DEVELOPMENT AND DESIGN

This Section provides general development and design controls for future developments. The development and design controls relate to site landscaped area, building separation, building articulation, building location and floor plate sizes. These general controls are to be read in conjunction with the Development Lot Controls – Individual Section of this DCP. The PNUT development lots are identified in Figure 8.2.2.12.1. Design guidelines for each of the development lots are provided at Figures 8.2.2.12.1.1 to Figure 8.2.2.12.15.1.

Where there is any inconsistency, the individual development lot controls will prevail over these general development and design controls.

Note: Development must comply with the controls set out below and any relevant controls in Parramatta DCP ~~20XX~~2023. Where there is any inconsistency Part 8 will prevail.

8.2.2.10.1 BUILT FORM AND MASSING

Objectives

O.01 Ensure that high levels of residential amenity are achieved.

O.02 Provide for appropriate separation of buildings to provide opportunities for solar access, natural ventilation, privacy control and provision of outlooks.

O.03 Ensure new buildings respond to and respect the existing heritage buildings, structures and landscapes.

O.04 Ensure development floor plate sizes and building footprints are not excessive.

O.05 Provide adequate opportunities for landscaping.

Controls

C.01 Each development lot identified at Figure 8.2.2.12.1 and where it may be possible, is to include landscaping to complement the landscaping provided in the public domain.

C.02 Development lots that include residential accommodation, must provide deep soil landscape on all front, side and rear boundary setbacks as shown in the Individual Development Lot Figures.

C.03 New buildings should not be longer than 45 metres in length.

C.04 Where buildings can not demonstrate a maximum of 45 metres in length, building facades must be articulated 'breaks' in the building form.

C.05 The maximum floorplates for tower buildings of more than 12 storeys is 850m^2 (gross building area).

8.2.2.10.2 RELATIONSHIP BETWEEN NEW DEVELOPMENT & EXISTING BUILT FORM

Controls

C.01 The design, orientation and arrangement of built form and landscape elements is to capture river views, respect key axes, relationships to open spaces and enhance the setting of the cultural heritage.

C.02 The design of new buildings must respect the scale, design and materials of the culturally significant buildings and structures within the PNHS sites. The siting of new buildings must

recognise the heritage significance and values of the sites and must not intrude on important views and vistas across the site.

C.03 The overall form and design of any new buildings must have regard to the palette of materials that already exist on-site. Architectural forms must be simple and direct, and new buildings must be of a high-quality contemporary design.

C.04 There should be a considered relationship between the existing environment (built and landscape) and new development through the appropriate use of materials, colour, built form and urban character.

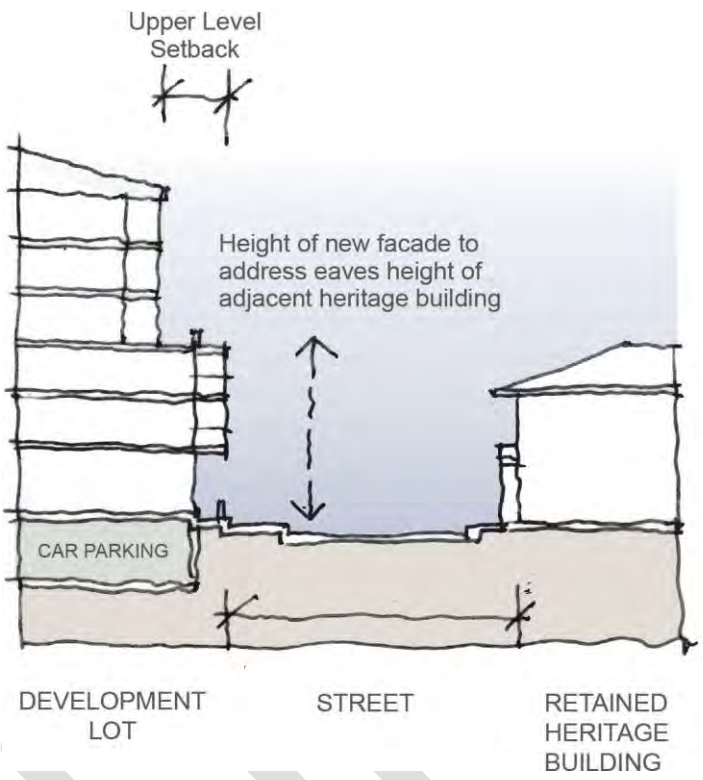


Figure 8.2.2.10.2.1 - Relationship with heritage buildings

C.05 New buildings adjacent to retained heritage buildings and structures should not encroach into the heritage curtilage. Note that this relationship could be across subdivision and allotment boundaries. New buildings should include an alignment of street wall heights, increased upper level setbacks and façade articulation to minimise potential visual impacts, as demonstrated at Figure 8.2.2.10.2.1.

C.06 The detailed design and articulation of facades must reflect the character of the site as comprising of a series of discrete buildings within a landscape setting.

C.07 Where gable or hipped roofs are proposed, the angle of the pitch must be compatible with the adjacent heritage building.

C.08 All new service elements such as aerials, vent pipes, hot water services, solar collectors or heating panels, plant equipment, air-conditioning units, telecommunications and satellite equipment and the like located on the building must be fully integrated in the design of the building and concealed from public view.

C.09 Any new addition to heritage buildings are appropriate only where they facilitate the use of the building. New additions to retained heritage buildings and structures may be permissible within the heritage curtilage should be designed to minimise adverse impacts on their heritage significance, with careful consideration to siting, form, scale, height and materials.

8.2.2.10.3 IMPORTANT CORNERS

Control

C.01 Important corners require distinctive architectural treatment and must be articulated and expressed volumetrically, addressing both streets and façades. This can be created through emphasis, articulation, splayed treatments, use of materials/colour, height and/or other means.

8.2.2.10.4 EXISTING AND NEW VEGETATION

Controls

C.01 Significant trees and landscape elements must be retained and incorporated in new development.

C.02 New landscaping is to be consistent with the Parramatta North Historic Sites Consolidated Conservation Management Plan (PNHS CMP) and PNUT Canopy Replenishment Strategy.

C.03 Developments are to consider and reflect the site's historic planting regimes and species in the layout and specification of future landscape designs.

C.04 Landscapes nearest the light rail corridor should minimise understorey planting in order to maximise sight lines for pedestrians crossing the corridor and clearly delineating safe spaces from the light rail hazard zone.

C.05 Development Applications must be accompanied by a Landscape Plan which details vegetation and trees to be removed, retained and new plantings. An indicative plant schedule nominating species, number and size should be included.

C.06 Removal of trees may be allowed subject to a merit based assessment of development alternatives and opportunities to replace significant trees with identical or comparable species to enhance the landscape character consistent with the PNHS CMP and the PNUT Canopy Replenishment Strategy.

C.07 New developments must retain and conserve significant trees, and minimise the number of trees removed to facilitate new development. Removal of trees is allowed subject to due consideration of development alternatives and mitigation strategies.

C.08 Significant tree plantings identified for retention are to be managed in accordance with best-practice maintenance requirements and the staged replacement of the trees and the PNUT Canopy Replenishment Strategy.

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8.2.2.10.5 IMPORTANT INTERFACE WITH PUBLIC OPEN SPACE

Controls

C.01 Where buildings have an important relationship with public open space, ensure they address the public open spaces to achieve good passive surveillance, high-quality presentation, active open spaces and maximise visual connections. Direct pedestrian and visual connections between buildings (including retained heritage buildings) and open space areas are to be encouraged.

C.02 Where private open space is located adjacent to public open space or the public domain, appropriate edge treatments are to be provided to maintain a clear hierarchy of spatial separation, whilst also achieving design integration.

C.03 Where private open space forms part of the curtilage and landscape setting of a heritage building, any landscape treatment, such as planting, structures or fencing must be designed and located to respect the significance of the building a minimise heritage and visual impacts in accordance with the PNHS CMP.

C.04 Development shall respect and contribute to the open landscape and park-like character of the precinct.

C.05 Walls and fences must contribute to visual amenity and provide safety-/-security to residents. The design of these elements must positively contribute to the public domain and be in keeping with the historic character of retained building and the landscape.

C.06 Fencing and boundary delineation must be integrated with the building and landscape design through the use of compatible materials and detailing.

C.07 Development must demonstrate a careful selection of appropriate materials for boundary treatments. Brick, sandstone, rendered masonry low walling, transparent or semi-transparent fencing with soft landscape elements is preferrable. No replica fence types, sheet metal or wire fencing shall be used. Landscaping is encouraged where there are changes in level.

C.08 Raised walls or terraces to streets should be softened by the use of planters.

C.09 Fencing around heritage buildings should not obstruct or detract from the principal views of the building.

C.10 Interface between public open space and Parramatta Light Rail Corridor to be designed in consultation with Council and Transport for NSW to ensure safety, accessibility and visual amenity.

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8.2.2.10.6 STREET WALLS AND PODIUMS

Controls

C.01 Street walls of new developments are to present a human scale urban edge to the public domain and ensure consistent scale across separate development lots.

C.02 Where towers are required to be setback from podiums, they must be differentiated by a change of material and/or architectural wall expression.

C.03 The maximum podium height is 6 storeys. Above the podium a minimum 3 metre setback is required as shown in Figure 8.2.2.10.7.1.

C.04 Where the proposed building interfaces with a heritage building or existing urban development, a lower street wall height is required (refer to Figure 8.2.2.10.2.1 – Relationship to Heritage Building).

8.2.2.10.7 SETBACKS

Controls

C.01 Setbacks between new developments and to heritage buildings must be sympathetically treated and be free of and not compromised through provision of services and structures, such as substations, air conditioning units and hydrants.

C.02 Building and tower setbacks are not to be overhung by significant built form and be consistent with the design principles and controls set out in each of the Individual Development Lot controls.

C.03 A minimum street level building alignment setback of 3 metres is required for buildings with a residential ground floor use as shown in Figure 8.2.2.10.7.1, unless otherwise specified on the Development Lot Control – Individual Section of this DCP.

C.04 A 0 metre lot street building alignment setback is permissible for buildings with a commercial, retail or main street frontage, unless otherwise specified on the Development Lot Control – Individual Section of this DCP.

C.05 Ground floor apartments must have individual access from the public domain or through site links. New ground floor apartments to be elevated above street level (maximum 900mm) to allow for privacy, transition and basement parking partial ventilation, where setback from street.

C.06 Podium and tower levels must provide a mix of private courtyards, communal landscaped open space and resident amenities.

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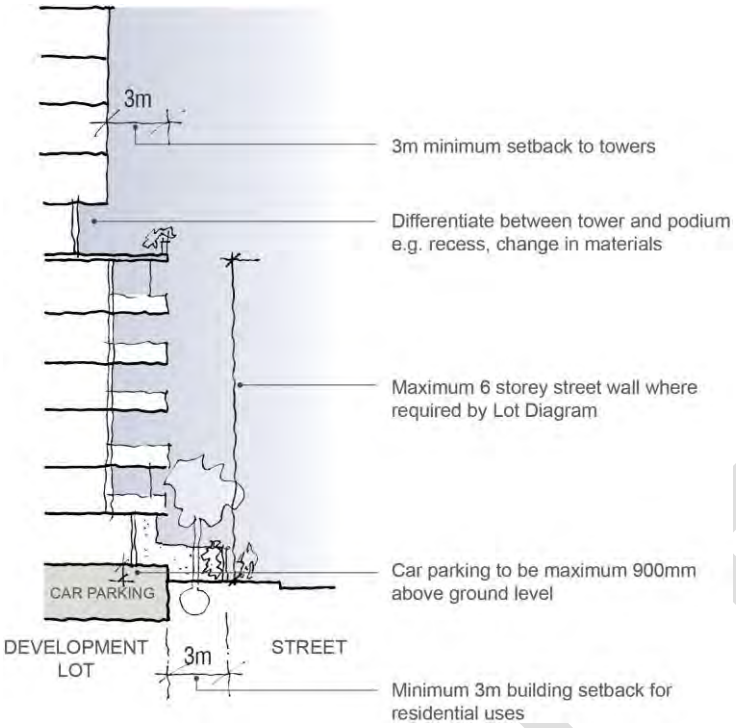


Figure 8.2.2.10.7.1 - Typical Street wall heights and tower setbacks

8.2.2.10.8 THROUGH SITE LINKS

Controls

C.01 Through site links are to provide pedestrian permeability through large sites as shown at Figure 8.2.2.5.2.

C.02 Through site links must be generously sized, have direct connections, and include allowance for significant landscaping.

C.03 Through site links are to incorporate active ground floor uses such as residential building entries, community and/or retail uses.

C.04 Through site links are to be at natural ground level and be fully open to the sky with no building elements above.

C.05 Through site links are to be accessible to the public at all times.

C.06 The required through site links have been identified where necessary in the detailed Development Lot Controls in this DCP.

C.07 Through site links to be dedicated to the City of Parramatta Council are not to be located over a basement.

C.08 Additional through site links can be provided through detailed design development if required.

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8.2.2.10.9 EXTERNAL MATERIALS

Controls

C.01 The site requires a limited materials and colour palette to achieve a cohesive built form related to the retained historic built legacy, which includes an established tradition of building in sandstone and red brick.

C.02 Materials must be selected that contribute to the building's sustainability performance, thermal comfort for internal users and the public domain and durability.

C.03 For ground plane or podium levels opposite or adjacent to heritage buildings, materials must be selected to consider the visual characteristics and significance of the heritage buildings. Reference must be made to the PNHS CMP.

C.04 A sample board showing colours and finishes must be submitted as part of any Development Application.

C.05 The colour of external facades of the ground plane or podium levels is to be predominantly sandstone and/or mid-to-darker red-/-earth tones. Lighter sandstone-/-beige-/-grey on rendered or painted lightweight areas may be used to articulate the façade. Accent colours may be used on incidental or detailed elements such as sunshades, blade walls, shutters etc.

C.06 Highly coloured, reflective or white facades are not appropriate materials and must not be approved.

C.07 Precast concrete is not to be used as the primary façade material unless there is acceptable articulation, surface treatment, and integration with other architectural elements.

8.2.2.10.10 STREET ADDRESSES

Controls

C.01 All new buildings and reused heritage buildings must demonstrate clear and logical public street addresses. Development must provide simple and clear public entries to all buildings for pedestrians.

C.02 Careful consideration is to be given to the proposed location of letter boxes, entry signage and garbage collection points to ensure clear and logical locations whilst minimising the adverse visual impact on the public domain and any adjacent heritage buildings or structures.

C.03 Garbage collection points must be located, wherever achievable, in basement carparks.

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8.2.2.11 TRAFFIC AND TRANSPORT

Objectives

O.01 Encourage walking, cycling and public transport use in order to reduce the number of motor vehicles travelling through and to the site and to create a high-quality pedestrian environment.

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

8.2.2.11.2 PREFERRED LOT AND PARKING ACCESS

Control

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

8.2.2.11.3 POTENTIAL AT-GRADE AND ABOVE-GROUND PARKING

Control

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

8.2.2.11.4 CAR PARKING AND BICYCLE PARKING

Control

C.01 Future development proposals must aim to maximise the use of sustainable and active transport by residents and visitors.

C.02 Future developments are to minimise car parking provision and demonstrate the inclusion of transport alternatives or strategies to discourage private motor vehicle use.

C.03 If development includes a car parking space in connection with a residential dwelling, the development must provide no more than the number of car parking spaces specified in Table 8.2.2.11.4.1 below.

Table 8.2.2.11.4.1 - Residential car parking requirements

Dwelling type	Number of parking spaces
1 Bed/ Studio	0.6 spaces
2 Bed	0.9 spaces
3+Bed	1.4 spaces
Visitor spaces	1 space per 5 dwellings

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

Table 8.2.2.11.4.2 - Bicycle Parking

Development Type	Bicycle Spaces
Residential	1 per 1 dwelling
Residential – Visitor	1 space per 10 dwellings
Commercial	1 per 200m^2 GFA
Retail	1 per 200m^2 GFA

C.05 A minimum of 1 space is to be allocated to car share for developments with 50 or more dwellings. If agreement with a car share provider is not obtained then the car share space is to be used for additional visitor parking until such time as a car share provider agreement is obtained.

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

8.2.2.11.5 BASEMENT CAR PARKING

Controls

C.01 Basement parking must be limited to the footprint of buildings to maximise opportunites for deep soil planting within the public domain, forecourts and courtyards for canopy tree planting.

C.02 Basement car parking under heritage buildings must be avoided.

C.03 Basement car parking is to be contained wholly within the building footprint.

C.04 Vehicular access points must be located away from heritage buildings and features, prominent corners and public open spaces.

C.05 Proposed share zones and speed limits are to be consistent with the guidelines and provisions of the NSW Roads and Maritime Services requirements, subject to site-specific design requirements and heritage considerations.

Other car parking and bicycle provisions are contained in Part 6 – Traffic and Transport of this DCP.

8.2.2.12 DEVELOPMENT LOT CONTROLS – INDIVIDUAL

This Section sets out the objectives, principles and design controls for all individual development lots including setbacks, maximum height, important corners, relationship to heritage buildings and open space, tree retentions, cross-site links and preferred vehicle and pedestrian access locations.

Development within each Development Lot is to be consistent with the principles, policies and guidelines contained within the Parramatta North Historic Sites Consolidated Conservation Management Plan (PNHS CMP) including the Part C Lot-Specific Guidelines. It is noted that the PNHS CMP does not apply to Lots A3, H1-H5.

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Figure 8.2.2.12.1 - Development Lot identification plan

8.2.2.12.1 LOT A1

Objectives

O.01 Development is to integrate with existing adjoining urban development.

O.02 Development is to respond to views to the historic walls of Parramatta Gaol.

Controls

C.01 The built form must positively address the O'Connell-/-Board Streets corner and step down in scale towards the Parramatta Gaol site. There is potential to activate the ground floor with non-residential uses particularly at the corner location (refer Figure 8.2.2.12.1.1).

C.02 New buildings must provide building setbacks which respond to existing building setbacks and provide adequate transition to existing built forms.

C.03 Any taller built form must be located in the north western corner (corner of Board Street and O'Connell Street) to minimise potential impacts on surrounding development.

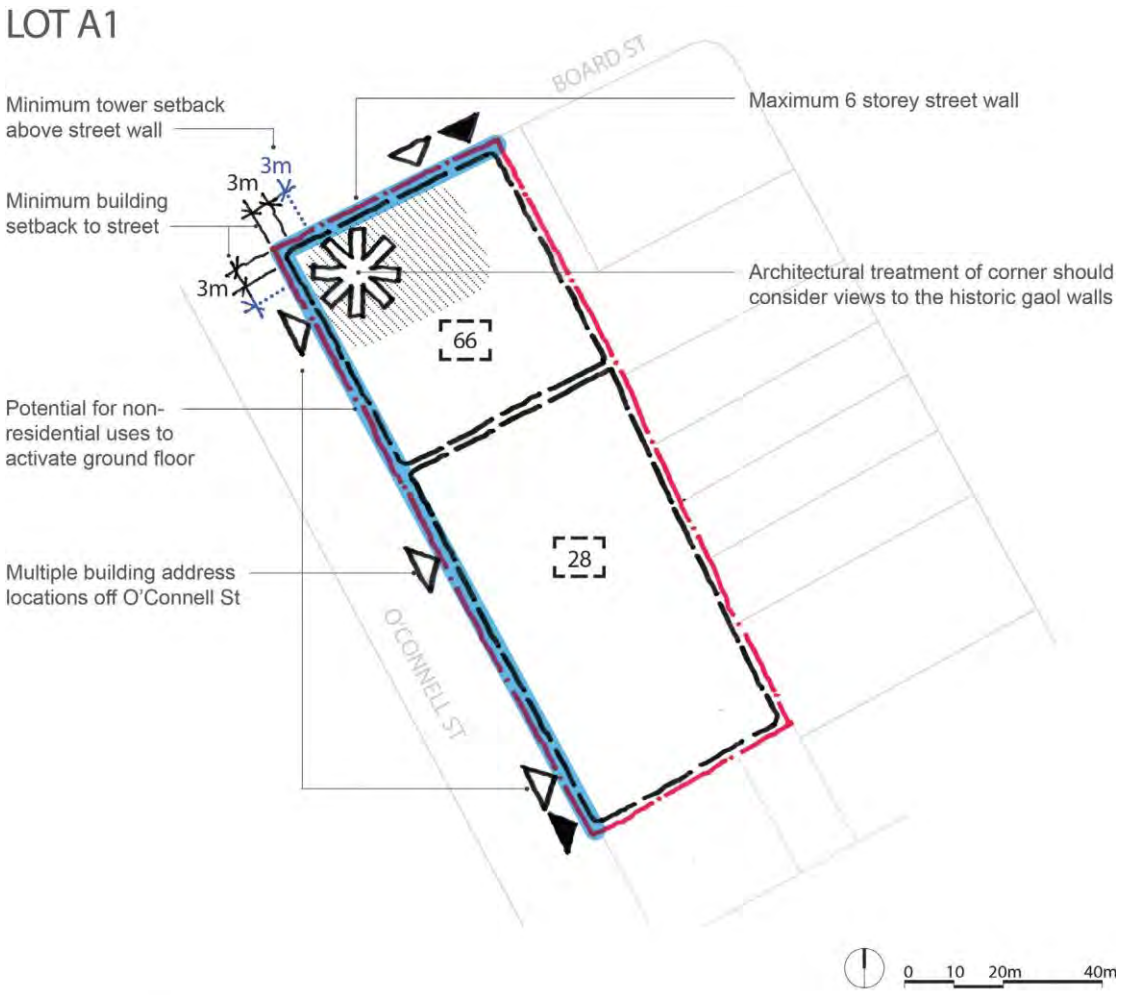
C.04 Basement parking may extend beyond the building footprint subject to an assessment of the landscape impacts and demonstration that areas available for deep soil planting are maximised wherever possible.

C.05 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.1.1.

C.06 New buildings to provide a maximum 6 storey street wall height where fronting Board Street and O'Connell Street.

C.07 New buildings to provide a minimum 3 metre building setback to Board Street and O'Connell Street.

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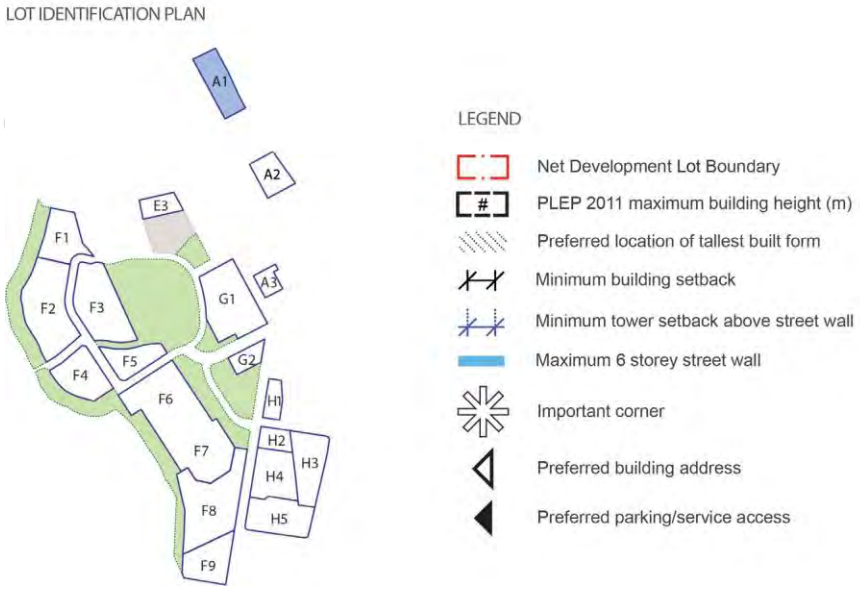


Figure 8.2.2.12.1.1 - Development Lot A1

8.2.2.12.2 LOT A2

Objectives

O.01 The former Governor's and Deputy Governor's Residences (Buildings P30 and P32) and their landscape setting must be conserved and adapted consistent with the Parramatta North Historic Sites Consolidated Conservation Management Plan (PNHS CMP).

O.02 Development is to integrate positively with the former Governor's and Deputy Governor's Residences (Buildings P30 and P32) and their landscape setting consistent with the PNHS CMP.

Controls

C.01 The former Governor's and Deputy Governor's Residences (Buildings P30 and P32) and their landscape setting must be conserved and adapted as an integral part of the development of Lot A2 consistent with the PNHS CMP.

C.02 New development must be consistent with the requirements of the PNHS CMP and best practice guidelines including Design in Context 2005, to respect the heritage buildings, to provide a considered transition and connection to the existing buildings, and be sympathetic in scale, form and the use of materials.

C.03 New development on Lot A2 must be of an architectural design and character that respects the former Governor's Residence and Deputy Governor's Residence when viewed from O'Connell Street and allows them to continue to be read as discrete buildings.

C.04 New development on Lot A2 must be located to the rear of the heritage buildings and address the open space between the two buildings.

C.05 The built form of the new development must step down in height between the two heritage buildings to the central open space area.

C.06 The main pedestrian access to the new building must be through the central front courtyard space.

C.07 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.2.1.

C.08 New development is to provide a minimum 6 metre side boundary setback and demonstrate that the proposed built form satisfactorily addresses the scale of adjacent development.

C.09 New development is to provide a minimum building setback of 6 metres from Buildings P30 and P32.

C.10 New development located between Buildings P30 and P32 must respond in height and proportion to these significant heritage buildings.

C.11 No structures shall be located in the area of open landscape in front of buildings P30 and P32.

C.12 Driveway access to the on-site car parking must utilise the existing driveway access. Opportunities to minimise the driveway widths shall be considered.

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C.13 Basement car parking must not adversely impact significant vegetation, and any at grade car parking must be located to the rear of Buildings P30 and P32 as shown in Figure 8.2.2.12.2.1.

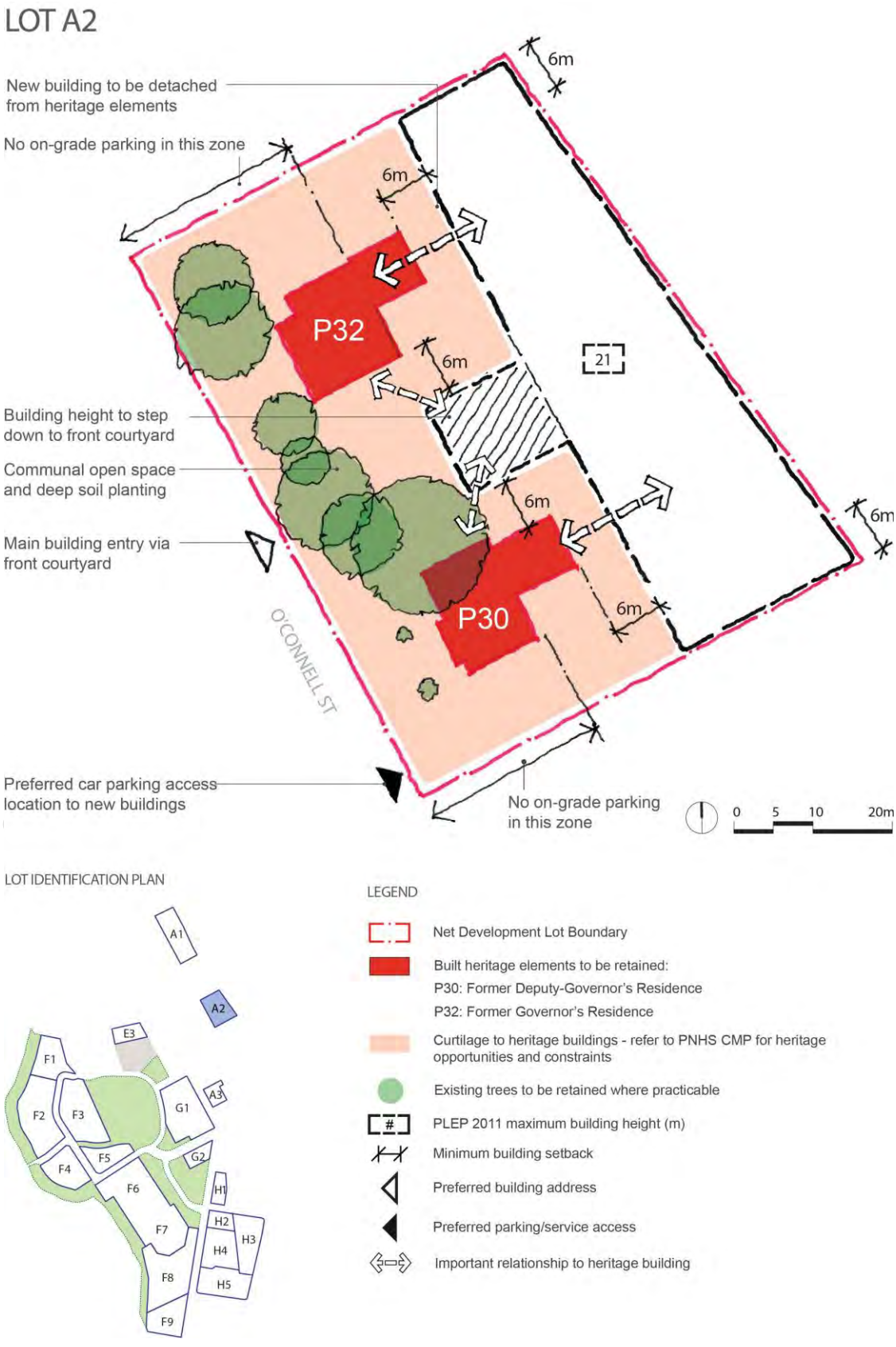


Figure 8.2.2.12.2.1 - Development Lot A2

8.2.2.12.3 LOT A3

Objectives

O.01 Development is to integrate with the form and scale of surrounding development.

O.02 Development is to transition to the adjoining urban development.

Controls

C.01 New development must provide building setbacks which respond to the adjacent existing built form.

C.02 New development must provide a landscaped front setback to enhance the amenity of the New Street streetscape.

C.03 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.3.1.

C.04 A 6 metre building setback is required to New Street to reinforce existing building setbacks in the street.

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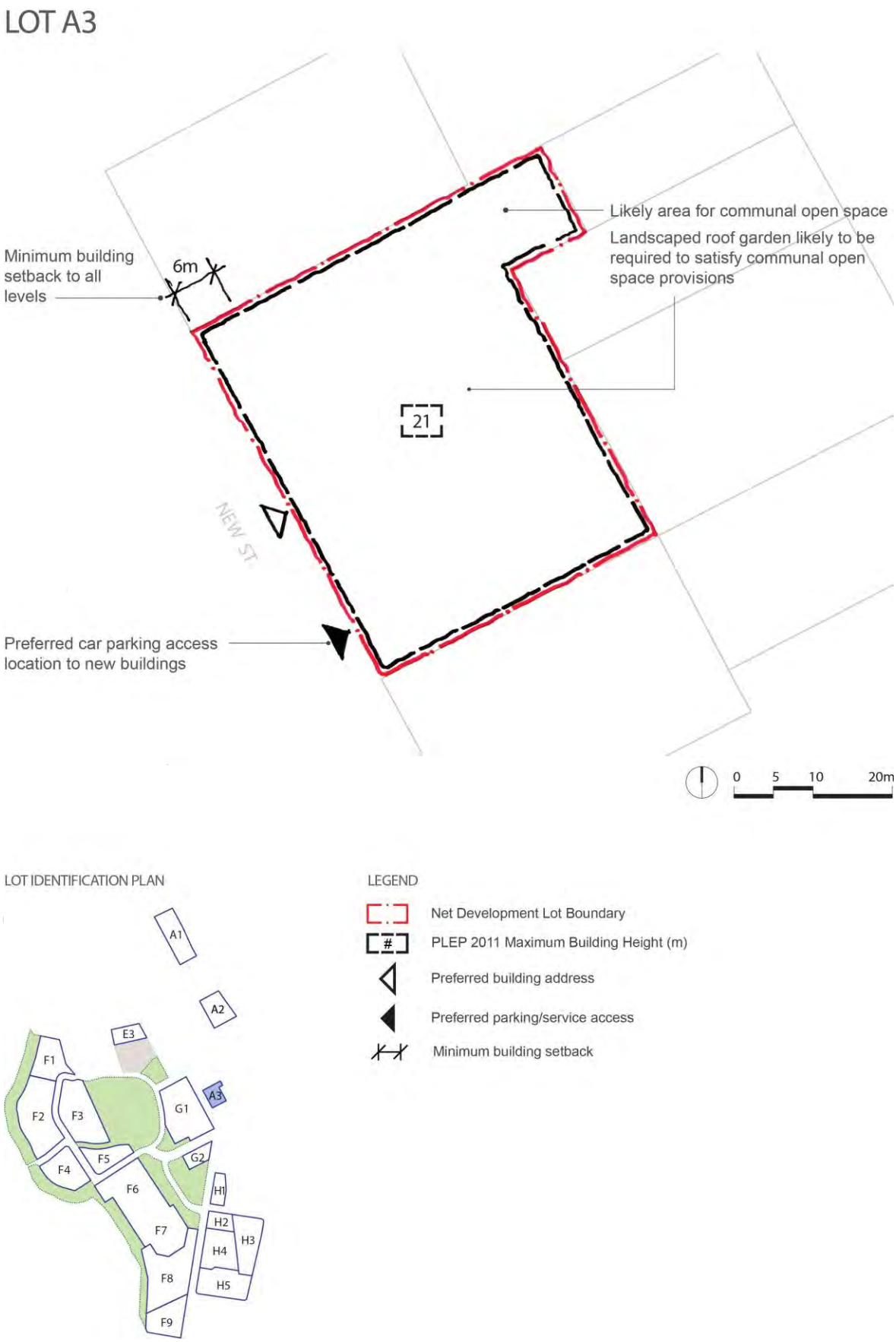


Figure 8.2.2.12.3.1 - Development Lot A3

8.2.2.12.4 LOT E3

Objectives

O.01 The Recreation Hall (Building C75) and its landscape setting must be conserved and adapted consistent with the Parramatta North Historic Sites Consolidated Conservation Management Plan (PNHS CMP).

O.02 Development must respect the setting and curtilage of the significant Recreation Hall (Building C75) consistent with the PNHS CMP.

O.03 Development must not compromise the community access and future use of the Recreation Hall.

Controls

C.01 New development must respect the heritage significance and landscape setting of the Recreation Hall and Parramatta Gaol walls consistent with the PNHS CMP.

C.02 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.

C.03 New development within E3 must be of an architectural design and character that respects the Recreation Hall (Building C75) and its curtilage and Parramatta Gaol.

C.04 The built form of the new development must respond to the heights of the adjacent to the Recreation Hall (Building C75) and Parramatta Gaol.

C.05 New development must respond sympathetically to and interpret the archaeological remains (if any) of the Mill Race including any additional significant archaeological remains in this allotment.

C.06 New development must make provision to utilise the future vehicular access routes which may service the potential development of lands to the north and west of the development lot.

C.07 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.4.1.

C.08 Building height is to reduce to the southern and eastern elevation to respond to the relationship with the Recreation Hall and Parramatta Gaol.

C.09 The permanent address and long term road access for new development is be provided through future public road access to the site from the north.

C.10 If development occurs prior to the delivery of future public roads on land to the north, temporary road access arrangements will be required to be provided on the existing driveway access west of the Recreation Hall. Temporary road access should not adversely impact on existing heritage structures or buildings.

C.11 Development shall retain significant trees on the site as identified in Figure 8.2.2.12.4.1.

C.12 New development to provide a minimum setback of 15 metres from the northern elevation of the Recreation Hall (Building C75)

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

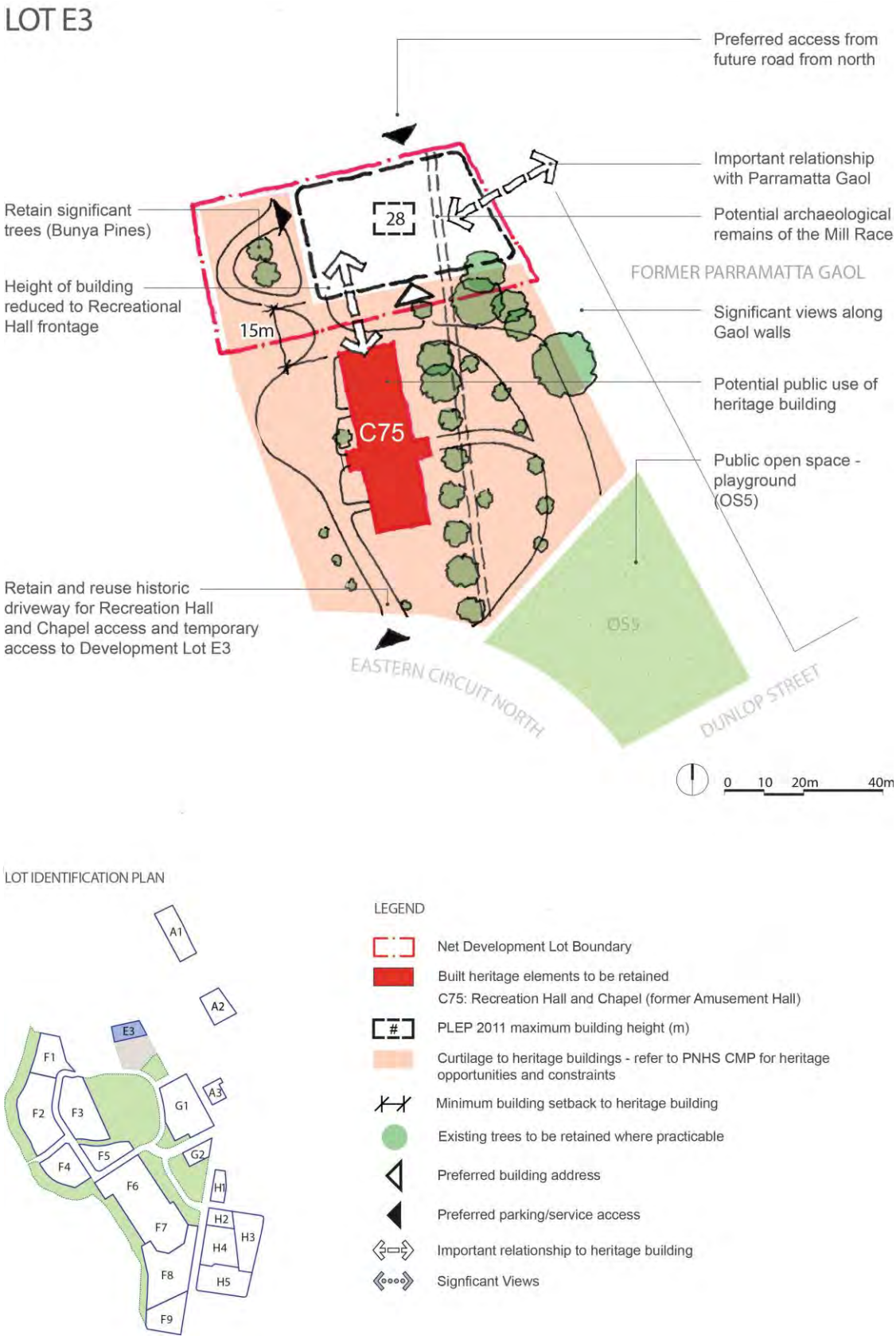


Figure 8.2.2.12.4.1 - Development Lot E3

8.2.2.12.5 LOT F1

Objectives

O.01 Jacaranda House (Building C57) and its landscape setting must be conserved and adapted consistent with the Parramatta North Historic Sites Consolidated Conservation Management Plan (PNHS CMP).

O.02 Development must be undertaken consistent with the PNHS CMP requirements for Jacaranda House (Building C57).

O.03 Development is to accommodate public access from Eastern Circuit West to the Riparian Corridor.

O.04 Development is to enhance the visual, pedestrian and landscape interface with the Riparian Corridor.

Controls

C.01 Jacaranda House (Building C57) and its landscaped setting must be conserved and adapted as an integral part of the development of Lot F1.

C.02 New development must respect the heritage significance and landscape setting of Jacaranda House (Building 57).

C.03 New development within F1 must be of an architectural design and character that respects the heritage significance and landscape setting of Jacaranda House (Building C57).

C.04 New development must be located to the northern and western boundaries with any taller built form located on the north eastern corner to minimise overshadowing Jacaranda House and the landscaped forecourt.

C.05 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.

C.06 New development must respond to its prominent location on the Parramatta River foreshore and maximise the provision of pedestrian links between Lot F1 and the river corridor.

C.07 New development must provide generous landscaped courtyards within the setback zone abutting the river corridor with direct pedestrian access to O/S1.

C.08 New development must respond sympathetically to the archaeological remains (if any) of Marsden's Mill, including any additional significant archaeological remains in this allotment.

C.09 New development in F1 must be designed to minimise impact on the significant view from Governor Phillip's landing place at the confluence of Darling Mills Creek, Toongabbie Creek and the Parramatta River.

C.10 New development in F1 must be designed to allow for retention of the avenue of trees.

C.11 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.5.2.

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C.12 New development shall provide a minimum 12 metre setback from the western building edge of Building C57. This setback shall be kept clear and not be compromised through the provision of services and structures.

C.13 New development shall provide a minimum of 6 metres setback to the shared access way on the southern boundary.

C.14 A minimum 3 metre landscaped setback is to be provided to the Riparian Corridor as shown on Figure 8.2.2.12.5.1 and 8.2.2.12.5.2.

C.15 The built form of the new development must step down in height in response to Jacaranda House (Building C57).

C.16 The design for new buildings in F1 must include clear and legible pedestrian and servicing access.

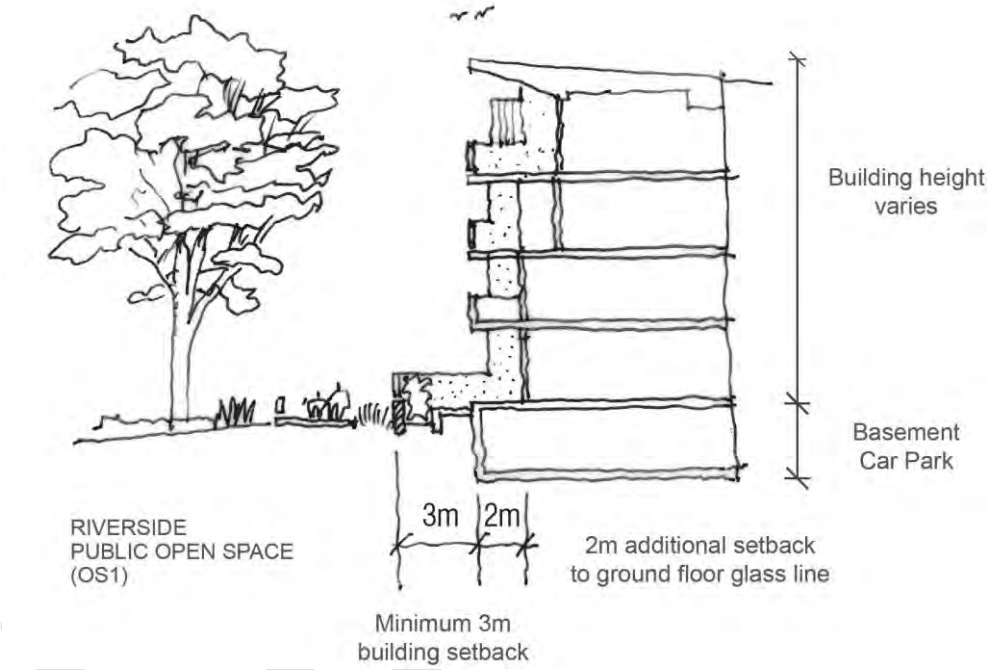


Figure 8.2.2.12.5.1 - Typical Riverside Section

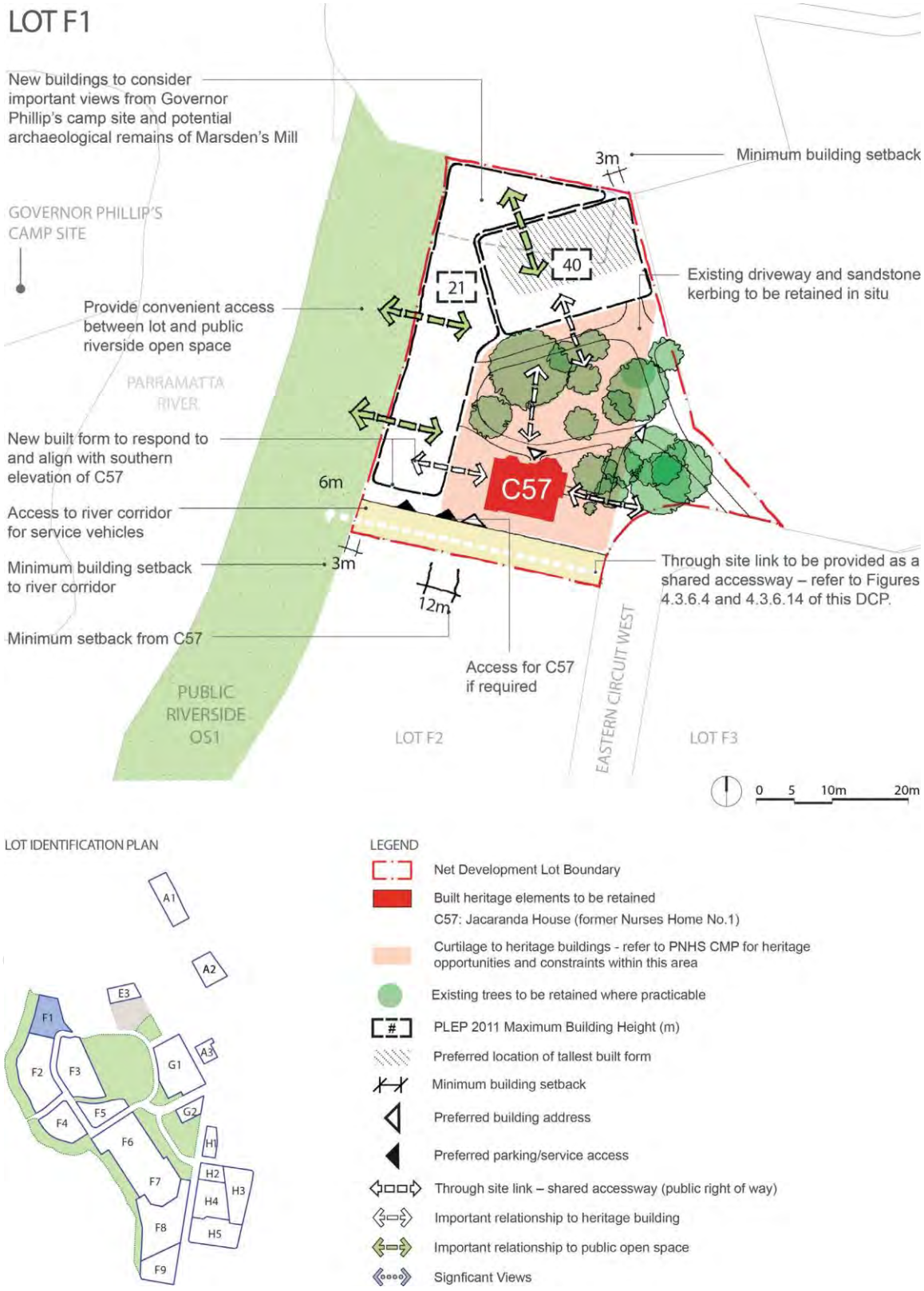


Figure 8.2.2.12.5.2 - Development Lot F1

8.2.2.12.6 LOT F2

Objectives

O.01 The former Male and Female Admissions Wards and the former Administration Block (Buildings C52, C53 and C55) and their landscape settings must be conserved and adapted consistent with the Parramatta North Historic Sites Consolidated Conservation Management Plan (PNHS CMP).

O.02 Development is to be undertaken consistent with the PNHS CMP requirements for the former Male and Female Admissions Wards and the former Administration Block (Buildings C52, C53 and C55)

O.03 New development must retain the visual connections and respect the views, context and relationships between the heritage buildings (Buildings C52, C53 and C55) the river and associated riparian corridor, and the PNUT.

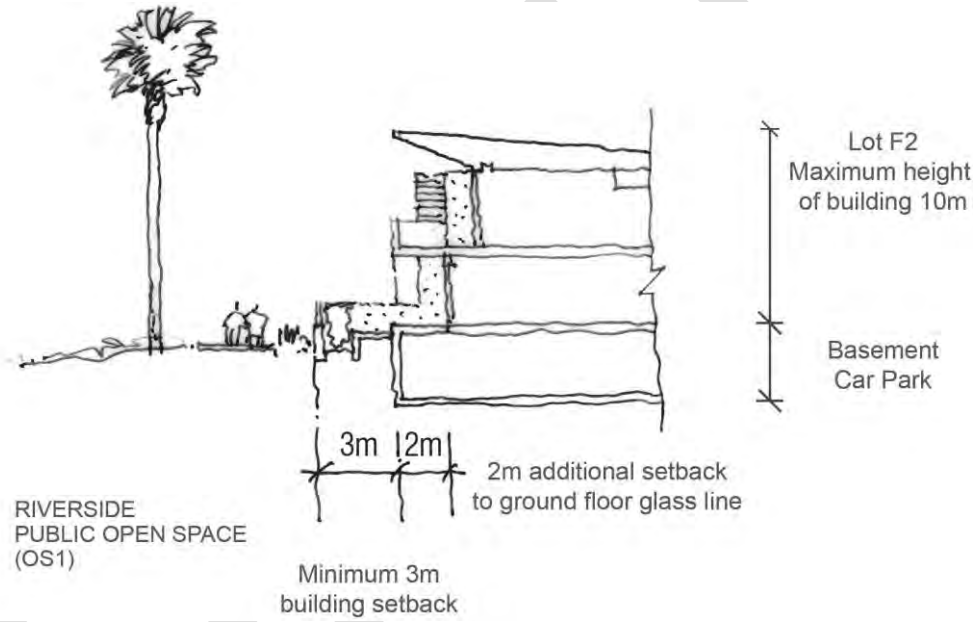


Figure 8.2.2.12.6.1 - Typical Riverside Section

Controls

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

C.02 New development must be consistent with the requirements of the PNHS CMP and best practice guidelines including Design in Context 2005, to respect the heritage buildings, to provide a considered transition and connection to the existing buildings, and be sympathetic in scale, form and the use of materials.

C.03 New development must be consistent with the requirements of the PNHS CMP, be designed as 'pavilions' to respect the heritage buildings and be sympathetic in scale, form and the use of materials.

C.04 New buildings must be sited to address the adjacent public open space and pedestrian through-site links.

C.05 New development must provide generous landscaped ground level courtyards opening onto the Riverside corridor.

C.06 The design for new buildings in F2 must include clear and legible pedestrian and servicing access from adjacent streets.

C.07 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.7.1.

C.08 New development is to provide a minimum building setback of 6 metres from Buildings C52 and C55.

C.09 A minimum 3 metre landscaped setback to the Riparian Corridor is to be provided, and a recessed 2 metre setback is to be provided to the ground floor glazing line as shown in Figure 8.2.2.12.6.1.

C.10 The width of the new pavilion style buildings must not exceed the dimensions shown in Figure 8.2.2.12.6.2.

C.11 New development must allow two pedestrian through-site links as indicated on Figure 8.2.2.12.6.2.

C.12 No new structures are permitted in the courtyard areas to the west of C52, C53 and C55.

C.13 The preferred parking/service access is to be designed in consultation with Transport for NSW to ensure the safe and efficient operation of the Parramatta Light Rail.

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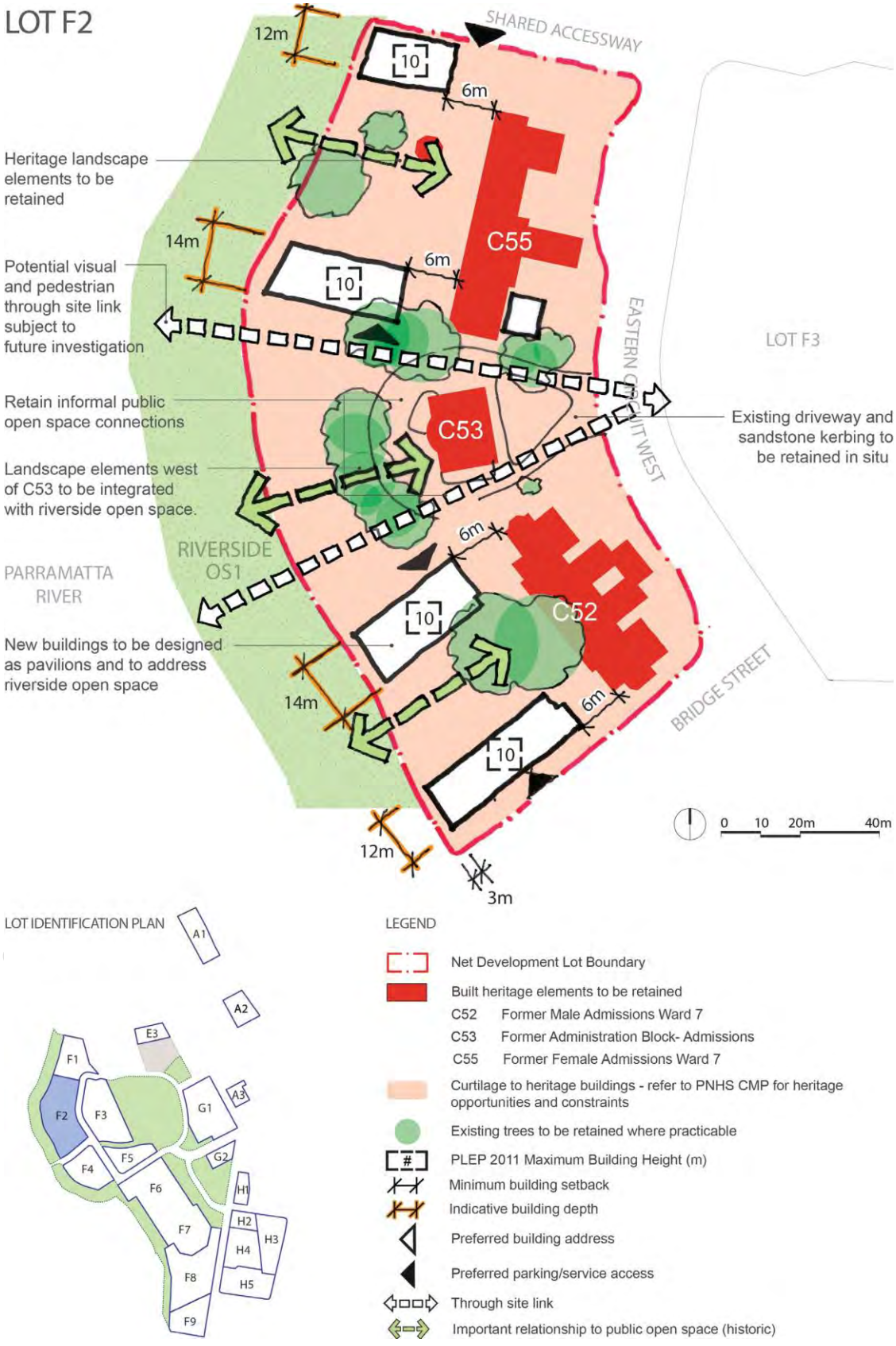


Figure 8.2.2.12.6.2 - Development Lot F2

8.2.2.12.7 LOT F3

Objectives

O.01 The former Female Asylum Kitchen Block and shelter shed and the former Male Asylum Hospital and Kitchen (Buildings C59, C59a, C63 and C65) and their landscape settings must be conserved and adapted consistent with the Parramatta North Historic Sites Consolidated Conservation Management Plan (PNHS CMP).

O.02 Development must be consistent with the PNHS CMP requirements for former Female Asylum Kitchen Block and shelter shed and the former Male Asylum Hospital and Kitchen (Buildings C59, C59a, C63 and C65) and their landscape settings.

O.03 Development must address the open space to the east and the street (Eastern Circuit West) to the west.

O.04 Development must accommodate east west through site pedestrian links to connect Open Space 3, Lot F2 and the Riparian Corridor.

Controls

C.01 The former Female Asylum Kitchen Block and shelter shed and the former Male Asylum Hospital and Kitchen (Buildings C59, C59a, C63 and C65) and their landscape settings must be conserved and adapted as an integral part of the development of Lot F3.

C.02 New development within F3 must be of an architectural design and character that respects the heritage significance and landscape setting of the heritage buildings (Buildings C59, C59a, C63 and C65).

C.03 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.

C.04 The built form of the new development should step down in height adjacent to the heritage buildings (Buildings C59, C59a, C63 and C65).

C.05 Any taller built form should be located in the eastern portion of the lot to minimise solar access impacts to the public domain.

C.06 New development must provide an articulated edge and an activated and pedestrianised relationship between the eastern edge of Lot F3 and adjoining open space and Cricket Pavilion (Building C66) consistent with Figure 8.2.2.12.7.1.

C.07 Development must include visual connections to the open space on the western edge of Lot F3.

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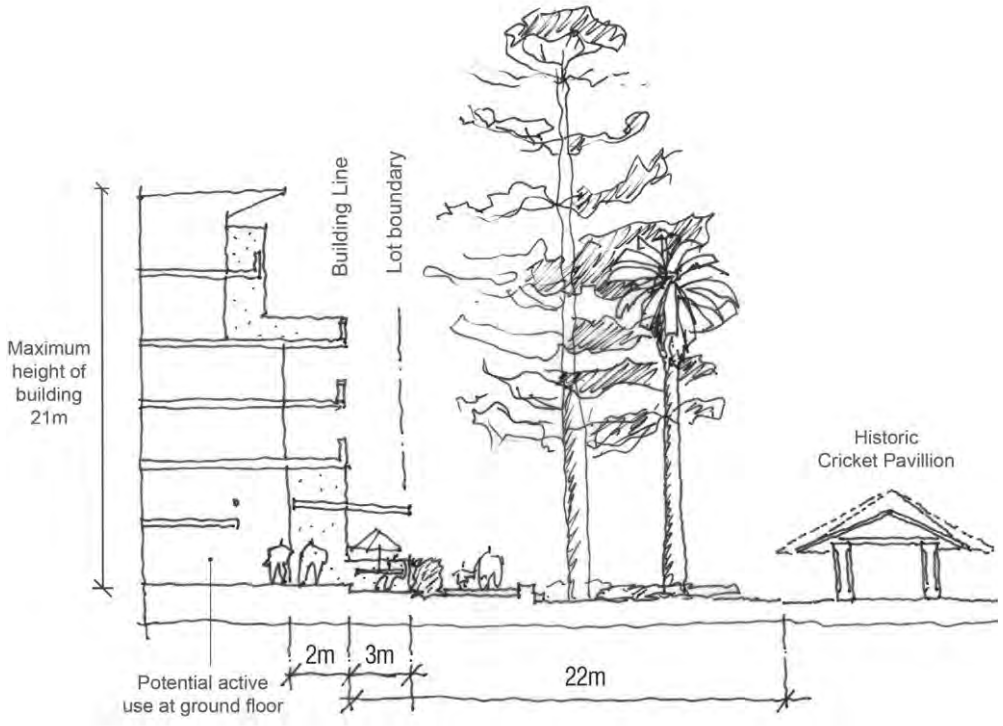


Figure 8.2.2.12.7.1 - Lot F3 and Open Space 3 Section

C.08 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.7.2.

C.09 Vehicular access must be provided from Eastern Circuit West.

C.10 New development must provide a minimum 22 metre setback from the Cricket Pavilion (C66) located within the open space to the east.

C.11 New development shall provide a minimum setback of 12 metres from heritage buildings C59 and C65.

C.12 New development shall provide a minimum setback of 6 metres from heritage building C63.

C.13 Building setbacks between the southern elevation of C63 and new development must be provided to retain the significant trees on-site.

C.14 A minimum 3 metre landscaped building setback from the Lot boundary, with a recessed 2 metre setback to the glass line must be provided at ground floor along the eastern edge of the development facing the open space and Cricket Pavilion (C66) as shown on Figure 8.2.2.12.7.1 and 8.2.2.12.7.2.

C.15 Interface between new development and the Parramatta Light Rail Corridor is to be designed in consultation with Council and Transport for NSW to ensure safety for pedestrians, accessibility and visual amenity.

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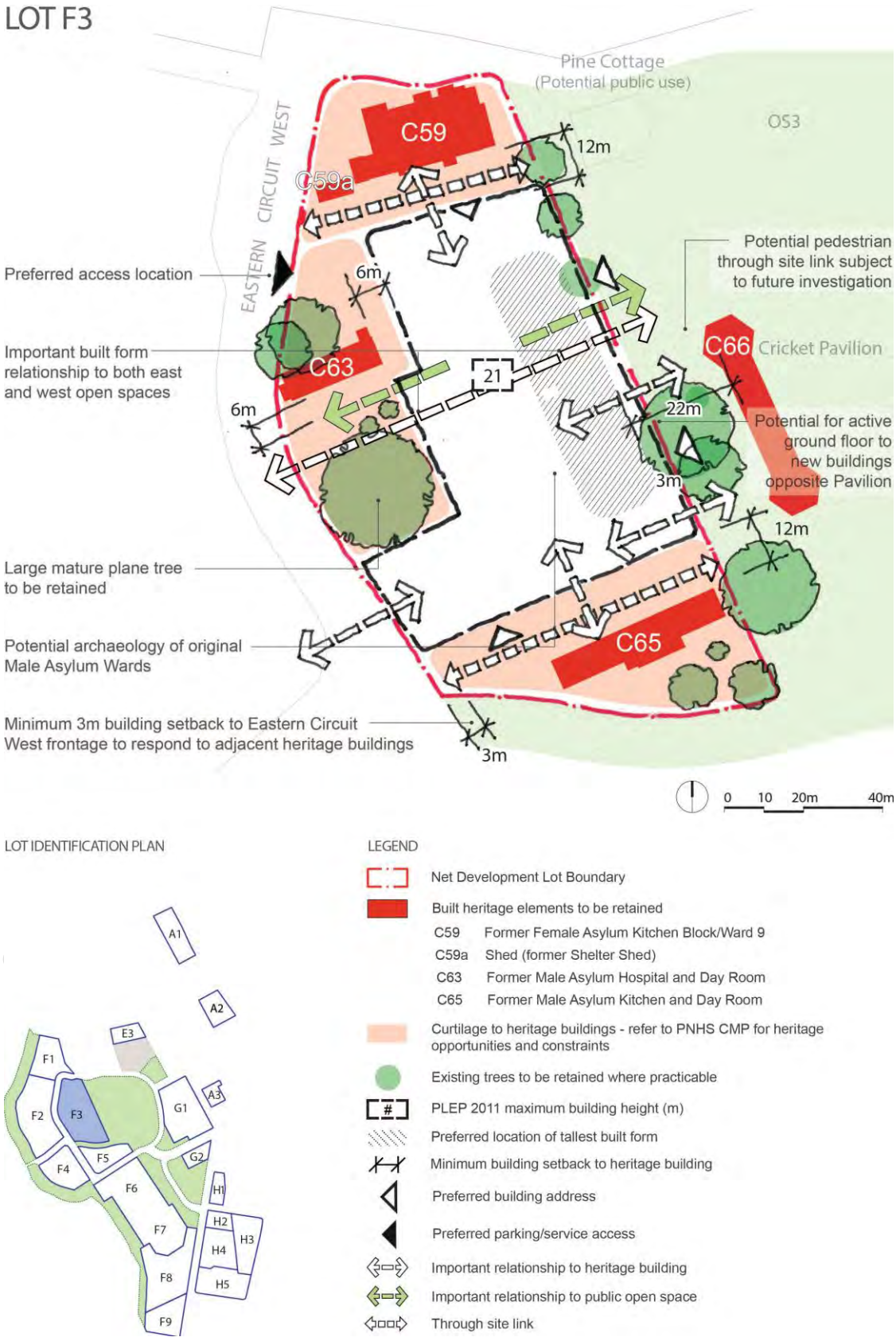


Figure 8.2.2.12.7.2 - Development Lot F3

8.2.2.12.8 LOT F4

Objectives

O.01 Development is to integrate and enhance the interface with the Riparian Corridor.

O.02 Development is to address Bridge Street and Warrinya Avenue.

O.03 Development is to retain and incorporate significant vegetation.

Controls

C.01 The large stand of mature figs and other plantings are to be retained and incorporated within communal open space. Views to the figs from within new development is encouraged.

C.02 New development must maximise views towards the riparian corridor public open space.

C.03 The tallest buildings must define Warrinya Avenue and be setback in part to retain identified trees to be retained.

C.04 New development must provide generous landscaped ground level courtyards opening onto the Riverside corridor to maximise this interface.

C.05 New buildings must step down in height to the Riparian Corridor.

C.06 New development must respond sympathetically to the archaeological remains (if any) of Charles Smith's Farm, including any additional significant archaeological remains in this allotment.

C.07 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.8.1.

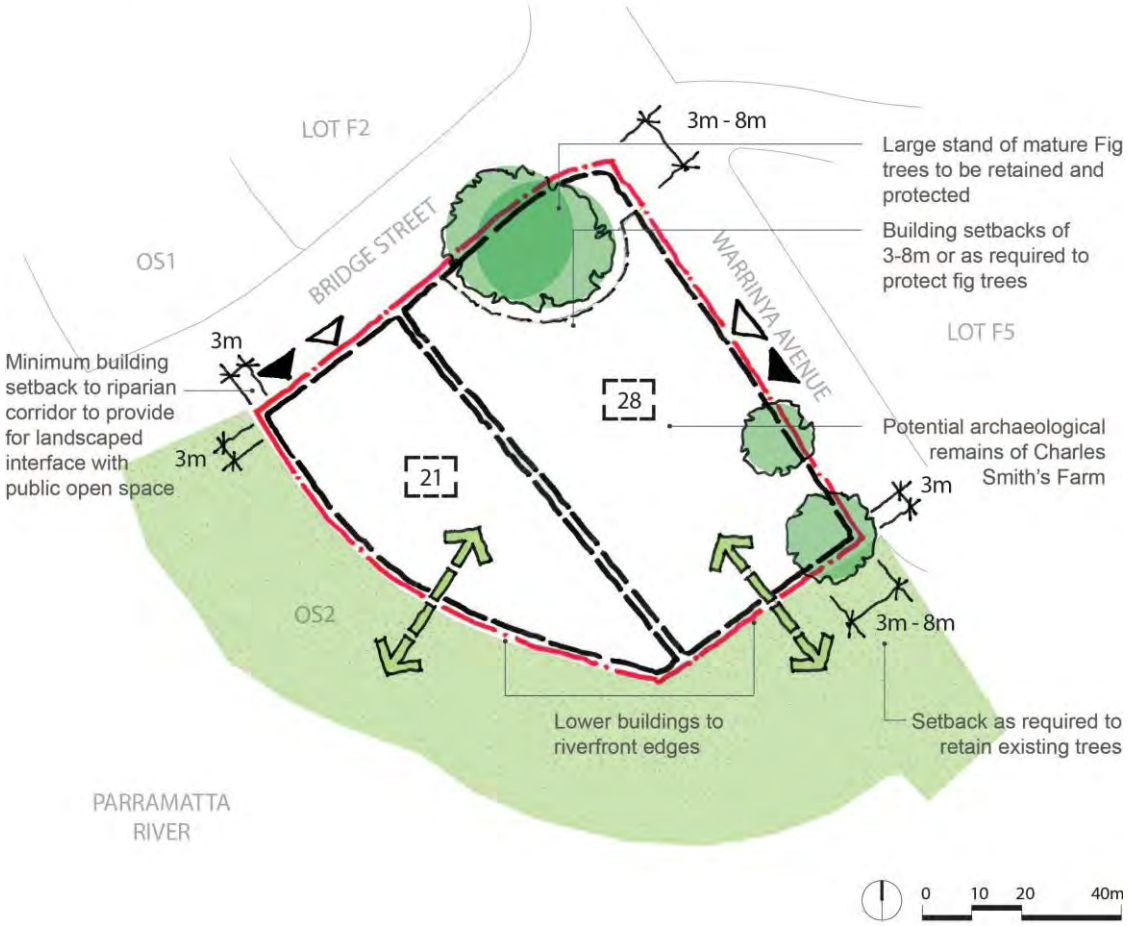
C.08 Buildings are to be setback 3 metres from the river corridor boundary and be consistent with Figure 8.2.2.12.8.1.

C.09 Buildings to provide a minimum setback from Warrinya Avenue and Bridge Street of between 3 and 8 metres or as required to preserve significant trees as indicated on Figure 8.2.2.12.8.1. Buildings shall not encroach on the tree canopy.

C.10 Preferred parking /service access is to be designed in consultation with Transport for NSW to ensure the safe and efficient operation of the Parramatta Light Rail.

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LOT F4



LOT IDENTIFICATION PLAN



LEGEND

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

Figure 8.2.2.12.8.1 - Development Lot F4

8.2.2.12.9 LOT F5

Objectives

O.01 The former Staff Dining Room and Kitchen (Building C70) and its landscape setting must be conserved and adapted consistent with the Parramatta North Historic Sites Consolidated Conservation Management Plan (PNHS CMP)

O.02 New development must be consistent with the requirements of the PNHS CMP for the former Staff Dining Room and Kitchen (Building C70) and its landscape setting and the adjacent Historic Core.

Controls

C.01 The former Staff Dining Room and Kitchen (Building C70) and its landscape setting must be conserved and adapted as an integral part of Lot F5.

C.02 New development must be of an architectural design and character that respects the heritage significance and landscape setting of the heritage building.

C.03 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.

C.04 The built form/envelopes of the new development must step down in height adjacent to the heritage building within the Lot (C70) and the adjacent Historic Core.

C.05 New development must be aligned to the two streets and reduced in height along the River Road frontage to minimise visual impacts on the heritage buildings and walls of the Historic Core.

C.06 The design and treatment of new buildings must have regard to the adjoining planned light rail route to the north.

C.07 New development must respond sympathetically to the archaeological remains (if any) of Charles Smith's Farm and Mrs Bett's House, including any additional significant archaeological remains in this allotment.

C.08 Development must demonstrate compliance with the built form controls indicated on Figure 8.2.2.12.9.1.

C.09 A minimum 12 metre wide cross-site pedestrian link is to be provided to conserve the setting of C70 (refer to the PNHS CMP).

C.10 A maximum 3 storey street wall is to be provided to River Road with a 4 metre setback for the upper levels to respond to the historic building C106.

C.11 The tower setback of new buildings shall respond to the historic building C70.

C.12 The building alignment of new buildings is to reflect the C70 building alignment along River Road.

C.13 Buildings are to be setback a minimum of 3 metres to the River Road frontage.

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C.14 Buildings may have a 0 metre setback on Warrinya Avenue. The ground floor is to be recessed by 3 metres to allow courtyard areas. Double storey residential units are preferred on the ground floor.

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

C.16 Interface between new development and the Parramatta Light Rail Corridor is to be designed in consultation with Council and Transport for NSW to ensure safety for pedestrians, accessibility and visual amenity.

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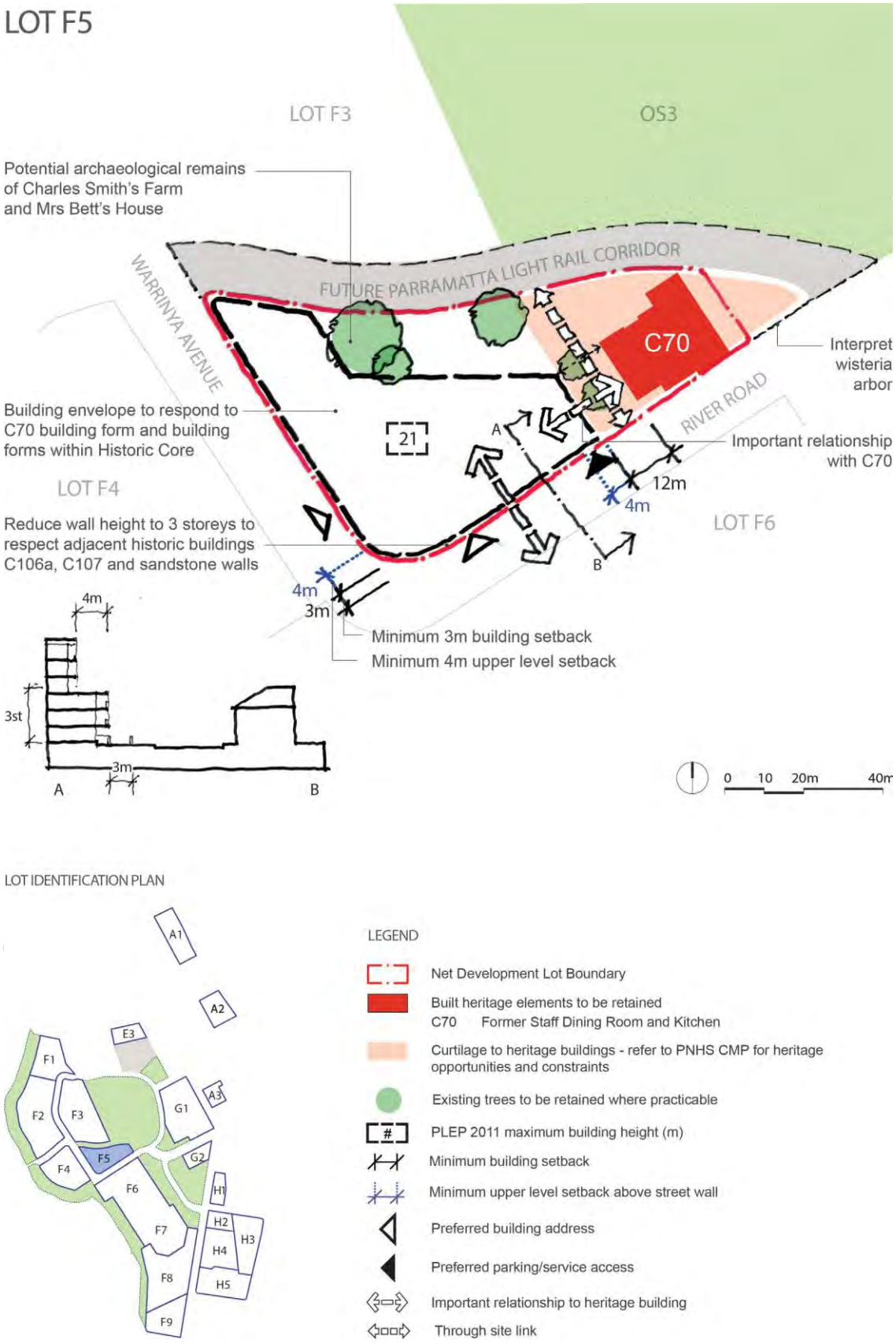


Figure 8.2.2.12.9.1 - Development Lot F5

8.2.2.12.10LOTS F6, F7 AND F8 (HISTORIC CORE)

Objectives

O.01 All significant elements within the Historic Core must be conserved and adapted consistent with the Parramatta North Historic Sites Consolidated Conservation Management Plan (PNHS CMP).

O.02 Any new development must be consistent with the PNHS CMP for the Historic Core, including heritage interpretation.

O.03 Any new development must respond to the significant archaeological resource to ensure this resource is managed and retained in situ and interpreted.

O.04 Any new development must facilitate public access and pedestrian connections.

Controls

C.01 All significant elements within the Historic Core must be conserved and adapted to sustainable long-term new uses.

C.02 Any new development within the Historic Core is limited to new buildings and structures that are required to support the appropriate and sustainable long-term non-residential use(s) of the significant elements within the Historic Core.

C.03 New development within the Historic Core must be of an architectural design and character that respects the heritage significance and landscape setting of the Historic Core.

C.04 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.

C.05 New development, including new uses must respond sympathetically to the archaeology of the Historic Core, including any additional significant archaeological remains in this allotment.

C.06 New development must include opportunities for heritage interpretation consistent with the PNUT Heritage Interpretation Strategy.

C.07 New development must include opportunities for through site links and pedestrian access through the Historic Core consistent with the PNHS CMP.

C.08 Any new buildings must demonstrate accordance with the PNHS CMP.

C.09 Development must demonstrate compliance with controls as indicated on Figures 8.2.2.12.10.1 and 8.2.2.12.10.2.

C.10 Any new buildings must demonstrate design excellence by having regard to Clause 6.132 (4) of the *Parramatta LEP 2023*.

C.11 A minimum 6 metre setback to the south of Bethel House (N06) is to be maintained to any lot boundary.

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C.12 The treatment and use of the courtyard areas between historic buildings and structures are to conserve the visual relationship between buildings and facilitate pedestrian activity and activation and reuse of historic buildings.

C.13 Vehicular access and above ground parking should be minimised within the Historic Core.

C.14 Any new development or adaptive reuse of buildings within the Historic Core must demonstrate consideration of its impact on or by the Grey-headed Flying Fox (GHFF) colony location and be consistent with the ecological protection and management requirements of the site.

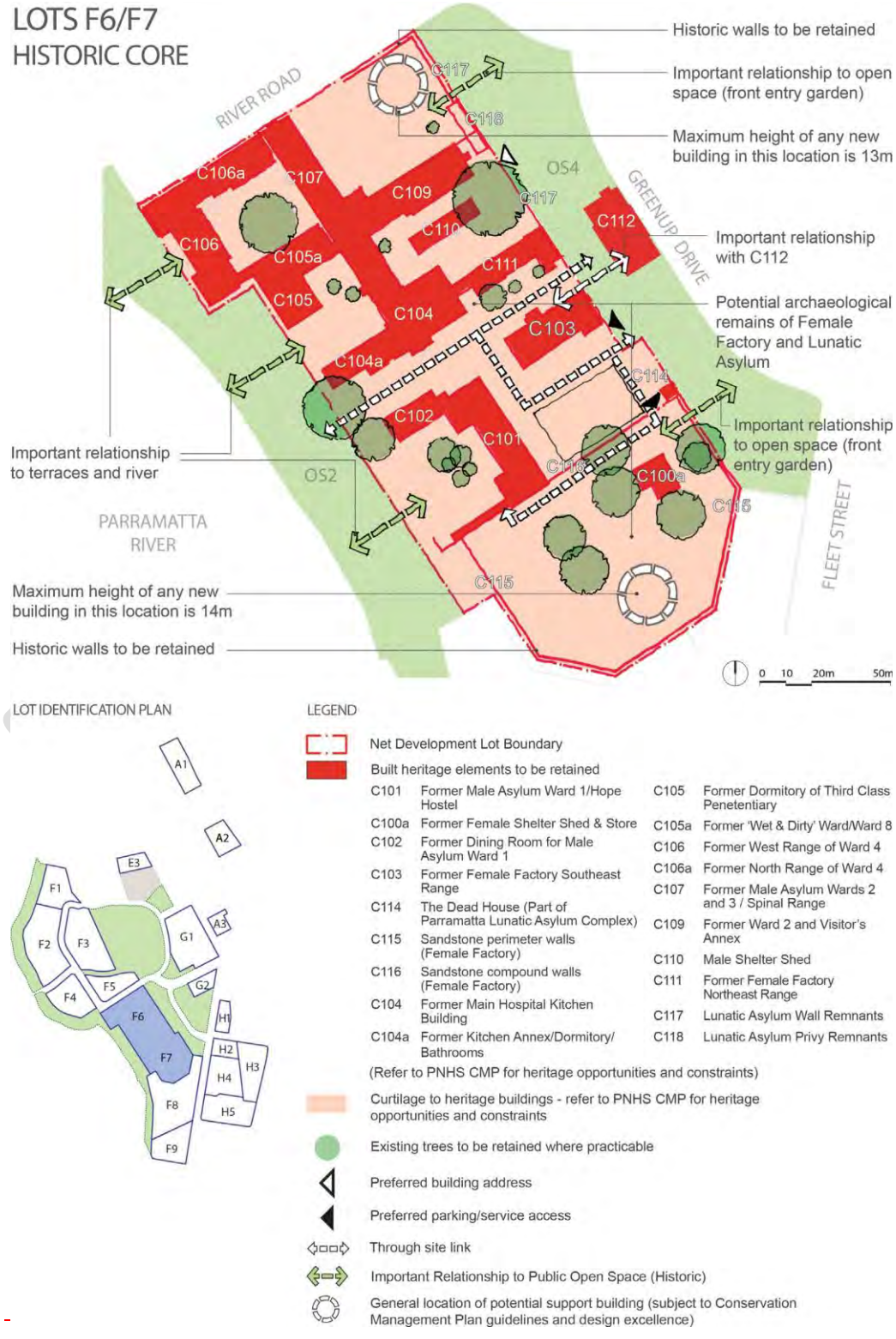


Figure 8.2.2.12.10.1 – Lots F6/F7

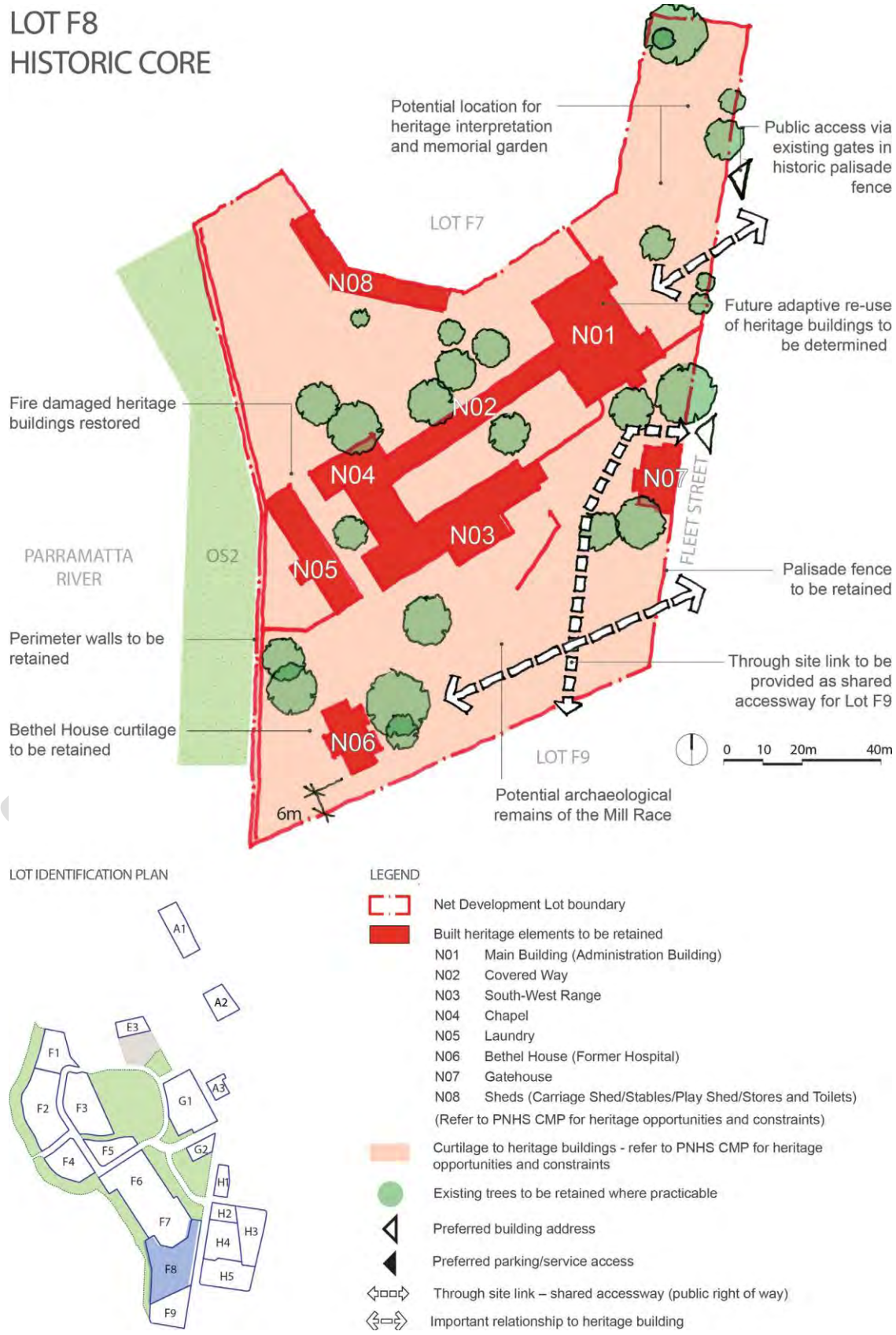


Figure 8.2.2.12.10.2 – Development Lot F8

8.2.2.12.11 LOT F9

Objectives

O.01 Any development is to be consistent with the requirements of the Parramatta North Historic Sites Consolidated Conservation Management Plan (PNHS CMP), particularly for the curtilage of Bethel House.

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

Controls

C.01 No new development must be located within the curtilage of Bethel House.

C.02 Any new development must be located in the south eastern portion of Lot F9 and must step down in scale to the north.

C.03 The development potential of the western part of Lot F9 is impacted by the existing endangered Grey-headed Flying Fox (GHFF) colony location. Future development must be consistent with the ecological protection and management requirements of the site.

C.04 Views directly down Fennell Street into the Historic Core must be retained at the northern extent of the site. Oblique views into the site from Fleet Street must be retained.

C.05 New development must consider views from the World Heritage listed Old Government House and Domain precinct.

C.06 A north – south cycling and pedestrian link is to be provided to ensure between Fleet Street, the Parramatta Stadium area and Parramatta Park via the existing pedestrian bridge.

C.07 Development must demonstrate compliance with controls as indicated on Figure 8.2.2.12.11.1.

C.08 Any boundary to Lot F8 is to be a minimum of 6 metres south of Bethel House.

C.09 A minimum building setback of 4 metres to the southern boundary is to be provided.

C.10 Significant vegetation south of the Bethel House curtilage shall be retained as shown in Figure 8.2.2.12.11.1 and treated with appropriate supplementary landscaping.

C.11 New development shall address the new pedestrian through-site link.

C.12 New development must demonstrate that adequate vehicular access is provided through Lot F8 to the north or Eels Place to the south.

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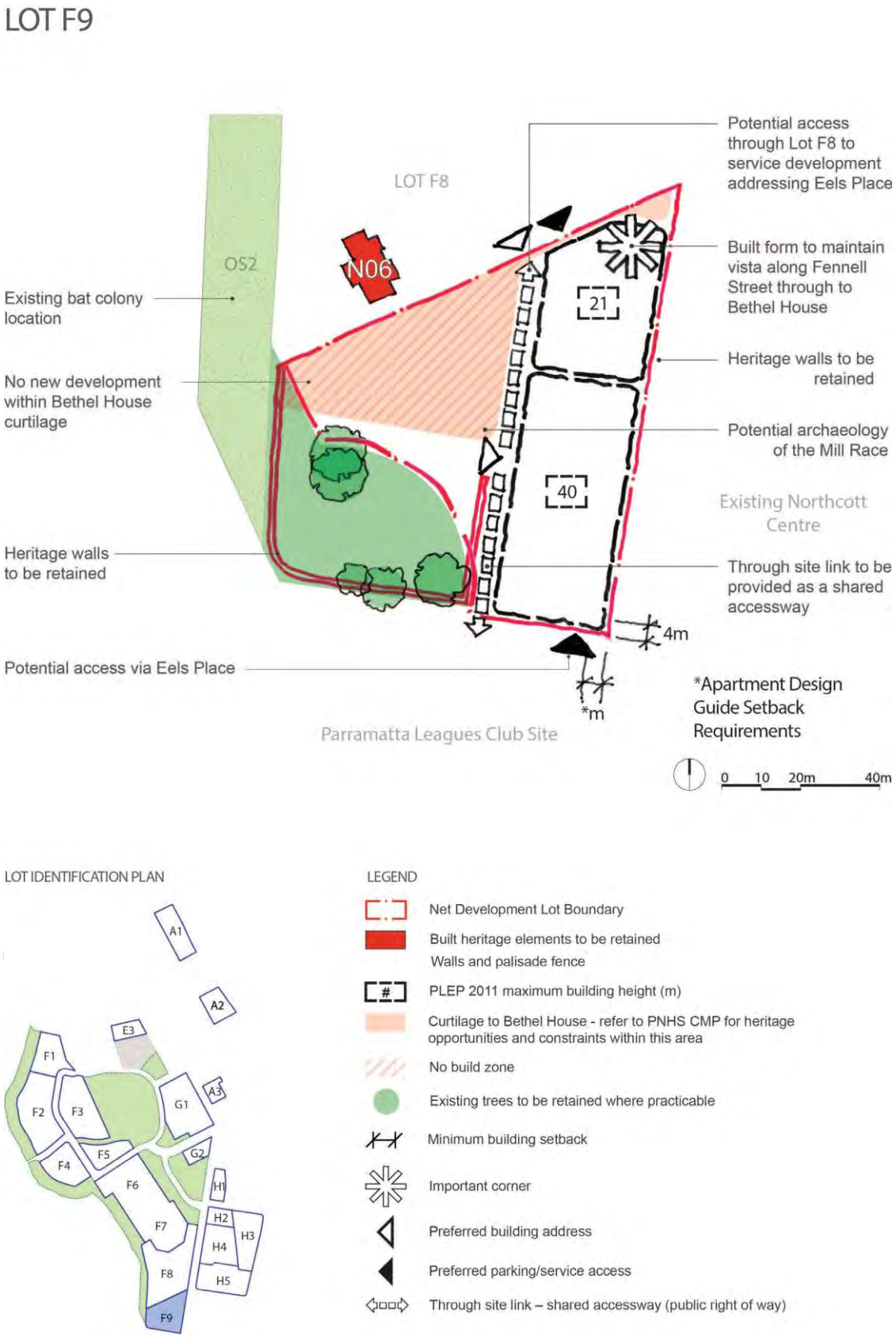


Figure 8.2.2.12.11.1 – Development Lot F9

8.2.2.12.12 LOT G1

Objectives

O.01 The former Nurses Home (Building C83) and its landscape setting must be conserved and adapted consistent with the Parramatta North Historic Sites Consolidated Conservation Management Plan (PNHS CMP).

O.02 New development must be consistent with the requirements of the PNHS CMP for the former Nurses Home (Building C83) and its landscape setting.

O.03 New development must provide a neighbourhood retail and commercial precinct located on Factory Street.

O.04 New development must accommodate the planned light rail route access into the site via Factory Street.

Controls

C.01 The former Nurses Home (Building C83) and its landscape setting must be conserved and adapted as an integral part of Lot G1.

C.02 New development within G1 must be of an architectural design and character that respects the heritage significance and landscape setting of the heritage building (C83) and the adjacent Parramatta Gaol.

C.03 New development must create a new neighbourhood retail precinct for the PNUT area and have an urban character.

C.04 The new neighbourhood retail precinct must allow for and integrate with the planned light rail route along Factory Street.

C.05 New development must provide building and tower setbacks which provide adequate transition to existing built form.

C.06 The surrounding public domain shall be of high-quality and allow for wide footpaths and the establishment of street trees.

C.07 The built form/envelopes of the new development must step down in height adjacent to the Nurses Home (Building C83) and the pedestrian through-site link.

C.08 New development must provide a publicly accessible east-west through site pedestrian link.

C.09 New development must locate retail and/or active uses along the Factory Street frontages and the through-site link.

C.10 Any taller built form must be located to reinforce the New Street alignment and the built form/envelope must step down in height towards the historic Parramatta Gaol and Factory Street.

C.11 No vehicular access must be provided from Dunlop Street or Eastern Circuit East. Vehicular access is preferred from New Street.

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C.12 Active retail frontages along Factory Street must include weather protection in the form of awnings and/or colonnade treatments.

C.13 Basement parking may extend beyond the building footprint subject to an assessment of the landscape impacts and demonstration that areas available for deep soil planting are maximised wherever possible.

C.14 Development must demonstrate compliance with controls as indicated on Figure 8.2.2.12.12.1.

C.15 A 0 metre building setback is required where active commercial/retail uses are proposed along Factory Street, as indicated on Figure 8.2.2.6.1.

C.16 Active commercial/retail uses must provide awnings, and designed to make allowance for the full extent of mature street tree canopies.

C.17 Development along Dunlop Street must:

- Provide a 0 metre building setback only where the provision of a minimum 4.2 metre footpath is provided in accordance with Figure 8.2.2.6.3 – Typical Street Section 3 – Dunlop Street.
- Recess 3 metres at ground floor to allow courtyard areas. Double storey residential units are preferred.

C.18 Development along Eastern Circuit East must:

- Provide a 0 metre building setback, only where the provision of a minimum 4.3 metre footpath is provided in accordance with Figure 8.2.2.6.6 – Typical Street Section 6 – East Circuit (East).
- Recess 3 metres at ground floor to allow courtyard areas. Double storey residential units are preferred.

C.19 Where the minimum footpath standards cannot be meet along Dunlop Street and Eastern Circuit East, the building setback control shall be consistent with the 3 metre building setback control in Section 8.2.2.10 of this DCP.

C.20 Development along New Street must provide a 3 metre building setback.

C.21 A link from the East-West Link is to be provided to connect to Factory Street within the curtilage of the Nurses Home.

C.22 A 16 metre wide east-west cross-site pedestrian link from New Street to Eastern Circuit East is to be provided. This must be open to the sky.

C.23 A minimum 16 metre setback is to be provided between the Nurses Home (Building C83) and any new building.

C.24 The adaptive reuse of the Nurses Home (Building C83) must facilitate pedestrian public access within its curtilage (to the North, West and South) and remain free of fencing or barriers wherever possible. No above ground parking is allowed.

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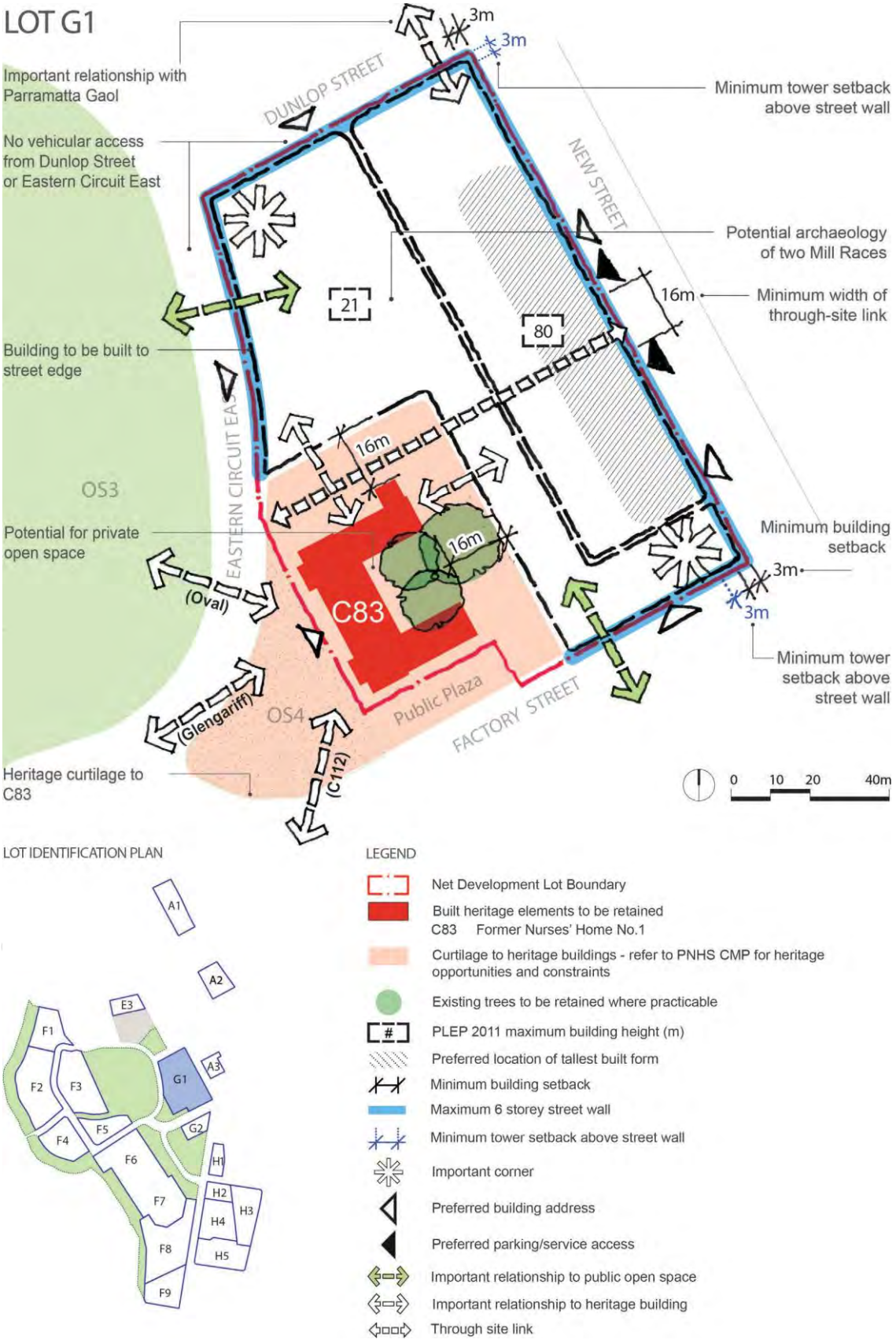


Figure 8.2.2.12.12.1 – Development Lot G1

8.2.2.12.13 LOT G2

Objectives

O.01 New development should facilitate a neighbourhood retail and commercial precinct on Factory Street.

O.02 New development should improve the quality of the interface with the adjoining open space.

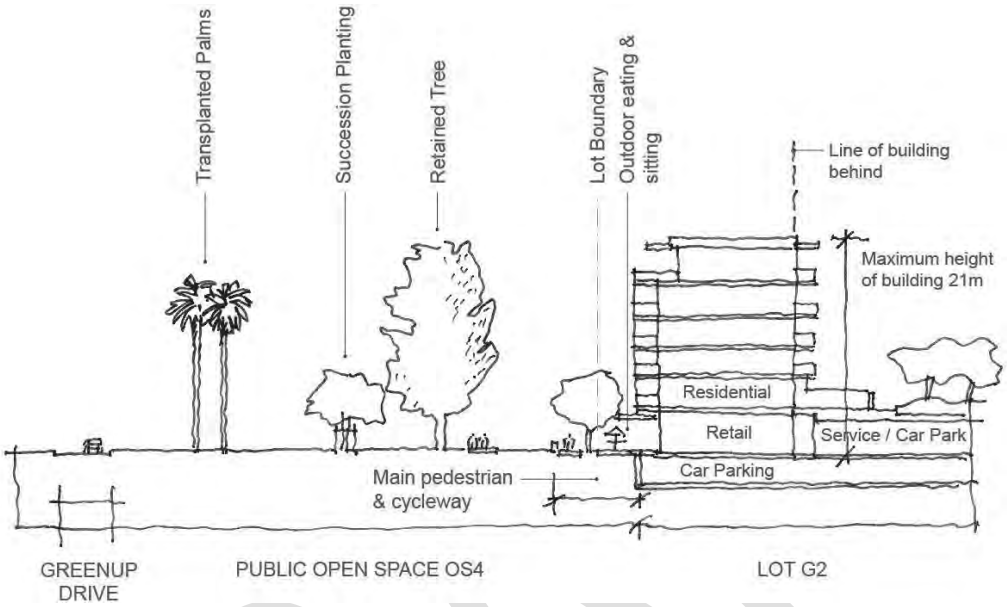


Figure 8.2.2.12.13.1 – Lot G2 interface with open space

Controls

C.01 New development must define street edges and the Factory Street entry point to the PNUT.

C.02 Any taller built form must be located to reinforce the north eastern corner and the built form must step down to reduce overshadowing on the Public Open Space (OS4).

C.03 New development must create a new neighbourhood retail precinct for the PNUT area and have an urban character.

C.04 The new neighbourhood retail precinct must allow for and integrate with the planned light rail route along Factory Street.

C.05 Setbacks to the open space are to include landscaped courtyards and/or active uses.

C.06 Basement parking may extend beyond the building footprint subject to an assessment of the landscape impacts and demonstration that areas available for deep soil planting are maximised wherever possible.

C.07 Development must demonstrate compliance with controls as indicated on Figures 8.2.2.12.13.1 and 8.2.2.12.13.2.

C.08 New development must provide active retail frontages to Factory Street and Fleet Street.

C.09 CA 0 metre building setback is allowed where active commercial/ retail uses are proposed along Factory Street, as indicated on Figure 8.2.2.6.1.

C.10 Vehicular access is to be from Fleet Street to avoid disrupting the Factory Street retail frontage.

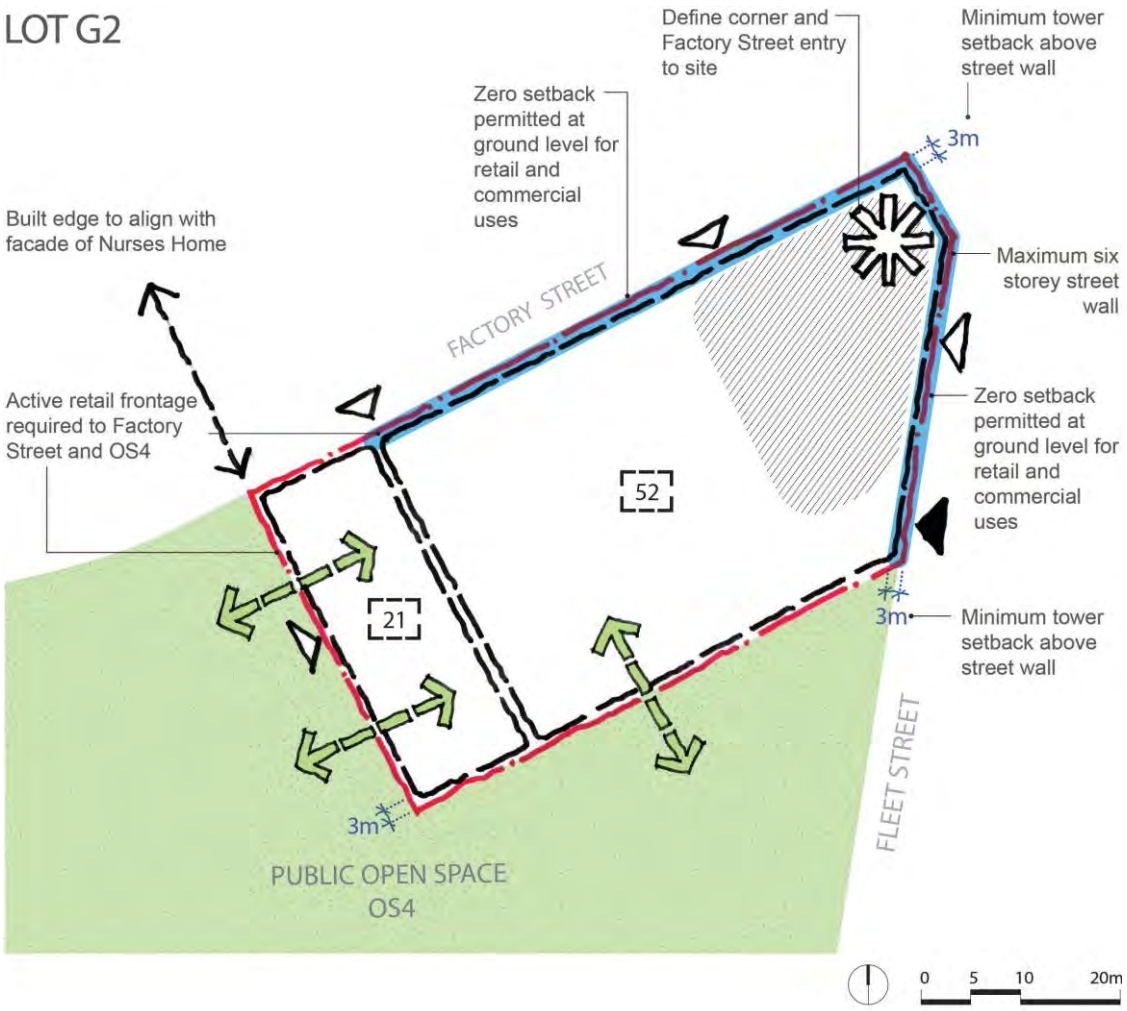
C.11 New development to provide a minimum 3 metre upper level building setback to street frontages and rear and side boundaries.

C.12 The western edge of the new built form must align with the western façade of the Nurses Home across Factory Street.

C.13 New development must maximise the interface with the Public Open Space (OS4) provide active ground level frontages and opportunities for casual surveillance from apartment building facades (refer to Figure 8.2.2.12.13.1).

C.14 New development must demonstrate, through design testing, that overshadowing impacts to open space are minimised.

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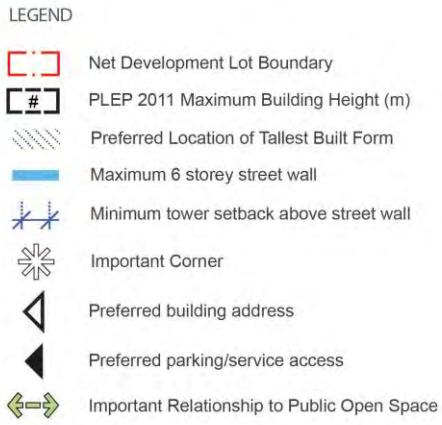


Figure 8.2.2.12.13.2 – Development Lot G2

8.2.2.12.14 LOT H1

Objectives

O.01 Development is to retain and respond to the historic Quarry Face and retain the early sandstone walling along Fleet and Albert Streets.

O.02 Development is to integrate and transition to surrounding urban development.

Controls

C.01 New development within H1, H2, H3, H4 and H5 must retain the sandstone quarry face and early sandstone walls to Fleet and Albert Streets.

C.02 New buildings must be designed to interpret the change in level and allow some views of the quarry face from within the lot and from the Albert Street steps.

C.03 Any taller built form must be located in the southern portion of the lot to reinforce the Fleet Street/Albert Street corner with heights transitioning down to adjacent existing development to the north.

C.04 Development must demonstrate compliance with controls as indicated on Figure 8.2.2.12.14.1.

Setbacks

C.05 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.

C.06 Buildings are to be setback a minimum of 4 metres from Fleet Street.

C.07 Buildings are to be setback a minimum of 6 metres from Albert Street.

C.08 The 4 metre building setback from Fleet Street is required to provide landscaped courtyards to ground floor units and the 6 metre building setback to Albert Street is to respond to the landscape quality of that street.

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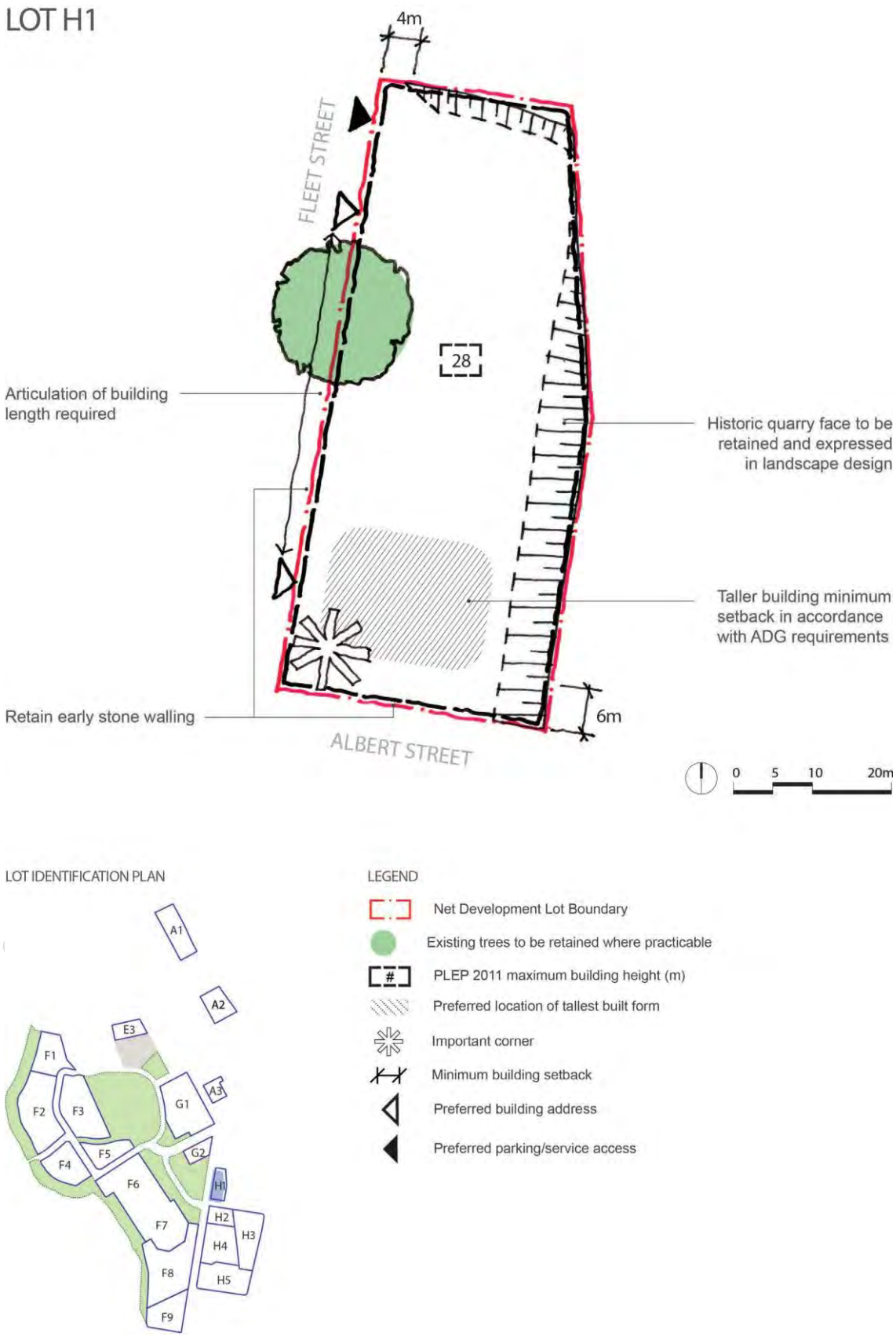


Figure 8.2.2.12.14.1 – Development Lot H1

8.2.2.12.15 LOTS H2-H5

Objectives

O.01 Development is to integrate and transition to surrounding urban development.

O.02 Development is to respond to and retain the historic Quarry Face.

Controls

C.01 New development within H1, H2, H3, H4 and H5 must retain the sandstone quarry face and early sandstone walls to Fleet and Albert Streets.

C.02 New development must be designed to interpret the change in level and allow some views of the quarry face from within the lots and from the Albert Street steps.

C.03 New development must provide building setbacks which respond to the context and provide adequate transition to existing built form.

C.04 New development may include a pedestrian through-site link connecting O'Connell Street with Fleet Street and transitioning across the quarry face.

C.05 New development within the lots must comprise a series of high-quality apartment buildings with a diversity of scale and architectural character.

C.06 Low rise buildings (6 storeys maximum) must define the external street edges with the exception of Albert Street where 8 storey buildings may be developed.

C.07 Tall buildings must be located internally and minimise overshadowing to existing and new development. Towers must be expressed above 6 storey podiums, which must define public and communal spaces.

C.08 All new buildings to have addresses and lobbies with access to a public street or through site link.

C.09 Development fronting Fleet Street must respect the visual relationship with the Historic Core to the west.

C.10 Development must demonstrate compliance with controls as indicated on Figure 8.2.2.12.15.1.

C.11 A cross-site pedestrian link is to be provided centrally between O'Connell Street and Fleet Street to align with Harold Street.

C.12 A minimum 4 metre building setback to Fleet Street is to be provided.

C.13 A minimum 6 metre building setback to Albert, O'Connell and Fennel Streets is to be provided.

C.14 All new buildings are to address public streets.

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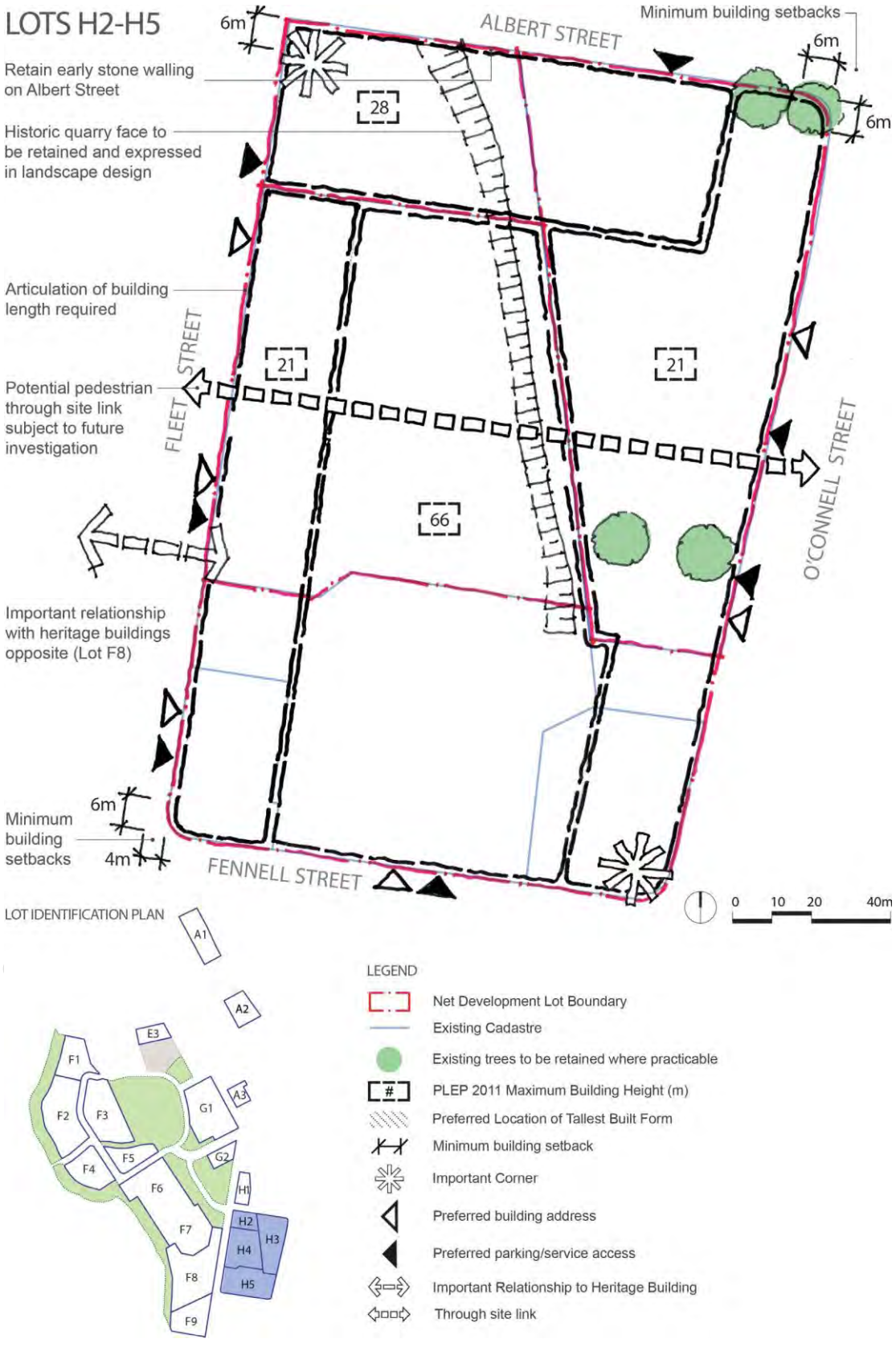


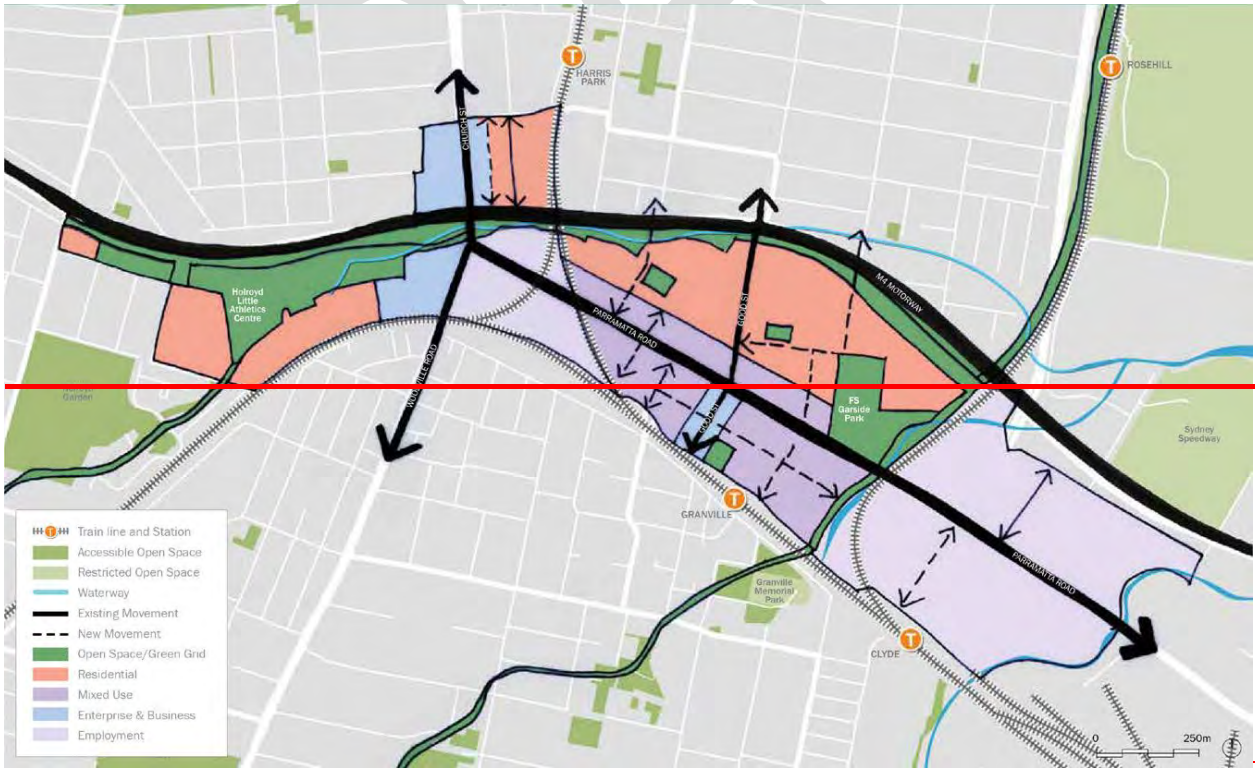
Figure 8.2.2.12.15.1 – Development Lots H2 – H5

8.2.3 GRANVILLE LOCAL CENTRE

In November 2016, the NSW Government released the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). The PRCUTS sets the long term vision and framework to support co-ordinated employment and housing growth in the Corridor in response to significant transport and infrastructure investment, economic and demographic shifts, and industrial and technological advances. Granville has been identified as one of the eight precincts along the corridor that has been earmarked for renewal because of its unique access to jobs, transport, infrastructure and services, and its ability to accommodate new development in a balanced way.

Granville Local Centre is proposed to be a vibrant place with a mix of new housing, shops and commercial spaces north of the railway line. Good Street will be the Precinct's main street, extending from the existing Town Centre of Granville on the southern side of the railway line, and will also include protection of the fine grain development pattern and delivery of a high-quality public domain. Opportunities for residential, retail and commercial development will be integrated with the existing public transport facilities, capitalising use of the Granville Railway Station and Granville Bus Interchange.

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



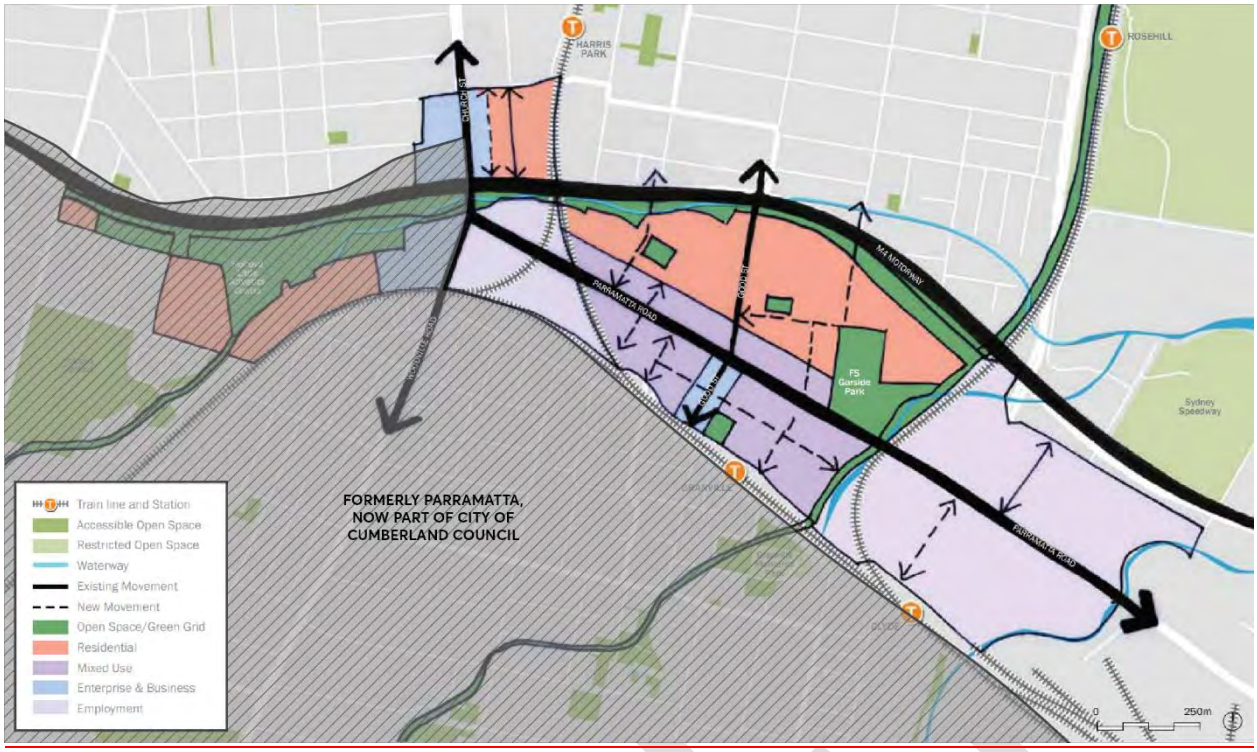


Figure 8.2.3.1 – Granville Local Centre (PRCUTS)

Objectives

O.01 Develop a mixed use core of retail, residential and business at the transport node serving the precinct, centred around Good Street, Cowper Street and Rowell Street, and extends to the north side of Parramatta Road.

O.02 Ensure new development within the mixed use core provides active ground floor uses to increase vibrancy, safety, use and interest of the area,

O.03 Preserve and improve significant open space areas within the precinct.

O.04 Maximise pedestrian links and connectivity through new laneways and through site links.

Control

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

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8.2.3.1 GRANVILLE TOWN CENTRE

8.2.3.1.1 DESIRED FUTURE CHARACTER

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

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

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

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

~~**Residential zone:** New residential development in Enid and Diamond Avenues facing Granville Memorial Park and Pool provides a residential edge to frame the public open space. New development maintains the heritage character and narrow subdivision pattern in the heritage conservation areas, and areas south of William Street and west of Duck Creek.~~

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

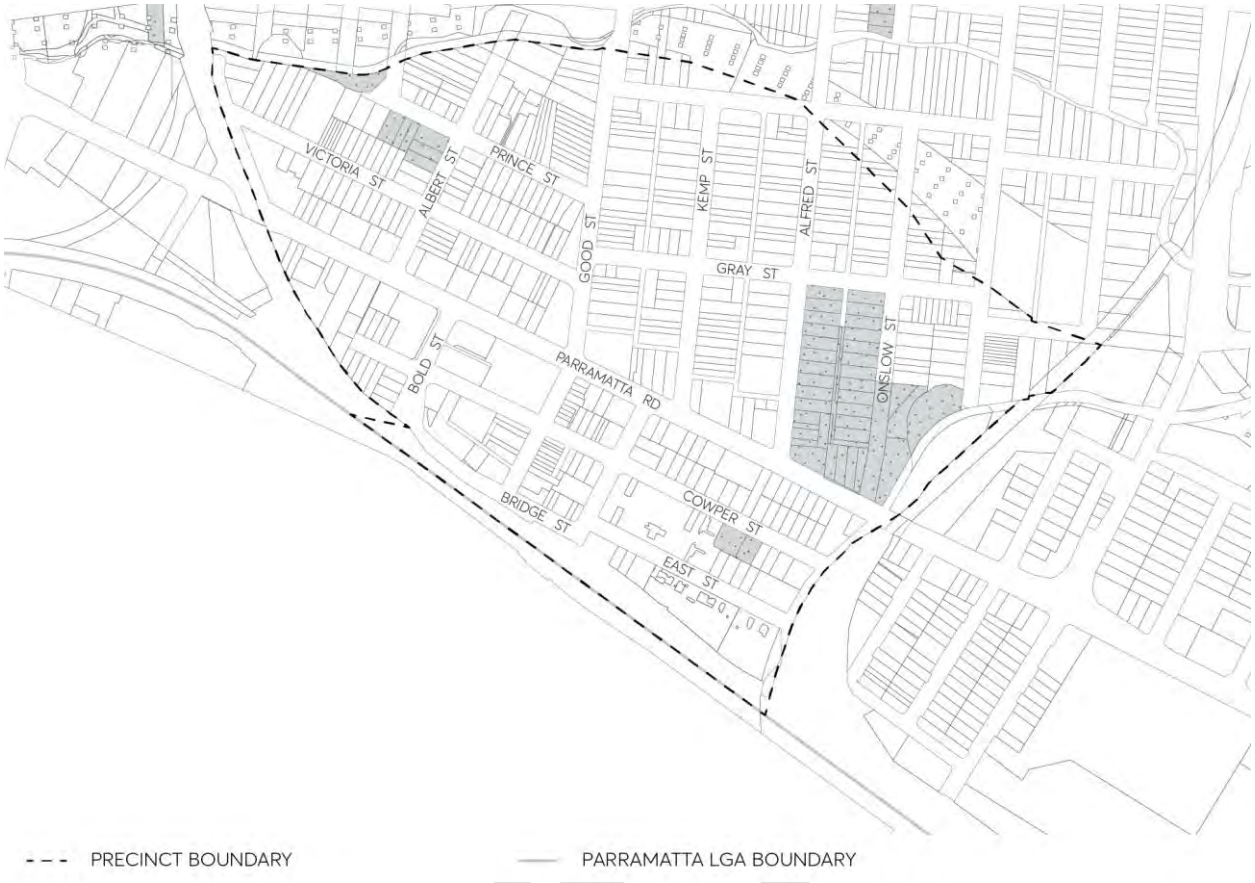


Figure 8.2.3.1.1.1 – Granville Town Centre

Objectives

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

O.01 Ensure that new development provides a strong interface to Granville Railway Station, Parramatta Road~~, South Street~~ and Good Street.

~~O.02 Ensure that new development maintains the character and function of South Street as a main retail/commercial street by continuing the fine grain pattern of retail and commercial uses.~~

~~O.03~~O.02 Ensure that new development responds well to existing heritage items.

~~O.04~~O.03 Ensure new development within the mixed use area provides active ground floor uses to increase the safety, use and interest of the area.

~~O.05~~O.04 Ensure new buildings within the mixed use area provide articulation and an attractive composition of building elements.

~~O.06~~O.05 Enhance residential amenity through provision of landscaping and communal open space at ground level.

~~O.07~~O.06 Ensure an appropriate height transition of building heights to maintain amenity of adjacent development.

Investigation Areas

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

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

Controls

Pedestrian Connections and Laneways

C.01 New pedestrian connections, roads and laneways should be provided in accordance with Figure 8.2.3.1.1.2. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with C.02 below.

C.02 Where a development provides for dedication of land to Council for the purposes of providing public access and the construction of the access way, Council may consider increasing the maximum floor space ratio. As a guide, the maximum floor space ratio may be increased by the equivalent area represented by 50% of the land area to be dedicated to Council for the public access. The site area may include the area of land to be dedicated to Council for the purpose of the floor space ratio calculation. The proposed variation to floor space is to be addressed under Clause 4.6 'Exceptions to development standards' in the *Parramatta LEP 2023*.

C.03 New road connections and laneways should be provided to improve through block connections, remove dead end streets, extend existing connections, improve serviceability of retail development and improve the interface to the railway line.

~~C.04 Properties facing South Street are to form an extension of existing laneways to the rear to provide for vehicular access and servicing needs of development in the B2 E1 Local Centre zone. The laneways will need to be located over or abutting the B2 E1 Local Centre Zone.~~

~~C.05~~C.04 New street links are to match the width of the existing public road that it forms and extension of. New laneways are to have a minimum width of 6 metres.

~~C.06~~C.05 New pedestrian links are to improve through block connections and provide better links to and from Granville Railway Station.

~~C.07~~C.06 New pedestrian connections are to have a minimum width of 3 metres and are to be consistent in width for their full length.

Setbacks

~~C.08~~C.07 Front building setbacks are to be in accordance with Figure 8.2.3.1.1.2 and any additional controls set out below:

a) For development along Parramatta Road, setbacks shown in Figure 8.2.3.1.1.2 apply to the first 4 storeys (15 metres) of development. An additional 3 metre upper level setback applies to any portion of development above 4 storeys (15 metres) in height.

b) For development along Good Street, setbacks shown in Figure 8.2.3.1.1.2 apply to the first 3 storeys of development. Remaining storeys are to be set back an additional 3 metres. Balconies are not to encroach the upper level setback area.

c) For development in the ~~B4~~ MU1 Mixed Use Zone with frontage to Mary~~, Jamieson and Carlton Street~~s~~,~~ the front setback to be between 5 and 9 metres.

d) For development in the ~~B4~~ MU1 Mixed Use zone between Parramatta Road and the railway line, setbacks shown in Figure 8.2.3.1.1.2 apply to the first 4 storeys (15 metres) of development. An additional 3 metre upper level setback applies to any portion of development above 4 storeys (15 metres) in height.

~~C.09~~C.08 Side and rear building setbacks are to be in accordance with Figure 8.2.3.1.1.2 and the below controls:

Rear Setbacks

a) ~~B2~~ E1 Local Centre Zone

A zero rear setback is allowable for development in the ~~B2~~ E1 Local Centre Zone.

b) ~~B4~~ MU1 Mixed Use Zone

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

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

c) ~~B6~~ E3 ~~Enterprise Corridor~~Productivity Support Zone

A minimum rear setback of 4 metres is required.

Side Setbacks

a) ~~B2~~ E1 Local Centre Zone

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

b) ~~B4~~ MU1 Mixed Use Zone

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

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

d) ~~B6~~ E3 ~~Enterprise Corridor~~Productivity Support Zone

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

Side Setbacks (Addressing Lanes)

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

6 Metre Wide Lanes

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

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

3 Metre Wide Lanes

h) For privacy of buildings up to 4 storeys a minimum 3 metre setback to the lane is required for non-habitable rooms and a minimum 4.5 metre setback to the lane is required for habitable rooms.

i) For the portion of development above 4 storeys (15 metres) but less than 25 metres, a minimum 5 metre setback to the boundary is required for non- habitable rooms and a minimum 7.5 metre setback for habitable rooms.

~~C.10~~C.09 To achieve a continuous street edge development in the ~~B2~~ E1 Local Centre zone should have a nil side setback where it will not have a detrimental impact upon adjoining development.

~~C.11~~C.10 Building setbacks to existing and desired laneways should be designed to activate the laneway while still allowing for the servicing needs of development.

~~C.12~~C.11 Where development proposes of adjoins residential development greater than 2 storeys in height, building separation requirements prescribed by the Apartment Design Guide published by the NSW Department of Planning and Environment should be achieved.

~~C.13~~C.12 The building separation distances between buildings on the same site are not to be less than those required between buildings on adjoining sites.

Site Frontage

~~C.14~~C.13 The minimum site frontage for development in ~~B4~~ MU1 Mixed Use zone or ~~B6 Enterprise Corridor~~E3 Productivity Support zone on land between Parramatta Road and the railway line is to be in accordance with the following table:

Table 8.2.3.1.1 – Minimum site frontage

Site area	<950m²	950m² -2100m²	>2100m² – 3200m²	>3200m²
Minimum frontage (m)	24	30	45	60

Land Amalgamation

~~C.15~~C.14 The preferred pattern of land amalgamation is to be side by side to maximise lineal street frontage and to encourage east west built form for good solar access, as shown in Figure 8.2.3.1.1.4.

Landscaping and Deep Soil

~~C.16~~C.15 In the ~~B6 Enterprise Corridor~~E3 Productivity Support zone along Parramatta Road, a minimum of 20% of the site is to be a deep soil zone.

~~C.17~~C.16 In the ~~B4~~ MU1 Mixed Use zone between Parramatta Road and railway line, a minimum of 30% of the site is to be a deep soil zone, and not less than 40% of the site is to be landscaped.

~~C.18~~C.17 The required deep soil areas are to be predominantly located at the rear of the site to provide a landscape corridor and visual screening between buildings.

~~C.19~~C.18 Where a front building setback is required as shown in Figure 8.2.3.1.1.2 (with the exception of Parramatta Road), the front setback area is to be landscaped. Provision of street trees is required in this area.

~~C.20~~C.19 For development fronting Parramatta Road, the setback area is to form an extension of the footway. Landscape planting including street trees is encouraged.

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

Development between Parramatta Road and Railway Line

~~C.21~~C.20 Residential and commercial apartments are to be designed to enable casual surveillance of public spaces.

~~C.22~~C.21 For development greater than 15 metres in height, buildings with large floor plates, must be expressed as separate building elements.

~~C.23~~C.22 For development greater than 15 metres in height the horizontal dimension of any building façade must not exceed 35 metres.

~~C.24~~C.23 For development greater than 15 metres in height the maximum floor plate area of a non-residential buildings is 480m^2, with a maximum depth of 25 metres.

~~C.25~~C.24 For commercial buildings, the maximum building depth is 25 metres.

~~C.26~~C.25 Use light wells and courtyards to improve internal building amenity and cross ventilation.

~~C.27~~C.26 The roof forms of all buildings are to add interest to the skyline

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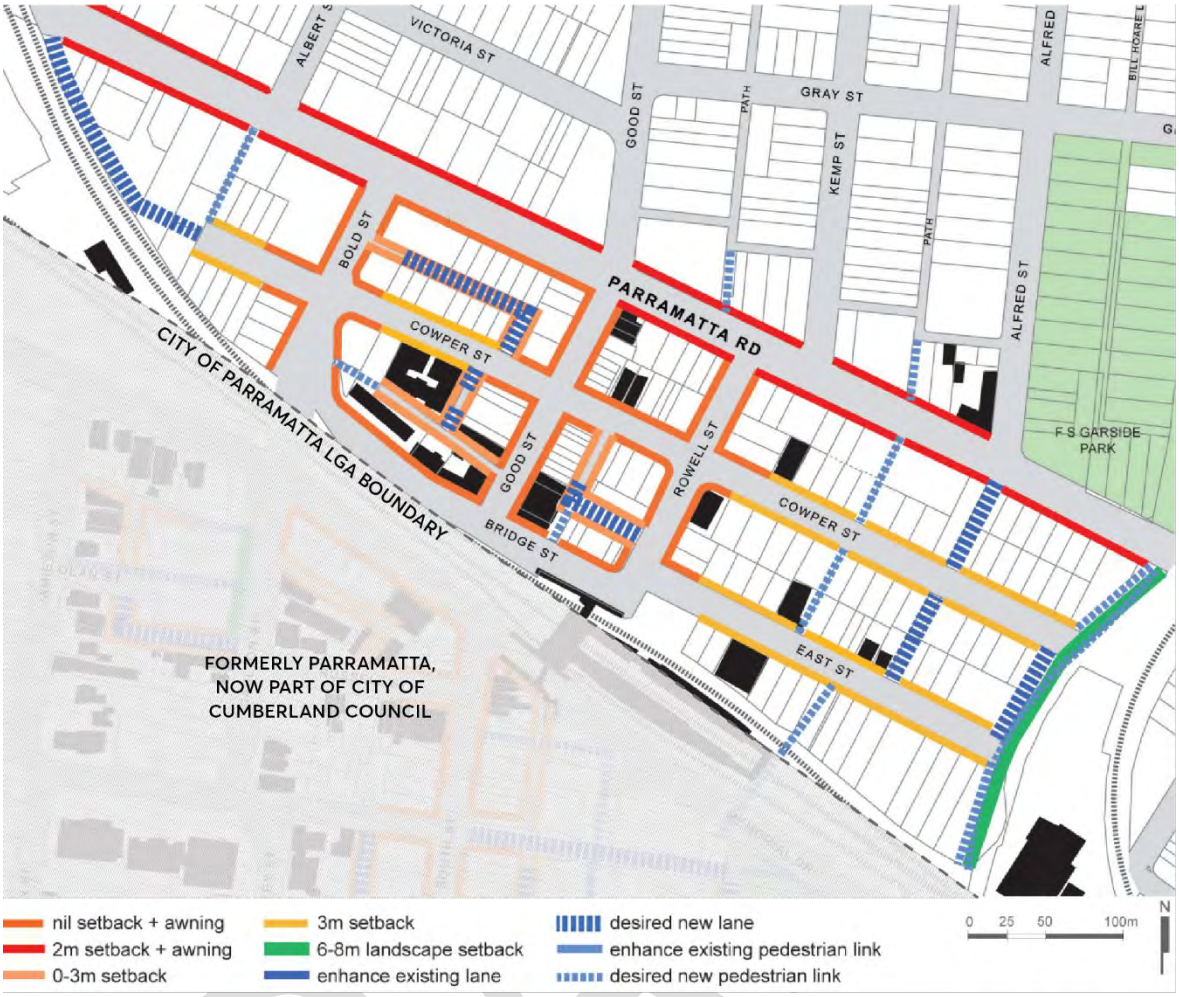


Figure 8.2.3.1.1.2 - Building Setbacks, Pedestrian Links and Laneways

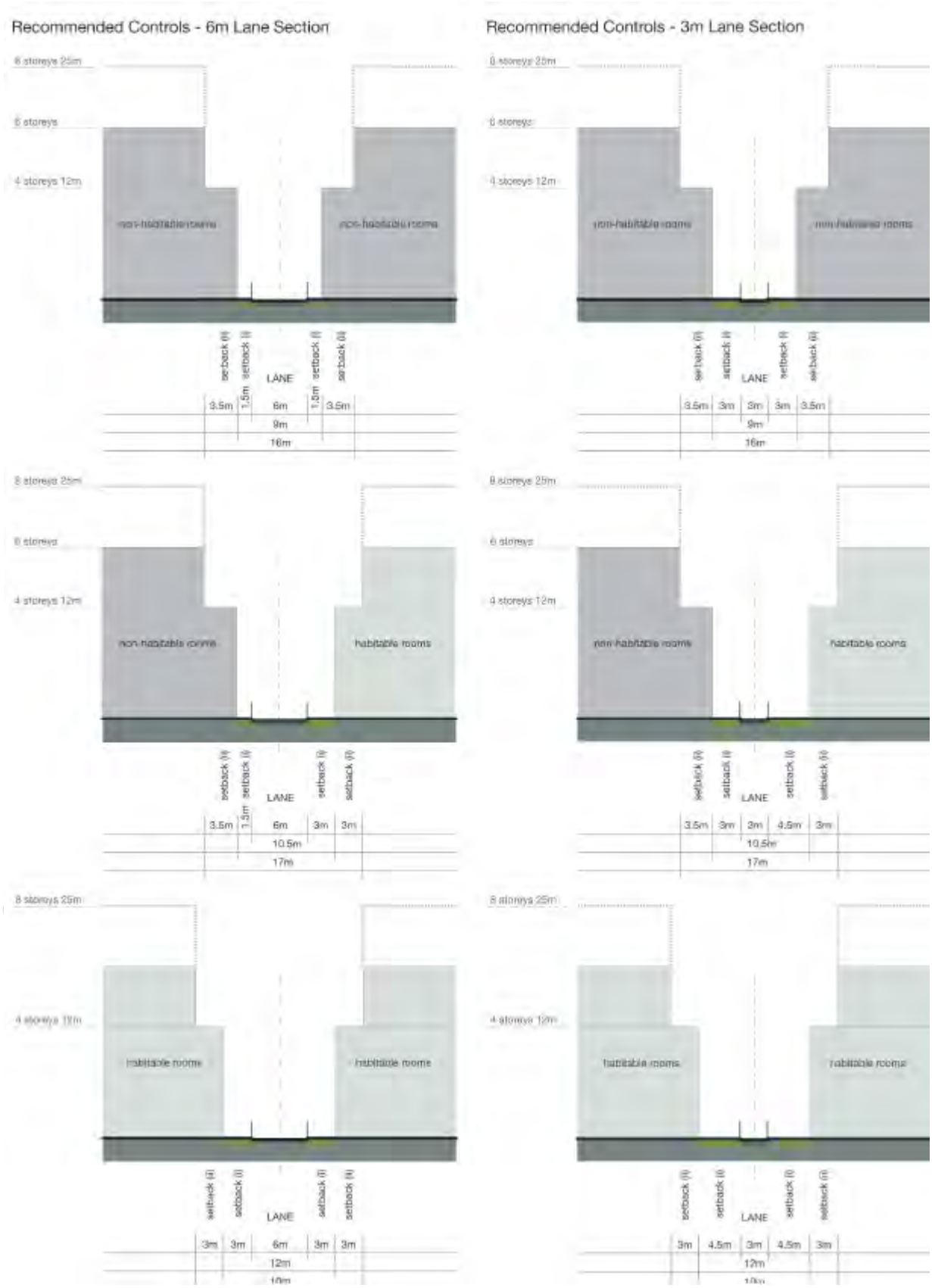


Figure 8.2.3.1.1.3 – Lane and Street Sections

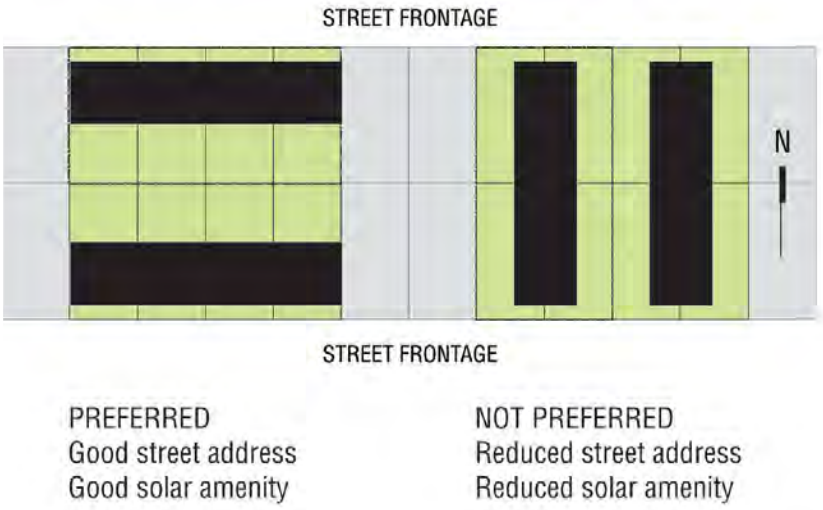


Figure 8.2.3.1.1.4 – Preferred Street Frontage condition

Development at 2- 22 William Street, Granville

~~C.28~~C.27 Storeys above the first four storeys of the proposed development shall have an additional 3.1 metres upper level rear setback and the proposed development's rear building setback (facing the low density residential area) is to be a minimum of 9 metres (without the rear existing laneway).

~~C.29~~C.28 The proposed development at 2-22 William Street, is to be not more than 5 storeys.

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8.2.4 CAMELLIA AND RYDALMERE

8.2.4.1 DESIRED FUTURE CHARACTER

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

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

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

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

The Parramatta River corridor is enhanced as the major natural asset of the area, characterised by a healthy river and foreshore that provides public access opportunities while protecting vegetated riparian areas with appropriate setbacks. Parts 5.3.2 and 2.9 of this DCP are important controls for protecting and managing the river and the public domain.

Properties adjoining the foreshore address the aquatic gateway to Parramatta, with buildings displaying a high level of urban design quality and the less visually attractive elements of industrial development being screened by appropriate landscaping.

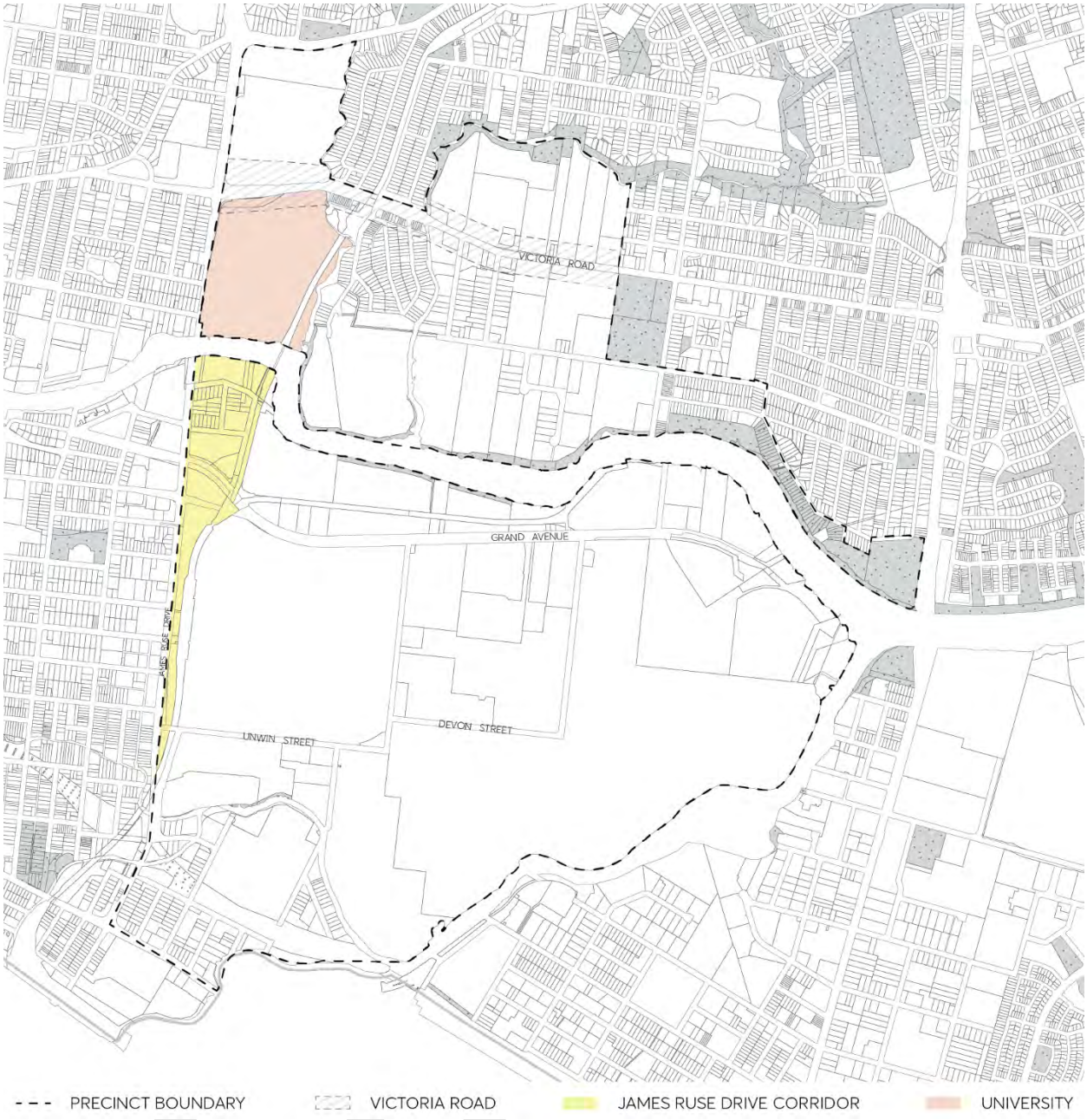


Figure 8.2.4.1 – Camellia and Rydalmere

General Objectives

O.01 Protect and support one of Sydney's significant industrial and educational hubs.

O.02 Create a vibrant, attractive and mutually supportive industrial, educational and research precinct.

O.03 Maintain and improve existing access to major public transport links outside the area.

O.04 Encourage industrial development that is innovative and incorporates into its business best practice environmental management.

O.05 Require development along the foreshore to be of a scale and character that is in keeping with its foreshore location, protection and enhancement of the unique visual and ecological qualities of the waterways and foreshore.

O.06 Improve the access and circulation for local traffic flows accessing the employment areas while protecting the level of service of James Ruse Drive and Victoria Road.

O.07 Improve public access along the foreshore to create a regional pedestrian and open space network.

O.08 Conserve and enhance identified views and encourage the conservation and adaptive reuseof heritage items within the Camellia and Rydalmere Precincts and wider community use andaccess of these assets.

O.09 Maximise opportunities for new development to support tourism as well as the racing industry.

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

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

8.2.4.2 HEIGHT OF BUILDINGS

Objectives

O.01 That buildings and structures adjoining the Parramatta River contribute to the attractive appearance of the foreshore and do not dominate the skyline in views along the Parramatta River.

O.02 Buildings should make a positive contribution to the streetscape and the skyline.

O.03 Create a strong and unified character along the major gateways into Parramatta.

O.04 That buildings that not significantly overshadow the public domain, vegetated riparian areas, environmental protection areas or adjoining properties.

O.05 Conserve heritage sites, their settings, identified views and their visual interconnections.

Controls

C.01 Development must not have an adverse impact on significant or historic views from or of heritage sites along the Parramatta River when seen from river and nearby historic sites.

C.02 Any development within the Rydalmere Precinct and on land shown on the Camellia Design Control Map as "Area of Height Sensitivity" must demonstrate through survey and photo montages, that the height of the proposed development does not have a significant adverse impact on identified views to the Female Orphan School (University of Western Sydney Rydalmere Campus) and its emergent trees, the Parramatta River Corridor and Pennant Hills open space ridge line. The relevant identified views for the Camellia and Rydalmere precincts are provided in Appendix 1.

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8.2.4.3 LANDSCAPING

Objectives

O.01 Enhance the appearance of these precincts and the setting of heritage items or areas, particularly from the waterway, major thoroughfares, and any other public places.

O.02 Protect and enhance the riparian ecosystem along the Parramatta River and its tributaries.

O.03 Improve environmental performance, particularly in terms of water management, pollution control, the natural environment, biodiversity, energy efficiency and transport management.

O.04 provide for recreational use of the foreshore and establishment of paths for walking and cycling where these will not diminish natural values.

Controls

C.01 Development must improve the foreshore landscape so that locally native vegetation and natural geomorphology are preserved, restored and extended and in accordance with any Government-adopted catchment strategies.

C.02 Any fencing is to be set back from the property boundary and screened in front by locally native and local provenance trees and shrubs.

C.03 Except where identified as culturally significant heritage landscape, the proposed landscaping is to be consist of plants that are local to the area, especially for the foreshore of the Parramatta River and tributaries, and of local provenance, and are to be planted in an appropriate vegetation sequence.

C.04 Open storage areas, material handling areas and car parking are to be located away from any boundaries that border on public areas, particularly the foreshore of the Parramatta River and its tributaries, and major transport routes.

C.05 Vegetated buffers are to be provided around areas of open storage or material handling, to soften the visual impacts and reduce dust and stormwater runoff.

C.06 Redevelopment of land adjacent to waterways must make provision for landscaped corridors that enhance the natural values of the foreshore ecosystem.

C.07 The landscape set backs along major streets and riparian vegetation along the rivers and creeks are to be in accordance with the Camellia and Rydalmere Precinct Design Control Map, with the exception of any riparian vegetation area along the Parramatta River for the University of Western Sydney site, which may be varied provided there is a Conservation Management Plan for the site and the redevelopment achieves all the outcomes specified for the University Special Area.

C.08 A landscape management plan and strategy is to be developed to ensure continuity and attractiveness of landscaping.

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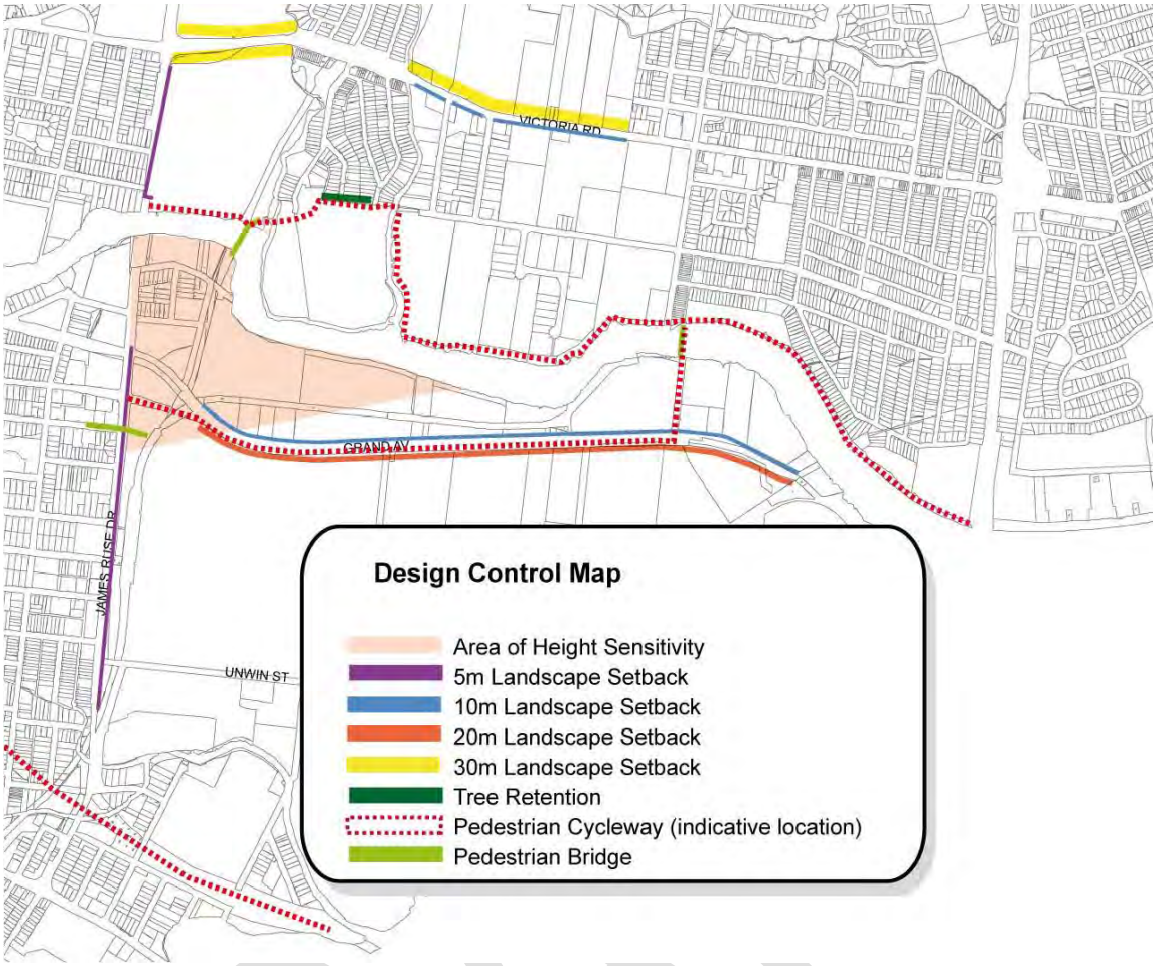


Figure 8.2.4.3.1 – Camellia and Rydalmere Design Control Map

8.2.4.4 TRAVEL PLANS AND TRAVEL INFORMATION GUIDES

Objective

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

Controls

C.01 Development that contains 5,000m^2 of gross floor space or 50 or more employees must prepare a Travel Plan.

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

C.02 A Travel Plan must include:

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

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

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

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

C.03 All other developments may be required to prepare a traveller information guide that provides detailed information about all public transport services, pedestrian paths, cycle ways and ferry timetables in the area that would be used to actively encourage employees to use public transport to and from the Camellia and Rydalmere Precincts.

8.2.4.5 BUILDING DESIGN

Objectives

O.01 Provide opportunities for casual surveillance of the streetscape and public domain.

O.02 Improve architectural interest by minimising the bulk of buildings and to encourage articulation and modulation of development.

O.03 Development that respects, conserves and responds to identified views and the existing heritage character of the precinct.

Controls

C.01 Development is to contribute to improved amenity, safety and appearance of the public domain through landscaping, building setbacks, attractive and clearly defined entrances to sites and buildings, and clear and attractive signage.

C.02 Major facade and entries of buildings are to address major public places, including roads, parks and waterways.

C.03 Development is to have regard to adjoining building works and transition of height, massing and scale.

C.04 Building setbacks, design, materials, glazing and colours are to minimise the visual impact of the development, particularly if the development is visible from roads and the Parramatta River.

C.05 Buildings on sites adjacent to the Parramatta River and its tributaries are to be set back in accordance with any foreshore building line.

C.06 Building bulk created by large unbroken expanses of wall is to be reduced by articulation and modulation, particularly where facing a public place such as a street, a park or the Parramatta River.

C.07 Buildings are not to overshadow environmental protection areas or riparian vegetation areas.

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C.08 Lighting is not to have adverse impact on the natural habitats.

C.09 Open storage areas, material handling areas and car parking are to be located away from any boundaries that border on public areas, particularly the foreshore of the Parramatta River and its tributaries, and major transport routes.

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

8.2.4.6 ECO-INDUSTRIAL DEVELOPMENT

Objectives

O.01 Promote and achieve the principles of eco-industrial development in the Camellia Precinct.

O.02 Capitalise on the potential that exists in the Camellia Precinct for eco-industrial development.

O.03 Identify all opportunities to move from a traditional industrial system to a cyclical system whereby the energy, by-products or waste produced by a local industry are reused by another local industry.

Control

C.01 Identify the bio-products and/or waste produced by the proposal that can be reused by another local industry. Refer to Section 5.4.9 – Waste Management.

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8.2.4.7 SPECIAL AREAS

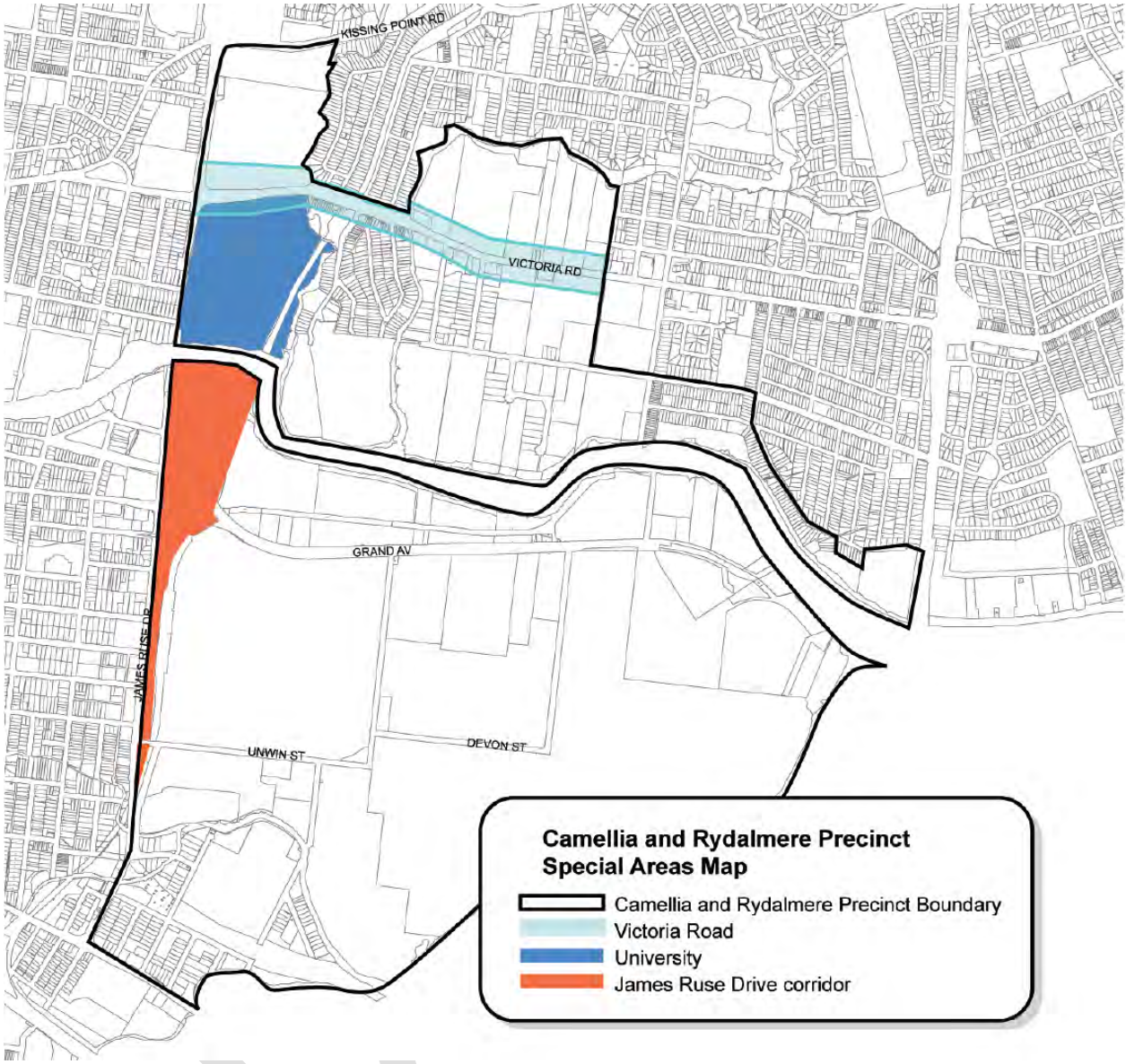


Figure 8.2.4.7.1 – Special Areas

8.2.4.7.1 THE JAMES RUSE DRIVE CORRIDOR SPECIAL AREA

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

Controls

C.01 Development must contribute to a strong, unified and visually attractive character for James Ruse Drive, enhancing its role as an important gateway to Parramatta.

C.02 Best available construction materials, design techniques, finishes and interior layouts should be used to minimise the potential environmental impacts arising from James Ruse Drive and the rail line.

C.03 Development has vehicular access via local roads and not directly off James Ruse Drive.

C.04 Management of the traffic impacts of development on James Ruse Drive.

C.05 Integration of development with public transport.

C.06 Land within proximity of the proposed Sydney West metro station is to be developed with consideration of the following:

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

C.07 New development along this corridor needs to be carefully planned and based on the following design principles:

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

C.08 Any development undertaken for Rosehill Racecourse, will require the preparation of a detailed structure plan prepared by the proponent. Emphasis of the Structure Plan should be on meeting key tourism objectives, improving the physical appearance of development along James Ruse Drive, and to demonstrate positive measures to manage traffic issues and encourage public transport use.

8.2.4.7.2 THE VICTORIA ROAD SPECIAL AREA

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

Controls

C.01 Buildings must have high-quality finishes where visible from the street and a high-quality frontage with landscaping.

C.02 Signage has a high standard and provides clear information as to the use of the land, the street address and clearly marked entrance and exit ways and is of a scale and nature sympathetic to the building form.

C.03 Where a property adjoins a natural waterway, the land is revegetated with locally native flora where possible and any area adjacent to the foreshore is maintained so as to limit run-off and such areas are considered for outdoor recreation or lunch areas.

C.04 The landscape setbacks shown on the Design Control Map in this Section are to be met.

8.2.4.7.3 THE UNIVERSITY SPECIAL AREA

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

Controls

C.01 Development must conserve and enhance items of heritage significance consistent with a Conservation Management Plan for the area.

C.02 Development must respect, conserve and respond to key views identified in that Plan.

C.03 Development must protect and enhance cultural plantings and native bushland and other natural features along the foreshore.

C.04 Development must provide for public access along the foreshore.

C.05 The scale and character of the development must recognise and complement the unique visual qualities of the site.

C.06 Development should integrate with the public transport network and facilitate access for pedestrians and cyclists to the site and, where appropriate, through the site.

C.07 The siting and design of the development must minimise adverse effects from adjoining land uses, including noise from James Ruse Drive.

C.08 Development must enhance the key approach routes to Parramatta, being James Ruse Drive, Victoria Road, the rail line and Parramatta River.

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8.2.5 NEWINGTON LOCAL CENTRE

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

This Section outlines specific provisions for Newington Small Village, Business Park, and Residential Precinct, as shown in Figure 8.2.5.1, and must be read in conjunction with any relevant Parts of the Parramatta DCP ~~20XX~~2023. Where there are inconsistencies between the controls contained within this Section and other controls within this DCP, these controls prevail to the extent of the inconsistency.



Figure 8.2.5.1 – Newington Local Centre

8.2.5.1 NEWINGTON SMALL VILLAGE

This Section applies to Newington Small Village, as shown in Figure 8.2.5.1.1, which is zoned ~~B2~~ E1 Local Centre under the *Parramatta LEP 2023*. The development controls for these sites apply in addition to the development controls presented in previous Sections of this Part. Where there are inconsistencies between the controls contained within this Section and other controls within this DCP, these controls prevail to the extent of the inconsistency.

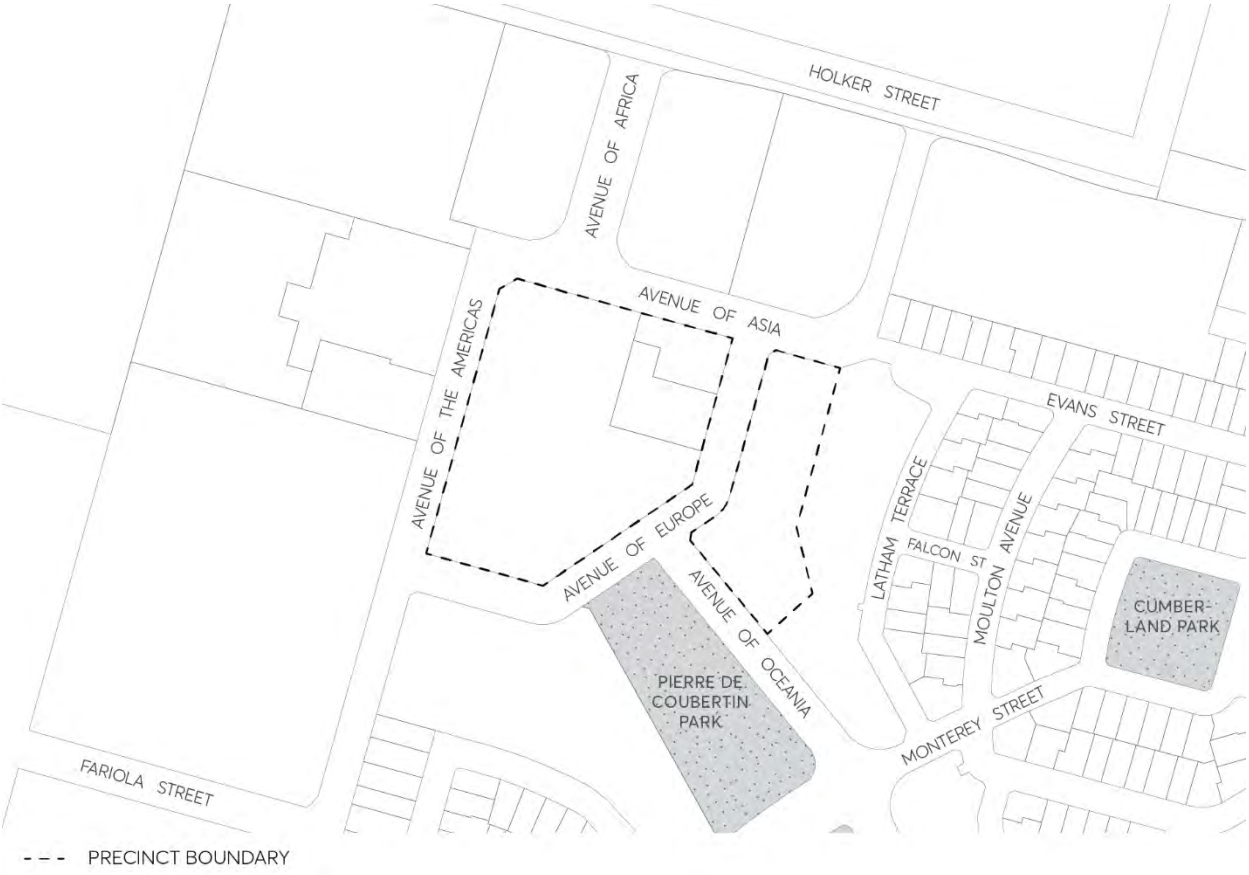


Figure 8.2.5.1.1 – Newington Small Village

Controls

Site coverage

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

Figure 8.2.5.1.1 - Newington Small Village

Setbacks

C.02 The following setbacks shall apply:

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

Loading areas

C.03 Loading areas shall be screened from public roads and public access areas.

C.04 Active and defined frontages

C.05 Entrances and windows shall be located on the ground floor of the building to face the public domain and created visual surveillance.

C.06 Buildings on street corners or the interface with public space shall emphasise the corner by appropriate architectural treatment.

Materials

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

Pedestrian amenity

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

Architectural elements

C.09 Awnings/colonnades in buildings shall be designed to a height of 3.5 metres.

C.10 Signage shall be located below the awning height of a building.

Parking rates

In addition to the general parking requirements in Part 6 – Traffic and Transport of the Parramatta DCP ~~20XX~~2023, parking controls below are to be applied to the Newington Small Village. Where there is an inconsistency, the parking controls below prevail.

Bicycle Parking

C.11 Bicycle parking requirement is 1 bicycle space per 300m^2 of retail space.

Car Parking

C.12 Minimum of 1 car space per 38m^2 GFA

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8.2.5.2 NEWINGTON BUSINESS PARK PRECINCT

This Section contains specific provisions for the Newington Business Park, as shown in Figure 8.2.5.2.1, which is zoned ~~B7~~ E3 ~~Business Park~~Productivity Support under *Parramatta LEP 2023*. This Section applies in addition to the provisions held in Part 2 – Design in Context and Part 4 – Non-Residential Development of this DCP. Where there is any inconsistency between this Section and Parts 2 and 4, the provisions in this Section prevail to the extent of the inconsistency.

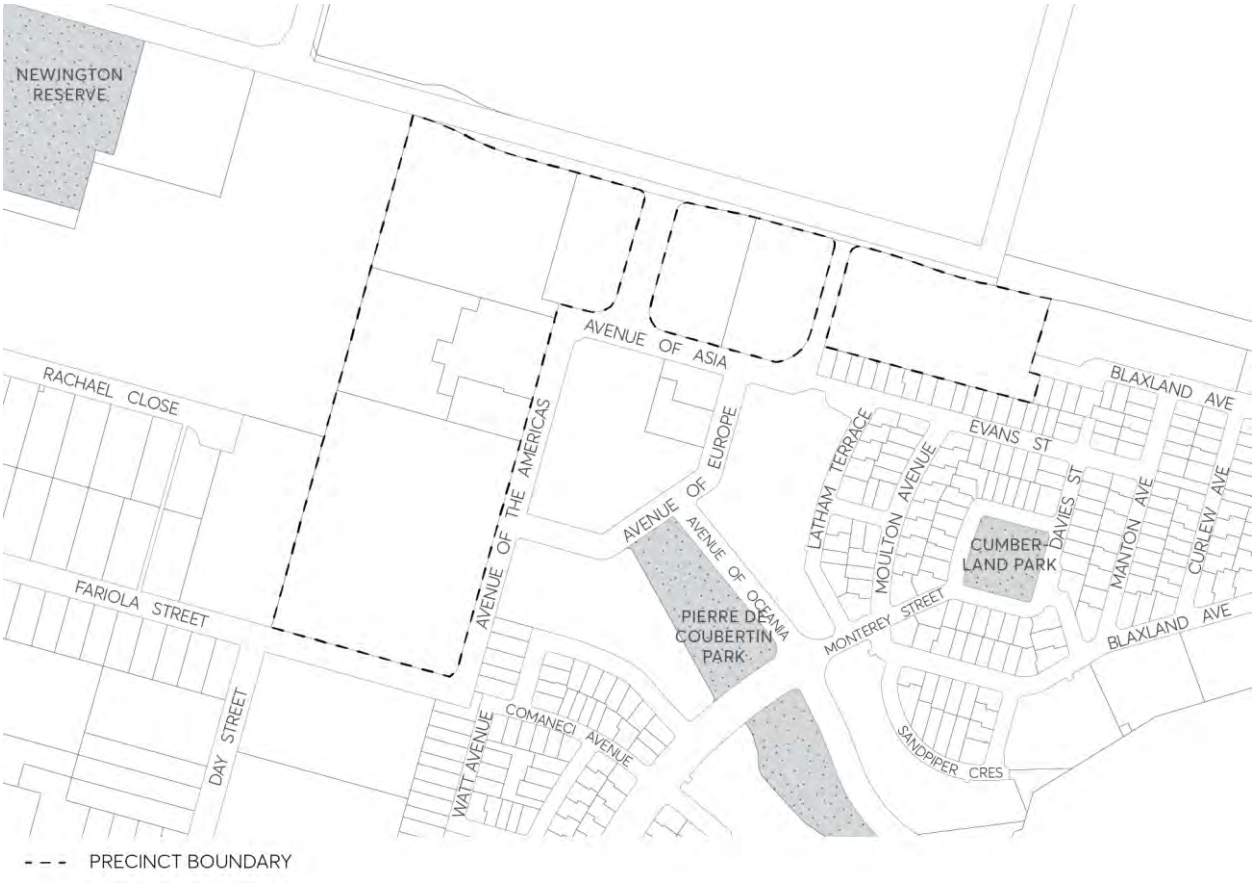


Figure 8.2.5.2.1 – Newington Business Park

8.2.5.2.1 ECOLOGICALLY SUSTAINABLE DEVELOPMENT REQUIREMENTS

Controls

C.01 Stairwells shall be positioned to create a stack effect to enhance natural ventilation and remove warm summer air from upper floors.

C.02 Plant types shall be selected so as not to overshadow potential location of rooftop solar collectors.

C.03 Refer to Part 5 – Environmental Management of this DCP for other development controls for energy efficiency and water conservation.

Landscaping

C.04 Plant species that are drought tolerant or will require minimal watering once established shall be used.

C.05 Water-conserving landscape practices shall be applied where possible, including soil amendment, mulch, irrigation zoning, limited turf areas, planting in relation to micro-climate, water scheduling and selection of plants with water needs that match site rainfall and drainage conditions.

C.06 No imported topsoil shall be used. Stockpile and rehabilitate existing topsoil on site.

C.07 Landscape plant species used in the public domain shall be predominantly native, including local indigenous species.

C.08 Native ground covers and grasses shall be used in lieu of turf where practicable.

8.2.5.2.2 URBAN DESIGN

Objectives

O.01 Maximise the exposure of active zones to ensure an active streetscape.

O.02 Reduce the impact of large building mass and service areas.

Controls

C.01 Where appropriate, street corners and main entry points shall be emphasised by appropriate architectural treatment.

C.02 Setbacks shall be designed to provide for a street edge defined by built form and landscape treatment, with minimum setbacks to active façade zones, and increased setbacks to solid walls.

C.03 Streetscapes shall be treated as active zones. Where possible, entry and office facades shall be orientated to the street. Other façade zones, such as setback solid walls, shall be treated with landscape areas to provide shade and amenity as well as visual interest to the streetscape.

C.04 Where buildings are setback to allow for car parking at entry zones, street edges shall be designed with permeable landscape buffers to permit street address/exposure, whilst maintaining defined edges.

Site coverage

C.05 The total site coverage shall not exceed 60% of the area of the allotment.

C.06 Building setbacks: Holker Street: 4 metres minimum

Main access street (linking Holker Street and Village Centre Boulevard): 5 metres minimum

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Village Centre Boulevard and other streets: 1 metre minimum to active façade zones (ie. office, showroom, etc.)

2 metre minimum to other façade zones

Awnings, sunshading etc, shall be excluded from setbacks listed above.

Service areas

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

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

Landscape

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

Architectural Elements

C.09 Building facades and/or landscape treatment shall create a defined edge to the Newington Small Village boulevard and primary public streets.

C.10 Identification signs shall be integrated with the building design or within the landscape zone not higher than 2.4 metres above ground. All signage shall be permitted to be illuminated as per the relevant Australian Standards.

8.2.5.2.3 BICYCLE PARKING RATES

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

C.01 1 bicycle space/1,000m^2 (GFA) is to be provided.

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8.2.5.3 NEWINGTON RESIDENTIAL PRECINCT

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



Figure 8.2.5.3.1 - Newington residential precinct

Objective

O.01 Ensure that the Newington residential precinct: „

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

8.2.5.3.1 GENERAL CONTROLS

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

Objectives

O.01 Ensure that development provides a degree of consistency to establish the neighbourhood character of the precinct.

O.02 Ensure that the appearance of the development is of high visual quality and enhances and addresses the street.

O.03 Ensure that the form, scale and height of proposed development protects the amenity of adjoining properties and the locality.

O.04 Ensure that the form, scale and height of the proposed development responds appropriately to site characteristics.

O.05 Ensure that the development is designed, detailed and finished to provide an appropriate scale to the street.

O.06 Ensure that new development relates well to surrounding development.

O.07 Ensure that when 'built out' the precinct provides a high-quality sustainable environment.

Controls

C.01 All buildings shall address the street.

C.02 Where a building has two street frontages, it shall address the primary (major) street.

C.03 Stepped building arrangements may be encouraged where narrow lot types reinforce the street.

C.04 Entrances to residential flat buildings shall be clear and legible from the street.

C.05 The storey height shall be controlled in residential areas to avoid overshadowing of neighbouring private open spaces.

C.06 Car court arrangements shall ensure that a minimum of 60% of dwellings have garages at rear.

C.07 Where private open space is located on the street frontage, 2 metre walls shall be permitted for a maximum of 60% of frontage.

C.08 Driveways and high fences shall be paired where possible.

Stormwater drainage

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

Waste

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

Landscaping

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

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

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

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

Accent plants for dramatic foliage effect	Innovative use of materials in softscape	Private
Anigosanthos flavidus	Kangaroo Paw	
Apinia caeruiea	Native Ginger	x
Araucaria cuninghamii	Norfolk Island Pine	
Cordyiine stricta	Erect Palm Lily	x
Crinum pedunculatum	River Lily	x

Curculigo capitulata	Weevil Lily	**x**
Dendrobium speciosum	Native Orchid	**x**
Dicksonia antartica	Soft Tree Fern	**x**
Doryanthes excelsa	Gymea Lily	**x**
Gahnia sieberiana	Slender Saw Sedge	
Heimholtzia glaberrima	Stream Lily	**x**
Livistona chinensis	Cabbage Tree Palm	**x**
Lomandra longifolia	Mat Rush	
Macrozamia communis	Burrawang	**x**
Vitextrifolia 'Purpurea'		
Xanthorrhoea australis	Grass Tree	

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

Car parking

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

Public domain

C.13 Applicants shall consult the Parramatta Public Domain Guideline for all public domain requirements.

Access and mobility

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

Adaptable housing

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

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8.2.5.3.2 SINGLE LOT HOUSING

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

Controls

Private open space

C.01 A minimum area of 25m^2 of continuous open space relating to living areas shall be provided on each site.

C.02 Major open space shall be screened if located at the front of the building.

Privacy

C.03 Visual privacy shall be required and may be achieved by:

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

C.04 For acoustic privacy, buildings shall:

- separate active recreation areas from bedroom areas.
- locate noise sensitive rooms and private open space away from the noise source or use of solid barriers where dwellings are close to high noise sources.
- minimise transmission of sound through the building structure, and in particular, protect sleeping areas from noise intrusion.
- include shared floors and walls between dwellings to be constructed in accordance with noise transmission and insulation requirements of the Building Code of Australia (BCA).

Solar amenity

C.05 Single lot dwelling living spaces shall be orientated within 20 degrees west of North and 30 degrees east of North and open directly onto north facing private open space where possible.

C.06 North facing external walls to living areas of dwellings shall achieve 2 hours of solar access in mid winter.

C.07 Single lot dwellings shall be designed to ensure minimum of 2 hours of solar access to a minimum of 50% of the required provision of adjacent private outdoor living space between 9:00am and 3:00pm midwinter.

C.08 North facing windows shall be maximised and have horizontal protection to ensure shading of glazing occurs when the midday sun angle is 65 degrees or more. Shading devices to north facing windows shall provide sun penetration when the midday sun angle is 34 degrees or less.

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C.09 Window sizes shall be minimized when facing south, west and east or shall be installed with vertical screens or solar film to west and east facing windows.

C.10 High mass materials shall be used where possible.

Building height

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

Front fences

C.12 Front fencing shall be 50% transparent. The minimum requirement for front fencing shall be 900mm. The maximum front fencing height requirement shall be 1.2mm.

C.13 Dividing fences shall be a maximum of 1.8 metres in height and, where required, shall allow for surveillance of street.

C.14 Privacy shall be provided to private open space where it abuts the street. Surveillance via the entry and living/kitchen room windows shall be maintained.

C.15 Design of wall/fence shall be integrated with the design of the building and shall allow for penetration of breezes.

C.16 Where surveillance of the street or open space is required, fences shall be permeable. Refer to Table 8.5.3.2.1 for building materials, colours and finishes.

Garden walls

C.17 Garden walls (semi transparent) shall be a minimum height of 1.5 metres and a maximum height of 2 metres.

C.18 Garden walls shall be permitted to the street only when enclosing north facing private residential open space with a maximum width of 60% of street frontage and a maximum unarticulated length of 12 metres wide residential areas.

C.19 Garden walls shall not obscure the view of the front door from the street. Refer to Table 8.5.3.2.1 for garden wall materials, colours and finishes of this Part.

Carports and garages

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

Pergolas

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

Height	Maximum 3 metres

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Depth Minimum 1 metre and 3 metres maximum

Width 2 metres over outdoor living areas

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

Decks, porches, terraces, verandahs

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

Materials

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

Table 8.5.3.2.1 - Architectural materials, sizes and finishes

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

Building elements	Material	Shape and size	Colour and other requirements
		Development Codes) 2008.	
Skylight			Shaded to exclude 100% midday midsummer sun and allow maximum penetration of midwinter sun.
Wall	Ground Level: rendered or bagged and paint finish masonry. Upper Level: As for ground or mixture of rendered or bagged and paint finish masonry and light weight cladding including FC sheet/ shingles/timber boarding.	Front wall parallel to front property boundary except for articulation elements and lots less than 10 metres in width.	Wall colour to range from off-white to earth tones. 20% of light weight upper level walls can be an accent colour.
Window and glass door	Timber and metal framing and shading. No reflective or tinted glass.	No maximum limit for appropriately shaded glazing.	All rooms including bathrooms and kitchens shall have minimum window opening area to meet BCA for natural ventilation and natural light. Weather strips to all windows. All windows shall have external shading to exclude 100% midday midsummer sun and allow maximum penetration of midday midwinter sun. Colour of frames shall be accent colour.
Balcony	Floor: timber, pavers (pre-cast, brick or unit) or tiles. Balustrade: mild steel, timber or masonry.	Refer detail building controls in Part 3	Shall be screened to prevent overlooking. To be timber trellises, lattices, shutters, fabric screens.
Deck	Floor: As for balcony. Balustrade: mild steel, timber or clay brick.	Min 1.2 metres max 3 metres deep. Min 2.5 metres wide.	Do not shade minimum required windows midday midwinter. Screened to prevent overlooking. Screen materials as per balcony.
Garden wall	Clay brick, earthen construction or timber.	Refer to C.17 – C.19.	Refer to C.17 – C.19.
Pergola	Timber or clay brick posts. Metal or timber beams.	Refer to C.21 and C.22.	Do not shade minimum required windows midday midwinter provide shade midday midsummer.
Porch	Clay brick, earthen construction, timber or glass.	Roofed cover to front door. Min 1 metre, max 2 metres deep. Min 2 metres, max 4 metres wide. Max 1 storey high.	

Building elements	Material	Shape and size	Colour and other requirements
Terrace	Floor: As for Balcony. Balustrade: mild steel, timber or clay brick.	Min 2 metres deep. Min 2.5 metres wide.	Screened to prevent overlooking.
Verandah	Posts: timber or clay brick. Paving: As for Balcony.	Min 1.2 metres deep. Min 3 metres wide.	Do not shade windows minimum required midday midwinter. Screened to prevent overlooking.

8.2.5.3.3 LANDSCAPING

Objective

O.01 Provide landscaping within a site that comprises predominantly of native species with an emphasis on those species that existed on site.

O.02 Planting shall ensure optimum ecological sustainable development (ESD) advantage and residential amenity through:

- good planning and design.
- practical lawn areas.
- efficient irrigation.
- soil improvement.
- use of mulches.
- low water demand plants.
- good maintenance.

Controls

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

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

C.02 Deciduous trees shall be used where summer shading and winter sun is required.

C.03 Mass planting areas shall be fully mulched.

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8.2.5.3.4 SINGLE LOT HOUSING TYPES

DETACHED FAMILY DWELLING – STANDARD LOT

Controls

Lot size

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

Siting

C.02 Living areas shall face north. Minimum 25m^2 shall be required as private open space with direct access to living area.

C.03 Dwelling entry shall be clearly visible from street.

C.04 A 2 metres garden wall shall be permitted where private open space is on street frontage. The maximum dwelling width shall be 60% of frontage.

Solar amenity and private open space

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

Setbacks

C.06 Front setback shall be a minimum of 1.5 metres and 3 metres at a collector street. Add 1 metre where private open space is to the street. 50% of frontage shall be within the 5 metres building alignment zone.

C.07 Rear setback shall be zero lot lined. Side setback shall be zero lot lined on one boundary.

C.08 Where it is not zero lot lined, side setback shall be a minimum of 1 metres.

Dwelling height

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

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

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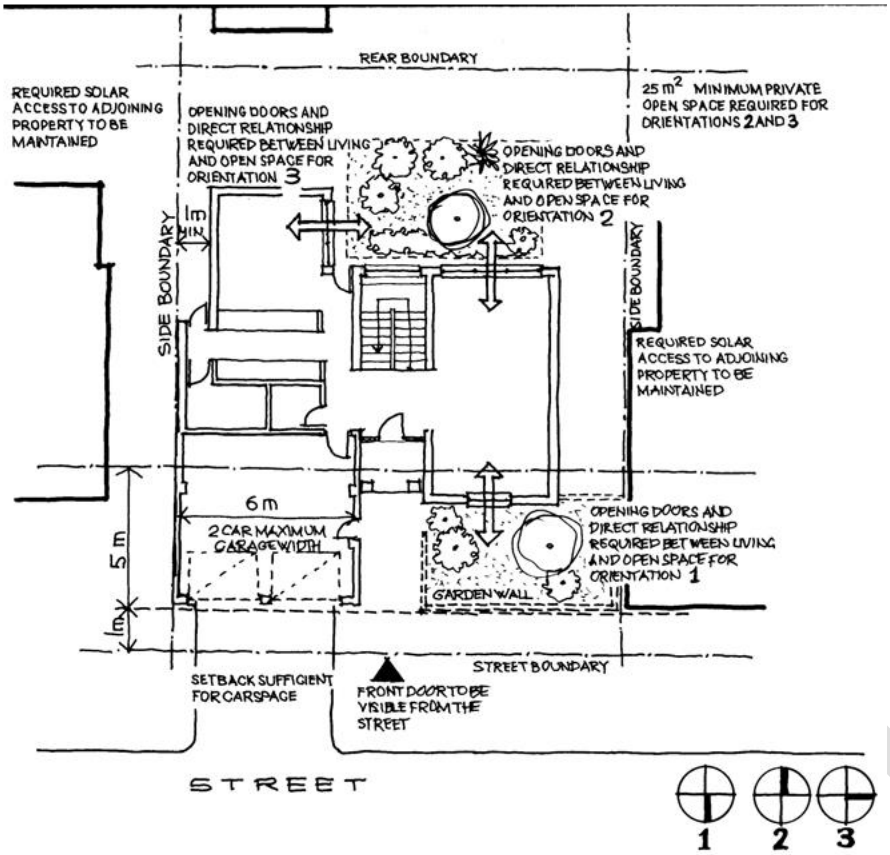


Figure 8.2.5.3.4.1 - Detached family dwelling – standard lot.

DETACHED FAMILY DWELLING – ZIPPER LOT

Controls

Lot size

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

Siting

C.02 Living areas shall face north. Minimum 25m^2 is required as private open space with direct access to living area.

C.03 Dwelling entry shall be clearly visible from street.

Solar amenity and private open space

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

Setbacks

C.05 Front setback shall be a minimum of 1.5 metres and 3 metres at a collector street. Add 1 metre where private open space is to the street.

C.06 50% of frontage shall be within the 5 metres building alignment zone.

C.07 Rear setback shall be zero lot lined.

C.08 Side setback shall be zero lot lined on one boundary. Where it is not zero lot lined, side setback shall be a minimum of 1 metre.

Dwelling height

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

C.10 Single storey shall be in the rear 50% of site.

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

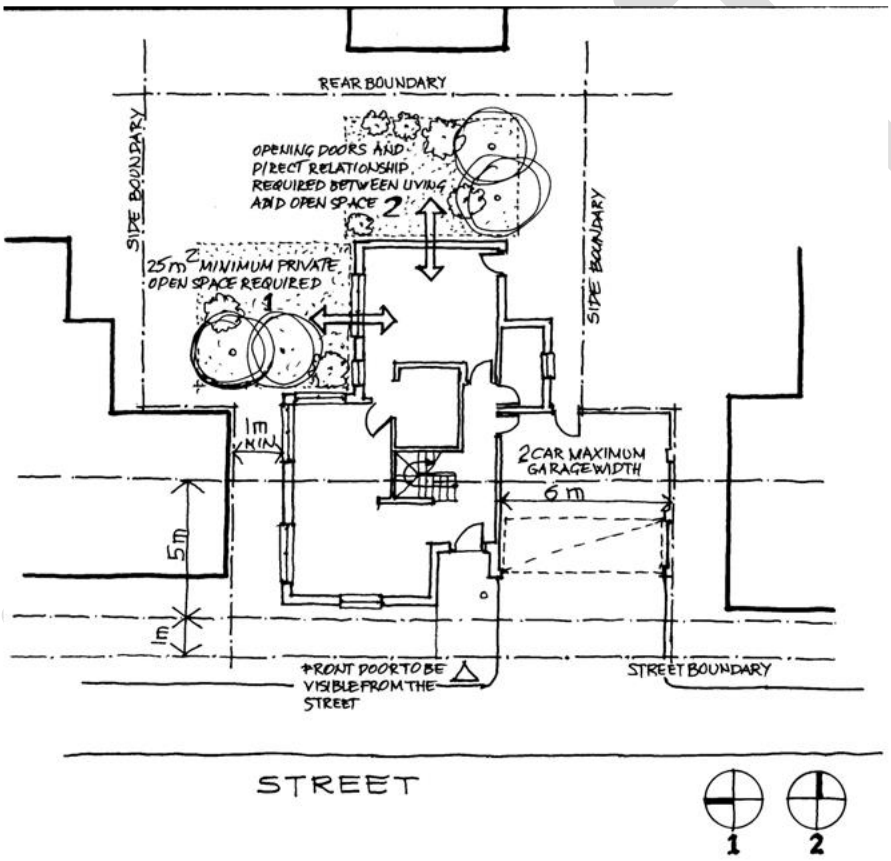


Figure 8.2.5.3.4.2 - Detached family dwelling layout – zipper lot.

SINGLE STOREY COURTYARD DWELLING

Controls

Lot size

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

Siting

C.02 Living areas shall face north. Minimum 25m^2 area of private open space shall be required with direct access to the living area. Dwelling entry shall be clearly visible from street.

Solar amenity and private open space

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

Setbacks

C.04 Front setback shall be a minimum of 1.5 metres and 3 metres at a collector street. 50% of frontage to be within the 5 metres building alignment zone.

C.05 Rear setback shall be zero lot lined or 12 metres where site is adjacent to industrial development areas on the western side of the precinct.

C.06 Side setback shall be zero lot lined on one boundary. Where not zero lot lined, side setback shall be a minimum of 1 metre.

Dwelling height

C.07 Maximum height of a dwelling shall be 2 storeys plus attic.

C.08 Dwelling setback at upper levels shall be determined by overshadowing of the adjoining block.

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

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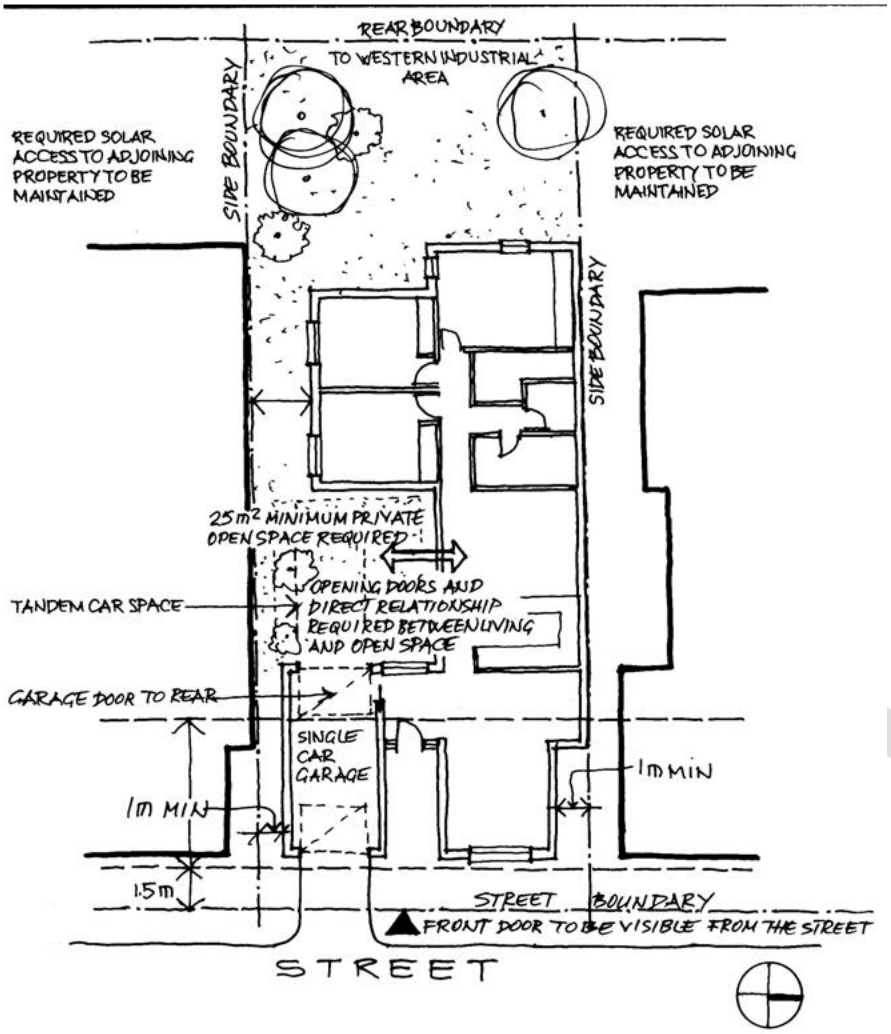


Figure 8.2.5.3.4.3 – Single storey courtyard dwelling layout.

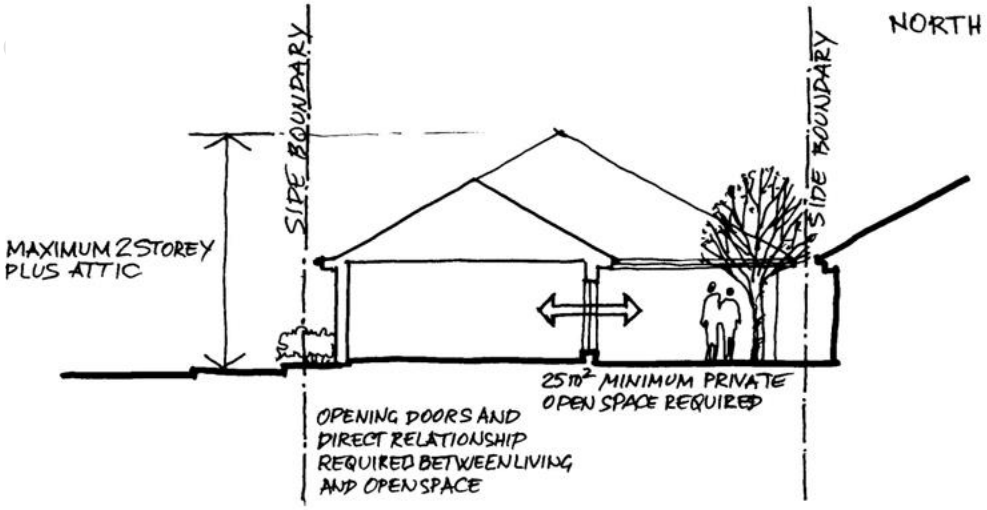


Figure 8.2.5.3.4.4 - Cross section of single storey courtyard dwelling.

TWO STOREY COURTYARD DWELLING

Controls

Lot size

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

Siting

C.02 Living areas shall face north. Minimum 25m^2 of private open space shall be required with direct access to living areas.

Solar amenity and private open space

C.03 Minimum 50% of private open space area shall be required.

C.04 North facing living area walls shall have a minimum of 2 hours solar access during mid winter.

Setbacks

C.05 Front setback shall be a minimum of 1.5 metres and 3 metres at a collector street. 50% of frontage shall be within the 5 metres building alignment zone.

C.06 Rear setback shall be zero lot lined or 12 metres where site adjacent to industrial development areas on the western side of the precinct.

C.07 Side setback shall be zero lot lined on one boundary. Where it is not zero lot lined, side setback shall be a minimum of 1 metre.

Dwelling height

C.08 Maximum height of dwelling shall be 2 storeys plus attic.

C.09 Dwelling setback at upper levels shall be determined by overshadowing of the adjoining block.

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

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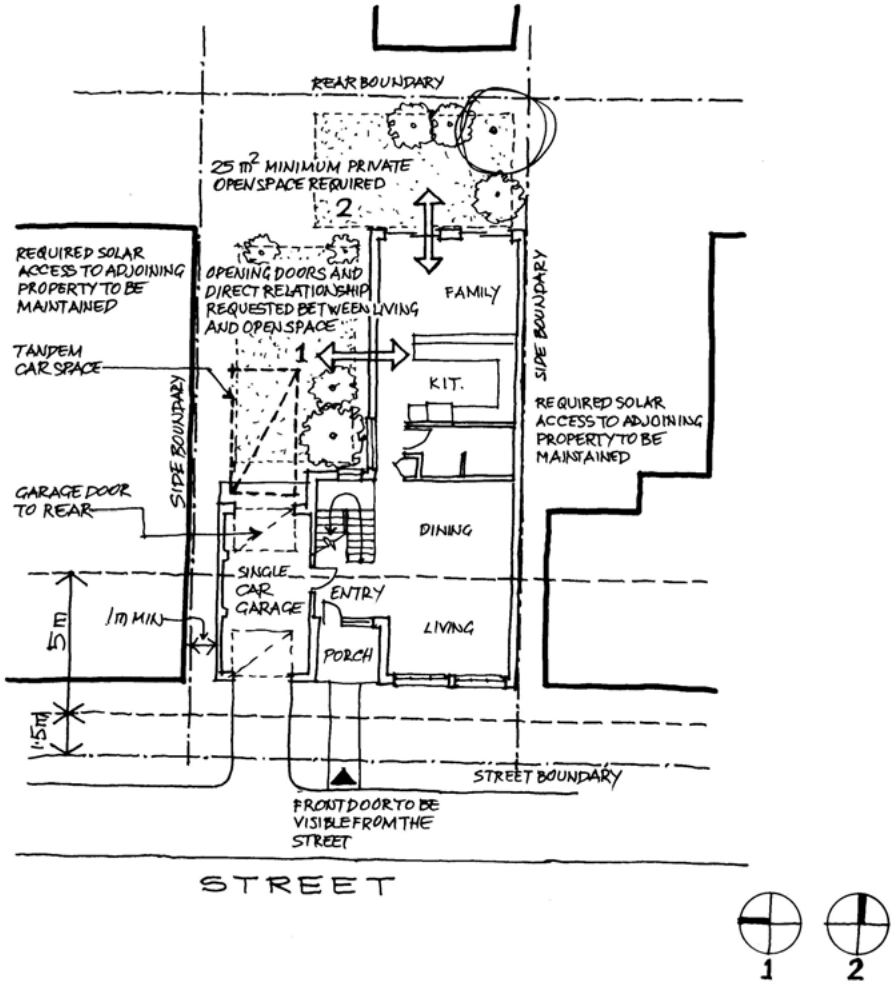


Figure 8.2.5.3.4.5 - Two storey courtyard dwelling layout.

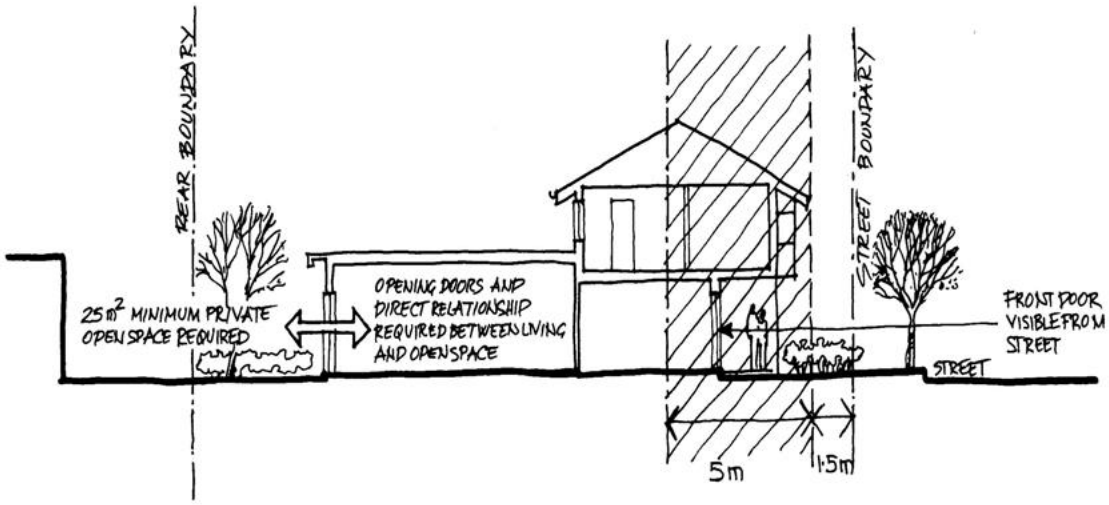


Figure 8.2.5.3.4.6 - Section of two storey courtyard dwelling.

TERRACE HOUSE – NORTH TO THE STREET

Controls

Lot size

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

Siting

C.02 Living areas shall face north. Minimum 25m^2 shall be required as private open space with direct access to living areas. Dwelling entry shall be clearly visible from street.

Solar amenity and private open space

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

Setbacks

C.04 Front setback shall be a minimum of 1.5 metres and 3 metres at a collector street. 50% of frontage shall be within the 5 metres building alignment zone.

C.05 Rear setback shall be 3 metres minimum or 12 metres where site is adjacent to western industrial development area of the precinct.

C.06 Side setback shall be zero lot lined on both boundaries. Where it is not zero lot lined, side setback shall be a minimum of 1 metre.

Dwelling height

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

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

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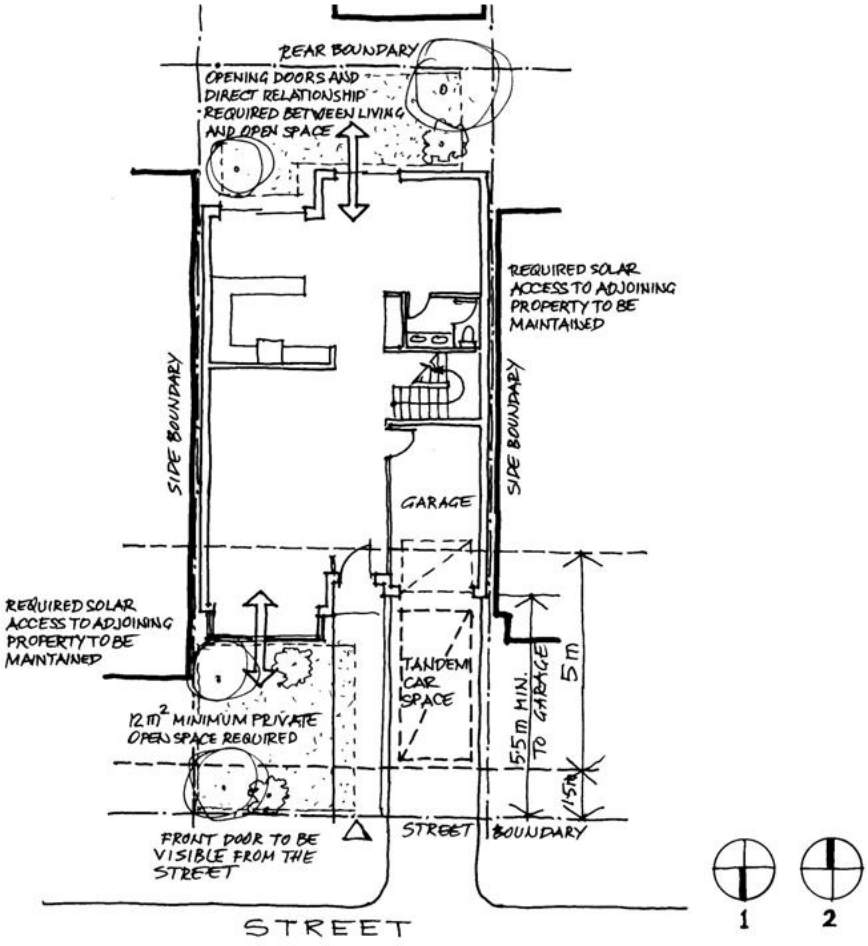


Figure 8.2.5.3.4.7 - Terrace house layout - north to the street.

TOWN HOUSE (SOUTH TO THE STREET)

Controls

Lot size

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

Siting

C.09 Living areas shall face north. Minimum 25m^2 shall be required as private open space with direct access to living area. Dwelling entry shall be clearly visible from street.

Solar amenity and private open space

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

Setbacks

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

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C.12 Rear setback shall be 3 metres minimum or 12 metres where site is adjacent to western industrial development area.

C.13 Side setback shall be zero lot lined. Where it is not zero lot lined, side setback shall be a minimum of 1 metre.

Dwelling height

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

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

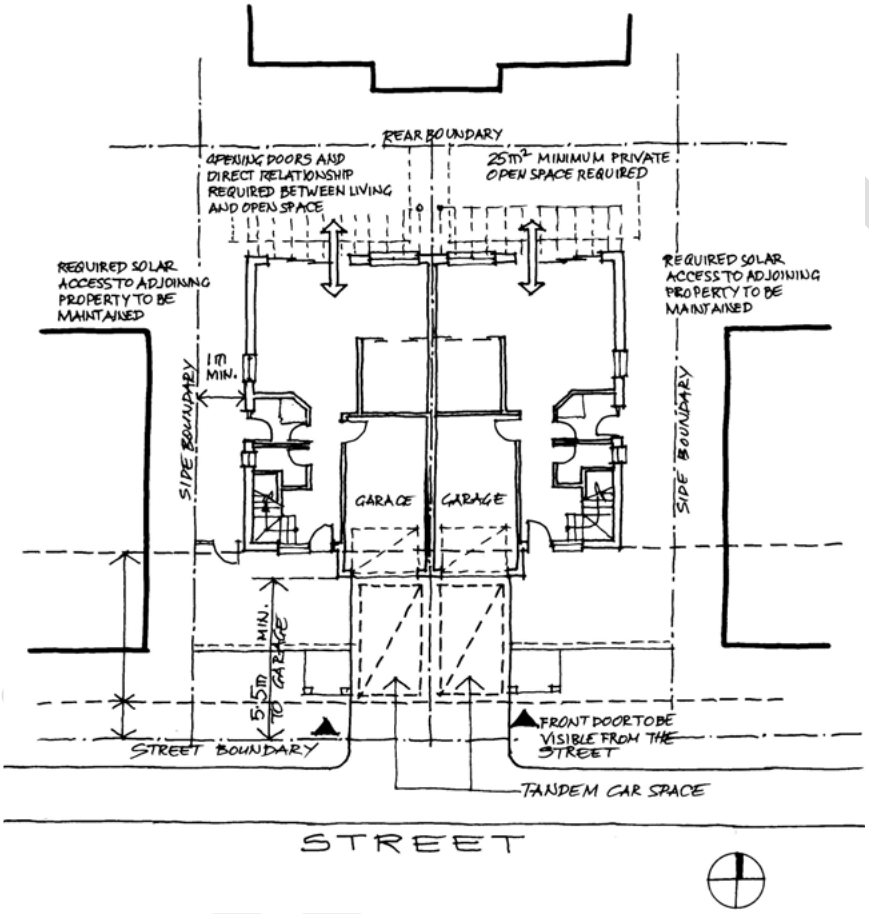


Figure 8.2.5.3.4.8 - Town house layout (south to the street).

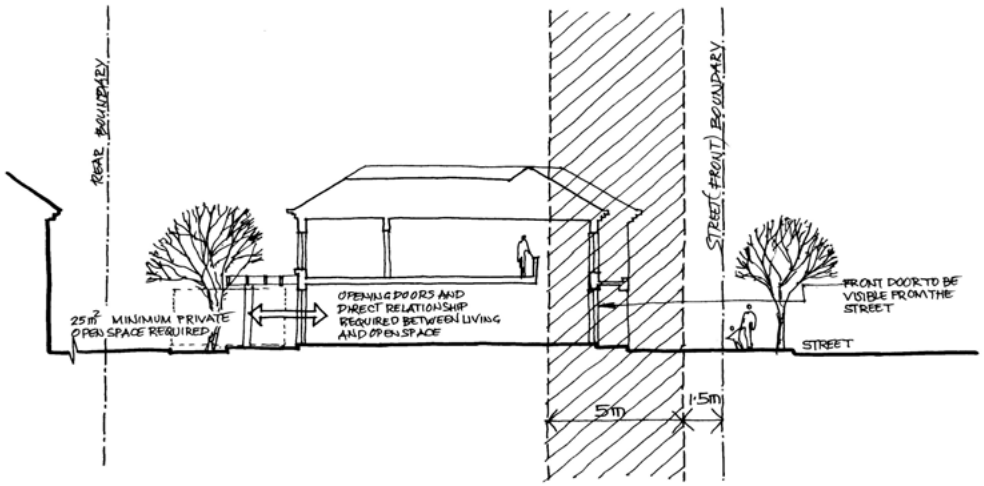


Figure 8.2.5.3.4.9 – Cross section of town house.

8.2.5.3.5 RESIDENTIAL FLAT BUILDINGS

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

Controls

Site planning and solar amenity

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

Site coverage

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

Private open space

C.03 The above ground floor level shall have a 7m^2 minimum area of private open space for a balcony and a minimum width of 1.8 metres.

C.04 The ground floor level shall have 10m^2 minimum area of private open space per dwelling and a minimum dimension of 3 metres.

Privacy

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

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

C.06 For acoustic privacy, buildings shall:

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- be designed to locate noise sensitive rooms and private open space away from the noise source or by use of solid barriers where dwellings are close to high noise sources.
- minimise transmission of sound through the building structure and in particular protect sleeping areas from noise intrusion.
- all shared floors and walls between dwellings to be constructed in accordance with noise transmission and insulation requirements of BCA.

Built form

C.07 Building height

C.08 Building heights shall be set to reinforce the scale and quality of the streetscape. A maximum building height of 4 storeys (residential) for a residential flat building shall be permitted.

Fencing/screening

C.09 Fencing or screens shall be used to maintain privacy between balconies/terraces.

C.10 Fencing or screens shall not be permitted to lot boundaries unless for security or privacy or to screen service areas or equipment.

C.11 Surveillance of the street shall be allowed where required.

C.12 Privacy shall be provided to ground floor private open space where it abuts the street. Surveillance via the entry and living/kitchen room windows to be maintained.

C.13 Design of the wall/fence shall be integrated with the design of the building.

C.14 Front walls/fences unless enclosing private open space shall be a maximum of 1.2 metres in height.

C.15 The front and side dividing fences, where located within the front yard area, shall not exceed a height of 1.2 metres as measured above existing ground level and shall be a minimum of 50% transparent. Front and side dividing fences where located within the front yard area shall not be constructed of solid pre-coated metal type materials such as Colorbond or similar.

C.16 Front walls/fences shall be a maximum of 1.8 metres high if enclosing private residential open space with a maximum width of 60% of street frontage and a maximum unarticulated length of 12 metres in residential development.

Materials

C.17 Refer to Table 8.5.3.2.1 for materials, finishes and colours.

Lot size

C.18 Minimum lot width shall be 40 metres and minimum lot depth shall be 25 metres.

Siting

C.19 Minimum 10m^2 private open space with direct access to living areas shall be required at ground floor levels.

C.20 Minimum 7m^2 private open space with direct access to living areas shall be required at upper floor levels. Building entry shall be clearly visible from the street.

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Setbacks

C.21 The following setbacks shall apply:

- Front setback shall be 4 metres minimum (6 metres at collector street). 50% of frontage to be within 8 metres building alignment zone.
- Rear setback shall be 6 metres minimum (12 metres minimum between buildings).
- Side setback shall be 3 metres minimum.

Note: Setbacks are illustrated in Figure 8.2.5.3.5.1.

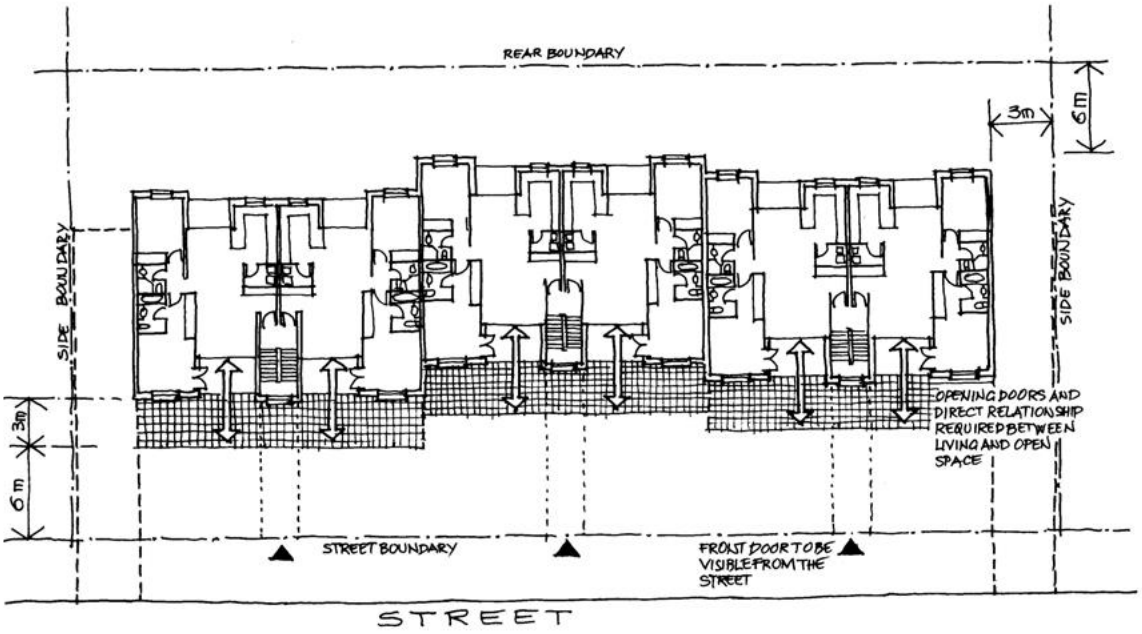


Figure 8.2.5.3.5.1- Plan - residential flat building development.

Number of Storeys

C.22 Residential flat building shall be a maximum of 4 storeys above ground level (existing), as shown in Figure 8.2.5.3.5.2. Setback at upper levels is determined by overshadowing of adjoining block.

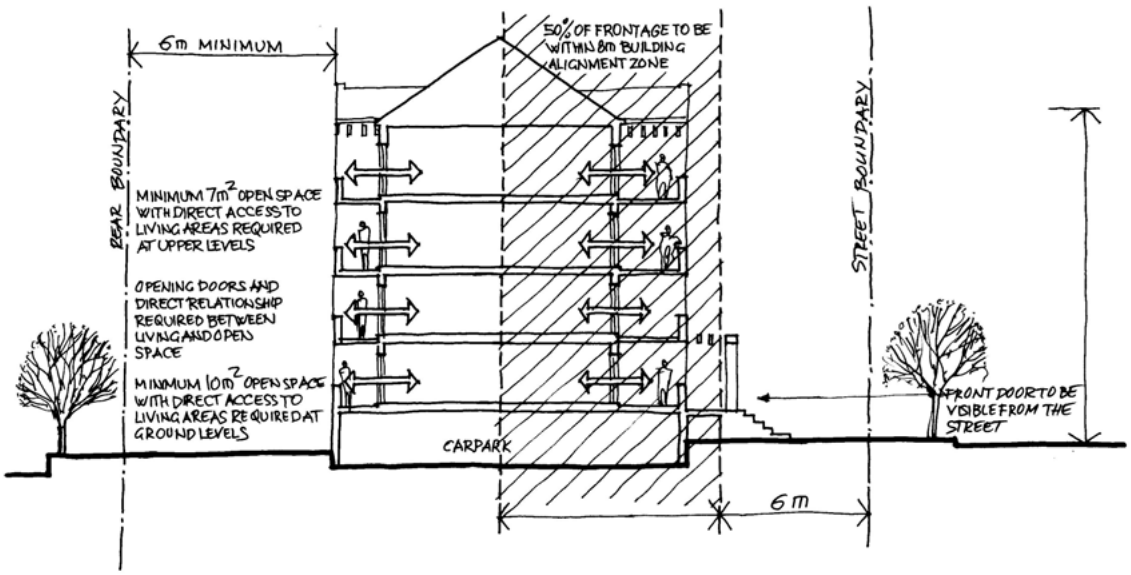


Figure 8.2.5.3.5.2 - Cross section - residential flat building.

8.2.5.3.6 PARKING

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

Single lot housing

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

Residential flat buildings and multi unit dwellings

- The following parking controls shall apply.
- 1 visitor space per 7 units.
- 1 space per 1 bedroom unit.
- 1.2 spaces per 2 bedroom unit.
- 1.5 spaces per 3 bedroom unit.
- Minimum one resident space per unit in semi-basement.

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

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8.2.6 MELROSE PARK URBAN RENEWAL PRECINCT

Note: Due to project time constraints, formatting and references made across Section 8.2.6 of the draft DCP will be amended and reviewed prior to publication on Council's website following Council's endorsement to ensure its seamless integration into the final version of the Harmonisation DCP.

8.2.6.1 INTRODUCTION

8.2.6.1.1 APPLICATION

The Melrose Park precinct is made up of two sub-precincts, Melrose Park North and Melrose Park South. The provisions of this section of the Development Control Plan (DCP) apply to certain land in Melrose Park as shown in Figure 1 and will prevail where there is any inconsistency with other sections of this DCP.



Figure 1: Land Application Map – Melrose Park

This DCP is to be used in conjunction with the Parramatta Local Environmental Plan 2023 (PLEP 2023) and in consideration of the following documents:

- Melrose Park South Structure Plan

- Council's Standard Construction details
- Melrose Park Public Domain Guidelines

8.2.6.1.2 GENERAL OBJECTIVES

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

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

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

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

The clarity and quality of public spaces are essential to this conception of a place centered on people. The public spaces – streets, and parks – will be the basic and enduring structuring spaces of Melrose Park, of which streets are the most prevalent. The interaction of buildings and public spaces is critical in shaping the way the place is experienced, particularly at the lower levels where detailed design plays an important part in the creation of a stimulating pedestrian environment.

Objectives

O.01 Create a legible, coherent, and attractive suburb characterised by generous, diverse streets and public spaces reinforced by the built form and vegetation.

O.02 Organise the buildings so that they form a coherent outcome; address and define the streets, pedestrian connections, courtyards, and special places.

O.03 Ensure that the spaces of the public domain - streets, squares, and parks are of high quality and amenity.

O.04 Facilitate sustainable, resilient buildings that address climate, topography, energy consumption, urban heat, pedestrian scale, and internal amenity.

O.05 Protect and improve the natural environment and biodiversity.

O.06 Provide sufficient detail of Council requirements and expectations to enable Development Applications to be easily assessed.

O.07 Safely manage overland flow and stormwater through the site and broader precinct, and design buildings and landscape accordingly.

O.08 Ensure that infrastructure is delivered in accordance with the staging plan and TMAP Implementation Plan.

Controls

C.01 An infrastructure Development Application (Development Application) is required to be lodged for the entire precinct upfront prior to individual Development Applications being lodged on a site-by-site basis, detailing the following:

a The proposed lot boundaries.

b Site levels, including cut and fill and retaining wall locations.

c The design of the roads, including drainage.

d Public open space provision.

e Demonstrate how the obligations under the Planning Agreement will be addressed.

8.2.6.1.3 DESIGN EXCELLENCE

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

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

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

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

Melrose Park is a predominantly high-density environment and design quality is therefore paramount. Careful definition of the spaces between the buildings in plan and section, and preservation of all views to the sky and discrete modulation of the buildings are required to ensure variety and interest in the public domain and amenity in the apartments.

Objectives

O.01 Ensure that development individually and collectively contributes to the architectural and overall urban design quality of Melrose Park.

O.02 Incorporate design quality in public and private development as a central consideration through all stages of the process from design to completion.

O.03 Ensure that the integrity of design quality is carried through to the construction and completion of developments.

O.04 Incorporate overall coherence of the architecture within the whole precinct with variety in the detailed architectural resolution.

Controls

C.01 All Design Competition briefs must contain a reference to the objectives and controls in this DCP and be prepared in accordance with Council's Design Excellence Competition Manual.

C.02 Architectural Reference Designs developed as part of a Design Competition brief should use this DCP as the basis for building envelopes.

C.03 This DCP should form the primary basis of assessment of all Design Excellence Competition winning schemes.

C.04 For all Development Applications in Melrose Park that are not subject to a Design Competition, the Architect should provide sufficient detailed documentation for the building façades and external areas to form part of the consent documents. These should include fully annotated 1:20 scale cross-sections and partial plans of façades, details of typical and important junctions, and details and materials specification of all external works.

C.05 The Landscape Architect and Civil Engineer for all Development Applications must provide fully coordinated Public Domain Alignment Drawings (refer to Chapter 3 Public Domain).

C.06 A variety in the detailed design of individual buildings shall be provided.

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8.2.6.1.4 WATER MANAGEMENT

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

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

Principles

P.01 The pre-development (natural) overland flow paths and flow regimes are to be acknowledged in water management planning, while recognizing this is a substantially changed urban environment requiring complex water management systems.

P.02 Post-development run-off must not result in a harmful impact on surrounding properties or the environment.

P.03 Water management practices must be sustainable.

P.04 The Water Management Control Plan governs water aspects of development and infrastructure, and landscape and environment in the precinct, and includes:

a Flooding and overland flow management;

b Road and public domain piped drainage;

c Flood reduction using public and private water detention systems;

d WSUD - Environmental management of private and public low flows with Water Sensitive Urban Design to reduce pollutant loads and create habitats;

e Rainwater harvesting and use.

Objectives

O.01 Ensure that overland water flows are to be managed and conveyed safely across the precinct within the roads, reserves and identified public open space areas.

O.02 Ensure that post-development run-off does not result in a net negative impact on surrounding properties or the environment, resulting in damage to public and private assets.

O.03 Ensure that sustainable water management practices are applied, where practicable.

O.04 Acknowledge and safely accommodate with design, the overland flow flooding and stormwater conveyance in residential and ground floor frontage treatments.

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Controls

C.01 A Water Management Control Plan shall be submitted in accordance with the Principles, Objectives and Controls contained in this section and Section Water Management Control Plan – Melrose Park South. It must address:

a Flooding and overland flow management;

b Road and public domain drainage;

c Flood reduction using public and private water detention systems;

d WSUD – environmental management of private and public low flows with Water Sensitive Urban Design to reduce the pollutant loads and create habitats;

e Rainwater harvesting and use.

C.02 For a building that is part of or adjacent to an overland flow path or flood storage area:

a In the 1% AEP event with 100% blockage, Council will require minimum finished floor levels of habitable rooms to be 500mm freeboard above the adjacent 1% AEP water surface level as mapped in the 2 Dimension (Tuflow) overland flow model accepted by Council. This level may vary along the site/building boundary with changing water levels.

C.02 For a building that is not part of an overland flow path or flood storage area:

a Finished floor levels at the boundary adjacent to a road that is accepted by Council as not being an overland flow path or flood storage area, in a 1% event including 100% blockage, must be a minimum of the adjacent top of kerb levels plus 2% rising grade to the boundary.

b Where a building is not part of or adjacent to an overland flow path or flood storage area, in a 1% event including a 100% blockage, surface levels must fall away from the building entrances and openings to the adjacent drainage/WSUD system at a minimum of 2%, or greater if necessary, to ensure adequate surface drainage.

C.02 A piped drainage reticulation system capable of carrying the 5% AEP stormwater flows is to be provided throughout the precinct for all roads, public domain areas and private lots. This system must be designed and constructed to Council standards and specifications and reasonable satisfaction. This drainage infrastructure is to be dedicated to Council at appropriate stages in the development process for ongoing operation by Council.

C.03 Excess peak flows are to be detained in both on-site and collective detention systems.

C.04 Excess peak flows from private lots, public roads and public domain are to be detained in both on-site and collective detention systems. Detention systems are to be integrated into a sustainable overall water management plan for the site which may include WSUD and rainwater harvesting.

C.05 Peak flows are to be limited throughout the catchment in a 1% AEP storm event to estimated peak flows under 1999 conditions, regardless of whether future redevelopment within the catchment occurs which improves the quantity of overland flow entering the precinct.

C.06 Lower flows are to be managed within the landscape and directed through landscape water quality biotreatment systems (Water Sensitive Urban Design) including deep soil.

C.07 On-site detention (OSD) systems are to be integrated into a sustainable overall water management plan for the site, where possible.

C.08 Subject to maintaining environmental flows and irrigation of the public domain landscapes,

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rainwater must be captured and used on site wherever feasible.

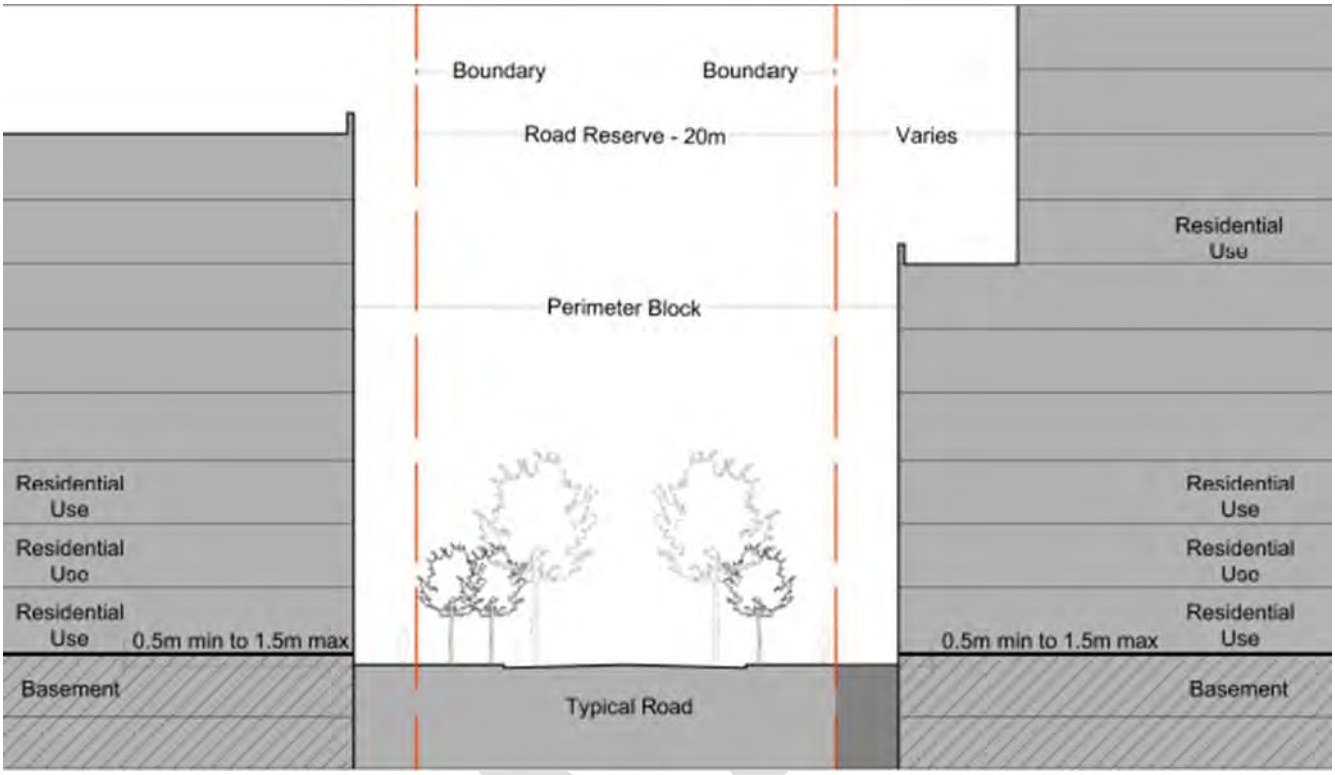


Figure 2: Street Wall Height at Typical East West Street, North South Building Levels in relation to Flood Planning Level

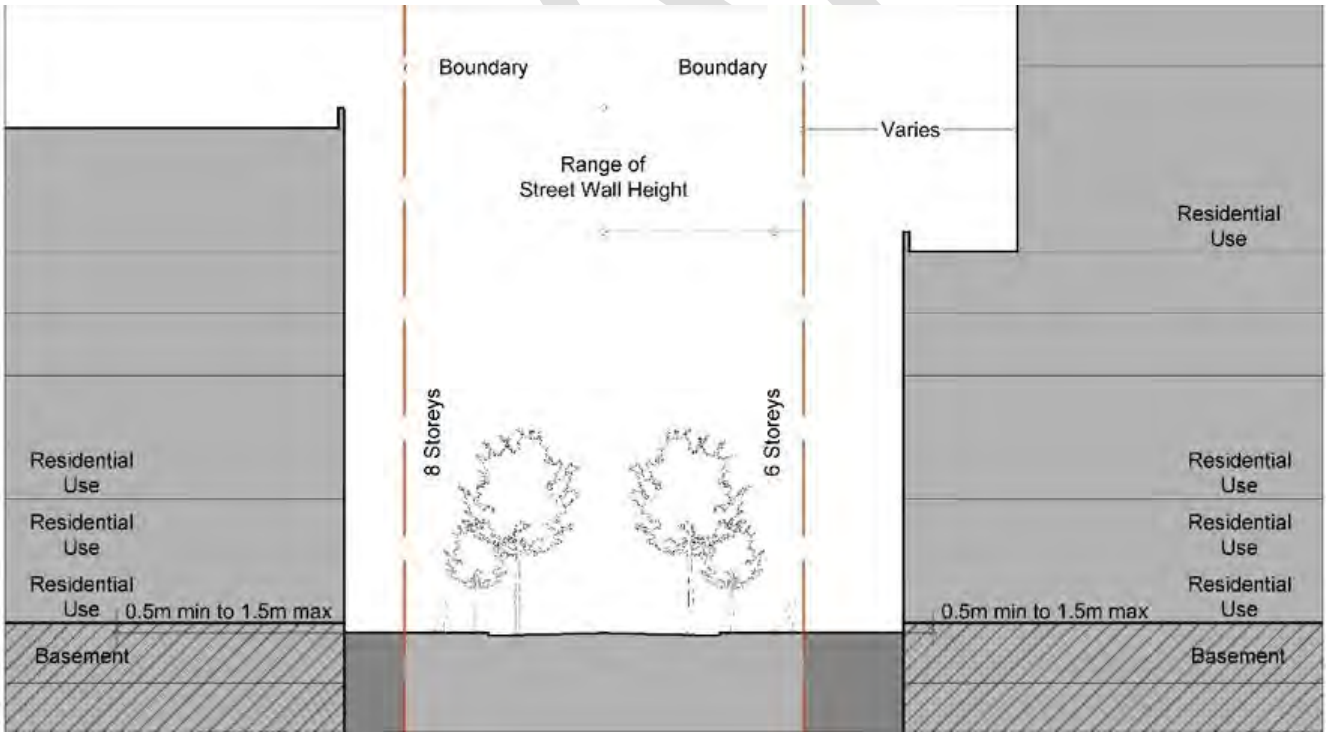


Figure 3: Finished floor levels in relation to Flood Planning Level

8.2.6.2 BUILT FORM

Guiding principles

The following principles apply to all development in Melrose Park:

P.01 The floor space is generally consistent with the Gross Floor Area (GFA) as derived from the Floor Space Ratio (FSR).

P.01 The street network and building locations shall be consistent with the Masterplan to be designed to enable deep soil planting, reinforce the human scale of the streets, and enable views to the sky in streets and public places.

P.02 Building depth, bulk, and separation protects amenity, daylight penetration, and privacy between adjoining developments, and minimises the negative impacts of buildings on the amenity of the public domain.

P.03 Buildings should align with the streets so that positive spaces are formed within the streets and the lots.

P.04 Towers are to be appropriately proportioned and maximise their slender form.

P.05 The design and materials selection of buildings and the public domain are to contribute to a high quality, durable, and sustainable urban environment.

P.06 Buildings are organised to create spatially defined streets and courtyards that are well proportioned, comfortable, safe, functional, and attractive.

P.07 The collective built form should reinforce the variety evidenced in the topography and the spatial organisation of the streets and open spaces.

P.08 Variety within the precinct is to be derived from the detailed resolution of the buildings and not from excessive differences in the form of the buildings and/or the selection of materials.

P.09 Taller buildings are to be located away from the perimeter of the precinct, in the central part of each site. Building heights are to transition down from the centre towards the perimeter.

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8.2.6.2.1 ALLOCATION OF GROSS FLOOR AREA

Objectives

O.01 Regulate the density of development identifying a maximum GFA for lots, resulting from the maximum floor space ratio in the PLEP 2023.

O.02 Ensure development floor plate sizes and building footprints are not excessive.

Controls

C.01 The maximum GFA for any development lot is to be generally consistent with the GFA as shown in Figure 20**Error! Reference source not found.**.

C.01 The GFA attributed to each lot results from the FSR controls in the PLEP 2023 or as otherwise nominated in a Notice of Development Consent granted by a relevant consent authority.

C.02 The indicative allocation of the total floor space relates to the Masterplan and is based on the capacity of the building envelope on each lot. The GFA is calculated at 75% of the building envelopes and the Gross Building Area (GBA) for residential development.

C.03 The maximum GFA is approximate for each lot and includes all buildings accommodated on a development lot.

C.04 The floor space is to be generally distributed as shown in the setback, building height, and street hierarchy figures. The perimeter-block is to be retained and floor space is not to be redistributed into towers where heights would enable greater height.

C.05 Development applications must submit supporting plans that demonstrate the GFA outcome on the development lot is consistent with PLEP 2023 or as otherwise nominated in a Notice of Development Consent granted by a relevant consent authority.

C.06 Should a maximum GFA not be able to be achieved for a development lot, or where there are minor variations, that amount of GFA may potentially be transferred to another development lot under the same ownership subject to consideration against the relevant provisions in this DCP and maintaining the gross permitted FSR across the development lots.

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8.2.6.2.2 STREET, BLOCK, OPEN SPACE, AND BUILDING LAYOUT

Objectives

O.01 Optimise the internal and external connectivity.

O.02 Provide views to sky and views that are not blocked by buildings at the ends of streets.

O.03 Reveal the topography.

O.04 Minimise perceived density.

O.05 Define a street hierarchy considering the landform, street widths, and built form.

O.06 Enable generous canopy tree planting.

O.07 Enable all road users to move safely.

O.08 Provide access to parking basements.

O.09 Enable streets to be dedicated to Council.

O.10 Accommodate passive and active recreational needs of the residents and workers.

O.11 Manage overland floodwater as well as local stormwater drainage, water sensitive urban design (WSUD), and ground water.

O.12 Minimise non-permeable surfaces.

O.13 Enable buildings to achieve setbacks, solar access, and separation requirements, optimise the amenity of the apartments, define the public domain and minimise perceived density.

Controls

C.01 The street network, pedestrian connections, block layout, and location of buildings shall be generally consistent with Figure 19 Melrose Park South Masterplan, Figure 26 Street Hierarchy, and Figure 27 Public Domain Plan – Melrose Park South.

C.02 All streets are to be at ground level and public streets are to be dedicated to Council.

C.03 Pedestrian connections that are above basements and privately owned should be publicly accessible 24/7.

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8.2.6.2.3 THE BUILDING ENVELOPE

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

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

Objectives

O.01 Provide a coherent spatial and built form structure for the precinct.

O.02 Create meaningful variety related to street character and topography.

O.03 Define the streets, intersections, and open spaces in plan and in section.

O.04 Enable the resolution of quality architecture within the building envelopes.

O.05 Optimise the number of units with outlook to open spaces, courtyards, and views.

O.06 Minimise overshadowing on open spaces and residential development.

O.07 Minimise perceived density.

O.08 Provide view corridors within the site and to the surrounding context.

O.09 Enable satisfactory resolution of the slope and the water management of the precinct.

Controls

C.01 The building envelopes as defined in Figure 19 Melrose Park South Masterplan are to form the basis of the architectural resolution.

C.02 All view corridors as defined by the streets and pedestrian connections in Figure 19 are to be retained.

C.03 The floor space is to be distributed as shown in Figure 20 Maximum GFA Plan Per Lot for Melrose Park South.

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8.2.6.2.4 STREET SETBACKS

The purpose of establishing street setbacks relates to interface with the street, ground floor usage, and building separation.

There are two principal categories for the ground floor:

a. The buildings that have a residential ground floor frontage.

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

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

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

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

Objectives

O.01 Reinforce the appropriate spatial definition of streets and public spaces.

O.02 Emphasise the importance of the street as a distinct spatial entity and design the street interface and street wall with an appropriate human scale and sense of enclosure for the street.

O.03 Ensure consistent street frontages with buildings having common setbacks and alignments.

O.04 Provide building forms that achieve comfortable public domain conditions for pedestrians, with adequate daylight, appropriate scale, and adequate mitigation of wind effects on tower buildings.

O.05 Create a clear delineation between public and private space.

O.06 Provide a landscape interface between residential buildings and streets, with room for street trees.

O.07 Emphasise the courtyard spaces as a distinct spatial entity and design with an appropriate human scale and sense of enclosure and landscaping.

O.08 Reinforce important elements of the local context including public spaces, key intersections, public and heritage buildings, and landscape elements.

O.09 Provide space on residential sites for ground level residents to engage appropriately with the street and for landscape that contributes to the public domain.

Controls

C.01 Building setbacks from the streets should comply with those shown in Figure 24 Street Setbacks Melrose Park South.

C.02 A 400mm articulation zone is permitted forward of the setback, in which building elements such as bay windows, balconies, and shading devices may occupy a maximum of approximately one third of the area of the façade. Services or lift shafts are not permitted in the articulation zone.

C.03 Setbacks should be measured perpendicular to the boundary to the outer faces of the building. Elements in the articulation zone are excluded.

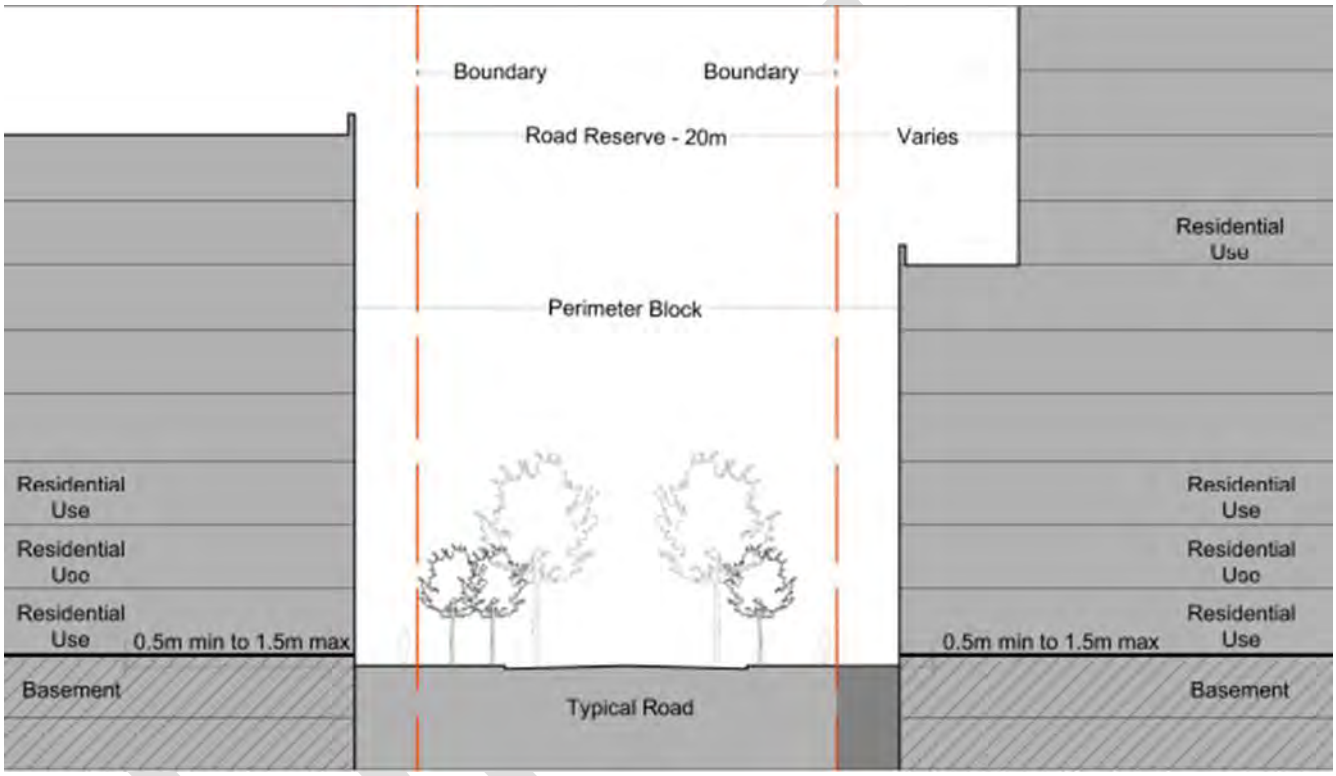


Figure 4: Wall Height at Typical East West Street, North South Building Levels in relation to Flood Planning Level

8.2.6.2.5 BUILDING SEPARATION

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

Objectives

O.01 Protect and manage the impact of development on the public domain and neighbouring sites.

O.02 Protect the amenity of streets and public places by providing a healthy environment for street trees and allowing adequate daylight and views to the sky.

O.03 Ensure a pattern of built form and spatial definition that contributes to the character of the suburb.

O.04 Provide access to light, air, and outlook for the occupants of buildings, neighbouring properties, and future buildings.

Controls

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

C.02 The separation distances of buildings across any pedestrian connections shall be 12 metres building to building. Within this space, a straight pedestrian path of a minimum 4 metres in width is to be located. Private gardens and entrances to apartments are permitted from these pedestrian paths. Refer to **Error! Reference source not found.** Pedestrian Connections.

C.03 Issues of visual and noise privacy are to be addressed in the design of the buildings.

C.04 Separation distances should be measured perpendicular to the boundary to the outer faces of the building. Elements in the articulation zone are excluded.

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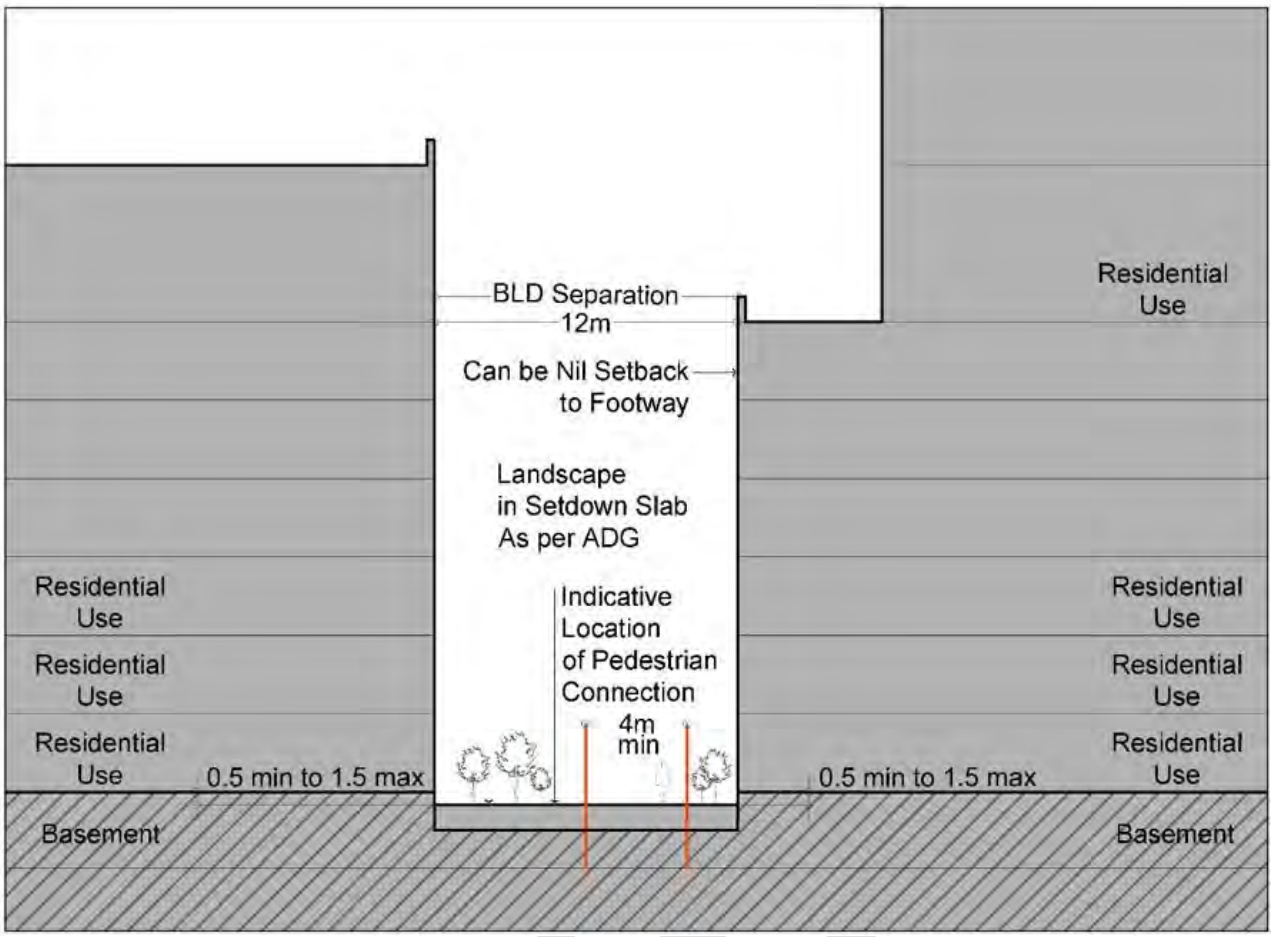


Figure 5: Pedestrian Connections

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8.2.6.2.6 TOWER DESIGN AND SLENDERNESS

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

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

Objectives

O.01 Towers have slender proportions.

O.02 Towers are well-proportioned, reflect their orientation and address the public domain.

O.03 Minimise the potential adverse effects that buildings may have on the public domain.

O.04 Achieve living and working environments with good internal amenity.

O.05 Minimise the need for artificial heating, cooling, and lighting.

Controls

C.01 The maximum floorplate for a residential tower over 8 storeys should be 1,000m2 (the floorplate shall be measured to the outside face of the building inclusive of balconies, vertical and horizontal circulation, internal voids, and external walls).

C.02 The maximum length of the part of a building above 8 storeys should be 50m.In Melrose Park South The tower component height should be approximately double the height of the podium component (e.g. an 18-storey building where 12-storey minimum tower sits on 6-storey maximum podium).

C.03 Tower forms should not extend around corners so that they are 'L' shaped in plan.

C.04 Upper levels of towers should not extend over the lower levels and create under-croft spaces

C.05 The higher building forms are to be integrated with the lower levels and should define positive spaces for streets, open spaces, and courtyards.

C.06 Towers should meet sustainability measures.

C.07 Tower design should respond to context, climate, and views.

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8.2.6.2.7 BUILDING HEIGHTS

Objectives

O.01 Recognise the variation of podium heights in perimeter-block buildings that respond to topographical features.

O.02 Minimise adverse wind, reflectivity, glare, and urban heat impacts.

O.03 Minimise solar impacts to streets, open spaces, and neighbouring buildings.

O.04 Form a balanced composition of built form when viewed from within the street, neighbouring areas, and the river.

Controls

C.01 Heights should be generally consistent with the maximum heights as shown in Figure 22 Building Heights – Melrose Park South.

C.02 The perimeter-block residential buildings are to be 8 storeys maximum.

8.2.6.2.8 FLOOR TO FLOOR HEIGHTS

Objectives

O.01 Provide adequate amenity for buildings.

O.02 Ensure that floor heights support a range of uses and enable a change of use over time.

Controls

C.01 Minimum floor to floor heights shall be provided in accordance with Table 1.
Table 1: Minimum floor to floor heights

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USE	MINIMUM FLOOR TO FLOOR HEIGHT
Commercial	3.6m
Residential floor to floor heights from level 1 and above. Floor to ceiling heights greater than the minimum 2.7 metres are encouraged.	3.1m
Ground floor active street frontage	4.5m
Residential floor to floor heights for ground floor	3.6m

8.2.6.2.9 THE PERIMETER BLOCK BUILDINGS AND PODIUM

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

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

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

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

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

Objectives

O.01 Define the space of the street, pedestrian connections, parks, and courtyards by articulating their edges with perimeter-block buildings and podiums.

O.02 Create visual interest and variety in the streetscape within an overall framework of consistency in the definition of the street and its character.

O.03 Reveal the topography and provide rhythm.

O.04 Provide a façade design that enhances the walking experience.

Controls

C.01 The perimeter-block buildings and the podiums should:

a Be built to align with the street along their full frontage as generally shown on the Masterplan. Minor recesses in the profile for modulation and articulation, and to accommodate building entrances are permissible.

b Be modulated in vertical increments to provide rhythm to the street.

c Be articulated horizontally to reveal the topography.

d Be articulated horizontally to address any negative impacts of wind from the taller buildings.

e Be of predominantly masonry character with no lightweight panel construction or curtain walling.

f Be articulated with depth, relief, and shadow on the street façade. A minimum relief of 150mm between the masonry finish and glazing face should be achieved.

g Utilise legible architectural elements and spatial types – doors, windows, loggias, reveals, pilasters, sills, plinths, frame, and infill, etc. – not necessarily expressed in a literal traditional manner. Horizontal plinths are particularly encouraged in Melrose Park so that the topography is emphasised.

C.02 Under-crofts or other interruptions of the street wall that expose the underside of towers and amplify their presence on the street are not encouraged.

C.03 All Development Applications should include a streetscape analysis and provide details of the street wall and perimeter-block. Submissions should include:

a The street wall elevation at 1:200 scale in context showing existing buildings on the block.

b A detailed street wall elevation at 1:100 scale including immediately adjacent buildings accurately drawn.

c Sections through the street wall and awning at 1:50 scale including the public domain.

d Detailed façade plans/sections at 1:20 scale including ground floor active frontage and awning details.

8.2.6.2.10 RETAIL GROUND FLOOR FRONTAGE

Objectives

O.01 Enable retail uses at key locations.

O.02 Ensure retail frontages have comfort and shelter for pedestrians.

O.03 Provide visual interest.

Controls

C.01 Ground floor commercial uses should be located to activate the public domain.

C.02 Service frontages should be minimised.

C.03 The internal tenancy widths, foyers, and lobbies should create a fine grain frontage.

C.04 Ground floor commercial uses should include:

a A nominal 500mm interface zone at the frontage should be set aside to create interest and variety in the streetscape, to be used for setbacks for entries, opening of windows, seating ledges, benches, and general articulation.

b A masonry façade that allows for fine grain tenancy widths.

c A high level of expressed detail and tactile material quality.

d A well resolved meeting with the ground that takes account of any slope.

e A horizontal plinth, at the base of glazing to the footpath.

f A clear path of travel for disability access.

g Legible entrances.

h Awnings in accordance with Section 3.5, 'AWNINGS & AWNING DESIGN'.

C.05 An appropriate freeboard at ground floor level is to be provided, where required.

C.06 Fire escapes and service doors should be designed to complement the commercial frontage and be seamlessly incorporated into the façade with quality materials.

C.07 Colonnades are not encouraged.

C.08 All required major services should be incorporated in the design of the ground floor frontage at Development Application stage, refer to Section 2.22, 'SERVICING AND UTILITIES'.

C.09 Security doors or grilles should be designed to be fitted internally behind the shopfront, fully retractable and a minimum 50% transparent when closed.

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8.2.6.2.11 RESIDENTIAL GROUND FLOOR FRONTAGE

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

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

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

Objectives

O.01 Deliver a ground floor that achieves amenity and privacy for residents as well as engagement with and passive surveillance of the street.

O.02 Enable a landscape setting where buildings are set back from the public domain.

O.03 Provide appropriate amenity for all residential apartments, including:

a. Apartments that are located below street level.

b. Apartments that have no setback to the public domain.

O.04 Locate the disability access so that it relates seamlessly to the building design.

O.05 Minimise the impact of basements.

Controls

C.01 Basements are to be located under the footprints of the buildings. They can extend under courtyards but not into the street setbacks, refer to **Error! Reference source not found.**.

C.02 Generally, ground floor apartment levels should be a minimum of 500mm and maximum of 1500mm above the adjacent footpath level except where the buildings front the pedestrian connections or additional height above the ground is required for privacy and/or to address the slope. Refer to Figure 6.

C.03 Where individual apartment entries from the street serve as a primary address, separation between the entry and private open space, and a front door with a distinct entry space within the apartment, should be provided. If the entries are only for the use of residents they should be understated, with post boxes and street numbers located at the common entry. Individual entries are permitted from the pedestrian connections.

C.04 Unless easy ramp access can be provided without compromising the entrance to the building or the ground floor apartments, disability access should be provided as per AS1428.

C.05 Apartments cannot be located below the street level except in the following situations at Council's

discretion (refer to Figure 6):

a Where the adjacent public road or public land is not an overland flow flood path as shown in approved flood maps included in the Water Management Strategy, or in any other flood study approved by Council.

b Where the proposed apartment will not be subject to flooding in a 1%AEP flood plus 500mm freeboard as identified by Council.

c Where the orientation is not south.

d Where the distance of the apartment front wall is a minimum of 5 metres from the street boundary.

e Where the finished floor level of the lowest apartment is not more than 1500mm below the level of the adjacent street.

C.06 The head height of the windows is not to be more than 300mm from the underside of the slab above.

C.07 The ground floor design including variations to floor levels is to:

a Address privacy and articulation (refer to Figure 5 for an example)

b Be articulated to provide a sense of address and passive surveillance along the edge of the development.

C.08 The setback area should be designed to relate to the footpath and as common property for landscaping.

C.09 Canopy trees can be provided within setbacks that are 5 metres or greater, contributing to the landscape character of the street and residential amenity. Canopy trees should be planted in this area, a minimum 3.5 metres from any structure. Trees are to achieve greater than 13 metres mature height and spread, at the rate of 1 canopy tree for every 15 lineal metres of frontage.

C.10 Establish lower scale planting including hedges at street boundary for a minimum of 1 metre in street setback zone.

C.11 Establish canopy planting in courtyards to achieve amenity and privacy for residents as well as contributing to the street.

C.12 Co-locate the deep soil planting with the courtyard planting where the courtyards face the street setback.

C.13 Minimise impervious surfaces at ground level in the setback areas.

C.14 All required major services should be incorporated in the design of the ground floor frontage at Development Application stage, refer to Section 2.22, 'SERVICING AND UTILITIES'.

C.15 A fully illustrated and coordinated ground floor design, showing all the necessary levels and detail, should accompany applications. Drawings should include the following:

a A detail ground level plan and sections as part of the architectural submission that illustrates the relationships between the interior and the exterior spaces of the setback area, including the landscape and hydraulic detail, and extends into the public domain.

b Any required services should be discreetly integrated into the frontage design.

c The architectural drawings should be fully coordinated with the landscape and hydraulic drawings.

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d Elevations and sections at minimum 1:50 scale of all built elements in the setback area should be provided.

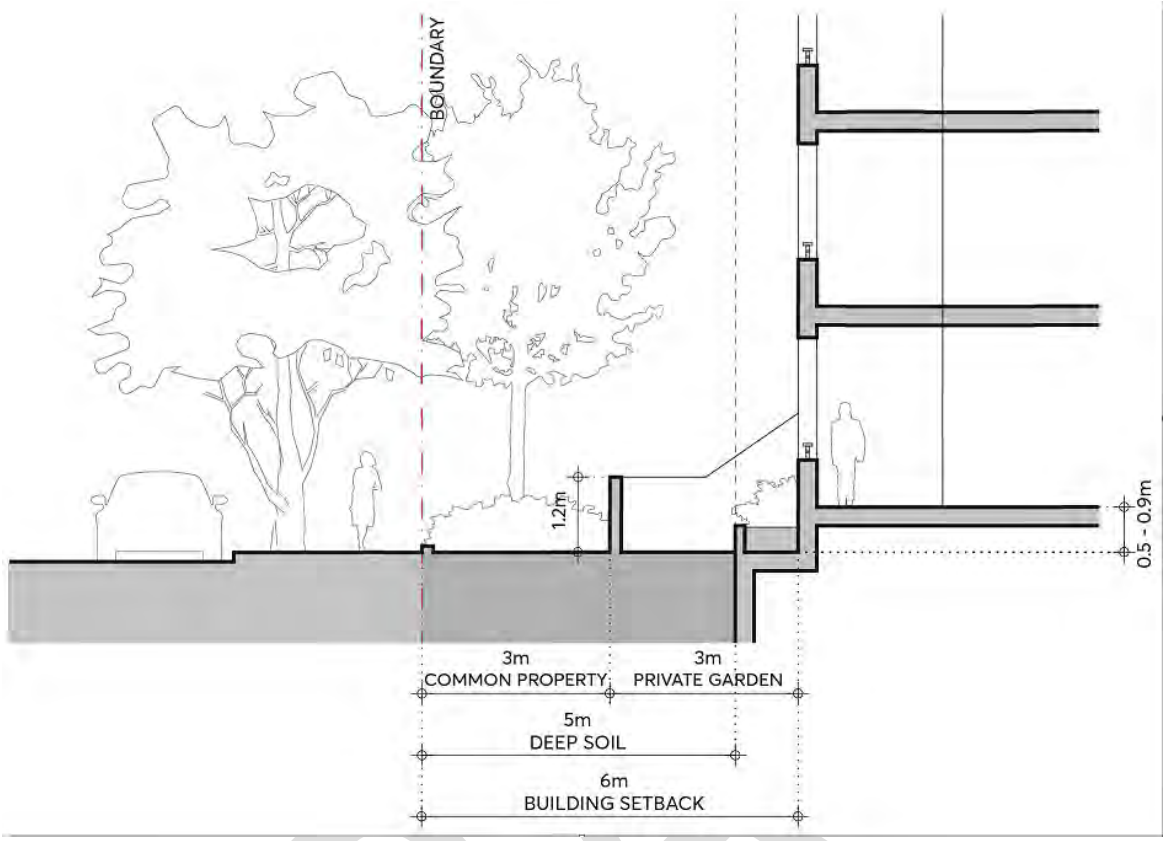


Figure 6: Residential ground floor

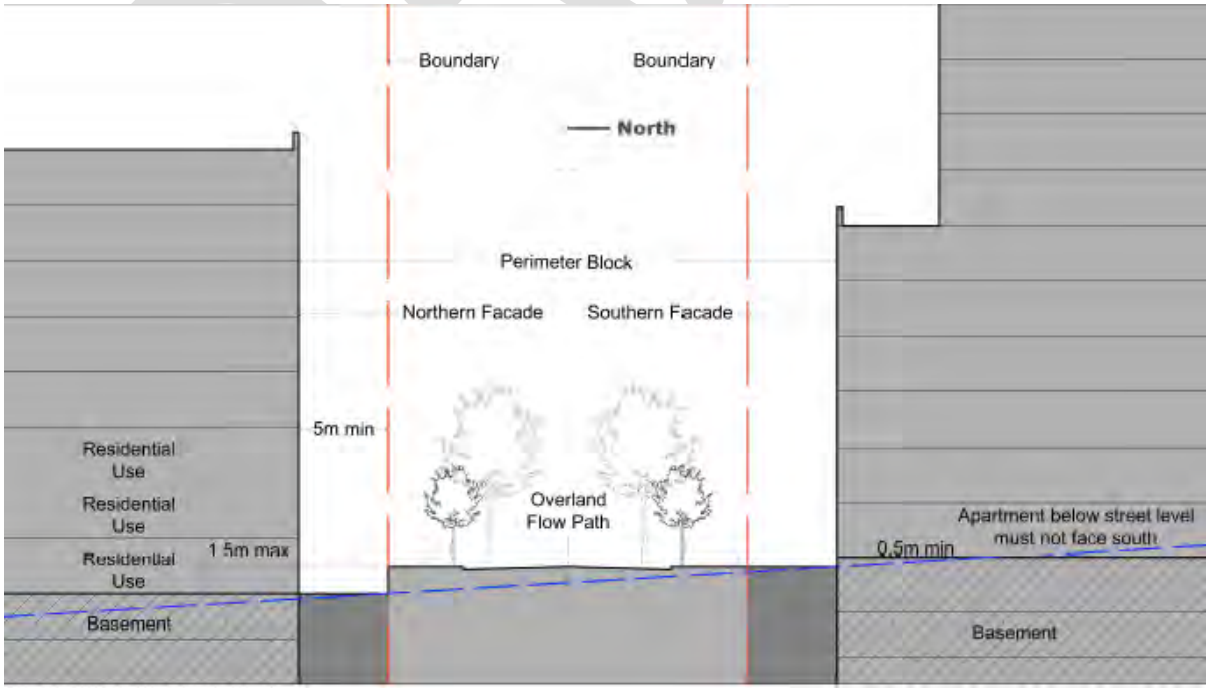


Figure 7: Apartment below street level

8.2.6.2.12 RESIDENTIAL APARTMENT DESIGN QUALITY

Objectives

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

Controls

C.01 Upper levels of buildings should not extend over the lower levels.

C.02 Building floor plates and sections should define positive spaces for streets, open spaces, and courtyards.

C.03 Building indentations providing light and ventilation to apartments should have a minimum width to depth ratio of 2:1.

C.04 High-level windows should not be used as the primary source of light and ventilation for habitable rooms.

C.05 Where practicable, balconies should be rectangular in shape with the longer side parallel to the façade of the building.

C.06 Divisions between apartment balconies should be of solid construction and extend from floor to ceiling.

C.07 Common open space should include a unisex WC, seating, solid sun shading, and a BBQ and food preparation area with a sink.

C.08 Balustrades should take account of sightlines to balance the need for privacy within apartments and views out of apartments. A proportion of solid or translucent material should be used, which will vary according to outlook and height relationships.

C.09 The following details should be resolved in principle and shown on drawings at Development Application stage so as not to compromise amenity, built form, and aesthetics at a later stage:

a HVAC equipment should be grouped within designated plant areas either on typical floors or on rooftops. If HVAC equipment is located on rooftops of lower buildings, it is to be screened as necessary to minimise impacts of heat buildup and noise to neighbouring units.

b Wall mounted equipment (and associated pipework) should be concealed into wall cabinets and ducts.

c The above items should be positioned so that they are not visible from common areas or the public domain adjacent to the development.

d If equipment is located on private balconies, additional area above Apartment Design Guide (ADG) minimums should be provided.

e Rainwater downpipes should be integrated into the building fabric and coordinated with stormwater drawings.

C.10 Apartment design should consider incorporating suitable spaces that can be utilised as a work from home space.

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8.2.6.2.13 SOLAR ACCESS (RESIDENTIAL)

Objectives

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

Control

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

8.2.6.2.14 WINTERGARDENS

Objectives

O.01 Improve amenity of balconies in high-rise apartments above 8 storeys and apartments fronting noisy environments.

O.02 Provide acoustic attenuation for internal living areas.

O.03 Improve thermal environment.

O.04 Balance ventilation and wind impacts in high-rise apartment balconies.

O.05 Maximise daylight access, views, and comfort of balconies.

Controls

C.01 Wintergardens are only permitted above 8 storeys or where there are negative external impacts such as high levels of noise.

C.02 Wintergardens should:

a Be designed and constructed as a private external balcony with drainage, natural ventilation, and finishes acceptable to an outdoor space and should not be treated as a conditioned space or weatherproof space.

b Have 75% of the external walls (excluding balustrade) fully operable louvres or sliding glass panels. Casement or awning windows are not permitted.

C.03 All wintergardens are to have a balustrade less than 1.4m above finished floor level and a contiguous and permanently openable area between the balustrade and the ceiling level of not less than 25% of this area. This restriction shall apply to all elevations if the wintergarden has multiple elevations.

C.04 A generous opening should be provided between the wintergarden and any adjacent living area to allow connection of the spaces when ambient conditions are suitable.

C.05 Acoustic control for living areas and bedrooms should be provided on the internal façade line between the wintergarden and the living area or bedroom.

C.06 Glazing in the external façades of a wintergarden should have a solar absorption of less than

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10% glass so as not to have solar heat absorption greater than what a clear float glass might be of the same composition.

C.07 The flooring of the wintergarden should be an impervious finish and provide exposed thermal mass.

C.08 Air conditioning units should not be located on wintergarden balconies.

C.09 Wintergarden areas able to be excluded from Gross Floor Area should be limited to a depth of 3 metres.

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8.2.6.2.15 CLIMATE CONTROL AND PRIVACY

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

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

Objectives

Climate control devices are to:

O.01 Enhance the:

a Amenity of the balcony and interior spaces.

b Design of the building façades.

O.02 Provide:

a Individual apartment owners with the ability to moderate external impacts from climate, noise, and overlooking.

b Commercial tenants with the ability to moderate external impacts from climate, noise, and overlooking.

O.03 Ensure that the design of climate control devices can:

a Provide optimum control.

b Be easily cleaned.

c Assist in providing both visual and acoustic privacy.

Controls

C.01 Climate control devices such as louvres or blinds should:

C.02 Have the ability to act as visual, wind and noise privacy screens.

C.03 Be used on balconies.

C.04 Be used where apartment façades are subject to solar loads and there are no other mechanisms that assist in climate moderation, such as green walls.

C.05 Be designed as an integral part of the building façade.

C.06 Have the capacity to be adjusted to suit sun access angles and allow the passage of air.

C.07 Be constructed in materials that meet the sustainability objectives.

C.08 Be able to be cleaned from within the individual apartment boundary.

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8.2.6.2.16 DWELLING MIX AND FLEXIBLE HOUSING

Objectives

O.01 Ensure a range of dwelling types and size.

O.02 Promote the design of buildings that are adaptable and incorporate flexible apartments to suit the changing lifecycle housing needs of residents over time.

Controls

C.04 The dwelling mix identified in Table 2 is to be used as a guide for the apartments in Melrose Park:

Table 2: Dwelling Mix

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

C.05 A maximum 25% of the total apartments can be split into a pair of dual key apartments (which are considered to be one apartment for the purpose of dwelling mix). In all combinations the size and amenity of each dual key apartment should be consistent with the ADG.

C.06 Dual key apartments are to be under one strata title.

C.07 Consider the provision of apartment designs in sole occupancy units that are fully serviced but that have internal moveable walls, subject to compliance with the Building Code of Australia (BCA).

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8.2.6.2.17 MATERIALS

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

Objectives

O.01 Ensure that materials contribute to the coherence of the precinct so that one building does not stand out from another. Variety within the precinct is derived from the detail resolution of the buildings and not from excessive differences in the selection of materials.

O.02 Use materials that meet sustainability objectives and requirements.

O.03 Select a palette of materials for the buildings that enable a complementary response with the finishes in public domain.

O.04 Employ materials that are durable, of an appropriate scale, and easily maintained.

Controls

C.01 A selected palette of materials for buildings, fencing, and retaining walls are to be agreed in consultation with Council.

C.02 Materials should:

a Ensure buildings do not stand out from another.

b Meet sustainability requirements of embodied energy.

c Be durable, of an appropriate scale, and easily maintained.

d Complement the materials in the public domain.

8.2.6.2.18 RETAINING WALLS

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

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Objectives

The retaining walls are to:

O.01 Provide continuity across the precinct.

O.02 Be an integral element in the design character of the precinct.

O.03 Employ construction details and materials that are durable and appropriate for the public domain interface.

O.04 Provide opportunities for casual seating.

Controls

C.01 Retaining walls should:

a Be located within the lot boundaries on all development lots.

b Use a design and profile to meet Public Domain Guidelines in consultation with Council.

c Select a limited palette of durable materials in consultation with Council.

d Enable casual seating where appropriate.

e Have horizontal tops and minimal stepping.

8.2.6.2.19 FENCING

Objectives

O.01 Relate to the scale and materiality of the buildings.

O.02 Define the public/private edge.

O.03 Provide privacy and visibility.

O.04 Be durable.

O.05 Relate to and reveal the slope of the land.

Controls

C.01 Fencing is to:

a Be located at the street boundary or to private terraces on ground floor units.

b Provide a combination of solidity and porosity.

c Reveal the slope by introducing a horizontal element such as a masonry plinth.

d Be of an appropriate height and detail that reflects the scale of buildings.

e Define the public edge to the property and reinforce the edge to the public domain.

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f Provide continuity with subtle differences across the precinct.

g Use construction details and materials that are durable and appropriate for the public domain interface.

C.02 Fencing to private terraces where ground floor units extend into the street setback are to be designed to relate to any fencing on the property boundary.

C.03 The height of fences can vary but be no greater than 2m.

8.2.6.2.20 COURTYARDS

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

Objectives

O.01 Reinforce the built form and open space structure of the precinct.

O.02 Expand and enhance the public domain.

O.03 Provide outlook from the apartments.

O.04 Provide a communal space for relaxation and communal activities.

O.05 Provide passive surveillance opportunities in public areas.

O.06 Have generous planting.

O.07 Assist with reducing urban heat.

O.08 Assist with flood management.

O.09 Provide visual separation between buildings.

Controls

C.01 Courtyards are to be located as shown in Figure 21 and have a minimum width (east – west) of 24m.

C.02 Courtyards should:

a Be visually and physically linked with streets, open spaces, and pedestrian connections.

b Be usable outdoor spaces that provide good amenity, having regard to aspect and configuration.

c Include vegetation and canopy planting.

d Generally, be the same level as the street to facilitate access and integration with the public domain. Where they are not level, access stairs and ramps are to be located on the private lot.

C.03 Courtyard levels are to be designed to appropriately address flood risk management.

C.04 Where courtyards are located over basements, canopy planting is to be set down in the slab.

C.05 Courtyards are to be designed to respond to the street interface (Refer to Figure 8).

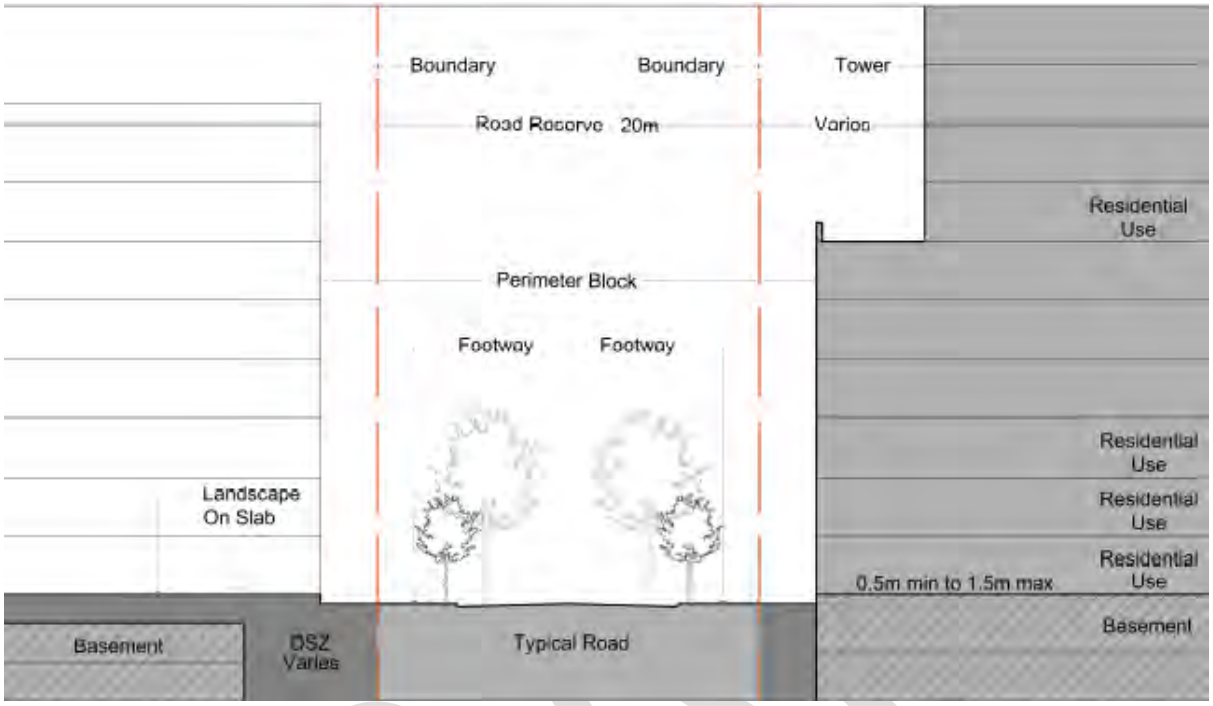


Figure 8: Courtyard Basement – Interface with Street

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8.2.6.2.21 SERVICING AND UTILITIES

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

Objectives

O.01 Minimise the extent of space and blank walls occupied by services, including electricity substations, fire boosters, fire doors, plant, and equipment hatches.

O.02 Locate building services so that they are free from flooding impacts.

O.03 Encourage design and location solutions for services and utilities that minimise adverse visual, environmental, and access impacts.

O.04 Organise garbage collection and recycling facilities to have minimum impact on the development and public domain.

Controls

C.01 Wherever possible, services and utilities should be located on secondary street frontages, or non-active street frontages.

C.02 Substations are to be designed within the building.

C.03 Services and utilities should be designed and located to minimise the length of ground floor frontage occupied.

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8.2.6.3 PUBLIC DOMAIN

The Masterplan, the Public Domain Plan, and the Melrose Park Public Domain Guidelines, indicate intended public domain for Melrose Park.

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

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

Street tree form shown in the public domain cross sections, Figures 9-17, are indicative. For final street tree arrangements refer to the Public Domain Plan and the Melrose Park Public Domain Guidelines.

8.2.6.3.1 STREET NETWORK AND FOOTPATHS

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

Objectives

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

Controls

C.01 The streets network, hierarchies, and widths are to be laid out as per Figure 19 and Figure 26.

C.02 Streets, footways, and footpath layout and widths vary for each street type and should be laid out as per the street sections in this DCP and the Public Domain Plan.

C.03 Materials for the footpath shall be as per the Public Domain Plan and Melrose Park Public Domain Guidelines.

C.04 Street trees are to be planted as per latest version of Public Domain Plan and Melrose Park Public Domain Guidelines.

C.05 Street trees are to be planted in the parking lanes and the footway as per the Public Domain Plan. The spacing of trees in the parking lanes should aim to achieve a closed tree canopy at tree maturity – selected tree species as per Melrose Park Public Domain Guidelines.

C.06 Street tree planting is to use best practice water sensitive urban design (WSUD) measures that provide best long-term sustainability to support that tree. The planter pit length should be no less than the minimum car parking bay width, preferably larger, and the soil profile will be as per the Melrose Park Public Domain Guidelines and should be detailed prior to Development Application

approvals to the satisfaction of Council.

C.07 All cycleways and bike paths are to be provided and designed in accordance with Council's Bike Plan.

Melrose Park Street Type Cross-Sections

Table 3: Legend for all Street Cross Sections

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

Note:

i. Level changes to be managed within the building footprint.

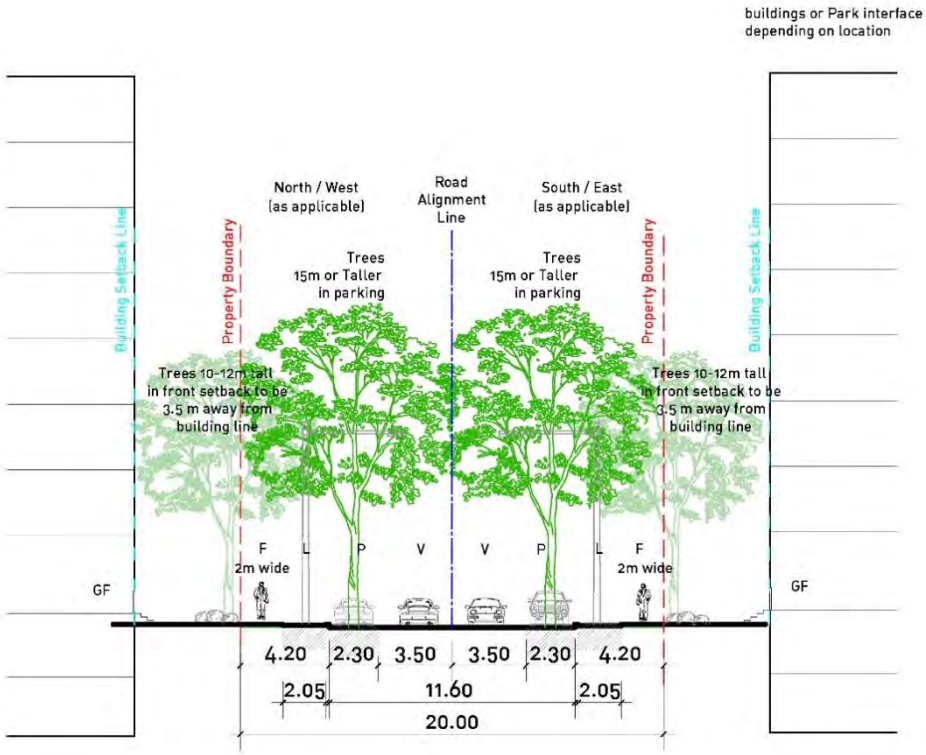
ii. Light poles are indicative and for locations only. Lighting is subject to specialist design. Light pole and type to be confirmed.

iii. All street cross-sections noted below should be read in conjunction with Figure 24, the Street Hierarchy Plan.

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Type 4 – Local Street, Two-way

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



TYPICAL 20 M WIDE STREET - Applicable to HUGHES AVENUE & EWR 8 (Mary Street)

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

Figure 9: Type 4 Local Street (Hughes Avenue & EWR 8/Mary Street)

Type 5a – Local Street, Two-way

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

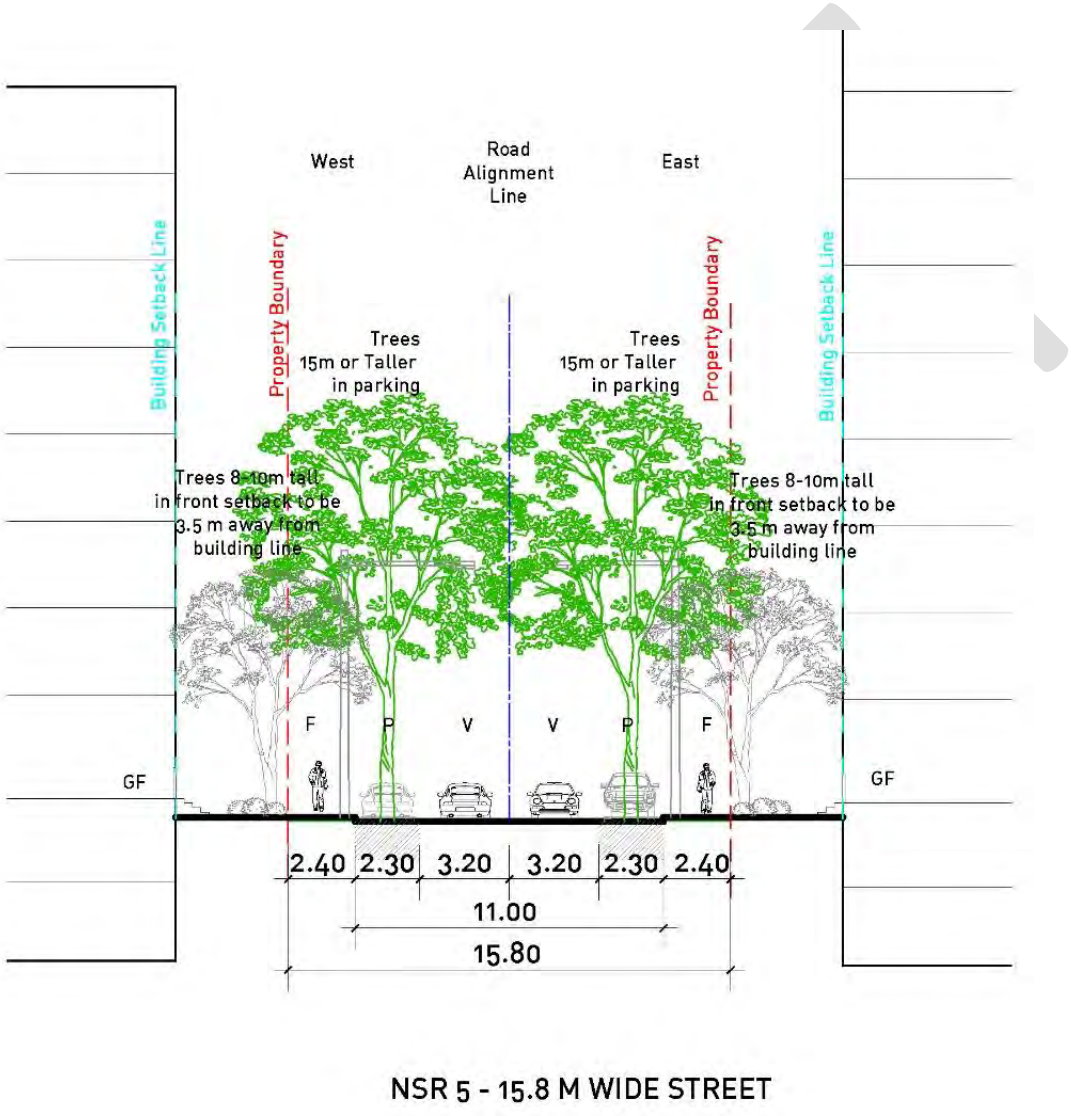


Figure 10: Type 5a Local Street (NSR 5)

Type 5b – Local Street, Two-way, Interim configuration (until precinct is built completely)

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

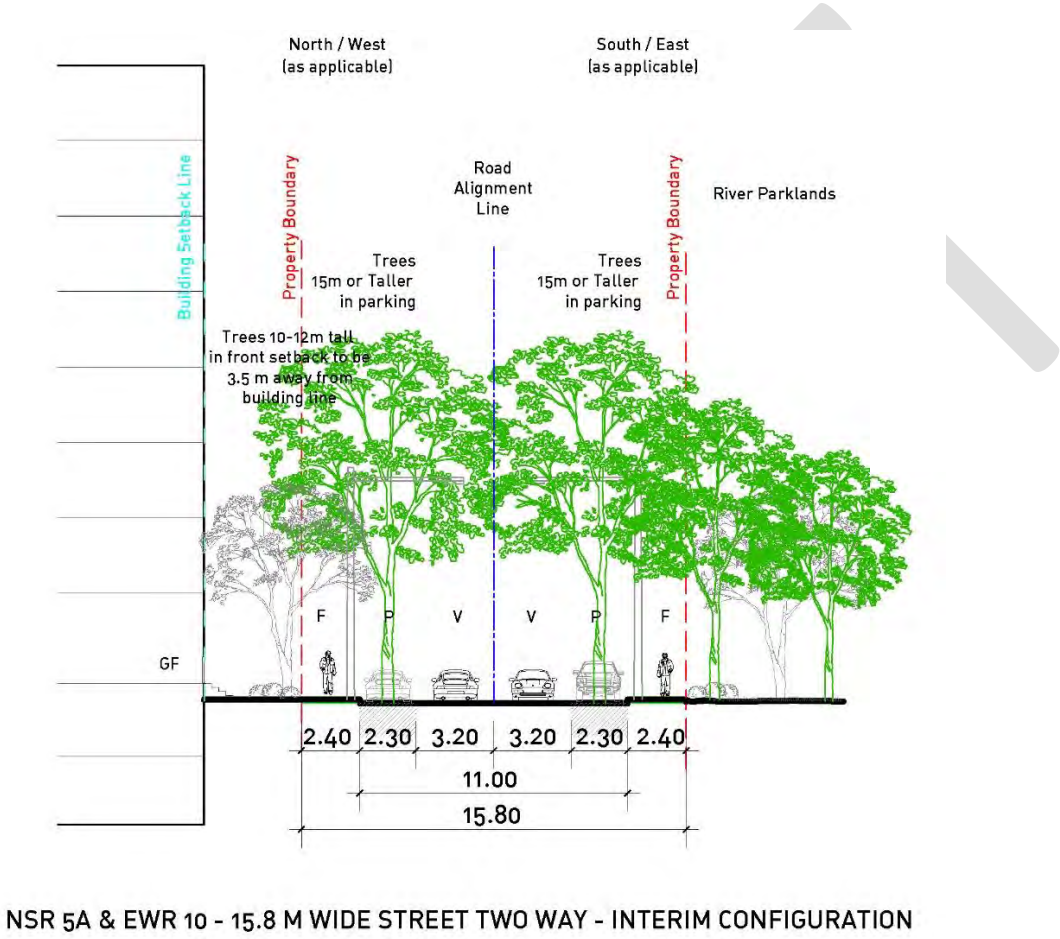
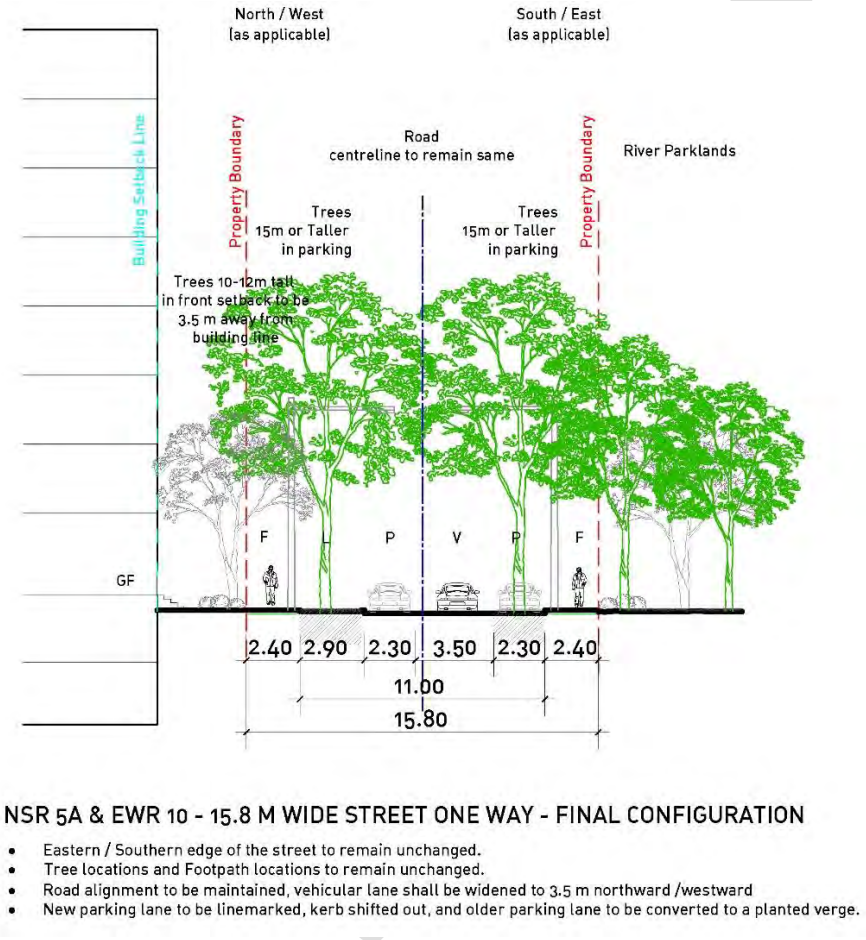


Figure 11: Type 5b Local Street Interim Configuration (NSR 5A and EWR 10)

Type 5b – Local Street, One-way, Final configuration (after precinct is built completely)

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



NSR 5A & EWR 10 - 15.8 M WIDE STREET ONE WAY - FINAL CONFIGURATION

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

Figure 12: Type 5b Local Street Final Configuration (NSR 5b & EWR 10)

Type 6 – Local Street, Two-way

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

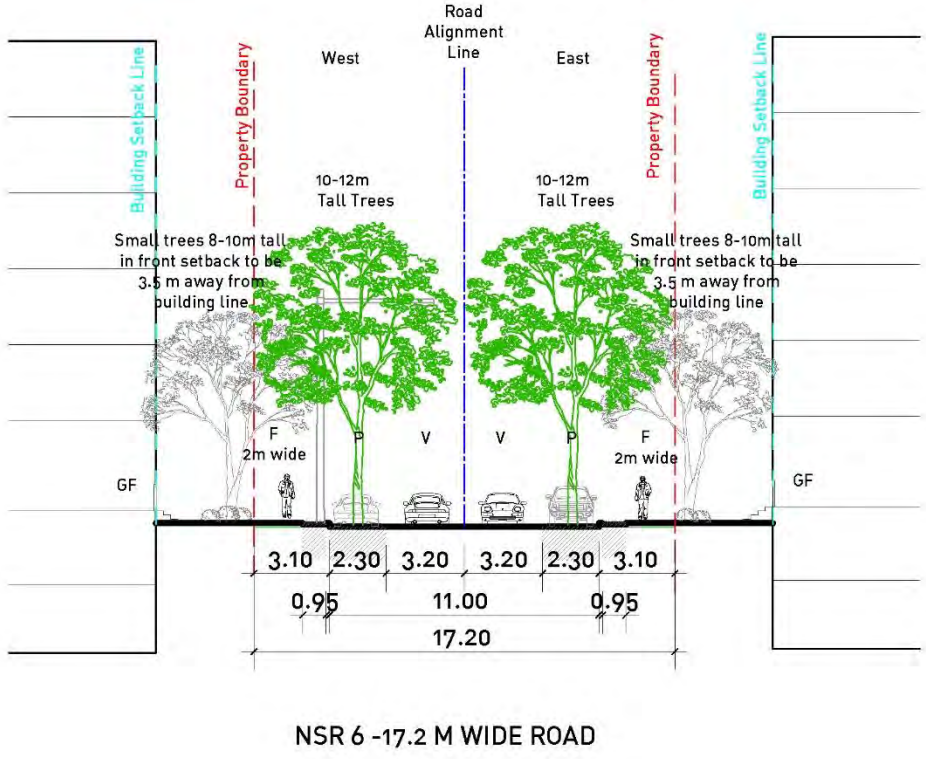
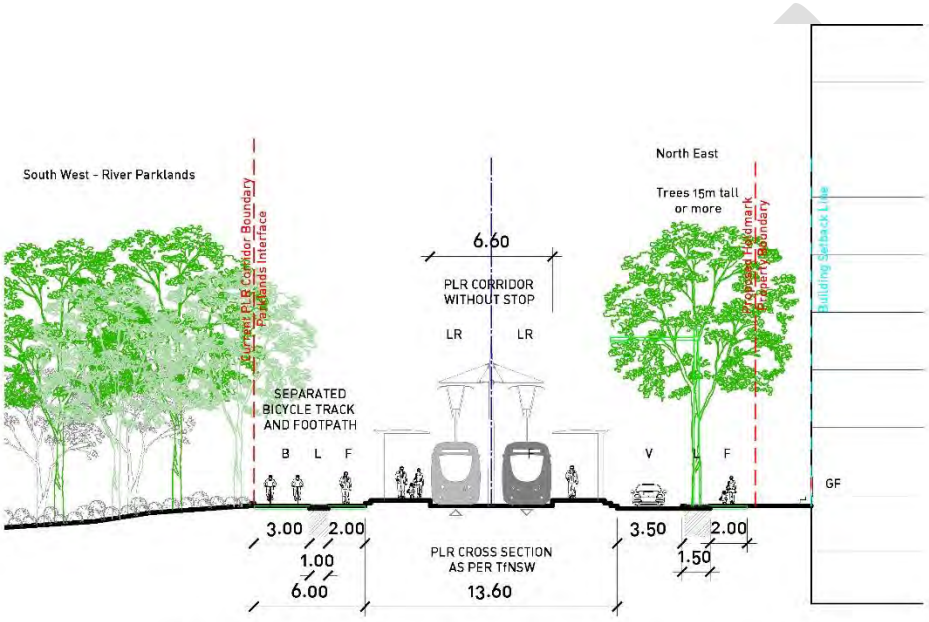


Figure 13: Type 6 Local Street (NSR 6)

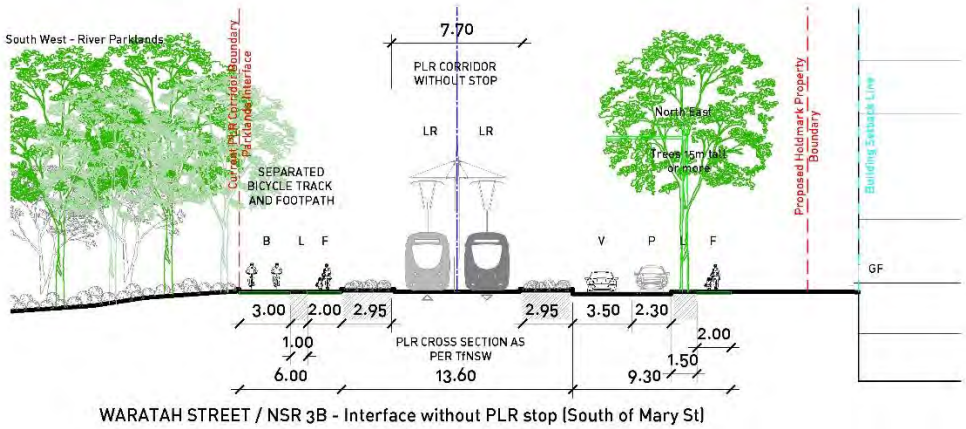
Type 7 – Local Street, One-way

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



WARATAH STREET / NSR 3B - Interface with PLR with stop (South of Mary St)

Figure 14: Type 7 Local Street (NSR 3B with Stop)



WARATAH STREET / NSR 3B - Interface without PLR stop (South of Mary St)

Figure 15: Type 7 Local Street (NSR 3B in areas without Stop)

Type 8 – Local Street, One-way

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

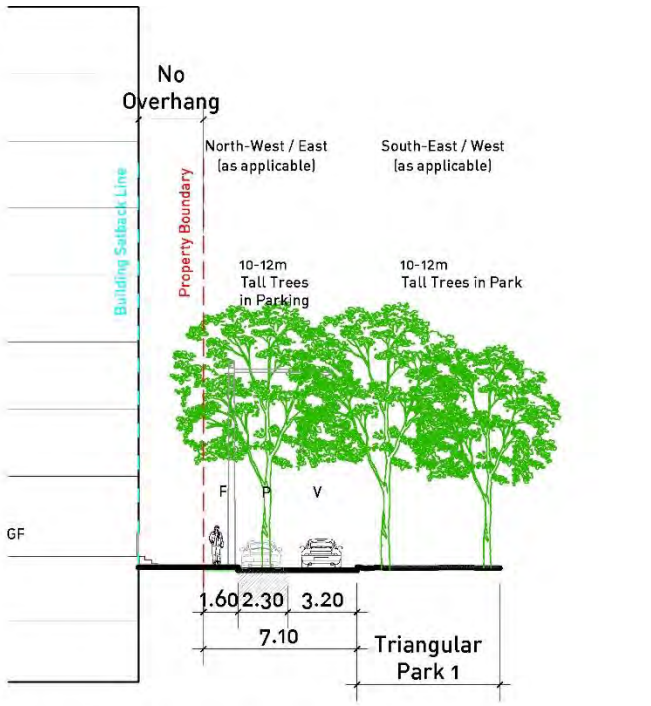
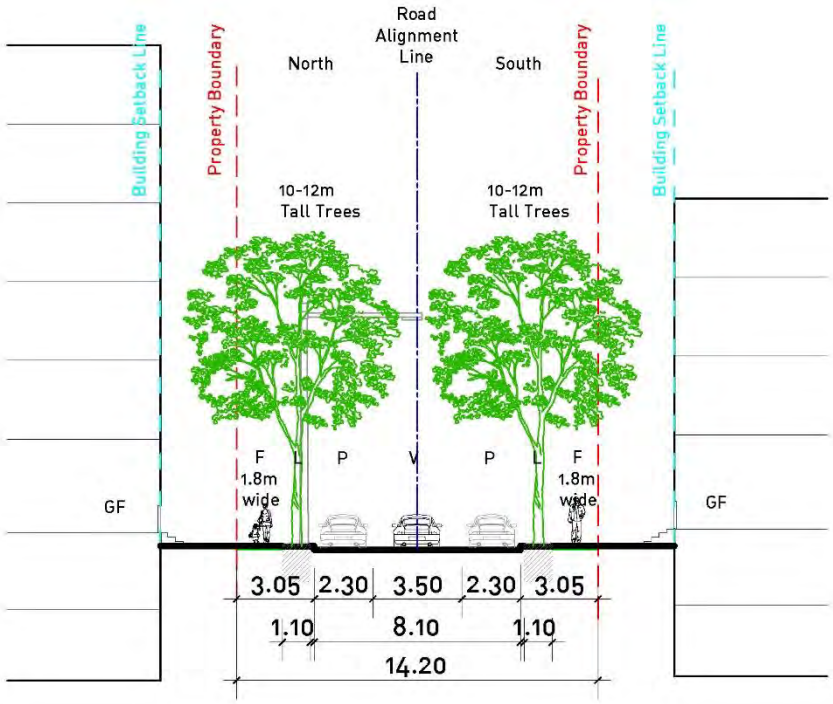


Figure 16: Type 8 Local Street (NSR 6A & EWR 9A)

Type 9 – Local Street, One-way

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



EWR 9 -14.2 M WIDE ROAD
One way traffic eastbound with parking on both sides of the street

Figure 17: Type 9 Local Street (EWR 9)

8.2.6.3.2 PEDESTRIAN CONNECTIONS (where applicable)

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

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

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

Objectives

O.01 Pedestrian connections are to increase connectivity and spatial variety in the street network and break up built form.

O.02 Provide a direct path of access to the town centre, public amenities, parks, and modes of transport.

O.03 Enable alternative access points to apartments.

O.04 Link the open spaces to the overall precinct.

O.05 Have a fully-public nature equivalent to the public domain.

Controls

C.01 The pedestrian connections should be -

a Consistent with the Masterplan.

b 24/7 publicly accessible.

c Extend from street to street or street to park.

d Open to sky.

e Available for controlled access for lightweight maintenance/service vehicles.

f Fully accessible using, in order of preference:

- graded walkways (no steeper than 1:20);
- limited use of ramp system as per the Disability Discrimination Act 1992;
- 24/7 clearly visible and publicly accessible lift service within the building structure; or
- alternative options for approval.

C.02 The pedestrian connections should have:

a View lines that align across all blocks.

b Building to building separation generally as 12m.A public path with a minimum width of 4

metres within the separation between buildings.

c Trees in deep soil (preferably) or in set down slabs and planters to encourage and sustain large canopy trees generally consistent with the ADG requirements including soil volumes, soil depth, irrigation, and sub-soil drainage.

d Pedestrian lighting to provide safe 24/7 access without creating nuisance to residential properties.

C.03 Materials as per the Melrose Park Public Domain Guidelines.

C.04 The pedestrian connections can provide secondary entry to the buildings and courtyards.

C.05 Landscaping, lighting, and street furniture elements such as seating (formal and incidental) is to be developed as an overall design, and be strategically located, with recognition of the grades and sight lines across the site.

8.2.6.3.3 STREET TREES

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

Objectives

O.01 Maintain existing and plant additional street trees within the public domain.

O.02 Improve and enhance environmental biodiversity and mitigate temperature at ground level.

O.03 Select tree species and planting regime to maximise connected street tree crown.

O.04 Improve visual amenity of the public domain and from the buildings.

Controls

C.01 Street trees should be provided along streets in accordance with Figure 26 and Melrose Park Public Domain Guidelines.

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

C.03 Street trees in the street parking lanes should have a mature height of more than 15m and are to be installed as per the Public Domain Plan and street cross sections above, and the latest version of the Melrose Park Public Domain Guidelines. Spacing of the trees should ensure tree crown touching at maturity.

C.04 Development applications should be consistent with the Melrose Park Public Domain Guidelines.

C.05 Public domain documentation indicating the street tree locations as detailed in the Melrose Park Public Domain Guidelines should be submitted with Development Applications and at Construction Certificate Applications approval stage.

8.2.6.3.4 OVERHEAD POWER LINES

Objectives

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

Controls

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

8.2.6.3.5 AWNINGS & AWNING DESIGN

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

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

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

Objectives

O.01 Increase amenity in areas of high pedestrian volume.

O.02 Design awnings to provide protection from rain, sun, and wind down draft.

O.03 Maintain complementary architectural detail between awnings.

Controls

C.01 Awnings in Melrose Park should be used at activated retail frontages.

C.02 New awnings should align with adjacent existing awnings and complement building façades.

C.03 Where a proposed building is located on a street corner and an awning is not required on one frontage, the awning should extend around the corner by a minimum of approximately 6m.

C.04 Awning dimensions should generally be consistent with Figure 17, and:

a Minimum soffit height of 3.3 metres, maximum of 4.2 metres.

b Low profile, with slim vertical fascias or eaves (generally not to exceed 300mm height).

c Setback a minimum of 600mm from the face of the kerb.

d Minimum of 2.0 metres deep unless street trees are required.

e Where street trees are required, the entire length of the awning should be set back from the kerb by a minimum of 1.9 metres. Cut outs for trees and light poles in awnings are not permitted.

C.05 Double height awnings are not permitted except where emphasis is required for entries and the like.

C.06 All awnings are to have non-reflective surfaces.

C.07 Glass in awnings should be used where climatically appropriate and should comply with the controls outlined in Section 5, 'SUSTAINABILITY'.

C.08 The awning roof should be designed so that all gutters are concealed, and downpipes incorporated in the building fabric.

C.09 Lighting and other fixtures should be recessed and integrated into the design of the soffit.



Figure 18: Typical Awning Condition with Street Trees

8.2.6.3.6 PEDESTRIAN ACCESS AND MOBILITY

Objectives

O.01 Enable access and use of all spaces, services, and facilities through the creation of a barrier-free environment in all public spaces, premises, and associated spaces.

O.02 Provide safe and easy access to buildings to enable better use and enjoyment by people regardless of age and physical condition, whilst also contributing to the vitality and vibrancy of the public domain.

Controls

C.01 Disability access and provisions must be in compliance with the relevant Building Codes, Australian Standards, and Disability Discrimination Act 1992.

8.2.6.3.7 SOLAR ACCESS & OVERSHADOWING OF PUBLIC SPACES

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

In addition, sunlight is another essential ingredient for public open space, to ensure the necessary conditions for the health of trees and vegetation. Public spaces have been identified in the Masterplan (Figure 24), which provide valuable opportunities to maintain and maximise use of solar access at ground level.

Objectives

O.01 Maximise solar access to public parks, public spaces, and streets during periods in the day when they are most used, throughout the year.

O.02 Support the successful growth and survival of trees and vegetation within the streets, parks, and open spaces.

Controls

C.01 Development should demonstrate how built form massing, orientation, and distribution of height will provide adequate sunlight to parks and public spaces as identified in Figure 25.

8.2.6.3.8 PUBLIC OPEN SPACE

Objectives

O.01 Create a strong definition of the public domain and maintain the range of public open spaces as shown in the Masterplan, Public Domain Plan, and Public Open Space Plan, to support the new residential community to meet, walk, and recreate.

O.02 The public open spaces are:

- Southern Parklands West OS4.
- Southern Parklands East OS3.
- Wharf Road Gardens OS1 & OS2.

O.03 Public open spaces are capable of:

a Accommodating a range of uses and events, experiences, and activities.

b Encouraging social interaction and use by people of different ages and abilities.

c Accommodating the needs of key user groups including children, young people, the elderly, low-income earners, and people with a disability.

d Provide public open spaces that are attractive and memorable with high levels of amenity that consider safety, climate, activity, circulation, seating, lighting, and enclosure.

e Contribute to the management of stormwater and enhancement of ecological values.

Controls

C.01 Public open space is to be provided as identified in the Masterplan (Figure 19), Public Domain Plan (Figure 27), and Table 4: Public Open Space Key Characteristics.

C.02 The designs for the public open spaces and the wetlands are to be developed in consultation with Council. They are to be designed to:

a Incorporate a palette of high quality and durable materials, and robust and drought tolerant landscaping species.

b Include clear, accessible, safe, and convenient linkages to each other and to the surrounding public open space network.

c Integrate stormwater management and urban tree canopy.

d Include design elements, furniture, and infrastructure to facilitate active and passive recreation and community gatherings.

e Maximise the safety and security of users consistent with 'Safety by Design' principles.

f Provide deep soil throughout, with no car parking or infrastructure underneath unless agreed to by Council.

g Encourage pedestrian use through the design of open space pathways and entrances.

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h Clearly delineate private and publicly accessible open space.

i Provide access to both sunlight and shade.

j Incorporate appropriate levels of lighting to maximise hours of use.

k Accommodate high levels of use.

l Be accessible 24/7.

m Be capable of being well maintained within reasonable costs.

C.03 All public open space is to be dedicated and then maintained by Council.

C.04 The landscaping and materials palette should respond to the character and environmental conditions of each space and should unite and relate to the other public open spaces throughout the precinct.

C.05 Vehicular movement through public open space should be restricted, except for emergency vehicles, servicing, and special events.

C.06 Landscaping, plant species, and structures such as retaining walls should be compatible with flood risk and not located on a flow path. Also see 'RETAINING WALLS' in Section 2, 'BUILT FORM'.

C.07 Soil profile to be consistent with the Soil Profile Strategy – fill within the public domain and open spaces should not occur prior to undertaking a Soil Profile Strategy which has been agreed to by Council.

C.08 Where open space performs dual recreation and stormwater detention functions, the design of the detention basin should:

a Provide an appropriate balance between stormwater management and recreation functions.

b Include appropriate measures to restrict gross pollutants from entering the basin.

c Allow the release of detained water within 24 hours of a significant rainfall event to protect landscaping within the basin.

d Have one or more embankment batters of a maximum 1 in 3 gradient to provide for the safe exit of persons from the basin following a significant rainfall event.

e Accommodate plant species and structures that can tolerate temporary flood inundation.

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Table 4: Public Open Space Key Characteristics

Site	Purpose/s	Use/s
Southern Parklands West OS4	Foreshore Park	Active informal recreation, passive recreation, community events, and gatherings
Southern Parklands East OS3	Foreshore Park	Passive recreation, gatherings
Wharf Road Gardens OS1 & OS2 (South)	Landscape Buffer	Passive recreation

Southern Parklands East OS3 and Southern Parklands West OS4

The Southern Parklands East OS3 and Southern Parklands West OS4 will assist in creating one continuous foreshore park along the Parramatta River once the entire south precinct is developed. The Southern Parklands East OS3 and Southern Parklands West OS4 will have an area of approximately 22,126m^2 and:

- function as the principal gathering space for the Melrose Park South precinct
- be edged by the existing Parramatta River cycleway to the south
- have a diverse mix of hard and soft landscaping and deep soil planting utilising indigenous, native, and exotic species to suit park environmental conditions
- should provide:

a a variety of outdoor spaces including, sheltered, sunny, shaded, intimate, expansive

b informal seating areas, public amenities, BBQ, shade structures, and drinking fountains

- utilise durable materials to resist vandalism and graffiti
- include gathering spaces and play elements integrated into the landscape design
- provide opportunities and infrastructure to support small scale events
- facilitate cross-site and internal pedestrian connections that are sympathetically integrated to maintain the overall landscape character
- achieve direct sunlight to a minimum of 50% of Southern Parklands East OS3 and Southern Parklands West OS4 between 10am and 2pm on 21 June in accordance with Figure 23: Solar Access Plan - Melrose Park South.

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Wharf Road Gardens (South) OS1 and OS2

- A linear park with a minimum width of approximately 17 metres and minimum area of 3,907m^2 should be provided along the eastern boundary of the precinct as identified in the Masterplan, and should:
- explore opportunities to integrate references to the agricultural or pharmaceutical heritage
- provide a green buffer of soft landscaping to protect significant trees
- include deep soil planting utilising indigenous, native, and exotic species
- incorporate shade and some formal and informal seating
- achieve direct sunlight to a minimum of 50% of Wharf Road Gardens OS1 & OS2 between 10am and 2pm on 21 June in accordance with Figure 23: Solar Access Plan - Melrose Park South.

8.2.6.3.9 LANDSCAPE DESIGN

Objectives

O.01 Ensure that the landscape is fully integrated into the design of development.

O.02 Optimise landscaping to ameliorate urban heat effects.

O.03 Provide tree canopies to enhance the street character.

Controls

C.01 A landscape plan should be provided for all landscaped areas. The plan should outline how landscaped areas are to be maintained for the life of the development.

C.02 Canopy trees should be provided in the street frontage setback deep soil to complement tree canopy species in accordance with the Public Domain Plan and the Melrose Park Public Domain Guidelines.

C.03 Ensure that A-grade soil profile is appropriate for the planting in the deep soil zones.

C.04 Landscape requirements should be as per Section 3.3.1 Landscaping, and 3.3.2 Private and Communal Open Space of the Parramatta DCP 2023 and where there is a conflict, this DCP shall prevail.

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8.2.6.3.10 PLANTING ON STRUCTURES

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

Objectives

O.01 Contribute to the landscape quality and amenity of buildings.

O.02 Encourage the establishment and healthy growth of landscaping on structures in urban areas.

O.03 Ensure that A-grade soil profile appropriate for the proposed planting in the deep soil zones and for the landscaping on slab is provided.

Controls

C.01 Design for optimum growing conditions and sustained plant growth and health by providing minimum soil depth and soil volume as per Table 5: Minimum soil depth for plant establishment (in addition to drainage layer), and soil area appropriate to the size of the plants to be established.

C.02 Provide appropriate soil conditions including irrigation (where possible using recycled water) and suitable drainage.

C.03 Provide square or rectangular planting areas rather than narrow linear areas.

C.04 Provide a soil profile report that specifies A-grade soil that meets the specific requirements for the proposed planting, for 1 metre above drainage in landscape planting on slab.

C.05 Tree planting and landscaping located on a slab is to be set down into the slab a minimum of 1 metre, plus drainage for trees, and a lessor amount appropriate for other planting.

C.06 The minimum number of trees to be provided in landscaped areas is 1 tree per 80m^2 or as agreed by Council's Landscape Management Officer.

Table 5: Minimum soil depth for plant establishment (in addition to drainage layer)

Plant type	Minimum soil depth	Minimum soil volume
Large trees (over 12m high, to 16m crown spread at maturity or to connect with other tree crowns)	1.3m	150m^3
Medium trees (8-12m high, up to 8m crown spread at maturity)	1m	35m^3
Small trees (6-8m high, up to 4m crown spread at maturity)	800mm	9m^3
Shrubs and ground cover	500m	n/a

8.2.6.4 VEHICULAR ACCESS, PARKING, SERVICING

8.2.6.4.1 VEHICULAR ACCESS

The design and location of vehicle access to developments should give priority to pedestrian movement, to minimise conflicts between pedestrians and vehicles on footpaths, particularly along primarily pedestrian streets. Vehicle access should also be designed to minimise visual intrusion and disruption of the public domain.

Porte-cocheres are not encouraged as they disrupt pedestrian movement, do not contribute to active street frontage, and provide no public benefit.

Objectives

O.01 Minimise the impact of vehicle access points and driveway crossovers on streetscape amenity, pedestrian safety, and the quality of the public domain.

O.02 Minimise the size and number of vehicle and service crossings to retain streetscape continuity and reinforce a high-quality public domain.

O.03 Minimise the impact of vehicle access points and driveway crossovers on streetscape amenity, pedestrian safety, and the quality of the public domain by:

a Designing vehicle access to required safety and traffic management standards.

b Integrating vehicle access with site planning, streetscape requirements, and traffic patterns.

c Minimising potential conflict with pedestrians.

d Limiting street crossings.

O.04 Minimise the size and quantity of vehicle and service crossings to retain streetscape continuity and reinforce a high-quality public domain. Where possible, limit vehicle entries to basement to one for each lot.

O.05 Enable pedestrian movement to have priority when vehicles crossing the public domain.

O.06 Minimise the width of any vehicular crossing at the footpath.

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Controls

C.01 Where practicable, provide one entry point to each lot for service vehicles and residential vehicles.

C.02 Where practicable, vehicle access is to be from less busy streets and streets on the low side of lots where possible, rather than busy streets or streets with major pedestrian activity.

C.03 Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on-site signal equipment should be used to allow shared access. Where appropriate, new buildings should provide vehicle access points so that they are capable of shared access at a later date.

C.04 Vehicle access ramps parallel to the street frontage will not be permitted.

C.05 Doors to vehicle access points should be fitted behind the building façade and to be of materials that integrate with the design of the building and contribute to a positive public domain.

C.06 Vehicle entries should have high quality finishes to walls and ceilings as well as high standard detailing. No service ducts or pipes are to be visible from the street.

C.07 Driveways should be:

a Provided from less busy streets rather than the primary street, wherever practical.

b Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing or proposed street trees.

c Located a minimum of 10 metres from the perpendicular of any intersection of any two roads.

d Located on the less busy streets.

C.08 The number of street crossings and entrances to basement car parking should be minimised.

C.09 Where possible, limit basement vehicle entries to one per development lot.

C.10 Vehicle access should be designed to:

a Minimise the visual impact on the street, site layout, and the building design,

b Integrated into the building design.

C.11 All vehicles should be able to enter and leave the site in a forward direction without the need to make more than a three-point turn.

C.12 Pedestrian and vehicle access should be separate and be clearly differentiated.

C.13 Vehicle access should be a minimum of 3 metres from pedestrian entrances.

C.14 Vehicular access should not ramp along boundary alignments edging the public domain, streets, lanes parks, water frontages, and the like.

C.15 Driveway crossings should be designed in accordance with Council's standard Vehicle Entrance Designs, with any works within the footpath and road reserve subject to a Section 138 Roads Act approval.

C.16 Driveway entries and vehicle crossings should be in accordance with AS2890.1.

C.17 Vehicle entries visible from the street when doors are open should have a high-quality finish to walls and ceilings as well as a high standard of detailing. No service ducts or pipes are to be

visible from the street.

C.18 Loading docks and waste collection should be incorporated within the basement with one entry where possible.

C.19 Driveway grades, vehicular ramp width/grades, passing bays, and sight distance for driveways should be in accordance with the relevant Australian Standard (AS2890.1).

C.20 Vehicular ramps less than 20 metres long within developments and parking stations should be in accordance with AS2890.

C.21 Access ways to underground parking should not be located adjacent to doors of the habitable rooms of any residential development.

C.22 Semi-pervious materials should be used for all uncovered parts of driveways/spaces to provide for some stormwater infiltration.

C.23 Entrances to basement facilities should not terminate the view at the ends of any streets or pedestrian connections

C.24 Entrance doors to basements should be:

a Located behind the façade of the building by a minimum of 500mm, or

b Designed to be recessive.

c Be of materials that integrate with the design of the building and that contribute positively to the public domain.

C.25 Vehicle slip lanes in public streets for private use are not permitted.

C.26 Vehicular access, egress, and manoeuvring should be provided in accordance with the NSW Fire Brigades Code of Practice – Building Construction – NSWFB Vehicle Requirements.

C.27 Vehicle access ramps should be perpendicular to the street frontage to minimise the width of vehicle entry openings. Where driveway width exceeds the maximum dimension (typically) the driveway should be separated and coordinated with the street tree layout as per the Public Domain Plan.

C.28 Vehicle landings should comply with the relevant Australian Standards to maximise visual contact with oncoming pedestrians.

C.29 Vehicle crossings shall use Council's current standard vehicle crossing detail, as agreed by Council.

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8.2.6.4.2 ON-SITE PARKING

Car parking should be provided on-site in discreetly-located basements for all development.

Objectives

O.01 To facilitate an appropriate level of on-site parking provision in Melrose Park.

O.02 To minimise the visual impact of on-site parking.

O.03 To provide adequate space for parking and manoeuvring of vehicles (including service vehicles and bicycles).

O.04 To maximise the use and benefit of public transport and non-motorised modes of transport, such as bicycles and walking.

Controls

C.01 Car parking rates for Melrose Park are as per the rates identified in the DCP. While these rates in the table refer to minimums, these rates are to be applied as maximum rates in Melrose Park and should not be exceeded.

C.02 Car parking should generally be provided in basements and semi-basements.

C.03 Car parking should be consolidated in basement areas under building footprints and courtyards to maximise the available area for deep soil planting in setbacks.

C.04 Maximise the efficiency of car park design with predominantly orthogonal geometry and consideration of circulation and car space sizes.

C.05 Accessible parking spaces designed and appropriately signed for use by people with disabilities are to be provided to meet Australian Standards.

C.06 Separate motorcycle parking is to be provided at the rate of 1 car parking space, as a minimum, for every 50 car parking spaces provided, or part thereof. Motorcycle parking does not contribute to the number of parking spaces for the purpose of complying with the maximum number of parking spaces permitted.

C.07 On-site parking should meet the relevant Australian Standard (AS2890.1:2004 – Parking facilities, or as amended).

C.08 Pedestrian pathways to car parking areas are to be provided with clear lines of sight and safe lighting especially at night.

C.09 If excavation is required management procedures as set out in the Parramatta Historical Archaeological Landscape Management Study is to be undertaken.

C.10 Provide greater flexibility in the use of car parking by separating the title of car parking from the title of the apartments for sale.

C.11 Natural ventilation should be provided to underground parking areas where possible, with ventilation grilles and structures:

a Integrated into the overall façade and landscape design of the development,

b Not located on the primary street façade, and oriented away from windows of habitable rooms and private open spaces areas.

8.2.6.4.3 BICYCLE PARKING

Objectives

O.01 Ensure safe, accessible, and adequate bicycle parking is provided for residents and visitors of the precinct.

O.02 Ensure end of trip facilities are provided within developments in the precinct.

Controls

C.01 Ensure secure bicycle parking is provided in residential and town centre buildings.

C.02 Secure bicycle parking facilities are to be provided in accordance with Council's Bike Plan.

C.03 Where possible, bicycle parking for residents and/or employees should be provided at-grade. Where bicycle parking is provided within the basement or above ground levels, it is to be located on the first level of the basement or first level above ground and in proximity to entry and exit points.

C.04 Bicycle parking access and facilities are to be provided in accordance with Australian Standard AS2890.3.

C.05 Visitor bicycle parking shall be located at-grade near the entry point to the building, and be undercover and accessible at all times.

C.06 Where visitor bicycle parking cannot be provided at-grade it is to be provided on the first level of the basement or first level above ground adjacent to the visitor car parking and be accessible at all times.

C.07 The area required for bicycle parking is to be calculated in addition to storage areas required as per the ADG.

C.08 End of trip facilities for non-residential development (excluding the town centre) are to be provided at the following rates:

a 1 personal locker per bicycle parking space

b 1 shower and change cubicle for up to 10 bicycle parking spaces

c shower and change cubicles for 11 to 20 or more bicycle parking spaces are provided

d additional shower and cubicles for each additional 20 bicycle parking spaces or part thereof.

C.09 Shower and change room facilities may be provided in the form of shower and change cubicles in a unisex area and are to be designed to accommodate separate wet and dry areas, including areas to hang towels and clothes.

C.10 End of trip facilities are to:

a. Be located within the basement or above ground levels. Where located in a basement it is to be located on the first level of the basement. Where located above ground it is to be located on the first level above ground and in proximity to entry and exit points.

b. Provide for a clear and safe path of travel to minimise conflict between vehicles and pedestrians.

c. Be in close proximity to bicycle parking facilities and the entry and exit points.

d. Be within an area of security camera surveillance, where there are such building security systems available.

e. Development proposing multiple commercial tenancies must demonstrate how all tenancies will have access to the end of trip facilities and employee bicycle parking.

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8.2.6.5 SUSTAINABILITY

8.2.6.5.1 ENERGY AND WATER EFFICIENCY

Objectives

O.01 Promote sustainable development which uses energy efficiently and minimises non-renewable energy usage in the construction and use of buildings.

O.02 Ensure that the Melrose Park development contributes positively to an overall reduction in energy consumption and greenhouse gas emissions.

O.03 Reduce energy bills and the whole of life cost of energy services.

O.04 Reduce consumption of potable water.

O.05 Harvest rainwater and urban stormwater runoff for use.

O.06 Reduce wastewater discharge.

Controls

C.01 The development should:

a Seek to achieve a BASIX Energy score of

- BASIX 50 (+25) for buildings with 2-15 storeys
- BASIX 45 (+20) for buildings with 16-30 storeys.

b Seek to achieve a BASIX Water score of at least 55.

c Provide photovoltaics to each of the buildings if sufficient roof space is available.

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8.2.6.5.2 RECYCLED WATER

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

Objectives

O.01 Increase resilience and water security by providing an alternative water supply to buildings.

O.02 Reduce the technical and financial barriers to upgrading buildings to connect to future non-drinking water supply infrastructure.

O.03 Support the growth infrastructure requirements for the Greater Parramatta Olympic Peninsula.

Controls

C.01 All development must install a dual reticulation system to support the immediate or future connection to a recycled water network. The design of the dual reticulation system is to be such that a future changeover to an alternative water supply can be achieved without significant civil or building work, disruption, or cost.

C.02 The dual reticulation system should have:

a one reticulation system servicing drinking water uses, connected to the drinking water supply, and

b one reticulation system servicing all non-drinking water uses, such as toilet flushing, irrigation, and washing machines. The non-drinking water system is to be connected to the rainwater tank with drinking water supply backup, until an alternative water supply connection is available.

c Metering of water services is to be in accordance with the current version of Sydney Water's multi-level individual metering guide. Individual metering of the non-drinking water is optional.

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8.2.6.5.3 ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Terminology

The following Electric Vehicle (EV) technical terms are used:

EV Ready Connection is the provision of a cable tray and a dedicated spare 32A circuit provided in an EV Distribution Board to enable easy future installation of cabling from an EV charger to the EV Distribution Board and a circuit breaker to feed the circuit.

Private EV Connection is the provision of a minimum 15A circuit and power point to enable easy future an EV in the garage connected to the main switchboard.

Shared EV Connection is the provision of a minimum Level 2 40A fast charger and power supply to a car parking space connected to an EV Distribution Board.

EV Distribution Board is a distribution board dedicated to EV charging that is capable of supplying not less than 50% of EV connections at full power at any one time during off-peak periods, to ensure impacts of maximum demand are minimised. To deliver this, the distribution board will be complete with an EV Load Management System and an active suitably sized connection to the main switchboard. The distribution board must provide adequate space for the future installation (post-construction) of compact meters in or adjacent to the distribution board, to enable the body corporate to measure individual EV usage in the future.

Objectives

O.01 Recognise the positive benefits of increased electric vehicle adoption on urban amenity including air quality and urban heat.

O.02 Ensure that Melrose Park provides the necessary infrastructure to support the charging of electric vehicles.

O.03 Minimise the impact of electric vehicle charging on peak electrical demand requirements.

Controls

C.01 EV Load Management System is to be capable of:

a reading real time current and energy from the electric vehicle chargers under management.

b determining, based on known installation parameters and real time data, the appropriate behaviour of each EV charger to minimise building peak power demand whilst ensuring electric vehicles connected are full recharged.

c being scaled to include additional chargers as they are added to the site over time.

C.02 All apartment residential car parking must:

a provide an EV Ready Connection to at least one car space per dwelling.

b provide EV Distribution Board(s) of sufficient size to allow connection of all EV Ready Connections and Shared EV connections.

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c Locate EV Distribution board(s) so that no future EV Ready Connection will require a cable of more than 50m from the parking bay to connect.

d Identify on the plans submitted with the Development Application the future installation location of the cable trays from the EV Distribution Board to the car spaces allocated to each dwelling that are provided a future EV connection, with confirmation of adequacy from an electrical engineer. Spatial allowances are to be made for cable trays and EV Distribution Board(s) when designing to include other services.

C.03 All car share spaces and spaces allocated to visitors must have a Shared EV connection.

C.04 All commercial building car parking must:

a Provide 1 Shared EV connection for every 10 commercial car spaces distributed throughout the car park to provide equitable access across floors and floor plates.

C.05 The bicycle storage facility is to include 10A e-bike charging outlets to 10% of spaces with no space being more than 20m away from a charging outlet.

8.2.6.5.4 URBAN HEAT

Urban heat, or the 'Urban Heat Island Effect', refers to the higher temperatures experienced in urban areas compared to rural or natural areas. Urban heat impacts our communities, businesses, and natural environment in many ways, including increasing demand for electricity and water, and resulting in a less comfortable public domain for pedestrians, with associated health impacts. On average, Melrose Park experiences more frequent hotter days than the Sydney average (Australian Bureau of Meteorology).

As more development takes place within the Parramatta Local Government Area, the build-up of heat in the environment occurs through increased hard surfaces, reduced vegetation, and heat rejection from buildings surfaces and air conditioning units. The build-up of heat is compounded as more dense urban environments reduce the amount of heat able to be removed by wind and re-radiation to the night sky, extending the period of discomfort.

This section of the DCP provides controls which aim to reduce and remove heat from the urban environment at the city and local scale. These are innovative controls based on Australian and international evidence on cites and the Urban Heat Island Effect. The controls address the:

- reflectivity of building roofs, podiums, and façades; and
- reduce the impacts of heat rejection sources of heating and cooling systems.

The following complementary controls contained in the DCP assist with the reduction of urban heat:

- encouraging laminar wind flows and reducing turbulence through the setbacks above street wall and podia height controls
- vegetation and retention of soil moisture through Water Sensitive Urban Design
- street trees and vegetation in the public domain (PDG)
- well-designed landscaping and Green Roofs and Walls

Solar heat reflectivity should not be confused with solar light reflectivity, as these are distinctly different issues. Solar heat contributes to urban warming and solar light reflectivity can be the cause of glare, which is covered in Section XX.

These controls do not consider energy efficiency or thermal comfort within buildings. These important issues are dealt with in other controls, State Environmental Planning Policies and the National Construction Code.

Terminology

Solar heat reflectance is the measure of a material's ability to reflect solar radiation. A 0% solar heat reflectance means no solar heat radiation is reflected and 100% solar heat reflectance means that all the incidental solar heat radiation is reflected. In general, lighter coloured surfaces and reflective surfaces such as metals will have typically higher solar heat reflectance, with dark-coloured surfaces or dull surfaces will typically have lower solar heat reflectance. External solar heat reflectance measured at the surface normal (90 degrees) is used in these controls.

Solar transmittance is the percentage of solar radiation which can pass through a material. Opaque surfaces such as concrete will have 0% solar transmittance, dark or reflective glass may have less than 10%, whilst transparent surfaces such as clear glass may allow 80% to 90% solar transmittance.

Solar Reflectance Index (SRI) is a composite measure of a material's ability to reflect solar radiation (solar reflectance) and emit heat which has been absorbed by the material. For example, a standard black paint has an SRI value of 5 and a standard white paint has an SRI value of 100.

Reflective Surface Ratio (RSR) is the ratio of reflective to non-reflective external surface on any given façade.

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Reflective surfaces are those surfaces that directly reflect light and heat and, for the purposes of this DCP, are defined as those surfaces that have specular normal reflection of greater than 5% and includes glazing, glass faced spandrel panel, some metal finishes, and high gloss finishes.

Non-reflective surfaces are those surfaces that diffusely reflect light and heat and for the purposes of this DCP are defined as those surfaces that have specular normal reflection of less than 5%.

Maximum External Solar Reflectance is the maximum allowable percentage of solar reflectance for the external face of a reflective surface. The percentage of solar reflectance is to be measure at a normal angle of incidence.

PRINCIPLES

P.10 Reduce the contribution of development in Melrose Park to urban heat in the Parramatta Local Government Area

P.11 Improve user comfort in Melrose Park, in private open space and the public domain.

8.2.6.5.5 ROOF SURFACES

Objectives

O.01 Reflect and radiate heat from roofs and podium top areas.

O.02 Improve user comfort in roof and podium top areas.

Controls

C.01 Where surfaces on roof tops or podiums are used for communal open space or other active purposes, the development must demonstrate at least 50% of the accessible roof area complies with one or a combination of the following:

a Be shaded by a shade structure;

b Be covered by vegetation consistent with the controls in Section X Green Roofs or Walls;

c Provide shading through canopy tree planting, to be measured on extent of canopy cover 2 years after planting.

C.02 Where surfaces on roof tops or podiums are not used for the purposes of private or public open space, or for solar panels or heat rejection plant, the development must demonstrate the following:

a Materials used have a minimum solar reflectivity index (SRI) of 82 for a horizontal surface or a minimum SRI of 39 for sloped surface greater than 15 degrees; or

b 75% of the total roof or podium surface should be covered by vegetation; or

c A combination of (a) and (b) for the total roof surface.

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8.2.6.5.6 VERTICAL FACADES

Objectives

O.01 Minimise the reflection of solar heat downward from the building façade into private open space or the public domain.

Controls

C.01 The extent of the vertical façade of street walls, podia, and perimeter-block development (or if no street wall, as measured from the first 12 metres from the ground plane) that comprise Reflective Surfaces should demonstrate a minimum percentage of shading as defined in Table 6 as calculated on 21 December on:

- the east facing façade at 10am
- northeast and southeast facing façade at 11.30am
- north facing façade at 1pm
- northwest and southwest facing façade at 2.30pm
- west facing façade at 4pm

Table 6: Minimum Percentage Shading

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Minimum percentage shading (%)	0	1.5*RSR-45	75

Shadow diagrams must be submitted with the Development Application quantifying the extent of shading at 10am, 11.30am, 1pm, 2.30pm, and 4pm on 21 December for each relevant façade. Shadows from existing buildings, structures, and vegetation are not considered in the calculations. Refer to Table 7 for sun angles corresponding to shading reference times.

Calculation of RSR for each relevant façade must also be submitted with the Development Application.

Table 7: Shading Sun Angles

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Façade Orientation	Sun Angles
East ± 22.5°	Reference Time: 10am AEDT (UTC/GMT+11) Sun Elevation: 51° Sun Azimuth: 86°
Northeast/Southeast ± 22.5°	Reference Time: 11.30am AEDT (UTC/GMT+11) Sun Elevation: 69° Sun Azimuth: 66°
North ± 22.5°	Reference Time: 1pm AEDT (UTC/GMT+11) Sun Elevation: 80° Sun Azimuth: 352°
Northwest/Southwest ± 22.5°	Reference Time: 2.30pm AEDT (UTC/GMT+11) Sun Elevation: 67° Sun Azimuth: 290°
West ± 22.5°	Reference Time: 4pm AEDT (UTC/GMT+11) Sun Elevation: 48° Sun Azimuth: 272°

C.02 The extent of the vertical façade of the tower (above the street wall or if no street wall, as measured above the first 12 metres from the ground plane) that comprise Reflective Surfaces should demonstrate a minimum percentage of shading as defined in Table 6 as calculated on 21 December on:

- the east facing façade at 10am
- northeast and southeast facing façade at 11.30am
- north facing façade at 1pm
- northwest and southwest facing façade at 2.30pm
- west facing façade at 4pm.

Table 8: Minimum tower percentage shading

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Minimum percentage shading (%)	0	0.8*RSR-24	40

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Calculation of RSR for each relevant façade must also be submitted with the Development Application.

C.03 Shading may be provided by:

a External feature shading with non-reflective surfaces;

b Intrinsic features of the building form such as reveals and returns; and

c Shading from vegetation such as green walls that is consistent with the controls in Section X Green Roofs or Walls.

C.04 Non-reflective surfaces of vertical façades do not require shading and these areas can be excluded from the calculations.

C.05 Where it is demonstrated that shading cannot be achieved in accordance with the above controls, a maximum external solar reflectance as defined in Table 9 is generally acceptable.

Table 9: Maximum solar reflectance of Reflective Surfaces

	Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
	Maximum External Solar Reflectance (%)	No Max.	62.5-0.75*RSR	10

C.06 Where multiple reflective surfaces or convex geometry of reflective surfaces introduce the risk of focusing solar reflections into the public spaces:

a Solar heat reflections from any part of a building must not exceed 1,000W/m^2 in the public domain at any time;

b A reflectivity modelling report may be required to qualify the extent of reflected solar heat radiation.

8.2.6.5.7 HEATING AND COOLING SYSTEMS – HEAT REJECTION

Objectives

O.01 Reduce the impact of heat rejection from heating, ventilation, and cooling systems in Melrose Park from contributing to the urban heat island effect in the Parramatta Local Government Area; and

O.02 Avoid or minimise the impact of heat rejection from heating, ventilation, and cooling systems on user comfort in private open space and the public domain.

Controls

C.01 Residential apartments within a mixed-use development or residential flat building should incorporate efficient heating, ventilation, and cooling systems which reject heat from a centralised source on the uppermost roof.

C.02 Where the heat rejection source is located on the uppermost roof, these should be designed in conjunction with controls in this section of the DCP relating to Roof Surfaces and the controls in Section X Green Roofs and Walls.

C.03 No heat rejection units should be located on the street wall frontage on the primary street.

C.04 Heat rejection units are strongly discouraged from being located on building façades or on private open space, such as balconies and courtyards. However, where it is demonstrated that heat rejection cannot be achieved in accordance with the above controls C.01 and C.02 above and these units are installed, the HVAC system must demonstrate:

a Heating, ventilation, and cooling systems exceed current Minimum Energy Performance Standard requirements; and

b The heat rejection units are situated with unimpeded ventilation, avoiding screens and impermeable balcony walls; and

c The area required by the heat rejection units is additional to minimum requirements for private open space.

8.2.6.5.8 GREEN ROOFS AND WALLS

Objectives

O.01 Ensure that green roofs and walls are considered for integration into the design of new development.

O.02 Design green roofs and walls to maximise their cooling effects.

O.03 Ensure green roofs and walls are designed and maintained to respond to local climatic conditions and ensure sustained plant growth.

Controls

C.08 Green roofs and wall structures are be assessed as a part of the structural certification for the building. Structures designed to accommodate green walls should be integrated into the building façade.

C.09 Waterproofing for green roofs and walls is to be assessed as a part of the waterproofing certification for the building.

C.10 Where vegetation or trees are proposed on the roof or vertical surfaces of any building, a Landscape Plan should be submitted, which demonstrates:

C.11 Adequate irrigation and drainage are provided to ensure sustained plant growth and health and safe use of the space;

C.12 Appropriate plant selection to suit site conditions, including wind impacts and solar access; and

C.13 Adherence to the objectives, design guidelines, and standards contained in the ADG for 'Planting on Structures'.

C.14 Green roofs or walls, where achievable, should use rainwater, stormwater, or recycled water for irrigation.

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C.15 Container gardens, where plants are maintained in pots, are not considered to be green roofs, however they are acknowledged as contributing to the reduction of urban heat.

C.16 Register an instrument of positive covenant to cover proper maintenance and performance of the green roof and walls on terms reasonably acceptable to the Council prior to granting of the Occupancy Certificate.

C.17 Green roof planting, structures, and toilet facilities are permitted to exceed the height plane.

8.2.6.5.9 SOLAR LIGHT REFLECTIVITY (GLARE)

Objectives

O.01 To ensure that buildings in Melrose Park restrict solar light reflected from buildings to surrounding areas and other buildings.

O.02 To minimise the risk of bird collision due to high transparency, through treatment of external windows and other glazed building surfaces.

Controls

C.01 New buildings and façades must not produce solar light reflectivity that results in glare that is hazardous, undesirable, or causes discomfort for pedestrians, drivers, and occupants of other buildings or users of public spaces.

C.02 Solar light reflectivity from building materials used on façades must not exceed 20%.

C.03 Subject to the extent and nature of glazing and reflective materials used, a Reflectivity Report that analyses potential solar light reflectivity from the proposed development on pedestrians, motorists, or surrounding areas may be required.

C.04 Buildings greater that 40m in height require a Reflectivity Report that includes the visualisation and photometric assessment of solar light reflected from the building on the surrounding environment. Analysis is to include:

a The extent of solar light reflections resulting from the development for each day in 15- minute intervals;

b A visual and optometric assessment of view aspects where solar light reflections may impact pedestrians, or drivers, occupants of other buildings or users of public spaces including assessment of visual discomfort and hazard.

C.05 Demonstrate that development will not significantly affect migratory or threatened bird species because of illumination or obstruction of flight pathways into Melrose Park. Consideration is to be given to the *National Light Pollution Guidelines for Wildlife* (Migratory Shorebirds) and the *Industry Guidelines for Avoiding, Assessing and Mitigating Impacts on EPBC Act Listed Migratory Shorebird Species*.

C.06 A report is to be prepared by a suitably qualified consultant at Development Application stage to determine appropriate treatments of building surfaces for buildings within close proximity to open space and water bodies.

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8.2.6.5.10 BUILDING FORM AND WIND MITIGATION

Objectives

O.01 Ensure that building form enables the achievement of nominated wind standards to maintain safe and comfortable conditions in the precinct.

O.02 Ensure wind mitigation methods do not to enable full development of street tree canopy.

Controls

C.01 Wind Effects Report is to be submitted with the Development Application for all buildings greater than 32m in height. Report recommendations cannot rely on or include street trees to assist to mitigate wind downdraft effects on the public domain. For buildings over 50m in height, results of a wind tunnel test are to be included in the report.

C.02 Site design for tall buildings (towers) should:

a Set tower buildings back from lower structures built at the street frontage.

b Protect pedestrians from strong wind downdrafts at the base of the tower.

c Ensure that tower buildings are well spaced from each other to allow breezes to penetrate city centre.

d Consider the shape, location, and height of buildings to satisfy wind criteria for public safety and comfort at ground level.

e Ensure usability of open terraces and balconies.

C.03 Buildings and public and private open spaces are to be designed in response to wind testing outcomes.

C.04 Historical data of wind speed and direction collected over a minimum of 10 years should be used as the basis of a pedestrian level Wind Effects Report. Data from the Bankstown Airport Bureau of Meteorology anemometer starting earliest in 1993 is to be used and adequately corrected for the effects of differences in roughness of the surrounding natural and built environment. The use of wind data for daytime hours between 6am and 9pm is generally recommended and may be specifically requested by the City of Parramatta, however, wind data for all hours may be used as well, where appropriate. Climate data are to be presented in the Wind Effects report.

NOTE: The criteria for pedestrian level wind comfort and safety are based on published research, particularly on the criteria developed by Lawson (1990). Pedestrian safety and comfort are affected by both the mean and the gust wind speed.

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8.2.6.5.11 ECOLOGY

Objective

O.01 Ensure that potential flora and fauna species located on the site are identified and managed appropriately.

Controls

C.01 A survey of all buildings and landscaping is to be undertaken to identify any species occupying existing buildings/land.

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8.2.6.6 Appendix A – Melrose Park

8.2.6.6.1 MASTERPLAN



Figure 19 Melrose Park Masterplan

8.2.6.6.2 MAXIMUM GROSS FLOOR AREA



Figure 20: Maximum GFA Plan per Lot

8.2.6.6.3 COURTYARD LOCATIONS



Figure 21: Courtyard Locations

8.2.6.6.4 BUILDING HEIGHTS



Figure 22: Building Heights

8.2.6.6.5 SOLAR ACCESS PLAN



Figure 23: Solar Access Plan - Melrose Park South

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8.2.6.6.6 STREET SETBACKS



Figure 24: Street Setbacks

8.2.6.6.7 PUBLIC OPEN SPACE



Figure 25: Public Open Space - Melrose Park South

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8.2.6.6.8 STREET HIERARCHY



Figure 26: Street Hierarchy

8.2.6.6.9 PUBLIC DOMAIN PLAN



Figure 27: Public Domain Plan - Melrose Park South

8.2.6.7 WATER MANAGEMENT CONTROL PLAN – MELROSE PARK SOUTH

8.2.6.7.1 WATER MANAGEMENT STRATEGY – OVERVIEW

Urbanisation brings impermeable paving and roofing, replacing 'natural' landscapes. More rainwater runs off, and it runs faster. This substantially changes the catchment: flooding is increased, water and waterways become polluted, bushland degrades and there are numerous other impacts. Sustainable water management is required to counteract this.

Overland flow will traverse the catchment above the Melrose Park South precinct and the precinct itself during severe storms. There are catchments above Victoria Road and west of Melrose Park Precincts that contribute to this overland flow.

At present, overland flow and drainage across Melrose Park is partly managed and partly informal but allows overland stormwater to be delayed on its passage through the site.

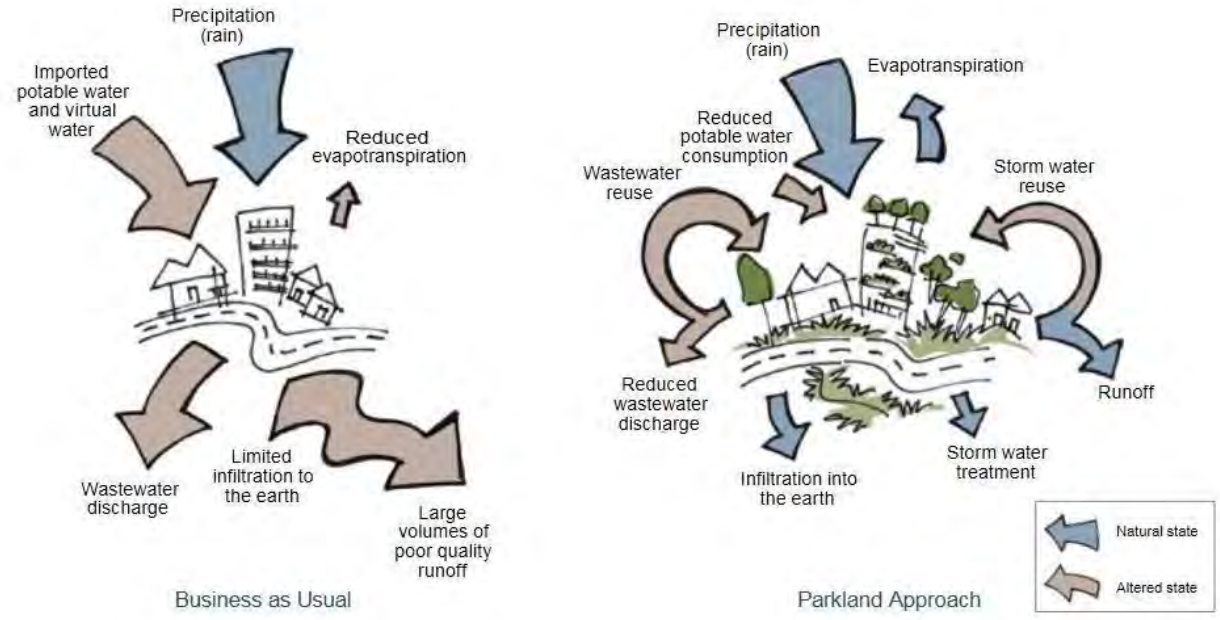


Figure 28: 'Business as Usual' and 'Parkland Approach'

Source: Urban Typologies and Stormwater Management – achieving a cool green liveable Western Parkland City, Sydney Water, Bligh Tanner and Architectus 2020

Once the Melrose Park North precinct development is completed, some but not all, of this overland flow will be managed to prevent accelerated runoff and other factors that would otherwise increase flooding below the site, particularly in Melrose Park South precinct. However, with this size of catchment and its terrain and character, some overland flow flooding is unavoidable, and this must be managed within the Melrose Park South precinct so that overland flow floodwaters are safely conveyed through the precinct to the Parramatta River.

In Melrose Park North, both private and public stormwater/floodwater detention will be implemented so that peak discharges from the northern precinct are reduced to at or below pre-development peak levels and at the same time Council's obligations regarding on site detention in the Parramatta River Catchment are met. This detention and flood peak management must occur for the range of storm/rainfall events up to the 1% AEP, and for higher events to ensure flood impacts are not significant.

Flood detention within Melrose Park North will not reduce the total volume of water flowing across and out of the site but will delay and reduce its peak so that flood levels are kept below predevelopment levels at least up to the 1% AEP events.

In Melrose Park North, private On-Site-Detention (OSD) will be provided within the privately owned sites for each development in accordance with the Upper Parramatta River Catchment Trust Handbook Edition 4.

Water Sensitive Urban Design (WSUD) within the private sites will manage water quality as well as rainwater capture and use.

In addition, public OSD and WSUD will be provided within the road reserves where practicable, as well as playing fields, parks, and other public lands. The primary purpose of the public OSD systems is to ensure that flooding conditions are not exacerbated in existing development that lies downstream of the Melrose Park North Precinct for all storms up to 1% AEP in intensity. As a minimum, both overland and piped flows are to be detained in two surface detention systems which are to be located in the open space areas which are to be provided adjacent to Wharf Road and Hope Street.

Initial modelling suggests there will be several overland flow paths from Melrose Park North flowing across the Melrose Park South precinct. All of these overland flow paths and those not yet modelled to the east and west that are not part of the Melrose Park precincts must be accommodated by planned and designed overland flow paths through the Melrose Park South precinct site.

These flow paths are likely to be a combination of roadways and open space – which may be public domain, such as parks, or privately owned but protected with easements and covenants on title.

Unlike for the North, OSD within the Melrose Park South precinct may cause worsening of flooding due to this area's close proximity to the Parramatta River. An earlier undetained discharge from the precinct may be preferable. If this negative consequence can be demonstrated, it is possible, at Council's discretion, that the requirements for both public and private OSD will be waived.

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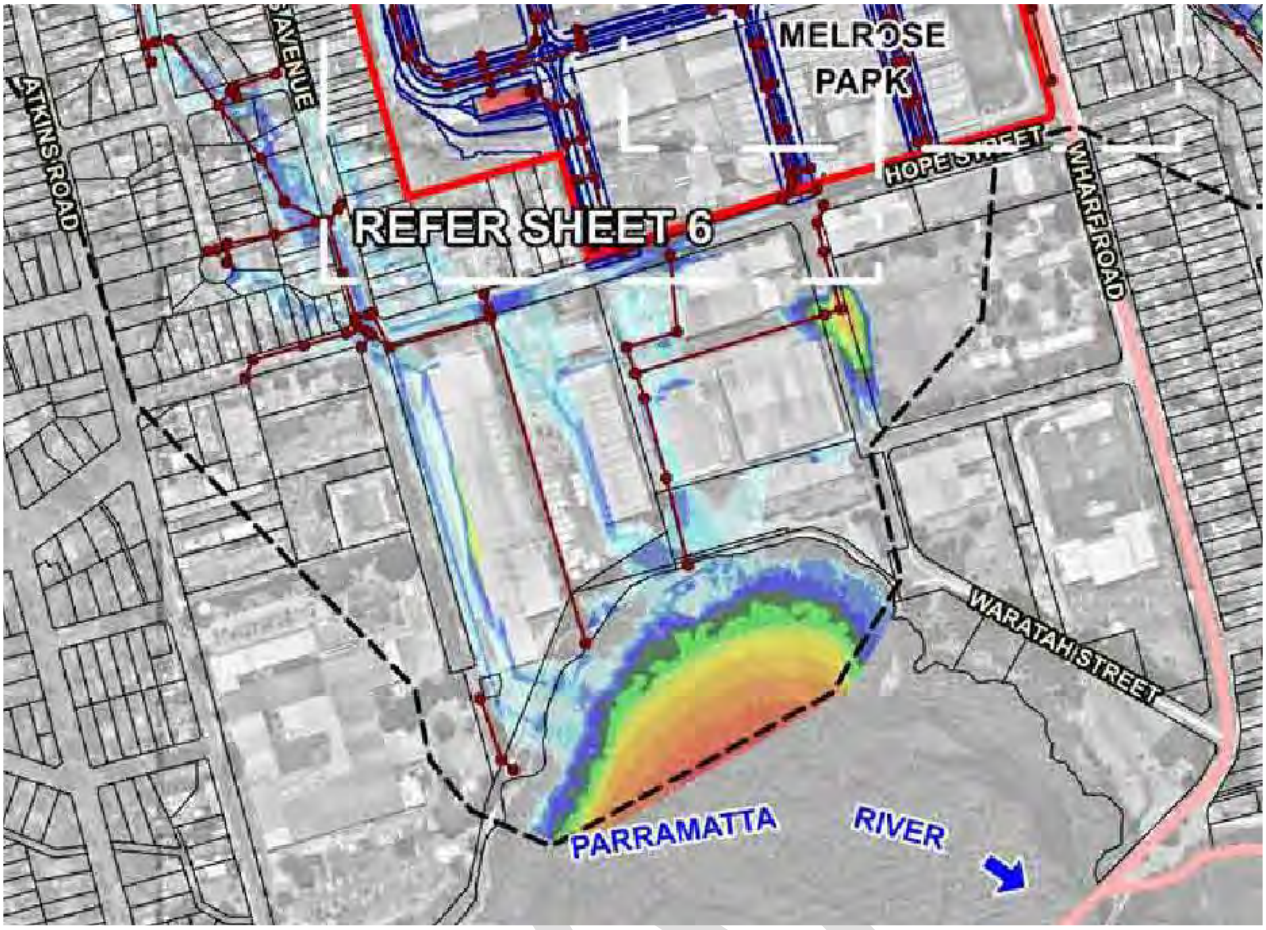


Figure 29: Overland flow 1% AEP fully blocked condition. Indicative only. Not adopted by Council

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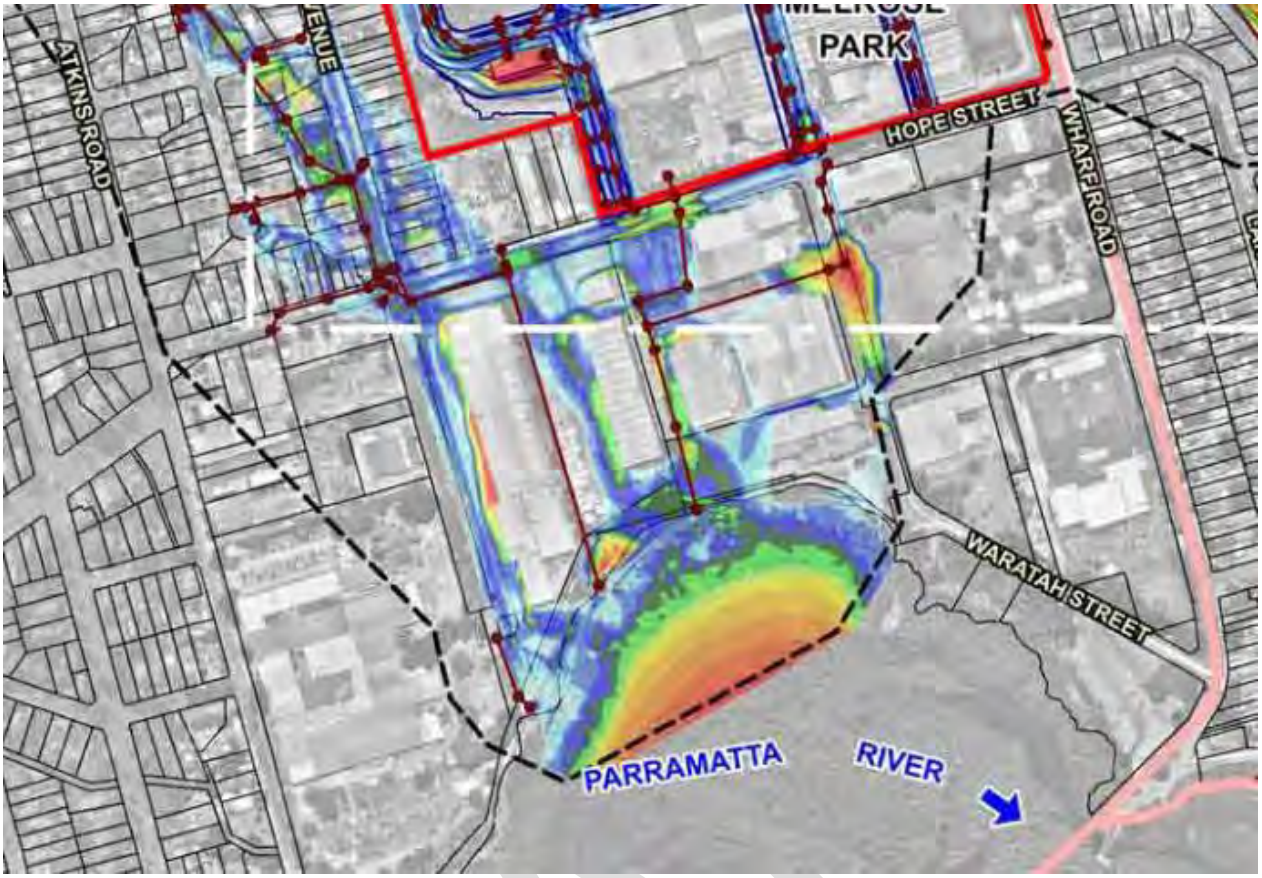


Figure 30: Overland flow. PMF Indicative only. Not adopted by Council

Note there are additional catchments to the east and west that are not modelled here. Source of both images: Lyall and Associates, January 2022

The roads will theoretically convey up to the 5% AEP flows in the pipes and between opposite kerbs. The 'public' 1% AEP flows above the 5% AEP flows will be conveyed across the whole road reserve width between property boundaries and in designed floodways if the road width is not sufficient.

Flood planning levels for buildings adjacent to the overland flow paths will be derived from the condition in a 1% AEP event where drainage pits and pipes are assumed to be not functioning and all flow is overland (100% blockage). Flood Planning Levels will include 0.5m freeboard.

Both the private and public WSUD systems must achieve the water quality targets set out in this DCP.

The development of the Parramatta Local Government Area and Melrose Park itself requires integrating water management within the landscape and urban design using appropriate, sustainable technology.

This appendix provides technical guidelines for water management for the whole Melrose Park South Planning Precinct. It applies to water management as follows.

The Water Management Strategy must be considered under six (6) interdependent aspects:

C.01 Flooding and Overland flow management.

C.02 Road and public domain piped drainage.

C.03 Flood reduction using public and private water detention systems.

C.04 Environmental management of private and public low flows with Water Sensitive Urban Design (WSUD).

C.05 Rainwater harvesting and use

C.06 Interactions with the Parramatta River

8.2.6.7.2 FLOODING AND OVERLAND FLOW MANAGEMENT

Principles

P.01 Assess and design for the safe conveyance (and detention) of overland flow through the site with protection of people, buildings, and property during rainfall events of 1% AEP (100 year) plus 0.5m freeboard and up to Probable Maximum Precipitation Floods (PMP, PMF).

P.02 Design conveyance and detention of overland flow to ensure there is no worsening of flooding in a 1% AEP event anywhere as a result of the development of the precinct and there is no significant worsening of flooding in higher events up to the PMP/PMF anywhere as a result of the development

P.03 Protect the Melrose Park South precinct from flooding from the Parramatta River

P.04 Protect the Parramatta River and its foreshore and riparian zone from suffering adverse environmental impacts caused by flooding and stormwater discharges from the Melrose Park South and North precincts.

Objectives

O.01 Protect the community and developments from river flooding rising from Parramatta River and its tributaries /creeks.

O.02 Protect the community and developments from overland flow flooding from rainfall within, and up slope of, the site.

O.03 Manage the risks for all floods up to the Probable Maximum Flood.

O.04 Identify and manage overland flow paths and buildings and land affected by them.

Controls

C.01 A set of hydrologic and hydraulic models are to be developed of the catchments within which the Melrose Park Precinct is located. These models must be to Council's satisfaction and criteria.

C.02 The 'ensemble approach' prescribed in Australian Rainfall and Runoff (ARR) 2019 is to be adopted for deriving design discharge hydrographs for storms up to 0.2% AEP in intensity, while the 2003 update of the Bureau of Meteorology's "The Estimation of Probable Maximum Precipitation in Australia: Generalised Short-Duration Method" is to be used to derive estimates of Probable Maximum Precipitation.

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C.03 The hydraulic model is to incorporate all of the features which influence flood behaviour in the study catchments, including details of the existing stormwater drainage system.

C.04 Blockage factors of 20% and 50% are to be applied to on-grade and sag type inlet pits, respectively when designing major/minor drainage systems.

C.05 Flood and stormwater behaviour is to be defined for design storms with AEPs of 5% and 1%, 1% plus climate change, as well as the Probable Maximum Flood (PMF).

C.06 Steady-state design discharge hydrographs are to be adopted for defining the maximum rate at which flow will discharge from each individual super lot within the Melrose Park North Precinct under post-development conditions. Where OSD is to be provided, this flow rate is to be based on the OSD calculations which are referred to in this document and is to be adopted when defining flood behaviour under post-development conditions for storms up to 0.2% AEP in intensity. Uncontrolled flow from each super lot is to be adopted when defining flood behaviour for more intense storm events (for example, the PMF event).

C.07 The impact that a potential increase in design 1% AEP rainfall intensities associated with future climate change is to be assessed. The assessment is to be in accordance with the NSW Department of Planning, Infrastructure and Environment's floodplain risk management guideline entitled "Practical Considerations of Climate Change". Design storms of 0.5% and 0.2% AEP may respectively be adopted as being analogous to Representative Pathway Concentration 4.5 and 8.5 increases in 1% AEP design rainfall intensities under year 2090 conditions for the purpose of the assessment, noting that the assessment need only be undertaken for post-development conditions.

C.08 An assessment is to be undertaken into the impact a complete blockage of the existing and proposed piped drainage system in the vicinity of the Melrose Park South Precinct would have on flood behaviour for a 1% AEP storm event, as well as its implications on the proposed developments.

C.09 When modelling to determine flood levels and flood planning levels with respect to overland flow, the analysis and modelling of the overland flow paths must be with 2D modelling such as Tuflow, and must assume all flow is overland, while piped reticulation is fully blocked and not contributing to conveyance.

C.10 Flood modelling (and drainage design) must take account of tailwater levels in the Parramatta River, including with climate change.

C.11 This modelling must also assume that, where it is to be provided, on site detention is fully functional within the private lots and that such flows are discharging on to the surfaces of roads etc.

C.12 The Flood Planning Levels shall be the adjacent interpolated 1% AEP flood levels (100% blocked) plus 0.5m freeboard.

C.13 Minimum finished floor levels must be the respective Flood Planning Levels as defined above. For sloping sites these levels may be stepped.

C.14 There must be no habitable rooms / floors below the applicable flood planning level, including residential, retail, community use, gathering and performance spaces and offices. In addition, any uses that would present a significant risk of harm to occupants are not permitted below the applicable Flood Planning Levels.

C.15 As and if determined by Council, non-habitable rooms and floors such as car parks, waste and loading docks, plant rooms and the like may be constructed below the applicable Flood Planning levels, provided such floors are protected from flooding to Council's satisfaction by

the building design from inundation up to the applicable Flood Planning Level(s) and, if required by Council, by additional means such as flood gates and flood doors up to the Probable Maximum Flood Level.

C.16 Council may require a sensitivity analysis for the effects of climate change.

C.17 For a building that is adjacent to a road, or public domain, or other land adjacent, that is part of an overland flow path or flood storage area:

a Where Council is satisfied that the roadway, or public domain, or other land adjacent to a building, is an overland flow path or flood storage area in the 1% AEP event with 100% blockage, Council will require minimum finished floor levels of habitable rooms to be 500mm freeboard above the adjacent 1% AEP water surface level as mapped in the 2 Dimension (2D) overland flow model accepted by Council. This level may vary along the site /building boundary with changing water levels.

C.18 For a building that is adjacent to a road, or public domain, or other land adjacent, that, in Council's view, is not part of an overland flow path or flood storage area:

a Finished floor levels at the boundary adjacent to a road that is accepted by Council as not being an overland flow path, or flood storage area, in a 1% event, including 100% blockage, must be a minimum of the adjacent top of kerb levels plus 2% rising grade to the boundary.

b Where there is no road, such as paving or landscape, and Council accepts the area is not part of an overland flow path, or flood storage area, in a 1% event including 100% blockage, surface levels must fall away from the building entrances and openings to the adjacent drainage/WSUD system at a minimum of 2%, or greater if necessary to ensure adequate surface drainage.

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8.2.6.7.3 ROAD AND PUBLIC DOMAIN DRAINAGE

Principles

P.01 Provide effective, safe conveyance of stormwater across the catchment using planned and managed overland flow paths, trunk, and local drainage.

Objectives

O.01 Protect occupants of roads and the public domain and property from uncontrolled stormwater in events up to the 5% AEP (1 in 20 year) rainfall by installing underground or above ground drainage infrastructure to contemporary standards.

Controls

C.01 All drainage work to be designed and constructed to Council standards.

C.02 All civil designs for public infrastructure must be approved in writing by Council's Manager Assets prior to commencement of construction.

C.03 All construction of public infrastructure must be inspected and approved by Council's representative as the works proceed and upon completion prior to occupation or use.

C.04 Appropriate easements, restrictions, covenants, and land title dedications must be in place to Council's satisfaction prior to occupation or use.

8.2.6.7.4 FLOOD REDUCTION USING PUBLIC AND PRIVATE STORMWATER DETENTION SYSTEMS

O.01 Principles - public and private stormwater detention

P.01 Manage and moderate stormwater flow across the catchment to minimise the effects of urbanisation, which include increased amount of runoff, shorter times of concentration, faster and deeper overland flows, erosion and flooding.

P.02 Manage and moderate stormwater flow from individual sites to compensate for increased impervious areas and faster conveyance systems, using on site detention, WSUD, deep soil, permeability, and other measures.

P.03 Provide sustainable management, conveyance, and detention of stormwater within the Public Domain.

P.04 Mitigate floods.

P.05 Melrose Park North requires a combination of on-site detention within the private lots and stormwater detention basins in the public domain to sufficiently attenuate flows prior to discharge from the precinct. These two systems must be designed to work together hydraulically in a full range of design storms.

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P.06 Stormwater from the private lots must be attenuated using OSD in accordance with this DCP and generally in accordance with catchment management criteria advised by the Upper Parramatta River Catchment Trust in their Edition 4 OSD Design Handbook.

P.07 On site detention within the Melrose Park South precinct may cause worsening of flooding due to his area's close proximity to the Parramatta River. An earlier undetained discharge from the precinct may be preferable. If this negative consequence can be demonstrated, it is possible, at Council's discretion, that the requirements for private OSD will be waived.

P.01 Principles - private stormwater detention

P.01 Council has identified the following design criteria which is to be adopted in the design of the Private OSD systems, noting for OSD on private land that it is generally in accordance with the Fourth Edition Upper Parramatta River Trust's On-site Stormwater Detention Handbook (UPRCT Edition 4). The design principles for stormwater conveyance and detention within private land are:

P.02 To ensure that new developments and redevelopments do not increase peak stormwater flows in any downstream area during major storms up to 1% AEP in intensity.

P.03 To reduce post-development peaks throughout the catchment in a 50% AEP storm event to be as close to natural levels as practical and

P.04 To encourage the integration of OSD with other water quality WSUD measures.

P.05 To prevent any increase in the site discharge to the downstream drainage system nor reduction in the volume of storage provided unless specifically allowed in the following sections or for rainwater storage.

Objectives – private stormwater detention

O.01 To limit flow peaks throughout the catchment in a 1% AEP storm event, to estimated peak flows under 1999 conditions, even if the further development of the catchment is equivalent to full medium/high density redevelopment throughout the catchment thereby preventing any increase in downstream peak flows resulting from new developments or redevelopments by temporarily storing on-site the additional and quicker runoff generated.

O.02 Prevent increases in downstream flooding and drainage problems that could:

a. Increase flood losses.

b. Damage public assets.

c. Reduce property values.

d. Require additional expenditure on flood mitigation or drainage works.

O.03 Reduce post-development peaks, throughout the catchment, in the 50% AEP storm event to as close to natural levels as practical.

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O.04 Encourage integration of OSD systems into the architectural design and layout of the development so that adequate storage areas are included in the initial stages of the site design.

O.05 Encourage integration of the OSD facilities into a sustainable overall water management plan for the site.

O.06 Require construction supervision of OSD systems by the OSD designer to improve construction standards.

Controls

C.01 The private lot stormwater drainage system (including surface gradings, gutters, pipes, surface drains and overland flow paths) for the property must:

a be able to collectively convey all runoff to the OSD system in a 1% AEP storm event with a duration equal to the time of concentration of the site; and

b ensure that the OSD storage is by-passed by all runoff from neighbouring properties and any part of the site not being directed to the OSD storage, for storms up to and including the 1% AEP storm event.

c direct all site runoff to the Private OSD. That is the storage is 'on-line'.

C.02 The Private OSD is to have two orifices (or other) outlets and a non-piped overflow spillway.

C.03 The primary or lower orifice or controlled discharge must have a SRDL of 40 L/s/ha. This must be located as close as possible to the storage invert.

C.04 A secondary orifice must be provided located at the base of a discharge control pit (DCP) providing HED with a SRDU of 150 L/s/ha.

C.05 SRDL (40 L/s/ha) and SRDU (150 L/s/ha) may need to be adjusted in accordance with the procedures set out in UPRCT ED 4 Section 5.1 when the entire site cannot be drained to the storage.

C.06 The crest of the DCP must be designed to be at the water level of the 50% AEP storm event when the volume in the lower storage (SSRL) reaches 245 m3/ha.

C.07 The secondary orifice must operate from when the water level in the storage exceeds the crest level and water starts to overflow into the DCP.

C.08 A non-piped spillway, of suitable length must be provided to prevent flooding of neighbouring lands if the OSD outlets become blocked. This overflow must be located at the top of the storage (i.e., at 396 m3 /ha).

C.09 The SSRT and SSRL are only adjusted if a rainwater tank is included in the development / redevelopment and an airspace "credit" is claimed to partially offset the SSR.

C.10 The site area to be adopted for sizing the Private OSD systems in the individual super lots is to include half of the adjacent road reserve, appreciating that the portion of the site area which is not controlled by each individual Private OSD system may exceed the permissible 30% rule.

C.11 Unless otherwise advised by Council, Version 9 of the UPRCT Edition 4 OSD calculation sheet shall be used for sizing the various components of the Private OSD systems.

C.12 Guidelines to assist in determining depths and frequencies of ponding for different classes of

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storages are given in Table 6.1 of UPRCT Edition 4. It is emphasised that these are general guidelines that will be varied according to the nature of the development and the location of the storage.

C.13 In general, the maximum depth of ponding in above ground storages is 600 mm.

C.14 Council may approve deeper ponding in individual cases where the applicant demonstrates that safety issues have been adequately addressed. For example, warning signs and fencing must be installed where the depth exceeds 600 mm, or the ponding is adjacent to pedestrian traffic areas.

C.15 Surface storages should be constructed so as to be easily accessible, with gentle side slopes permitting walking in or out. A maximum gradient of 1(V):4(H) (i.e. 1 vertical to 4 horizontal) will be required on at least one side to permit safe egress in an emergency. Where steep or vertical sides are unavoidable, due consideration should be given to safety aspects, such as the need for fencing or steps or a ladder, both when the storage is full and empty.

C.16 Balustrades (fences) must comply with the BCA (See Section D2.16 of the Code), while safety fences should comply with the Swimming Pool Act 1992. Fencing must not obstruct overland flow and floodwaters.

Figure 31: Private OSD System Glossary

Detention storage	Detention devices capture and temporarily store stormwater runoff during major (infrequent) storm events. Stormwater is then discharged to the drainage system at a controlled rate. Detention devices act to mitigate potential downstream flooding impacts.
Extended Detention storage	The lower portion of the OSD storage, which detains stormwater in smaller, frequent storms up to the 50% AEP event in order to reduce stormwater runoff closer to the rates under natural, pre-development conditions. This helps minimise damage and disturbance to downstream watercourses and aquatic ecosystems.
Flood Detention storage	The upper portion of the OSD storage that detains stormwater to prevent any increase in downstream flooding in moderate to major storms. Water held in the Flood Detention storage drains away through both the primary and secondary orifice outlets.
PSD	Permissible Site Discharge - the maximum allowable discharge leaving the site in litres/sec/hectare (L/s/ha)
SRDL	The Site Reference Discharge from the extended detention storage in litres/sec/hectare (L/s/ha), or in litres/sec (L/s) when applied to a specific site, when the volume of runoff stored in the extended detention storage equals the SRDL. In the case of the Melrose Park North Precinct, the SRDL has been set at 40 L/s/ha.
SRDU	The Site Reference Discharge from the DCP that receives stormwater when the volume of runoff exceeds the volume of the

	extended detention storage in litres/sec/hectare (L/s/ha), or in litres/sec (L/s) when applied to a specific site. The site reference discharge occurs when the DCP is completely filled and HED conditions are established at the commencement of flood detention. In the case of the Melrose Park North Precinct, the SRDU has been set at 150 L/s/ha.
SSRL	33 the minimum volume (in m /hectare or in m when applied to a specific site) required for the lower Extended Detention storage when the outflow is restricted to the SRD. In the case of the Melrose Park North Precinct, the SSRL has been set at 245 L/s/ha.
SSRT	3 the total volume (in m /hectare or in m when applied to a specific site) required for overall storage (combined Extended Detention storage and Flood Detention storage) when outflows occur through the primary and secondary orifice outlets. In the case of the Melrose Park North Precinct, the SSRT has been set at 396 L/s/ha.

8.2.6.7.5 PUBLIC STORMWATER DETENTION SYSTEMS

Principles

P.01 The following principles, objectives and controls must be adopted in the design of the public stormwater conveyance and detention systems, noting that it is generally in accordance with the latest addition of Australian Rainfall and Runoff (ARR 2019).

P.02 Public stormwater detention within the Melrose Park South precinct may cause worsening of flooding due to this area's close proximity to the Parramatta River. An earlier undetained discharge from the precinct may be preferable. If this negative consequence can be demonstrated, it is possible, at Council's discretion, that the requirements for public OSD will be waived.

Objectives

O.01 Flooding conditions and risks must not be worsened anywhere for all storms up to 1% AEP in intensity.

O.02 Flooding conditions and risks must not be significantly worsened anywhere for storms that are more intense than 1% AEP up to the Probable Maximum Precipitation.

O.03 Ensure Safety, amenity, aesthetic, and ecological values affected by the detention systems are satisfactory.

O.04 Detention infrastructure can readily be maintained in perpetuity.

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Controls

C.01 Sufficient area must be provided for above ground detention purposes within the public domain of the Melrose Park South precinct assuming max depths of 300mm – 600mm. To this is to be added sloping sides, inflow, and outflow swales etc.

C.02 Playing fields and open space are in suitable locations and of appropriate size to be used for stormwater detention purposes.

C.03 Unless otherwise approved by Council, basins shall be designed as a dry basin, with low level inundation potentially occurring statistically every 18 months (approx.) and will remain temporarily wet (for a few hours) after a triggering rain event.

C.04 The depth of the basins during severe storms will be typically 300mm to 600mm although greater depths may be necessary in extreme events. Basins must not pose a safety hazard or affect overall usability of the playing field under normal weather conditions.

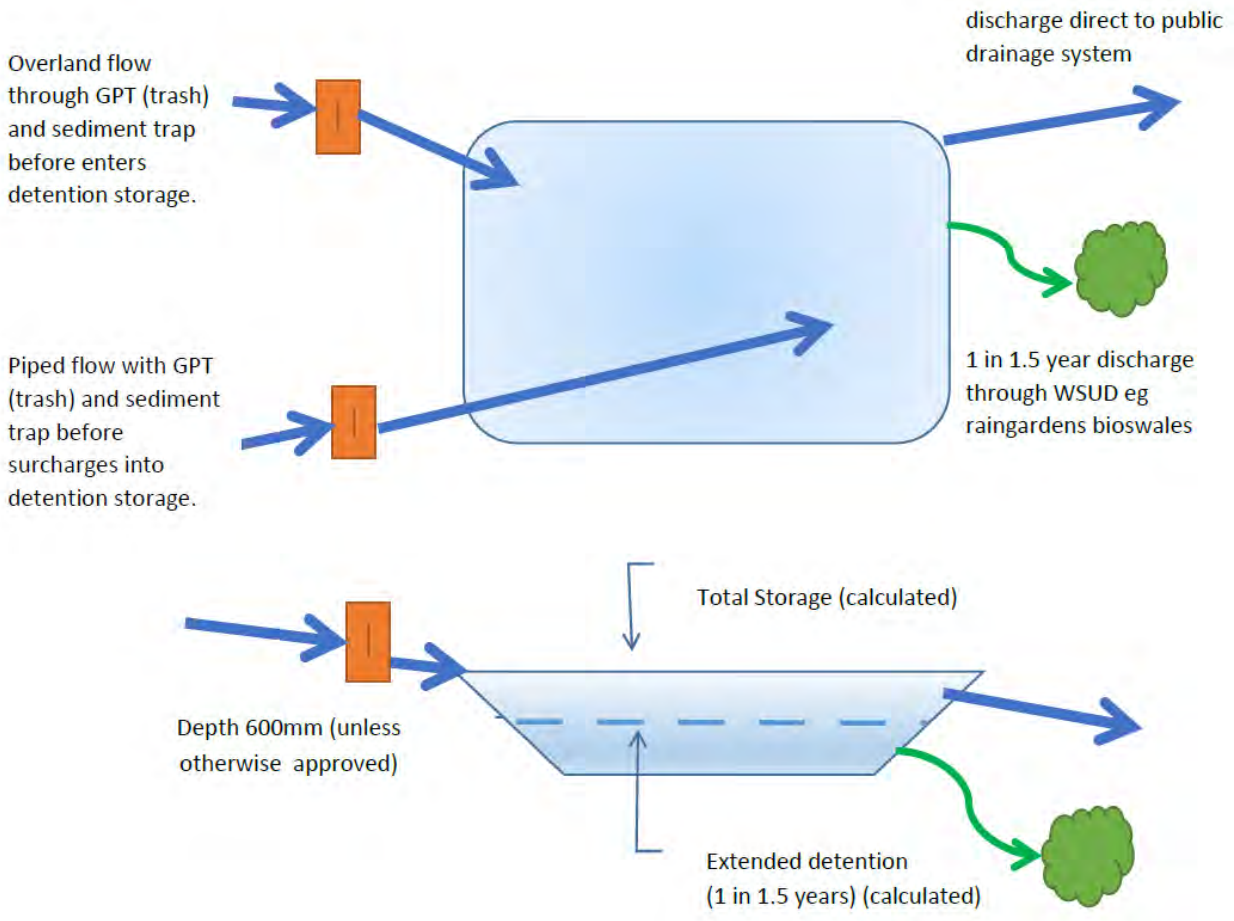


Figure 32: Melrose Park - Typical above-ground overland flow detention 1% AEP (1 in 100 year)

8.2.6.7.6 WSUD - ENVIRONMENTAL MANAGEMENT OF PRIVATE AND PUBLIC LOW FLOWS WITH WATER SENSITIVE URBAN DESIGN

Principles

P.01 In the Melrose Park North Precinct all developments must implement Water Sensitive Urban Design (WSUD).

P.02 WSUD is used to ensure runoff water quality is within acceptable limits using landscape integration and if necessary, treatment technology

P.03 Water sensitive urban design is used to enhance the landscape, support tree canopies with rainwater and deep soil to increase evapotranspiration, urban heat reduction and to reduce uncontrolled runoff.

P.04 A water sensitive stormwater system must be designed to minimise the impact of urban development on the catchment, by improving the quality and quantity of stormwater runoff as well as providing ancillary benefits.

P.05 A WSUD system may contribute to aspects such as biodiversity, reduction of potable water use, carbon sequestration, habitat provision, amenity, community engagement in water resource management and reduction of urban heat island effect.

P.06 To protect and enhance natural water systems (creeks, rivers, wetlands, estuaries, lagoons, groundwater systems etc.).

Objectives

O.01 Use Water Sensitive Urban Design to manage water, particularly for rainfall events up to 1 in 1.5 years probability.

O.02 Implement successful Water Sensitive Urban Design and Stormwater Quality improvements for the public domain.

O.03 Implement successful Water Sensitive Urban Design and Stormwater Quality improvements for private developments.

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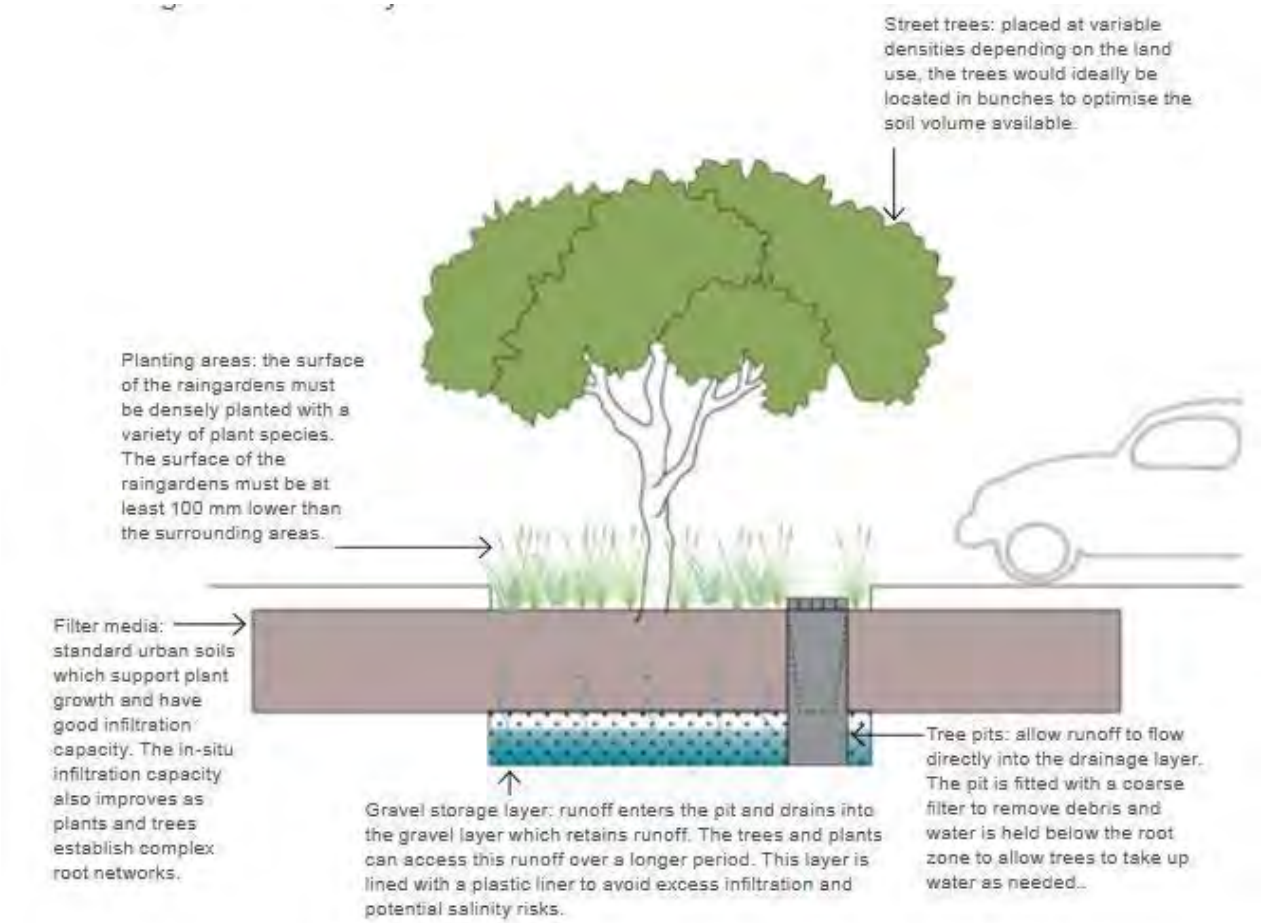


Figure 33: Street Trees using WSUD – design and benefits

Source: Urban Typologies and Stormwater Management – achieving a cool green liveable Western Parkland City, Sydney Water, Bligh Tanner and Architectus 2020



Figure 34: Stormwater Swales

Source: Sydney Water – 'Water Sensitive Urban Design' SW277 03/18



Figure 35: WSUD at Northern Beaches Hospital

Controls

C.01 WSUD principles are to be integrated into the development through the design of the stormwater systems and landscaping scheme and in the orientation of the development rather than relying on 'end of pipe' treatment devices prior to discharge.

C.02 Some options for WSUD measures at Melrose Park include:

a Vegetated and grassy swales

b Vegetated filter and buffer strips,

c Wetlands,

d Sand and gravel filters (depending on indigenous soil suitability),

e Bio-retention systems,

f Permeable/Porous Pavements,

g Infiltration Basins,

h Rainwater Tanks,

i Gross Pollutant Traps and Filters,

j Passive watering systems for landscaped areas,

k Additional deep soil areas,

l Naturalised watercourses,

m Rain gardens,

n 'End of pipe' proprietary treatment devices (these must be used in conjunction with other landscape integrated measures to provide ancillary social, environmental, and economic benefits).

o This is not an exclusive list and Council does not specify particular measures for particular types of development. These measures are typically employed in a 'treatment train' to maximise the range of pollutants removed.

C.03 Development is to be sited and designed to minimise disturbance of natural watercourses and overland flow paths.

C.04 Impervious surfaces are to be minimised and soft landscaping with deep soil and tree planting extensively used to promote infiltration, evapotranspiration and reduced stormwater run-off.

C.05 WSUD elements should be located and configured to maximise the impervious area that is treated.

C.06 WSUD must be adopted for the following development types:

a Residential on lots greater than 1500m2 or with 5 or more dwellings.

b Commercial and Industrial – development, redevelopment and alterations/additions which increase gross floor area by more than 150m2 or alter and/or add more than 150m2 of impervious area. (Approach to WSUD will vary depending on lot size.)

c Subdivisions of Industrial/commercial properties.

d Subdivision of residential properties where the existing lot is greater than 1500m2 or 5 or more lots are being created.

e Other development >$50k in value which exceeds either of the following criteria:

- Development which alters and/or adds more than 150 m2 of impervious area
- Development which results in an increase in gross floor area of more than 150 m2

C.07 WSUD systems shall generally be designed to treat storm events up to the 1 in 1.5 year average recurrence interval. Low flows of this frequency must be separated from higher flows that will be diverted into OSD and other stormwater quantitative management systems.

C.08 WSUD must achieve the following pollution reduction targets:

Figure 36: WSUD Pollution Reduction Targets

Pollutant NOTE: Reductions in loads are relative to the pollution generation from the same development without treatment.	Performance Target (% reduction in the post development mean annual load of pollutant)
Gross Pollutants (greater than 5mm)	90%
Total Suspended Solids (TSS)	85%

Total Phosphorus (TP)	60%
Total Nitrogen (TN)	45%
Hydrocarbons, motor oils, oil and grease	90%

C.09 The post development mean annual runoff volume from the entire site must be reduced by at least 10% from that pre-development. This may be achieved with rainwater tanks, infiltration into deep soil, minimising impervious areas, using permeable paving and other methods.

C.10 Rainwater is a valuable water resource to be harvested and used if possible.

C.11 The receiving waterway must be protected and enhanced.

C.12 Where water sensitive urban design measures are required, Development Application or other proposal lodgement must be supported by the following documentation to Council's satisfaction:

a A WSUD report, describing the treatment train including all measures used, justification for this selection and a summary of design ancillary benefits.

b MUSIC software modelling (or equivalent) to demonstrate that the proposed WSUD design achieves the required pollution reduction targets. Both a written summary of the assumptions, configuration and results of the model, and a digital copy of the model file must be submitted.

c The above documentation must be prepared by a qualified hydraulic/environmental engineer in consultation with the project landscape and architectural professionals.

d Council requires simple WSUD landscape designs that achieve water management objectives without unusual or complicated maintenance demands.

e The Development Application must be accompanied with a management and maintenance Plan for the WSUD biological and landscape facilities for both establishment phase (3-5 years) and the long-term phase.

f The Development Application must be accompanied with a Management and Maintenance Plan for the WSUD proprietary treatment devices (such as GPT's, filters etc).

g The Applicant must also provide evidence to Council that they have signed a minimum 3-year contract with a suitable maintenance contractor to carry out ongoing maintenance of the water treatment facilities and technology installed on site.

C.13 The discharge of polluted waters from any site is not permitted. Discharges from premises of any matter, whether solid, liquid, or gaseous is required to conform to the Protection of the Environment Operations Act and its Regulations, or a pollution control approval issued by the NSW Environment Protection Authority for Scheduled Premises.

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Figure 37: WSUD at Northern Beaches Hospital

8.2.6.7.7 RAINWATER HARVESTING AND USE

Principles

P.01 Rainwater harvesting and use is encouraged in any water management system for individual lots and for the public domain.

P.02 Rainwater capture by WSUD direction of flows into deep soil will assist plant and tree growth, reduce ambient temperatures, trap pollutants and moderate runoff flows.

P.03 Captured rainwater is readily suited for landscape irrigation and, with treatment, for other internal uses such as toilet flushing.

P.04 Rainwater may be captured in a separate rainwater tank or a combined rainwater and on-site detention tank. Refer Edition 4 of the Upper Parramatta River Catchment Trust On-Site Detention Handbook.

P.05 Refer to Section 4 Sustainability of this DCP: 4.1 – Energy and Water Efficiency, and Section 4.2 –Recycled Water.

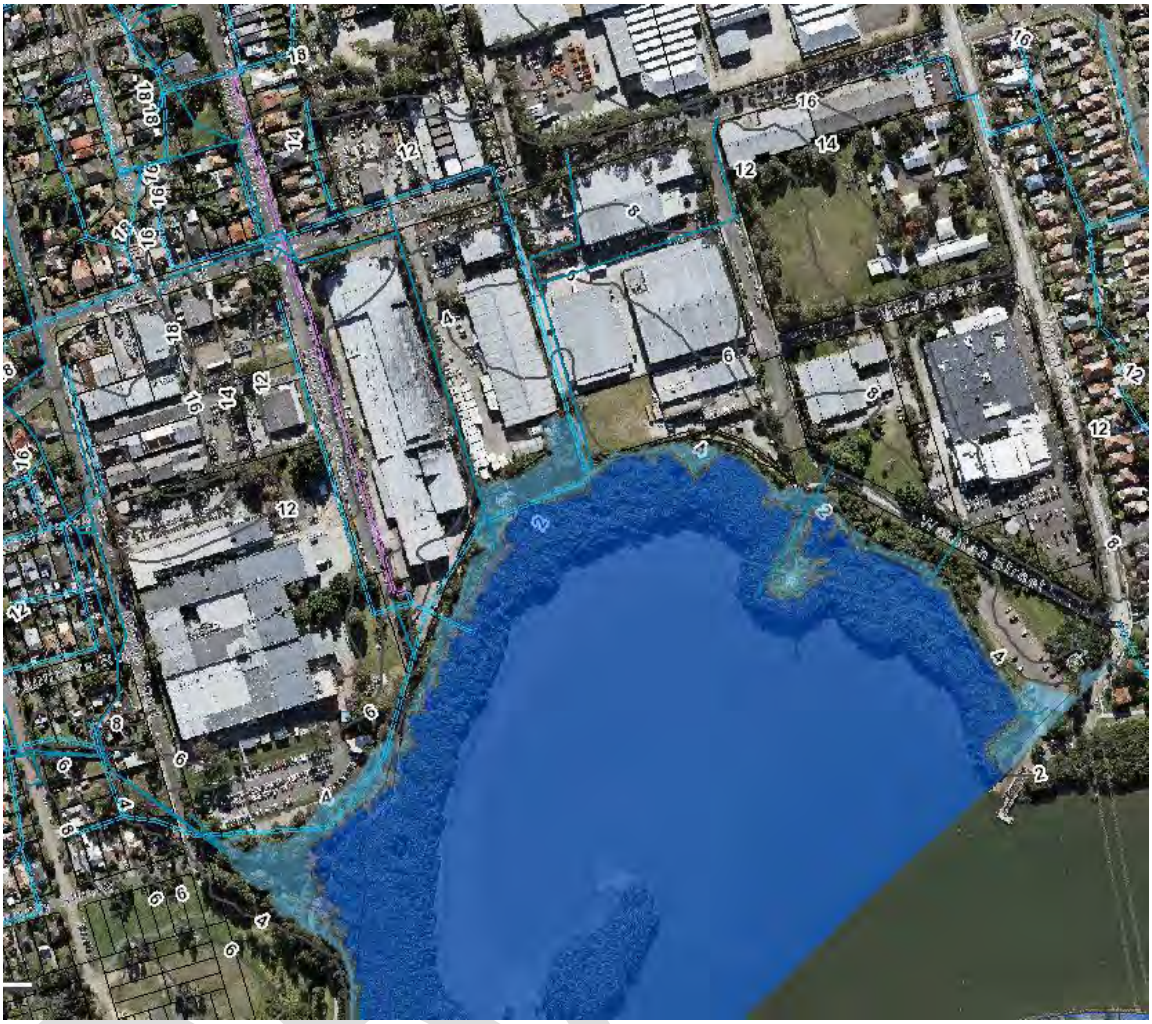


Figure 38: Council GIS Parramatta River: PMF, 1% AEP and 5% AEP river flood extents as adopted by Council

Principles

P.01 Melrose Park South precinct has a large interface with Parramatta River which must be managed to control environmental impacts.

P.02 The river's flooding for events up to the PMF does partially affect the precinct.

Controls

C.01 All water management planning, implementation, and associated infrastructure, such as floodways, stormwater pipes and headwalls, must result in minimum disturbance and must not adversely affect the riparian and aquatic environment and riparian and aquatic ecology.

C.02 Flooding of the site by the Parramatta River for all flood events up to the PMF must be considered to Council's satisfaction in planning the precinct.

C.03 Elevated river levels must be considered (tailwater levels) to Council's satisfaction in design of hydraulic systems including floodways, stormwater pipes and detention systems.

8.2.6.8 RESOURCES AND FURTHER INFORMATION

Australian Disaster Resilience Handbook 7, Managing the Floodplain: A Guide to Best Practice in Flood Risk Management in Australia (AIDR 2017), Australian Government

Australian Runoff Quality, Engineers Australia 2005

Melbourne Water, 2 -and-building/stormwatermanagement

Ball J, Babister M, Nathan R, Weeks W, Weinmann E, Retallick M, Testoni I, (Editors) Australian Rainfall and Runoff: A Guide to Flood Estimation, © Commonwealth of Australia (Geoscience Australia), 2019.

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PP Development and Complete Blockage Conditions – 1% AEP (9 sheets) (Included as attachment)

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~~Section 8.2.6 of this DCP will contain the controls that apply to Melrose Park Urban Renewal Precinct. The Melrose Park Urban Renewal Precinct is located on the eastern boundary of the City, approximately 7km east of the Parramatta City Centre. Approximately 55 hectares in size, the precinct is divided into northern and southern parts, with Hope Street dividing the two.~~

~~The northern part is bound by Victoria Road to the north, Wharf Road to the east, Hope Street to the south and Hughes Avenue to the west which is referred to as Melrose Park North. Melrose Park North is part of the finalised former Parramatta LEP 2011 (Amendment no 59) which is supported by a Council-endorsed site-specific DCP.~~

~~The southern part is approximately 20 ha in size and is bound by Hope Street to the north, Wharf Road to the east, Parramatta River to the south, and Atkins Road to the west. The Precinct is referred to as Melrose Park South, however it also incorporates a portion of Ermington along the western edge. Melrose Park South is part of the finalised former Parramatta LEP 2011 (Amendment no 67) which is supported by a Council endorsed site-specific DCP.~~

~~Both LEP amendments contain deferred commencement clauses. This means that the LEP planning controls and site-specific DCPs will come into effect after the deferred commencement period ends.~~

~~The Draft DCP does not contain any changes to the recently finalised DCP controls for Melrose Park North and Melrose Part South as adopted by Council. As part of the finalisation of the Draft DCP, Council officers anticipate that there may be some minor administrative/drafting updates within Section 8.2.6 to ensure that the final DCP is consistent and up to date as required. These changes will not alter the intent or effect of any of the adopted planning provisions.~~

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8.2.7 TELOPEA LOCAL CENTRE

The provisions of this Section of this DCP apply to development within the Telopea precinct as shown in Figure 8.2.7.1 and any relevant controls in Parts 2, 3 and 5 of the Parramatta DCP ~~20XX~~2023. Where there is any inconsistency the Telopea Precinct provisions of this part will prevail.

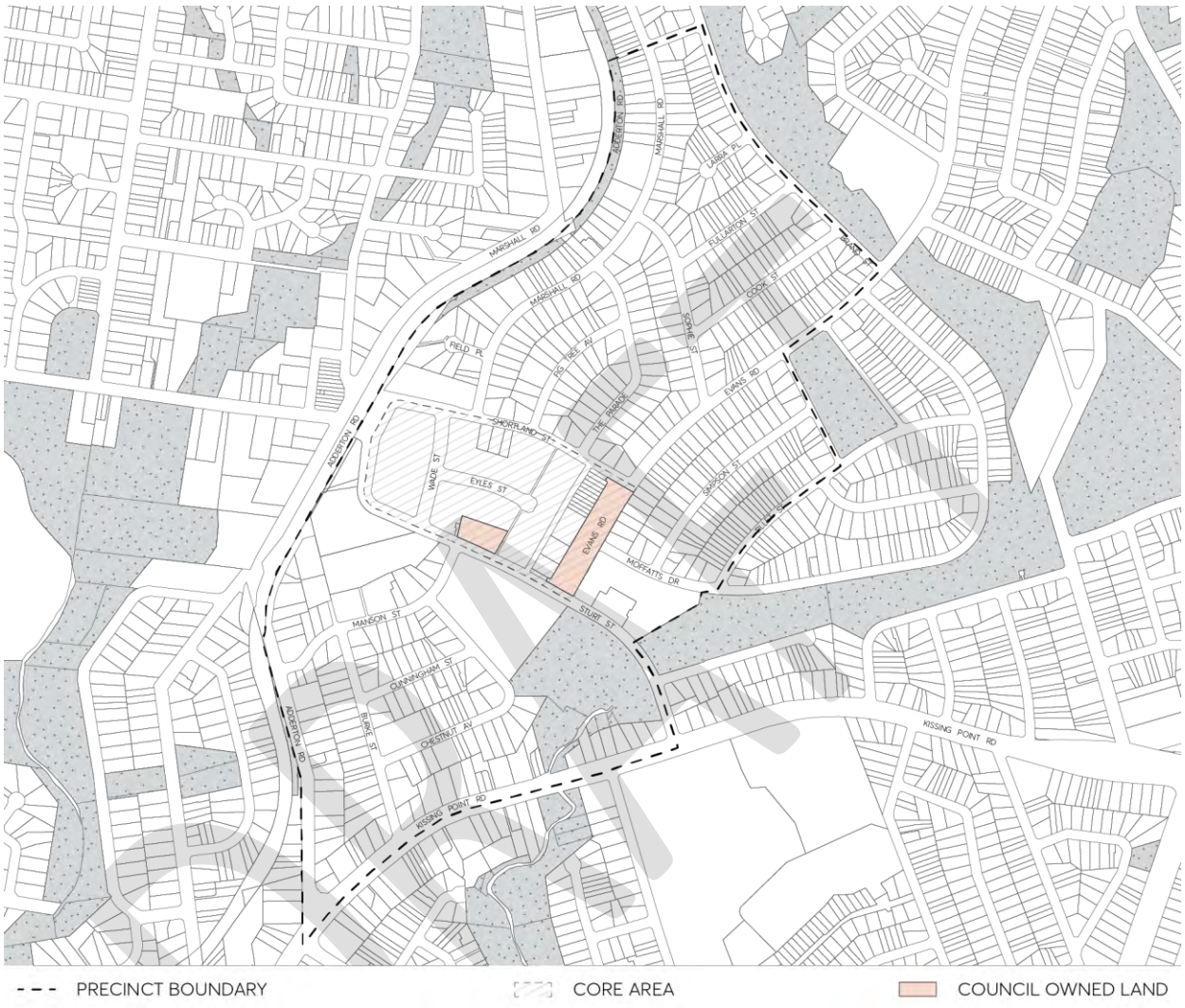


Figure 8.2.7.1 – Land application map

8.2.7.1 DESIRED FUTURE CHARACTER

Anchored by the Parramatta Light Rail, the Telopea Precinct is placed to become a transit- oriented development where the distribution of densities and land uses enable a more compact, walkable and sustainable community delivering improved access to public transport and a range of community and retail services.

The planning controls for Telopea facilitate the transformation of the Precinct, including the provision of new retail, community facilities, roads, and the renewal of existing buildings to deliver additional social, affordable and private market housing.

The highest densities will be located in the street block opposite the light rail stop known as the 'Core' where retail offerings and community facilities are to be located. The Core will be permeable, with new roads and pedestrian links which will be designed to assist pedestrians to navigate the topography, and include opportunities to provide lifts, escalators and ramps for the public. Outside of the Core, land uses will be residential, with the densities and heights transitioning down from apartments to townhouses toward the perimeter of the precinct.

A new public arrival plaza will be located adjacent to the Light Rail stop with opportunities for new public and publicly accessible open space and links to be provided throughout the precinct. Sturt Park and Acacia Park will be the primary open space for residents in the neighbourhood, with the Ponds Creek Reserve and Rapanea Community Forest providing important environmental and recreation functions.

The precinct will be part of the recycled water network of the Greater Parramatta and Olympic Park precinct, as new buildings will contain dual water systems. The Precinct will improve liveability by designing buildings and spaces that cool and protect the community from heat stress.

Wherever possible existing mature trees and new plantings will help inform the design of private and public domains, including landscaped setbacks and private communal open space. In streets and public spaces trees will enhance the walking environment and landscape character of Telopea. The State heritage-listed dwellings 'Redstone" and its heritage curtilage will continue to be protected.

General Objectives

O.01 Create a vibrant, cohesive and safe mixed-use precinct which delivers shared civic spaces, community facilities and services and retail facilities.

O.02 Deliver new open spaces, public domain, pedestrian links and streets to support higher densities in the Core. These spaces should provide amenity, places for interaction and aid in navigating the topography of the precinct.

O.03 Design buildings that respond to the topography, landscape and solar access, and improve safety and connectivity by clearly identifying between private and public spaces.

O.04 Ensure development promotes the reduction of water and energy consumption, reducing the impact of urban heat and improving pedestrian comfort.

O.05 Ensure development maximises opportunities for future planting of trees and retention of existing significant trees within the public and private domain.

Council owned land

In the context of the transformation of Telopea Precinct, Council will investigate the future of its sites within Telopea – namely 21 Sturt Street (the current Dundas Community Centre and Library) and the land between the existing Waratah Shops and the formed section of Evans Road (also known as Benaud Place). These Council owned sites are shown on Figure 4.3.9.1.

Council has identified that the medium to long term needs of the community include delivery of a new multipurpose neighbourhood centre and Telopea District Library.

The delivery of adjacent green space or public domain areas should be considered as a complementary part of a new library and community facility.

Any future investigation of the Council owned land at Sturt Street (the current Dundas Community Centre and Library) will consider the future increased demand for community facilities and the potential relocation of community facilities to alternative sites. The investigation should include the potential to consolidate this land with adjoining properties or redevelop this property with or without community facilities but only where it is intended that the existing and proposed community floor space has been or will be permanently relocated on other sites in or around the community facility.

Any future investigation of the Council owned-land between the existing Waratah Shops and the formed section of Evans Road (also known as Benaud Place) will consider the potential to consolidate with adjoining private land owners as part of a future mixed use or residential development (only if the road reserve is no longer required to provide access to adjoining privately owned sites). Should the Council land be consolidated, any subsequent development should retain an area of adjacent green space or public domain to complement the development.

8.2.7.2 TRAFFIC AND TRANSPORT

8.2.7.2.1 ROAD CONNECTIONS

Objectives

O.01 Provide new or relocated road connections and intersections to service the new retail precinct and residential developments.

O.02 Road connections are to be provided to increase accessibility and appropriately navigate the topography of the precinct for motorists, pedestrians and cyclists.

O.03 To ensure new streets are designed to maximise equitable access, where possible, and as topography permits.

O.04 Where possible, that new road connections connect with the existing street pattern in order to provide direct connections.

Controls

C.01 Any new road or any relocation of an existing road or active transport connections are to be provided in accordance with Figure 8.2.7.2.1.1 and the specifications in Table 8.2.7.2.1.1.

C.02 Any additional new road connections not listed in Table 8.2.7.2.1.1 shall be designed to incorporate a minimum of a 7 metre wide carriageway and a minimum 2.5 metre parking indented parking bays to one side of the street and a minimum of 3 metre verges.

Table 8.2.7.2.1.1 – Dimensions for new road and upgraded connections in Telopea

Road/ Connection	Road Carriageway (including roadway and on street parking)	On street Parking (included in road carriageway width)	Footpath with landscape verge	Activated frontage (where active uses on ground level)
Wade Street (relocated)	13 metres	On both sides	3 metres each side	3 metres - 5 metres
Extension of Elyse Street	10 metres	On the northern side of the street.	4 metres - metres each side	-
Benaud Place	9 metres	One the western side of the street.	3 metres each side	-

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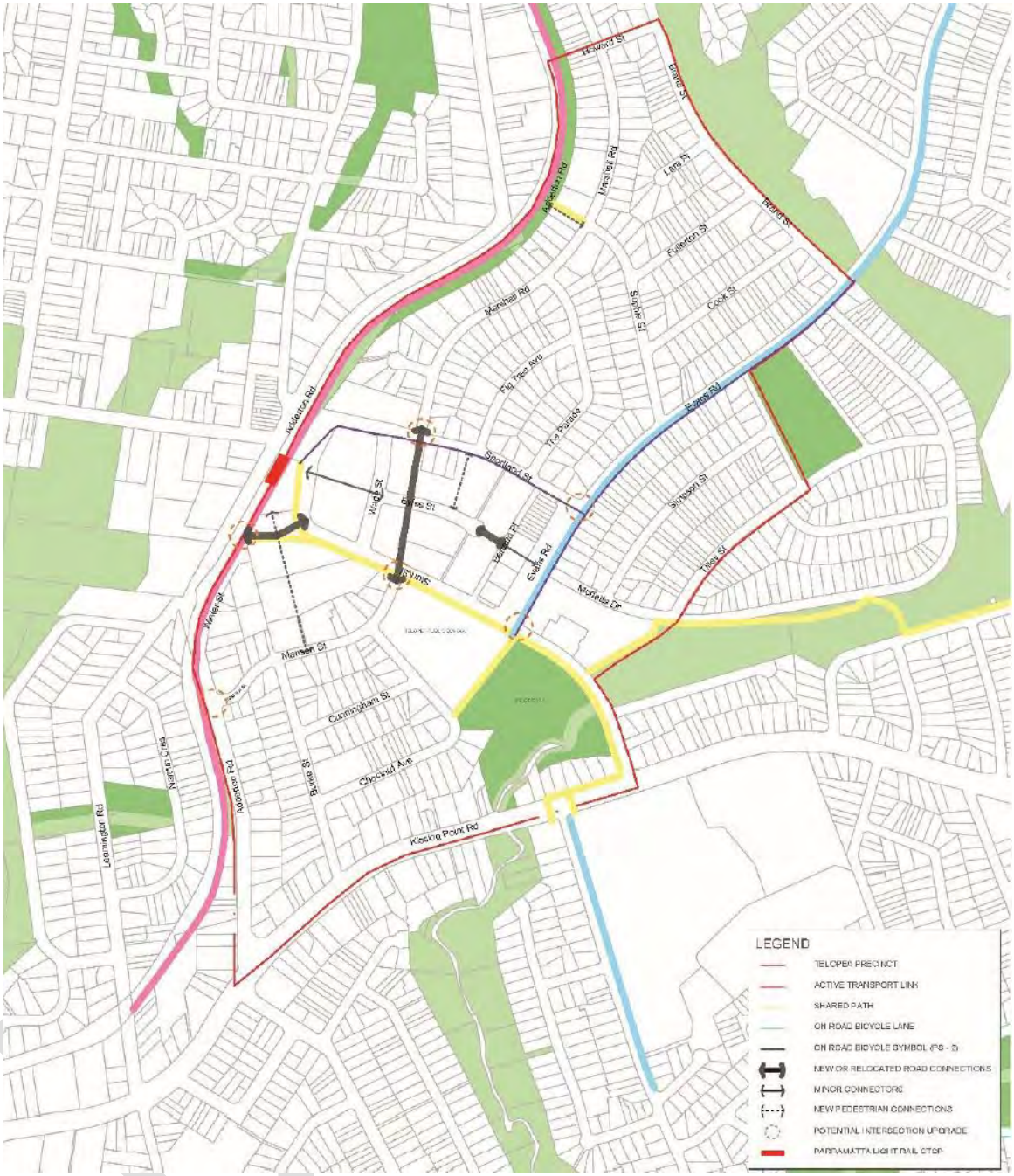


Figure 8.2.7.2.1.1 – Road and Transport Connections

8.2.7.2.2 VEHICLE ACCESS

Controls

C.01 Driveways should be:

a) Provided from lanes and secondary streets rather than the primary street, wherever practical.

b) Located to take into account any services within the road reserve, such as street lights or power poles, drainage inlet pits and existing street trees.

c) Located a minimum of 10 metres from the perpendicular of any intersection of any two roads.

d) Designed so that vehicles can enter and leave in a forward direction without the need to make more than a three-point turn.

e) Separated and clearly distinguished from pedestrian access.

f) Located at least 2 metres from the side boundary with any public domain area, street, lanes or parks.

C.02 Access to basement parking or service areas should be located in combined and consolidated entries to minimise impacts on pedestrians.

C.03 Vehicular crossing widths are to comply with AS2890.1.

C.04 Doors to vehicle access points in apartment buildings are to be non-solid roller shutters or tilting doors fitted behind the building façade and to be of materials that integrate with the design of the building and contribute to a positive public domain.

8.2.7.2.3 OFF-STREET PARKING AND BICYCLE STORAGE

Objectives

O.01 Development shall provide adequate off-street car parking which responds to Telopea as a suburban centre and access to the Parramatta Light Rail.

O.02 Development shall encourage sustainable and active transport usage by residents and visitors.

Controls

C.01 Development must provide a minimum number of the car parking spaces specified in Table 8.2.7.2.3.1 below.

C.02 Car parking will be generally be incorporated into basement (for apartments, shopping centres and community facilities) and utilised by occupants or visitors.

Table 8.2.7.2.3.1 – Telopea Precinct Parking Rates

Type	Rate
Residential flat buildings, shop top housing or mixed use development with a residential accommodation component	

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Type	Rate	
Studios, 1, 2, and 3+ bedroom apartments	Minimum Car Parking~~:~~ ~~R~~ rate: Studio 0.6 spaces 1 0.6 spaces 2 0.9 spaces 3+ 1.4 spaces	
Visitors parking	Minimum 1 space per 5 dwellings.	
Car share spaces	A minimum of 1 space is to be allocated to car share for developments with 50 or more dwellings. Any car share spaces should be located on street where practical, if not practical car share spaces can be provided in basements.	
Affordable and social housing parking		
Studios, 1, 2, and 3+ bedroom apartments	Minimum car parking rates as per the relevant State Environmental Planning Policy.	
Non-residential uses parking		
Supermarket and Specialty Shops	1 space per 30m^2 of Gross Floor Area	
Commercial (including medical and professional consulting)	1 space per 50m^2 of Gross Floor Area	
Community Uses, Places of Public Worship or Recreation Facilities	Assessed on merits based on a submitted Traffic Impact Assessment Report, and will take into account integration of retail/community uses and ability to share car parking as it would facilitate multi-stop facilities.	
Other non-residential uses	To comply with rates in Part 6 of the Parramatta DCP ~~20XX~~2023. Any uses not specified in Part 3 will be assessed against the RMS Guide to Traffic Generating Development.	
Bicycle parking areas		
Land Use	Residents	Visitors
Residential accommodation	Minimum 1 bicycle storage space per dwelling	Minimum 1 bicycle storage space per 15 dwellings.
All non-residential uses	To comply with rates in Part 6 of the Parramatta DCP ~~20XX~~2023.	

8.2.7.2.4 ACTIVE TRANSPORT CONNECTIONS

Objectives

O.01 Encourage walking and cycling and public transport use in order to reduce the number of motor vehicles travelling to and from the precinct.

O.02 Improve existing and create new quality pedestrian and cycling routes which seek to improve permeability and access to and from the community facilities, the retail precinct and the light rail stop.

Controls

C.01 Any new or improved pedestrian or cycle connections are to be provided in accordance with Figure 8.2.7.2.1.1.

C.02 A new pedestrian connection extending from the existing through site link from Manson Street toward the new Light Rail line crossing shall be provided as part of any new development. It is to have a minimum width of 3.5 metres. It should be publicly accessible at all times and adjoining buildings should be designed to provide passive surveillance.

C.03 The new shared pedestrian and cycleway connections from Marshall Road to the Greenway Corridor are to have a minimum width of 3 metres and be provided as an extension of Sophie Street. This connection shall be provided as part of any new development and in this case setbacks and deep soil requirements specified in this precinct DCP may be varied to ensure the delivery of the link.

8.2.7.2.5 2.5 ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

The following technical terms are used as part of controls in this Section of this DCP:

EV Ready Connection is the provision of a dedicated spare 32A circuit provided in an EV Distribution Board to enable easy future installation of cabling from an EV charger to the EV Distribution Board and a circuit breaker to feed the circuit.

Private EV Connection is the provision of a minimum 15A circuit and power point to enable easy future an EV in the garage connected to the main switch board.

Shared EV Connection is the provision of a minimum Level 2 40A fast charger and Power Supply to a car parking space connected to an EV Distribution Board.

EV Distribution Board is a distribution board dedicated to EV charging that is capable of supplying not less than 50% of EV connections at full power at any one time during off-peak periods. This will ensure that the impacts of maximum demand are minimised and that increases to electrical feed sizes are not required. to ensure impacts of maximum demand are minimised. To deliver this, the distribution board will be complete with an EV Load Management System and an active suitably sized connection to the main switchboard.

EV Load Management System is to be capable of:

- reading real time current and energy from the electric vehicle chargers under management
- determining, based on known installation parameters and real time data, the appropriate behaviour of each EV charger to minimise building peak power demand whilst ensuring electric vehicles connected are full recharged.
- scale to include additional chargers as they are added to the site over time.

Objectives

O.01 Recognise the positive benefits of increased electric vehicle adoption on urban amenity including air quality and urban heat.

O.02 Ensure new development in Telopea provides the necessary infrastructure to support the charging of electric vehicles.

O.03 Minimise the impact of electric vehicle charging on peak electrical demand requirements.

Controls

C.02 All apartment residential car parking must:

a) Provide an EV Ready Connection to at least one car parking space per dwelling.

b) Provide EV Distribution Board(s) of sufficient size to allow connection of all EV Ready Connections and Shared EV connections.

c) Locate EV Distribution board(s) so that no future EV Ready Connection will require a cable of more than 50 metres from the parking bay to connect.

d) Provide adequate space for the future installation (post construction) of compact meters in or adjacent to the EV Distribution Board, to enable the body corporate to measure individual EV usage in the future.

e) Identify on the plans the future installation location of the cable trays from the EV Distribution Board to the car spaces allocated to each dwelling that are provided a Future EV connection, and to make spatial allowance for it when designing in other services.

C.03 All car share spaces and spaces allocated to visitors must have a Shared EV connection.

C.04 All commercial building car parking must provide 1 Shared EV connection for every 10 commercial car spaces distributed throughout the carpark to provide equitable access across floors and floor plates.

C.05 Shared bicycle storage facilities and visitor bicycle parking spaces are to include 10A e-bike charging outlets to 10% of spaces with no space being more than 20 metres away from a charging outlet. Chargers are to be provided by the owner.

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8.2.7.3 DEVELOPMENT AND DESIGN

This Section provides built form and public domain and open space controls for future developments within the Telopea precinct.

The planning controls for Telopea Precinct envisages delivery of high-quality buildings and public places. The Telopea Precinct planning controls allow for significant transformation and renewal of existing buildings, however new buildings and places shall be designed to maintain existing site characteristics such as mature trees, topography and access to open spaces to retain and enhance the sense of place.

Design excellence of buildings will be required to be demonstrated as required by the *Parramatta LEP 2023*. Development Applications for new buildings or external alterations to existing buildings within the Telopea Precinct must demonstrate that it exhibits design excellence. This ensures that new development contributes positively to the natural, cultural, visual and built character values of the area. Further, Development Applications for development higher than 55 metres or a capital value of more than $100 million, or where chosen by the applicant, must undertake an architectural design competition.

8.2.7.3.1 DEVELOPMENT WITHIN THE CORE AREA

The following principles and controls apply to all development within the Core Area, which is bounded by Sturt Street, Shortland Street and Evans Road as identified in Figure 8.2.7.1 .

Objectives

O.01 Facilitate the development of a new neighbourhood retail, commercial and residential precinct which supports activation, a quality public domain and pedestrian connections to the Parramatta Light Rail.

O.02 Ensure taller buildings are slender in form and are adequately separated to ensure solar access, view to the sky and minimise wind impacts.

O.03 Encourage an urban form which works with the topography, addresses the streets, maximises solar access and creation of views.

O.04 Ensure development facilitates a healthy environment for landscaping and street trees.

Controls

C.01 Provide appropriate building depth, bulk and separation which protects amenity, daylight penetration, privacy between adjoining developments and increases solar access and amenity to the public domain.

C.02 Allow building setbacks which reinforce the human scale of the streets, mitigate wind impacts, enable views to the sky in streets and public places, and recognise the variation in street

setbacks within the precinct to allow for an appropriate response to topography, street trees and other site constraints.

C.03 Maximise amenity to below street level apartments, including privacy, solar access and natural light.

C.04 Ensure that the design and material selection of buildings and the public domain contribute to a high-quality, durable and sustainable urban environment.

C.05 Maximise the opportunity for deep soil to encourage retention of, and planting of new trees, as well as the provision of landscaping on public and private land.

Lodgement of a Concept Application

C.06 Prior to, or concurrently with, the lodgement of a Development Application for all or part of the Core Area, a Masterplan or a Concept Development Application shall be lodged with Council for consideration. The Masterplan or Concept Application must address the Objectives, Principles within this DCP, and demonstrate that the controls are capable of being complied with when detailed Development Applications are submitted for each stage within the Core.

C.07 The following information shall be submitted as part of the Masterplan or Concept Application for the Core:

a) Street and pedestrian layout and hierarchy;

b) Each development lot and indicative staging;

c) Building envelopes – the footprints, heights, building typologies, gross floor areas and separation distances for each development lot;

d) Indicative location of all communal open space, including at grade and roof top areas;

e) Setbacks to streets and setbacks between building and buildings on podia;

f) Streets and street sections, including building and basement setbacks;

g) Public domain plan based on the Parramatta Public Domain Guidelines;

h) A contour and slope plan;

i) Trees to be retained and additional tree planting in the public domain;

j) A deep soil network plan;

k) A basement plan, including entry locations; and

l) Future land ownership and responsibilities as it relates to publicly accessible spaces.

C.08 The Masterplan or Concept Application shall calculate residential gross floor area (GFA) at a minimum of 75% of the building envelope.

C.09 The Masterplan or Concept Application shall allocate to each development lot a GFA range for both residential and non-residential uses, including calculations demonstrating that the proposed envelopes can accommodate the allowable GFA including a reasonable allowance for building articulation

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C.10 That the maximum gross floor area for development lots are not to exceed the gross floor area nominated by a Notice of Development Consent granted by a relevant consent authority.

C.11 A minimum of 900m² of public open space, provided as one contiguous area, and associated with the new community and library facility.

Existing Waratah Shops

C.12 A Masterplan or Concept Application for the area known as Waratah Shops (the area bounded by the street block Evans Road, Shortland Street, Sturt Street and Benaud Lane) is to address the controls for concept application required in C.7 of this DCP and to incorporate the following design principles:

a) Where possible, consolidate the existing holdings into development sites comprising privately owned and Council land including the existing Benaud Place car parking and landscaped area along Evans Road.

b) Building forms should be articulated to ensure solar access to private open space and future apartments.

c) Consolidated vehicular access to basements from Benaud Lane.

d) Consider publicly accessible pedestrian and/or vehicle connection extending directly from Eyles Street.

e) Potential retail uses are to be located, in their current location along Benaud Place if the site is not consolidated.

Core Area Built Form Controls

C.13 The maximum length of a building, (excluding perimeter block buildings) is 50 metres.

C.14 Where the length of a perimeter building exceeds 50 metres, it is to be broken into two or more components. Building breaks should be a minimum of 3 metres deep and 3 metres wide.

C.15 Street setbacks within the Core Area should be as follows:

a) Between 0 metres to 3 metres for activated street frontage with retail or commercial uses; or

b) Between 3 metres and 6 metres (or greater) where residential uses are at ground level to allow for landscaping and the protection of significant trees.

c) The setbacks are measured to the face of the building and should be consistent along the length of the street block.

C.16 Buildings that are of a podium and tower form, should provide a street wall of between 2 and 4 storeys, with a tower setback of between 3 metres and 6 metres.

C.17 Upper levels of any buildings are not to extend over the lower levels.

C.18 The maximum floorplates for residential buildings is 1,000m². The floorplate must be measured to the outside face of the building including balconies, vertical and horizontal circulation, internal voids and external walls.

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C.19 Where the building is setback from the street, 30% of the balconies or architectural elements may project up to 400mm into front building setbacks. This excludes awnings at the ground floor used for wind mitigation and weather protection, which may extend to a maximum of 3 metres (maintaining a distance of 600mm from the face of the kerb) from the building face.

C.20 The ground floor of buildings used for retail and/or commercial use are to have a minimum floor to ceiling height of 4.2 metres. All retail and commercial floors above the ground floor are to have a minimum floor to ceiling height of 3.3 metres.

C.21 All Development Applications must include a streetscape analysis and provide details of the street wall and perimeter block. The analysis must include:

a) the street wall elevation at 1:200 scale in context showing existing buildings on the block.

b) a detailed street wall elevation at 1:100 scale including immediately adjacent buildings accurately drawn.

c) sections through the street wall and awning at 1:50 scale including the public domain.

d) detailed facade plans/sections at 1:20 scale including ground floor active frontage and awning details.

C.22 Basement car parking is to be predominately located under the building footprint and cannot extend into the street or deep soil set-backs. Externally visible basement car parking cannot protrude above ground by more than 1 metre .

Street Frontages and Access

C.23 Buildings must:

a) address a street.

b) be articulated with depth, relief and shadow on the street façade. A minimum relief of 150mm between the masonry finish and glazing face must be achieved.

c) Utilise legible architectural elements and spatial types such as doors, windows, loggias, reveals, pilasters, sills, plinths, frame and infill. Plinths are particularly encouraged in Telopea so that the topography is emphasised.

C.24 Apartments can be located below the street level, where it demonstrated that they cannot be located at street level due to the slope of the land. If located below street level the following applies:

a) Adequate solar access to habitable rooms and balconies is demonstrated;

b) The distance of the apartment front wall is a minimum of 5 metres from the street boundary or adequate privacy screening and landscaping is demonstrated;

c) the FFL of the lowest apartment is not more than 1500mm below the level of the street; and

d) The minimum floor to floor height of 3.3 metres, with a minimum floor to ceiling height of 2.9 metres and the head height of the windows is not less than 300mm from the underside of the slab above for ground floor and level 1 apartments.

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C.25 Ramp access must demonstrate that it can be accommodated without compromising the entrance to the building or the ground floor apartments. If ramp access cannot be adequately accommodated, disability access is to be provided within the building.

C.26 Retaining walls must:

a) be located within the lot boundaries on all development lots or on the boundary if the land is within the same ownership;

b) be designed in consultation with Council if adjoining existing or future Council- owned land;

c) retain a horizontal line, with minimal stepping;

d) be fully masonry or a combination of masonry and timber; and

e) enable casual seating where possible.

8.2.7.3.2 DEVELOPMENT WITHIN PRECINCTS

This Section sets out the objectives, design principles and controls for development within the Precinct Areas which is identified in Figure 8.2.7.1 .

New development in Telopea must develop a sound response to the precinct's unique topography, subdivision and curvilinear streets. The hillside character of Telopea offers many opportunities for views across the Dundas Valley. It also presents many challenges to minimising the environmental, visual and amenity impacts of increased development on the surrounding landscape. These differences are reflected in the high and low sides of the streets, the irregular subdivision pattern on curved streets, and the sites that have a steep slope along the frontage. The following design guidance should be considered as part of all applications in Telopea.

Objectives

O.01 Allow for the renewal of housing stock.

O.02 Encourage the amalgamation of lots where possible to achieve a better built form.

O.03 Provide opportunities for publicly accessible pedestrian through site links between large street blocks, including new pedestrian and cycle links to the Greenway Corridor.

O.04 Develop residential buildings that maximise frontage to the street.

O.05 Provide adequate deep soil networks which allow for infiltration of water, reduce stormwater runoff, maintain natural ground water movement, support tree retention, promote healthy growth of trees and vegetation and provide amenity for residents.

O.06 Minimise the need for partially undergrounded apartments and encourage a level transition between apartments and the street or rear setback zone.

O.07 Take up site level changes within the building design to avoid excessive cut and fill or high retaining walls.

O.08 Preserve natural features of the precinct such as knolls or ridgelines through sensitive site grading.

O.09 Buildings are to form a continuous pattern of consistent street setbacks and building separation to create a comfortable neighbourhood environment.

O.10 Development is designed to enhance and maintain the topography, streetscape and natural environment as key features of Telopea.

O.11 Development is to provide breaks between the buildings to provide opportunities for views to the Dundas Valley.

O.12 To maximise the number of apartments facing the street, provide separation between buildings and allow for greater rear and front setbacks and contiguous landscape areas.

O.13 Front and rear setbacks and basement design is to respond to topography, allow for landscaping, privacy and amenity and minimise the undergrounding of apartments.

O.14 To design buildings to retain existing trees, where possible, and provide deep soil to plant new trees.

Sloping Sites

O.15 Match building design to suit the degree of slope, adapting proposed slab construction to either take up the slope of the site with additional half levels or step to complement the slope.

O.16 Prevent site benching and large retaining walls at shared property boundaries to minimise overshadowing, overlooking and drainage issues.

O.17 Locate vehicular crossings where they minimise the need for steep ramping from the street, so that the visual impact of driveways is minimised.

O.18 For sites that are located on the low side of the street (generally sloping from the street down to the rear boundary as per 8.2.7.3.2.3):

a) Consider how the fall of the site may be utilised by sleeving the first level of basement with apartments to the rear.

b) Consider designing buildings with higher street wall-/-building height on the low side of the street than buildings on the high side of the street. This can help balance the space created on the street.

O.19 For sites that are located on the high side of the street (generally sloping from the rear boundary down to the street as per Figure 8.2.7.3.2.3)

a) Development may utilise the provision for basements to be built to the front boundary where it is necessary to minimise apartments at the rear being located below natural ground.

b) he larger 6 metre front setback may be more appropriate to assist with vehicular access to the basement.

O.20 For cross slope sites that slope along the street (generally sloping from one side boundary to the other):

a) Vehicular access should be provided at the lowest point of the street frontage.

b) The split slab arrangement of the ground floor is encouraged to manage access requirements and prevent large retaining walls on the high side of the site.

Controls

C.01 New developments should be sited and designed in accordance with the Indicative Block and Building Layout Plan at Figure 8.2.7.3.2.1 or demonstrate it is consistent with the above objectives.



Figure 8.2.7.3.2.1 – Indicative Block Plan and Building Layout

C.02 Development of a residential flat building should have a minimum site frontage of 24 metres, except 18 metres for sites with two street or lane frontages.

C.03 New development must provide between a 4 to 6 metre setback to the street as outlined in Figure 8.2.7.3.2.2. The setback must demonstrate that it adequately considers the following site conditions:

a) site levels;

b) existing vegetation;

c) topography;

d) surrounding built form; and

e) footpaths and boundaries.

C.04 The minimum setback to the side boundaries is 3 metres for part of the length of the building. Where apartments habitable rooms only face the side boundary, allow a 6 metre wide side setback, as outlined in Figure 8.2.7.3.2.2.

C.05 The rear setback is to be a minimum of 10 metres or 15% of the total length of the site as measured from centre of the rear boundary (whichever is the greater), as shown in Figure 8.2.7.3.2.2. The setback can be averaged to align with the building footprint where the rear alignment is not regular.

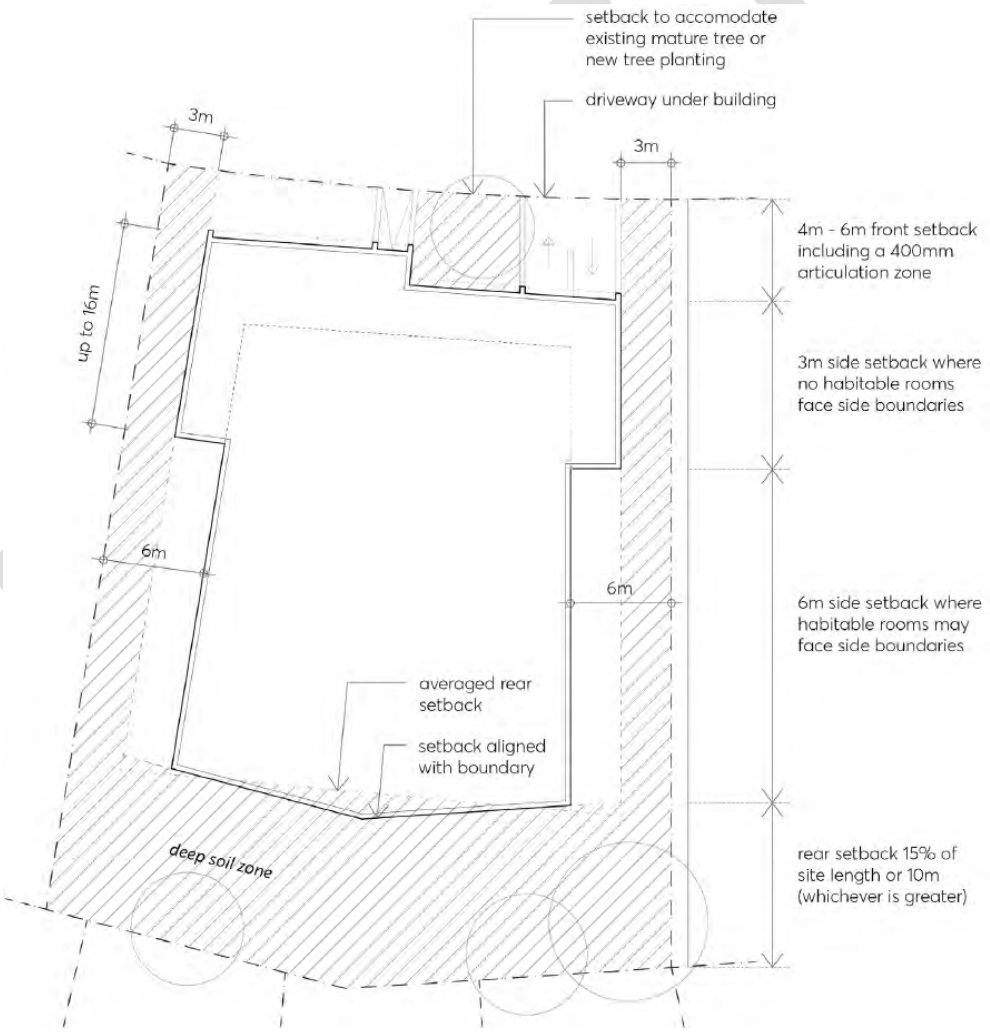


Figure 8.2.7.3.2.2 – Building Setback Plan

C.06 Buildings along the western side of Marshall Road should be designed to provide passive surveillance to the Greenway.

C.07 30% of balconies or architectural elements such as bay windows, may project up to 400mm into front building setbacks only.

C.08 Provide a minimum of 30% of deep soil zone on the site area, with the following requirements:

a) A minimum of half of the total deep soil area is located at the rear of the site.

b) A minimum of 7% of the total site area which is provided as deep soil area shall be designed to have a minimum dimensions of 6 metres (or greater). The remaining deep soil areas shall provide minimum dimensions of 4 metres (or greater). Noting that a deep soil with a minimum dimension of less than 4 metres does not contribute to the deep soil calculation.

C.09 Deep soil should be designed to create a contiguous deep soil network formed with adjacent lots.

C.10 Removal of existing trees should be avoided, and new trees should be planted, as detailed in Part 5 – Environmental Management of this DCP.

C.11 Where significant excavation is required as part of new development, it must be demonstrated that deep soil back fill must comprise constructed horticultural soil profiles in order to support local vegetation communities.

C.12 Basements are to be located predominately under the footprint of the building, as shown in Figures 8.2.7.3.2.3 and 8.2.7.3.2.4. As detailed in the Design Principles for Sloping Sites contained in this DCP, there may be conditions where basements may extend into the front setback to avoid raising from ground at the rear and/or extending into the rear setback.

C.13 Basement car parking entries are encouraged to be located under the apartment building as shown in Figures 8.2.7.3.2.4 and 8.2.7.3.2.5. Any above ground car parking structures should be of a solid, masonry construction. Vents to car parking must not be located at the street frontage.

C.14 Basement car parking structures should be predominantly located below existing ground level. Where the slope conditions mean this is unachievable, the basement structures may project to a maximum of 1 metre above ground, except within the front setback where it may project up to 1.5 metres above ground where it helps prevent re-grading the site in other locations (see Figure 8.2.7.3.2.3 Indicative Street Section).

C.15 Front setbacks are to be landscaped. Where trees are located in the front setback above a basement structure, a minimum soil depth of 1 metre above drainage layer is to be cut into the slab.

C.16 Impervious surface at ground level must be minimised in all setback areas.

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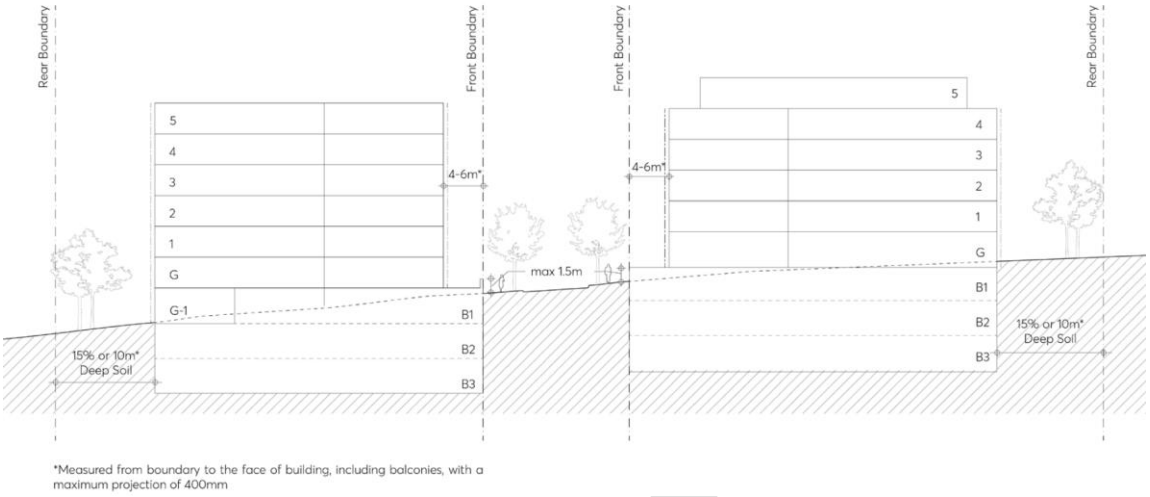


Figure 8.2.7.3.2.3 – Indicative Street Section

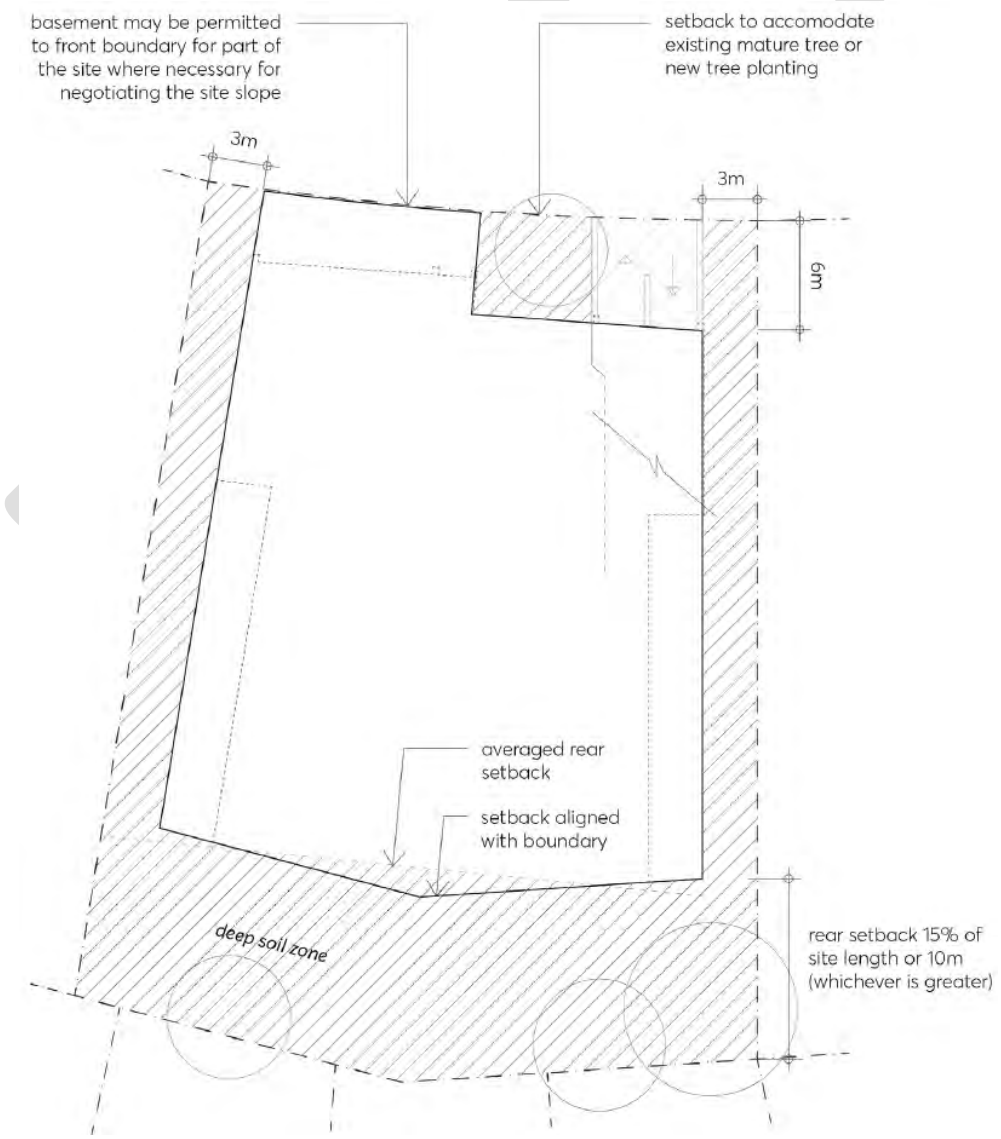


Figure 8.2.7.3.2.4 – Indicative Basement and Deep Soil Plan

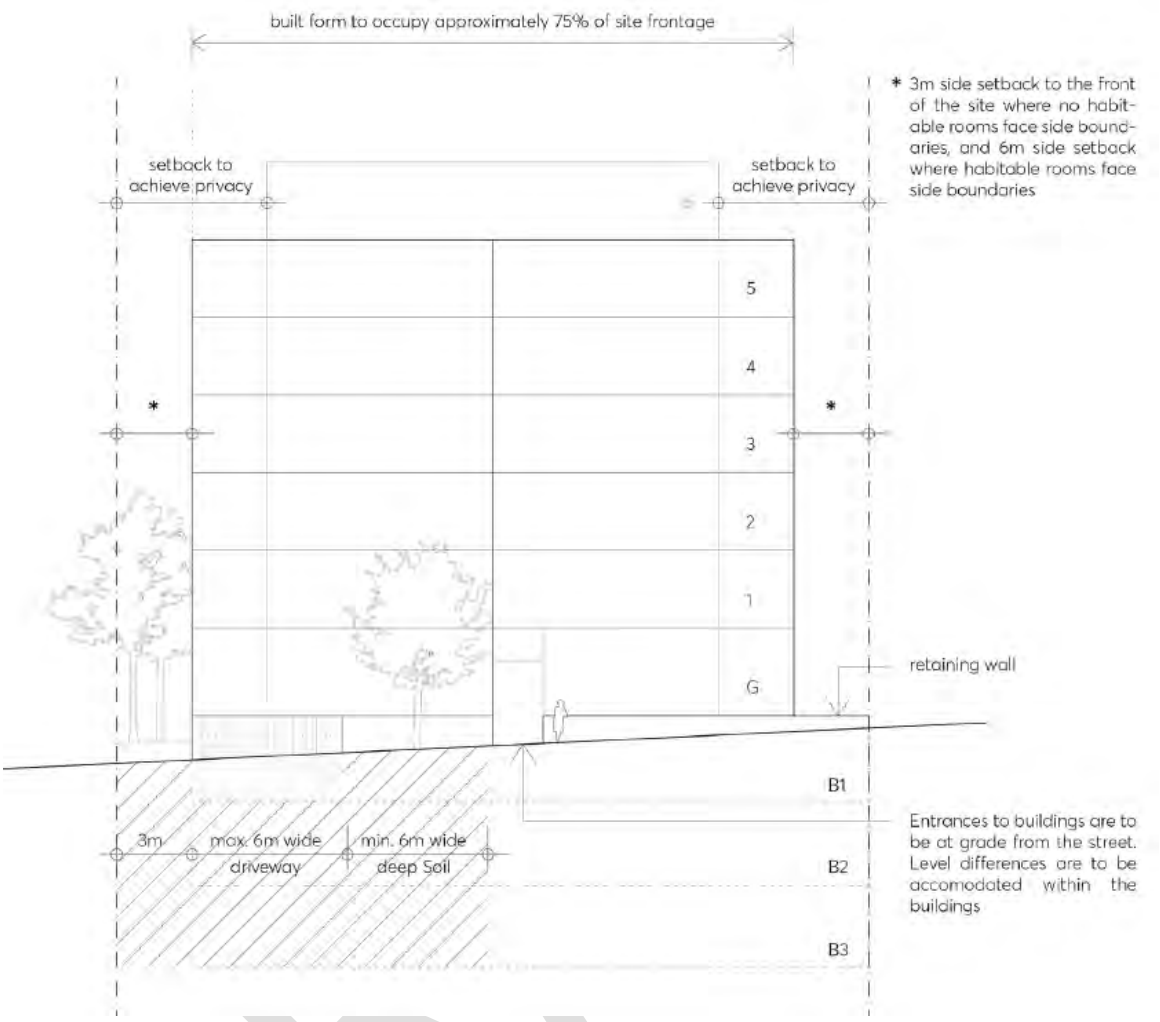


Figure 8.2.7.3.2.5 – Indicative Street Frontage

C.17 Development of 3 and 4 storeys should be designed as a street wall building.

C.18 Development of 5 and 6 storeys in height may be designed as a street wall building or provide one upper level storey setback of 3 metre from the building line, as outlined in Table 8.2.7.3.2.1.

C.19 Development of 7 and 8 storeys shall provide a 6 storey street wall and shall setback upper level storeys in accordance with Table 8.2.7.3.2.1.

C.20 Development of 9 storeys shall provide a street wall and upper level setback in accordance with Table 8.2.7.3.2.1.

Table 8.2.7.3.2.1 – Street wall and upper level storeys and setbacks

Total height (in storeys)	Street wall in storeys	Upper Storeys and Upper Level Setbacks
3 or 4 storeys	3 or 4 storeys	0
5 storeys	4 storeys; or 5 storeys	1 storey setback 3 metres from the building line; or 0
6 storeys	5 storeys; or	1 storey setback 3 metres from the building line; or 0

	6 storeys	
7 storeys	6 storeys	1 storey setback back 3 metres from the building line
8 storeys	6 storeys	2 storeys setback 6 metres from the building line
9 storeys	8 storeys; or 7 storeys	1 storey setback 3 metres from the building line; or 2 storeys setback 6 metres from the building line

C.21 Buildings are to occupy approximately 75% of the street frontage to maximise potential for apartments facing the street as outlined in Figure 8.2.7.3.2.5.

C.22 Where the length of a perimeter building exceeds 50 metres, it is to be broken into two or more components. Building breaks should be a minimum of 3 metres deep and 3 metres wide.

C.23 Front fences are to be designed to:

a) be articulated at any gates and visually permeable in part to enhance the feeling of address and passive surveillance along this edge of the development;

b) be integrated with dividing masonry walls (or a combination of masonry and timber) between the private open spaces where the fences relate to individual apartments facing the street;

c) be located on the front boundary and be designed to form a consistent edge along the street;

d) Not be comprised of sheet metal;

e) address the slope of the site by providing a masonry base with a minimum height of 300mm. This base should form a horizonal plinth with minimal stepping. Upper portions of the fence are to be made of open and lightweight material; and

f) be made of open and lightweight material where located above retaining walls.

C.24 Retaining walls must:

a) be located within the lot boundaries on all development lots or on the boundary if the land is within the same ownership;

b) be designed in consultation with Council if adjoining existing or future Council- owned land;

c) retain a horizontal line, with minimal stepping;

d) vary to suit the topography with a maximum height of approximately 1500mm.

e) be of fully masonry construction or a combination of masonry and timber

f) utilise terracing where necessary to subtly manipulate the existing landscape, avoiding large areas of cut and fill.

8.2.7.3.3 PUBLIC SPACE

The renewal of the Precinct presents the opportunity to deliver upgraded public spaces and new public spaces. For the purposes of this DCP 'public space' is defined as places publicly owned or for

public use, accessible and enjoyable by all for free, including active and passive public open spaces, streets, pedestrian and cycleway connections and plazas.

Objectives

O.01 Provide quality public spaces domain, including publicly accessible and safe open space and plazas within new development.

O.02 Maximise the areas for contiguous deep soil network to sustain existing and new vegetation and street tree canopy planting and to provide for permeable ground surface.

O.03 Provide universal access and key connections to transport nodes (buses, light rail, taxi stand etc), community facilities and retail precinct in the Core Area.

O.04 Provide for active living and connectivity through the provision of healthy, walkable, green built environments which integrate sustainable water and energy features.

Controls

C.01 Clearly delineate public space separate from private space.

C.02 Incorporate passive and active recreational facilities to complement and enhance those already provided in Sturt Park and other nearby Council public open spaces.

C.03 Provide safe opportunities and points of interest for the community to gather~~-~~/~~-~~meet, walk, engage in physical activity and children's play.

C.04 Improve pedestrian connections to and between existing public spaces.

C.05 Maximise solar access to public areas during winter months and shade during summer months.

C.06 Provide flexible public spaces that provide multifunctional offerings in different areas for different activities.

C.07 Respond to local character and identity and support connection with Country in design of public space.

C.08 A Public Domain Plan is to be provided for all new developments over six (6) storeys. The Public Domain Plan is to detail:

a) Upgrades, expansion of, and connectivity improvements to the surrounding public domain network, including footpaths, cycle paths, street tree planting, green networks, street furniture, street lighting and the like.

b) Consistency with ~~Council's~~ Parramatta Public Domain Guidelines and finishes/street trees specified should be in line with Council's preferred palette for Telopea.

c) Street and pedestrian lighting in accordance with AS/NZS 1158.0:2005 – Lighting for roads and public spaces.

C.09 All public spaces and connections are to be safe and publicly accessible 24 hours, 7 days a week.

C.10 All public space that is dedicated to Council is to be designed:

a) on deep soil with no underground car parking;

b) to maximise solar access across the year;

c) to maximise its frontage with a public road or laneway or pedestrian pathway with a minimum width of 4 metres;

d) to be associated with and support walkable connections to other public amenity such as libraries, community facilities and transportation nodes; and

e) to provide equitable universal access across the whole site; and

f) to be safe and welcoming.

C.11 Wherever possible, universal access is to be provided in the public domain or through a community facility building. Existing streets cannot be relied upon to provide universal access.

C.12 Where universal access routes for the public spaces are provided within a building, they are to be designed to be:

a) clearly visible and accessible from the public domain;

b) communicate that it is operable 24/7 without the need for signs;

c) provide protection from the weather;

d) clearly connect via the shortest distance to the nearest associated vertical access (lift).

C.13 Vertical access (lifts) and internal routes for the public to be designed to provide access to all levels and amenity between the street levels within the publicly accessible open space. In the event of a breakdown of any one vertical access (lifts), alternative systems/options to move across the site are to be integrated in to the public domain and to be clearly visible without an over reliance on signs.

C.14 The primary access point to all private buildings and vertical lifts are to be universally accessible, contained within the building. Ramps and landings do not interfere with the public domain.

C.15 Wherever possible, universal access is to be provided in the public domain or through a community facility building. Existing streets cannot be relied upon to provide universal access.

Arrival and Retail Plaza

C.16 The new hilltop Arrival Plaza and pocket park will be located adjacent to the Light Rail stop. The detailed design of the Arrival Plaza should incorporate the following:

a) Integration with the future Light Rail stop and retail services across Sturt Street.

b) Bicycle parking spaces to encourage transition between active transport and other modes.

c) Safe cycle access through the Arrival Plaza to link with the Greenway Corridor and other regional cycle connections.

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d) Integration with future design of bus stop, taxi rank and pick up/drop off zones.

e) Pedestrian footpaths to provide clear sightlines and minimise the number of pathways to prevent the 'carving up' of plaza space.

f) Optimising active and passive recreational opportunities.

g) Complement and integrate with any adjacent open space, including any future retail plaza.

C.17 If a retail plaza is located between Wade Street and Sturt Street, it is to be designed to:

a) provide access to internal lifts, escalators or similar to help people move between Wade Street and Sturt Street through the retail centre;

b) be safe and publicly accessible 24 hours 7 days a week;

c) have an area of at least 600m^2;

d) achieve 3 hours of solar access to at least 300m^2 of the plaza during mid- winter; and

e) Be active which may include retail frontages, residential entrances to individual properties, residential lobbies and residential communal facilities.

New pedestrian and cycleway connections

C.18 Any new pedestrian and-/-or cycleway connections are to be designed to:

a) Respond to the level change by providing an accessible vertical transportation (lift, escalator and/or travelator) 24/7;

b) Have a general width of between 6 and 12 metres if the connection is for pedestrians and cyclists only. The connection may widen in order to provide for tree retention and stair landings;

c) Have clear sight lines;

d) If the connection is pedestrian only, basement parking may extend below this area, except where those areas are intended to be dedicated to Council;

e) Be safe and welcoming; and

f) Be inclusive and accessible to all ages and abilities.

8.2.7.4 NATURAL ENVIRONMENT AND HERITAGE

8.2.7.4.1 TREE PRESERVATION AND ENHANCEMENT

This Section shall be read in conjunction with Part 5 – Environmental Management of this DCP. To the extent of any inconsistency in relation to tree provisions contained in other parts of this DCP, the provisions in this Section shall prevail.

Objectives

C.01 Maintain natural amenity, increase biodiversity and reduce urban heat through preservation and enhancement of tree canopy.

C.02 Ensure the longevity of the trees through minimising disturbance to their root zone and canopy, the disruption of the subterranean water table and the reduction of solar access.

Controls

C.03 Street layout and building location and design should demonstrate viable retention of existing trees of high significance, including clusters of significant trees.

C.04 To ensure the existing canopy tree character is maintained by planning for and implementing replacement tree planting to naturally replace the existing trees.

C.05 New street trees should be planted to maximise and enhance tree canopy cover and provide opportunities for wildlife corridors.

C.06 Building setbacks and public domain should maximise deep soil zones to accommodate existing and newly planted large trees.

C.07 As part of any Development Application where a tree, as defined by Part 5 – Environmental Management in the Parramatta DCP ~~20XX~~2023, is proposed to be removed, or directly impacted by the development, the following information may be required to be submitted with the application:

a) An Arboricultural Impact Assessment (AIA) report prepared by an AQF Level 5 consulting arborist and prepared in line with the *Australian Standard AS4970- 2009 Protection of trees on development sites.*

b) If there are trees to be retained, a detailed, site specific Tree Management Plan (TMP) should be provided to ensure that the design can be successfully implemented without detrimental impacts to the trees proposed for retention.

c) A Landscape Plan showing existing tree retention, protection zones and any additional trees to be planted, including in the public domain.

C.08 Where a tree is proposed to be removed, removal will only be granted where it is demonstrated that the removal of the tree will result in significant benefit in relation to built form, heritage or public domain outcomes.

C.09 If removal of a tree is required on private land, replacement trees are required to be provided as part of the Landscape Plan submitted with the Development Application as follows:

a) Approximately 1 canopy tree per 80m^2 of ground level landscaped area including natural deep soil area is required. Trees are to be capable of reaching a mature canopy height of 13 metres.

b) Additional trees can be provided on podium in set down slabs (not planter boxes) with minimum dimensions in accordance with Apartment Design Guide.

C.10 Tree species shall be in accordance with Council requirements as per the Parramatta DCP ~~20XX~~2023, Section 5.3.1 – Biodiversity.

8.2.7.4.2 NATURAL ENVIRONMENT

Two Endangered Ecological Communities, river-flat eucalypt forest and blue gum high forest, listed under the *Biodiversity Conservation Act 2016* are located within the Telopea Precinct and are identified on Figure 8.2.7.4.2.1 as Core Habitat. Any impact to Core Habitat will require further assessment at Development Application stage, including any formal impact assessments required under the relevant New South Wales and Commonwealth legislation. In relation to tree preservation and enhancement, this Section should be read in conjunction with Part 5 – Environmental Management of this DCP.

Objectives

O.01 Protect and enhance natural areas to provide habitat to native flora and fauna, as well as for the enjoyment of the community.

Controls

C.01 Future development will retain, protect and improve those areas nominated as Core Habitat in Figure 8.2.7.4.2.1.

C.02 Any enhancement of Sturt Park, where proposed, should be undertaken using native species characteristic of Alluvial Woodland and using local native provenance where possible.

C.03 The boundaries of impacted areas should be clearly delineated using fences or similar means to prevent encroachment of the works into the surrounding bushland and riparian areas.

C.04 Sediment and erosion control plans are to be submitted with each Development Application. Installation of sediment and runoff control measures are to be installed prior to any construction works commencing to prevent runoff entering adjacent riparian areas and watercourses.

C.05 Areas proposed for disturbance where noxious weeds are present should be managed according to the weed class.

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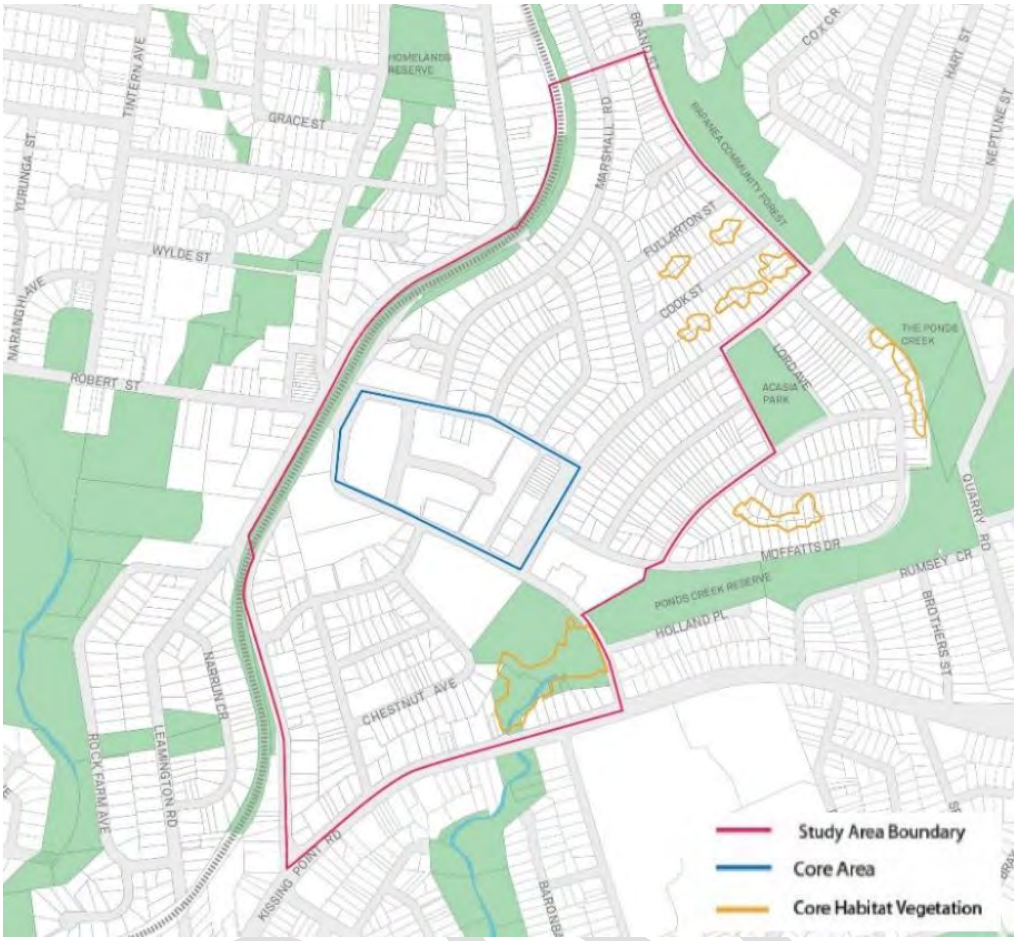


Figure 8.2.7.4.2.1 – Core Habitat

8.2.7.4.3 HERITAGE

A State heritage site, known as known as Redstone, is located at the corner of Adderton Road and Manson Street. The building was designed by Sir Walter Burley Griffin in 1935 and the garden is an intact example of an interwar garden which contributes to the setting of the house. Adjacent to the Telopea Precinct is Acacia Park, which is listed as an archaeological site under the *Parramatta LEP 2023*. The large tract of bushland known as the Rapanea Community Forest along the north-eastern edge of the Precinct is listed as a local heritage item under the *Parramatta LEP 2023*.

Objective

O.01 Any new development must demonstrate consideration of and response to minimising the impact on the heritage and archaeological significance of the listed items in Telopea.

Controls

C.01 A new development located within 200 metres of the heritage item 'Redstone' may require a specific heritage impact statement (HIS) to be submitted as part of a Development Application. This is to ensure that detailed design is sympathetic and responds appropriately to the heritage

items in terms of design, form, materiality, setbacks. Council can provide advice, prior to the submission of a Development Application, if the nature and size of the development would require the preparation of the HIS.

C.02 There will be no removal or pruning of trees shown on Figure 8.2.7.4.3.1 unless the application is accompanied by a heritage impact statement demonstrating that the removal or pruning of the tree does not detrimentally impact on the contextual setting of Redstone.

C.03 Any future development located within the Telopea Precinct and located adjacent to or facing Acacia Park and the Rapanea Forest will require a specific heritage impact statement, including consideration of potential archaeological impacts, to be submitted as part of any Development Application.



Figure 8.2.7.4.3.1 – Trees to be retained in relation to Redstone

8.2.7.5 SUSTAINABILITY

8.2.7.5.1 DUAL WATER SYSTEMS

Objectives

O.01 Increase resilience and water security by providing an alternative water supply to buildings.

O.02 Reduce the technical and financial barriers to upgrading buildings to connect to future non-drinking water supply infrastructure.

O.03 Support the growth infrastructure requirements for the Greater Parramatta Olympic Peninsula area.

Controls

C.01 All development must install a dual reticulation system to support the immediate or future connection to a recycled water network. The design of the dual reticulation system is to be such that a future change-over to an alternative water supply can be achieved without significant civil or building work, disruption or cost.

C.02 The dual reticulation system is to provide:

a) One reticulation system servicing drinking water uses, connected to the drinking water supply, and

b) One reticulation system servicing non-drinking water uses, such as toilet flushing, irrigation and washing machines. The non-drinking water system is to be connected to the rainwater tank (if available) with drinking water supply back up, until an alternative water supply connection is available.

c) Metering of water services is to be in accordance with the current version of Sydney Water's Multi-level individual metering guide. Individual metering of the non-drinking water service is optional.

8.2.7.5.2 URBAN HEAT

The following controls aim to reduce and remove heat from the urban environment at the city and local scale. These are innovative controls based on Australian and international evidence on cites and the urban heat island effect. The controls address the:

- reflectivity of building roofs, podia and facades;
- reduce the impacts of heat rejection sources of heating and cooling systems.

Solar heat reflectivity should not be confused with solar light reflectivity, as these are distinctly different issues. Solar heat contributes to urban warming and solar light reflectivity can be the cause of glare.

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These controls do not consider energy efficiency or thermal comfort within buildings. These important issues are dealt with in other controls, State Environmental Planning Policies and the National Construction Code.

The following technical terms are used as part of controls in this Section of this DCP:

Solar heat reflectance is the measure of a material's ability to reflect solar radiation. A 0% solar heat reflectance means no solar heat radiation is reflected and 100% solar heat reflectance means that all of the incident solar heat radiation is reflected. In general, lighter coloured surfaces and reflective surfaces such as metals will have typically higher solar heat reflectance, with dark coloured surfaces or dull surfaces will typically have lower solar heat reflectance. External solar heat reflectance measured at the surface normal (90 degrees) is used in these controls.

Solar transmittance is the percentage of solar radiation which is able to pass through a material. Opaque surfaces such as concrete will have 0% solar transmittance, dark or reflective glass may have less than 10%, whilst transparent surfaces such as clear glass may allow 80 to 90% solar transmittance.

Solar Reflectance Index (SRI) is a composite measure of a materials ability to reflect solar radiation (solar reflectance) and emit heat which has been absorbed by the material. For example, standard black paint has a SRI value of 5 and a standard white paint has a SRI value of 100.

Reflective Surface Ratio (RSR) is the ratio of reflective to non-reflective external surface on any given façade.

Reflective surfaces are those surfaces that directly reflect light and heat and for the purposes of this DCP are defined as those surfaces that have specular normal reflection of greater than 5% and includes glazing, glass faced spandrel panel, some metal finishes and high gloss finishes.

Non-reflective surfaces are those surfaces that diffusely reflect light and heat and for the purposes of this DCP are defined as those surfaces that have specular normal reflection of less than 5%.

Maximum External Solar Reflectance is the maximum allowable percentage of solar reflectance for the external face of a Reflective Surface. The percentage of solar reflectance is to be measure at a normal angle of incidence

Objectives

O.01 Reduce the contribution of development to urban heat; and

O.02 Improve user comfort in the local urban environment (private open space and the public domain).

8.2.7.5.3 ROOF SURFACES

Objectives

O.01 Reflect and radiate heat from roofs and podium top areas;

O.02 Improve user comfort of roof and podium top areas.

Controls

C.01 Where surfaces on roof tops or podia are used for communal open space or other active purposes, the development must demonstrate at least 50% of the accessible roof area complies with one or a combination of the following:

a) Be shaded by a shade structure;

b) Be covered by vegetation consistent with the controls on Green Roofs or Walls;

c) Provide shading through canopy tree planting, to be measured on extent of canopy cover 2 years after planting.

C.02 Where surfaces on roof tops or podia are not used for the purposes of private or public open space, for solar panels or for heat rejection plant, the development must demonstrate the following:

a) Materials used have a minimum solar reflectivity index (SRI) of 82 if a horizontal surface or a minimum SRI of 39 for sloped surface greater than 15 degrees; or

b) 75% of the total roof or podium surface be covered by vegetation; or

c) A combination of (a) and (b) for the total roof surface.

8.2.7.5.4 VERTICAL FACADES

Objectives

O.01 Minimise the reflection of solar heat downward from the building façade into private open space or the public domain.

Controls

C.01 The extent of the vertical façade of street walls, podia, perimeter block development (or if no street wall, as measured from the first 12 metres from the ground plane) that comprise Reflective Surfaces must demonstrate a minimum percentage of shading as defined in Table 8.2.7.5.4.1 as calculated on 21 December on the east facing façade at 10am, northeast and southeast facing façade at 11.30am, north facing façade at 1pm, northwest and southwest facing façade at 2.30pm and the west facing faced at 4pm.

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Table 8.2.7.5.4.1 – Minimum percentage shading for the street wall or first 12 metres from the ground plane of a building

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Minimum percentage shading (%)	0	1.5*RSR-45	75

C.02 Calculation of RSR for each relevant façade must be submitted with the Development Application.

C.03 Shadow diagrams must be submitted with the Development Application quantifying the extent of shading at 10am, 11.30am, 1pm, 2.30pm and 4pm on 21 December for each relevant façade. Shadows from existing buildings, structures and vegetation are not considered in the calculations. Refer to Table 8.2.7.5.4.2 for sun angles corresponding to shading reference times.

C.04 Where it is demonstrated that the RSR is less than 30% shadow diagrams are not

Table 8.2.7.5.4.2 – Shading sun angles

Façade Orientation	Sun Angles
East ± 22.5∞	Reference Time: 10am AEDT (UTC/GMT+11) Sun Elevation: 51∞ Sun Azimuth: 86∞v
Northeast/Southeast ± 22.5∞	Reference Time: 11.30am AEDT (UTC/GMT+11) Sun Elevation: 69∞ Sun Azimuth: 66∞
North ± 22.5∞	Reference Time: 1pm AEDT (UTC/GMT+11) Sun Elevation: 80∞ Sun Azimuth: 352∞
Northwest/Southwest ± 22.5∞	Reference Time: 2.30pm AEDT (UTC/GMT+11) Sun Elevation: 67∞ Sun Azimuth: 290∞
West ± 22.5∞	Reference Time: 4pm AEDT (UTC/GMT+11) Sun Elevation: 48∞ Sun Azimuth: 272∞

C.05 The extent of the vertical façade of the tower (above the street wall or if no street wall, as measured above the first 12 metres from the ground plane) that comprise Reflective Surfaces must demonstrate a minimum percentage of shading as defined in Table 8.2.7.5.4.3 as calculated on 21 December on the east facing façade at 10am, northeast and southeast facing façade at 11.30am, north facing façade at 1pm, northwest and southwest facing façade at 2.30pm and the west facing faced at 4pm.

Table 8.2.7.5.4.3 – Minimum tower percentage shading

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Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Minimum percentage shading (%)	0	0.8*RSR-24	40

C.06 Calculation of RSR for each relevant façade must also be submitted with the Development Application.

C.07 Shadow diagrams must be submitted with the Development Application quantifying the extent of shading at 10am, 11.30am, 1pm, 2.30pm and 4pm on 21 December for each relevant façade. Shadows from existing buildings, structures and vegetation are not considered in the calculations. Refer to Table 8.2.7.5.4.2 for sun angles corresponding to shading reference times.

C.08 Where it is demonstrated that the RSR is less than 30% shadow diagrams are not required to be submitted with the Development Application.

C.09 Shading may be provided by:

a) External feature shading with non-reflective surfaces;

b) Intrinsic features of the building form such as reveals and returns; and

c) Shading from vegetation such as green walls that is consistent with the controls on Green Roofs or Walls.

C.10 Non-reflective surfaces of vertical facades do not require shading and these areas can be excluded from the calculations.

C.11 Where it is demonstrated that shading cannot be achieved in accordance with the above controls, a maximum external solar reflectance as defined in Table 8.2.7.5.4.4 is generally acceptable.

Table 8.2.7.5.4.4 – Maximum solar reflectance of Reflective Surfaces

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Maximum External Solar Reflectance (%)	No Max.	62.5-0.75*RSR	40

C.12 Where multiple reflective surfaces or convex geometry of reflective surface introduce the risk of focussing of solar reflections into the public spaces:

a) Solar heat reflections from any part of a building must not exceed 1,000W/m^2 in the public domain at any time;

b) A reflectivity modelling report may be required to qualify extent of reflected solar heat radiation.

8.2.7.5.5 AWNINGS

Objectives

O.01 Ensure awnings are designed to improve user comfort, providing shelter from the sun and reduced solar heat at the street level.

Controls

C.01 All awnings and shading devices should have non-reflective surfaces

C.02 Transparent awnings are not encouraged on buildings. If transparent awnings are used, the awning must have a maximum solar transmittance of 20.

8.2.7.5.6 HEATING AND COOLING SYSTEMS – HEAT REJECTION

Objectives

O.01 Reduce the impact of heat rejection from heating, ventilation and cooling systems from contributing to the urban heat island effect in the Parramatta Local Government Area; and

O.02 Avoid or minimise the impact of heat rejection from heating, ventilation and cooling systems on user comfort in private open space and the public domain.

Controls

C.01 Residential apartments within a mixed-use development or residential flat building should incorporate efficient heating, ventilation and cooling systems which reject heat from a centralised source on the upper most roof.

C.02 Where the heat rejection source is located on the upper most roof, these should be designed in conjunction with controls in this Section of this DCP relating to Roof Surfaces and Green Roofs or Walls.

C.03 Where it is demonstrated that heat rejection cannot be achieved in accordance with the above controls C.1 and C.2 above and these units are installed, the HVAC system must demonstrate:

a) Heating, ventilation and cooling systems exceeds current Minimum Energy Performance Standard requirements; and

b) The heat rejection units are situated with unimpeded ventilation, avoiding screens and impermeable balcony walls; and

c) The area required by the heat rejection units is additional to minimum requirements for private open space.

C.04 Where a mixed use development or residential flat building proposes wintergardens as the primary private open space, no heat rejection source from heating, ventilation and cooling systems are permitted to be located in the wintergarden.

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8.2.7.5.7 GREEN ROOFS OR WALLS

Objectives

O.01 Ensure that green roofs or walls are integrated into the design of new development.

O.02 Encourage well designed landscaping that caters for the needs of residents and workers of a building.

O.03 Design green walls or roofs to maximise their cooling effects.

O.04 Ensure green walls and roofs are designed and maintained to respond to local climatic conditions and ensure sustained plant growth.

Controls

C.01 Green roofs located on upper most roofs or podium levels should be designed as part of communal open space for residential development and as part of usable roof top space for commercial developments.

C.02 Green roof and wall structures are to be assessed as a part of the structural certification for the building. Structures designed to accommodate green walls should be integrated into the building façade.

C.03 Waterproofing for green roofs and walls is to be assessed as a part of the waterproofing certification for the building.

C.04 Where vegetation or trees are proposed on the roof or vertical surfaces of any building, a Landscape Plan must be submitted which demonstrates:

a) Adequate irrigation and drainage is provided to ensure sustained plant growth and health and safe use of the space;

b) Appropriate plant selection to suit site conditions, including wind impacts and solar access; and

c) Adherence to the objectives, design guidelines and standards contained in the NSW Department of Planning and Environment's Apartment Design Guide for Planting on Structures.

C.05 Green roofs or walls, where achievable, should use rainwater, stormwater or recycled water for irrigation.

C.06 Container gardens, where plants are maintained in pots, may be an acceptable alternative, however should demonstrate that the containers are of significant scale to support high-quality vegetation growth for cooling and amenity.

C.07 Register an instrument of positive covenant to cover proper maintenance and performance of the green roof and walls on terms reasonably acceptable to the Council prior to granting of the Occupancy Certificate.

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8.2.7.5.8 SOLAR LIGHT REFLECTIVITY (GLARE)

Objective

O.01 Ensure that buildings restrict solar light reflected from buildings to surrounding areas and other buildings.

Controls

C.01 New buildings and facades should not result in solar light reflectivity that results in glare that is hazardous, undesirable or causes discomfort for pedestrians, drivers, and occupants of other buildings or users of public spaces.

C.02 Solar light reflectivity from building materials used on facades must not exceed 20%.

C.03 Subject to the extent and nature of glazing and reflective materials used, a Reflectivity Report that analyses potential solar light reflectivity from the proposed development on pedestrians, motorists, or surrounding areas may be required.

C.04 Buildings greater that 40 metres in height require a Reflectivity Report that includes the visualisation and photometric assessment of solar light reflected from the building on the surrounding environment. Analysis is to include:

a) the extent of solar light reflections resulting from the development for each day in 15 minute intervals; and

b) A visual and optometric assessment of view aspects where solar light reflections may impact pedestrians, or drivers, occupants of other buildings or users of public spaces including assessment of visual discomfort and hazard.

8.2.7.5.9 WATER SENSITIVE URBAN DESIGN

Objectives

O.01 Manage the quantity of stormwater run-off

O.02 Protect and enhance existing natural or constructed drainage networks including channel bed and banks by controlling the magnitude and duration of erosive flows.

O.03 Ensure that downstream flora and fauna are protected from stormwater impacts during and post construction.

O.04 Minimise surcharge from the existing drainage systems.

O.05 Ensure that on-site stormwater management measures are operated and maintained in accordance with design specifications.

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Controls

C.01 The development must:

a) integrate WSUD principles into the development through the design and use of 'green' stormwater systems, biological water retention and treatment and integration of water management into the landscape rather than relying on 'end of pipe' proprietary treatment devices prior to discharge.

b) employ operating practices that prevent contamination of stormwater.

c) maximise pervious surfaces and use soft landscaping and deep soil to promote infiltration and reduce stormwater run-off.

d) WSUD elements should be located and configured to maximise the impervious area that is treated through them.

e) make adequate provision for the control and disposal of stormwater run-off from the site to ensure that stormwater has no adverse impact on Council's stormwater drainage systems, natural watercourses, the development itself, or adjoining properties.

f) Stormwater drainage design criteria are to be in accordance with Council's Stormwater Disposal Policy and current Development Engineering Design Guidelines.

g) Stormwater, including overland flows entering and discharging from the site, must be managed. The site drainage network must provide the capacity to safely convey stormwater run-off resulting from design storm events listed in Council's Development Engineering and Guidelines.

h) Council will generally not permit the construction of stormwater drainage lines through public reserves.

i) The design and location of stormwater drainage structures, such as detention and rainwater tanks, is to be in accordance with Council's *Stormwater Disposal Policy* and current *Development Engineering and Design Guidelines.*

j) Run-off entering directly to waterways or bushland is to be treated to reduce erosion and sedimentation, nutrient and seed dispersal.

k) The discharge of polluted waters from the site is not permitted. Discharges from premises of any matter, whether solid, liquid or gaseous is required to conform to the *Protection of the Environment Operations Act and its Regulations*, or a pollution control approval issued by the NSW Environmental Protection Authority for Scheduled Premises.

C.02 Where site conditions mean that water sensitive urban design cannot be integrated within the landscape area, the applicant must demonstrate to Council why integration is not possible and the range of alternatives considered.

C.03 Development Applications must prepare and implement a Site Stormwater Management Plan (SSMP) incorporating water sensitive urban design measures is required. The SSMP must:

a) identify the potential impacts associated with stormwater run-off for a proposed development and provide a range of appropriate measures for water quantity, water quality, water efficiency and re-use; and

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b) be developed in accordance with Council's Stormwater Disposal Policy and current Development Engineering and Design Guidelines; and

c) to the maximum extent practical, achieve pollution reduction targets identified in Table 8.2.7.5.9.1 and consider measures including vegetated swales; vegetated filter strips; sand filters; bioretention systems; permeable pavements; infiltration trenches; infiltration basins; landscape developments; Gross Pollutant Traps and filters; and

d) utilise the MUSIC modelling tool (or equivalent) to determine pollution load reduction as defined in Table 8.2.7.5.9.1; and

e) be prepared by a suitably qualified professional.

Table 8.2.7.5.9.1 – Stormwater Treatment Targets for Development

Pollutant	Performance Target reduction loads
Gross Pollutants	95% reduction in the post development mean annual load of (greater than 5mm).
Total Suspended Solids	90% reduction in the post development mean annual load of Total Suspended Solids (TSS).
Total Phosphorus	85% reduction in the post development mean annual load of Total Phosphorus (TP).
Total Nitrogen	65% reduction in the post development mean annual load of Total Nitrogen (TN).
Hydrocarbons, motor oils, oil and grease	No visible oils for flows up to 90% of the one- year ARI peak flow specific for service stations, depots, vehicle body repair workshops, vehicle repair stations, vehicle sales or hire premises, car parks associated with retail premises, places of public worship, tourist and visitor accommodation, registered clubs, and pubs.
NOTE: Reductions in loads are relative to the pollution generation from the same development without treatment	

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8.2.8 CARLINGFORD LOCAL CENTRE

Carlingford Local Centre comprises of three precincts referred to as Carlingford Central, Carlingford South, and Carlingford East. The precinct has a notable history of Aboriginal, early colonial, agricultural, and educational uses. It has been identified as a precinct with opportunities for a range of built forms and allowing for a mix of housing styles, commercial, retail and community uses.

This Section outlines specific provisions for Carlingford Central, Carlingford South, and Carlingford East, as indicated in Figure 8.2.8.1, and must be read in conjunction with any relevant Parts of the Parramatta DCP ~~20XX~~2023. Where there are inconsistencies between the controls contained within this Section and other controls within this DCP, these controls prevail to the extent of the inconsistency.

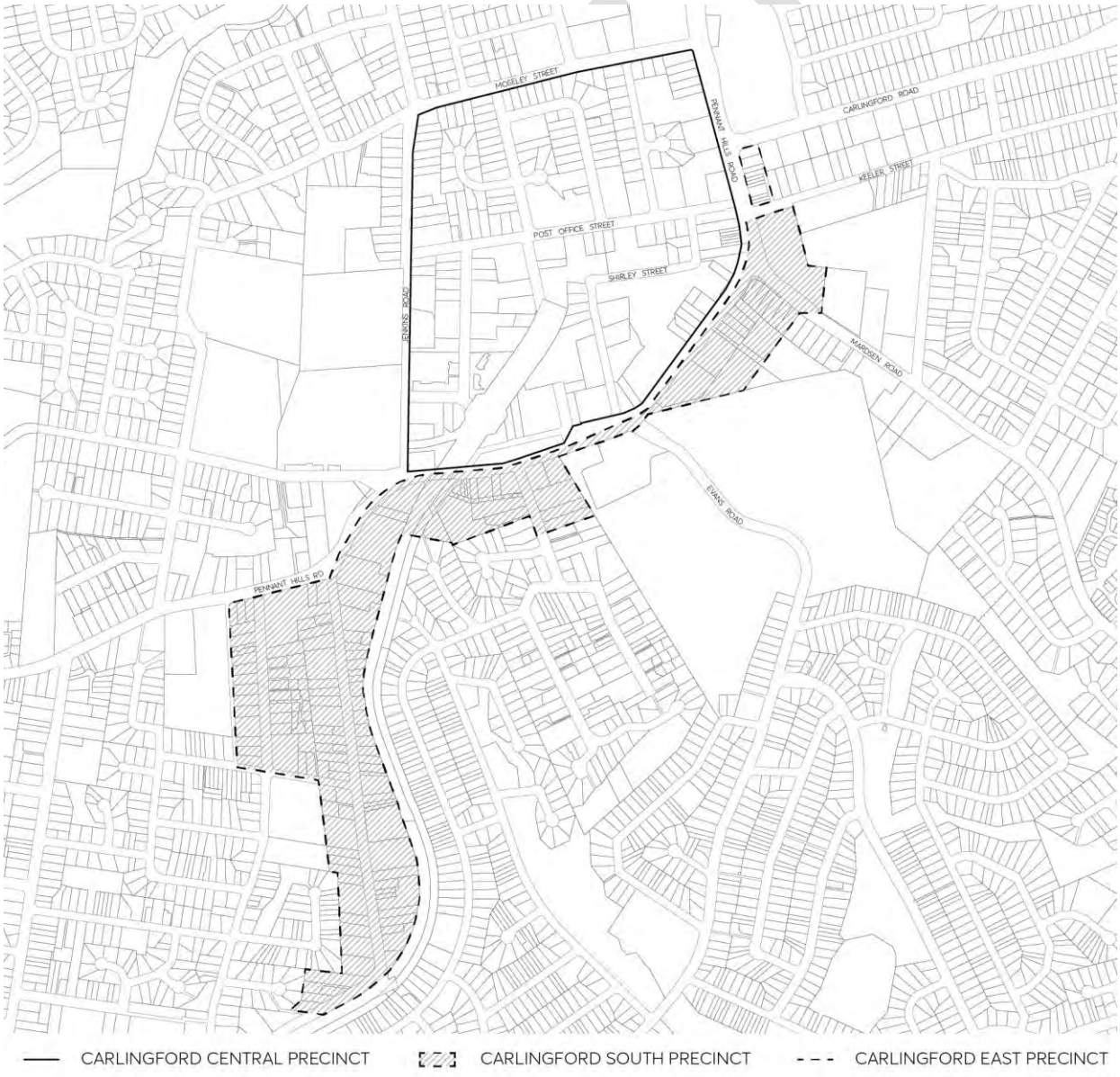


Figure 8.2.8.1 – Carlingford Local Centre

8.2.8.1 CARLINGFORD CENTRAL

This plan applies to land bounded by Jenkins Road to the west, Pennant Hills Road to the south and east and Moseley Street to the north within the City as shown in Figure 8.2.8.1.1 and referred to in this Section of this DCP as the Carlingford Precinct.

The aim of this is to provide parameters to guide development in the Precinct for a range of built forms that allow for a mix of housing styles, commercial, retail and community uses. This Section of this DCP, in association with a development contributions plan for the Precinct also proposes upgrades of open space, vehicular and pedestrian access, public realm and upgrades of existing infrastructure for electricity, drainage and roads.

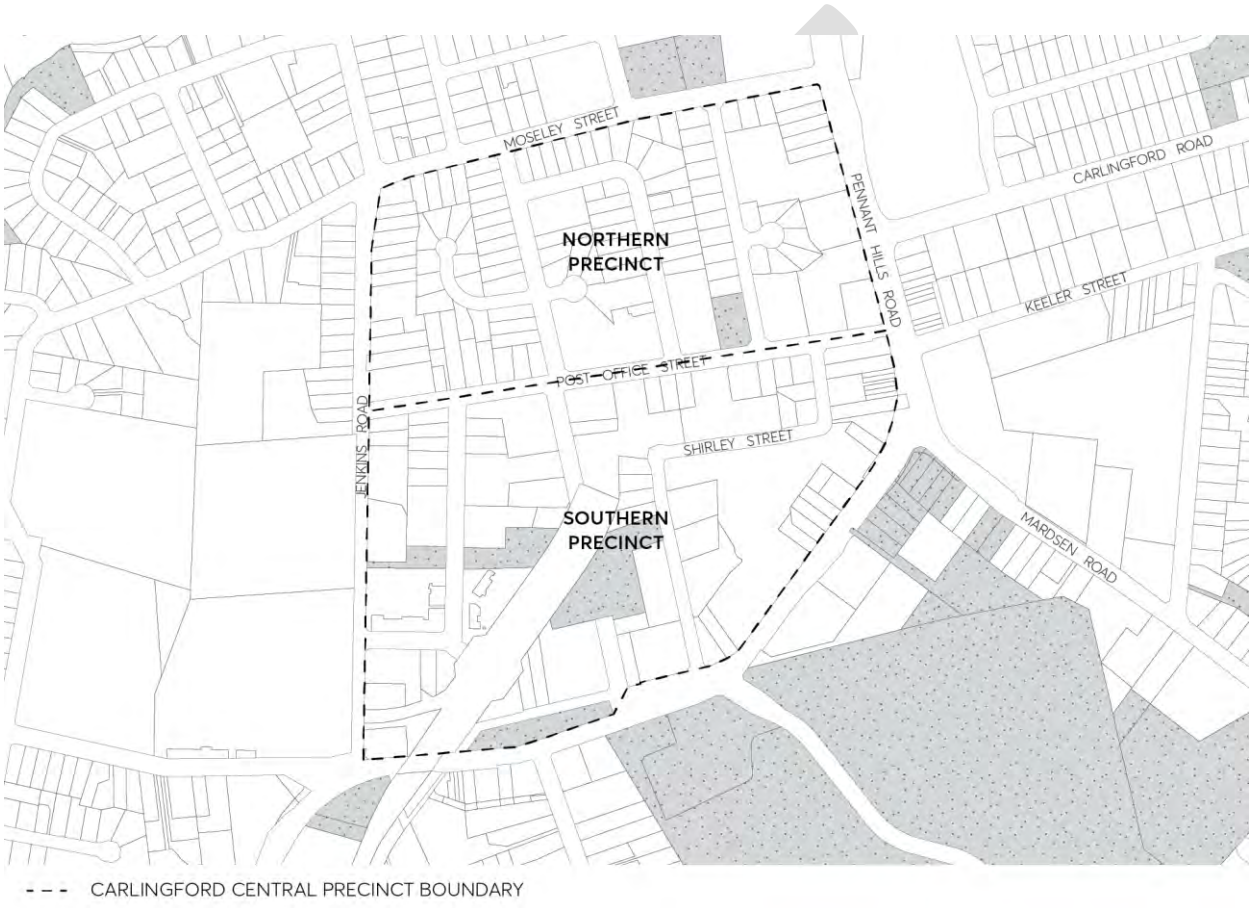


Figure 8.2.8.1.1 – Carlingford Central

8.2.8.1.1 DESIRED FUTURE CHARACTER

Southern precinct

The character of the southern end of the Precinct in the vicinity of the train station will be largely determined by the development of landmark buildings on the key sites and their role in creating street oriented village built form and character, open spaces and a civic plaza linked to the station.

In key sites affected by electricity easements, developments can contribute to publicly accessible open space with strong connections to the local open space network and civic area.

Buildings on key sites and in the southern side of the Precinct generally have been placed to provide transition in building scale and to provide natural ventilation, solar access, outlook from apartments and year round sunlight to communal open spaces.

Streetscapes are to be resident and visitor friendly in an urban landscaped setting associated with a street hierarchy that promotes a safe pedestrian and vehicular environment. The landscape works in the public realm help to define the character areas in the Precinct. These characters range from the more urban, civic and train station oriented village to the suburban character further from the train station.

North precinct

The northern end of the Precinct will comprise lower scale residential flat buildings interspersed with existing multi unit developments.

The built form of development will reflect a transition of scale between the larger residential flat buildings concentrated around the train station in the south of the Precinct and the smaller scale residential flat buildings proposed in the land north of Post Office Street.

Street setbacks are to complement the proposed garden setting in contrast to the strong street edge, activated urban village character of development closer to the train station.

Additional streets are proposed to complement this relationship of buildings to the public domain and establish a finer grained street hierarchy and built forms. Private and communal open space within developments is encouraged to visually compliment the public realm and where feasible, allow some public access.

General objectives

O.01 Provide a clear vision and the desired future character for the revitalization of the Carlingford Precinct.

O.02 Formulate structure plans and a Master plan in response to the opportunities and constraints identified and incorporating the following design concepts for the Carlingford Precinct:

- Streetscape character, particularly in the vicinity of Thallon and James Streets, including the concept of street level activity with living above and that adjacent public spaces be augmented and upgraded.
- Increased height and density, in targeted locations, will be used as a mechanism to ensure that the desired future character for the Precinct and public infrastructure can be achieved.
- Integration of floodplain management with adjoining development to achieve high-quality open spaces.
- Alternative development approaches/patterns to address site specific issues within the Precinct.
- Undergrounding of local and 132kv power lines to improve streetscape appearance and street lighting.

O.03 Create a high-quality, aesthetically pleasing, and functional Precinct for future residents.

Where any provision of this Section of this DCP is inconsistent with any provision of any other Part of this DCP, the provisions of this Section of this DCP shall prevail to the extent of that inconsistency.



Figure 8.2.8.1.1.1 – Communal open space with controlled public access to compliment developments (Source: Residential Flat Design Code, 2002)



Figure 8.2.8.1.1.2 – Urban character around train station with active retail on ground floor (Source: Residential Flat Design Code, 2002)

8.2.8.1.2 URBAN CONTEXT

OPPORTUNITIES AND CONSTRAINTS

The Precinct's opportunities and constraints are discussed in the supporting document for this Section of this DCP. The opportunities and constraints are synthesised in ways to provide for the development of the Precinct to the densities considered appropriate for the area while optimising urban design quality and environmental outcomes. See Figure 8.2.8.1.2.1 – Opportunities and Constraints.

There are a series of constraints that apply across the Precinct. These include the essentially immovable elements that tend to delineate, separate and punctuate the Precinct as a whole. These elements include the rail line with its station and heritage building, major roads and pedestrian routes, topography, drainage lines, existing overhead power lines and pylons. Land subject to overland flow paths occurs in both the northern and southern sides of the Precinct. Such land is both an opportunity and a constraint to development and has been influential in the structure planning for the Precinct.

Other constraints include the existing multi unit buildings that are unlikely to change due to their being under strata title, commercial developments and the fragmented pattern of land ownership.

The Precinct includes characteristics that are opportunities for development including amalgamated key sites, proximity to the railway station, topography, the relationship of sites to the road hierarchy, public open space, property boundaries, edges, nodes, slopes, drainage, roads, landmarks, existing developments, pedestrian desired lines and areas of potential high residential amenity or public activity and commercial opportunities.

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The integration of the opportunities and constraints determines the suitability of a locality for a particular combination of spatial organisation, land use, built form and unit density, design approach to public realm, landscape theme, and movement system including traffic management. In this way areas of the same desired future character and built form are reflected by appropriate controls.

This process has led to the identification of a range of development scales and densities that generally decrease moving from the south of the Precinct to the north, further from the train station and village centre.

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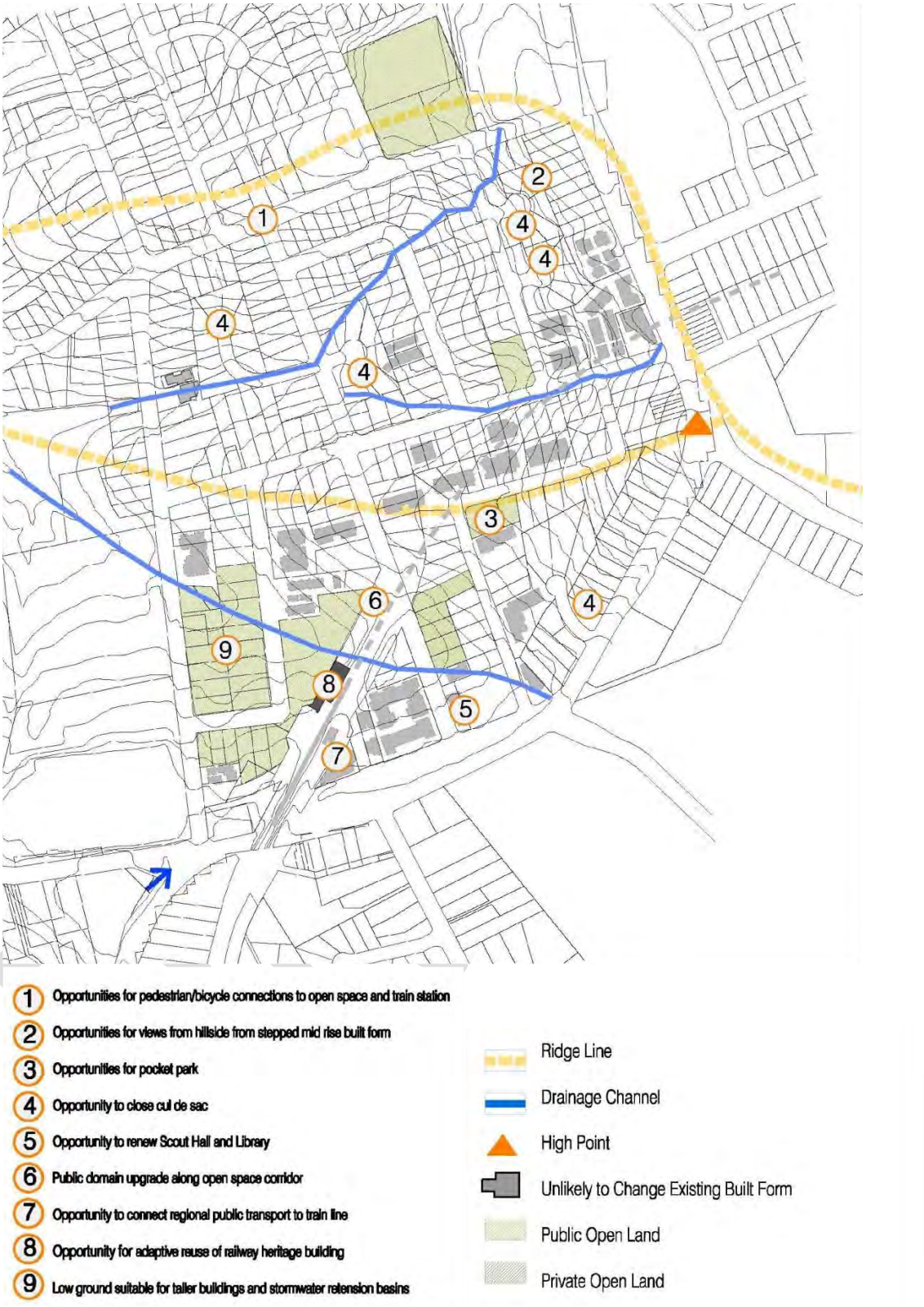


Figure 8.2.8.1.2.1. Opportunities and Constraints

KEY SITES

The major opportunity to achieve a coordinated, holistic development of the Precinct is the existence of several 'key sites'. These key sites comprise large land holdings that are mainly under single ownership, in locations critical to the establishment of a village centre and suitable for buildings containing a relatively large number of units. As a result, developments of a substantial size and complexity can be delivered promptly. In this way the development of these sites will be the catalyst for the redevelopment of the Precinct. These sites are identified as block numbers in Figure 8.2.8.1.2.2 – Key Sites and are described as follows:

Block 3	Jenkins Road and Thallon Street
Block 4	2-12 James Street
Block 6	1-7 Thallon Street
Block 17	Janell Crescent
Block 5	The 'Service station site' on corner of Pennant Hills Road and Jenkins Road
Block 16	The 'Bunnings site' at the corner of Pennant Hills Road and Post Office Street



Figure 8.2.8.1.2.2. Key Sites

This Section of this DCP recognises the role of the key sites and proposes development controls to ensure their development will contribute to achieving the objectives of this plan. The urban design, functional and socioeconomic outcomes proposed for these sites are the expression of the opportunity to:

- Provide landmark buildings denoting the core of an urban village centred around the train station, open space, pedestrian and cycle connections, and community facilities.
- Provide street level active uses and human scale in the village centre.
- Provide a substantial number of residential units in close proximity to the train station.
- Contribute to the local open space network while ensuring development applies water sensitive urban design principles.
- Provide open spaces to act as place making elements at a neighbourhood scale and the focus for outdoor activity in the areas of Janell Crescent.
- Provide landmark buildings at key gateways to the Precinct on Pennant Hills Road including the Bunnings site and the service station site.

8.2.8.1.3 STRUCTURE PLAN AND MASTERPLAN

STRUCTURE PLAN AND MASTERPLAN PROCESS

The interaction of the following parameters were analysed to inform the structure plans and masterplan:

- Access and transport.
- Stormwater management.
- Street hierarchy.
- Response of building bulk to topography.
- Design excellence (NSW Residential Flat Design Code).
- Open space and recreation.
- Public domain improvements.
- Pedestrian connections.
- Sustainability and water sensitive urban design.
- Infrastructure upgrades.
- Adaptive reuse of the railway heritage building and access to train station.
- Streetscape.

URBAN DESIGN PRINCIPLES

For each of the above parameters a set of design principles were identified. These principles are based on best practice, such as the co-location of drainage reserves and public open space.

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Other principles are based on efficiency of connections and access, convenience and the synergies of place making such as locating highest residential densities close to the train station and civic areas. These principles are to ensure the creation of a quality living environment with appropriate relationship between residential buildings, public infrastructure and public realm and in response to topography.

The existing buildings of the railway station, in association with the Council owned library, future community facilities, open space and increased residential densities near the railway station provide a central focus and landmark for the Precinct and create a strong identity for the existing centre as a potential Town Centre. The following four layered series of structure plans show the major urban design proposals for the Precinct regarding:

- access and circulation.
- open space.
- public domain.
- building height and floor space ratio.

The desired future character statements for the Precinct outlined below are informed by the structure plans. Each structure plan includes a set of guiding urban design principles.

The structure plans inform the masterplan/indicative built form plans thus expressing the guiding principles. These plans show the distribution of the different built forms, the relationship of open space to built form, and the integration of outcomes to improve the public domain, open space, vehicle circulation and pedestrian links.

A set of development controls for each of the key sites are proposed as well as development standards for the whole of the Precinct and generic controls applying to all development. These provisions are set out in the following Sections of this DCP.

STRUCTURE PLAN – ACESS AND CIRCULATION

Street Hierarchy and Permeability

- Extend the northern section of Boundary Road to connect with Tanderra Street.
- Improve vehicular safety with the closure of Janell Crescent and the provision of new vehicular access arrangements from Shirley Street.
- Arrange open space and pathways to focus on the train station and link to open space/ community facilities to the east of the station also to connect to the James Ruse locality on the west of Jenkins Road (see Figure 8.2.8.1.3.2 – Structure Plan – Open Space Strategy).
- Establish a network of cycle/pedestrian access tracks throughout the open space network of the Precinct to connect with public transport links and routes beyond the Precinct (see Figure 8.2.8.1.3.3 – Structure Plan – Public Domain).

Proximity to Transport

- Locate the proposed residential flat buildings with highest density closest to the train station to maximise infrastructure use, improve convenience for commuters and to contribute to a critical mass for a future civic/transport hub.

Upgrade of existing road networks and footpath surfaces and traffic management works

- Provide progressively the road improvements and traffic management measures shown in Figure 8.2.8.1.3.1 in consultation and conjunction with Council, with possibilities for planning agreements.
- Install new signalised traffic signals and traffic management structures such as kerb blisters, medians and lane treatments in accordance with recommendations of the Carlingford Precinct Plan Traffic Report (May 2008) prepared by Masson/Wilson/Twiney Traffic and Transport Consultants.
- Install high-quality pedestrian and cycle pathways in an efficient and coherent network designed to enhance the pedestrian experience.
- Improve local traffic management in accordance with the Carlingford Precinct Plan Traffic Report including the provision of a bus stop and 'kiss and ride' passenger set down area at the train station, intersection upgrades, roundabouts and signalisation.



Figure 8.2.8.1.3.1 – Structure Plan – Access and Circulation

STRUCTURE PLAN – OPEN SPACE STRATEGY

Linking of existing and potential open space areas

- The existing open space in the south of the Precinct is an opportunity to combine with the proposed open space "green spine" created by undergrounding of the electricity lines and dual use of flood prone land.
- The combination of the former easement with an overland stormwater flow path enhances the scenic and environmental outcomes of this element with the possibility of creating water features.
- Create a civic square addressing the entrance to the train station and connected to open space links associated with electricity easements.
- Install play equipment in safe and appropriate locations within open space.

Open space and built form relationships

- Several key sites close to the train station have easements for the existing electricity pylons. Once the pylons are removed, the former overhead easement can contribute to publicly accessible open space surrounding new developments and linked to the open space adjacent to Council's existing library building.
- In areas further from the train station, use key sites and flood prone land to create communal open spaces and new parks addressed by buildings. These parks help to impart a garden suburb character to complement residential buildings set in generous private–/ communal open space.
- In areas further from the train station, site planning for buildings could aim to amalgamate private green spaces to optimise deep soil planting areas, communal open space, shared views and landscape and contribute to the garden suburb theme.

Quality residential open space areas

- Communal open space at ground or podium level for residents is to be provided. This open space should enhance the quality of the built environment by providing opportunities for landscaping in a parkland setting as well as providing a visual and activity focus for the new residential community created through this development.
- All communal open space areas are to accommodate appropriate facilities such as picnic and barbeque areas, children's play area and grassed areas for passive recreational use. Developments are to include designated communal open space areas with year round solar access.
- Water Sensitive Urban Design (WSUD) guidelines and On-site Stormwater Detention (OSD) principles are to be incorporated in both private and communal open space design.

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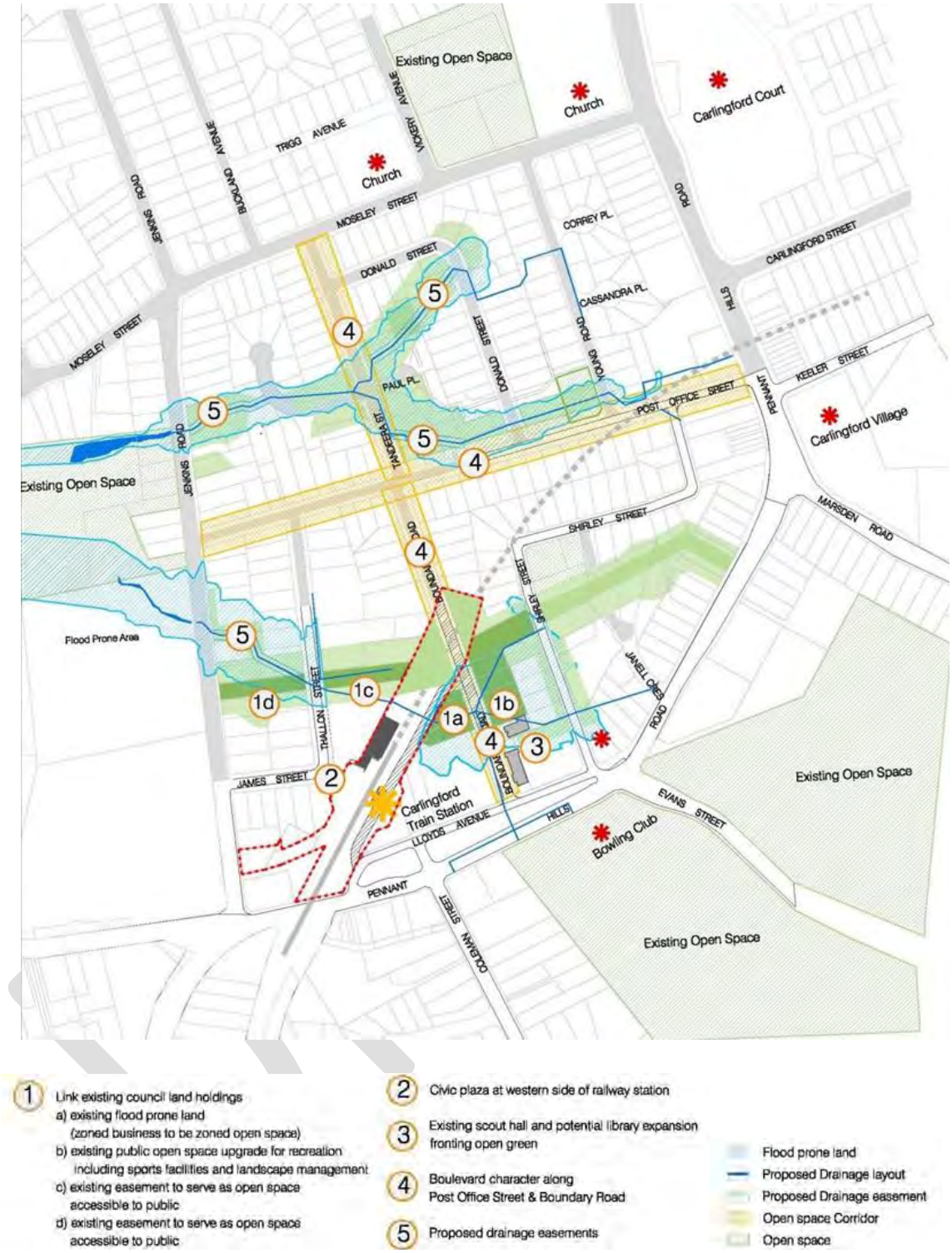


Figure 8.2.8.1.3.2 – Structure Plan – Open Space Strategy

STRUCTURE PLAN – PUBLIC DOMAIN

Streetscape

- Street tree planting and landscaping is to be consistent with the Carlingford Precinct Public Domain Plan.

Public domain improvements

- Embellish the existing public open space to the west of the rail reserve. The railway station, rail reserve and public open space near the scout hall are major organising elements in the Precinct. This is an opportunity to increase the pedestrian connections to the park and its attractiveness for recreation of the future residents of the Precinct.
- A public square on the west of the train station to act as a gateway entry point.
- Create new public parks using WSUD for floodways associated with the site amalgamations producing key sites in the Janell Crescent area.

Infrastructure upgrades

- It is proposed to underground both the street power lines and the high voltage power lines and pylons to remove the visual impact of the existing structure and provide public open space within the easement.

Pedestrian connections

- Provide improved footpath connections and unified hardscape treatment of the public realm.
- Provide cycle and pedestrian paths responding to desire lines.

Adaptive re–use of the railway heritage building

- The existing heritage building in the train station curtilage may have the potential for adaptive reuse. This would be an opportunity to add variety and activity to a future civic precinct that centres on the station and the public open space adjacent to the railway reserve.

Stormwater management

- Site planning and development generally must respond to the recommendations of Council's Carlingford Stormwater Study and Management Plan.
- On the southern side of Post Office Street a major opportunity arises from site amalgamation to provide a series of linked open spaces. These spaces could be combined with a stormwater capture system incorporating linked retention basins along the water course to form a "green spine" linking the upper Pennant Hills Road section of the Precinct to the lower section being the public open space adjacent to the railway line.
- Install a variety of bio-retention measures including grass depressions and swales on street edges and within open space.

Sustainability and WSUD

- Development in the Precinct will be required to undertake sustainability initiatives: stormwater capture, bio-retention basins, integration of watercourses with open space and landscaping.

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Figure 8.2.8.1.3.3 – Structure Plan – Public Domain

STRUCTURE PLAN (INDICATIVE BUILDING HEIGHT AND FSR)

Building heights should increase the closer sites are to the train station

- Concentration of the residential density close to the station will maximise usage of the train service by the maximum number of people in the shortest, most convenient walking distance from the station.
- Concentration of high-rise buildings close to the station will provide an orienting landmark for the village centre.

Built Form Should Address Open Space

- In areas further from the train station, building placement should address adjacent open space to allow interaction of residents with that space and for passive surveillance.

Built Form Should Respond To Street Hierarchy

- In general, the low-rise buildings are proposed together with lower FSR limits on the local roads within the northern part of Precinct. This approach responds to the lower scale suburban desired future character for areas further from the train station.
- Maximum of 9 storeys is proposed for development fronting Pennant Hills Road. This is to achieve a presence associated with deep setbacks for major planting, footpath upgrades and pedestrian amenities.

ILLUSTRATIVE MASTERPLAN

Response of Building Bulk and Scale to Topography

- Site specific development controls are to be provided for Key Sites in the vicinity of the train station to minimise overshadowing and create pedestrian scale podiums containing retail and commercial uses and associated public open spaces.
- High rise developments are to be concentrated in the low ground close to the train station. This is an opportunity for the apparent height of high rise buildings to be diminished when viewed in their topographic context. The proposed building envelopes thus take up the opportunity for the prominence of tower buildings to be visually absorbed by the backdrop of the slopes leading up to the ridge lines along which runs Pennant Hills Road.
- Provide for home office and ancillary commercial and convenience retail uses on ground floor areas of developments on pedestrian routes to the train station.
- In areas further from the train station, the built form, site coverage, setbacks and composition of boundaries and building placement are to create a garden suburb character. This character should complement, in style and function, the public open space adjacent to the train station and community facilities to the east. This integrated approach is key to producing a synergy and coherence between private development and the public realm. This will be a unique place making force for a possible civic hub in the vicinity of the train station/scout hall.

Design Excellence (NSW Residential Flat Design Code)

- Buildings that are close to the train station should be in the form of a slender tower and positioned so as to minimise impacts on privacy and overshadowing of open space and adjacent development.
- Iconic buildings located at gateways, nodes and major intersections.

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Built Form and Setbacks are to Relate to Street Hierarchy

- On the axial boulevards of the Precinct, built form, height and landscaping is to be of a scale that signifies the importance of these major urban elements and their intersections.
- Setbacks in the Thallon Street area are to contribute to the urban village character. Setbacks in the remainder of the southern part of the Precinct are to contribute to the landscaped character while allowing flexibility in the siting of buildings. The setbacks of proposed buildings are designed to minimise adverse impacts such as overshadowing and privacy on adjacent and adjoining properties.
- Key sites are identified sites that can accommodate landmark buildings.
- Other key sites are identified in flood prone land that can act as dual usage parks and stormwater retention basins.



Figure 8.2.8.1.3.4 – Illustrative Masterplan

8.2.8.1.4 SITE COVEREGE AND REQUIREMENTS

Objectives

Site requirements

O.01 Encourage the amalgamation of sites thus promoting the efficient use of land.

O.02 Promote developments compatible with the desired Precinct character.

O.03 Encourage orderly development in regular allotment patterns.

Site coverage

O.04 Ensure an appropriate balance of open space surrounding buildings within their site area, reflecting the different scales of development appropriate in the north and south of the Precinct.

O.05 Provide solar access.

O.06 Control building bulk by working in conjunction with the FSR and height limits that help differentiate the desired future character appropriate in the north and south of the Precinct.

Controls

Site requirements

C.01 The minimum site area of development sites shall be consistent with the site areas specified in the potential site amalgamation plan (Figure 8.2.8.1.5.1).

Site coverage

C.02 Building site coverage shall not exceed of 35% of site area.

"Building" for the purpose of this control is defined as the building footprint to the outside of the external walls excluding underground parking structures no more than 1.2 metres above ground and where roof of the parking structure is a private or communal open space.

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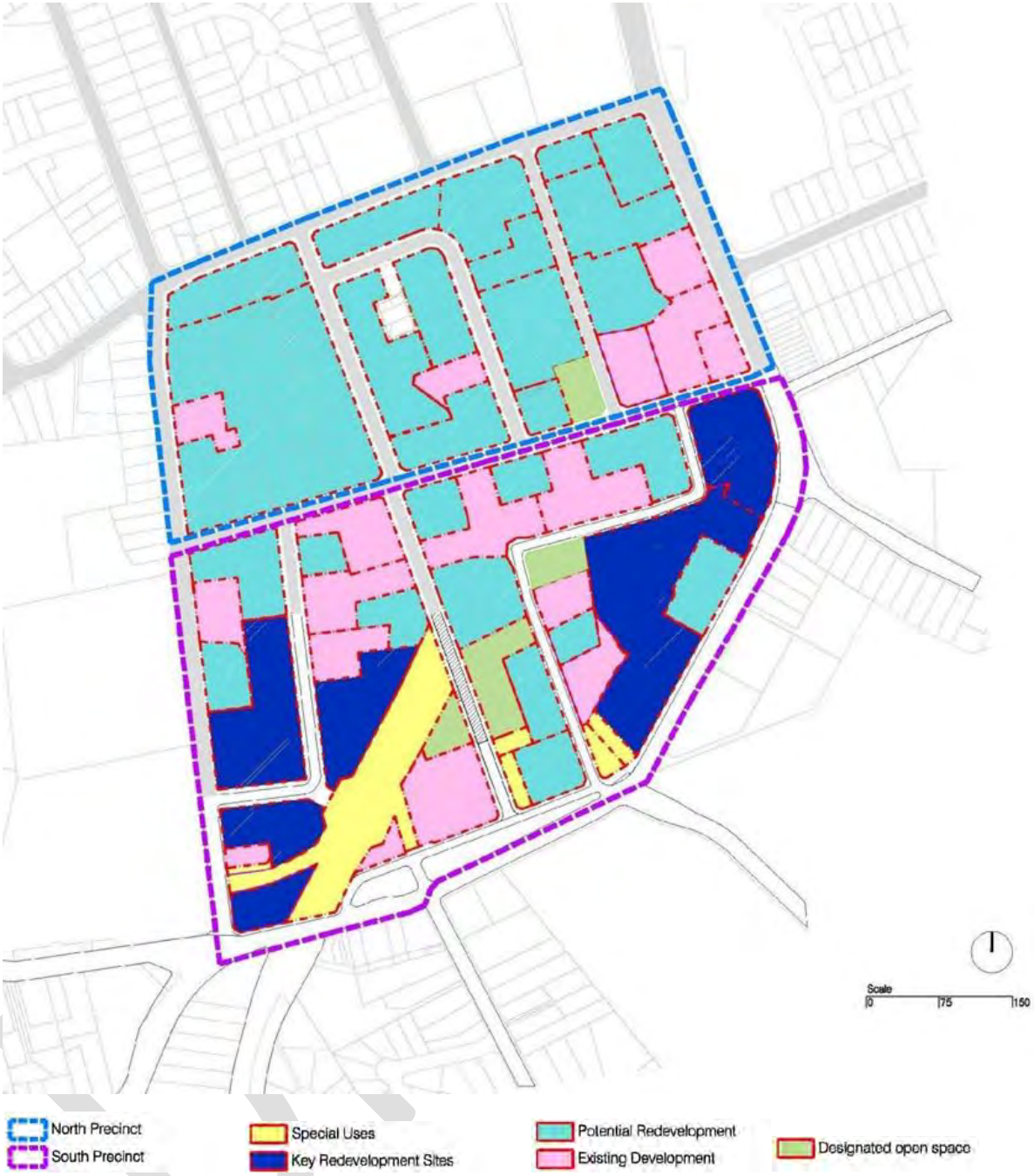


Figure 8.2.8.1.5.1. Potential Site Amalgamation Guide Plans

8.2.8.1.5 RESIDENTIAL DEVELOPMENT TYPES

Objectives

Residential flat buildings – apartment size

O.01 Provide a diversity of residential flat building/ apartment types, which cater for different household requirements now and in the future.

O.02 Maintain equitable access to new housing by cultural and socio-economic groups.

Mixed use development

O.03 Support the integration of appropriate retail and commercial uses with housing.

O.04 Create more active lively streets and urban areas, which encourage pedestrian movement, service the needs of the residents and increase the area's employment base.

O.05 Ensure that the design of mixed use developments maintains residential amenities and preserves compatibility between uses.

Ground floor apartments

O.06 Contribute to the desired streetscape of the range of localities in the Precinct and to create active safe streets.

O.07 Increase the housing and lifestyle choices available in residential flat buildings.

Controls

Residential flat buildings – apartment size

C.01 Single-aspect apartments should be limited in depth to 8 metres from a window.

C.02 The back of a kitchen should be no more than 8 metres from a window.

C.03 The width of cross-over or cross-through apartments over 15 metres deep should be 4 metres or greater to avoid deep narrow apartment layouts.

C.04 Buildings not meeting the minimum standards listed above, must demonstrate how satisfactory day lighting and natural ventilation can be achieved, particularly in relation to habitable rooms (see Daylight Access and Natural Ventilation).

Mixed use development

C.05 Choose a mix of uses that complement and reinforce the character, economics and function of the local area, for example, food retail, small-scale commercial and residential.

C.06 Desired uses at ground floor level of eighteen (18) storey buildings near the station include small supermarkets, post office, chemist, newsagent, bank and other service retail and commercial to meet the day-to-day needs of the local community.

C.07 Ensure the building positively contributes to the public domain and streetscape by:

- Fronting onto major streets with active uses.
- Avoiding the use of blank walls at the ground level.

Ground floor apartments

C.08 Optimise the number of ground floor apartments with separate entries.

C.09 Provide ground floor apartments with access to private open space, preferably as a terrace or garden.

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8.2.8.1.6 BUILDING FORM

Objectives

Floor space ratio

O.01 Ensure that the bulk and scale of the development is in keeping with the site area and its surroundings in accordance with Council's ESD objective 7.

O.02 Ensure that the bulk and scale of development does not reduce the amenity of adjacent residential or other land uses.

O.03 Control the density of residential development.

O.04 Prevent excessive site coverage.

Building height

O.05 Ensure that buildings reflect the existing landform of the neighbourhood, including ridgelines and drainage depressions.

O.06 Protect privacy and amenity of surrounding residential developments and allotments in accordance with Council ESD objective 7.

O.07 Ensure that development responds to the desired scale and character of the street appropriate in different parts of the Precinct.

O.08 Allow reasonable daylight access to all developments and the public domain.

Building depth

O.09 Ensure that the scale of the development is consistent with the existing or desired future context.

O.10 Provide adequate amenity for building occupants in terms of solar access and natural ventilation.

O.11 Provide for dual aspect apartments.

Building separation and treatment

O.12 Ensure that new development is scaled to support the desired area character with appropriate massing and spaces between buildings.

O.13 Provide visual and acoustic privacy for existing and new residents.

O.14 Control overshadowing of adjacent properties and private or shared open space.

O.15 Allow for the provision of open space of an appropriate size and proportion for recreational activities for building occupants.

O.16 Provide deep soil zones for stormwater management and tree planting.

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Controls

Floor space ratio

C.01 Floor space ratio of a proposed development within the Precinct must not exceed the maximum ratio specified for that development site in the Floor Space Ratio Map of *Parramatta LEP 2023*.

Building height

C.02 The height of proposed development within the Precinct must not exceed the maximum height specified for that development site in the Building Height Map in *Parramatta LEP 2023*. The maximum height of the building at any point shall be measured from the natural ground level to the ridge of the roof or top of the flat roof slab or top of the parapet if there is parapet on the roof slab. Natural ground level means the actual physical level of the site as existing prior to development taking place.

C.03 For the purpose of this part of Parramatta DCP ~~20XX~~2023, building heights as specified in the Building Height Map in the *Parramatta LEP 2023* equal to number of storeys depicted in the following table:

Table 8.2.8.1.6.1 – equivalent storeys relevant to building heights

Building Height	Equivalent Storeys
10 metres	2 storeys
16 metres	4 storeys
21 metres	6 storeys
27 metres	9 storeys
28 metres	9 storeys, with retail at ground floor and commercial at first floor
33 metres	11 storeys
57 metres	18 storeys, with retail at ground floor and commercial at first floor

C.04 Development on sloping sites is to be stepped so that the ground floor does not exceed one metre above natural ground level immediately below any point on the ground floor.

Building depth

C.05 Building Depth: In general, a residential flat building depth of approximately 18 metres from glass line to glass line is appropriate. Developments that propose depths wider than 18 metres from glass line to glass line must demonstrate how satisfactory daylight and natural ventilation are to be achieved. The building envelope includes the articulation zone (balconies, bay windows, shading devices). Exceptions may be made to allow projections beyond the building where they are an appropriate minimum distance above the finished ground level. These exceptions do not include bay windows and balconies.

C.06 The 18 metre from glass line to glass line guideline generally applies to street wall buildings, buildings with dual aspects and buildings with minimal side setbacks.

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C.07 Freestanding buildings (the big house or tower building types) may have greater depth than 18 metres only if can be demonstrated that they achieve satisfactory daylight and natural ventilation.

C.08 Building depth is to be in combination with other controls to ensure adequate amenity for building occupants. For example, a deeper plan may be acceptable where higher floor to ceiling heights allow solar access or where apartments have a wider frontage.

C.09 Building Length: In general, a residential flat building length of approximately 50 metres is appropriate. Developments more than 50 metres in length must demonstrate how satisfactory day lighting and natural ventilation are to be achieved.

Note: this parameter for buildings on key sites is subject to site specific controls.

Building separation and treatment

C.10 The minimum dimensions within a development, for internal courtyards and between adjoining sites shall be:

Buildings up to 4 storeys

- 12 metres between habitable rooms/balconies.
- 9 metres between habitable/balconies and non-habitable rooms.
- 6 metres between non-habitable rooms.

Buildings from 5 to 8 storeys

- 18 metres between habitable rooms/balconies.
- 12 metres between habitable rooms/balconies and non-habitable rooms.
- 9 metres between non-habitable rooms.

Buildings 9 storeys and above

- 24 metres between habitable rooms/balconies.
- 18 metres between habitable rooms/balconies and non-habitable rooms.
- 12 metres between non-habitable rooms.

8.2.8.1.7 SETBACKS

Building setback requirements are shown in Figure 8.2.8.1.7.1 and for the Key Sites in Section 8.2.8.1.21 of this DCP. The objectives and development controls for each are set out below.

Objectives

Front setback

O.01 6 metres setback:

- Allow for the higher buildings proposed in the Thallon-/-James Street area to relate closely to the street.

- Allow buildings fronting Boundary Road and Shirley Street to form the basis of a more regular streetscape/built form relationship.

O.02 8 metres setback:

- Allow for new buildings along Jenkins Road to match the setback of the existing multi unit developments along the street.
- Allow visual separation from the traffic on Jenkins Road and space to install road noise attenuation structures within each development.
- Allow for buildings along Post Office Street sufficient space to provide substantial landscaping to create a boulevard character.
- In parts of the Precinct further from the train station, to allow privately owned land upon to be landscaped and embellished so as to complement the landscape themes of the public realm of the open space.

O.03 10 metres setback:

- Allow for new buildings along Jenkins Road to match the setback of the existing multi unit developments along the street.
- Allow visual separation from the traffic on Jenkins Road and space to install road noise attenuation structures within each development.
- Allow for buildings along Post Office Street sufficient space to provide substantial landscaping to create a boulevard character.
- In parts of the Precinct further from the train station, to allow privately owned land upon to be landscaped and embellished so as to complement the landscape themes of the public realm of the open space.

Side Setbacks

O.04 Minimise the impact of development on light, air, sun, privacy, views and outlook for neighbouring properties, including future buildings.

O.05 Retain or create a rhythm or pattern of development that positively defines the streetscape so that space is not just what is left over around the building form.

O.06 Allow modulation of end walls for structures higher than 4 storeys.

Rear Setbacks

O.07 Maintain deep soil zones to maximise natural site drainage and protect the water table.

O.08 Maximise the opportunity to retain and reinforce mature vegetation.

O.09 Optimise the use of land at the rear and surveillance of the street at the front.

O.10 Maximise building separation to provide visual and acoustic privacy.

Controls

Front setback

C.01 6 metres setback: The front façade of buildings are to be set back a minimum of 6 metres from the front boundary of the site.

C.02 8 metres setback: The front façade of buildings are to be set back a minimum of 8 metres from the front boundary of the site.

C.03 10 metres setback: The front façade of the building is to be setback 10 metres from the front boundary of the site.

Side and rear setbacks

C.04 Side and rear setbacks must comply with building separation, open space and deep soil zone controls in this Section of this DCP.

C.05 Rear setback is to be a minimum of 8 metres.

C.06 Side setbacks are to be a minimum of 4.5 metres to walls and 6 metres to windows from ground floor to fourth storey, and 6 metres for walls and windows above the fourth storey.

C.07 Primary and secondary setback lines must comply with building separation, open space and deep soil zone controls in this DCP.

C.08 Where setbacks are limited by lot size and adjacent buildings, internal courtyards that limit the length of walls facing boundaries may be proposed. This approach must comply with building separation, open space and deep soil zone controls in this DCP.

C.09 In general, no part of a building or above ground structure may encroach into a setback zone. Exceptions are access to underground parking structures.

C.10 A 450mm articulation zone is permitted for non floor space building elements such as fins louvers, shading devices and balconies.

C.11 Future development is to be located in accordance with the setbacks in Figure 8.2.8.1.7.1, and, for the Key Sites, in Section 8.2.8.1.21 of this DCP.

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Figure 8.2.8.1.7.1. Setback Controls

8.2.8.1.8 BUILDING DESIGN

Objectives

Facades

O.01 Promote high architectural quality in residential flat buildings.

O.02 Ensure that new developments have facades which define and enhance the public domain and desired street character.

O.03 Ensure that building elements are integrated into the overall building form and facade design.

Roof design

O.04 Provide quality roof designs, which contribute to the overall design and performance of residential flat buildings.

O.05 Integrate the design of the roof into the overall facade, building composition and desired contextual response.

O.06 Increase the longevity of the building through weather protection.

Building entry

O.07 Create entrances which provide a desirable residential identity for the development.

O.08 Orient the visitor.

O.09 Contribute positively to the streetscape and building facade design.

O.10 Provide entrances that are legible, safe, accessible and well lit.

Ceiling height

O.11 Increase the sense of space in apartments and provide well proportioned rooms.

O.12 Promote the penetration of daylight into the depths of the apartment.

O.13 Contribute to flexibility of use.

O.14 Achieve quality interior spaces while considering the external building form requirements.

Balconies

O.15 Provide all apartments with private open space.

O.16 Ensure balconies are functional and responsive to the environment thereby promoting the enjoyment of outdoor living for apartment residents.

O.17 Ensure that balconies are integrated into the overall architectural form and detail of residential flat buildings.

O.18 Contribute to the safety and liveliness of the street by allowing for casual surveillance.

Internal circulation

O.19 Create safe and pleasant spaces for resident circulation.

O.20 Facilitate quality apartment layouts, such as dual aspect apartments.

O.21 Contribute positively to the form and articulation of the building facade and its relationship to the urban environment.

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O.22 Encourage interaction and recognition between residents to contribute to a sense of community and improve perceptions of safety.

Acoustic and visual privacy

O.23 Limit views into adjoining private open spaces and living rooms.

O.24 Protect residents from external noise.

O.25 Contain noise between dwellings without unreasonable transmission to adjoining dwellings.

Site facilities

O.26 Provide site facilities which are adequate and conveniently located for resident needs.

O.27 Ensure facilities are practical, attractive and easily maintained.

Storage

O.28 Provide adequate storage for everyday household items within easy access of the apartment.

O.29 Provide storage for sporting, leisure, fitness and hobby equipment.

Controls

Facades

C.01 Compose facades with an appropriate scale, materials and finishes, rhythm, and proportion, which response to the building use and the desired contextual character. Design should include but are not limited to:

- defining a base, middle and top related to the overall proportion of the building.
- expressing the variation in floor to floor height particularly at the lower levels.
- articulating building entries with awnings, porticos, recesses, blade walls and rejecting bays.
- selecting balcony types which respond to the street context, building orientation and amenity of the locality.
- incorporating architectural features which give human scale to the design of the building at street level. These include entrance porches, awnings, colonnades, pergolas and fences.

C.02 High--quality materials and finishes for facades such as natural stone, granite or porcelain stoneware tiles must be used for the podium level of eighteen (18) storey buildings near the station.

C.03 Design facades to reflect the orientation of the site using elements such as sun shading, bay windows, as environmental controls depending on the façade orientation.

C.04 Express important corners by giving visual prominence to parts of the façade, for example, a change in building articulation, material or colour, roof expression or increased height.

Roof design

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C.05 Articulate the roof to break down its mass on larger buildings, to minimise the apparent bulk or to relate to a context of smaller building forms.

C.06 Design the roof to relate to size and scale of the building, the building elevations and three dimensional building form.

C.07 Design roofs to respond to the orientation of the site, for example, by using eaves to respond to sun access.

C.08 Minimise the visual intrusiveness of service elements by integrating them into the design of the roof.

C.09 Facilitate the use or future use of the roof for sustainable functions, for example, water management and photovoltaic applications.

C.10 Where habitable space is provided within the roof optimise residential amenity in the form of attics or penthouse apartments.

C.11 The use of roof space to provide communal open space areas incorporating facilities such as swimming pools, BBQ areas and seating is encouraged.



Figure 8.2.2.1.8.1 – Articulation of rooflines to break up roof mass. (Source: Residential Flat Design Code)

Building entry

C.12 Provide as direct a physical and visual connection as possible between the street and the entry.

C.13 Achieve clear lines of transition between the public street, the shared private circulation spaces and individual apartments.

C.14 Provide safe and secure access. Design solutions include:

- Avoid ambiguous and publicly accessible small spaces in entry areas.
- Provide a clear line of sight between one circulation space and the next.
- Provide sheltered, well lit and highly visible spaces to enter the building, meet and collect mail.

C.15 Generally provide separate entries from the street for:

- Pedestrians and cars.

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- Different uses, for example, for residential and commercial users in a mixed-use development
- Ground floor apartments, where applicable.

C.16 Design entries and associated circulation space to be of an adequate size to allow movement of furniture between public and private spaces.

Ceiling height

C.17 Ceiling heights shall be measured from finished floor level (FFL) to finished ceiling level (FCL). These are minimums only and do not preclude higher ceilings, if desired.

C.18 In mixed use buildings: 3.3 metre minimum for ground floor retail or commercial and for first floor residential retail or commercial to promote future flexibility of use in residential flat buildings in mixed use areas: 3.3 metre minimum for ground floor to promote future flexibility of use.

C.19 In general, 2.7 metre minimum for all habitable rooms on all floors, 2.4 metres is the preferred minimum for all non-habitable rooms, however 2.25 metres is permitted.

C.20 For two storey units, 2.4 metre minimum for second storey if 50 percent or more of the apartment has 2.7 metre minimum ceiling heights.

C.21 For two storey units with a two storey void space, 2.4 metre minimum ceiling heights.

C.22 Attic spaces shall have a 1.5 metre minimum wall height at edge of room with a 30 degree minimum ceiling slope.

Balconies

C.23 Provide primary balconies for all apartments with a minimum depth of 2 metres. Developments which seek to vary the minimum standards must demonstrate that negative impacts from noise and wind cannot be satisfactorily mitigated with design solutions.

C.24 The minimum area for a balcony is $10m^2$.





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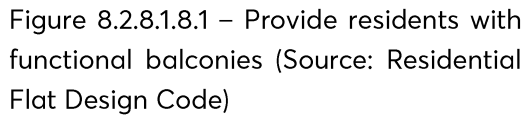


Figure 8.2.8.1.8.1 – Provide residents with functional balconies (Source: Residential Flat Design Code)

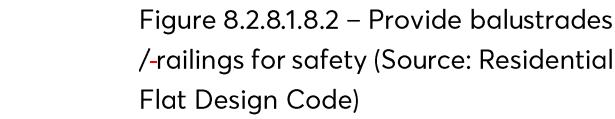


Figure 8.2.8.1.8.2 – Provide balustrades /-railings for safety (Source: Residential Flat Design Code)

Internal circulation

C.25 In general, where units are arranged off a double-loaded corridor, the number of units accessible from a single core/corridor should be limited to eight (8). Exceptions may be allowed:

- For adaptive reuse buildings.
- Where developments can demonstrate the achievement of the desired streetscape character and entry response.
- Where developments can demonstrate a high level of amenity for common lobbies, corridors and units.

Acoustic and visual privacy

C.26 The effective location of windows and balconies is preferred to the use of screening devices, high sills or obscured glass. Where these are used, they should have minimal negative effect on resident or neighbour amenity.

C.27 Direct views from the living rooms of dwellings into private open space or the interior of other dwellings should be obscured with landscaping, architectural detail and building design (refer to AMCORD).

C.28 Where minimum separation distances cannot be practically met, windows should be placed to minimise direct viewing between dwellings.

C.29 In general, dwellings are to be designed to limit the potential for noise transmission to living and sleeping areas of adjacent existing and future developments. Consideration should be given to minimising noise emissions from air conditioners, driveways and the like. This can be achieved by complying with the Building Code of Australia requirements.

C.30 Dwellings that adjoin Pennant Hills Road are to be designed to acceptable internal noise levels, based on *AS 3671 – Road Traffic Noise Intrusion Guidelines*.

C.31 Minimise direct overlooking of main internal living areas and private open space of dwellings both within and of adjoining development through building design, window locations and sizes, landscaping and screening devices.

C.32 Consider the location of potential noise sources within the development such as common open space, service areas, driveways, road frontage and provide appropriate measures to protect acoustic privacy by the careful location of noise- sensitive rooms (bedrooms, main living areas) and double glazed windows.

C.33 The location of the plant and equipment for residential flat buildings should be designed so that the noise level does not exceed the background noise level. This is to reduce background noise level creep.

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C.34 In regard to the town houses and small lot integrated houses, ideal positions or specifically designed positions for any air conditioners should be provided in the plans at Development Application stage.

C.35 Air conditioners shall be located a minimum of three (3) metres from any property boundary and must not exceed 5dB(A) above the background noise level or alternatively if there is no other option and the air conditioner is located within three (3) metres of any property boundary it must not exceed the background noise level.

C.36 Private areas in a development are to be clearly recognisable.

Site facilities

C.37 Rubbish and recycling bin enclosures, letter boxes, and other site facilities should be adequate in size, durable, weather proofed and visually integrated with the development. Their location is to have regard to the protection of residential amenity, service vehicle access, visual impact and residential access.

Laundry Facilities

C.38 All apartments are to be provided with internal laundry facilities and internal drying facilities.

C.39 Laundries for town houses and small lot integrated housing shall be provided to each dwelling with a permanent or collapsible clothes line provided in a conveniently accessible courtyard.

Waste and recycling bins

C.40 Waste management requirements are to be in accordance with 3.5 of this DCP.

Waste Management Planning

C.41 Demolition and construction works must maximise the reuse and recycling of building/construction materials in accordance with Council's ESD objectives and State and Federal Government waste minimisation targets.

C.42 All asbestos, hazardous and/or intractable wastes are to be disposed of in accordance with Workcover Authority and EPA requirements.

C.43 All Development Applications are to be accompanied by a Waste Management Plan that demonstrates appropriate project management and construction techniques for ensuring waste minimisation including the re-use of waste on-site and off-site recycling.

C.44 The Waste Management Plan must include the following information:

- Types of waste to be produced.
- Quantities of waste likely to be produced.
- On-site and/or off-site reuse and recycling methods for waste.
- Details as to the contractor and destination of all waste materials.
- Location of on-site separation and storage facilities for waste materials.
- Design of waste management facilities for use by residents following occupation.

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C.45 A Waste Data File (a file containing the Waste Management Plan together with records-waste receipts or dockets) of recycling and disposal of demolition and construction materials must be kept by the Construction Contractor responsible for the site.

A Waste Management Plan template is available in Appendix 2.

Mail Boxes

C.46 Mail boxes are to be generally incorporated into front fences, landscaped areas or integrated with individual building entry design.

C.47 Mail boxes should be in close proximity to the pedestrian entrance of all housing types, and be easily identifiable for ease of use.

C.48 The location of mail boxes and mail drop-off points will need to be confirmed with Australia Post.

Storage

C.49 In addition to kitchen cupboards and bedroom wardrobes, provide accessible storage facilities at the following rates:

a) Residential Flat Buildings

- Studio apartments – 6m^3
- One-bedroom apartments – 6m^3
- Two-bedroom apartments – 8m^3
- Three plus bedroom apartments – 10m^3

b) Multi Dwelling Housing

- As per Part 3 – Residential Development of this DCP.

8.2.8.1.9 LANDSCAPING AND PRIVATE DOMAIN

Objectives

Landscape design

O.01 Ensure a high--quality public domain that is compatible with the achievable built forms and appropriate for the desired future character of the Precinct.

O.02 Add value to the quality of life of residents within the Precinct in the forms of privacy, outlook and views.

O.03 Improve stormwater quality and reduce quantity.

O.04 Improve the microclimate and solar performance within the development.

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O.05 Improve urban air quality.

O.06 Contribute to biodiversity.

Deep soil zones

O.07 Assist with the management of the water table.

O.08 Assist with the management of water quality.

O.09 Improve the amenity of developments through the retention and/or planting of large and medium size trees.

Planting on structures

O.10 Contribute to the quality and amenity of communal open space on roof tops, podiums and internal courtyards.

O.11 Encourage the establishment and healthy growth of trees in urban areas.

Private domain

O.12 Provide residents with passive and active recreational opportunities.

O.13 Provide an area on site that enables soft landscaping and deep soil planting.

O.14 Ensure that communal open space is consolidated, configured and designed to be useable and attractive.

O.15 Provide a pleasant outlook. Provide high-quality design for communal open spaces to encourage outdoor activities.





(Source: Residential Flat Design Code)

Controls

Landscape design

C.01 Development is to provide landscaping in accordance with Part 2 – Design in Context~~.7~~ of this DCP.

C.02 Landscaping of the public domain is to be undertaken in accordance with the provisions of the Carlingford Precinct Public Domain Plan. This includes, but is not limited to, kurb and gutter construction, paving, landscaping, street furniture, lighting and street tree planting.

Deep soil zones

C.03 A minimum of 25 percent of the unbuilt upon area of a site is to be a deep soil zone. alternatively, 15% of the total site area, whichever is greater.

Planting on structures

C.04 Large trees such as figs (canopy diameter of up to 16 metres at maturity):

- minimum soil volume: 150 cubic metres
- minimum soil depth: 1.3 metre
- minimum soil area: 10 metre x 10 metre area or equivalent

C.05 Medium trees (8 metre canopy diameter at maturity):

- minimum soil volume: 35 cubic metres
- minimum soil depth: 1 metre
- approximate soil area: 6 metre x 6 metre or equivalent

C.06 Small trees (4 metre canopy diameter at maturity):

- minimum soil volume: 9 cubic metres
- minimum soil depth: 800mm
- approximate soil area: 3.5 metre x 3.5 metre or equivalent

C.07 Shrubs:

- minimum soil depths: 500-600mm

C.08 Ground cover:

- minimum soil depths: 300-450m

C.09 Turf:

- minimum soil depths: 100-300mm

C.10 Any subsurface drainage requirements are in addition to the minimum soil depths quoted above.

Private domain

C.11 The area of communal open space required should be at least 30 percent of the site area. (Larger sites may have potential for more than 30 percent.)

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C.12 Provision of roof top communal open space will be considered when calculating the area of communal open space for mixed use developments with retail and commercial uses where it is not possible to provide 30 percent of the site area in communal open space at ground level.

C.13 Private open space must be readily accessible from living areas of dwelling units.

C.14 The minimum area of private open space for each apartment at ground level must be 25m^2. The minimum dimension is 4 metres.

C.15 In order to provide useable open space to dwellings above ground level, any balcony or terrace shall have a minimum area of 10m^2 and a minimum depth of 2 metres.

8.2.8.1.10 SOLAR ACCESS, NATURAL VENTILATION AND BUILDING ORIENTATION

Objectives

O.01 Ensure that solar access is provided to all habitable rooms and encouraged in all other areas of residential flat development.

O.02 Provide adequate ambient lighting and minimise the need for artificial lighting during daylight hours.

O.03 Provide residents with the ability to adjust the quantity of daylight to suit their needs.

Natural ventilation

O.04 Ensure that apartments are designed to provide all habitable rooms with direct access to fresh air and to assist in promoting thermal comfort for occupants.

O.05 Provide natural ventilation in non-habitable rooms, where possible.

O.06 Reduce energy consumption by minimizing the use of mechanical ventilation, particularly air conditioning.

Orientation

O.07 Optimise solar access to residential apartments within the development and adjacent development.

O.08 Contribute positively to desired streetscape character.

O.09 Protect the amenity of existing development.

O.10 Improve the thermal efficiency of new buildings.

Controls

C.01 Buildings must be designed to ensure that adjoining residential buildings, and the major part of their landscape receive at least four hours of sunlight between 9am and 3pm on 21 June.

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C.02 Living rooms and private open spaces for at least 70 percent of apartments in a development should receive a minimum of four hours direct sunlight between 9 am and 3 pm on 21 June.

C.03 Limit the number of single-aspect apartments with a southerly aspect (SW-SE) to a maximum of 10 percent of the total units proposed. Developments which seek to vary from the minimum standards must demonstrate how site constraints and orientation prohibit the achievement of these standards and how energy efficiency is addressed (see Orientation and Energy Efficiency).

C.04 Main windows should have suitable shading or other solar control to avoid discomfort (shutters/blinds/screens/retractable awnings).



Figure 8.2.8.1.10.1 – Provide residents with means to adjust the quantity of daylight (Source: *Residential Flat Design Code*)



Figure 8.2.8.1.10.2 – Articulate built form to allow daylight access to habitable rooms (Source: *Residential Flat Design Code*)

Natural ventilation

C.05 Sixty percent (60%) of residential units should be naturally cross ventilated.

C.06 Twenty five percent (25%) of kitchens within a development should have access to natural ventilation.

C.07 Developments, which seek to vary the minimum standards must demonstrate how natural ventilation can be satisfactorily achieved, particularly in relation to habitable rooms.

Orientation

C.08 Orient and design buildings to maximise the number of dwellings with direct sunlight where possible. Ideally, face the long axis of the development up to 30 degrees east and 20 degrees west of true north. This is illustrated in Figure 8.2.8.1.10.3.

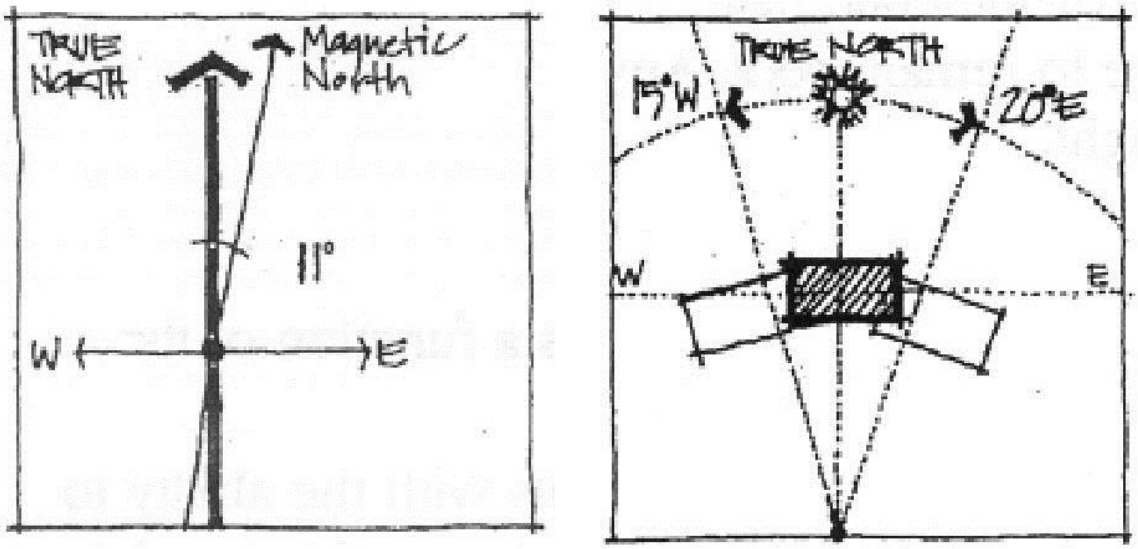


Figure 8.2.8.1.10.3: Building Orientation

C.09 Face living spaces to the north wherever possible.

C.10 No more than 10% of single aspect residential units are to face due south.

8.2.8.1.11 ACCESS AND PARKING

Objectives

Vehicle access

O.01 Ensure that vehicles may enter and leave the site in a safe and efficient manner.

O.02 Provide a legible and permeable road network.

Car parking

O.03 Ensure that all car parking demands generated by the development are accommodated on the development site.

O.04 Minimise car dependency for commuting and recreational transport use and to promote alternative means of transport including public transport, bicycling, and walking.

O.05 Provide adequate car parking for building users and visitors, depending on building type and proximity to public transport.

O.06 Integrate the location and design of car parking with the design of the site and the building.

Controls

Vehicle access

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C.01 Access to the site is to be in accordance with the requirements within Part 6 – Traffic and Transport of this DCP.

C.02 Ensure vehicular ingress and egress to the site is in a forward direction at all times.

C.03 Adequate provision shall be made for service vehicle access and service areas.

C.04 Driveways are to have a minimum width of 6 metres at the property boundary for a distance of 6 metres within the development to ensure easy entry/exit of vehicles.

C.05 Access to multi-level basement car parks should be provided in the form of a two-way ramp (two lane width - minimum 5.5 metres wide) or two separate single lane (minimum 3 metres wide) ramps.

C.06 The design and configuration of access ways and driveways shall be in accordance with Part 6 – Traffic and Transport of this DCP.

C.07 Locate vehicle entries away from main pedestrian entries and on secondary frontages.

C.08 All car parking areas and spaces shall be designed in accordance with Part 6 – Traffic and Transport of this DCP.

C.09 Car parking space dimensions and gradient design shall be in accordance with the relevant Australian Standard. The relevant Australian Standard at present is *Australian/New Zealand Standard AS/NZS 2890.1:2004 - "Parking Facilities - Part 1: Off-street car parking" (AS/NZS 2890.1:2004).*

Car parking

C.10 Parking for residents is to be provided at the rate of 1 space per 1 bedroom apartment, 2 spaces per 2 bedroom apartment, and 2 spaces per 3 bedroom apartment. These car parking rates do not apply to the Key Sites identified in Section 8.2.8.1.21 of this Part of this DCP.

C.11 Visitor parking is to be provided at the rate of 2 spaces per 5 apartments for all development within the Precinct.

C.12 All car parking required by Council shall be provided on-site in accordance with the requirements of Part 6 – Traffic and Transport of this DCP.

C.13 Car parking including visitor parking shall be located underground to minimise the height of buildings above natural ground level.

C.14 Visitor parking is to be located in easily accessible and identifiable areas.

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8.2.8.1.12 STORMWATER MANAGEMENT

Objectives

O.01 Control stormwater runoff and minimise discharge impacts on adjoining properties and into natural drainage systems before, during and after construction.

O.02 Minimise the impacts of residential flat development and associated infrastructure on the health and amenity of natural waterways.

O.03 Minimise the discharge of sediment and other pollutants to the urban stormwater drainage system during construction activity.

O.04 Provide for the disposal of stormwater from the site in efficient, equitable and environmentally sensible ways in accordance with Council's ESD objective 3.

O.05 Provide for on-site detention of site drainage.

O.06 Prevent flood damage to the built and natural environment, inundation of dwellings and stormwater damage to properties.

O.07 Ensure that proposed development does not adversely affect the operational capacity of the downstream stormwater system.

O.08 Encourage reuse, recycling and harvesting of stormwater to reduce wastage of water.

O.09 Encourage a reduction in water consumption.

Controls

C.01 Drainage easements will be required where the development property does not drain directly into the existing stormwater drainage system or a public road. Development Consent will not be issued until the submission of documents demonstrating the creation of any necessary easements over downstream properties.

C.02 Developments must comply with any requirements of the Sydney Catchment Management Authority.

C.03 On-site detention, water recycling, or water quality management systems may be required to Council's and/or the Sydney Catchment Management Authority requirements, to counteract an increase in stormwater runoff.

C.04 Drainage systems are to be designed and constructed in accordance with the design guidelines set out in Section 5.1 of this DCP.

C.05 Discharge points are to be controlled and treated to prevent soil erosion, and may require energy dissipating devices on steeper topography, to Council's requirements.

C.06 Where necessary, downstream amplification of existing drainage facilities will be required including Council infrastructure if required.

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C.07 Water Sensitive Urban Design (WSUD) principles shall be employed in the management of the site's stormwater in terms of water retention, reuse and cleansing in accordance with the *Water Sensitive Urban Design Technical Guidelines for Western Sydney* published by the Upper Parramatta River Catchment Trust (May 2004). In this regard the drainage design is to include measures to manage the water quality of stormwater runoff. At a minimum the design is to integrate bio retention filters along roadways, driveways and within open space areas.

C.08 On-site detention tanks are only permitted in common areas within a proposed development (for example driveways, common open space and not within private courtyards).

C.09 Drainage systems are to be designed and constructed in accordance with the design guidelines set out in Part 6 – Traffic and Transport of this DCP and/or the Sydney Catchment Management Authority.

C.10 On-site detention systems, where required, are to be designed in accordance with (a) above.

Note: Where land is identified as flood controlled land, please refer to Section 5.1.4 of this DCP.

8.2.8.1.13 FLEXIBILITY

Objectives

O.01 Encourage housing designs which meet the broadest range of the occupants' needs possible.

O.02 Encourage adaptive re-use.

O.03 Save the embodied energy expended in building demolition.

Controls

C.01 Provide robust building configurations, which utilise multiple entries and circulation cores, especially in larger buildings over 15 metres long.

C.02 Utilise structural systems, which support a degree of future change in building use or configuration. Design solutions may include:

- A structural grid, which accommodates car parking dimensions, retail, commercial and residential uses vertically throughout the building.
- The alignment of structural walls, columns and services cores between floor levels.
- The minimisation of internal structural walls.
- Higher floor to floor dimensions on the ground floor and possibly the first floor.

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8.2.8.1.14 PUBLIC DOMAIN

Objectives

Fences and walls

O.01 Define the edges between public and private land.

O.02 Define the boundaries between areas within the development having different functions or owners.

O.03 Provide privacy and security.

O.04 Contribute positively to the public domain.

Awnings

O.05 Provide shelter for public streets.

O.06 In that part of the Precinct closer to the train station, to ensure signage is consistent with desired streetscape character and with the development in scale, detail and overall design.

Controls

Fences and walls

C.01 The fencing materials chosen must protect the acoustic amenity and privacy of courtyards. Courtyard fences shall be constructed of masonry.

C.02 Where residential buildings are required to be set back 10 metres from the front boundary, fencing-/-walls fronting a street shall be setback a minimum of 2 metres. This is to allow for consistent street edge landscaping, and shall include recesses and other architectural features.

C.03 All fencing or walls shall be combined and integrated with site landscaping.

C.04 The following fencing materials or finishes are not acceptable because of their poor visual appearance:

- Pre-painted, profiled metal sheeting.
- Rendered finishes when the entire fence is rendered.

C.05 The use of natural materials is encouraged.

C.06 Front fences should not be of a height so as to prevent casual surveillance of the public realm and adjacent prosperities.

C.07 In mixed use developments containing non residential uses on the ground floor, front boundaries should be defined by accessible paved and landscaped areas to demarcate public from private realm.

C.08 Ground floor retail edges should have barrier free access and public amenities such as awnings.

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Combined wall/fencing materials with planting elements to soften the hard edge (Source: Residential Flat Design Code)

Awnings

C.09 Encourage pedestrian activity on streets by providing awnings to retail strips, where appropriate.

C.10 Contribute to the legibility of the residential flat development and amenity of the public domain by locating local awnings over building entries.

C.11 Enhance safety for pedestrians by providing underawning lighting.

8.2.8.1.15 ADAPTABLE HOUSING

In order to provide for disabled people and the aging population, apartments must be capable of adaptation so as to accommodate residents who may have special needs, declining mobility and sight. This is in addition to being appropriately designed for everyday pedestrian use.

Objectives

O.01 Ensure that developments provide appropriate and improved access and facilities for all persons (consistent with the provisions of Australian Standard AS1428.1-1998).

O.02 Ensure designers/developers consider the needs of people who are mobility impaired and to provide greater than the minimum requirements for access and road safety.

O.03 Ensure that building design does not prevent access by people with disabilities.

O.04 Incorporate design measures that are appropriate for people with disabilities.

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Controls

C.01 Development to provide housing for a cross section of the community.

C.02 All Development Applications for residential flat buildings should be accompanied by a report prepared by a suitably qualified Access Consultant addressing access and mobility provisions within the development.

C.03 All apartments required under this Section of this DCP to be adaptable dwellings and those which cannot be directly accessed from ground level are to be served by a lift.

C.04 Units with a floor level within 1.5 metres of the natural ground must be accessible to the front door of each unit.

C.05 At least 1 unit in each residential flat building with less than 20 units, or 5 percent of the units in any development of 20 or more units, must be either:

- An accessible unit to AS 1428 Part 2, suitable for occupation by a wheelchair user. or
- Meet Class B adaptability provisions under AS 4299.

C.06 Each unit so provided above shall have an accessible car parking bay complying with AS 2890 for people with a disability, and be accessible to a pick-up and drop-off point. An accessible route between the unit's dedicated car parking spaces and unit shall be provided.

C.07 All stairs intended for circulation between levels, whether external or internal, shall comply with AS 1428 Part 1, if they are located on common property.

C.08 At least 10% of toilets (but not less than 1 male and 1 female toilet) provided on the common property must be wheelchair accessible.

C.09 At least one entry to any common facilities on the common property must be wheelchair accessible.

C.10 An accessible pick-up and drop-off point can be located on the public road (with Council or RMS permission) or on the site, but it must allow for vehicles up to a coaster size bus to pick up and drop off.

C.11 Apartments are to be designed to permit adaptation of units so that they can change to meet future needs. Design features that might be included are:-

- Lightweight or non-load bearing walls that can be removed to re-configure rooms.
- Wall panels that can be easily removed to connect adjoining apartments and cater for largest extended families.

Development Applications should address provisions contained in ~~Part~~ Section 2.11 – Access for People with a Disability.

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8.2.8.1.16 ECOLOGICALLY SUSTAINABLE DEVELOPMENT

Ecologically Sustainable Development (ESD), as identified in the National ESD Strategy, refers to development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It embodies the responsibility to maintain ecological processes (biodiversity and life support systems), quality of life and social interactions within a productive economic environment.

In order to fulfil Council's statutory responsibilities as required by Schedule 2 of the *Environmental Planning and Assessment Regulation 2000 and* the *Local Government Amendment (ESD) Act 1997* and to meet its adopted goals and objectives as defined in Council's Environmental Management Plan development is required to comply with the Council's Sustainability Objectives.

Objectives

O.01 Apply precautionary principles where development is likely to cause short or long-term irreversible or serious threats to the environment.

O.02 Address and allow for broad community involvement in respect to local issues of concern throughout the development process.

O.03 Ensure that during the design, construction and operation of the development, that water leaving the site is of a quality and quantity comparable to that which is received.

O.04 Ensure that biodiversity, and the integrity of ecological processes, are not compromised by the development.

O.05 Promote the following during the design, construction and operation of any development:

- The use of energy efficient materials and designs.
- Utilisation of renewable energy and materials.
- Energy efficient technology.

O.06 Follow the principles of the 'Waste Hierarchy' (reduce, reuse, recycle) in the use of materials and the design of waste recovery and disposal systems throughout the development process.

O.07 Protect neighbourhood amenity and safety in the design, construction and operation of the development.

O.08 Encourage the long term economic viability and health of the community in the development process.

O.09 Encourage the use of public transport, use of bicycles and pedestrian trips in the development and design process.

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Controls

C.01 As part of the Statement of Environmental Effects required to be submitted with all Development Applications a summary of the action taken in order to achieve these objectives must be included.

C.02 To improve the air quality of the locality, the installation of wood heaters is not permitted.

8.2.8.1.17 ACCESS, SAFETY AND SECURITY

Objectives

O.01 Site and dwelling layouts are to ensure safe and convenient passage for residents and visitors.

Controls

C.01 Consideration should be given to the needs of residents in regard to prams, wheelchair access and people with disabilities.

C.02 Footpaths, landscaped areas and driveway designs are to provide opportunities for surveillance and allow for the safe movement of residents and visitors.

C.03 Apartments and town houses are to have adequate lighting in commonly accessible areas.

C.04 Stairs and ramps are to have reasonable gradients and non-slip even surfaces. Refer to AS 1428.1 – 1988 Design for Access and Mobility and supplementary AS 1428.2 – 1992.

C.05 Access to dwellings is to be direct and without unnecessary barriers. For example, use ramps instead of stairs/steps, consider the height and length of handrails and eliminate changes in level between ground surfaces.

C.06 Development Applications should address provisions contained in ~~Part~~ Section 2.14 ~~–~~ Safety and Security.

C.07 Private areas in a development are to be clearly recognisable.

8.2.8.1.18 GEOTECHNICAL

Objectives

O.01 Ensure the possibility of soil movement or slip does not adversely affect proposed development.

Controls

C.01 All Development Applications submitted to Council shall be accompanied by geotechnical appraisal report from a suitably qualified experienced Geotechnical Engineer.

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C.02 The geotechnical appraisal report must satisfy Council that the possibility of soil movement or slip will not affect the proposed development of the site and outline recommendations to ameliorate any geotechnical impacts.

8.2.8.1.19 UNDERGROUNDING OF EXISTING POWER LINES

Objectives

O.01 Improve streetscape/public domain appearance.

O.02 Utilise the former overhead easements for open space and drainage purposes.

Controls

C.01 The existing overhead high voltage power lines on a development site must be undergrounded in accordance with the requirements of the relevant power supply authority and respective controls in *Parramatta LEP 2023*.

C.02 A letter/correspondence from the relevant power supplying authority confirming that the applicant has consulted and made prior arrangements with the authority to underground the existing high voltage power lines within the site must be submitted with the Development Application.

C.03 Applicants are required to make satisfactory arrangements with Integral Energy for the provision of underground electricity to the site in accordance with Integral Energy's *Network Connection Contestable Works General Terms and Conditions Policy*.

C.04 Applicants are required to make satisfactory arrangements with the relevant authority(s) for the provision of underground telecommunications services to the site.

C.05 A new easement for undergrounded electrical works satisfying the relevant authority must be provided on-site. This is to enable any future maintenance works for the undergrounded network.

8.2.8.1.20 DEVELOPMENT NEAR RAIL CORRIDORS

Objectives

O.01 Minimise adverse impacts on rail safety.

O.02 Minimise impact of rail noise and vibration adjoining development.

Controls

C.01 New development and structures adjacent or near RailCorp facilities shall allow continued access to the rail corridor for maintenance.

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C.02 Buildings should be designed so that objects cannot be thrown from windows or balconies into the rail corridor. This could be achieved through providing windows with a limited range of opening such as louvers, and by enclosing balconies.

C.03 All balcony and window design should meet the relevant BCA standards.

C.04 If excavation is involved, a geotechnical or site stability report needs to be prepared as part of the application.

C.05 Sound level in any bedroom must not exceed 35db(A) at any time between 10.00pm and 7.00am, and anywhere in the building (other than a garage, kitchen, bathroom or hallway) – 40db(A) at any time.

C.06 If Council is of the view that development is likely to be affected by rail noise or vibration, a consent shall not be granted unless it is satisfied that appropriate measures will be taken to ensure that above sound levels are not exceeded.

C.07 New development and structures adjacent or near RailCorp facilities must allow continued access to the rail corridor for maintenance.

8.2.8.1.21 KEY SITES BUILT FORM CONTROL

The controls for the development on these sites are set out below in the form of objectives, development standards and diagrams. These controls prevail over the Precinct Built Form Controls to the extent of any inconsistency.

General controls

C.01 Refer to LEP Building Height Map – Carlingford Precinct

C.02 Refer to LEP Floor Space Ratio Map – Carlingford Precinct

C.03 Residential car parking requirements are as follows:

0.8 space/ 1 bedroom unit

1 space/ 2 bedroom unit

1.3 spaces/ 3 bedroom unit

2 visitor spaces/ 5 units

BLOCK 3: JENKINS ROAD AND THALLON STREET

Objectives

O.01 To ensure optimal mix of uses within buildings by specifying FSR components for residential and commercial uses.

Controls

C.01 Retail and commercial uses are limited to ground floor.

Building height

C.02 By virtue of its location close to the train station, this site has the ability to provide development of substantial height to contribute to a landmark to denote the village centre. The eighteen (18) storey height limit for the tower on this site achieves this objective.

C.03 The placement of 2 x 18 storey towers maximises solar access to the ground level of the site and to the above ground units. also to minimise overshadowing of adjacent buildings and open spaces.

C.04 The six storey podium height for this key site provides street frontage development in a form and scale comfortable for civic life of the village centre and to allow for ground floor active uses. The placement and orientation of the eight (8) storey tower on the corner of James and Thallon Streets minimises overshadowing of development to the south.

Floor space ratio

C.05 The FSR limit for the key sites which are closer to the train station is higher than for sites further from the station. This is to encourage developments of substantial size thus creating a critical mass for the village centre.

Building footprint, site coverage, and deep soil cover

C.06 Due to the electricity line-/-floodway easements, the building footprint is limited to 40% of the site. This allows adequate deep soil provision.

C.07 Open space on the site is concentrated to its north side so as to maximise its amenity. This placement of open space maximises its ability to operate in conjunction with the open space of the former electricity easement to adjacent to the north.

C.08 Deep soil planting must be a minimum 15% of total site area.

C.09 The building site coverage must be a maximum of 40%.

Setbacks

C.10 Setback from Thallon and Jenkins Streets:

Eight (8) metre setback is required to ensure adequate solar access to the development and open space to the south. This setback also allows for landscaping and street tree planting. The setbacks from Thallon Street may be reduced to 6 metres for the first two storeys to encourage street level pedestrian activity.

C.11 Setback from James Street:

Six (6) metre setback is required to allow for landscaping and street tree planting.

Vehicular access

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C.12 Vehicle access points must be provided as indicated in Figure 8.2.8.1.21.1.



Figure 8.2.8.1.21.1 – Conceptual Built Form Controls: Block 3 Jenkins Road/Thallon Street



Figure 8.2.8.1.21.2 – Dimensional Built Form Controls: Block 3 Jenkins Road/Thallon Street

BLOCK 4: 2-12 JAMES STREET

Objectives

O.01 To ensure an optimal mix of uses within buildings by specifying distribution of residential and commercial uses within the building.

Controls

C.01 Retail and commercial uses are limited to ground floor.

Building height

C.02 Nos. 2-12 James Street, by virtue of their location close to the train station, have the ability to provide development of substantial height to contribute a landmark to denote the village centre.

C.03 The development of Nos. 2-12 James Street should provide for orderly development by maximising opportunities for a shared basement layout and common open areas.

C.04 Using the above urban design principles, Nos. 2-12 James Street may achieve two 18 storey towers. Placement of the towers minimises overshadowing of adjacent buildings and open spaces to the south (Figure 8.2.8.1.21.3).

C.05 The six storey podium on Nos. 8-10 James Street provides development to the street frontage in a form and scale commensurate with the civic life of the village centre and to allow for ground floor active uses.

C.06 Nos. 2-6 James Street will be developed to a maximum height of six storeys to maintain sufficient solar access to the existing low rise buildings to the south.

Floor space ratio

C.07 Due to its close proximity to the train station, the FSR limit for this key site is higher than sites further from the train station. This is to encourage developments of substantial size thus creating a critical mass for the village centre.

Building footprint, site coverage, and deep soil cover

C.08 Due to the more urban context to the site, a greater site coverage is appropriate. The building footprint is limited to 55% of the site. This allows deep soil provision of a minimum 15% of the total site area.

C.09 Due to the more urban context to the site open space is provided on a rooftop podium.

C.10 Deep soil planting must cover a minimum 15% of the total site area.

C.11 The building site coverage must be a maximum of 55%.

Setbacks

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C.12 Refer to Figure 8.2.8.1.21.4. The setbacks from the irregular boundaries of this key site vary in response to the need to provide solar access, pedestrian circulation space and to introduce modulation in the street wall.

Vehicular access

C.13 Vehicle access points must be provided as indicated in Figure 8.2.8.1.21.3.



Figure 8.2.8.1.21.3 – Conceptual Built Form Controls: Block 4 2-12 James Street

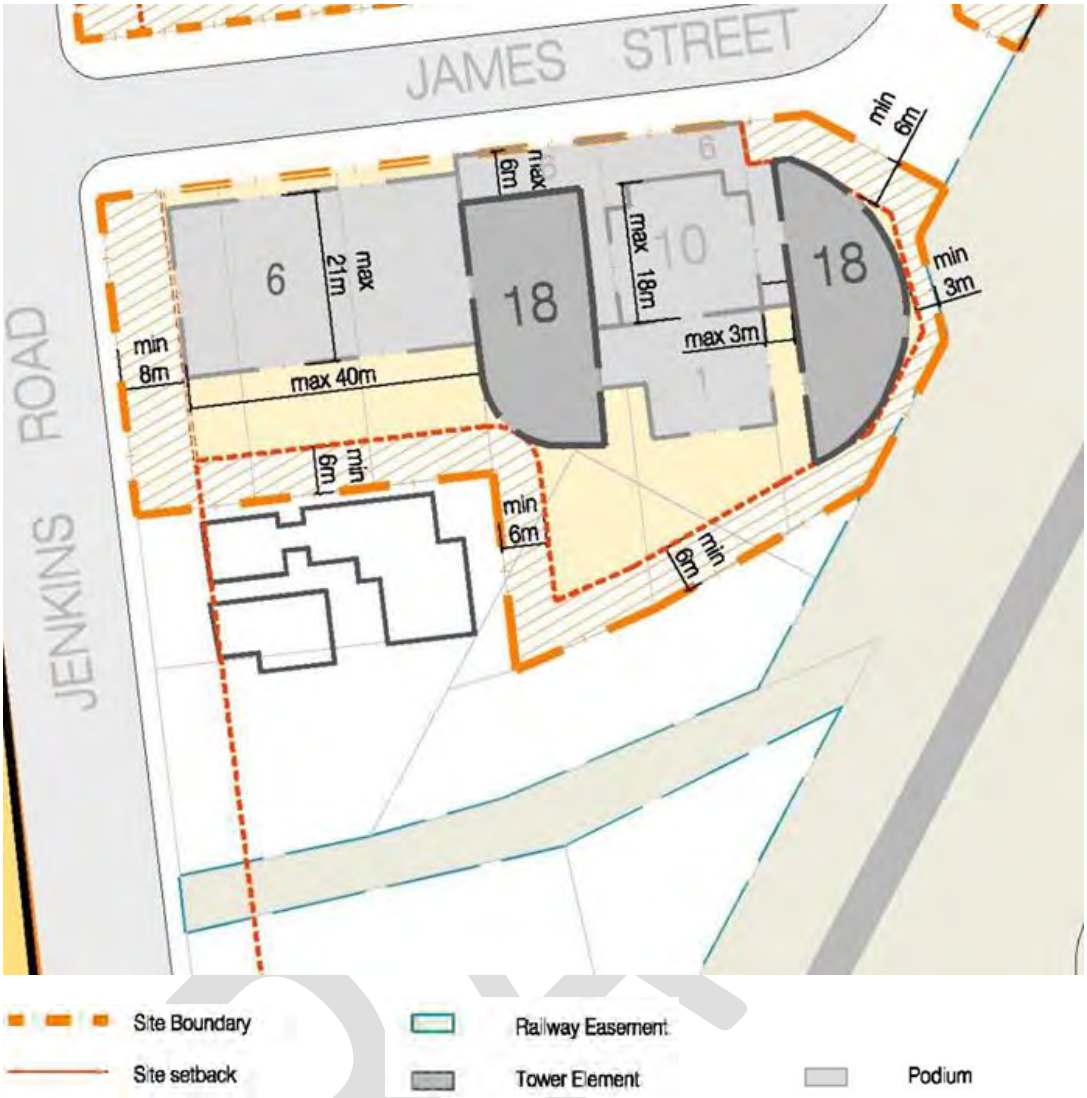


Figure 8.2.8.1.21.4 – Dimensional Built Form Controls: Block 4 2-12 James Street

BLOCK 6: 1-7 THALLON STREET

Objective

O.01 Ensure an optimal mix of uses within buildings by specifying FSR components for residential and commercial uses.

Controls

C.01 Retail and commercial uses are limited to ground floor.

Building height

C.02 Nos.1-7 Thallon Street by virtue of their location close to the train station have the ability to provide development of substantial height to contribute a landmark to denote the village centre. The eighteen (18) storey height limit for the elliptical shaped tower on this site achieves this objective.

C.03 This key site contains both a higher rise landmark tower and a six storey rectangular building forming part of the podium aligned with Thallon Street.

C.04 A second six storey podium element that aligns with the railway reserve and faces the open space to the north of the main tower.

C.05 The two podium elements combine to create a courtyard area that addresses the retained railway heritage building.

Floor space ratio

C.06 The FSR limit for the various components of this key site which is close to the train station is higher than for sites further from the station. This is to encourage developments of substantial size thus creating a critical mass for the village centre.

Building footprint, site coverage and deep soil cover

C.07 Due to the electricity line-/-floodway easements, the building footprint is limited to 40% of the site. This allows adequate deep soil provision.

C.08 Open space on the site is concentrated to its north side so as to maximise its amenity. This placement of open space maximises its ability to operate in conjunction with the open space of the former electricity easement to adjacent to the north.

C.09 Deep soil planting must cover a minimum 15% of the total site area.

C.10 The building site coverage must be a maximum of 40%.

Setbacks

C.11 Setback from Thallon Street:

There is an eight (8) metre setback requirement for the rectangular building fronting Thallon Street. This allows for street landscaping and outdoor activities such as cafes that will benefit from solar access to the north.

Vehicular access

C.12 Vehicle access points must be provided as indicated in Figure 8.2.8.1.21.5.

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Figure 8.2.8.1.21.5 – Conceptual Built Form Controls: Block 6 1-7 Thallon Street

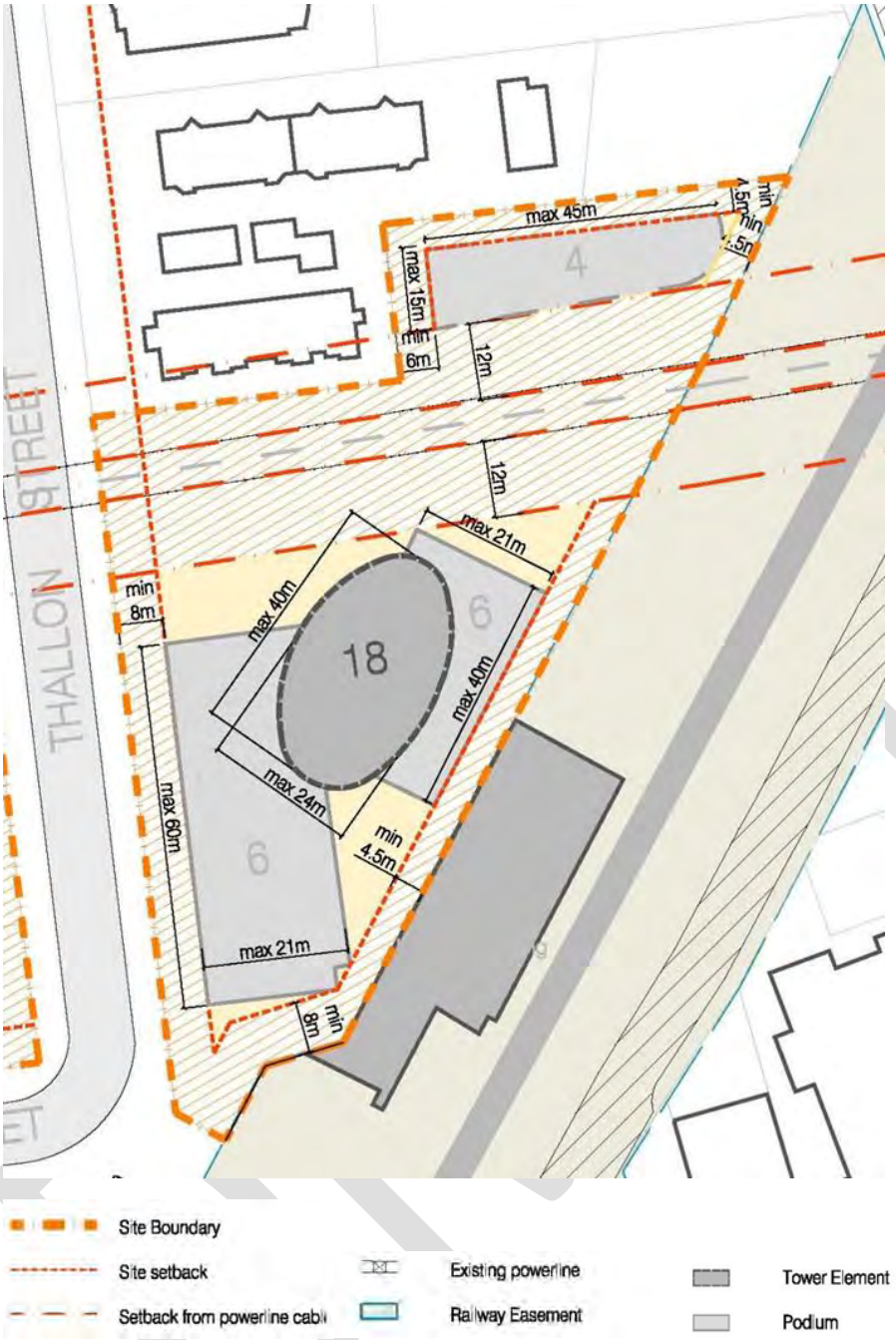


Figure 8.2.8.1.21.6 – Dimensional Built Form Controls: Block 6 1-7 Thallon Street

BLOCK 17: JANELL CRESCENT

This is a key site by virtue of its large size which provides an opportunity to develop a substantial number of units in a single amalgamated site with strong connections to the local open space green spine of the Precinct.

Controls

C.01 Development must only provide residential uses on all floors.

Building height

C.02 The higher elements of the development on this site are placed on either side of the electricity easement. This allows a separation between the two taller elements of approximately 35 metres.

C.03 The taller elements are located so as to minimise overshadowing.

C.04 Due to the considerable open space provided along the electricity easement in this site, the building heights are limited to eleven (11) storeys in order to achieve the nominated FSR of 2.3:1.

Floor space ratio

C.05 The FSR limit for the various components of this key site is to enable increased residential densities proximity to the public transport system consistent with the State plans, policies and strategies and the Parramatta Local Strategic Planning Statement 2036.

C.06 The site has frontage to an arterial road along Pennant Hills Road. For sites in this position in the hierarchy, more substantial buildings are appropriate.

C.07 The site is within 400 metres of the train station, accordingly a higher FSR is appropriate to maximise public transport usage.

Building footprint, site coverage, and deep soil cover

C.08 Due to the electricity line and floodway easements, the building footprint is limited to 40% of the site. This allows adequate deep soil provision.

C.09 Open space on the site is concentrated in the centre of the site so as to maximise its ability to operate in conjunction with the open space of the electricity easement that runs east west through the site.

C.10 Deep soil planting must cover a minimum 15% of the total site area.

C.11 The building site coverage must be a maximum of 40%.

Setbacks

C.12 12 metre setback from the centre line of the high voltage power lines.

C.13 6 metre side setbacks

C.14 6 metre setback to Shirley Street.

C.15 10 metre setback to Pennant Hills Road.

Vehicular access

C.16 Vehicle access points must be provided as indicated in Figure 8.2.8.1.21.7.

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Figure 8.2.8.1.21.7 – Conceptual Built Form Controls: Block 17 Janell Crescent

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Figure 8.2.8.1.21.8 – Dimensional Built Form Controls: Block 17 Janell Crescent

BLOCK 5: SERVICE STATION SITE ON CORNER OF PENNANT HILLS ROAD AND JENKINS ROAD

This is a key site because of its highly prominent location. It is ideal for a landmark development denoting the southern gateway to the Precinct.

Controls

C.01 Development must provide uses as follows:

Ground floor – commercial

First, second and third storeys – home office

Fourth to 18th storeys – residential

Building height

C.02 The eighteen (18) storeys are proposed for the tower element of the building due to its close proximity to the train station.

C.03 The tower proposed on this key site is aligned to minimise its overshadowing of land to the south.

C.04 The tower element is to have a similar axial alignment to the tower elements on the key sites in the Thallon Street area. This is a compatible contribution to the more prominent urban form of the village centre close to the station.

C.05 The four storey podium proposed is to impart a comfortable scale to the street frontage that is compatible with the podiums containing active uses in the Thallon Street area.

Floor space ratio

C.06 The FSR limit for this site has been determined due to the limiting effect of site constraints and the lack of opportunity to amalgamate with other sites.

Building footprint, site coverage and deep soil cover

C.07 No restrictions apply to building footprint, building site coverage, and deep soil planting due to the highly constrained nature of the site.

Setbacks

C.08 Minimum setbacks are required to be:

6 metres from the site's northern and eastern boundaries.

3 metres from Pennant Hills Road and Jenkins Street.

0 metres for the tower façade at the apex of the street corner.

Vehicular access

C.09 Vehicle access points must be provided as indicated in Figure 8.2.8.1.21.9.

C.10 Vehicular access is prohibited from Pennant Hills Road.

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Figure 8.2.8.1.21.9 – Dimensional Built Form Controls: Block 5 Corner of Pennant Hills Road and Jenkins Road

BLOCK 16: BUNNINGS SITE AT CORNER OF POST OFFICE STREET AND PERNNANT HILLS ROAD

This is a key site because of its highly prominent location. It is ideal for a landmark development denoting the northern gateway to the Precinct.

Controls

C.11 Retail and commercial uses are limited to ground floor. Level 1 and above must be allocated as residential use.

Building height

C.01 The nine (9) storey tower element of the building proposed on this key site is located parallel to Pennant Hills Road.

C.02 Two storey podium proposed is to impart a comfortable scale to the street frontage that is compatible with the podiums containing active uses in the Pennant Hills Road area.

Floor space ratio

C.03 The FSR limit is appropriate for a landmark building at a gateway to the Precinct.

Site coverage and deep soil cover

C.04 No restrictions apply to deep soil planting.

C.05 The building site coverage must be a maximum of 50%.

Setbacks

C.06 Minimum 10 metres setback from Post Office Street and Pennant Hills Road to allow for pedestrian circulation space and active uses on the street frontage.

C.07 Minimum 6 metre setback from Shirley Street and side boundaries.

Vehicular access and parking

C.08 Vehicle access points must be provided as indicated in Figure 8.2.8.1.21.10.

C.09 Vehicular access is prohibited from Pennant Hills Road.

C.10 Parking requirements for residential uses must comply with the general controls outlined in section 8.2.8.1.46.

C.11 Parking requirements for commercial uses must comply with Part6 of this DCP.

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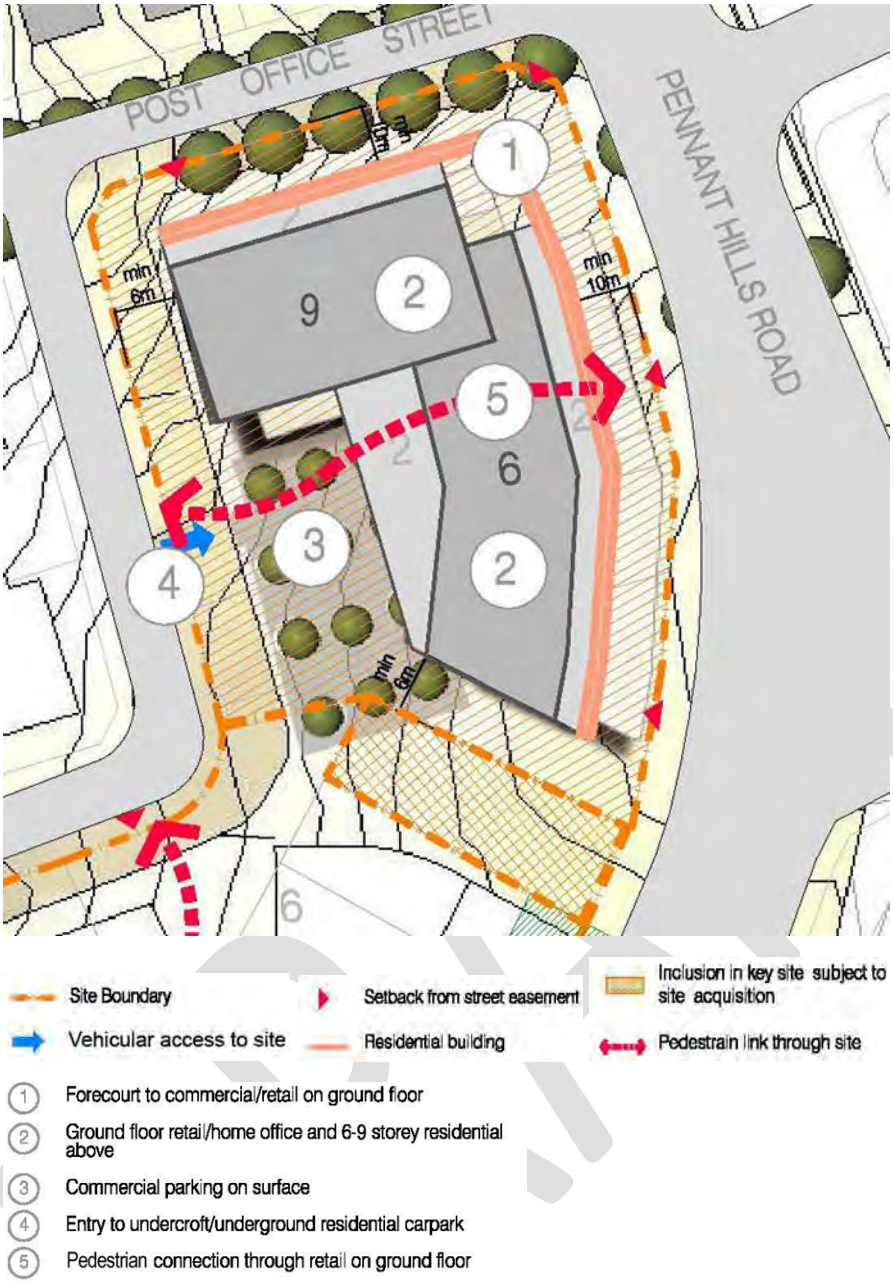


Figure 8.2.8.1.21.10 – Dimensional Built Form Controls: Block 16 Corner of Pennant Hills Road and Post Office Street

Further Information

Carlingford Precinct Plan Traffic Report (May 2008), prepared by Masson/Wilson/Twiney Traffic and Transport Consultants.

Faculty of the Constructed Environment, RMIT University et al, *Australia's Guide to Good Design – Residential*, prepared on behalf of the National Office for Local Government.



8.2.8.2 CARLINGFORD SOUTH

8.2.8.2.1 DESIRED FUTURE CHARACTER

New development is concentrated along Pennant Hills Road and Adderton Road, with connections to Carlingford and Telopea Train Stations via existing pedestrian networks. A mix of residential, retail and business uses are present the precinct to ecourage a mix of housing types including residential flat buildings, multi dwelling housing and shop top housing.

Renewed business and mixed use development opportunities are provided opposite Carlingford Train Station, and at the intersection of Marsden and Pennant Hills Roads, improving the local centre at the western end of the precinct. Redevelopment of the Carlingford Village site providse an improved pedestrian retail interface along Pennant Hills Road and Keeler Street while encouraging residential development away from major roads. Development of this site provides an appropriate interface to adjoining heritage items, educational establishment and low density housing to the east.

Building heights generally respond to topography and existing development. New taller buildings are located along the ridgelines of Pennant Hills Road and Adderton Road to reinforce natural topography, to optimise views, access to sunlight and breezes, and to maximise efficiency of existing pedestrian networks. New development are required to have regard to existing built and natural heritage items, and to consider noise impacts from Pennant Hills Road, Marsden Road and the railway line.

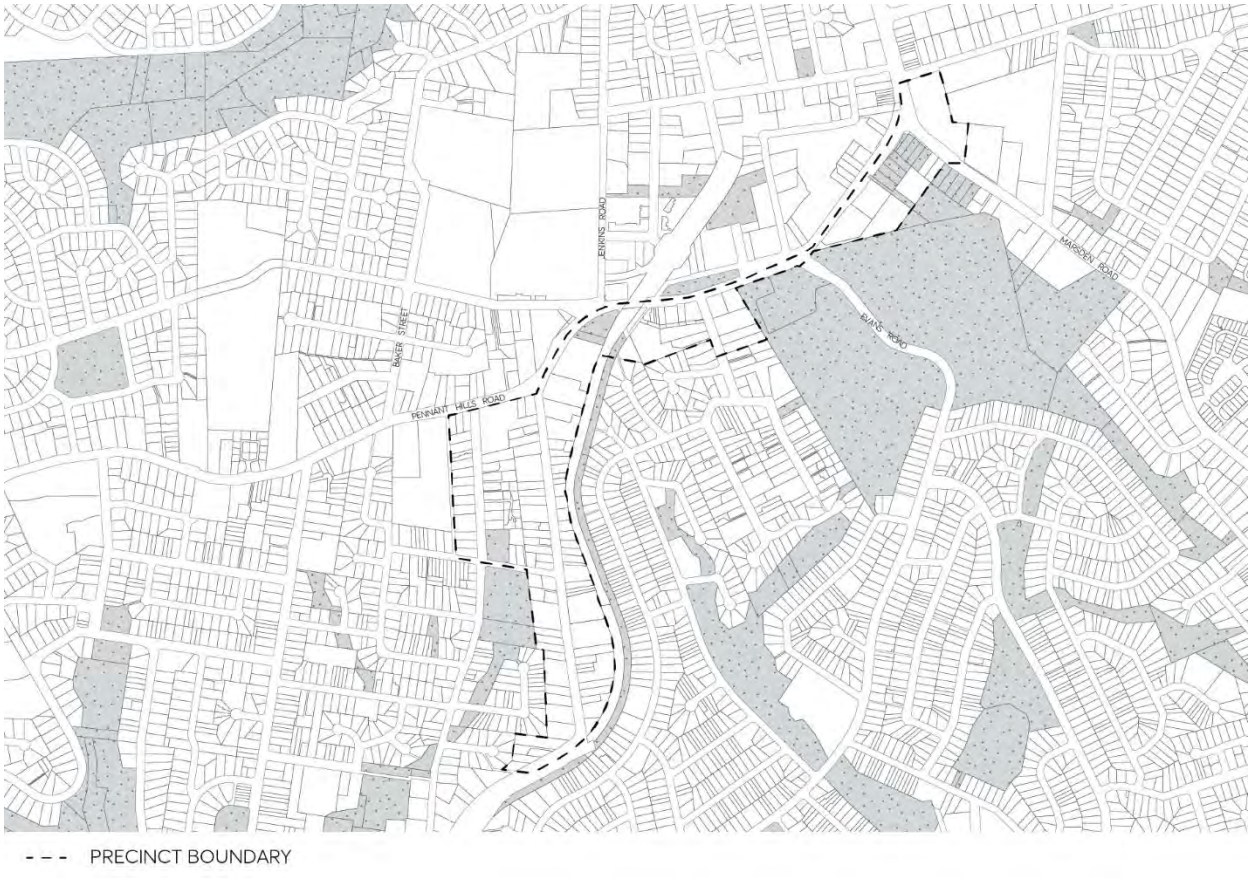


Figure 8.2.8.2.1 – Carlingford South

Objectives

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

O.01 Ensure that new development at the intersection of Pennant Hills and Marsden Roads recognises this location as an important gateway and responds to its hilltop location.

O.02 Ensure that new development responds well to the topography of land.

O.03 Ensure that new development is sympathetic to existing built and natural heritage items.

Controls

Pedestrian Connections and Laneways

C.01 New pedestrian connections and laneways should be provided in accordance with Figure 8.2.8.2.1. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with C.02 below.

C.02 Where a development provides for dedication of land to Council for the purposes of providing public access and the construction of the access way, Council may consider increasing the maximum floor space ratio. As a guide, the maximum floor space ratio may be increased by

the equivalent area represented by 50% of the land area to be dedicated to Council for the public access. The site area may include the area of land to be dedicated to Council for the purpose of the floor space ratio calculation. The proposed variation to floor space is to be addressed under Clause 4.6 'Exceptions to development standards' in the *Parramatta LEP 2023*.

C.03 The existing laneway to the rear of the ~~B1 Neighbourhood Centre~~E1 Local Centre zone is to be formalised to maintain the vehicular access and servicing needs of development.

C.04 A new vehicular lane or right of carriageway is to be provided to the rear of properties fronting Pennant Hills Road and Adderton Road as shown on Figure 8.2.8.2.1.This laneway is to provide for vehicular access to these sites.

C.05 Vehicular lanes, including any right of ways are to have a minimum width of 6 metres.

C.06 Existing pedestrian connections are to be retained and enhanced.

Setbacks

C.07 Building setbacks are to be in accordance with Figure 8.2.8.2.1 and Figure 8.2.8.2.3, and any additional controls set out below:

a) The nil setback shown along Pennant Hills Road and Keeler Street applies to the first 3 storeys of development. Additional storeys shall be setback a minimum of 3 metres from the boundary as shown in Figure 8.2.8.2.2.

Balconies may encroach the upper level setback area as shown on Figure 8.2.8.2.3 as follows:

- An unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.
- Balconies may extend 1 metre into the setback area for the upper 2 storeys.

b) The 2 metre setback shown along Pennant Hills Road, between Keeler Street and Marsden Road, applies to the first 3 storeys of development. Additional storeys shall be setback a minimum of 5 metres from the boundary as shown in Figure 8.2.8.2.4.

Balconies may encroach the upper level setback area as shown on Figure 8.2.8.2.4 as follows:

- An unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.
- Balconies may extend 1 metre into the setback area for the upper 2 storeys.

C.08 Where a nil front setback is shown on Figure 8.2.8.2.1 in the ~~B1 Neighbourhood Centre~~E1 Local Centre Zone, development should have a nil side setback where it will not have a detrimental impact upon adjoining development, to achieve a continuous street edge.

C.09 Building setbacks to existing and desired laneways should be designed to promote activation of the laneway while still allowing for the servicing needs of development.

Minimum Site Frontage

C.10 Development for the purpose of residential flat buildings or multi dwelling housing in the R4 High Density Residential Zone on land fronting Pennant Hills Road and Adderton Road, as shown in Figure 8.2.8.2.1 is to have a minimum site frontage of 40 metres.

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C.11 Redevelopment of the existing service station site on the corner of Pennant Hills Road and Adderton Road, for the purpose of a residential flat building or multi dwelling housing is to be redeveloped as one site and may require the amalgamation of the 2 existing land parcels.

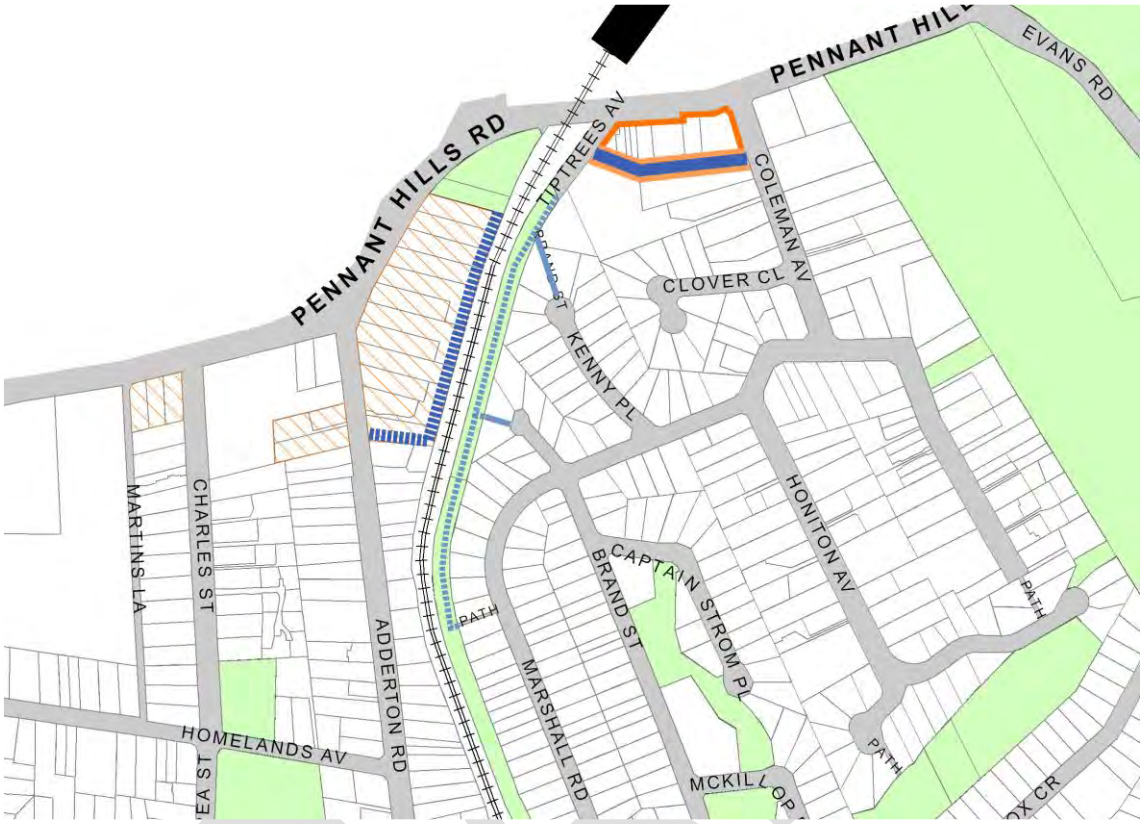


Figure 8.2.8.2.2 - Carlingford Precinct Setbacks and Lanes

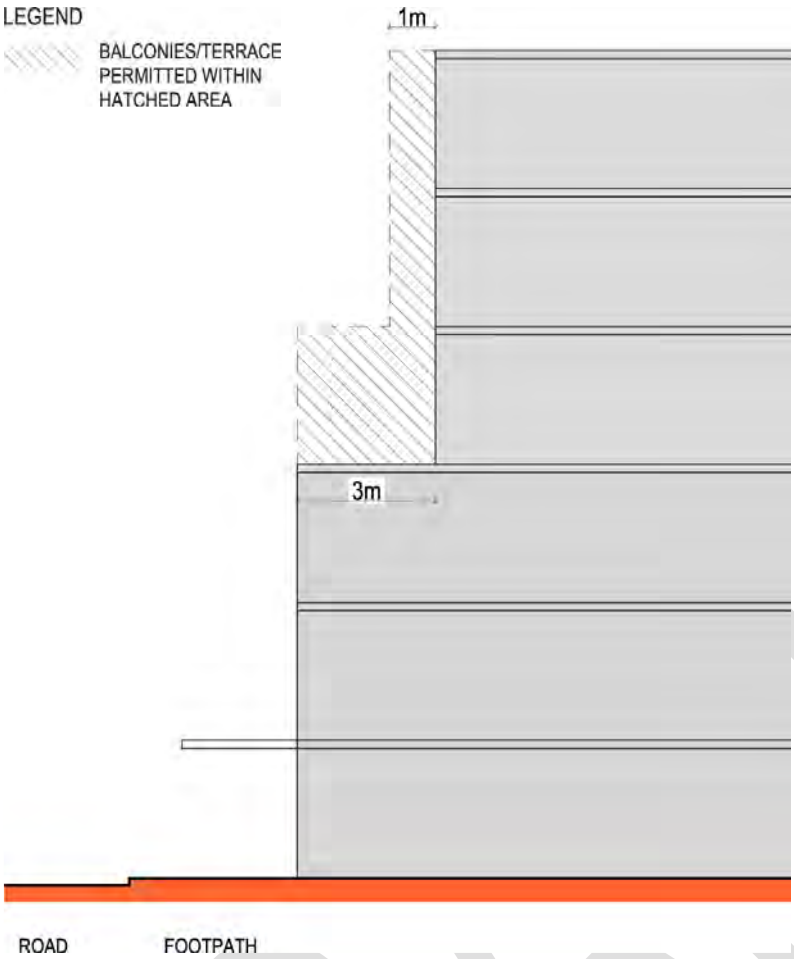


Figure 8.2.8.2.3 - Upper Level Setbacks and balcony locations

Redevelopment of Carlingford Village Shopping Centre Site – Bound by Marsden Road, Pennant Hills Road and Keeler Street

- The 2 metre front setback area to Pennant Hills Road is to be suitably treated to form an extension of the adjoining footway. Landscaping may also be provide in this area.
- New development should provide suitable corner treatments at the intersection of Marsden and Pennant Hills Roads and Keeler Street and Pennant Hills Road.
- New development shall provide an active and continuous pedestrian frontage along Pennant Hills Road with active ground level uses accessible from the roadway.
- A dense landscape setback shall be provided to Marsden Road to create a landscape corridor linking to existing vegetation on the adjoining property to the east and the existing parklands on the southern side of Marsden Road.
- New development must provide an appropriate height transition to adjoining residential development in Keeler Street.



Figure 8.2.8.2.4 - Ground Level Setbacks

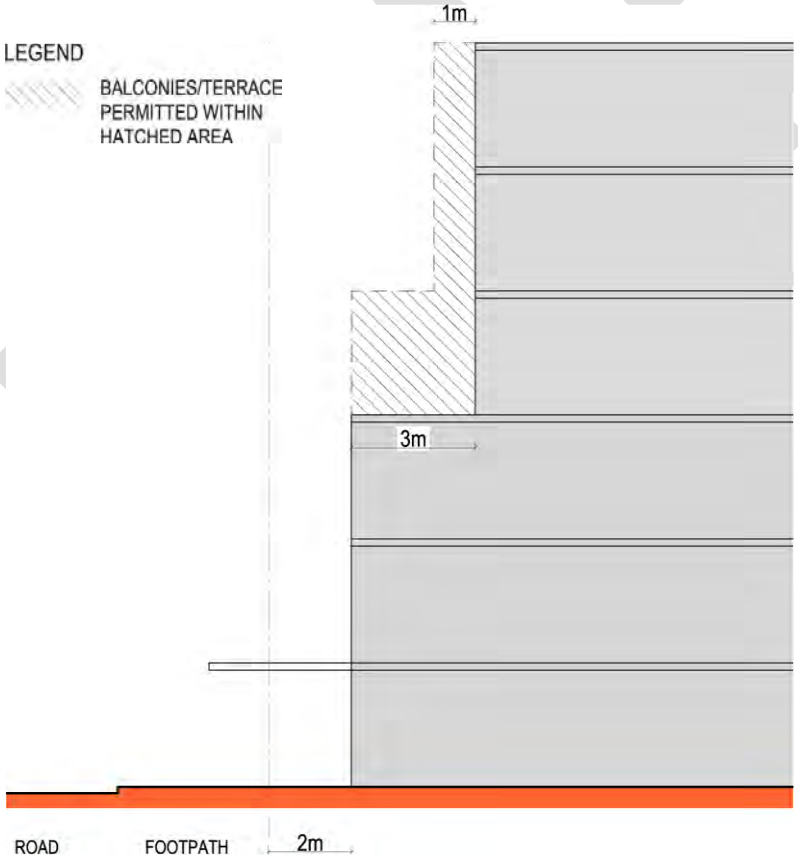


Figure 8.2.8.2.5 - Upper Level Setbacks and Balconies

8.2.8.3 CARLINGFORD EAST

8.2.8.3.1 DESIRED FUTURE CHARACTER

The locality is characterised by 5 storey mixed use buildings with at grade car parking for retail customers and underground car parking for employees and residents.

Business uses are located on the lower 2 storeys providing a broad podium for dwellings above to be setback from, creating a pedestrian friendly scale. Visible and active shops and street frontages with continuous awnings enhance streetscape character.

Low level business facades incorporate ribbons of shopfront windows and contrasting panels of light cladding, face brick or painted masonry. Mid-level and upper-storey residential facades incorporate indentations or projections in the alignment of exterior walls, balconies that are indented behind and/or project forward of exterior walls and steel framed balconies and balustrades of steel or glass that contrast the weight of masonry walls, with operable louvres for privacy, shade and glare control.



Figure 8.2.8.3.1 – Carlingford East Key Principles Diagram

Objective

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

Controls

Strategy

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

C.02 Expand the existing public domain in order to encourage high levels of pedestrian activity plus a variety of new businesses and local employment.

C.03 Refer all Development Applications to Transport Asset Holding Entity to confirm any requirements in relation to the Parramatta – Epping railway.

Servicing

C.04 Establish a rear laneway to provide kerbside parking for customers and deliveries, access to basement parking, screened by trees and hedges to protect the amenity of residential neighbours.

C.05 Prevent left turns from Keeler Street to Pennant Hills Road.

Public frontages

C.06 Divide this street block by at least two broad outdoor walkways to encourage new pedestrian and business activities in locations which are commercially-visible and sunny.

C.07 Maximise activity facing all streets and walkways by siting lower storeys without any setback from footpaths and accommodating a nearly-continuous mix of shopfronts, building entrances and balconies.

C.08 Consolidate entries to basements and service areas via the new rear laneway to protect desired levels of activity facing all streets and new walkways.

Built form

C.09 Provide a continuous podium of up to two storeys facing all streets, and shape each podium to address major street corners.

C.10 Avoid extensive sheer vertical facades by setting upper storeys back from their podium.

C.11 Achieve a varied skyline by providing different heights, profiles and roof forms for successive buildings.

C.12 Design quality of facades should consider visibility from all quarters.

C.13 Siting and design of apartment storeys should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

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Setbacks

C.14 The minimum setbacks of all buildings and structures are prescribed in Table 8.2.8.3.1 and Table 8.2.8.3.2 below.

Table 8.2.8.3.1 – Minimum Setbacks for 2 storey podium

Setback	Minimum Building Setback
Primary and Secondary Front Boundary	0 metres
Rear Boundary	16 metres - 22 metres to provide a rear laneway accommodating 900 parking, 1 or 2 way traffic movements, the turning circle for a medium rigid delivery vehicle, a 2 metre wide footpath and a 2 metre wide deep soil verge

Table 8.2.8.3.2 – Minimum setbacks for 3rd storey and above (tower element)

Setback	Minimum Building Setback
Primary and Secondary Front Boundary	3 metres from commercial podium façade
Rear Boundary	0 metres from commercial podium façade
Top-Storey Setback	3 metres additional setback for exterior walls of the top-most two storeys, measured from the walls of the lowest storey above the podium

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8.3 NEIGHBOURHOOD PRECINTS

This Section contains development controls for areas that are identified as Neighbourhood Precincts which are characterised as areas with concentrated residential, retail, and business growth. These precincts generally contain lower-scale types of development that will provide a mix of housing types and densities and will seek to improve the vibrancy and viability of business and retail developments serving the surrounding community. Each of these precincts are distinct with complementary functions.

This Section of this DCP is to be read in conjunction with other Parts of the Parramatta DCP 2023~~X~~ and the *Parramatta Local Environmental Plan (LEP) 2023*. The consent authority, in considering a Development Application for land in a neighbourhood precinct must have regard to the specific provisions. If there is any inconsistency between this ~~p~~Part of this DCP and other ~~p~~Parts of the Parramatta DCP 2023~~X~~, this ~~p~~Part of this DCP will prevail.

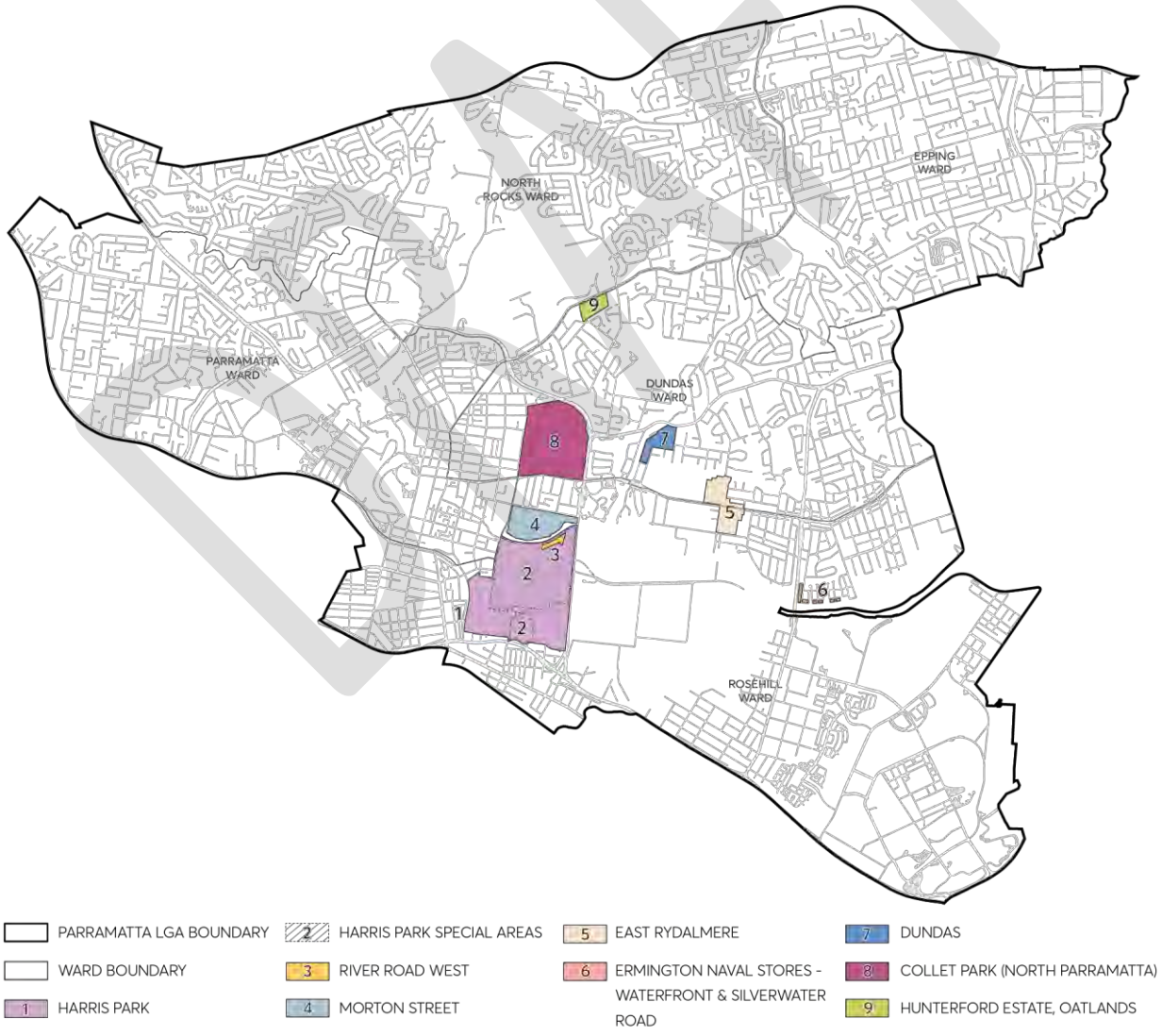
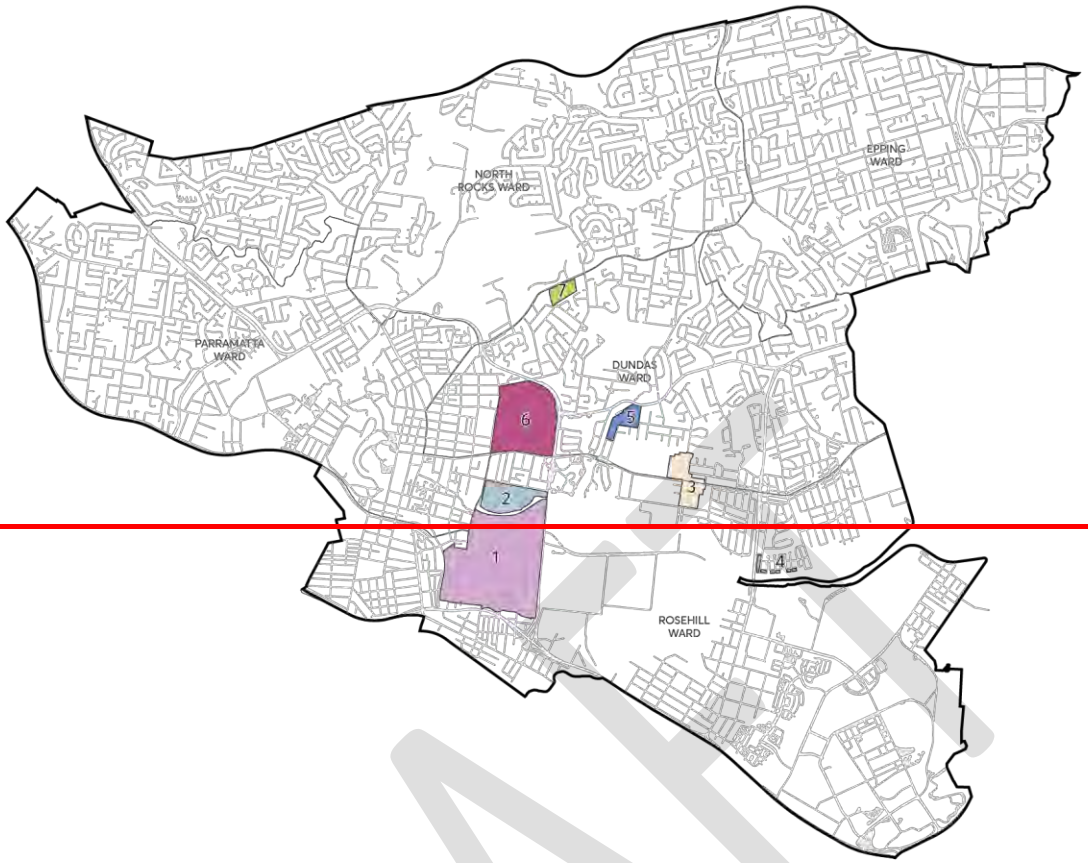


Figure 8.3.1 – Neighbourhood precincts



PARRAMATTA LGA BOUNDARY
WARD BOUNDARY
1 HARRIS PARK (INCLUDING HARRIS PARK SPECIAL AREAS AND RIVER ROAD WEST)
2 MORTON STREET
3 (EAST) RYDALMERE
4 ERMINGTON NAVAL STORES - WATERFRONT AND SILVERWATER ROAD
5 DUNDAS
6 COLLET PARK (NORTH PARRAMATTA)
7 HUNTERFORD ESTATE, OATLANDS

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8.3.1 HARRIS PARK



Figure 8.3.1.1 – Harris Park Precinct

8.3.1.1 DESIRED FUTURE CHARACTER

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

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

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

Objectives

O.01 Conserve the heritage character of the locality and preserve those areas and sites that present as important cultural/tourist attractions.

O.02 Retain the character and amenity of the area.

O.03 Protect and enhance of the unique visual qualities of the Parramatta River with foreshore development that is of a scale and character in keeping with its location. Maximised public access to, and use of, foreshore land.

O.04 Ensure new development in Harris Park is compatible with the scale of existing development and represents high-quality urban design.

O.05 Protect and enhance the local and regional biodiversity, maximising the extent and integrity of aquatic and natural land areas, particularly the Parramatta River and Clay Cliff Creek corridors.

O.06 Ensure roof designs are compatible with existing roofs in the area in terms of their pitch, form and design detail.

O.07 Ensure development fronting James Ruse Drive is unified, has a strong presence to the street and facilitates pedestrian connectivity.

O.08 Ensure new residential development has front and side setbacks similar to the majority of existing buildings with that street.

O.09 Control the extent of building footprints where there is no floor space ratio.

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

Controls

Height of Buildings

C.01 Existing view corridors shown in Appendix 1 are to be protected, maintained or reinstated in the planning and design of the development.

C.02 Align buildings to maximise and frame view corridors between buildings.

C.03 The maximum height of buildings or structures on land south of Clay Cliff Creek between Parkes Street and Alfred Street, as shown on the Design Control Map, shall only be achieved where it

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can be demonstrated that the building or structure will not dominate the topographical features of the River landscape.

C.04 Regardless of any other control, height of buildings must enable compliance with all controls about views and vistas.

Building Design

C.05 The main entries of buildings are to address the street, and multi-unit residential buildings are to maximise the number of entrances to the street.

C.06 Any facade of a building which is clearly visible from a major public place such as a street, a park or the river shall be designed to address that place.

C.07 Buildings are to be designed with regard to the features of adjoining buildings and works with transitions of height, massing and scale where appropriate.

C.08 New buildings shall sit parallel to the street.

C.09 Building bulk created by large unbroken expanses of wall is to be reduced by articulation and modulation, particularly where facing a public place such as a street, a park, or the river.

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

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

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

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

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

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

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

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

Landscaping

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

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

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

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

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

C.23 Areas less than 1.5 metres wide in any direction shall not be counted towards 'landscaped area'.

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

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

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

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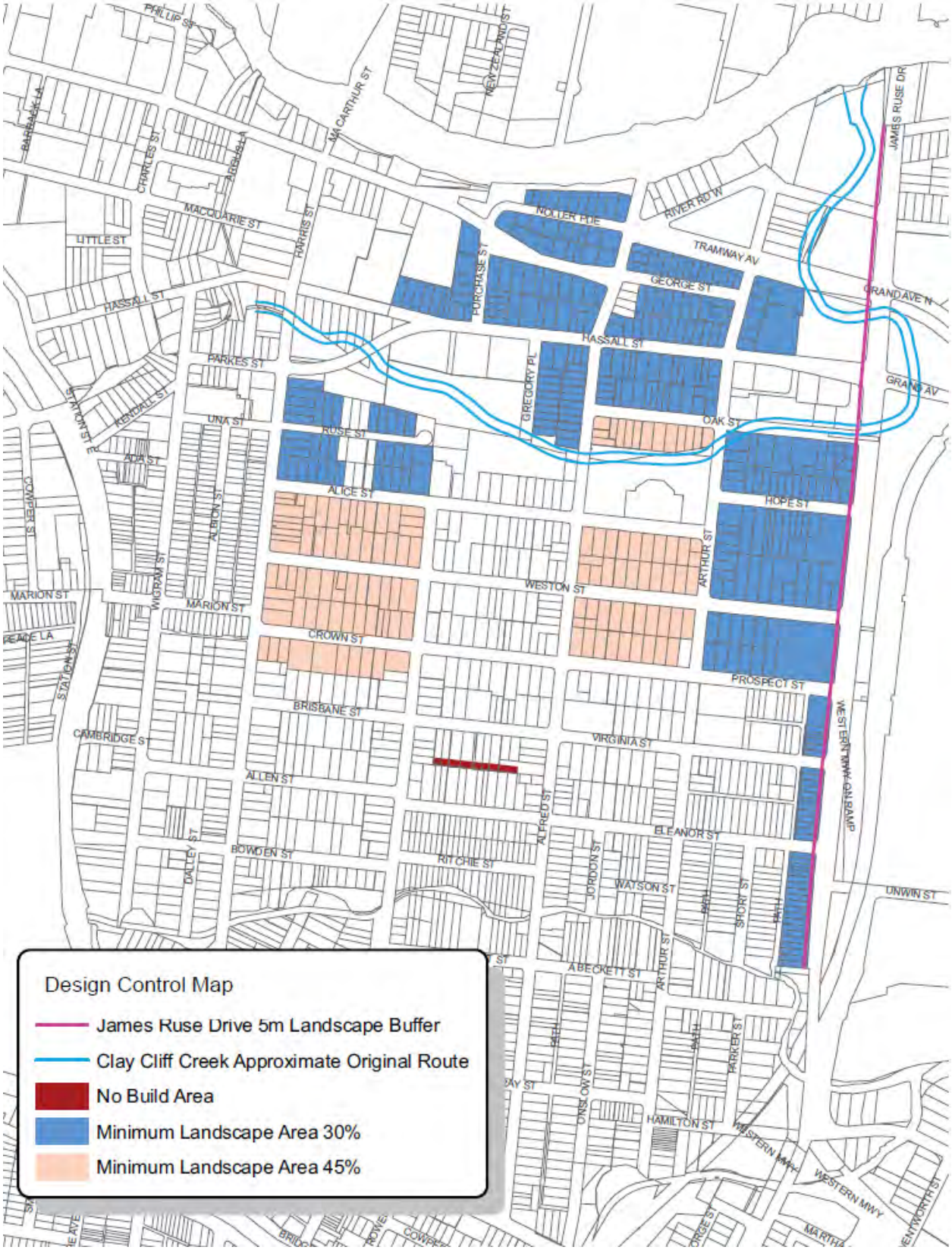


Figure 8.3.1.1.1 – Design Control Map: Landscape treatment to Clay Cliff Creek

Transport and Accessibility

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

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

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

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

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

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

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

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

View Corridors

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

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

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

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

Multi Dwelling Housing and Residential Flat Buildings

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General

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

C.37 Front setbacks should be compatible with neighbouring buildings or, where new development predominates or is likely to predominate, shall be between 5 and 9 metres for all forms except attached dwellings, in which case front setbacks shall be between 1.5 and 3 metres.

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

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

Two rows of dwellings

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

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

East-west orientation, mid-block

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

C.43 Two street frontages (this includes allotments with a lane to the rear)

C.44 Buildings must address both frontages, whether they be a street or a lane.

C.45 Setback from rear lanes and/-or secondary streets shall be a minimum of 3 metres.

C.46 The wall height of any development facing rear lanes shall be no higher than 5.5 metres, measured above the kerb height of the lane.

Attached dwellings

C.47 Attached dwellings are only permitted where:

C.48 occurring as 'infill' development adjacent to other existing terraces; or

C.49 indicated as a preferred form of development in the 'key block' section of this Harris Park section.

C.50 Shall not be greater than 15 metres in depth without open 'internal' courtyard.

C.51 Windows to streets shall be vertically proportioned.

C.52 All parking must be accommodated to the rear of the site and/or underground unless specific provision is made in the street.

Commercial Development

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C.53 Land uses on the ground floor are to be non-residential, with any residential development to be located on floors above ground level.

C.54 Where a residential component is included above ground level, an appropriate level of amenity and safety must be assured for the residents.

C.55 Buildings on the street frontage are to provide pedestrian amenity in the form of active street frontages, building entrances and awnings.

C.56 Shop entries are to be recessed from the public footpath by at least 1 metre.

C.57 Colours and materials should reinforce the existing character of nearby buildings and achieve a unity of building background above awning level.

C.58 Limited rooftop structures may be incorporated in the design of buildings providing they do not detract from the streetscape or the enjoyment of residents in nearby premises.

C.59 Signs for individual non-residential land-uses are restricted to 1 top-hamper sign, 1 underawning sign and 1 wall sign.

C.60 Space for signs should be incorporated in building design.

C.61 Awnings and verandahs are encouraged to define the edge of the footpath and reduce the apparent visual bulk of the building.

C.62 The background colour on awning fascias should be consistent providing a visual unification of the street.

C.63 Sun blinds should be designed to minimise interference to pedestrians and vehicles and complement the colour and signage scheme of the building.

C.64 Vehicle access and service areas should be located away from prime pedestrian areas, preferably with access from side and rear streets.

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8.3.2 HARRIS PARK SPECIAL AREAS

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

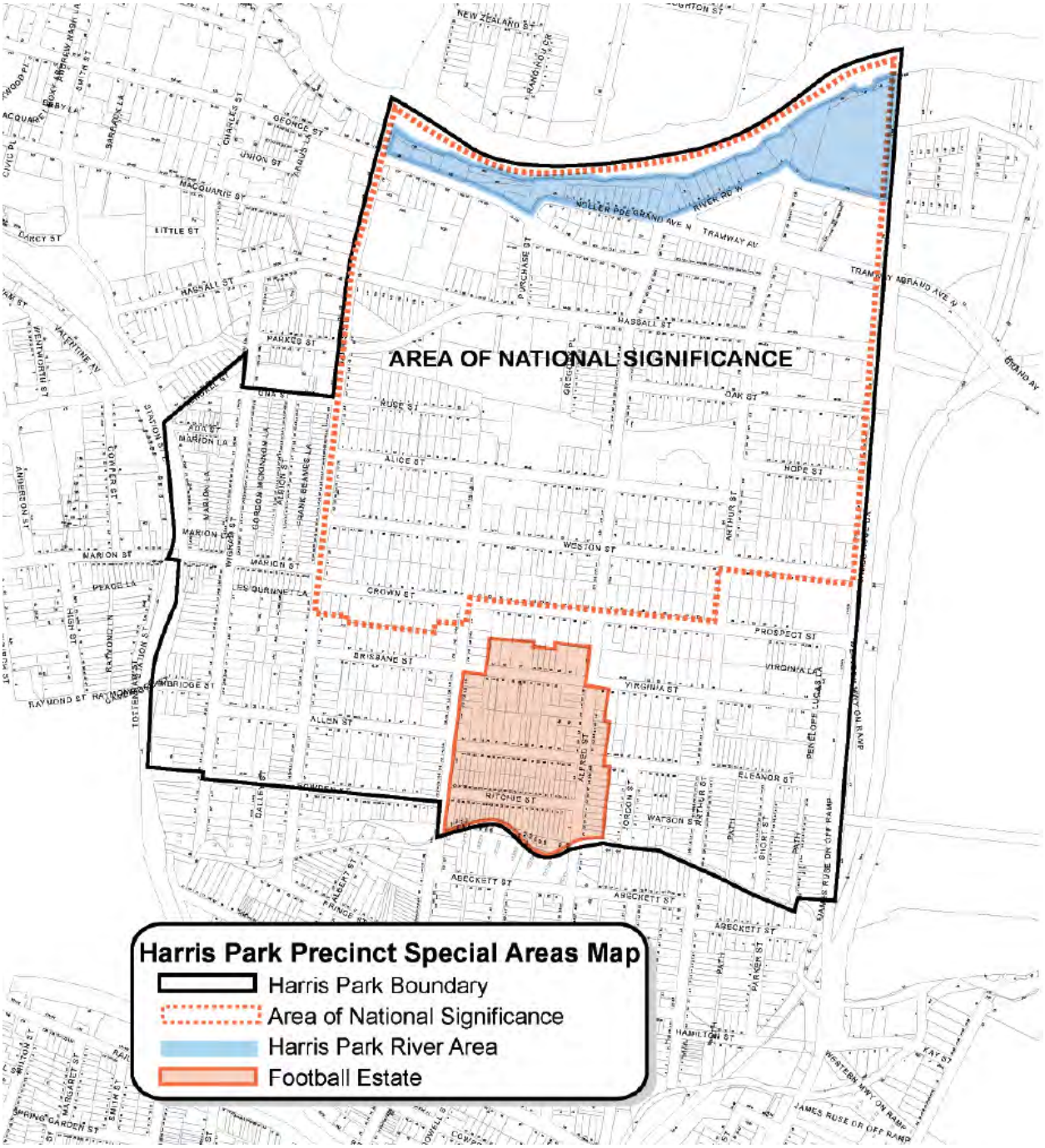


Figure 8.3.2.1 – Harris Park Special Areas Map

FOOTBALL ESTATE

This area demonstrates an early 20th century (1907-30s) residential re-subdivision of part of John and Elizabeth MacArthur's land grant, one of the most important agricultural enterprises in the colony, which at its greatest extent covered 1,000 acres. It demonstrates subdivision and speculation of modest workers' housing to serve the growing industrial area of Granville. It retains a consistency of narrow lots and small scale, simple form timber cottages built close together. The use of timber was typical of many parts of Sydney, but is now rare.

KEY DEVELOPMENT BLOCKS

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



Figure 8.3.2.2 – Harris Park Key Blocks Location Plan

Controls

Area of National Significance

C.01 Before granting consent for development within the Area of National Significance, the consent authority must be satisfied that:

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

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

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

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

Harris Park River Area

C.02 Before granting consent for development within the Harris Park River Special Area, the consent authority must consider:

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

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

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

d) whether buildings adjacent to the River address the River with high-quality facades and entrances,

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

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

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

NOTE: See also Section 8.3.3 relating to land at 2-12 River Road West, Parramatta.

C.03 Before granting consent for development within the Football Estate Special Area, the consent authority must be satisfied that the existing character and heritage significance of the area is retained, including consideration of the following:

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

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

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

8.3.2.1 KEY BLOCK ONE: WYETH SITE

This is a large and important site currently in a state of flux after having been used for many years for light industrial purposes. It is zoned ~~IN1~~ E4 General Industrial under the *Parramatta LEP 2023*. It sits directly behind Hambledon Cottage and is within close proximity to Experiment Farm and Elizabeth Farm.

8.3.2.1.1 VISION

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

Issues:

Flooding

- Clay Cliff Creek (now in the form of an open concrete channel) runs through the site and Council's current information indicates that most of the site is within the 1 in 100 year flood zone.

Vehicular Traffic

- Access to this site can only be from Gregory Place, which in turn is only accessible from Hassall Street. Hassall Street is an RTA road, and it needs to be shown that traffic can come and go from the site without having an adverse impact on the efficient functioning of Hassall Street.

Heritage

- Hambledon Cottage sits immediately to the north of the site and there would be concerns about the scale of new development and its proximity to Hambledon.

Views

- There are identified views between Elizabeth Farm and Hambledon Cottage, and from Experiment Farm and nearby sites to the north.

Harris Park Cultural Landscape Master Plan

- An interpretive walk has recently been completed as part of the implementation of this plan. New development on the Wyeth site has the potential to have both a positive and negative impact on the experience of people taking this walk.

Amenity

- Development should not adversely impact on the amenity of the residential areas to the south.

8.3.2.2 KEY BLOCK TWO: BLOCK BOUNDED BY ARTHUR STREET, WESTON STREET, HOPE STREET AND JAMES RUSE DRIVE

8.3.2.2.1 DESIRED FUTURE CHARACTER

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

Mixed use development

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

High density residential development

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

Objective

O.01 Ensure that new development provides for:

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

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

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

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

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

Controls

In addition to the following controls, development must comply with the relevant development standards set out in *Parramatta LEP 2023*, and any relevant controls set out in Parts 2 and 3 of this DCP. To the extent of any inconsistency between Parts 2, 3 and 4 of this DCP, the controls within Part 8 will prevail where they apply to this block. Furthermore, the controls in 8.3.2.2 will prevail over any inconsistency with other parts of 8.3.2.

Building Form

C.01 Maximum building height for sites fronting Arthur Street to be in accordance with the following controls:

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

C.02 To ensure simple forms that are well related to topography, building ground levels are to be stepped with the site. The number of steps is to be minimised.

Setbacks

C.03 7 metre minimum front setback to Arthur Street

C.04 5-7 metre minimum front setback along Weston and Hope Streets for corner sites with Arthur Street

C.05 6 metre minimum side setback for sites on Arthur Street, but a lesser setback will be considered if adequate levels of acoustic and visual privacy can be achieved.

Building Length

C.06 35 metres maximum building length, with a 4 metres minimum break, for sites on Arthur Street

Site Frontage

C.07 24 metre minimum

Landscaping

C.08 Deep soil landscaping is to be provided in the front setback along Arthur Street to ensure that there is adequate landscaping sympathetic to Elizabeth Farm.

8.3.2.3 KEY BLOCK THREE: BLOCK BOUNDED BY OAK STREET, HOPE STREET, JAMES RUSE DRIVE AND ARTHUR STREET

The context of this block is different on all four sides. James Ruse Drive to the east is a major arterial road, whilst Arthur Street to the west is a relatively quiet suburban street. Elizabeth Farm Reserve sits

directly across Arthur Street to the west. The north side of Oak Street has been developed for commercial purposes, while Hope Street to the south retains a residential character. Much of the existing housing stock in this block is nondescript and there are quite a few stables, particularly along Oak Street.

8.3.2.3.1 VISION

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

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

Issues:

Flooding

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

Height

- Height controls are in place under the *Parramatta LEP 2023* which are designed to protect the view from near Elizabeth Farm House to the north-east. These apply over the northern half of the block.

8.3.2.4 KEY BLOCK FOUR: ROSEHILL BOWLING CLUB

This is a large flat block currently used as a bowling club and is zoned RE2 Private Recreation under the *Parramatta LEP 2023*. It is a prominent site located at a major entry point to the centre of Parramatta. If redeveloped, it would be subject to some constraints, as it is flood-affected, subject to height controls, and has limited vehicle access.

8.3.2.4.1 VISION

This site could continue to be used for the purposes for which it is currently zoned. If redevelopment for other purposes was considered, rezoning would be required. Any rezoning proposal would be critically dependent on an appropriate design response to the identified flooding constraints and would also have to be preceded by a close examination of the general suitability of the land for the proposed purposes. Height controls and identified views would need to be addressed.

In any case, development on the site should attempt to create a strong entry statement to Hassall Street, preferably in a coordinated approach with the site on the other side of Hassall Street to the south.

8.3.2.5 KEY BLOCK FIVE

Note: Section 8.3.2 Harris Park Special Areas was amended in August 2015 under Parramatta DCP 2011 amendment 8 to delete controls relating to Key Block Five: Parramatta Workers Club.

8.3.2.6 KEY BLOCKS SIX TO EIGHT

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

Controls

C.01 All development on land within Key Blocks Six to Eight is expected to be in accordance with the preferred pattern of development and identified controls shown on the following diagrams.

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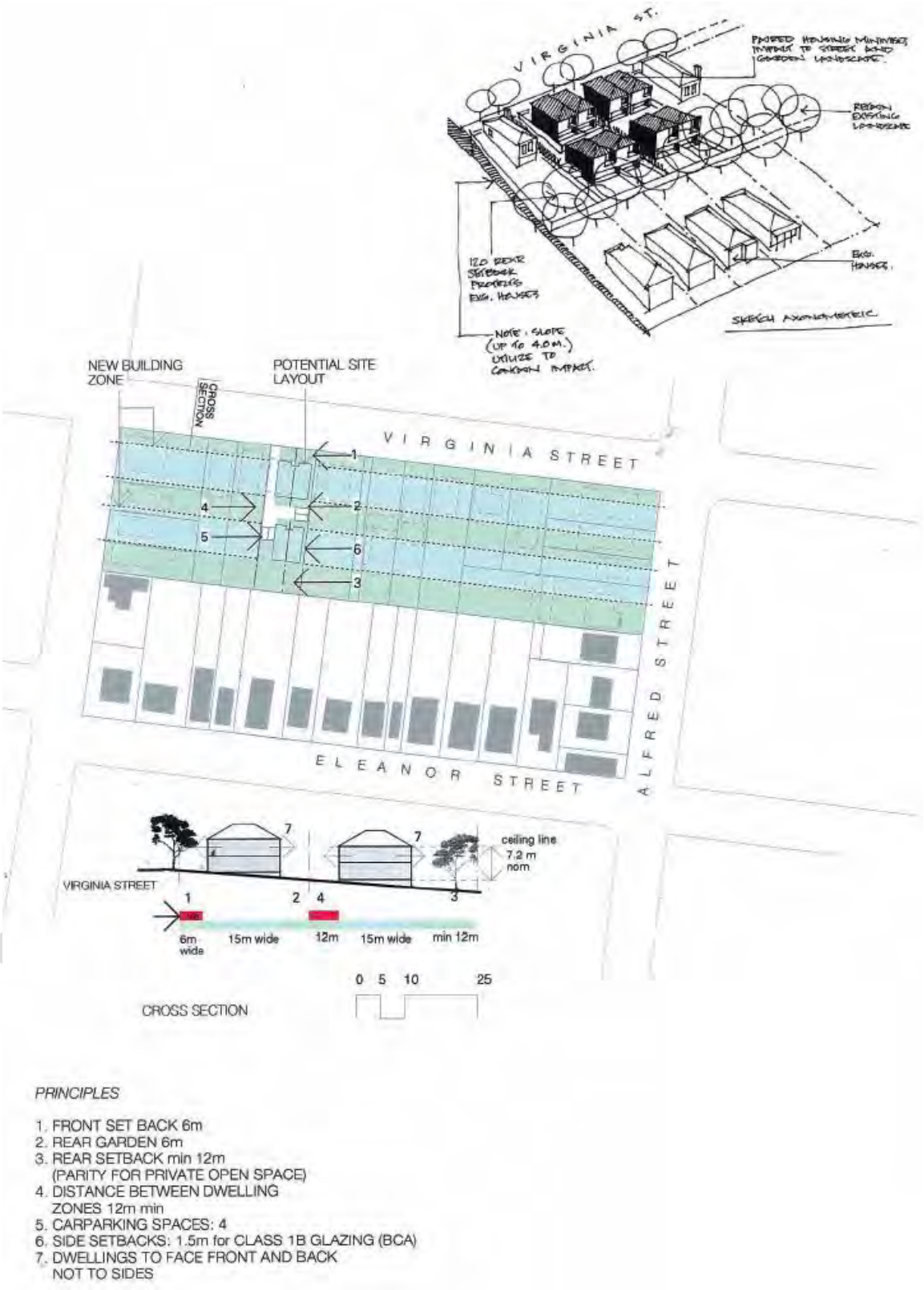


Figure 8.3.2.6.1 – Key Block 6



PRINCIPLES

1. FRONT SET BACK FROM PROSPECT STREET =10m (NOMINAL) ALIGNMENT SET BY FRONT OF EXISTING HERITAGE ITEM
2. NOMINAL 5m SETBACK FROM WESTON STREET
3. DWELLINGS TO FACE FRONT AND BACK AND CROSS VENTILATE
4. DEEP SOIL GARDENS TO BE PROVIDED AT REAR AND EXISTING TREES TO BE RETAINED

Figure 8.3.2.6.2 – Key Block 7

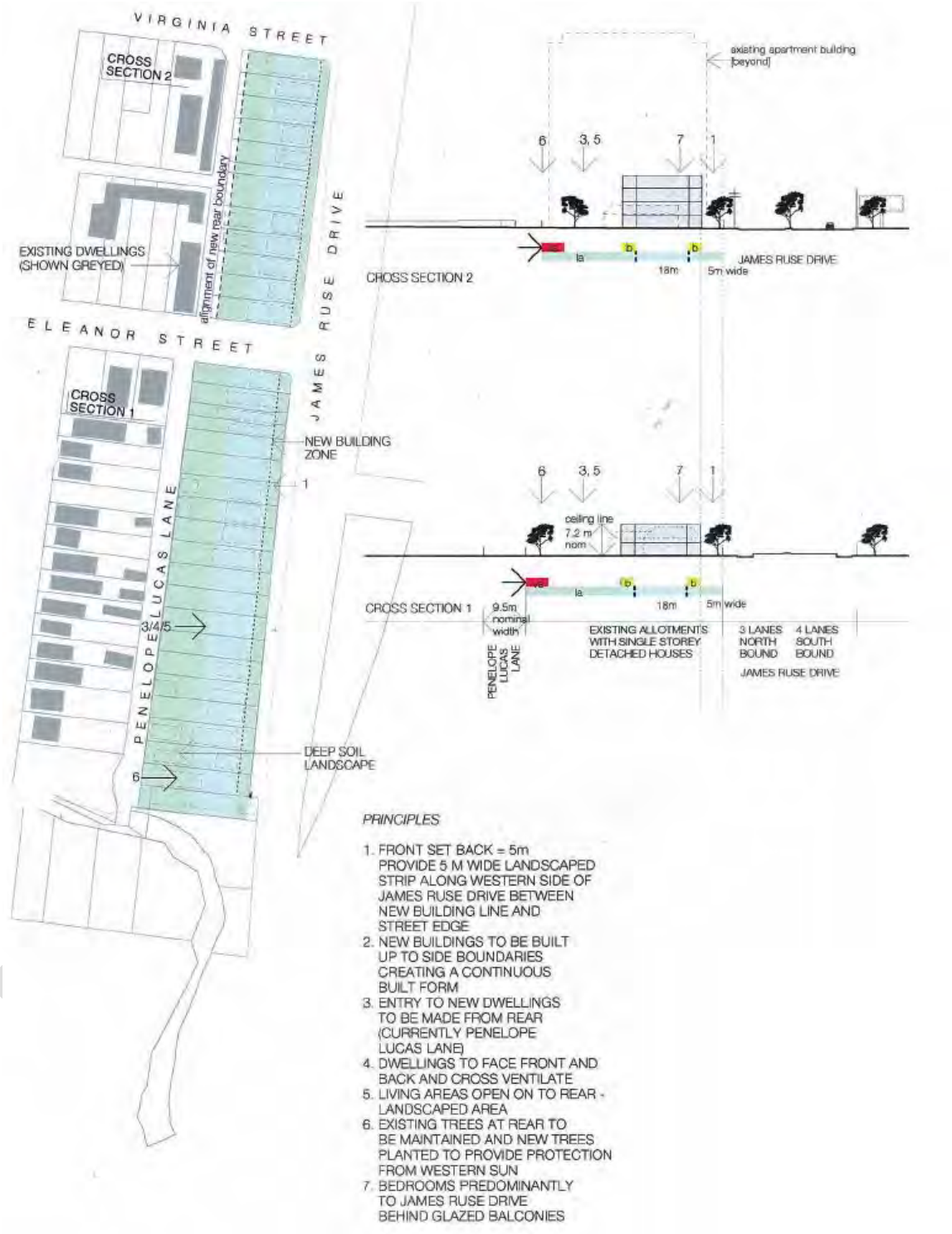


Figure 8.3.2.6.3 – Key Block 8

8.3.3 RIVER ROAD WEST

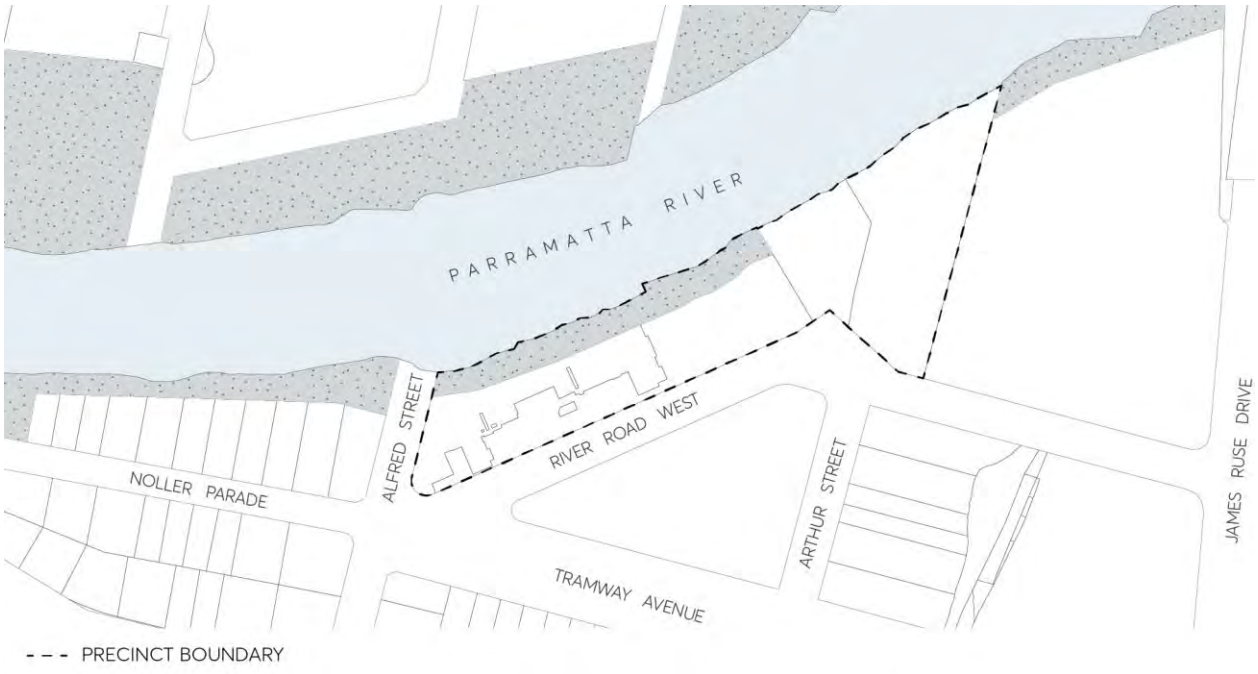


Figure 8.3.3.1 – River Road West Precinct

8.3.3.1 DESIRED FUTURE CHARACTER

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

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

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

Building separation are designed to create visual linkages between the northern and southern sides of the foreshore, and between items of historical significance. Building height are stepped from west to east to ensure that the built form is responsive to its existing and potential future context. Tower elements of varying height provide visual interest and are designed to reduce the visual bulk of

development. Building articulation and modulation ensure that buildings suitably address both the street frontages and the Parramatta River.

Objectives

O.01 Ensure that new development:

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

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

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

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

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

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

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

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

O.02 Provide new public open space adjacent to the Parramatta River foreshore, and new pedestrian and cycling connections between the river foreshore and the local road network.

O.03 Ensure that new development provides a suitable interface to any future pedestrian bridge over Parramatta River where that bridge adjoins Alfred Street.

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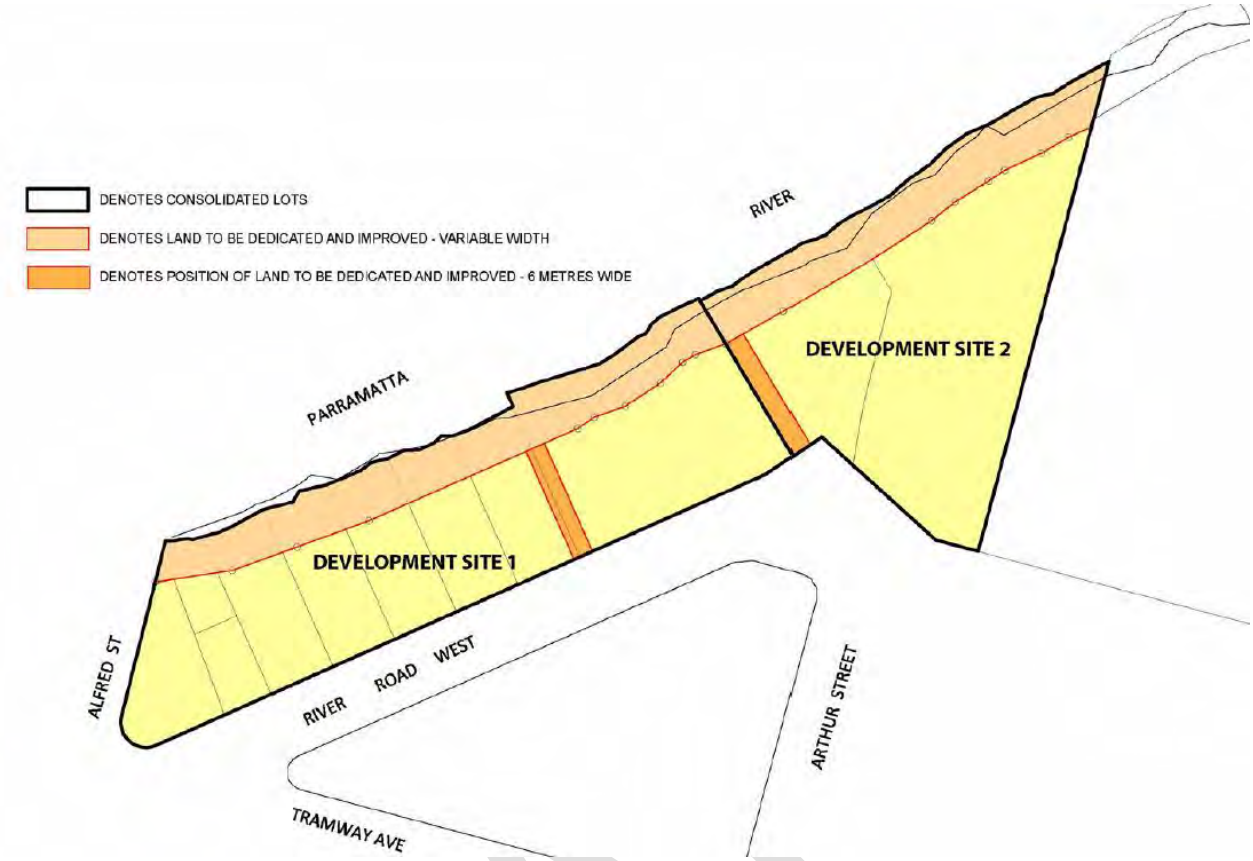


Figure 8.3.3.1.1 – Land to be dedicated

Voluntary Planning Agreements

Voluntary Planning Agreements (VPA) were made in respect of the planning proposal that sought rezoning, amended height, FSR and foreshore building line of the land at 2-12 River Road West, Parramatta. The VPAs provide for the dedication of foreshore land and through site links, provision of public domain works including landscaping, shared paths, public art/–interpretive signage, lighting, seating, and the like along those spaces to be dedicated, along with monetary contributions toward other public domain improvements. Figure 8.3.3.1.1 denotes the area of the land to be dedicated and improved by the VPAs. Any future redevelopment of the land must be consistent with the requirements of the VPA.

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

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

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

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Controls

Consolidated Development Sites

C.01 2-12 River Road West comprises a maximum of two development sites, the first being Nos. 2- 8 River Road West and the second being Nos. 10-12 River Road West as shown in Figure 8.3.3.1.1. Development Applications for individual buildings on either of the development sites will not be considered in the absence of a concept proposal for the redevelopment of the development site as a whole in accordance with Section 83B of *the Environmental Planning & Assessment Act 1979*.

C.02 Building design, form, material finishes and colours need to present as a contiguous development across the two development sites. Design excellence and building diversity are to be achieved across the entire precinct.

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

Land Use Mix

C.03 Ground level uses shall be predominantly non-residential and where appropriate shall create active frontages to the river foreshore, through site links and road frontages as shown in Figure 8.3.3.1.2.

C.04 Council may consider permitting residential development at ground level where it will not reduce desired pedestrian activation; where site specific constraints, including flood affectation, can be overcome; and where residents will be provided with suitable amenity and privacy.

C.05 Suitability of land uses at ground level need to have regard to the sensitivity to flooding impacts and ability to meet the requirements of Council's *Flood Plain Risk Management Plan*, *Parramatta LEP 2023* and Part 5 – Environmental Management of this DCP.

C.06 Where large non-residential uses floor plates are proposed, information is to be provided at the Development Application stage detailing the types of uses likely to occupy the spaces, the demand for such facilities in the locality and justification for volume of non-residential floor space sought.

Pedestrian Connections and Laneways

C.07 New pedestrian connections are to be provided in accordance with Figure 8.3.3.1.2 and the Voluntary Planning Agreements prepared for the site.

C.08 New pedestrian connections are to be provided along the Parramatta River foreshore, and between the buildings, linking the foreshore and River Road West. All connections shall be suitably designed to integrate with adjoining road and pedestrian networks, including potential future pedestrian bridge over Parramatta River at Alfred Street.

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C.09 Pedestrian links must be dedicated to Council in accordance with the VPA and are to be clearly delineated as public space and not privatised within the development.

C.10 New development is to be designed and sited to appropriately integrate with and address pedestrian links ensuring activation and casual surveillance. Solid fencing is not to be provided adjacent to the pedestrian links.

C.11 New pedestrian links are to include constructed shared paths with a minimum width of 3 metres, being consistent in width for its full length.

C.12 It is desirable that future building envelopes enable an extension of Arthur Street, as a view corridor, extending to Parramatta River.

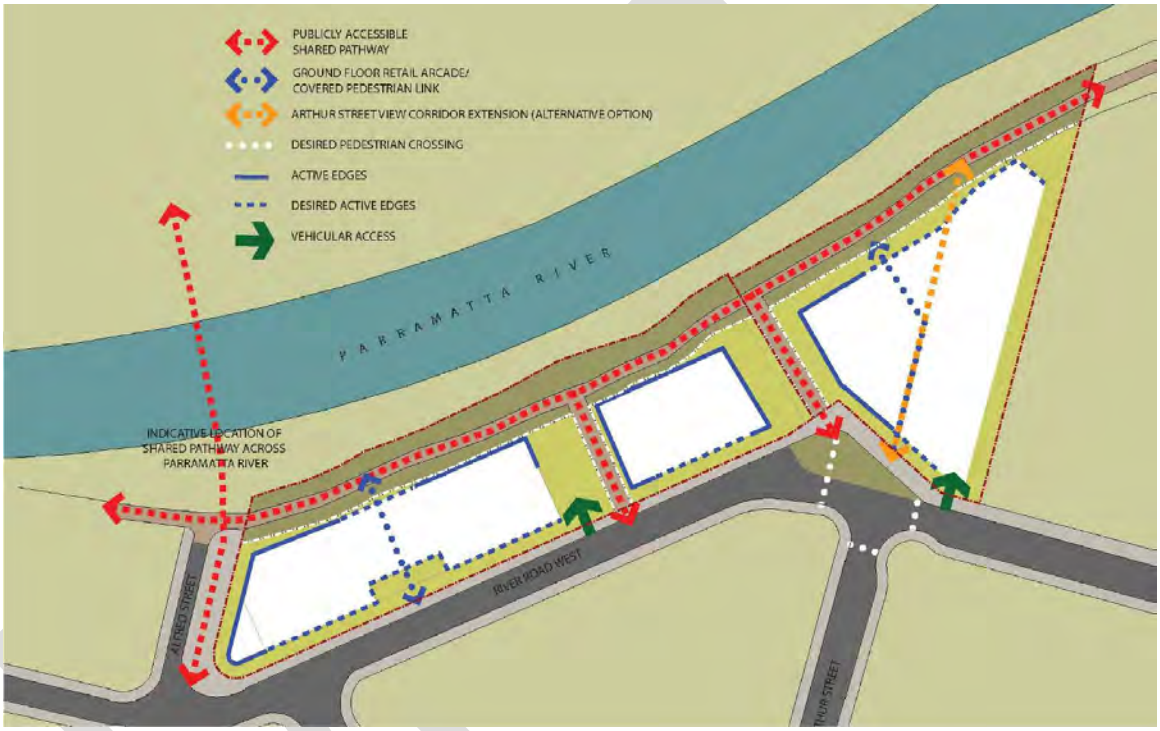


Figure 8.3.3.1.2 – Pedestrian Links and Laneways

8.3.3.2 BUILDING FORM

Objectives

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

O.01 Ensure design excellence and to provide for redevelopment that addresses the desired future character of the precinct.

O.02 Ensure that new buildings reflect and recognise the existing and proposed road and pedestrian networks.

O.03 Ensure that new development responds well to the topography of the land, the context of surrounding development and the visual setting of the site as a gateway approach to the Parramatta City Centre along the River.

O.04 Ensure that new development provides for new connections and views to Parramatta River, including a desired extension of Arthur Street as a view corridor to Parramatta River.

O.05 Ensure that new development will respond appropriately to historic view corridors 5 and 6 as shown in Appendix 1.

Controls

C.01 Designs of buildings are to address both the river foreshore and all road frontages and pedestrian networks.

C.02 Ensure that buildings are articulated using an appropriate mix of design elements to provide visual interest and high--quality building design.

C.03 New buildings should provide active spaces at the ground floor level as detailed in Figure 8.3.3.1.2. This should include retail and commercial spaces, as well as building entrances to the residential parts of each building.

C.04 The ground floor of each building shall have flexible floor plates to accommodate a diversity of uses and respond to changing market conditions over time.

C.05 The buildings should ensure that their presentation to the street has:

a) clearly defined edges and corners, and

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

NOTE: Regarding Historic View Corridors: It is noted that in developing the building envelopes shown in Figures 8.3.3.2.1, 8.3.3.2.2 and 8.3.3.2.3. It was recognised that not all view corridors shown in Appendix 1 will be retained as a result of future redevelopment of the site. Any significant change to the building envelopes proposed will need to have regard to views 5 and 6 shown at Appendix 1.

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Building Envelopes

C.06 Future built form should provide a high-quality design solution and correlate with the indicative building envelopes shown at Figures 8.3.3.2.1 (or Figure 8.3.3.2.2 where relevant) and 4.1.10.4.

NOTE: Figure 8.3.3.2.2 provides an alternate solution to Figure 8.3.3.2.1, for 10-12 River Road West, enabling a desired extension of Arthur Street as a view corridor toward Parramatta River.

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

C.07 With the exception of Building D, building envelopes (for the tower element) should not exceed 24 metres, including balcony zone. The uppermost level building envelope shall not exceed 15 metres, including balcony zone.

C.08 For Building D the building envelope (tower element) should not exceed 27 metres, with a preferred maximum building depth of 24 metres including balcony zone. The uppermost level building envelope shall not exceed 18 metres, including balcony zone.

C.09 For the alternate solution for Buildings D, E & F, the building envelopes and setbacks should be as dimensioned in Figure 8.3.3.2.2.

C.10 All balconies are to meet the minimum dimensions required in Part 2 – Residential Development of this DCP.

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

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

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

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

c) the built form objectives and controls outlined above.

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

C.14 Where hatched areas are shown in Figure 8.3.3.2.1 it is desirable that these areas be used as a courtyard/-landscaped area (and may be above basement but otherwise unenclosed). Council may permit the area east Buildings D and E to be used as service area where it can adequately screened and/or landscaped particularly when viewed from proposed units above and/or the public domain.

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Figure 8.3.3.2.1 – Building Envelopes



Figure 8.3.3.2.2 – Building Envelopes

Building Height

C.15 Maximum building heights shall be in accordance with Figure 8.3.3.2.1 (or 8.3.3.2.2 where relevant) to respond to the context of surrounding buildings and to provide visual interest with tower elements of variable heights.

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

C.17 Building height shall respond appropriately to the historic view corridors 5 and 6 detailed in Appendix 1 of this DCP (see Note regarding historic view corridors).

C.18 Storey heights shown in Figures 8.3.3.2.1 and 8.3.3.2.2 should generally not exceed the maximum height shown in metres below:

Table 8.3.9.1 – Storeys and heights in metres

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

Building Setbacks

C.19 Building setbacks are to be in accordance with Figures 8.3.3.2.1 (or 8.3.3.2.2 where relevant) and 4.3.2.2.7.

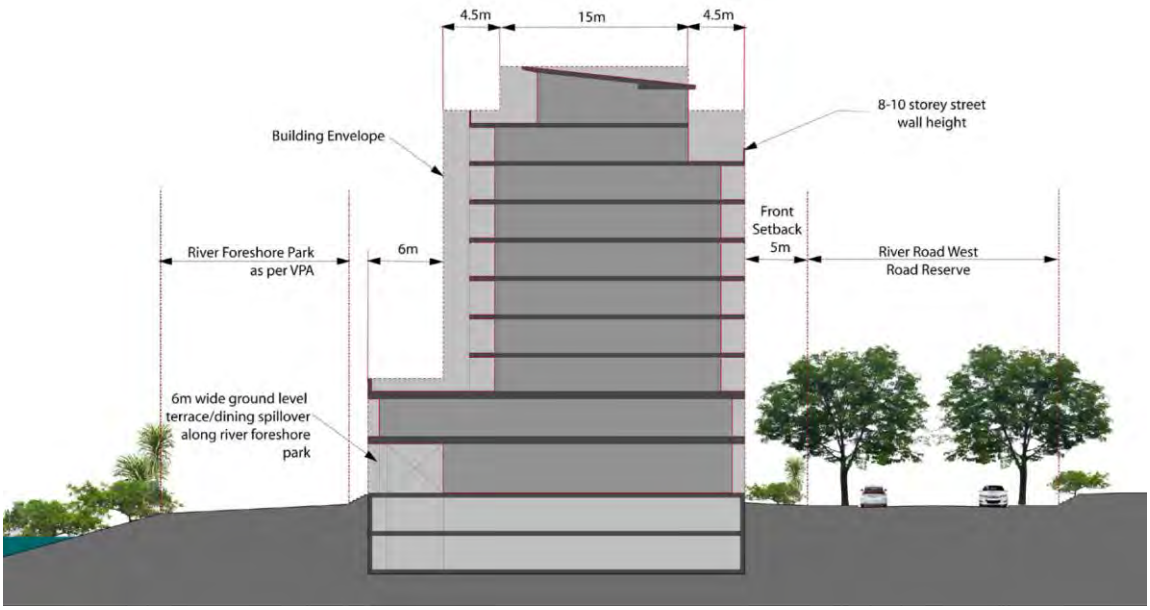


Figure 8.3.3.2.3 – Building Setbacks

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Building Separation

C.20 Minimum separation between buildings should be in accordance with Figure 8.3.3.2.1 (or 8.3.3.2.2 where relevant).

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

C.22 Adequate building separation should be provided between buildings to respond appropriately to Historic View Corridors 5 and 6 as referred to in Appendix 1 of this DCP (see Note regarding historic view corridors).

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

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

Residential Development

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

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

Solar Access, Ventilation & Acoustic Amelioration

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

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

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

Flooding

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

C.31 Any future redevelopment of the site is to meet the flooding controls contained within *Parramatta LEP 2023*, Part 5 – Environmental Management of this DCP and the *Lower Parramatta River Floodplain Risk Management Plan* (and any other relevant legislation and/or guidelines).

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

C.33 Before final building envelopes are approved an Engineers Report is to be provided to accompany a Development Application for new structures certifying that:

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

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

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

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

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

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

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

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

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

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

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

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

C.43 Any fencing or property security should be 'flood friendly' allowing flood waters to easily pass through.

Landscaping and Deep Soil

C.44 Landscaping and deep soil planting shall be provided in accordance with Part 2 – Design in Context~~Section 2.4~~ of this DCP.

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

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

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

Traffic, Access, Parking & Services

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

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

C.50 Pedestrian and vehicle conflict are to be minimised with limited vehicle crossings to the public domain. Crossings are to be generally in accordance with Figure 8.3.3.1.2 or as otherwise agreed by Council, and also having regard to flood affectation and the logical staging of development.

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

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

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

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

C.55 The kerb and gutter adjacent the boundary of Nos. 8, 10 and 12 River Road West is to be realigned as indicated in Figure 8.3.3.1.2. The remaining verge is to be appropriately landscaped to complement the development site. This matter should be further investigated in consultation Council's Traffic Engineer at the Development Application stage.

Public Domain

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

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

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

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

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

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

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

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

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

Heritage & Archaeology

C.65 The design of the proposed buildings are to ensure that the historic view corridors 5 and 6 identified at Appendix 1 of this DCP are responded to appropriately. This is to be achieved through careful consideration of building siting, separation height, bulk and scale. (see Note regarding historic view corridors).

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

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

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

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

Flora & Fauna

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

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

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

a) Commitments provided for in the voluntary planning agreements;

b) Weed removal and control of noxious weeds;

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

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

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

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

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

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

Contamination & Acid Sulfate Soil

C.75 Future redevelopment of the site is to meet the requirements of *Parramatta LEP 2023*, Parramatta DCP 2023~~X~~, *State Environmental Planning Policy No. 55 (Remediation of Land)* and any other relevant legislation and guidelines.

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8.3.4 MORTON STREET

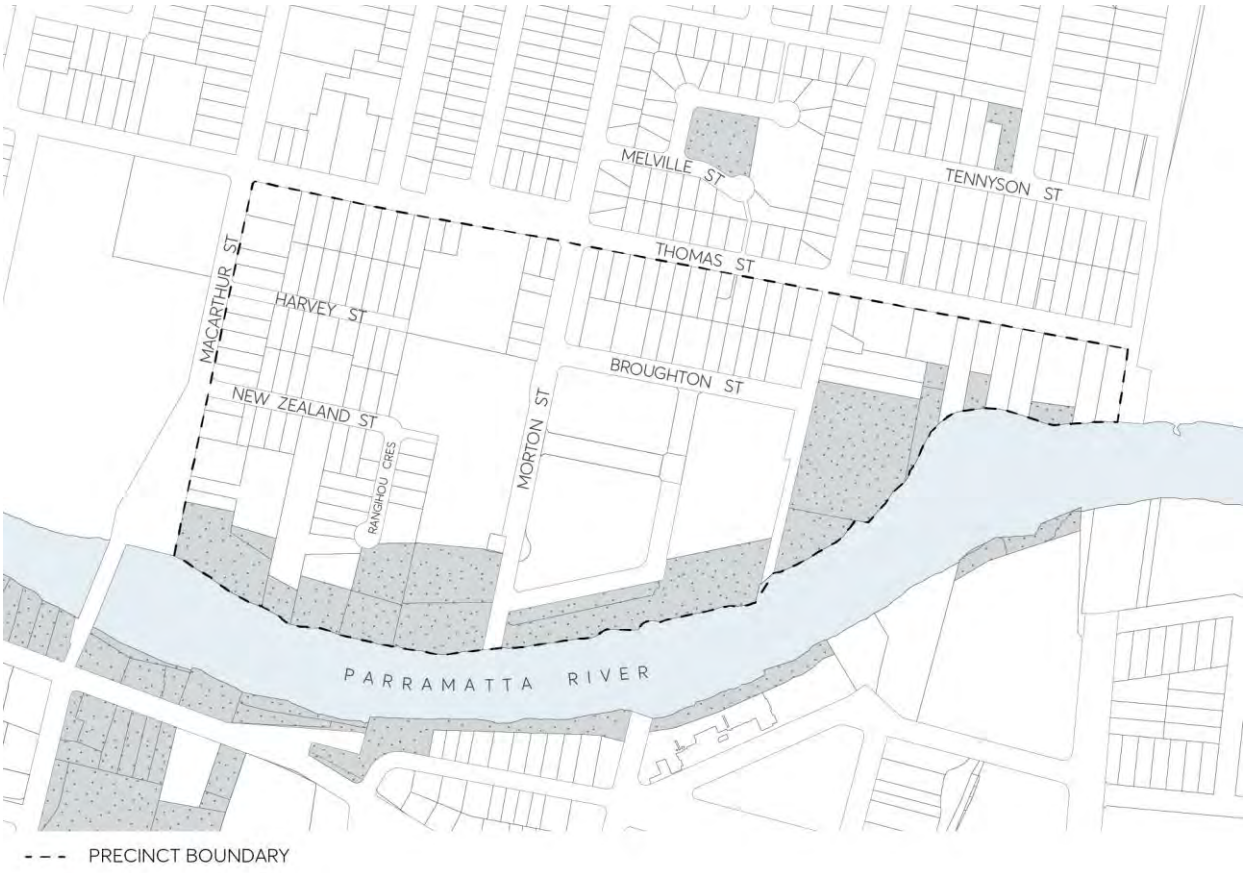


Figure 8.3.4.1 – Morton Street Precinct Map

8.3.4.1 DESIRED FUTURE CHARACTER

The Morton Street Precinct is located adjacent to the Parramatta City Centre with the capacity to accommodate more residential growth and supporting infrastructure. It will undergo managed growth and change in its urban form with anticipation of a mix of housing types with mixed use community activity centred on Morton Street.

New pedestrian and vehicular links create better connections within the precinct and access to the Parramatta River. The river foreshore provides a strong recreational and communal focus for the precinct and beyond. It includes an important riverside pedestrian and bike link between the Parramatta City Centre and the University of Western Sydney. In the short term, the precinct's larger sites are prioritised for renewal. This renewal sets the design and quality benchmark for other development within the precinct.

The built form includes some taller building elements along north/south orientated sites to reduce visual bulk, encourage more modulation, reduce overshadowing, and encourage dual aspect apartments for enhanced access to sunlight and breezes. The building form for east/west sites are lower in height to optimise solar access to private and public open space and allow view corridors from the south. Taller, slender 'statement' buildings are located along the foreshore to enable a

strong visual relationship between the precinct and the City Centre, mark the entry to Parramatta, and provide a punctuated built edge to the river.

New pedestrian and vehicular links create better connections between the site and the Parramatta River foreshore. The river foreshore provides a strong recreational and communal focus. It includes an important riverside pedestrian and cycleway to facilitate the link between the Parramatta City Centre and the University of Western Sydney.

The development of the precinct allows for a greater emphasis and recognition of the riverside location and the opportunity for enhancing the foreshore and public domain with development that is both well-designed and strongly related to the river. The connection of the north and south banks of the river with a pedestrian bridge are explored to provide better linked communities across the river.

Redevelopment preserves views and vistas, particularly views of historical significance and other important views as described in Section 2.8 – Views and Vistas of this DCP.

Objectives

O.01 Ensure that new development:

a) Provides buildings with articulation and an attractive composition of building elements.

b) Results in minimal overshadowing of adjoining development, particularly windows of living areas, solar collectors and outdoor recreation areas.

c) Provides building separation that supports private amenity.

d) Provides active ground floor uses along Morton Street to increase the safety, use and interest of the street.

e) Provides open space areas by way of an internal common area courtyard and-/-or private open space being an extension of the main living areas of individual apartments.

O.02 Encourage perimeter block development with a strong relationship between buildings and the streetscape, and providing a central common open space for the benefit of residents.

O.03 Ensure development fronting the public domain and foreshore provides a visual and physical connection to this area to improve surveillance and safety.

The Morton Street Precinct is split into three areas, as follows:

- Area 1 - Riverfront
- Area 2 - Morton Street – West
- Area 3 - Morton Street – East
- Area 4 - No. 2 Morton Street

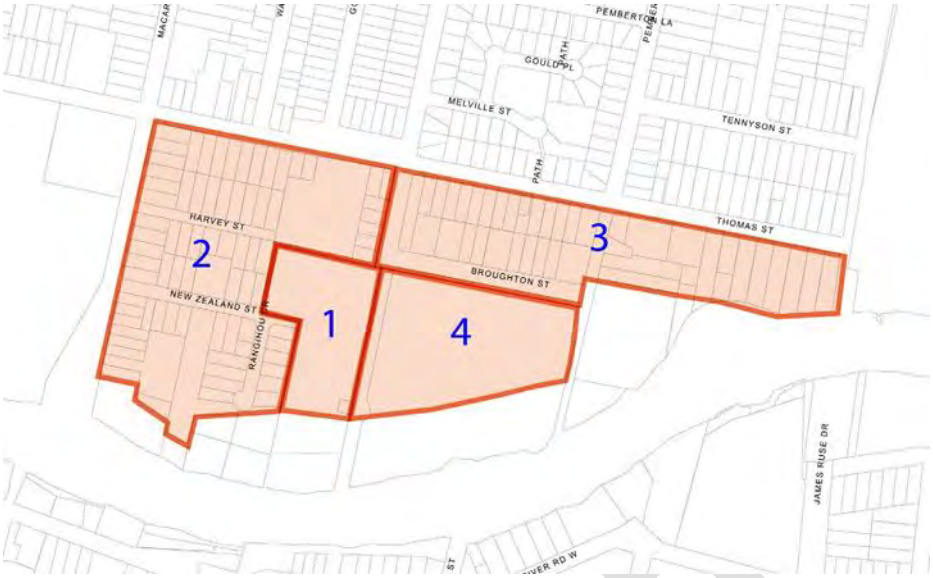


Figure 8.3.4.1.1 - Morton Street Areas

Areas 1 and 4 are to be developed as large single parcels, without further subdivision prior to their development, to ensure that development occurs in an integrated manner, resulting in perimeter style arrangement of buildings, defining the streets, facilitating the provision of communal open space and pedestrian connections.

Areas 2 and 3 shall also adopt a perimeter style of development but building typologies are likely to be more diverse with land along Thomas Street responding more closely to the suburban environment to the north and north-west towards Victoria Road. The areas are shown in Figure 8.3.4.1.1.

Controls

Indicative Building Envelopes

C.01 Development in Area 1 - Riverfront must be in accordance with the indicative building envelopes as shown in Figure 8.3.4.1.2.

C.02 Development in Areas 2 and 3 - Morton Street East and West must explore and assess the context of the site in relation to the indicative building envelopes, as shown in Figure 8.3.4.1.2. However, alternative design solutions to that of the indicative building envelopes may be acceptable in Areas 2 and 3 if it can be shown that the design will:

a) achieve a positive and cohesive relationship with other buildings;

b) achieve optimum solar access and overshadowing does not affect functional open space, or habitable rooms of adjoining development; and

c) respond to the principles embedded in the desired future character statement for Morton Street.

C.03 Development in Area 4 must be in accordance with the indicative building envelopes as shown in Figure 8.3.4.1.2. Development must provide an appropriate design response to the management of environmental and flood characteristics of the site.

Building Height

C.04 In Area 4, the Parramatta *LEP 2023* sets a maximum height limit of 40 metres (equal to 12 Storeys). However, the built form principles for the development will not result in 40 metre buildings being dispersed across the entire site. The site has the potential to be developed for mixed use and high-density development with the height of buildings ranging from 6-8 storeys with two tower elements of 10 and 12 storeys to achieve the desired future character.

Building Form

C.05 The built form controls correlate with the indicative building envelopes shown in Figure 8.3.4.1.2. The design of buildings must comply with the relevant standards for each building type.

C.06 Building typologies have been specified to ensure that new buildings are consistent with the orientation of streets. This will achieve a more orderly pattern of development that is distinguishable, reflects the level of density while maximising solar access and minimising overshadowing impacts to all forms of open space.

C.07 The different typologies respond to different street conditions, for example new development along Macarthur Street responds to its location as a gateway by encouraging strongly defined vertical elements with no upper level setbacks to mimic the prominence of buildings within the City Centre whereas in Morton Street, buildings are set back to encourage active street frontages.

C.08 Buildings should be designed to create streetscapes that are characterised by:

a) Clearly defined edges and corners, and

b) architectural treatments that are interesting and relate to the design and human scale of existing buildings.

C.09 Development is to establish a scale in the immediate vicinity of heritage items that does not overwhelm the item, and is sensitive to its curtilage and historic setting, and makes a transition to higher development in the precinct.

C.10 Opportunities for views to the City, northern escarpment and across the river are to be realised in the design of new buildings.

C.11 Buildings fronting the off-road pedestrian network are to be designed to provide for casual surveillance.

C.12 Building circulation cores are to be glazed with entrances-/-windows recessed into the structural form.

C.13 Balconies are to be a combination of projected and enclosed forms.

C.14 Buildings fronting the proposed public open space area along the riverfront are to be modulated to create interest as viewed from the river and foreshores.

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Figure 8.3.4.1.2 - Indicative Building Envelopes

Building Form Type A

Description

This building typology is formed with the view of creating activate street frontages with emphasis on setbacks that facilitate pedestrian interaction. The placement and design of buildings should ensure that there is a high degree of integration between buildings and the street through the use of substantial areas of door, window and display space at ground and possibly upper levels. Roof designs are to incorporate flat and mono-pitch roof lines with over-sailing eave lines and curved noses.

Table 8.3.4.1.1 - Controls for Form Type A

Control	Building Form Type A
Street Setbacks	3 metres from the property boundary, which is to be dedicated to Council for the purposes of the construction of a footpath.
Street Frontage Height	• 9 metres for a 4-storey building • 14 metres for a 6-storey building • 20 metres for a 8-storey building
Upper Level Setbacks	The two uppermost storeys of the building are to be setback 4 metres.
Depth of Building	Maximum of 18 metres.
Site Frontage	Minimum 24 metres in Areas 2 and 3.

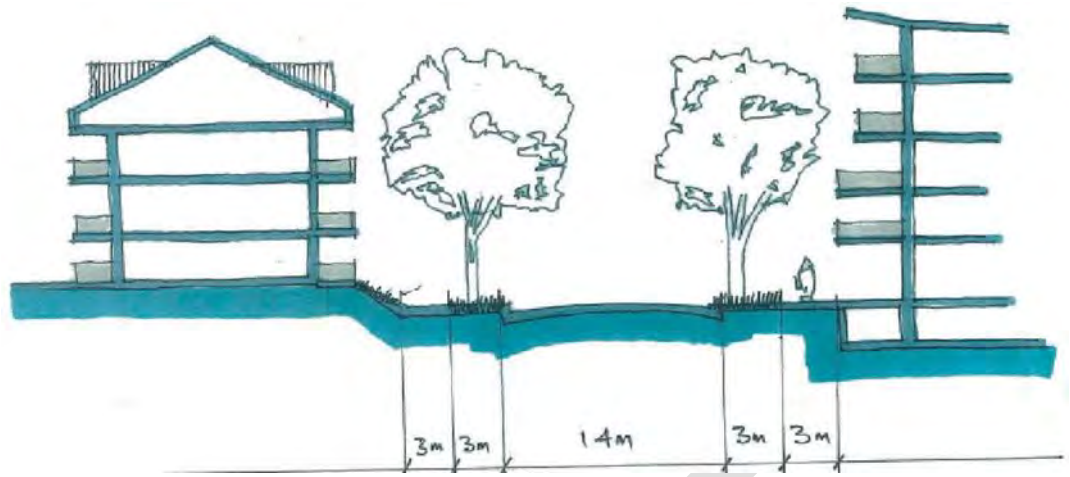


Figure 8.3.4.1.3 - Building Type A in Morton Street

Building Form Type B

Description

These building typologies are to have very strong vertical elements divided into units of equal proportion. There should be a variety of projected and recessed balconies. A small setback to the street is required to enable incorporation of small landscaped courtyards and to ensure a suburban character, with individual entries to dwellings. Gabled roofs are encouraged, with the potential for dormer windows and attic rooms. This will blend new development with the adjoining residential area.

Table 8.3.4.1.2 - Controls for Form Type B

Control	Building Form Type B
Street Setbacks	Minimum 4 metres and maximum of 6 metres from property boundary.
Street Frontage Heights	Frontage height is to be 11 metres for a 3 storey building and 14 metres for a 4 storey building.
Depth of Building	Minimum of 16 metres and maximum 18 metres.
Site Frontage	Minimum 24 metres in Areas 2 and 3.

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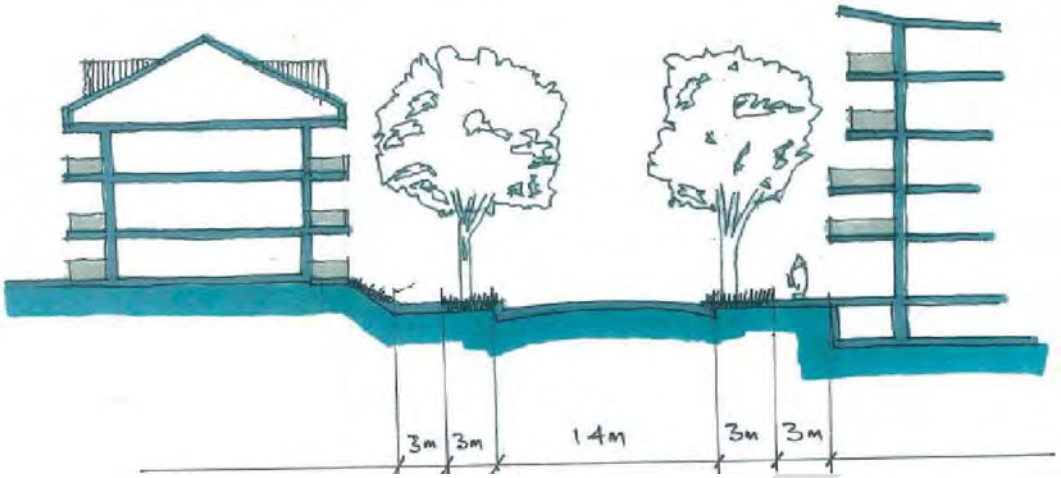


Figure 8.3.4.1.4 - Building Type A and B building as viewed from Broughton Street

Building Form Type C

Description

This building typology is to encourage a street edge pattern, a variety of roof forms to provide visual interest to the skyline and rear setbacks to preserve privacy. These buildings need to ensure the privacy and safety of ground floor units by stepping up the ground floor from the level of the footpath, including balustrades and establishing window sill heights to minimise site lines into apartments.

Table 8.3.4.1.3 - Controls for Form Type C

Control	Building Form Type C
Street Setbacks	3 metres from the property boundary.
Street Frontage Height	11 metres for a 3-storey building. 14 metres for a 4-storey building.
Rear Level Setbacks	The upper storey of the building is to be set back 4 metres.
Upper Level Setback	The two uppermost storeys of the building are to be setback 4 metres.
Depth of Building	Maximum of 18 metres.
Site Frontage	Minimum 24 metres in Area 2.

Building Form Type D

Description

The key element in this building typology is emphasis on the treatment of corners. Corner elements should portray a street theme and be unique in design. Each element should be tailored with prominent

entrances and windows as well as an opportunity for the integration of public art (particularly for land located within Areas 1 and 4). These spaces should act as core elements and rely on building materials that are contemporary and different from other elements within the overall building facade.

Table 8.3.4.1.4 - Controls for Form Type D

Control	Building Form Type D
Street Setbacks	3 metres from the property boundary.
Street Frontage Height	Maximum of 20 metres for an 8-storey building and 14 metres for a 6-storey building.
Upper Level Setbacks	The second and third storey of the building is to be set back 4 metres.
Depth of Building	Minimum 16 metres to a maximum of 18 metres.
Site Frontage	Minimum 24 metres within Area 2.

Type E – Tower Elements

Description

Towers should be architecturally integrated with the perimeter block architecture at the base, differentiated by a change in plane, material and/or fenestration. While setbacks are appropriate to create a building base vertical expression of the tower is encouraged. Towers should be designed to provide an interesting silhouette, profile and volumetric form on the skyline through variation of building material, building shape, plane and setbacks.

Table 8.3.4.1.5 - Controls for Form Type E

Control	Building Form Type E
Street Setbacks	4 metres from the property boundary
Street Frontage Height	28 metres for a ten storey building 34 metres for a twelve storey building
Upper Level Setbacks	Upper two storeys to be setback 4 metres on all sides
Depth of Building	Minimum 16 metres to a maximum 18 metres

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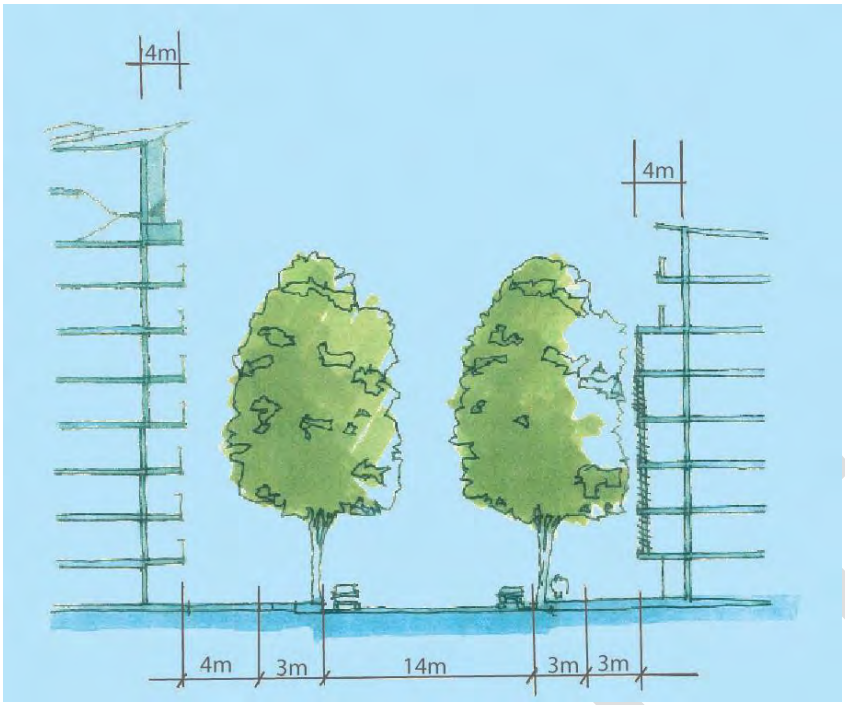


Figure 8.3.4.1.5 - Type E tower element building as viewed from Morton Street looking north



Figure 8.3.4.1.6 - Cross Section of development that has an interface with the riverfront.

Note the emphasis on creating an interesting roof from that can contribute to the visual interest of the building

Urban Design (Area 4 only)

C.15 Buildings should be designed to create streetscapes that are characterised by:

a) clearly defined edges and corners, and

b) architectural treatments that are interesting and relate to the design and human scale of existing buildings.

C.16 Opportunities for views to the City, northern escarpment and across the river are to be realised in the design of new buildings.

C.17 Buildings fronting the off-road pedestrian network are to be designed to provide for casual surveillance.

C.18 Building circulation cores are to be glazed with entrances ~~/~~ windows recessed into the structural form.

C.19 Buildings fronting the proposed public open space area along the riverfront are to be modulated to create interest as viewed from the river and foreshores.

C.20 Where development is proposed that requires the management of flood impacts, the following urban design considerations apply:

a) Where a building is raised, the design of the building is to facilitate an address and connection to the foreshore.

b) Mixed Use development is encouraged at the western end of the river foreshore interface and design techniques are to facilitate connectivity and an outlook between the river foreshore and the development. Consideration should include the use of outdoor terraces, stairs and boardwalks as a means of creating connectivity and surveillance.

Development within the ~~B4~~ MU1 Mixed Use Zone (Area 4 only)

C.21 Entrances to buildings are to be clearly defined and well lit.

C.22 Active frontages are required at the ground level within the MU1 Mixed Use zone.

C.23 Buildings are to be designed to have flexible ground floor uses to accommodate a diversity of living arrangements and potential future commercial uses.

C.24 Development should provide secure access to the residential component of mixed use development, separate from access to any commercial development, such that there is a clear sense of building address for residents and their visitors.

C.25 For mixed use development, special consideration must be given to noise attenuation measures, privacy issues, parking and vehicular access arrangements including the location and design of vehicular access points to be integrated into the building design and to reduce pedestrian and vehicular conflict.

C.26 Vehicular crossings are to be minimised to reduce disruption of pedestrian flow and safety.

Landscaping and Deep Soil

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C.27 Street trees are to be provided on all new streets to Council's specifications.

C.28 Landscaping is to increase safety and security, and the perception of safety and security, with clear sight lines and minimal opportunities for concealment.

C.29 Landscaping is to retain mature stands of trees (eg. large eucalypts on the Council site) where these contribute to area character and a canopied skyline.

C.30 New development is required to provide a landscaped quality to front gardens and setbacks. Landscaping should reinforce the public realm without secluding and hiding areas where surveillance is limited.

a) In the ~~B4~~ MU1 Mixed Use zone, the rear setback is to be a deep soil landscaped zone.

b) No car parking areas will be permitted in areas designated as landscaped areas.

c) In the ~~B4~~ MU1 Mixed Use zone not less than 40% of the site is to be landscaped.

NOTE: Landscaped area in the ~~B4~~ MU1 Mixed Use zone may include roof gardens with dimensions greater than 2 metres x 4 metres.

C.31 For land within Area 1, perimeter-style development is to define the streets and facilitate the provision of largely communal open space. This communal open space should enhance the quality of the built environment by providing opportunities for landscaping in a parkland setting as well as provide a visual and active focus for the new residential community created through this the development. All communal open space areas are to accommodate appropriate facilities such as picnic and barbecue areas, children's play areas and grassed areas for passive recreational use. Consideration should be given to the provision of a community building with recreational facilities such as a swimming pool, gymnasium and functional space to allow for resident meetings.

C.32 Where balconies are enclosed, consideration should be given to installing planting beds within the building for the purposes of deep soil planting. These planting beds will not becounted as landscape area.

Traffic, Access and Parking

C.33 All car parking to be provided at basement level.

C.34 Pedestrian and vehicle conflict are to be minimised with limited vehicle crossings to the public domain.

C.35 Provide new vehicular links within the precinct as shown in Figure 8.3.4.1.7.

C.36 The width of the road reserve of Morton Street south of Broughton Street is to be increased to be consistent with its width north of Broughton Street.

C.37 Create a foreshore street~~-~~/-loop road to provide new development on the foreshore with a sense of address, to ensure new buildings are focused on the river and to increase the safety of the area.

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Figure 8.3.4.1.7 - Pedestrian and vehicle connections

Public Domain

C.38 A sequence of foreshore open spaces of different size, shape and character is to be provided to contribute to a rich and varied promenade experience that draws people along the waterfront.

C.39 The promenade is to be enhanced with generous pedestrian and cycle ways, an integrated suite of urban elements (lighting, seating, signage), and planting.

C.40 Two major open spaces are to be provided: a park area; and a more structured area incorporating active recreation including for children and young people.

C.41 A new foreshore park-/-plaza area is to be provided focused at the termination of Morton Street and linked to the foreshore promenade.

C.42 Large Australian native signature trees are to be planted along the foreshore, to make a transition to urban scale buildings of 4-5 storeys.

C.43 Pedestrian connections between the public open spaces on the northern and southern banks of the river are to be considered.

C.44 Consideration is to be given to ways in which to improve visual-/-physical connections to the foreshore. This approach would need to be explored in partnership with the relevant State authorities.

C.45 A new link between the University of Western Sydney and the existing foreshore multi purpose path is to be created.

C.46 Establish Morton Street as a major north-south street, terminating in an attractive, interesting and inviting public space at the river foreshore.

C.47 New pedestrian and road connections are shown in Figure 8.3.4.1.7.

C.48 The following specifications apply to road reserves within the precinct:

a) Morton Street

- Road reserve: 20 metres (widened from 16 metres south of Broughton Street).
- Carriageway 14 metres. Verge between 3, with grassed edge to street, 3 metre wide footpath.

b) Extension to New Zealand Street

- Road reserve: 17 metres
- Carriageway: 12 metres
- Verge: 1 metre with grass edge to street and 1.5 metre footpath

c) Proposed Foreshore Road

- Road reserve: 15 metres
- Carriageway 10 metres
- Verge: 3 metre footpath and 2 metre grass verge with street trees on north side.
- Footpaths to be extended to 4 metres where Type E buildings (Tower elements) are proposed.

C.49 Where a development provides for dedication of land to Council for the purposes of providing public access and the construction of the access way (as shown in Figure 8.3.4.1.7, Council may consider increasing the maximum floor space ratio. As a guide, the maximum floor space ratio may be increased by the equivalent area represented by 50% of the land area to be dedicated to Council for the public access. The site area may include the area of land to be dedicated to Council for the purpose of the floor space ratio calculation. The proposed variation to floor space is to be addressed under Clause 4.6 'Exception to development standards' in the Parramatta *LEP 2023*.

NOTE: All new road extensions as described in Figure 8.3.4.1.7 are to be constructed to public road standard and dedicated to Council.

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8.3.5 EAST RYDALMERE



Figure 8.3.5.1 – (East) Rydalmere Precinct Map

8.3.5.1 DESIRED FUTURE CHARACTER

A mix of residential, retail and business development in the precinct encourage a mix of housing types including residential flat buildings, multi dwelling housing and shop top housing. Retail and business uses are concentrated around the intersection of Pine Street and Park Road, and on the south eastern corner of Victoria and Park Roads. New residential development are concentrated in close proximity to existing transport services on Victoria and Park Roads and Rydalmere Ferry Wharf.

New development are required to have regard to sensitive environmental areas and heritage items, and to consider noise impacts from Victoria Road and adjacent industrial development. Developments provide passive surveillance to existing public open spaces including public reserves and pedestrian laneways. Where sites directly adjoin existing creek corridors new development retain and/or enhance the indigenous vegetation corridor.

Objectives

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

O.01 Ensure that redevelopment south of Victoria Road will occur on regular shaped development sites.

O.02 Encourage retail and business activity at the intersection of Park Road and Pine Street.

O.03 Ensure that new residential development is suitably treated to reduce noise impacts associated with Victoria Road and surrounding industrial uses.

O.04 Ensure that new development adjacent to existing creeks and waterways retains and enhances the indigenous vegetation corridor.

Controls

Pedestrian Connections and Laneways

C.01 New pedestrian connections and laneways should be provided in accordance with Figure 8.3.5.1.1. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with C.02 below.

C.02 Where a development provides for dedication of land to Council for the purposes of providing public access and the construction of the access way, Council may consider increasing the maximum floor space ratio. As a guide, the maximum floor space ratio may be increased by the equivalent area represented by 50% of the land area to be dedicated to Council for the public access. The site area may include the area of land to be dedicated to Council for the purpose of the floor space ratio calculation. The proposed variation to floor space is to be addressed under Clause 4.6 'Exception to development standards' in the *Parramatta LEP 2023*.

C.03 New pedestrian links are to improve through block connections and access to existing public open spaces, and are to have a minimum width of 3 metres being consistent in width for its full length.

C.04 Existing pedestrian connections are to be retained and enhanced.

Setbacks

C.05 Building setbacks are to be in accordance with Figure 8.3.5.1.1, and any additional controls set out below.

C.06 Development in the ~~B1 Neighbourhood Centre~~E1 Local Centre zone should have a nil side setback where it will not have a detrimental impact upon adjoining development, to achieve a continuous street edge.

C.07 Development at the intersection of Park and Victoria Roads is to provide splay corners to the satisfaction of Council/TfNSW.

Land Amalgamation

C.08 Land amalgamation is to result in regular shaped development sites throughout the precinct, particularly within the R4 High Density Residential south of Victoria Road. Examples of preferred amalgamation patterns are shown in Figure 8.3.5.1.2.



Figure 8.3.5.1.1 – Building Setbacks and Pedestrian Links



Figure 8.3.5.1.2 – Preferred amalgamation patterns

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8.3.6 ERMINGTON NAVAL STORES– WATERFRONT AND SILVERWATER ROAD

8.3.6.1 DESIRED FUTURE CHARACTER

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

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

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

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

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

The location of buildings within the lots frame views between the lots to the foreshore. Basement levels between buildings on Lots 301 to 302 and Lots 303 to 304 are designed to ensure that visual connections between the buildings to the foreshore are maintained. The orientation and layout of future development activate pedestrian edges to the foreshore, and street frontages, as well as maximise opportunities for passive surveillance.

Building height step down from north to south with all buildings adjacent to the foreshore having a 4 storey scale and fifth floor setback from the foreshore, to ensure that the built form is responsive to the amenity of the foreshore and its existing and potential future context. Building articulation and modulation ensures that buildings suitably address both the street frontages and the Parramatta River.

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

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

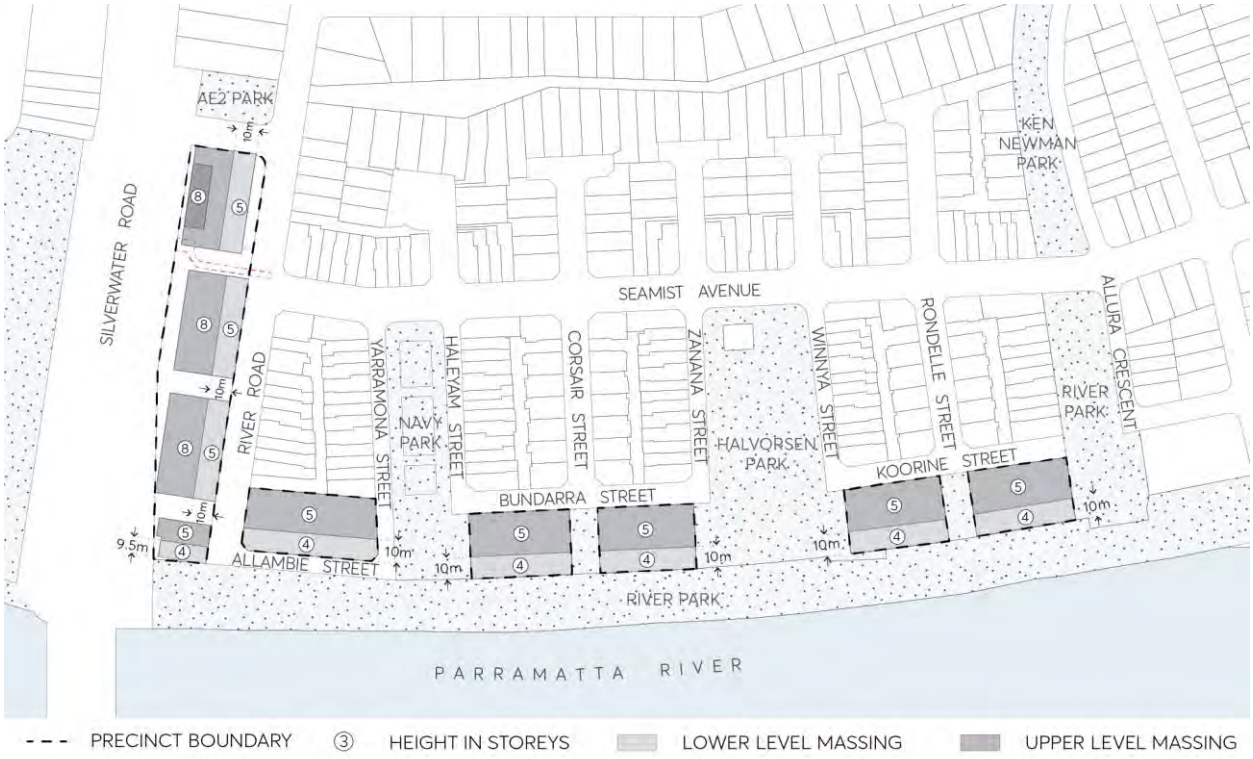


Figure 8.3.6.1 – Site Plan

Objectives

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

O.01 Ensure that new development:

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

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

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

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

e) is capable of providing the necessary quantum of vistor parking for Lots 301 to 306 within the collective basement levels of the development, rather than on street, as a result of allowing basement levels between Lots 301 to 302 and Lots 303 to 304.

f) promotes a scale and density of planting that softens the visual impact of buildings.

O.02 Development must comply with the controls and principles set out in Parts 2, 3, 4 and 5 of this DCP.

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Controls

Building Heights

C.01 Future built form must provide high--quality design solution and comply with the building height controls shown in Figure 8.3.6.

C.02 Height of new buildings is to ensure positive and cohesive relationships with other buildings both on the site and off the site and are to respond to the desired scale and character of the local area.

Building Setbacks

C.03 The setback of the fifth storey from the southern boundary must be 10 metres for Lots 301 to 305 and 9.5 metres for Lot 306 as shown in Figure 8.3.6.1.

C.04 The set back of the storeys above the fifth storey for Lot 306 must be 10 metres from the eastern face of the buildings adjacent to River Road as shown in Figure 8.3.6.1.

Landscaped Area and Deep Soil

C.05 Landscaped area and deep soil provisions of Part 2 of this DCP apply to the Ermington Naval Stores Precinct - Waterfront and Silverwater Road. The following controls, however, apply to this Precinct:

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

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

c) A minimum soil depth of 600mm – 1,000mm is to be provided to a minimum of 50% of the pockets parks between Lots 301 to 302 and also 303 to 304.

Car Parking

C.06 Council may support basement car parking under the pocket parks between Lots 301 to 302 and Lots 303 to 304 subject to Council's satisfaction of the following matters: ongoing operation; traffic and access; legal and property arrangements; flood mitigation; and landscaping and deep soil provision.

C.07 The minimum visitor car parking requirements of Part 6 – Traffic and Transport of the Parramatta DCP 2023~~X~~ do not apply to the Ermington Naval Stores Precinct - Waterfront and Silverwater Road.

C.08 Notwithstanding C.08 above, where basement levels extend under the pockets parks between Lots 301 to 302 and 303 to 304, visitor parking should be provided for all lots within the Ermington Naval Stores Precinct - Waterfront and Silverwater Road at a minimum rate of 0.25 visitor spaces per dwelling.

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8.3.7 DUNDAS

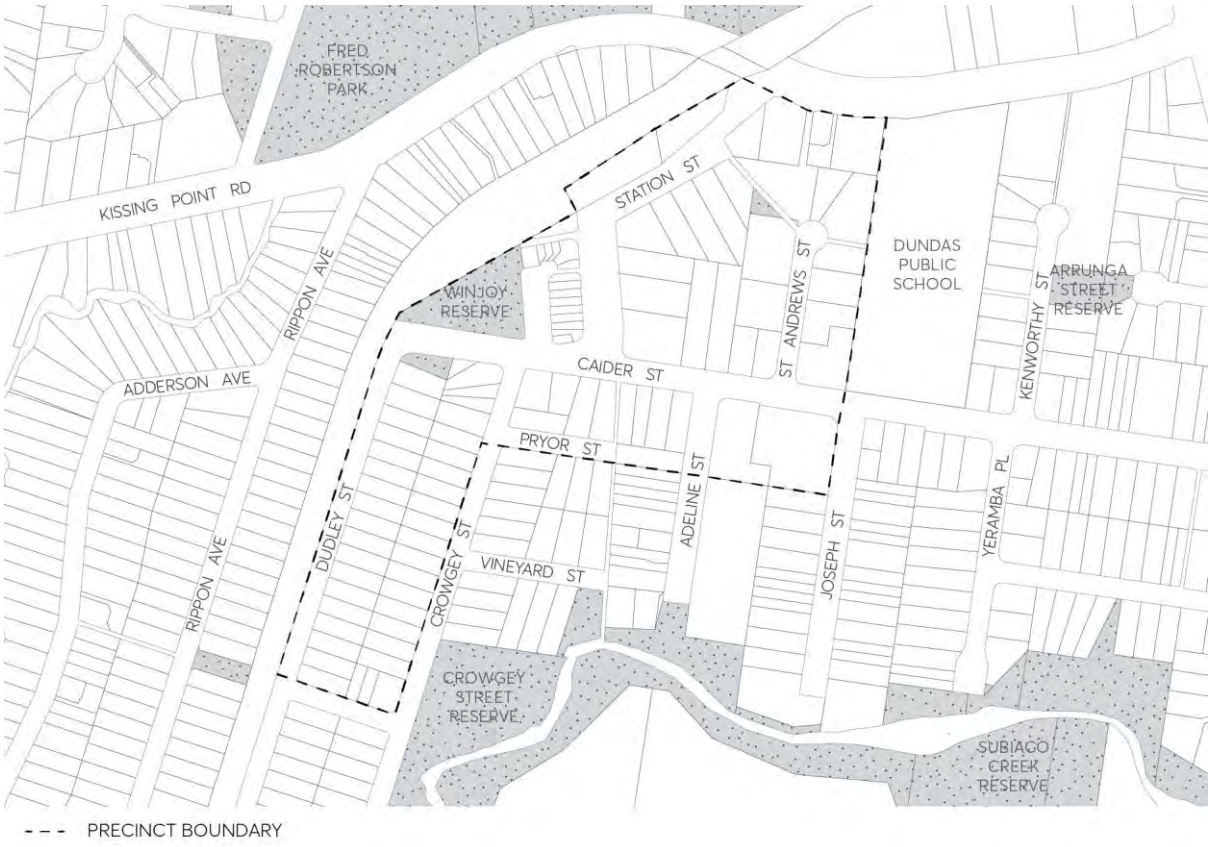


Figure 8.3.7.1 - Dundas Precinct Map

8.3.7.1 DESIRED FUTURE CHARACTER

Residential density in the Dundas Precinct is concentrated close to the existing shops, train station and school. A mix of housing, including residential flat buildings, multi dwelling housing and detached housing occur within the precinct.

Opportunities for redevelopment of the existing shops provide better orientation and address to the adjoining park (Winjoy Reserve), providing improved safety and surveillance. Development also maintains an address to Station Street as the primary frontage.

Objectives

O.01 Ensure that new development provides a strong interface to existing parks, the railway station and surrounding streets.

O.02 Ensure that new development adjacent to Winjoy Reserve provides opportunities to activate the public open space.

Controls

Pedestrian Connections and Laneways

C.01 New pedestrian connections and laneways should be provided in accordance with Figure 8.2.7.1.1. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with C.02 below.

C.02 Where a development provides for dedication of land to Council for the purposes of providing public access and the construction of the access way, Council may consider increasing the maximum floor space ratio. As a guide, the maximum floor space ratio may be increased by the equivalent area represented by 50% of the land area to be dedicated to Council for the public access. The site area may include the area of land to be dedicated to Council for the purpose of the floor space ratio calculation. The proposed variation to floor space is to be addressed under Clause 4.6 'Exception to development standards' in the *Parramatta LEP 2023*.

C.03 A new shared vehicular and pedestrian laneway adjoining Winjoy Reserve should be provided over the ~~B1 Neighbourhood Centre~~E1 Local Centre zone to ensure a formal relationship between the public open space and the adjoining retail shops. New development addressing the laneway will activate the park edge.

C.04 The shared vehicular and pedestrian lane fronting Winjoy Reserve is to have a minimum width of 4 metres to allow for one-way vehicular movements and shared pedestrian access.

C.05 New pedestrian links are to improve through block connections and permeability and are to have a minimum width of 3 metres, being consistent in width for its full length.

C.06 Existing pedestrian connections are to be retained and enhanced.

Setbacks

C.07 Building setbacks are to be in accordance with Figure 8.2.7.1.1, and any additional controls set out below:

a) The nil setback in the ~~B1 Neighbourhood Centre~~E1 Local Centre z~~Z~~one applies to the first 3 storeys of development. Additional storeys shall be setback a minimum of 3 metres from the boundary as shown in Figure 8.2.7.1.2.

Balconies may encroach the upper level setback area as shown on Figure 8.2.7.1.2 as follows:

- An unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.
- Balconies may extend 1 metre into the setback area for the upper 2 storeys.

b) The setback shown on the western side of the ~~B1 Neighbourhood Centre~~E1 Local Centre z~~Z~~one is to the desired laneway rather than the park edge.

C.08 Where a nil front setback is shown on Figure 8.2.7.1.1 in the ~~B1 Neighbourhood Centre~~E1 Local Centre z~~Z~~one, development should have a nil side setback where it will not have a detrimental impact upon adjoining development, to achieve a continuous street edge.

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Figure 8.2.7.1.1 – Setbacks, pedestrian links and laneways

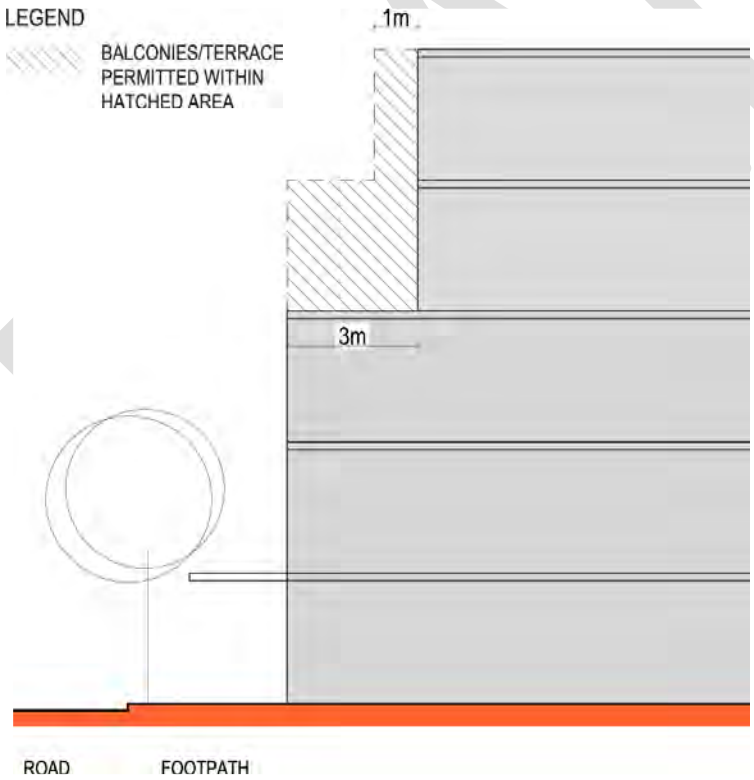


Figure 8.2.7.1.2 - Upper Level Setbacks and balcony locations

8.3.8 COLLET PARK (NORTH PARRAMATTA)

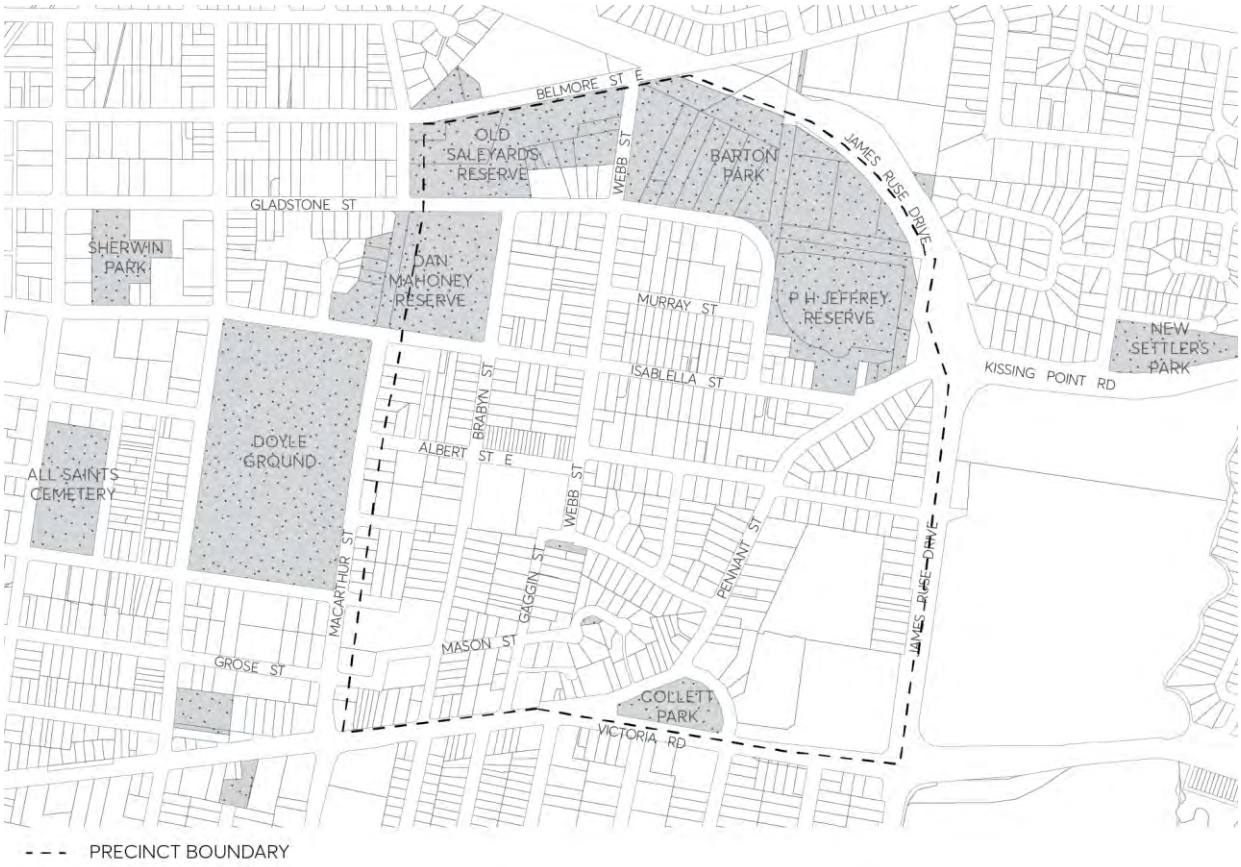


Figure 8.3.8.1 – Collet Park Precinct (North Parramatta) Map

8.3.8.1 DESIRED FUTURE CHARACTER

The Collett Park Precinct increases opportunities for new housing focused around retail shops, community facilities, local primary school, university and public open space. New residential development are in the form of residential flat building, multi dwelling housing. and shop top housing. Some higher buildings are located along Victoria Road and Pennant Street. Building heights are predominantly low in scale, responding to existing development.

Better pedestrian connections are created by requiring new links, and pedestrian safety is enhanced by designing buildings that have natural surveillance of pathways, laneways, parks, open space corridors or other elements of the public domain.

Street trees and the surrounding open space network contribute significantly to the character of the neighbourhood, including the row of large trees on the western side of Webb Street opposite the school. This character is reinforced and enhanced in new developments with landscaped settings.

Objectives

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

O.01 Provide for high and medium density housing development that responds to existing development.

O.02 Provide improved pedestrian links throughout the precinct, particularly to and from the primary school, university and public open spaces.

Controls

C.01 New pedestrian connections and laneways should be provided in accordance with Figure 8.3.8.1.1. Where a development provides for desired public access connections, a variation to Council's floor space ratio control can be sought in accordance with C.02 below.

C.02 Where a development provides for dedication of land to Council for the purposes of providing public access and the construction of the access way, Council may consider increasing the maximum floor space ratio. As a guide, the maximum floor space ratio may be increased by the equivalent area represented by 50% of the land area to be dedicated to Council for the public access. The site area may include the area of land to be dedicated to Council for the purpose of the floor space ratio calculation. The proposed variation to floor space is to be addressed under Clause 4.6 'Exception to development standards' in the *Parramatta LEP 2023*.

C.03 New pedestrian links are to improve through block connections and permeability of the precinct. Particularly better connectivity is to be provided to the existing university, primary school and public open spaces.

C.04 New pedestrian links are to have a minimum width of 3 metres, being consistent in width for its full length.

C.05 Existing pedestrian connections are to be retained and enhanced.

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Figure 8.3.8.1.1 – Pedestrian Links

8.3.9 HUNTERFORD ESTATE, OATLANDS



Figure 8.3.9.1 – Hunterford Estate Oatlands

Controls

Streetscape and character

C.01 The design of buildings should reflect and complement the streetscape and avoid monotonous or symmetrical design.

C.02 Development should contribute to an attractive residential environment with clear character and identity.

C.03 Variation in the location and height of buildings along streets through varied building setbacks and heights.

C.04 Other quantitative controls relating to streetscape are those established by this plan relating to landscaping, height and building setbacks.

Building platform and views

C.05 The site layout should take into account the views available from the southeast corner of the site.

C.06 Dwelling orientation should take advantage of views.

C.07 Building form and design should where possible allow for view sharing.

Building setbacks

Front

C.08 The minimum front setback shall be 7.5 metres from the adjusted boundary following excision of the land required by the TfNSW, for all buildings fronting Pennant Hills Road, providing noise attenuation measures are put in place to reduce traffic noise in accordance with EPA Standards for the future inhabitants of the development. A 3 metre setback shall be provided for all other roads in the development. If a stacked car parking space is required to meet the car parking requirements the setback to the garage is to a minimum of 5.5 metres.

Side and Rear Setbacks

C.09 The minimum setback shall be 4.5 metres to the boundary of an existing adjoining property for one storey developments, and 6 metres to the boundary of an adjoining property for two storey developments, except for that part of the site that adjoins properties Lot 9-13 in DP 229301 Regency Court where the minimum setback shall be 8.5 metres. Zero setbacks are permissible as part of the small lot housing development.

C.10 Residential flat buildings should have a minimum side setback of 3 metres and should have due regard for overlooking and overshadowing of adjacent dwellings within the integrated scheme. The side setback will be increased to reduce any impact of overlooking and overshadowing on adjacent dwellings within the small lot housing scheme.

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C.11 Where front verandahs or patios are provided, they may project forward of the building line to within 2 metres of the front property boundary.

C.12 With respect to roads and adjoining properties, up to 25% variation in setback may be considered where there will be no detrimental impact on the streetscape and there is no significant overlooking or overshadowing of adjoining properties.

Landscaping and open space

Trees and other plantings should be used to achieve an improved level of privacy between units while allowing casual surveillance for safety.

C.13 High--quality landscape design which includes significant tree planting, well defined entrances, play areas and kerbside planting are considered important elements for the creation of a good urban setting for urban housing, and should be encouraged.

C.14 Landscaping design should incorporate species indigenous to the area and those which will not cause damage to adjacent buildings or driveways.

C.15 Fencing in or adjacent to communal open space areas is to be minimised. Where provided, such fencing is to be of a height, design and construction which reflects the landscape character of the site.

Reference should be made to the relevant category of development listed below.

For all dwellings (except residential flat buildings) with a site density of 40 dwellings per ha or less.

a) The minimum private open space area required is 20% of the site area, with a minimum dimension of 3 metres.

b) The private open space should have a maximum gradient of 1 in 10 metres.

c) Screening (minimum 1.8 metres) should be provided where necessary to ensure privacy to users of the open space.

For all dwellings (except residential flat buildings) with a site density more than 40 dwellings per ha.

a) Dwellings should be provided with a total minimum area of 35m^2 (minimum 20% of the site area for site densities greater than 60 dwellings per ha), with a minimum dimension of 2.5 metres.

b) The private open space should have a maximum gradient of 1 in 10 metres.

c) One part of the private open space should comprise an area of 16m^2, with a minimum dimension of 4 metres and which is directly accessible from a living area of the dwelling.

d) Screening (minimum 1.8 metres) should be provided where necessary

Dwelling design and construction

C.16 Pitched roofs are the preferred choice of roof form for the development, particularly for dwellings adjoining the existing residential area.

C.17 Dwellings should be orientated to maximise solar access and enjoy views.

Privacy

C.18 Outlooks from windows of habitable rooms, balconies, terraces and the like should be obscured or screened where a direct view is available into the principal area of private open space of an existing dwelling.

C.19 If screening is used, the view of the area overlooked must be restricted within 9 metres and beyond a 45° angle from the plane of the wall containing the opening, measured from a height of 1.7 metres above floor level.

C.20 No screening is required where windows are in non-habitable rooms. Windows in bathrooms, toilets, laundries and storage rooms which have a direct view into adjoining properties should have either translucent glazing or sill heights of at least 1.7 metres.

C.21 Building designs which mirror the reverse on adjoining lots, so that windows are directly opposite each other, should be avoided.

C.22 Any dwellings located close to Pennant Hills Road or affected by traffic noise from Pennant Hills Road are to comply with the criteria for road and traffic noise contained in the *NSW Road Noise Policy 2011*, prepared by the Environmental Protection Agency.

C.23 Achievement of LA10 (20 minute) noise level or less than 50d BA in habitable rooms with windows and doors 'normally' open (i.e. at least 50 % of the flow area of the room), and less than 50d BA with the windows closed.

C.24 An acceptable acoustic environment can be achieved within noise sensitive rooms and also at outdoor recreation space by means of correct building orientation and height, appropriate internal layout and increase in the mass of the external facade.

C.25 Wherever possible, bedrooms of one dwelling should not share walls with living rooms or garages of adjacent dwellings.

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8.4 SPECIAL CHARACTER AREAS

Special Character Areas are well defined precincts that have been identified as having a special character and level of residential amenity that should be preserved. Thesey ~~were generally built~~areas have developed over a ~~relatively~~ short period ~~of time~~ and ~~have~~ retained a consistency of design, materials, and scale. Special Character Areas can be attributed to built form and also to subdivision pattern.

This Part of this DCP is to be read in conjunction with other Parts of the Parramatta DCP 2023~~X~~ and the *Parramatta Local Environmental Plan (LEP) 2023*. If there is any inconsistency between this Part of this DCP and other ~~p~~Parts of the Parramatta DCP 2023~~X~~, this ~~s~~Section of this DCP will prevail.

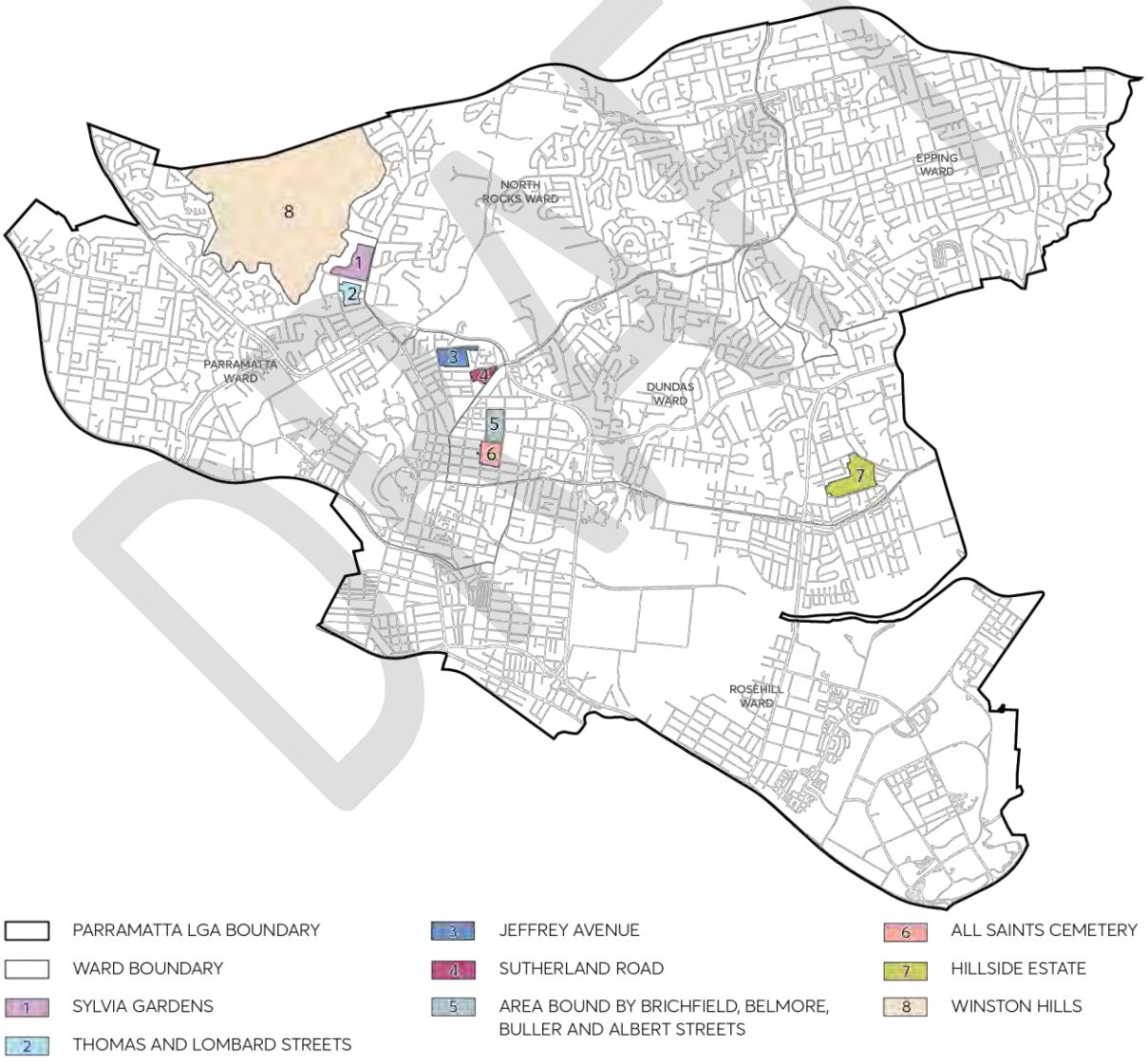


Figure 8.4.1 – Special Character Areas

Objectives

O.01 Ensure development within each Special Character Area is compatible with the identified character and reinforces the special attributes and qualities of the area.

O.02 Ensure development maintains the level of residential amenity currently enjoyed and positively contributes to the distinctive characteristics of each area.

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8.4.1 SYLVIA GARDENS



Figure 8.4.1.1 – Sylvia Gardens, Northmead

8.4.1.1 DISTINCTIVE CHARACTER STATEMENT

This area was once part of the Oakes Estate. It was quarried by the Moxham family under lease from before 1887 and was known as the Whitehaven Quarry. W. D. Moxham's deceased estate passed to his trustees in October 1935 and the Whitehaven Quarry was subdivided and offered for sale privately by the Sylvia Gardens Estate Ltd in June and December 1937. The width of allotments was subsequently increased, without altering the road layout, in keeping with the prevailing standards of the 1940s.

The importance of the area lies in its high-quality private subdivision that incorporated the latest design principles to create an attractive residential area. With two exceptions, the buildings are modest cottages, typical of the era of post-war shortages in building materials.

8.4.1.2 DISTINCTIVE CHARACTERISTICS

- Designed around the quarry, evidence of which survives in the rock faces of the internal reserve
- Setting, around quarry with views to bushland reserve beyond
- Similarity in the age of houses - 1940s along windsor road, mostly 1950s - 60s in otherstreets

- Uniformity of scale, size and materials of houses - single storey, tiled roofs, walls of brick, fibro or timber, some of which is a recladding of the original fibro house
- Wider gap on one side of each house to allow rear garden car access to garage in back garden
- Low fences, which give views of each garden

Objective

O.01 Ensuring that development is consistent with the existing character of the area. The main elements of that character are the modest scale and character of the houses, and the associated parkland.

Controls

Development consistent with the existing character of the area:

C.01 Second storey additions, designed to protect neighbours' amenity and to fit in with the design of the original house.

C.02 Additions in lighter weight materials than those of the house are preferred.

C.03 Rear garden placement of garages and carports.

C.04 Recladding of fibro houses in similar light weight materials is preferred. However, bagged or rendered brick cladding using colours to blend with existing housing is also acceptable.

Development not consistent with the existing character of the area:

C.05 Garage or carport to the front or side of house or blocking driveway space to back garden.

C.06 Roof cladding other than terracotta tiles.

C.07 Fences higher than 1.2 metres.

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8.4.2 THOMAS AND LOMBARD STREETS



Figure 8.4.2.1 – Thomas and Lombard Streets, Northmead

8.4.2.1 DISTINCTIVE CHARACTER STATEMENT

This area contains a reasonably intact group of detached cottages and houses from the early twentieth century, illustrating the development history of the locality and creating a residential precinct with a distinctive character. Timber cottages were erected from about 1912 onwards in Lombard Street, and most of the houses in this street date from prior to 1920. There are some houses of a slightly later era, and some modern development. All of the older houses are of timber and/or fibro construction.

The houses in Thomas Street are on land which was originally owned by the Moxham family, and subdivided in 1915. A few cottages were erected in the years immediately following subdivision, but most of the houses in the street were built in a surge of development that occurred in the mid 1920's. Older houses in Thomas Street are mostly of timber and/or fibro construction but also of brick. There is also some modern development.

8.4.2.2 DISTINCTIVE CHARACTERISTICS

- Land rises from Old Windsor Road and then falls gently towards Kleins Road
- All older houses are single storey, detached dwellings, with similar setbacks, giving a generally consistent character and rhythm to the streetscape

- Most older houses are asymmetrical, gable-fronted with hipped roofs. All older houses have a verandah of some sort, with differing design and detailing
- Timber and/or fibro construction is typical, with some houses of 'face' brick construction in Thomas Street
- Timber double hung sash windows on earlier houses, timber casements on some later houses, awnings over windows common on earlier houses
- Car accommodation generally at rear of property
- Low, open fencing, and a predominance of soft landscaping in front gardens
- More fences of timber paling construction than any other type

Objective

O.01 Ensure that development is consistent with the existing character of the area. The main elements of that character are the consistency of scale, siting and design of most of the older houses, and the existing landscaping features, including fencing.

Controls

Development consistent with the existing character of the area:

C.01 Additions and/or dual occupancy development at the rear of older houses, as long as there is minimum impact on the character of the existing house and the streetscape.

C.02 Single storey only is preferred. Additional accommodation may be provided at a second level, provided that it is substantially or entirely contained within the roof space. In any case, the roof line of any new addition should be no higher than the ridge height of the existing house.

C.03 Lightweight construction (e.g. timber, fibro-cement) should be used for additions, except for brick houses, where brick may be used.

C.04 Garages or carports in rear gardens.

C.05 Open carports beside the house, preferably at least 2 m back from the front wall.

C.06 Replacement of roofs with historically appropriate materials; generally corrugated steel, possibly tiles depending on era of house.

C.07 Low, open fencing, no higher than 900mm. A preference for timber paling construction, but other materials and designs such as link-mesh, timber 'post-and- rail', or brick may be considered where it is appropriate in relation to a particular house.

Development not consistent with the existing character of the area:

C.08 Demolition of older houses, other than in exceptional circumstances.

C.09 Recladding of timber-/-fibro houses in anything other than similar materials and profiles.

C.10 Painting, rendering or re-skinning of brick houses.

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C.11 Any fence higher than 900mm.

C.12 Landscaping in front yards which results in a predominance of paved surfaces over soft landscaping.

8.4.3 JEFFERY AVENUE



Figure 8.4.3.1 - Jeffery Avenue, North Parramatta

8.4.3.1 DISTINCTIVE CHARACTER STATEMENT

This land is one of the first areas in the vicinity of Parramatta to be totally designed and constructed by the Housing Commission, which resumed the land on 25 July 1947. It was surveyed in 1948 and the subdivision was drawn up by Parramatta surveyor H.C. de Low for the Housing Commission. The road layout is curvilinear in the manner typical of the post-war era. The streets are named after Parramatta aldermen and mayors.

The area was developed with detached dwellings, mostly in brick with some fibro-cement with brick bases. It has a high standard of amenity, and with good management, will become more special as time goes by. The present residents stand to gain most from this special care.

8.4.3.2 DISTINCTIVE CHARACTERISTICS

- Curvilinear road layout typical of the 1940s and 50s
- Consistency in the scale, siting and design of houses with only minor obvious changes
- Detached houses - two or three bays wide, with a projecting bay, often including the porch with wrought iron railing
- Houses in brown, mottled brick or fibro-cement with brick base; low hipped roofs in terracotta or cement tiles, some with gabled ends clad in white painted weatherboards
- Double hung sash windows with timber frames
- Grassed front gardens merging with verge, some front boundaries defined by planting and a few low brick walls
- Wire or paling fences separating the front and rear gardens
- Narrow grassed verge without footpaths
- Street tree planting of bottle brushes, in recent decades
- Mature trees in gardens and streets

Controls

Development consistent with the existing character of the area:

C.01 Additions at the rear of houses designed to have minimum impact on the façade and roof of the house, using similar materials, such as bricks matching original bricks.

C.02 Additions that protect the views and amenity of neighbouring properties.

C.03 Garages or carports in rear gardens.

C.04 Carports beside the house at least 3 metre back from the front wall.

C.05 Wire fences no higher than 1 metre.

Development not consistent with the existing character of the area:

C.06 Painting, rendering or re-skinning of brick houses or the brick base of houses.

C.07 Painting, rendering or demolition of brick fences.

C.08 Front fences other than low walls marking the boundary.

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8.4.4 SUTHERLAND ROAD



Figure 8.4.4.1 - Sutherland Road, North Parramatta

8.4.4.1 DISTINCTIVE CHARACTER STATEMENT

This area was auctioned as the Parramatta Heights Estate on 2 May 1925, by real estate agents, Peach Brothers. Construction of housing commenced in the 1930's. In May 1939 the area was covered by a residential district proclamation that required the external walls of houses to be of brick construction.

This is a high--quality residential area at the edge of the nineteenth century development of Parramatta. Its value as a residential area, and an important part of the history of Parramatta, will become more obvious as time goes by and development of this period becomes more widely appreciated.

8.4.4.2 DISTINCTIVE CHARACTERISTICS

- Undulating terrain
- Streets and some houses with views and glimpses of parramatta to the south
- Includes a small park enclosed by houses, with laneway access from pennant hills road and sutherland road

- Houses date from the late 1920s to the 1950s; mostly single storey brick, with marseilles- tiled roofs including some distinctive skillion-roofed houses; a few original two-storey houses
- Consistency in the siting, scale, and character of houses
- Face brick
- Roads have grass verges, without footpaths, but with continuous street tree planting forming an avenue
- Low brick fences
- Gardens with open lawns and feature planting including mature trees and views
- Several large eucalypts in front and rear gardens add interest to the street scene

Controls

Development consistent with the existing character of the area:

C.02 Additions in brick matching the house, designed to minimise impacts on the original character of the house, and to protect the views and amenity of neighbouring properties.

C.03 Rear garden placement of garages and carports.

C.04 High fences only in Pennant Hills Road, behind the original fences.

C.05 Recladding of roofs in similar materials.

C.06 Additions should be designed to retain the original façade and to minimise impacts on it.

C.07 Impacts on the amenity and views of adjoining properties should be minimised.

Development not consistent with the existing character of the area:

C.08 Major changes to the façade that alter its architectural character.

C.09 Garage or carport beside the house and which block driveway space to back garden.

C.10 Recladding, painting or rendering of exterior walls of brick houses and brick fences.

C.11 Demolition of low brick fences.

C.12 Fences higher than 1 metre.

C.13 Buildings other than garages or other utility buildings within 6 metres of the rear of properties adjoining the park.

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8.4.5 AREA BOUNDED BY BRICKFIELD, BELMORE, BULLER AND ALBERT STREETS



Figure 8.4.5.1 - Area bounded by Brickfield, Belmore, Buller and Albert Streets North Parramatta

8.4.5.1 DISTINCTIVE CHARACTER STATEMENT

The area bounded by Brickfield, Belmore, Buller and Albert Streets, North Parramatta should reflect the sensitivity of this area due to the impact of residential flat development and the close proximity to Doyle Ground. Nearby lower density residential areas, the style and character of primarily traditional housing, including heritage items, in the general locality strengthen the character of the area.

Objectives

O.01 A consistent building line in order to provide an appropriate and attractive built edge to the street.

O.02 Housing form that incorporates themes from the traditional housing style of the locality, (ie. closely spaced cottages, semi-detached houses and terraces), particularly when viewed from Doyle Ground.

Controls

C.01 The front setback is to be a maximum of 5 metres and a minimum of 3 metre consistent with the prevailing setbacks in the immediate locality.

C.02 Development should have the appearance of terrace-style housing in order to reflect the character of the traditional housing in the vicinity.

C.03 In Buller Street, opposite Doyle Ground, the terrace form of housing should provide a sense of address of the dwellings to the street and to Doyle Ground, particularly on the ground floor. In this area it is also desirable that car parking be situated at the rear of the site and accessed via a 4 metres wide rear lane.

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8.4.6 ALL SAINTS CEMETERY



Figure 8.4.6.1 – All Saints Cemetery, North Parramatta

8.4.6.1 DISTINCTIVE CHARACTER STATEMENT

This subdivision, with its characteristic late nineteenth century subdivision pattern of narrow lots and back lanes for night soil disposal, is remarkably different from all other subdivisions in the area. This subdivision is almost completely intact and contains most of its original houses, built gradually from the later part of the nineteenth century to the 1930s.

Later twentieth century development around the cemetery has continued the low scale residential character of the earlier Short Street development, although with wider allotments and greater garden space between houses. The result today is a remarkably intact single storey residential enclosure of an early Parramatta burial ground which, with the landscape of the cemetery itself, provides a very special rural/residential precinct near the heart of a large city.

8.4.6.2 DISTINCTIVE CHARACTERISTICS

- Gently sloping land, falling from a small but prominent knoll in the north-east corner down to the creeks beyond the southern and western boundaries of the precinct

- The quiet residential character of the precinct is provided by its enclosure/framing by individual, low-scale residential buildings and their gardens and trees, and its border on three sides by residential roads
- Buildings address the cemetery and provide a sense of enclosure
- Low-scale development around the perimeter of the cemetery: a consistency in the character of the buildings, particularly in their single storey scale and limited range of building materials
- The nineteenth century subdivision and development pattern along Short and Buller Streets, which strengthens the character of the precinct
- The landscape of the cemetery itself is rural in character, most of it an open area with mown grasses, remnant native vegetation and little evidence of deliberate plantings except around parts of the perimeter
- The historic relationship between the cemetery, its church (All Saints) and rectory (Endrim, 54 Sorrell Street) remain, and can be observed, particularly from the north-east corner of cemetery
- Remnant sandstone walls and gateway stands along the Fennell Street alignment and an almost continuous sandstone kerb and gutter down Short Street are able to be observed

Objectives

O.01 Retention and reinforcement of all attributes that contribute to the heritage significance of the cemetery and its setting.

O.02 A transition zone between the higher density development on land west of Brickfield Street and the open space of the cemetery through dense but low-scale residential development, similar in character to the early development in Short Street.

O.03 Maintenance of the rural village character and quiet residential amenity of the precinct.

O.04 Retention of the existing consistency in the scale and building materials in the precinct.

O.05 Maintenance of the special character of this area and the marked difference between it and the adjoining higher density zones.

Controls

Subdivision Pattern

C.01 Maintain all the evidence of the nineteenth century subdivision and development pattern along Short Street and Buller Streets.

C.02 Maintain the subdivision and development pattern for the three houses adjoining the cemetery fronting Albert Street, and the space and mature tree plantings this allows between buildings and the cemetery.

C.03 Amalgamation of allotments facing Short, Buller or Albert Streets, or construction across allotment boundaries on these streets is to be avoided, so as to retain the existing subdivision pattern.

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C.04 Maintain the subdivision and development pattern for the houses facing Fennell Street and the space this allows for mature tree planting and landscaping.

C.05 Encourage resubdivision and amalgamation along Brickfield Street to provide new development having the appearance of separate houses, such as town houses, facing the cemetery.

C.06 Subdivision of No 16 Short Street is permitted, in order to provide one allotment only beside the house at No 18.

C.07 Resubdivision of allotments fronting Brickfield Street is permitted, but only where the subdivision runs parallel to the east/west boundary line.

Existing Buildings and Structures

C.08 Keep all buildings and other structures that individually and together contribute to an understanding of the history and character of this precinct.

C.09 Keep all stone kerbs and gutters in Short Street.

C.10 Retain all metal and concrete fences on the northern boundary of the cemetery.

C.11 Avoid adding vehicle crossings over sandstone kerb and gutter in Short Street; allow rear lane access only.

C.12 Buildings to primary street frontage should face directly towards the cemetery.

Garages

C.13 Ensure new garaging and carparking do not intrude upon the existing character of the precinct, in particular by maintaining uncluttered space between building line and front fence as an important part of the character of the precinct.

C.14 Maintain the fence line of Short and Buller Streets unaffected by driveway openings.

C.15 Driveways are not to continue over the footpath space.

C.16 Avoid establishing new driveways, garages or carports with access to Short Street or Buller Street; lane access only is to be used.

C.17 Avoid basement communal car parking that opens directly onto the street.

C.18 Garages and carports are to be located at least 1 metre behind the front wall of a residential building and sited in an unobtrusive manner.

C.19 Driveways should be made of concrete, bitumen, gravel, dark bricks or other unobtrusive materials and should not continue over the footpath space; wheel tracks with a central grass/planting strip are preferred to fully paved driveway space.

Fences

C.20 Maintain the character of the area, where houses face and enclose the cemetery over low fences.

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C.21 Maintain existing street amenity and safety by the continued use of light weight front fences which allow each garden to be viewed from the street, and allow each house to view the street and cemetery.

C.22 Keep rear boundary fence at Nos 41, 43 and 45 Albert Street.

C.23 Consider using square topped picket fences painted in light colours, eventually for all properties facing the cemetery, to reinforce a cohesive sense of enclosure.

C.24 Fence openings in excess of 3 metre width are to be avoided.

Short and Buller Streets

C.25 Maintain visual importance of existing historic buildings and other structures.

C.26 Keep the consistency of siting, scale, shape and materials in new work and in extensions to existing buildings so that it does not detract from historic buildings in the precinct, or from the street's visual cohesiveness and amenity.

C.27 For extensions to existing buildings,

ii) use linked pavilions under separate roof, or skillion extensions to back of house

iii) iuse same material as the existing house, or lighter weight materials, such as painted timber, fibro, iron or imitation timber cladding

iv) avoid additions to the front or side of house and extra rooms above the existing main

v) body of house requiring alteration of existing roof shape

vi) windows or skylights facing Short Street are not desirable

C.28 For new buildings facing these streets:

i) keep front setbacks to match those of adjoining early houses, free of structures or paving

ii) restrict building height to a single storey to match the scale of existing historic buildings

iii) establish roofs with a form and pitch similar to neighbouring buildings; rooms in the roof may be considered, but with no windows (such as dormer windows) facing Short or Buller Streets

iv) use consistent building materials - face or common bricks or painted timber, with tile or corrugated iron roofs. Back rooms may be built in lighter weight materials, such as fibro, imitation timber cladding or corrugated iron

v) encourage reinstatement of sandstone kerbs and gutters where lost to vehicular driveways - car access to be provided from rear lane

vi) new buildings should not be constructed side boundary to side boundary

vii) avoid use of plastered or painted brickwork, or hearted, speckled, multicoloured or textured bricks in light colours

viii)imitation slate or obtrusively coloured roof cladding is not desirable

ix) attached dual occupancy should be avoided, except where it can be accommodated as a modest addition at the rear of the house and within garden space requirements

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C.29 For dual occupancy facing rear lane at 13A, 25 and 29 Buller Street:

i) detached dual occupancy to be built facing the rear lane, but only where it strictly complies with:

- minimum 3 metre total side boundary setbacks, either divided along both sides of the new building or along one side boundary only. The side setback area, if 3 metre or more and fully landscaped, can be included in the garden space calculations
- new building to be setback 1 metre from existing lane alignment. Except for driveway areathe setback area is to be fully landscaped
- garaging for one car only
- 3 metre maximum width for driveway access to rear lane
- maximum wall height for new building of 5.7 metres
- roof pitch similar to neighbouring buildings
- building materials of either unpainted or unplastered face bricks or commons, or of
- painted timber or other light weight materials, such as imitation timber cladding and fibro
- light weight roofing materials, such as corrugated iron or colourbond

Brickfield Street

C.30 New buildings are to reinforce low scale, village-like enclosure of cemetery.

C.31 Development is to be townhouse or similar development that is of a scale similar to existing development around the cemetery, which appears like separate houses and reflects pattern and shape of houses in Short Street.

C.32 The street edge should remain largely unencumbered with driveway access points.

C.33 Minimum front setback of 2 metres, but only where development strictly complies with the requirements of this plan; any other form of development will require a 12 metre setback.

C.34 Construction to side boundaries is allowed, providing that sufficient light and air can be obtained through front and back walls

C.35 Garages and carports must be established at the rear of the property with access from side streets and should not be visible from the street (Amalgamation might be necessary to achieve this. Where redevelopment of allotments without access to side streets is prohibited by earlier development of adjoining allotments, car access from Brickfield Street can be allowed but only where it is obtained using an existing street crossing).

C.36 3 metre maximum width for car access driveway.

C.37 Re-establish sharp profile kerb and gutters to replace driveways where possible.

C.38 Walls should be of unpainted face bricks or commons, tiled or corrugated iron roofs.

C.39 Buildings should address Brickfield Street.

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C.40 Balconies should not protrude beyond the wall of a building, except in the case of verandahs, which are permitted at ground level.

C.41 Light-painted or plastered walls or hearted, speckled, multicoloured or textured bricks in light colours are not appropriate.

C.42 Imitation slate or obtrusively coloured roofing materials are not appropriate.

New buildings facing Fennell Street

C.43 Development is to reinforce low scale, village-like enclosure of cemetery.

C.44 Development should be consistent with the prevailing scale of existing development around the cemetery, but should maintain the character of freestanding buildings on individual lots of land, separated from each other and from the street by side and front garden space.

C.45 Combined side setbacks for each allotment to be no less than 5 metres, which, apart from access drive, is to be landscaped with trees, garden and lawn.

C.46 Maximum 3 metre width for driveway and vehicular entrance.

C.47 Buildings are to address Fennell Street.

C.48 Garaging must be a single car garage and must not be visible from the street.

New buildings facing Albert Street

C.49 Retain the space between and behind buildings so that the existing character of trees and open gardens on the crest of hill can be maintained as the northern backdrop to cemetery.

C.50 Maintain the existing character of development, of freestanding houses on individual allotments separated by garden space and landscaping.

C.51 6 metre minimum front setback; area to be landscaped with trees, garden and lawn.

C.52 Combined side setbacks for each allotment to be no less than 8 metres, which, apart from access drive, is to be landscaped with trees, garden and lawn.

C.53 Maximum 3 metre width for driveway and entrance.

C.54 Maximum two driveways per existing allotment.

C.55 Sufficient space in the back garden to allow for the growth and maintenance of large mature trees.

C.56 Buildings must address Albert Street.

C.57 Garaging must a single car garage and must not be visible from the street.

C.58 Side and front setbacks must not contain structures or paving, other than a single-width driveway.

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8.4.7 HILLSIDE ESTATE

8.4.7.1 DISTINCTIVE CHARACTER STATEMENT

This land was acquired by the firm of John Bridge Ltd who engaged land surveyors Lockie, Gannon, Worley and Campbell to design this subdivision, with its distinctive curvilinear layout. The Housing Commission acquired the estate in 1945. The estate with a variety of double-fronted and triple-fronted single storey brick houses with hipped or gabled roofs. The majority of houses have light tan or brown mottled bricks. Some houses have common bricks or mottled cream bricks, some of which have been painted or rendered. Some houses have been divided into two single person units for older people with minor changes to insert a second front door with a protective brick screen, while maintaining the architectural character of the building.

The allotments originally had low arris rail fences painted white. Most properties have no front fences while a few properties have low, open metal fences. The open space and pathway/drainage system has been grassed but remains open with few plantings.

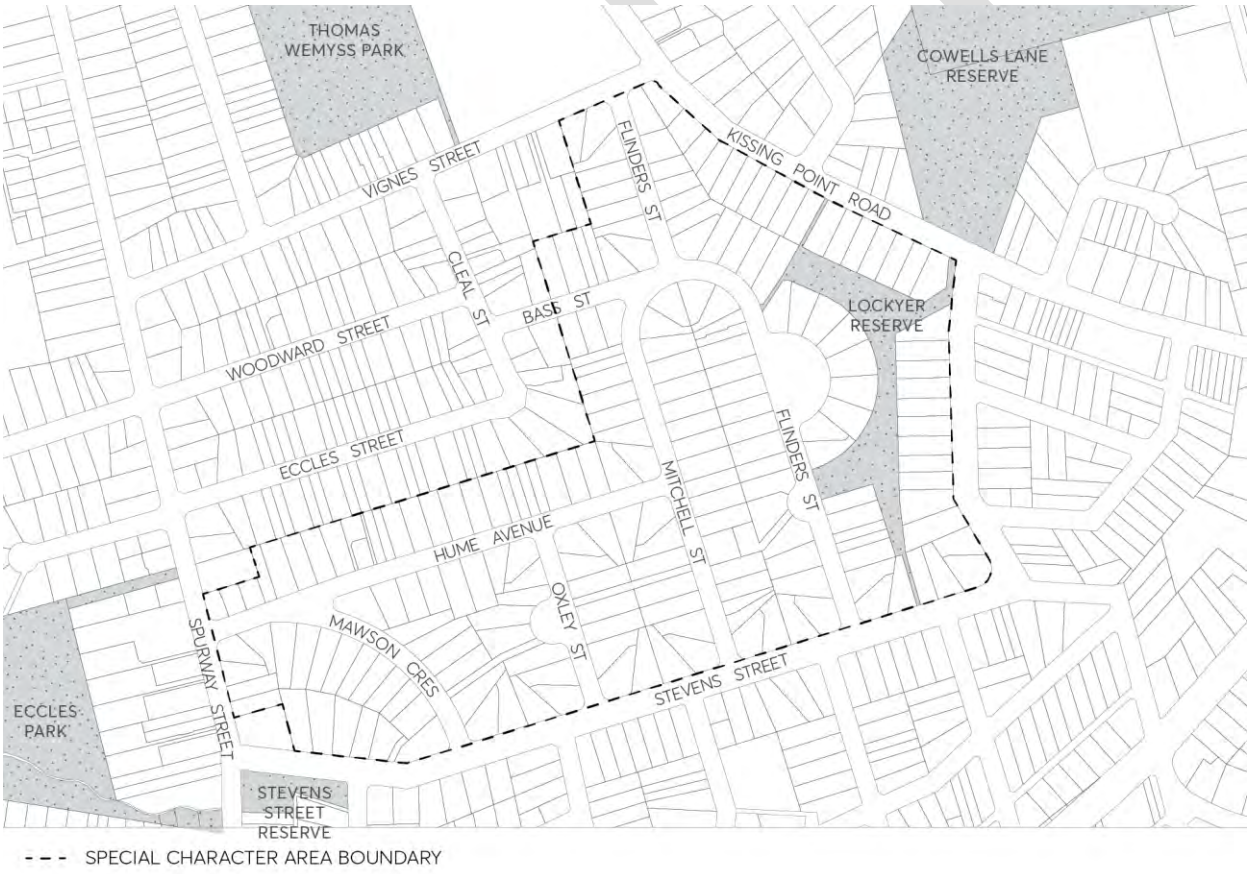


Figure 8.4.7.1 – Hillside Estate, Ermington

8.4.7.2 DISTINCTIVE CHARACTERISTICS

The natural slope of the land (to the south and east) and the absence of major changes, give the area a distinctive character. Other characteristics include;

- straight and curvilinear pattern of roads, named after Australian explorers
- combined open space and drainage and walkway system
- siting and design of houses, with a variety of high--quality face bricks - mostly mottled in tan and brown, with a few cream mottled bricks, painted brick work or rendered brick work
- wide setbacks from side boundaries with space for trees and driveways to rear garages
- open front gardens, without front fences, which merge with the wide grass verges
- mature trees and shrubs from the early decades of development
- views from the street and houses to the south and east

Objectives

O.01 To keep the character of this area and its houses, especially when viewed from the streets.

O.02 To keep the character of the houses including their open front gardens, the practice of siting carports at the rear or side of houses, with garages at the rear, is encouraged.

O.03 To facilitate improvements and additions that are consistent with the architectural character of the area.

O.04 Maintain and improve residential amenity.

O.05 Maintain and improve open space areas.

Controls

Landform/Natural Characteristics

C.01 Maintain the shape of the natural landform and avoid high retaining walls and changes of land produced by cut and fill.

Subdivision Pattern

C.02 Maintain the existing subdivision pattern of roads, allotments, open space drainage and access and avoid amalgamation of allotments and subdivision across the allotment.

Existing Buildings

C.03 Maintain existing buildings and their architectural character that individually or together contribute to an understanding of the history and character of the area and the original character of the front of the house.

C.04 The painting, rendering or re-skinning of brick work is to be avoided.

C.05 Extra rooms above the main body of the house which require alteration of the existing roof space are to be avoided unless rooms within the existing roof space can be created where they are ventilated by flat in plane skylights as opposed to new dormer windows.

Additions to Existing Dwellings

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C.06 Maintain the visual importance of the original houses by retaining existing face bricks and avoiding textured bricks in light colours.

C.07 Additions at the front or side of houses which reduce the setback from front and side boundaries are to be avoided.

C.08 Additions at the rear of an existing house which include rooms in the roof may be considered provided they do not change the architectural character of the house as viewed from the street.

C.09 Additions higher than the ridgeline of the existing house by more than 1 metre are to be avoided.

Garages and Carports

C.10 Maintain uncluttered space between building line and front boundary as an important part of street character.

C.11 Keep garages and carports as secondary utilitarian buildings.

C.12 Maintain the established pattern of one opening per allotment for single car access.

C.13 Carports can be constructed at the side or rear of the house, but no further forward than the adjoining wall of the house.

C.14 Driveways of concrete or other hard surfacing in excess of 2.6 metres in width are to be avoided. Wheel tracks with central grass/planting are preferred to fully paved driveway space are preferred.

C.15 Garages which compete with scale and architecture of the house are to be avoided.

Fences

C.16 Retain the open character of front gardens, without front fences and only consider reinstatement of low timber rail fences, which were original to some lots.

C.17 Timber paling fences to side and rear boundaries are preferred.

C.18 High privacy fences and metal cladding fences at side and rear boundaries are to be avoided.

C.19 Fences may be considered in Kissing Point Road provided they allow views into gardens and are made of materials such as timber and wire mesh that are suitable as a frame for plants.

Street Trees

C.20 Maintain existing street trees and consider additional street trees where there is no street tree planting.

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8.4.8 WINSTON HILLS

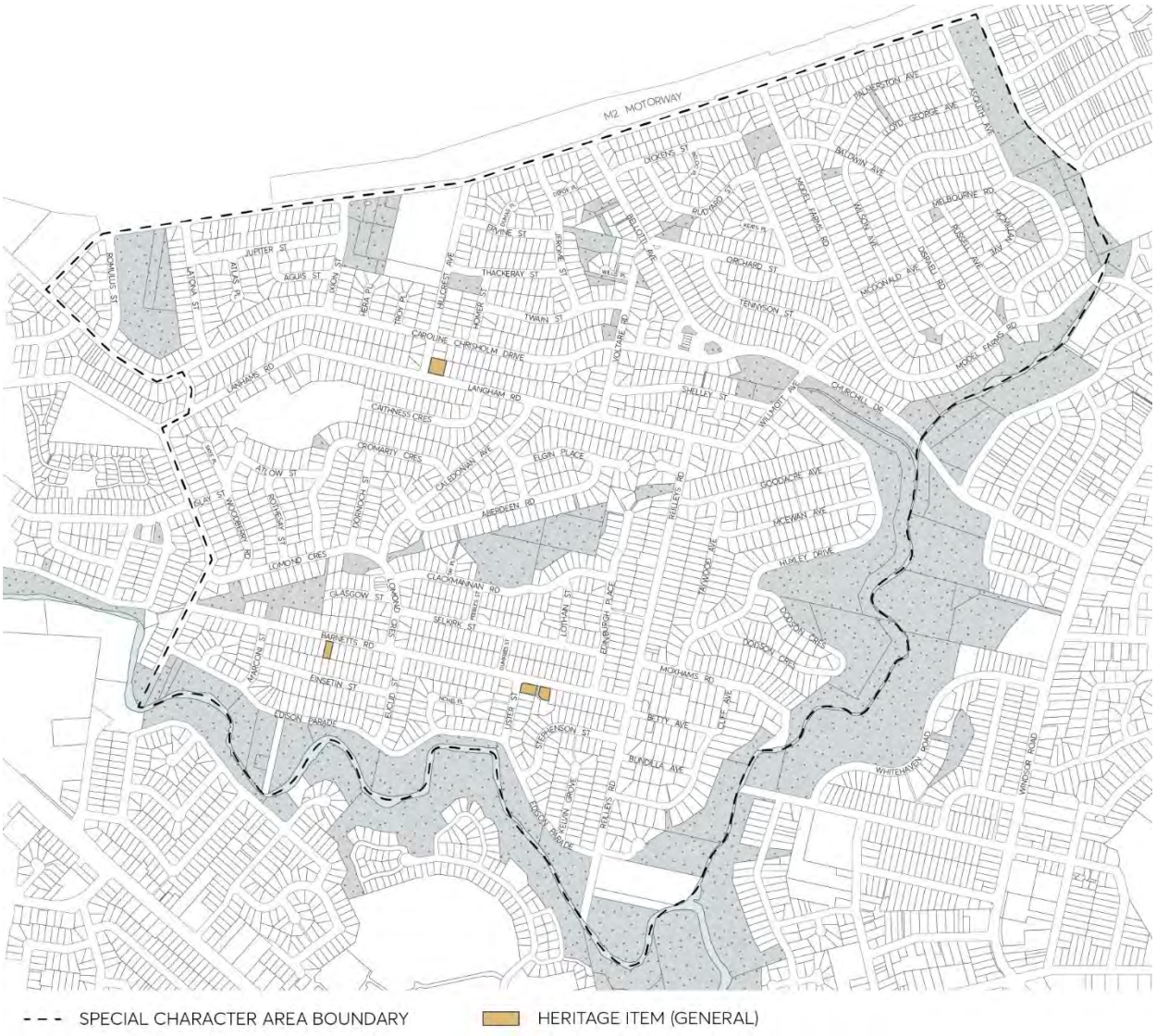


Figure 8.4.8.1 – Winston Hills

8.4.8.1 DISTINCTIVE CHARACTER STATEMENT

This large development was the most important subdivision of its time. The land was acquired by Hooker-Rex and developed as the Model Farm Estate; a complete neighbourhood development. It was one of the last releases of land zoned as Green Belt, providing one of the last greenfields development areas. A number of the original farmhouses remain, incorporated in the subdivision plan. It was opened in 1965 as Winston Hills. The subdivision plan is characterised by curvilinear street designs, gully parklands, wider and less deep allotments than traditional subdivision patterns. House construction is 'wide-fronted' with low, horizontal lines.

This appearance is created by a number of factors including the siting of houses across the allotments, garages integrated with the house, simple low-pitched roofs with ridges parallel to the street, overhanging eaves or verandahs, and window and door detailing. Most homes are of brick construction with tiled roofs. There is a mixture of single, split level and two-storey homes, and wall

finishes include face brick, painted brick and cement rendering. There are additions on some houses, in both brick and lightweight construction.

Controls

Additions to existing dwelling houses

C.01 Additions must be designed to protect the amenity of neighbours and generally compliment the architectural character of the original dwelling house.

C.02 Second storey additions to existing single storey dwelling houses should be positioned to the rear of the existing house where a consistent single storey scale is a predominant streetscape element.

New dwelling houses

C.03 New dwelling houses must be compatible with existing houses in the streetscape so that they do not dominate or stand out in marked contrast to existing dwellings.

C.04 Setbacks must be consistent with neighbouring buildings.

C.05 Dwelling houses should be 'wide-fronted' across the site. Overly complex roof forms should be avoided.

Development not consistent with the existing character of the area are:

- additions to the front of houses
- front fences
- loss of open character to front yards
- second storey additions that are not designed in a manner that minimises the visual impact on the predominant streetscape scale

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8.5 SPECIFIC SITES

This ~~s~~Section contains development controls for specific sites within ~~T~~the City, as identified in Figure 8.5.1 and Figure 8.5.2.

This Part of this DCP is to be read in conjunction with other Parts of the Parramatta DCP 202~~3X~~ and the *Parramatta Local Environmental Plan (LEP) 2023*. If there is any inconsistency between this Part of the DCP and other Parts of the Parramatta DCP 202~~3X~~, this ~~Part~~ Section of this ~~section~~ Part will prevail.

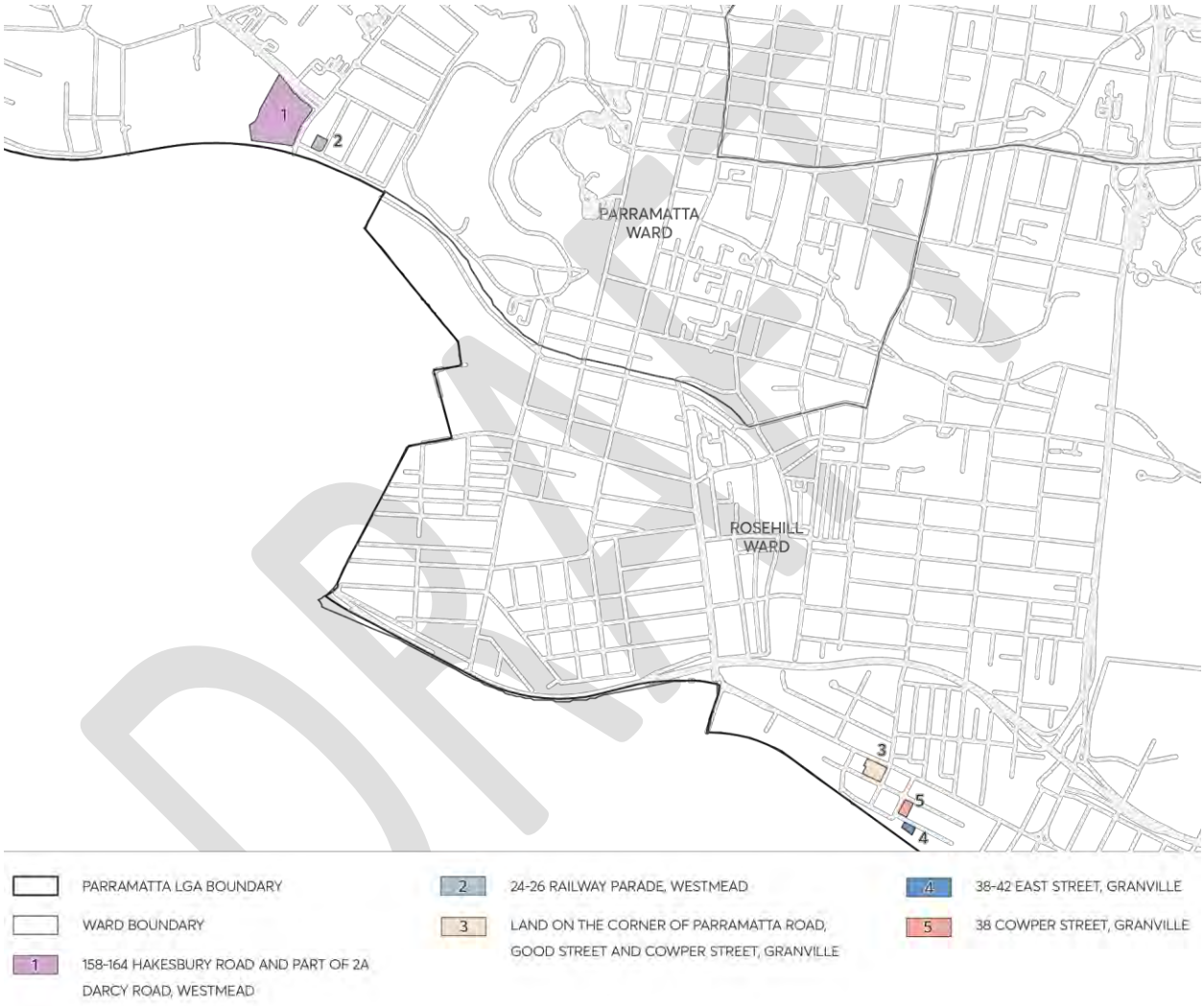


Figure 8.5.1 – Specific sites within the Parramatta Ward and Rosehill Ward

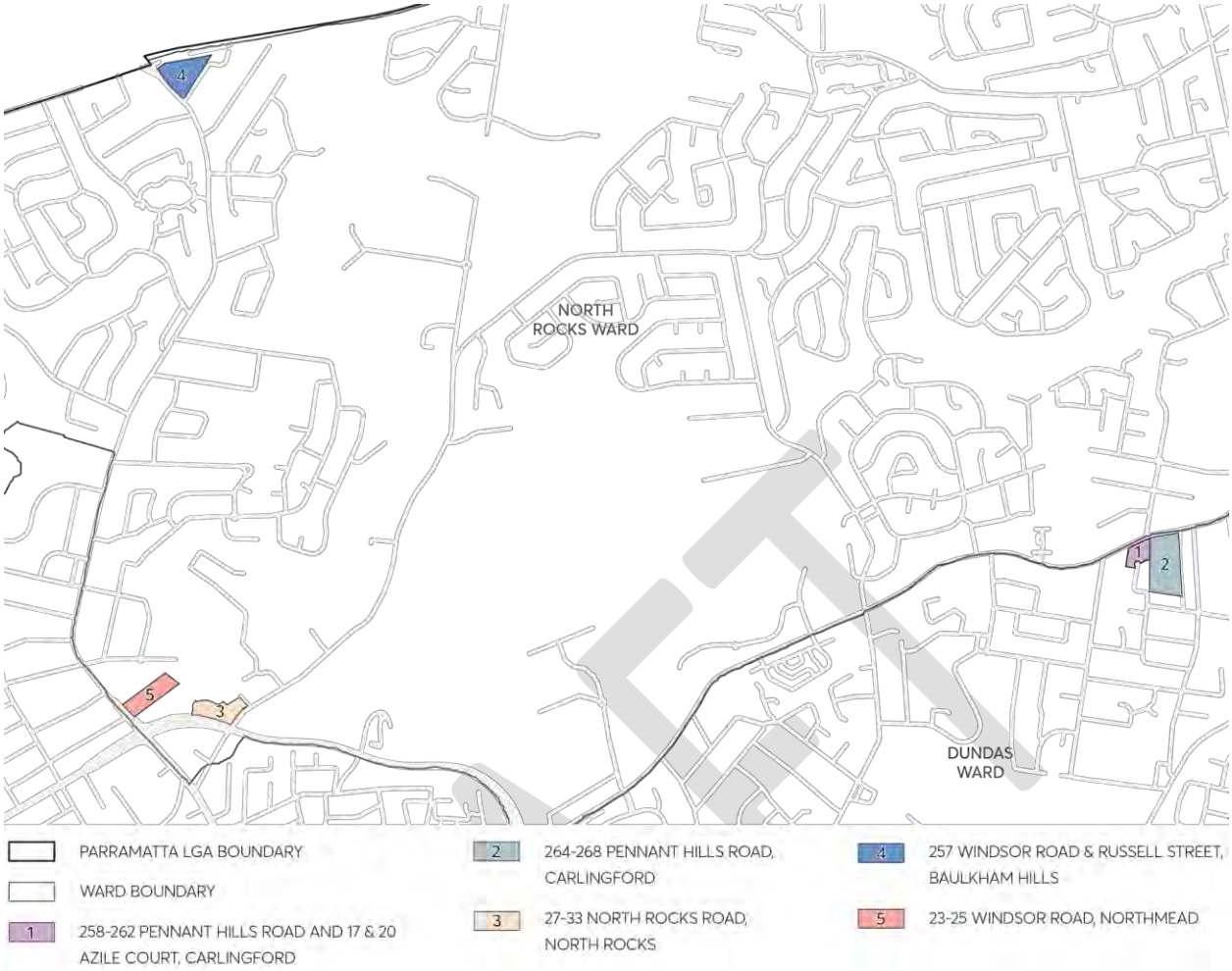


Figure 8.5.2 – Specific sites within the Dundas Ward and North Rocks Ward

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PARRAMATTA WARD

8.5.1 158-164 HAWKESBURY ROAD AND PART OF 2A DARCY ROAD, WESTMEAD

8.5.1.1 DESIRED FUTURE CHARACTER

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

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

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

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

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

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

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

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



Figure 8.5.1.1.1 –Land application map

Objectives

In addition to general objectives listed in Section 8.2.1 – Westmead Local Centre of this DCP, specific objectives for this special area are identified below.

O.01 Delivery of mixed use development that supports and meets the needs of the Westmead Precinct.

O.02 Ensure the built from features articulation and an attractive composition of building elements with a strong relationship between buildings and the streetscape.

O.03 Ensure the future built form is responsive to the existing siting, scale, form and character of heritage items.

O.04 Provide appropriate provision of and high--quality public domain elements, including internal streets, footpaths, open space and public square for the benefit of the existing and future community.

O.05 Ensure building height is distributed across the site having regard for orientation, overshadowing, heritage buildings and views/vistas.

O.06 Provide active ground floor uses along Hawkesbury Road and Darcy Road to increase the safety, use and interest of the street.

O.07 Provide a visual and physical connection throughout the site for a high level of surveillance and safety.

O.08 Accommodate generated traffic and the mitigation of traffic effects, and the promotion of public transport to the site.

Subdivision

O.09 Ensure subdivision of the site reflects the road and public domain layout and is sensitive to the location of heritage buildings.

Control

C.01 Any subdivision of the site should ensure that the following occurs:

- Subdivision should reflect the road and public domain layout in Figure 8.5.1.2.1.
- All heritage buildings are located within a single allotment (and single ownership), where possible. If heritage buildings are located on separate allotments then measures should be put in place to ensure that the former relationships between them are interpreted.
- Subdivision boundaries should not extend across the footprint of heritage buildings or separate significant plantings and landscape features.
- Subdivision boundaries should be located to retain as much as possible of the immediate setting of each of the heritage buildings in the same allotment as the building.

8.5.1.2 BUILDING FORM & MASSING

Objectives

O.01 Ensure that buildings are compatible with the desired future character of the area in terms of building bulk and scale as demonstrated in Figure 8.5.1.2.1 and 8.5.1.3.1.

O.02 Ensure that new buildings reflect and recognise the exiting and proposed street and infrastructure pattern.

O.03 Ensure that new development responds well to the topography of the land.

O.04 Ensure that new development is sympathetic to heritage items and surrounding properties.

O.05 Ensure that development does not unreasonably diminish sunlight to neighbouring properties and within the development site.

Controls

Building Height

C.01 High--quality urban built form should be provided for all buildings.

C.02 Variable building heights should be developed to ensure positive and cohesive relationships with other buildings both on the site and off the site.

C.03 Building heights should provide a transition in built form and land use intensity within the site.

C.04 Sunlight access should be provided to key areas of the public domain and further overshadowing of parks and community places are avoided or limited.

C.05 Development is to be designed and sited to minimise the extent of shadows that it casts on adjoining properties.

C.06 Development must have regard to the potential views/vistas from and to Parramatta Park.

C.07 The maximum height of development for the site is established by the *Parramatta LEP 2023*.

C.08 The site sections in Figure 8.5.1.5.2 to 8.5.1.5.3 demonstrate the maximum permitted tower and podium heights of each building.

C.09 Specific building height controls are provided as follows:

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

Floor Space Ratio

C.10 The maximum floor space ratio of development including the minimum non- residential floor space for the site is established by the *Parramatta LEP 2023*.

C.11 There should be a suitable mix and balance between residential and non-residential uses.

C.12 The intensity of activity from the site is to be limited to the location where its impact is minimised.

Design

C.13 Buildings should be designed to create streetscapes that are characterised by:

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

C.14 Development is to establish an appropriate scale and transition to heritage buildings that does not visually overwhelm them.

C.15 Activated frontages must be located at ground level, especially along the footpaths of infrastructure and open spaces.

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C.16 Built form should define and contain the street corridors, street corners and open spaces on the site. Consider appropriate proportion (building heights), in particular towards Hawkesbury and Darcy Roads.

C.17 Appropriate solar access must be provided to other buildings and/or public open space within the site.

C.18 The slope across the site should be utilised to reduce potential bulky built form, thereby minimising its visual impact on streetscapes and surrounding public domain.

C.19 A strong visual address must be provided to Hawkesbury Road and Westmead Station.

C.20 Any buildings fronting the railway line are to provide adequate amenity with regard to noise and vibration.

C.21 A continuous street edge and articulated facades must be maintained throughout the site.

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



Figure 8.5.1.2.1 – Built Form Control

8.5.1.3 PUBLIC DOMAIN AND INDICATIVE LAYOUT

Objectives

O.01 Provide an open space network and site layout that enhances the existing and future built form.

O.02 Provide an open space network that facilities pedestrian access/circulation and which creates a sequence of spaces across the site.

O.03 Create opportunity for the enlivening of existing commercial streets, to create a safe environment, whilst minimising impacts on residential and pedestrian amenity.

Controls

Open Space

C.01 The portion of the public domain as indicated in Figure 8.5.1.3.2 must be provided at the time of the first Development Application (DA) for a building. That DA must detail by submission and subsequent conditions of consent the timing, phasing, extent (streets, trees, footpaths, street furniture etc) and management of that public domain.

C.02 The provision of public domain shall satisfy the provision of *Crime Pretention through Environmental Design* and be provided generally in accordance with Figure 8.5.1.2.1.

C.03 Landscaped areas shall constitute a minimum of 40% (including deep soil) of the site area.

C.04 Deep soil landscape area shall constitute a minimum of 30% of the site area.

C.05 No car parking will be permitted in areas designated as landscaped areas.

C.06 Landscaped area may include roof gardens.

C.07 The public domain as indicated in Figure 8.5.1.2.1 is to be incorporated into future development and subdivision of the site, including the open space, pedestrian linkages, internal private roads and footpaths.

C.08 The orientation of the public domain should provide good solar access and views and vistas internally and externally of the site.

C.09 A range of outdoor spaces shall be provided. Larger and smaller spaces and wider footpaths should be provided to enable a range of activities.

C.10 All street furniture, landscaping works, utilities and equipment shall contribute to the community's enjoyment of the public domain, but not impede pedestrian movement and safety nor visual quality.

C.11 Pedestrian surfaces shall be designed to be safe for all users, clearly identified and constructed from materials that provide consistency and continuity of streetscape.

C.12 There shall be an increase in native vegetation in the public domain spaces provided.

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C.13 Level changes shall be avoided and cluttering of street furniture minimised to allow easy and unhindered access.

C.14 All open space shall reflect the principles of *'Safer by Design'* by minimising dead ends, high walls, dense planting and ensuring casual surveillance of public domain from both residential and non-residential uses.

C.15 Landscaping should ensure safety and security, and the perception of safety and security, with clear sight lines and minimal opportunities for concealment.

C.16 Street trees should be provided on all new streets to Council's specifications.

C.17 Landscaping should retain mature stands of trees (e.g. large figs and tallowwoods) where these contribute to area character and a canopied skyline.

C.18 The town square shall have a strong street address and presence on Hawkesbury Road. This includes prominent entrance locations, pedestrian access and visual connectivity.



Figure 8.5.1.3.1 – Indicative Concept Plan



Figure 8.5.1.3.2 – Public Domain Works to be provided at the time of the first Development Application

8.5.1.4 HERITAGE

Objectives

O.01 Ensure appropriate management of the heritage significance of the site.

O.02 Retain and reinforce the buildings of heritage significance and their settings indicated in Figure 8.5.1.4.1.

O.03 Ensure development is compatible with the heritage significance and character of the site.

Controls

General

C.01 New development must:

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

Adaptive Re-Use

C.02 Sensitive adaptive re-use of the heritage buildings is encouraged.

- New uses should be compatible with the heritage significance of the place and be undertaken in accordance with best-practice guidelines including *New Uses for Heritage Places: guidelines for the adaptation of historic buildings and sites*, prepared by the Heritage Council of NSW and 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:

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

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

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

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

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

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Figure 8.5.1.4.1 – Ariel View Demonstrating the Curtilage of the Buildings of Heritage Significance

New Buildings

C.03 New buildings should be consistent with best-practice guidelines including *Design in Context; guidelines for infill development in the historic environment*, prepared by the NSW Heritage Office (now Heritage Branch, Office of Environment and Heritage) and RAIA (now Australian Institute of Architects) in 2005.

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

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8.5.1.5 TRAFFIC & TRANSPORT

Objectives

C.01 Encourage commuting by public transport in order to reduce the number of motor vehicles travelling through and to the site, and to improve overall environmental quality and pedestrian amenity.

C.02 Encourage the use of bicycles as an environmentally beneficial form of transport and an alternative to the use of private motor vehicles.

C.03 Encourage non-car trips by providing a maximum provision of car parking associated with each use.

Controls

C.04 The development of the site must demonstrate a mode split of 35% public transport to 65% private transport.

C.05 Buildings should be designed with car parking at the basement level.

C.06 The site development must provide secure bicycle parking and links to the existing cycle network.

C.07 Pedestrian and vehicle conflict should be minimised with limited vehicle crossings in the public domain.

C.08 New vehicular links within the site should be provided generally as shown in Figure 8.5.1.2.1.

C.09 Encourage and where possible improve pedestrian links as shown in Figures 8.5.1.5.1.

C.10 A Travel Plan must be provided and include:

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

C.11 Car parking provided in connection with a use must not result in exceeding the maximum as identified in Table 8.5.1.5.1.

C.12 A detailed traffic model and analysis must be provided.

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Table 8.5.1.5.1 - Car parking requirements

Proposed use of building	Maximum number of parking spaces
Child care centres	A maximum of 1 parking space to be provided for every 4 child care places
Commercial	A maximum of 1 parking space to be provided for every 100m^2 of gross floor area
Health consulting rooms	A maximum of 1 parking space to be provided for every 300m^2 of gross floor area
Hostels and nursing homes	A maximum of 1 parking space to be provided for every 10 beds plus 1 parking space to be provided for every 2 employees plus 1 parking space to be provided that is suitable for an ambulance
Hotel accommodation	A maximum of 1 parking space to be provided for every 5 hotel units plus 1 parking space to be provided for every 3 employees
Residential flat buildings: studio apartments	A maximum of 0.6 spaces to be provided for every apartment
Residential flat buildings: 1, 2 and 3 bedrooms	A maximum of 1 parking space to be provided for every dwelling plus 1 parking space to be provided for every 5 dwellings for visitors
Restaurants	A maximum of 1 parking space to be provided for every 10m^2 of gross floor area or 1 parking space to be provided for every 4-seats (whichever is the lesser)
Seniors housing	A maximum of 1 parking space to be provided for every 10 dwellings plus 1 parking space to be provided for every 10 dwellings for visitors
Shops/retail	A maximum of 1 parking space to be provided for every 30m^2 of gross floor area

Bicycle Parking

C.13 Bicycle parking must be provided in accordance with Part 6 – Traffic and Transport of this DCP.

Streets

C.14 Streets are required to satisfy the requirements of the Australian Standards with respect to the width and form of streets and footpaths.

Alternative Means of Transport

C.15 Pedestrian links and facilities for non-car modes of transport must be provided.

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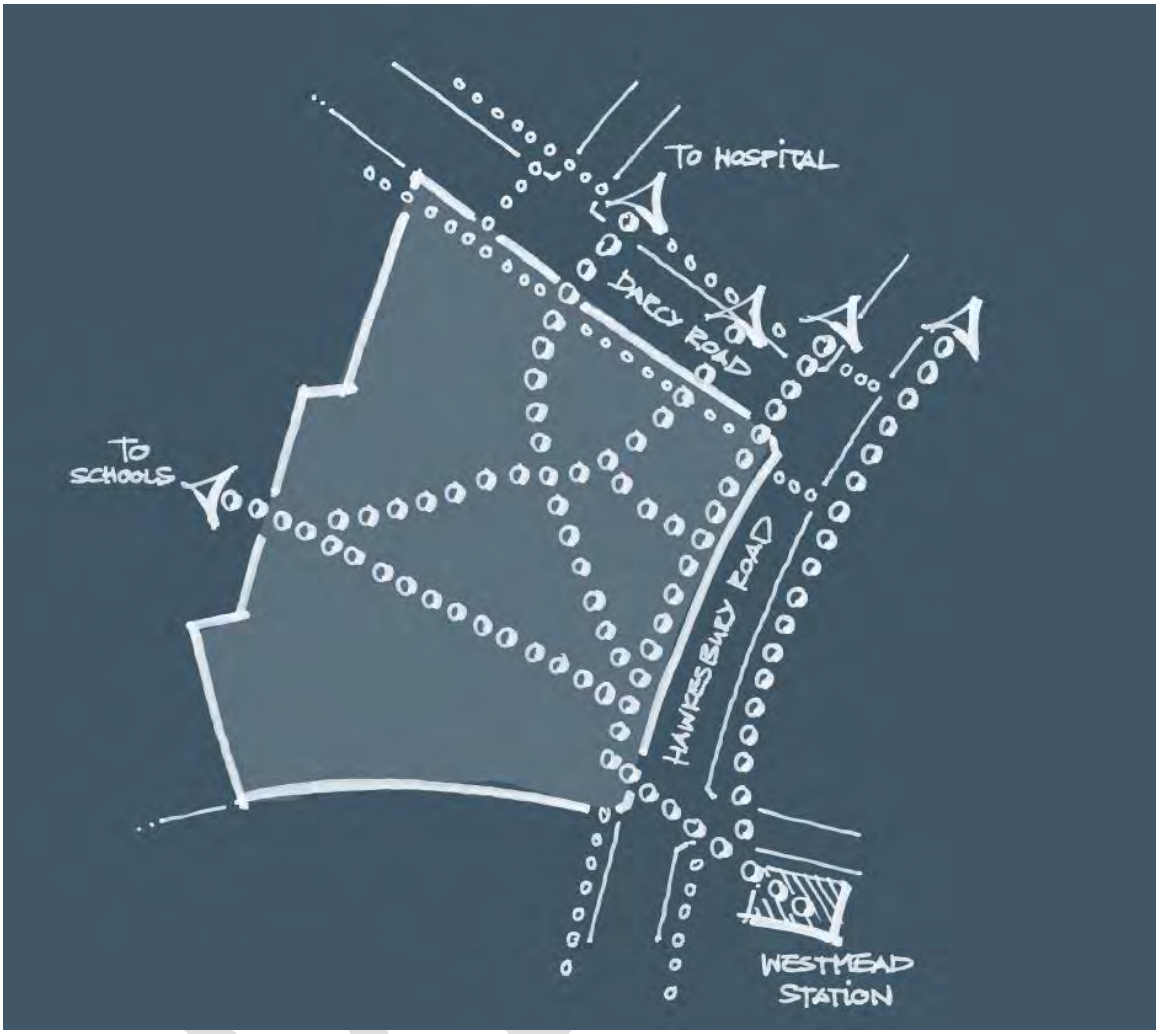


Figure 8.5.1.5.1 – Establish pedestrian desire lines

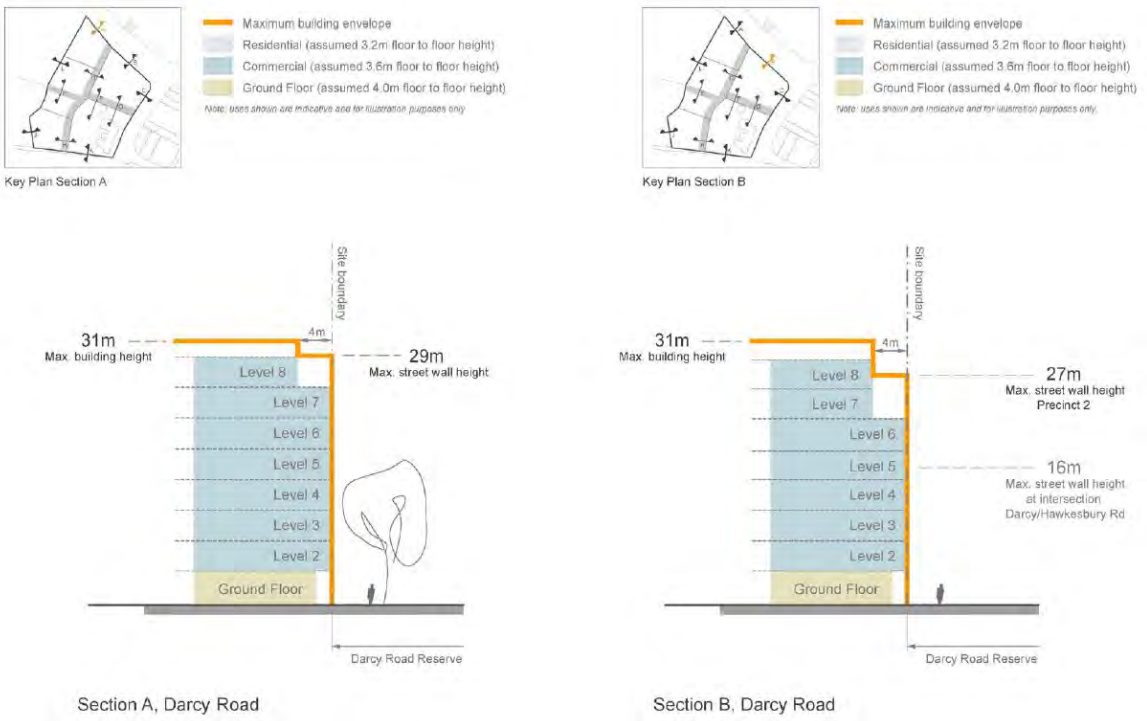


Figure 8.5.1.5.2 – Indicative Site Sections

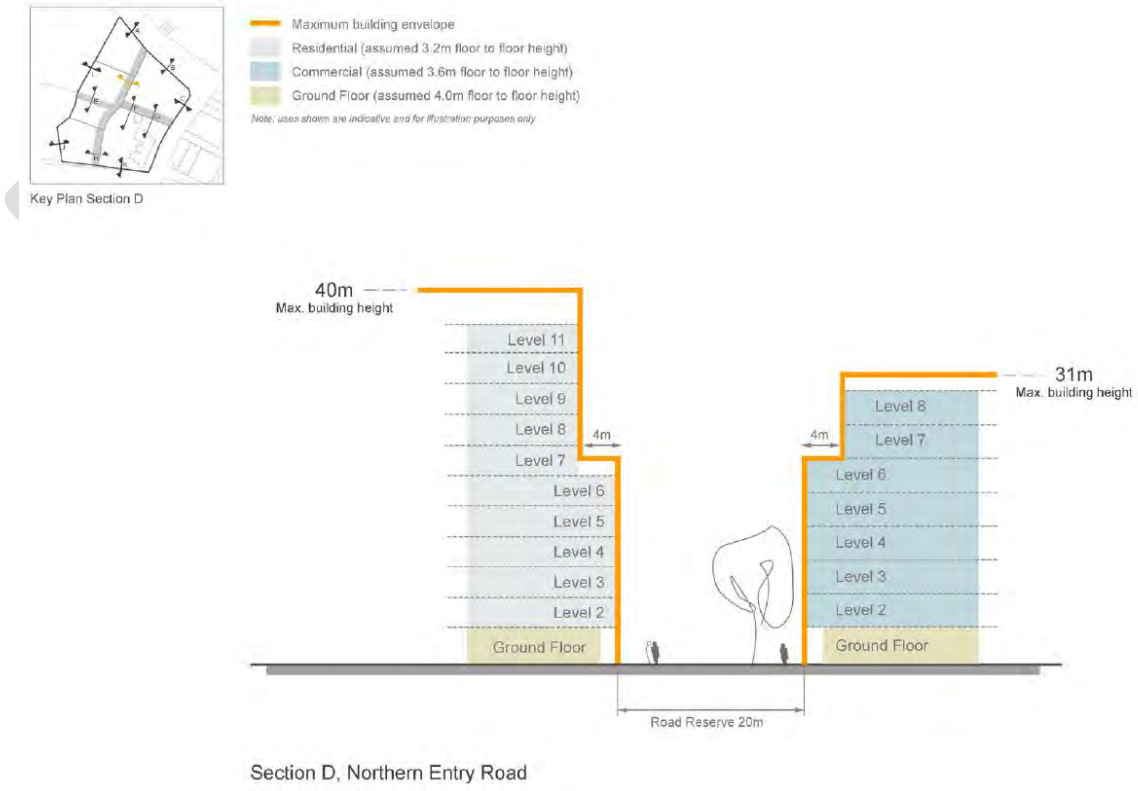


Figure 8.5.1.5.3 – Indicative Site Sections

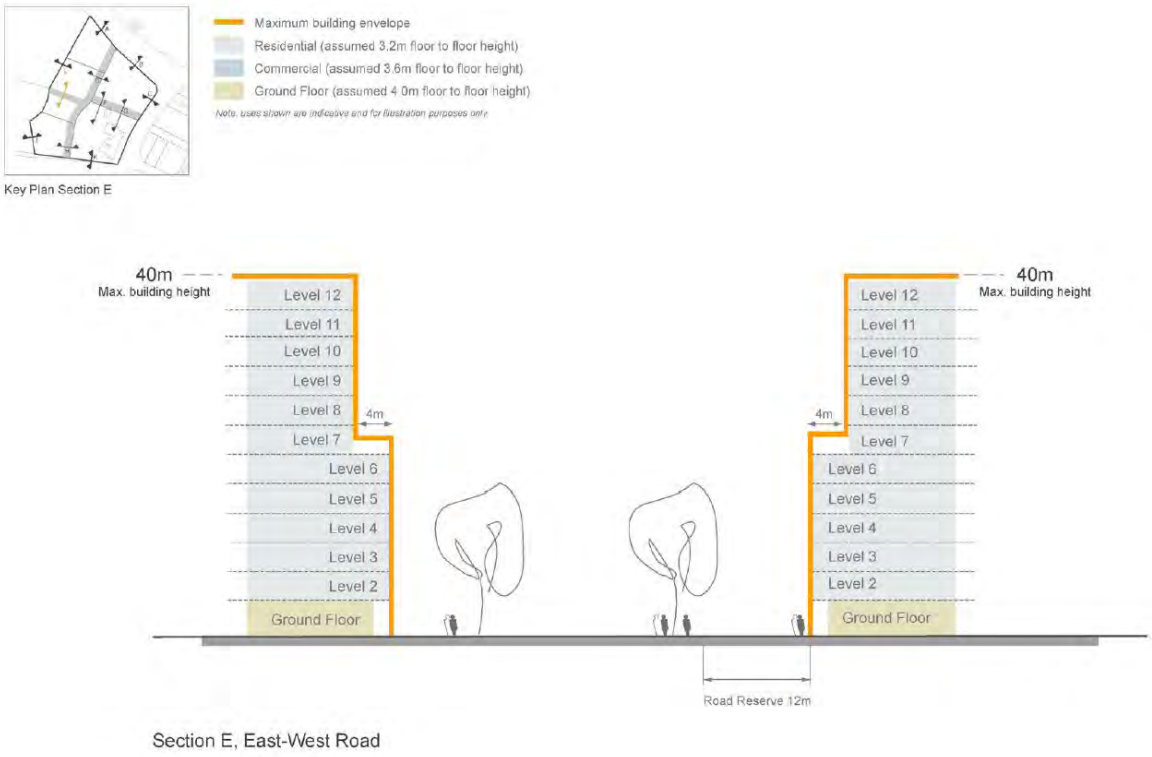


Figure 8.5.1.5.4 – Indicative Site Sections



Figure 8.5.1.5.5 – Indicative Site Sections

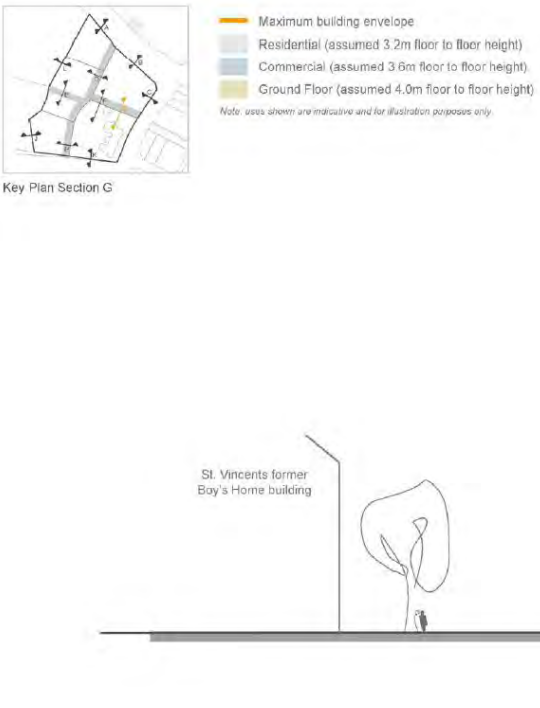


Figure 8.5.1.5.6 – Indicative Site Sections

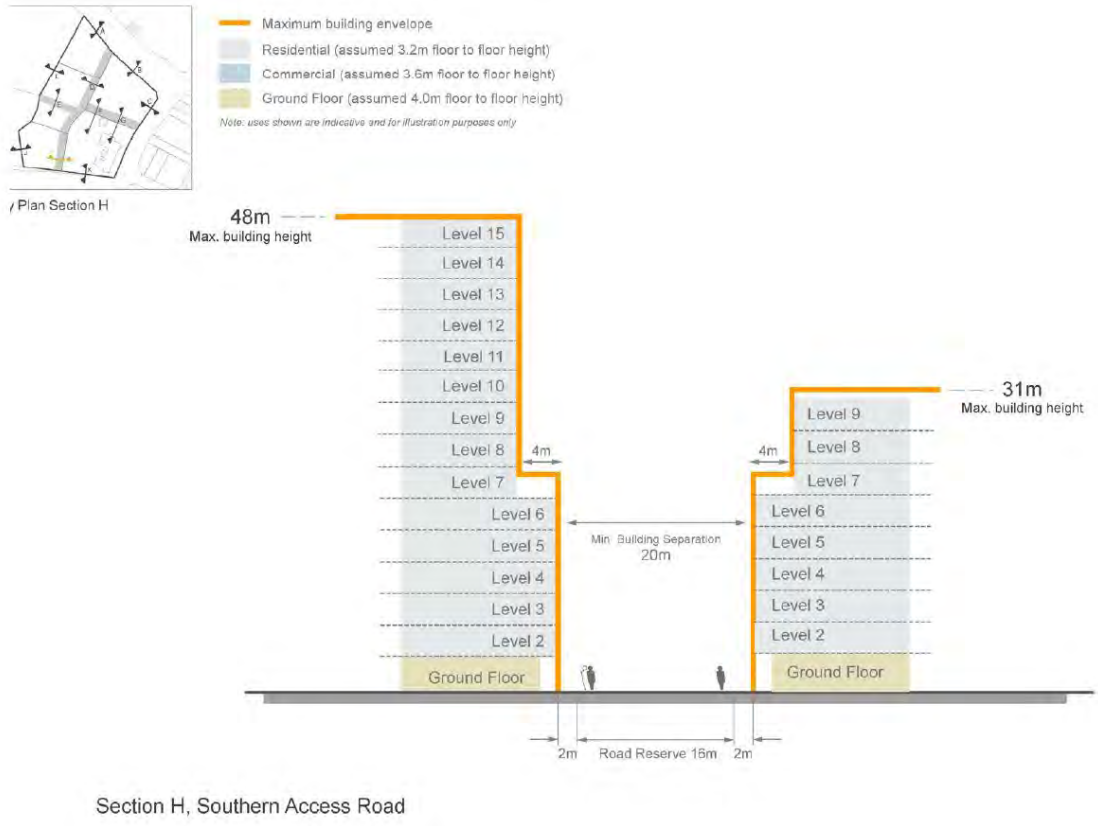


Figure 8.5.1.5.7 - Indicative Site Sections

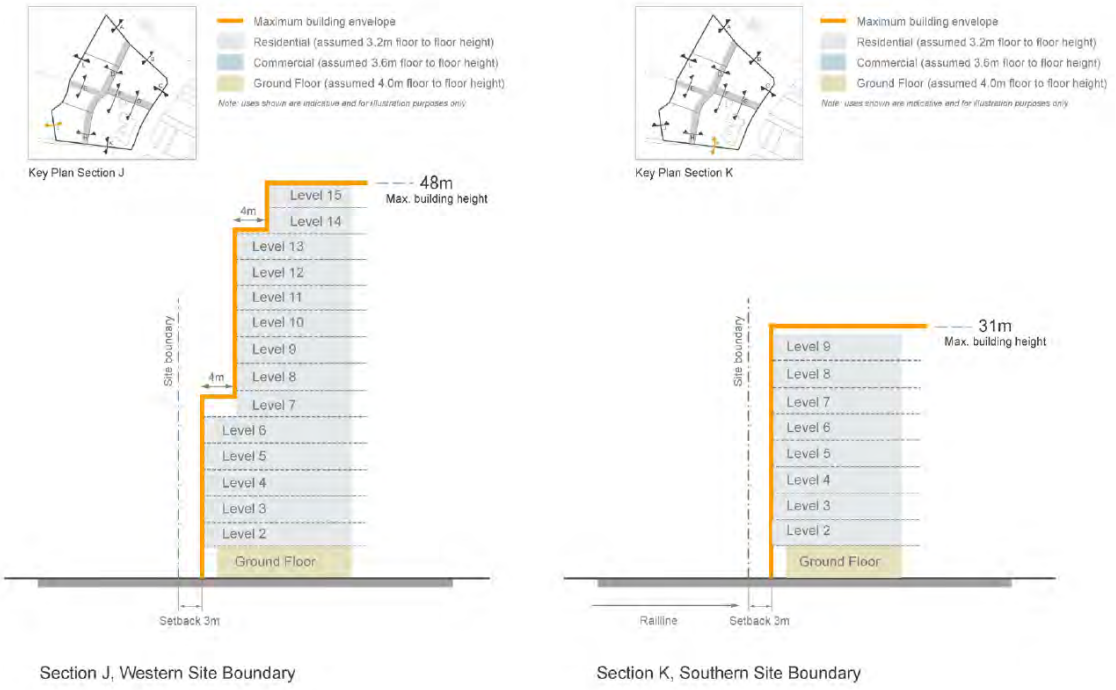


Figure 8.5.1.5.8 - Indicative Site Sections

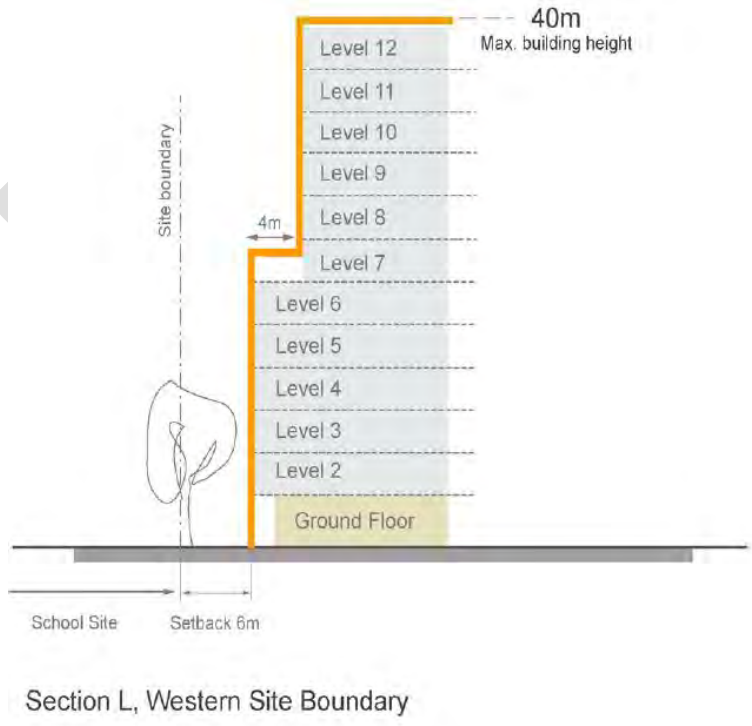


Figure 8.5.1.5.8 - Indicative Site Sections

8.5.2 24-26 RAILWAY PARADE, WESTMEAD

This ~~s~~Section applies to land at 24-26 Railway Parade, Westmead. The DCP details the desired future character for the site as part of the greater Westmead precinct. It provides site-specific objectives and controls to achieve development that is consistent with the desired future character. The controls are further illustrated in Figures 8.5.2.1.1 to 8.5.2.2.4. Figure 8.5.2.2.2 provides an indicative Master Plan for the site.

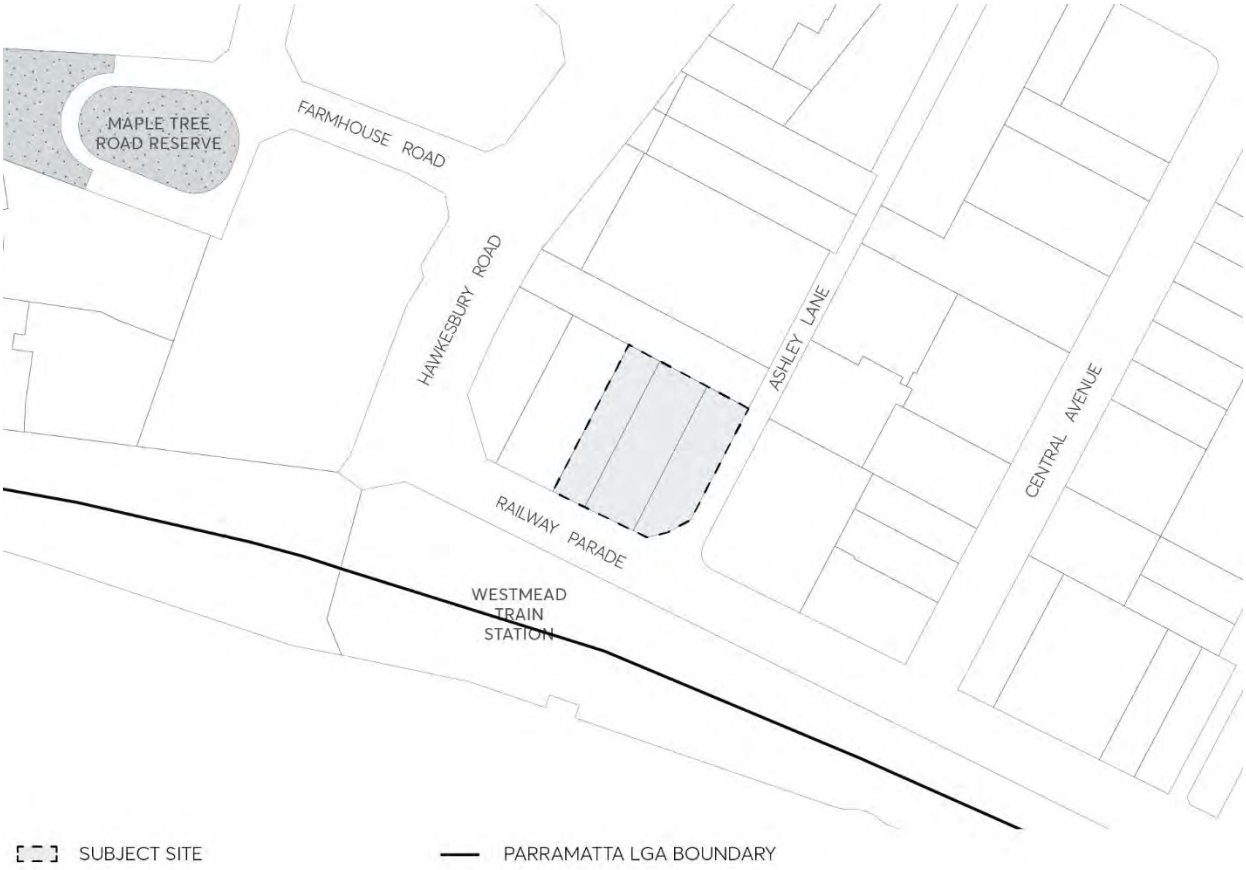


Figure 8.5.2.1 – Land application map

8.5.2.1 DESIRED FUTURE CHARACTER

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

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

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

The tower marks the Darcy Road termination, and complements the gateway to Westmead Precinct with development of a similar scale on the UWS site to the west.

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

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

Objectives

Site Objectives

O.01 Respond to the role of Westmead as a Specialised Centre under the *Metropolitan Strategy for Sydney 2036*.

O.02 Provide a mix of uses that support the role of Westmead Town Centre and Westmead Hospital Precinct.

O.03 Strengthen the built form relationship with the western edge of the Parramatta City Centre.

O.04 Revitalise the Westmead Town Centre.

O.05 Recognise the southern gateway and transport hub of Westmead through built form emphasis.

O.06 Encourage high-quality built form outcomes and achieve design excellence.

O.07 Activate the block edges to Railway Parade with appropriate uses.

O.08 Integrate new built form with recent new development in the subject block.

O.09 Minimise any adverse impacts on the amenity of adjoining uses in particular residential apartments.

O.10 Achieve a safe and vibrant station precinct and public domain.

Building Form and Massing

O.11 Achieve a sense of transition in use and form to the residential neighbourhoods to the east and north.

O.12 Maintain the landscape vistas from Old Government House and its heritage significance.

O.13 Respond sensitively to the scale, proportions and form of the heritage Old Boys Home on Hawkesbury Road through the streetscape response of any new development.

O.14 High-quality urban built form should be provided for all buildings.

O.15 Variable building heights should be developed to ensure positive and cohesive relationships with surrounding built form.

O.16 Development is to be designed and sited to minimise the extent of shadows that it casts on surrounding properties.

O.17 Development is to minimise areas of blank walls. Where unavoidable, blank walls are to be treated with high-quality materials and articulated to create visual interest.

Controls

Maximum building heights

C.01 Maximum height of 15 storeys at the corner of Railway Parade and Ashley Lane.

C.02 Maximum height of 10 storey to the rear of the site along Ashley Lane.

C.03 Maximum height of 4 storeys to south west of the site on Railway Parade.



Figure 8.5.2.1.1 – Built form controls – Storeys

Street frontage heights

C.04 Maximum 3 storey height facing Ashley Lane.

C.05 Maximum 4 storey height facing Railway Parade with transition to 3 storeys in 1/3 of the facade length towards the laneway (east).

Building setbacks

C.06 Minimum 3 metre setback to Railway Parade to widen the existing footpaths.

C.07 Minimum 3 metre setback to Ashley Lane to allow for a wider footpath along the laneway.

Building setbacks above maximum street frontage heights

C.08 Minimum 6 metres to Ashley Lane

C.09 Minimum 6 metres to Railway Parade.

8.5.2.2 PUBLIC DOMAIN AND LANDSCAPING

Objectives

O.01 Encourage street level pedestrian movement networks and recognise the existing desire lines between the station and hospital uses.

O.02 Improve the landscape character and quality of the public domain of Westmead in particular Railway Parade and Hawkesbury Road.

Controls

Publicly accessible open space

C.01 A minimum area of 350m^2 with minimum dimensions in accordance with Figure 8.5.2.2.1 of this DCP.

C.02 Solar access of minimum 2 hours between the hours of 10:00am and 3:00pm on June 22nd to at least 50% of the public open space area.

C.03 A double storey through-site pedestrian link with a minimum width of 6 metres.

Open space

C.04 Activated on all edges with the proposed development (minimum 90% of active edges minimum).

C.05 A high-quality urban space including landscaping, art works and areas for dining and passive recreation.

Pedestrian link

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C.06 Activated on all edges within the proposed development (minimum 90% to be active edges).

C.07 Maximum depth of building covering the link is to be 12 metres.

C.08 The link is to have a glazed roof to optimisze solar access as illustrated in Figures 8.5.2.1.1, 8.5.2.2.1, 8.5.2.2.2 and 8.5.2.2.4.



Figure 8.5.2.2.1 – Built form controls – Setbacks and building depths



Figure 8.5.2.2.2 – Indicative Master Plan

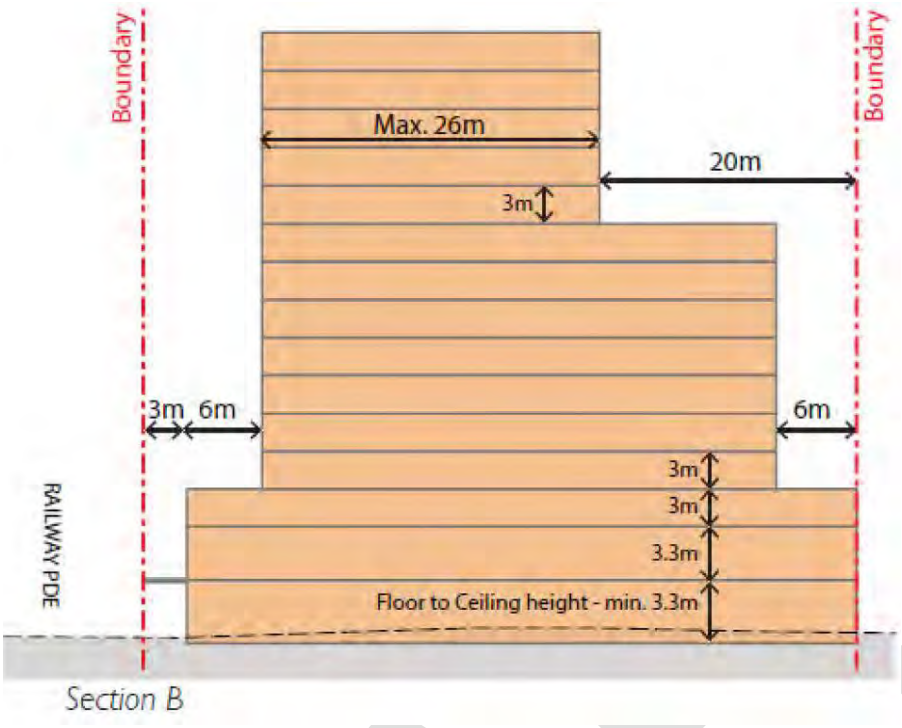


Figure 8.5.2.2.3 – North-South Section of Site Building Envelope

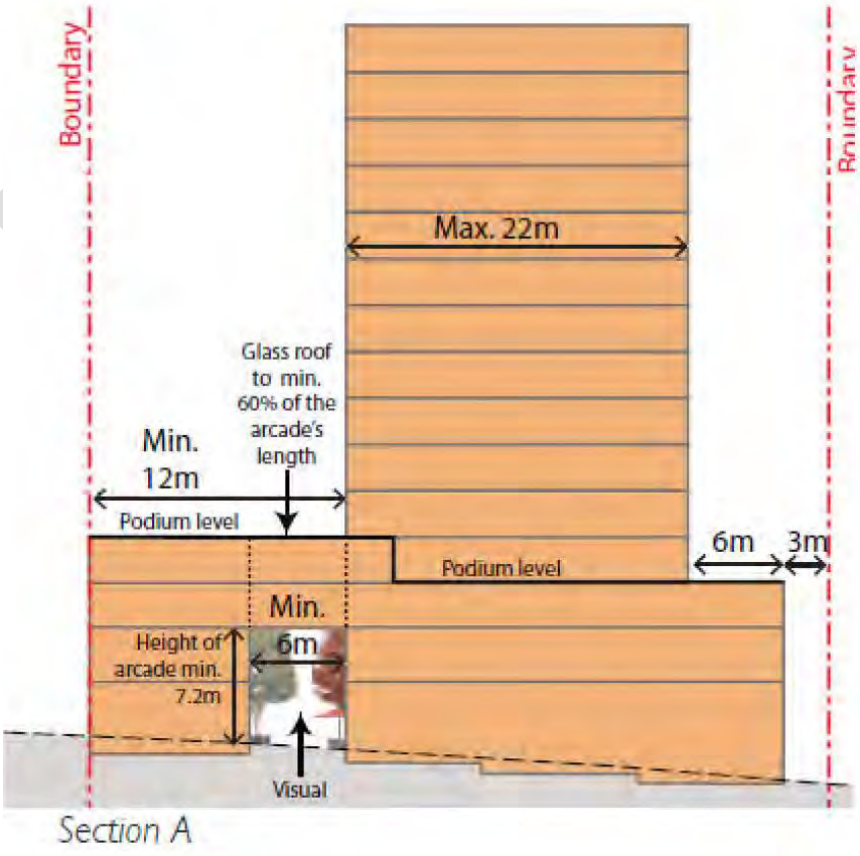


Figure 8.5.2.2.4 – East-West Section of Site Building Envelope

8.5.2.3 TRAFFIC AND TRANSPORT

Objectives

O.01 Design buildings with car parking at the basement level.

O.02 Minimse pedestrian and vehicle conflict through limited vehicle crossings in the public domain.

O.03 Design buildings using high-quality materials for sections of vehicle access ways visible from the public domain.

Controls

C.01 All vehicle access is to be from Ashley Lane.

C.02 Vehicle and service access widths are to be minimised and incorporated into the building form.

C.03 High--quality design and materials are to be used for the security shutters into the car park and loading areas.

C.04 Any on grade or above ground car parking and service areas are to be sleeved with other uses such as commercial and residential and is not to be visible to the public domain.

C.05 Where possible car parking and garbage is to be located in basements.

C.06 Services and service access points are to be minimised on the street frontages.

C.07 A detailed traffic model and assessment must be provided with a Development Application.

C.08 Bicycle parking must be provided in accordance with Part 6 – Traffic and Transport of this DCP.

C.09 Car parking is to be provided in accordance with the maximum rates in Table 8.5.2.3.1.

Table 8.5.2.3.1 – Maximum Parking Rates

Use	Parking Rate
Retail	1 space per 30m^2 GFA
Medical Suites	1 space per 300m^2 GFA
Tavern	1 space per 100m^2 GFA
Hotel	1 space for every 5 hotel units plus 1 space for every 3 employees
Residential	1 space per dwelling plus 1 space for every 5 dwellings for visitors

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ROSEHILL WARD

8.5.3 LAND ON THE CORNER OF PARRAMATTA ROAD, GOOD STREET AND COWPER STREET, GRANVILLE

This ~~s~~Section applies to a 5,150m^2 land parcel in Granville that has frontage to Parramatta Road, Good Street and Cowper Street, as shown in Figure 8.5.3.1. The site comprises 15 individual land parcels as follows:

Lot 1 DP 604204, Lot 1 DP 76041, Lot 1 DP 998948, Lot 1 DP 783581, Lot 1 DP 979437 Section A, Lot 2 DP 979437 Section A, Lot 7 DP 979437 Section A, Lot 1 DP 1075357, Lot 2 DP 1075357, Lot 3 DP 1075357, Lot 4 DP 1075357, Lot 5 DP 1075357, Lot 6 DP 1075357, Lot 12, DP 575064, and Lot 1 DP 721626.



Figure 8.5.3.1 - Land application map

This Section is to be read in conjunction with other ~~p~~Parts of this DCP and the *Parramatta Local Environmental Plan (LEP) 2023*. It establishes principles, objectives and controls to be interpreted during preparation and assessment of Development Applications and supports the objectives of the LEP.

8.5.3.1 DESIRED FUTURE CHARACTER

The location of the site is consistent with the State Government policies for a renewed Parramatta Road Corridor, and is well located in relation to the Parramatta City Centre.

The mixed use character of development complements the Granville Town Centre and provide a positive design statement, appropriately marking the connection of the town centre main street (Good Street) with Parramatta Road. The mix of land uses includes ground floor retail, commercial offices, residential apartments, public spaces and thoroughfare, and the retention of heritage.

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

- Respond to the generally orthogonal east-west north-south street pattern;
- Reinforce the Good Street precinct as the primary local retail destination, a primary pedestrian and vehicular connection across Parramatta Road to the north as well as being a primary pedestrian route to Granville Station;
- Minimise residential noise exposure from Parramatta Road;
- Provide a finer grain pedestrian network; and
- Retain the original extent of the front heritage façade of "The Barn" – 138 Parramatta Road through its deconstruction and reconstruction in line with the 6 metre setback proposed to Parramatta Road (subject to approval though the Development Application process) to prevent the item's total loss should road widening be required by RMS as a result of the Granville Precinct Wide Traffic Study.

Built form comprises of a podium edge to the three streets with recessed tower forms. The podium comprises of 3-4 storeys and includes the façade retention of the heritage property known as "The Barn" that fronts Parramatta Road after the façade is setback 6 metres from the Parramatta Road edge to prevent its future loss should the land along Parramatta Road be required for road widening.

Large consolidated sites result in a loss of grain and character at street level. The street wall, separate from tower forms above, are designed as the architectural component of the development that defines and imparts fine grain and character to the street. Principles to be incorporate in the design of the street wall include:

- Maximising the setback of higher tower forms in order to differentiate the street wall as a separate architectural element, which can be distinct and different in character from the higher tower elements;
- The street wall should be designed to provide a well-modulated pedestrian experience at street level. A smaller, more detailed scale should be used in its articulation;
- The design of the street wall should have regard to the traditional narrow subdivision plan and reflect this in its composition and articulation; and
- Ground floor facades should be rich in variation and detail. Many doors and vertical relief in the facades intensify the walking experience, with awnings included and integrated in the design in order to provide adequate pedestrian shelter

A low scale to Good Street is provided through the podium, with residential exposure to Parramatta Road minimised within the podium. A maximum height of 82 metres (25 storeys), excluding plant and lift overrun, is adhered to for the majority of the site.

The north to south through site pedestrian link is generally open, with the exception of any opening that pass beneath the tower(s) above. Double sided active retail uses fronting Good Street and the pedestrian through site link are required.

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

The proposed reference design concept for the site is shown in Figure 8.5.3.1.1. As seen in the legend of the Figures, the hatched land along Parramatta Road represents the location of the Heritage Item which subject to Development Application approval is proposed to be relocated

in line with the 6 metre setback to Parramatta Road to prevent its future removal should the land be required for road widening in the future as a result of the Granville Precinct Wide Traffic Study.

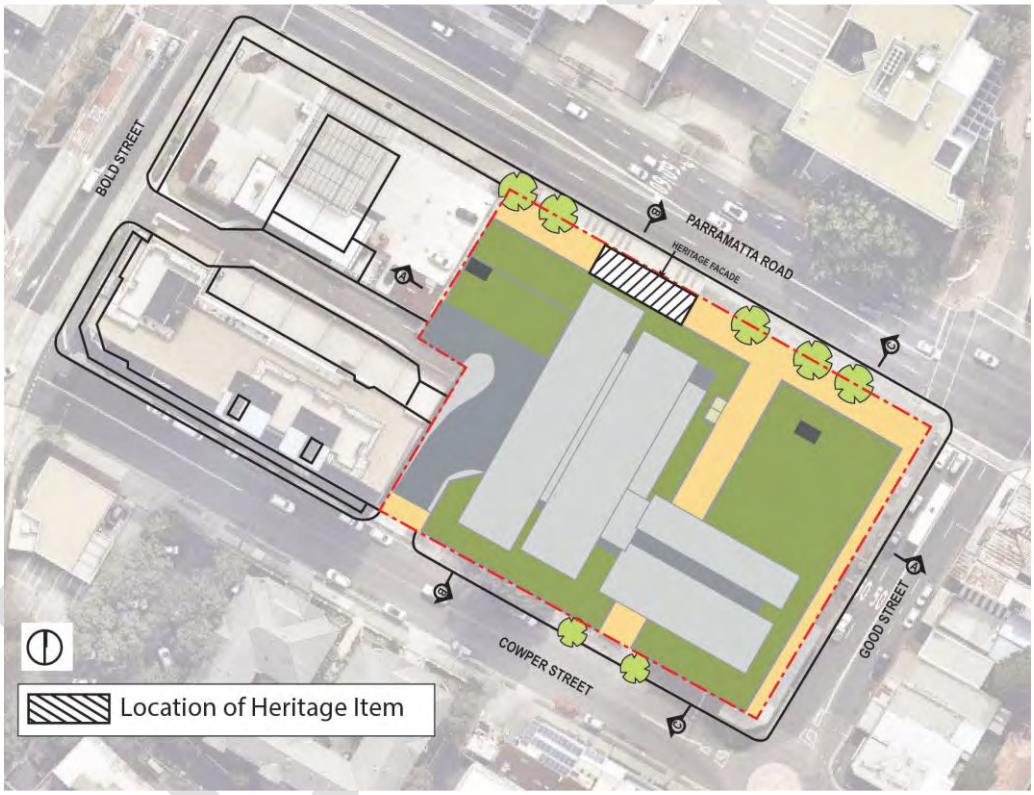


Figure 8.5.3.1.1 - Reference design for the site

Objectives

O.01 Provide a mix of uses that support the role of the Granville Town Centre.

O.02 Revitalis~~z~~e the northern end of Granville Town Centre.

O.03 Encourage high~~-~~-quality built form outcomes and achieve design excellence.

O.04 Create an attractive and safe urban street environment for pedestrian and retail, community activities in the surrounding streets.

O.05 'Future proof' the subject site by ensuring land is retained through setbacks for road widening along Parramatta Road and Good Street should it be required in the future, and have flexible controls to allow the land within the setbacks to either form part of the public domain or part of the road infrastructure.

O.06 Activate the block edges to Parramatta Road, Good Street and Cowper Street.

O.07 Complete the laneway connection between Bold Street and Cowper Street.

O.08 Minimise adverse impacts on the amenity of adjoining uses and that the built form be sympathetic to the Heritage Item.

O.09 Restore and conserve the front façade and associated portions of lateral walls of the Heritage Item "The Barn" through its deconstruction and reconstruction in line with the 6 metre setback proposed to Parramatta Road (subject to approval through the Development Application process) to prevent the item's total loss should road widening be required by RMS as a result of the *Granville Precinct Wide Traffic Study*.

O.10 Provide the opportunity for the widening of the Parramatta Road corridor and permit deep soil planting between the site and Parramatta Road should the land form part of the public domain and not be required for road widening, which will be confirmed after the completion of the *Granville Precinct Wide Traffic Study*.

O.11 Provide a through site pedestrian link between Parramatta Road and Cowper Street.

O.12 Incorporate up to 4,000m^2 of non-residential uses into the proposal.

8.5.3.2 BUILT FORM AND MASSING

Objectives

O.01 Ensure that the built form sensitivity responds to the sites location in relation to the town centre, Parramatta Road and Good Street.

O.02 Set variable building heights to ensure positive and cohesive relationships with surrounding land and uses.

O.03 Design development to activate the three streets at its edges;

O.04 Provide a through site link that is:

- Activated;
- Provides a positive urban environment;
- Open to the sky with no over-hanging building elements above except as shown in the diagrams;
- Located at natural ground level;

- Activated at ground level;
- Overlooked and suitably lit; and
- Named to Council approval and signed.

O.05 Ensure that the Heritage Item 'The Barn' retains its landmark status within the context of the new built form following approval for its relocation 6 metres from Parramatta Road.

O.06 'Future proof' the subject site by ensuring land is retained through setbacks for road widening along Parramatta Road and Good Street should it be required in the future; and have flexible controls to allow the land within the setbacks to either form part of the public domain or part of the road infrastructure.

Controls

Maximum building heights

C.01 Maximum height of 82 metres (25 storeys) for the majority of the site.

C.02 A maximum building height of 17 metres (4 storeys) fronting Good Street.

C.03 The maximum number of storeys is indicated in Figure 8.5.3.2.1.

Note: A range in the number of storeys is shown in Figure 8.5.3.2.1 for the eastern component of the tower. This is to provide an option for distributing the gross floor area permitted under the *Parramatta LEP 2023*. The height of this part of the building is to be explored as part of the Design Excellence competition process, but consideration should be given to maintaining the difference in height between the towers.

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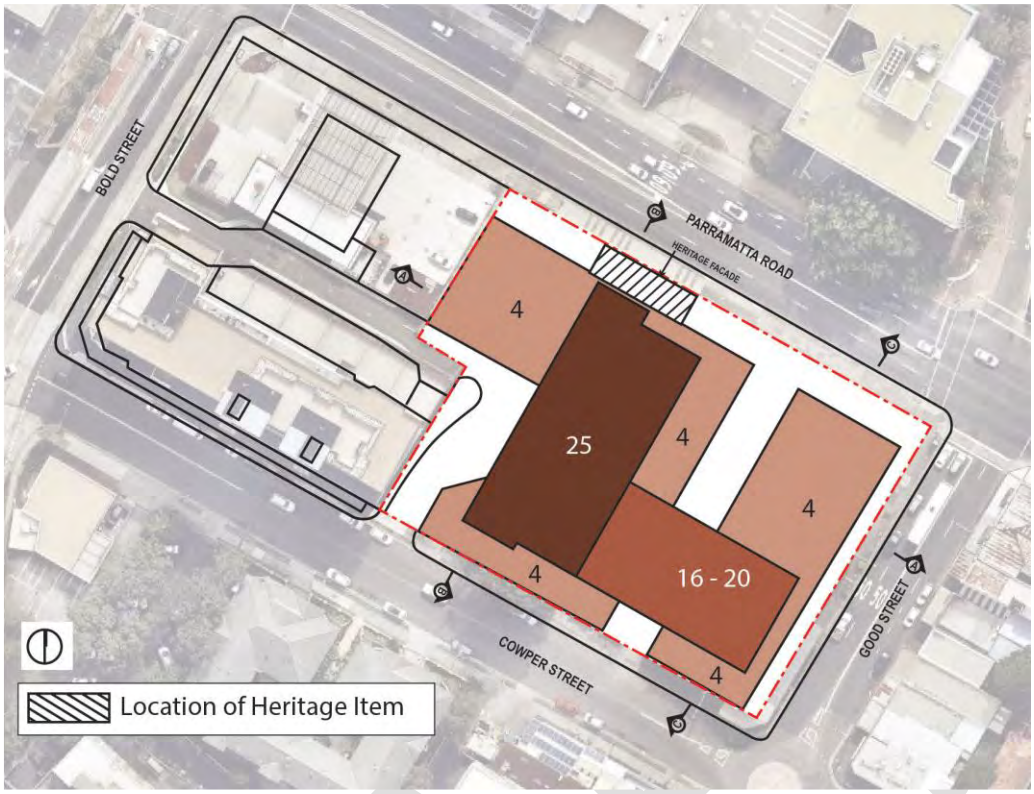


Figure 8.5.3.2.1 - Maximum number of storeys

Shared frontage heights

C.04 4 storey podium fronting Good Street.

C.05 Retention of "The Barn" façade and exposed portions of side walls, and their incorporation into a podium building fronting Parramatta Road.

Building setbacks

C.06 The setbacks and separations at street level are shown in Figure 8.5.3.2.2.

C.07 The setbacks are to 'future proof' the land for road widening along Good Street and Parramatta Road should additional road infrastructure be required by the RMS. This is to be determined as part of a precinct wide traffic study in Granville to accommodate for the anticipated growth proposed under the *Parramatta Road Urban Transformation Strategy*;

C.08 As shown in Figure 8.5.3.2.2, a 2.8 metre setback to Good Street and a 6 metre setback to Parramatta Road (inclusive of the land that includes "The Barn" Heritage Item which may be relocated in line with the 6 metre setback subject to Council consent) are to be retained and dedicated for Council to 'future proof' the subject site should it be required for road widening. The land will form part of the public domain until it is confirmed that it is needed for road infrastructure. The Heritage Item façade is proposed to form part of the future building design, and subject to approval will be setback 6 metres from Parramatta Road to ensure its retention if the land is required for road widening in the future.

C.09 The setbacks to the tower above the podium are shown in Figure 8.5.3.2.3.

C.10 The Development Application and the Design Excellence processes will explore the most appropriate methodology to relocate the heritage façade in line with the proposed 6 metre setback to Parramatta Road. Council's Heritage Advisor will be involved in these processes to ensure the façade is deconstructed and reconstructed in the most appropriate way in order to retain the integrity of the item as part of the future design of the overall building.

Building envelopes and massing

C.11 Figure 8.5.3.4.2, 8.5.3.4.3 and 8.5.3.4.4 at the end of this section comprise three sections that provide form and massing guidance for tower location.

C.12 The Design Excellence process will also explore variations to the massing and building envelopes to accommodate the gross floor area permitted under the *Parramatta LEP 2023* if it is considered to deliver a better built form outcome than proposed under this Site Specific DCP.

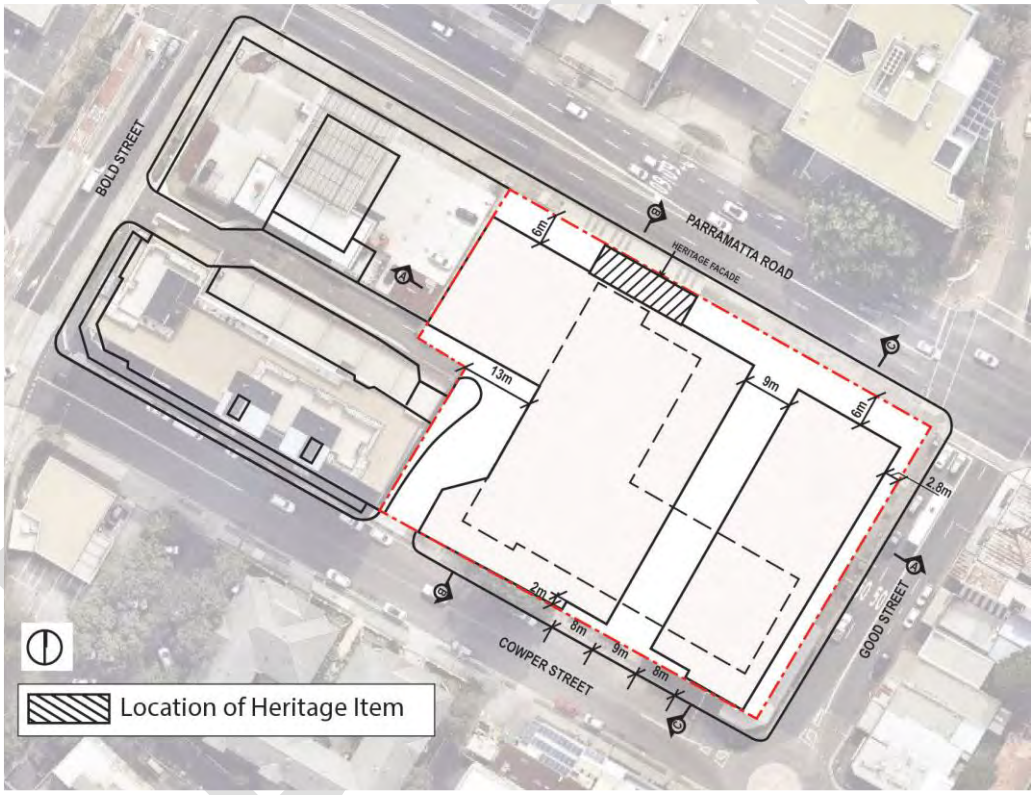


Figure 8.5.3.2.2 - Setback and separation at street level

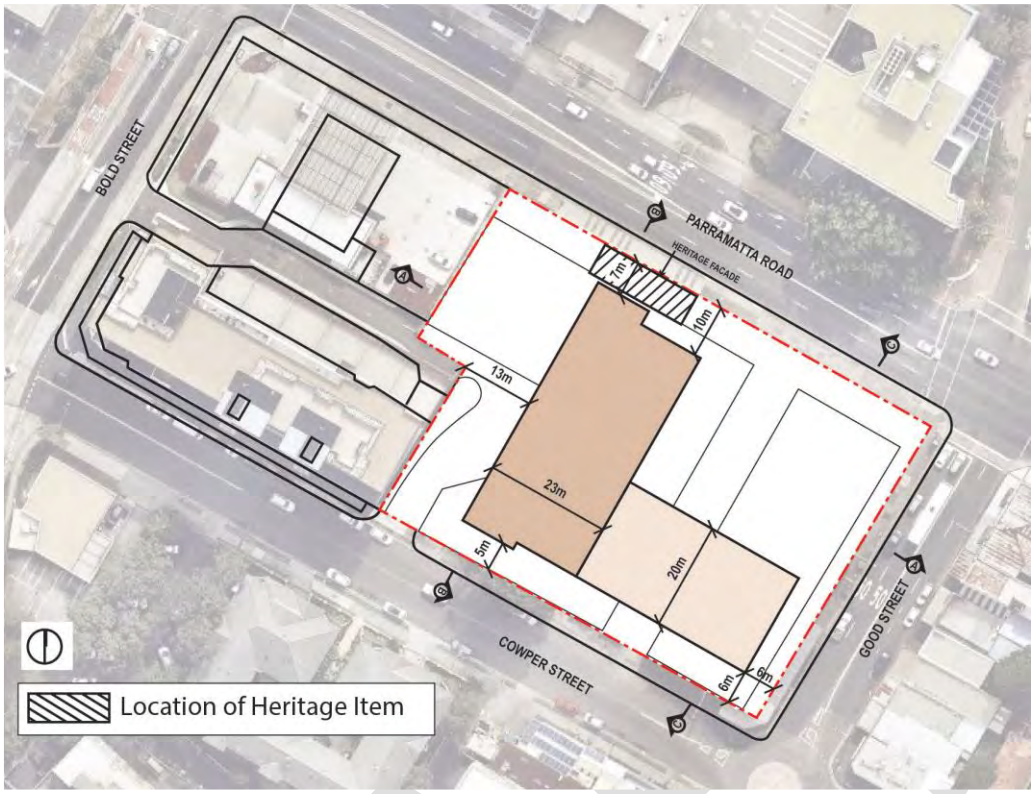


Figure 8.5.3.2.3 - Tower setbacks

8.5.3.3 PUBLIC DOMAIN AND LANDSCAPING

Objectives

O.01 Encourage street level pedestrian networks.

O.02 Activate the pedestrian laneway.

O.03 Improve the public domain amenity and quality in Good Street and Cowper Street.

O.04 Create a safe retail environment along Parramatta Road by providing a proper landscape screening between the road and building interface.

Controls

C.01 The north-south pedestrian laneway is to have dimensions and location generally in accordance with Figures 8.5.3.2.2 & 8.5.3.3.1.

C.02 Where the laneway passes below any tower a three to four storey opening for the pedestrian laneway is to be achieved.

C.03 The pedestrian laneway is to be activated at ground level generally in accordance with Figure 8.5.3.3.2.

C.04 Street frontage awnings are to be provided along active frontages to provide shade and shelter in accordance with Figure 8.5.3.3.3.

C.05 The extent of the basement is to be generally in accordance with Figure 8.5.3.3.4.

C.06 Landscaping plan is to be prepared by a suitably qualified landscape architect with heritage experience to ensure that the historic significance and views of the "The Barn" Heritage Item are retained.

C.07 Reconstruct and upgrade the footpath pavement and provide comfortable and high--quality street furniture, street lighting as specified by Council during the development.

C.08 Awnings are to provide comfort and weather protection to the pedestrian, but not to create conflicts with street tree planting that might be required in the location.

C.09 Provide a continuous landscape ship along the building frontage on Parramatta Road, which allows large canopy trees and combination shrub and groundcover plantings. If confirmed by RMS that the land within the 6 metre setback along Parramatta Road is needed for road widening as a result of a Precinct Wide Traffic Study in Granville, then this area will be landscaped in the interim until the land is used for road widening.

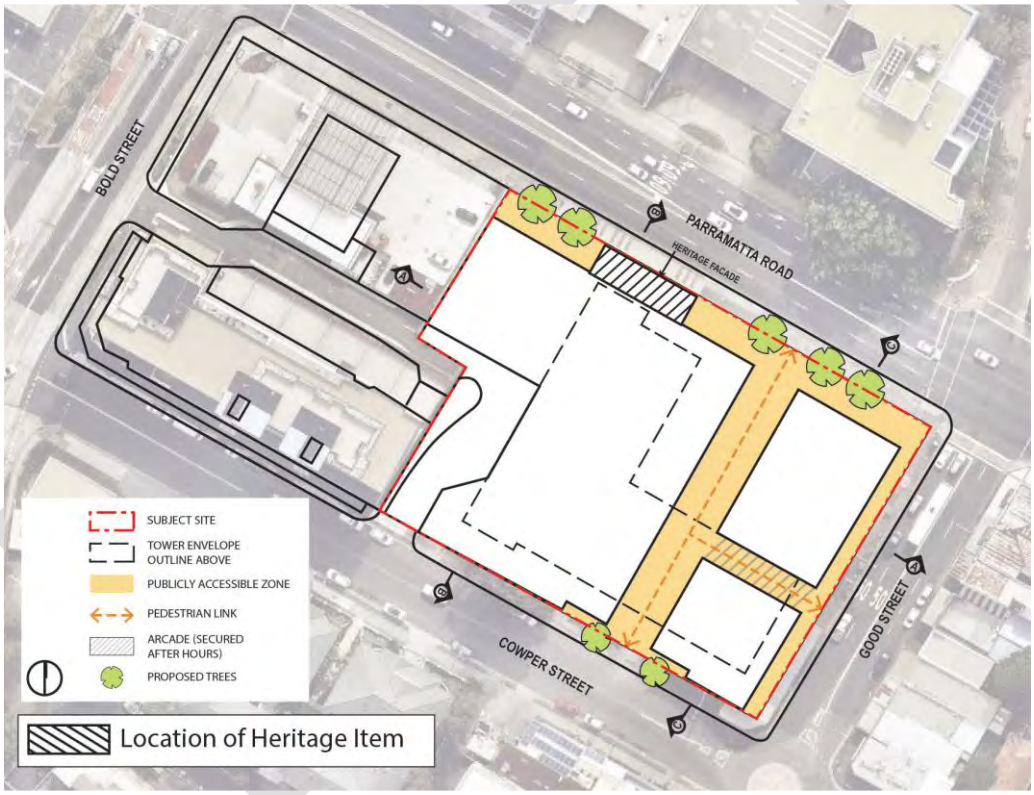


Figure 8.5.3.3.1 - Publicly accessible zones and tree planting locations

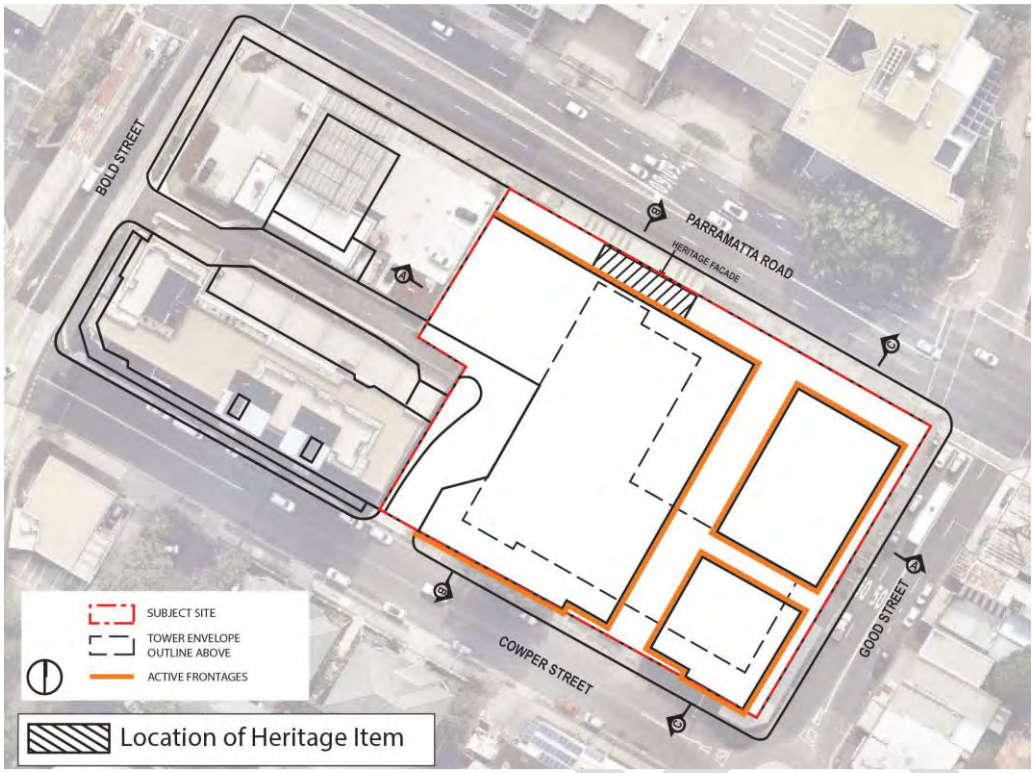


Figure 8.5.3.3.2 - Active frontages

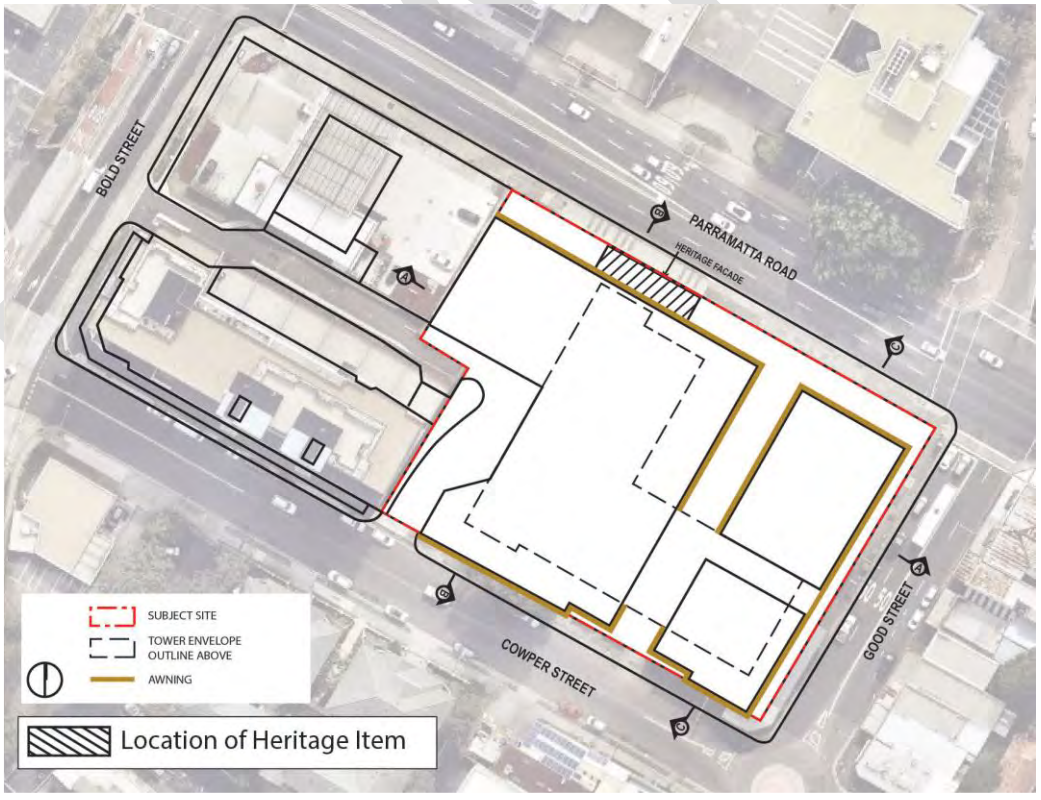


Figure 8.5.3.3.3 - Awning locations

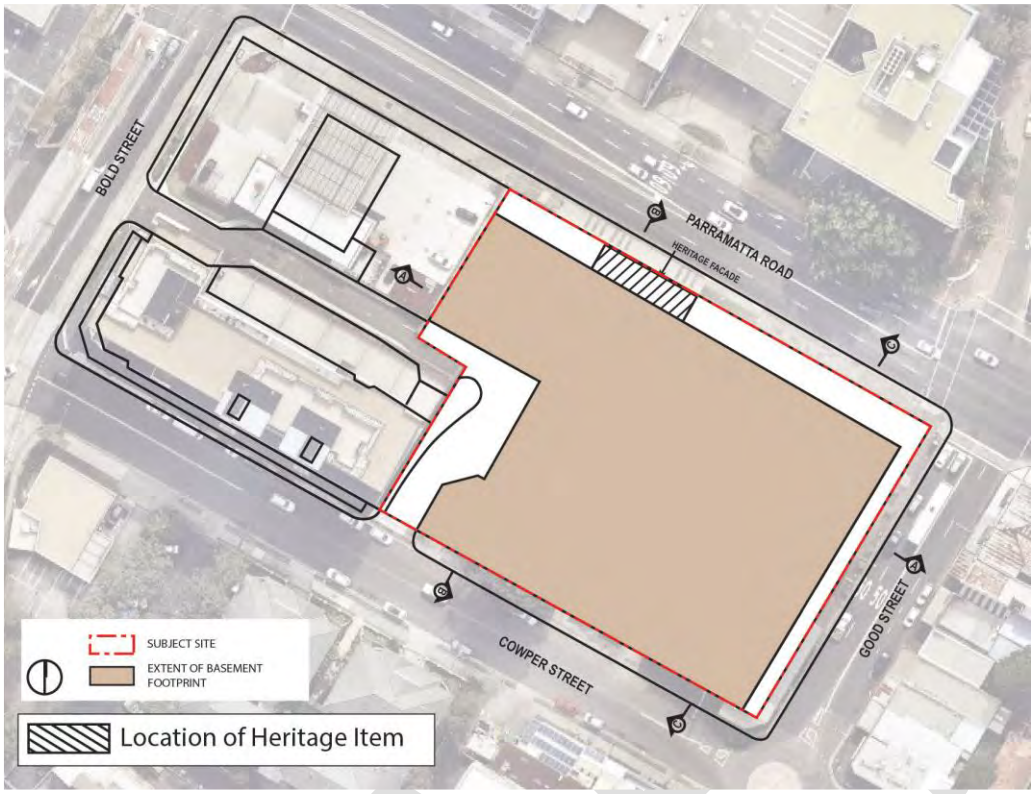


Figure 8.5.3.3.4 - Basement plan

8.5.3.4 TRAFFIC AND TRANSPORT

Objectives

O.01 Buildings should be designed with car parking at the basement level.

O.02 Pedestrian and vehicle conflict should be minimised.

O.03 The site is to provide the completion of the vehicular laneway from Bold Street to Cowper Street.

O.04 Buildings should be designed using high-quality materials for sections of vehicle access ways visible from the public domain.

Controls

C.01 All vehicle access is to be form the laneway that connects Bold and Cowper Streets. Vehicular access and servicing is to be generally in accordance with Figure 8.5.3.4.1.

C.02 High--quality design and materials are to be used for the security shutters into the car park and loading areas.

C.03 Services, service access points, and garbage collection points are not to be located on Parramatta Road, Good Street or Cowper Street, and are to be located off the laneway, consistent with Figure 8.5.3.4.1.

C.04 A small splay (corner cut-off setback with the size yet to be designed as part of the DA process) is required on the corner of Good Street and Parramatta Road to ensure large vehicle movements should an additional left turning lane from Good Street into Parramatta Road be required.

C.05 A detailed traffic model and assessment and an active transport (pedestrian and cyclist) management plan must be provided with a Development Application.

C.06 Car parking and bicycle parking is to be provided to the rates set out below:

Table 8.5.3.4.1- Parking Rates

Residential (maximum car parking rate per dwelling)	
Studio	0.6 spaces
1 bedroom	0.9 spaces
2 bedroom	1.2 spaces
3 or more bedroom	1.5 spaces
Visitors	0.2 per dwelling
Accessible Parking Spaces	1 space per adaptable/accessible apartment
Car Share Spaces	A minimum of 1 car share space. If a car share provider is not obtained, then the car share space is to be used as a visitor parking space
Motorcycle Parking	1 space for every 25 parking spaces
Bicycle Parking	1 space per dwelling & 1 visitor space per 10 dwellings
Retail and Commercial	
Retail	Maximum of 1 space per 50m^2 of GFA
Commercial	Maximum of 1 space per 70m^2 of GFA
Accessible Parking Spaces	Minimum of 1% of all spaces to be readily accessible spaces designed in accordance with the Australian Standards
Motorcycle Parking	1 space for every 25 onsite car parking spaces
Bicycle Parking Spaces	Bicycle Parking Spaces
Retail	Employee: 1 per 250m^2 GFA Visitor: 2 spaces + 1 per 100m^2
Commercial	Employee: 1 per 150m^2 GFA Visitor: 1 per 400m^2 GFA

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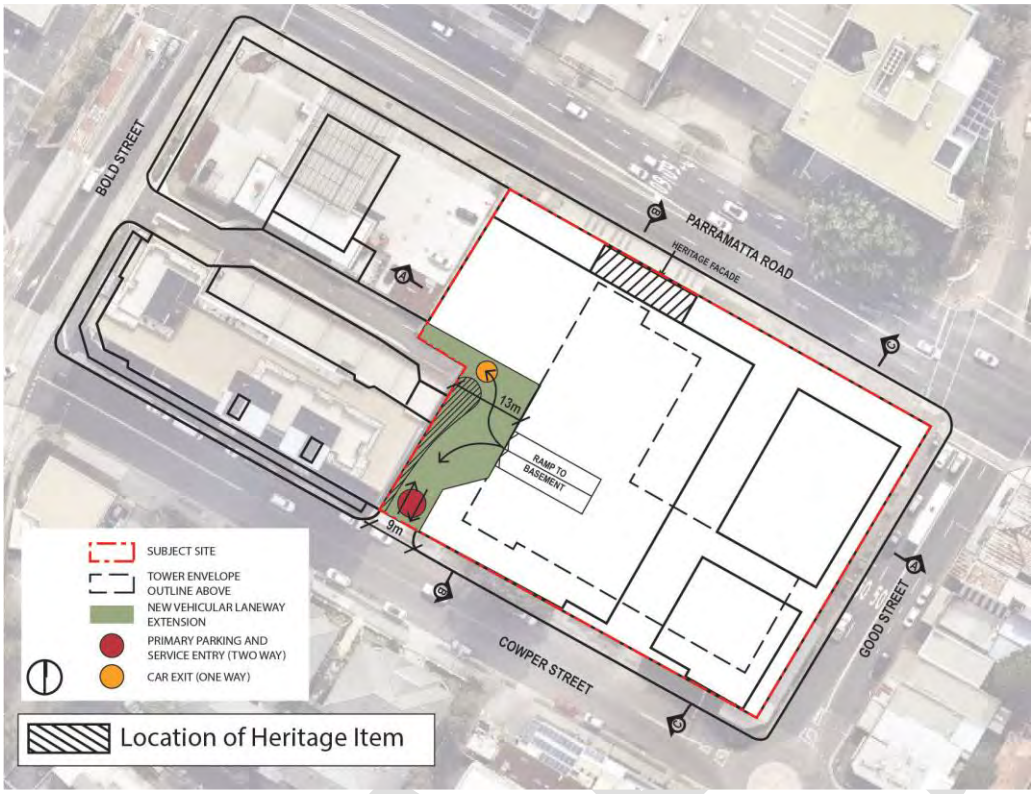


Figure 8.5.3.4.1 - Vehicular access and servicing

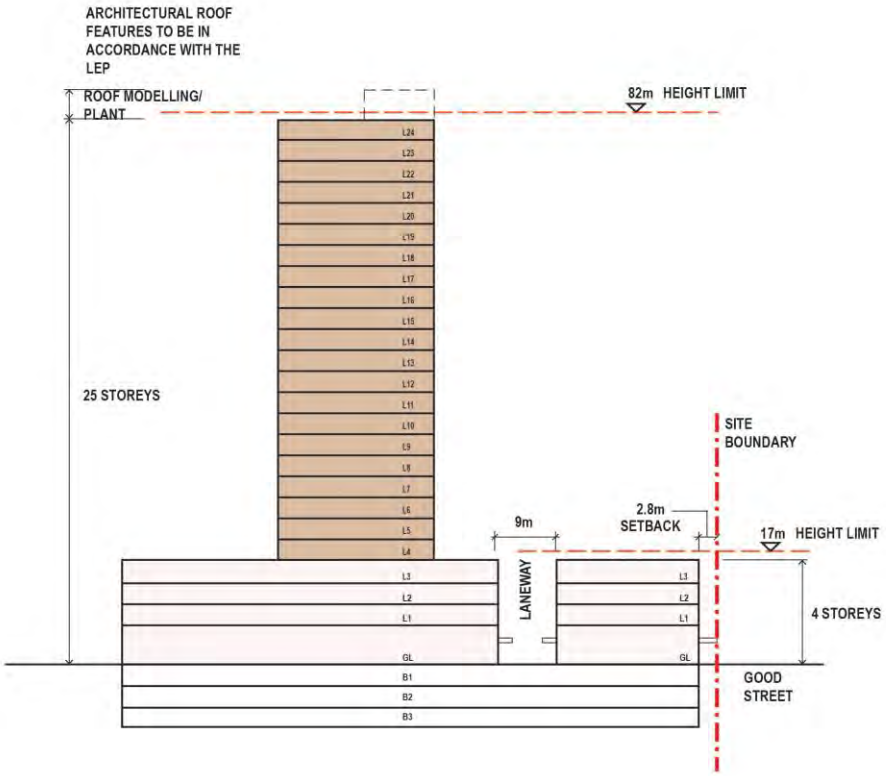


Figure 8.5.3.4.2 - Building envelope section A-A

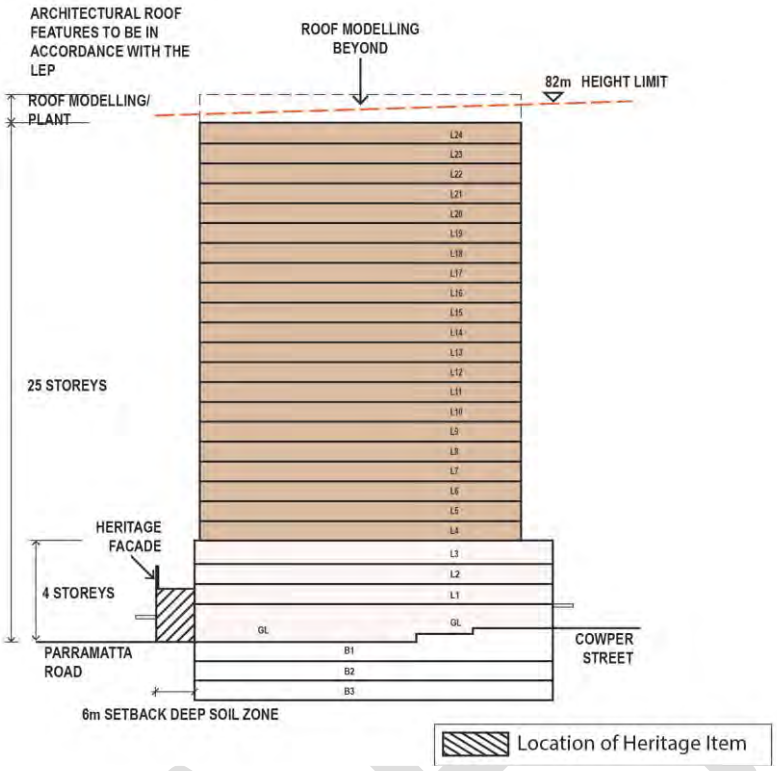


Figure 8.5.3.4.3 - Building envelope section B-B

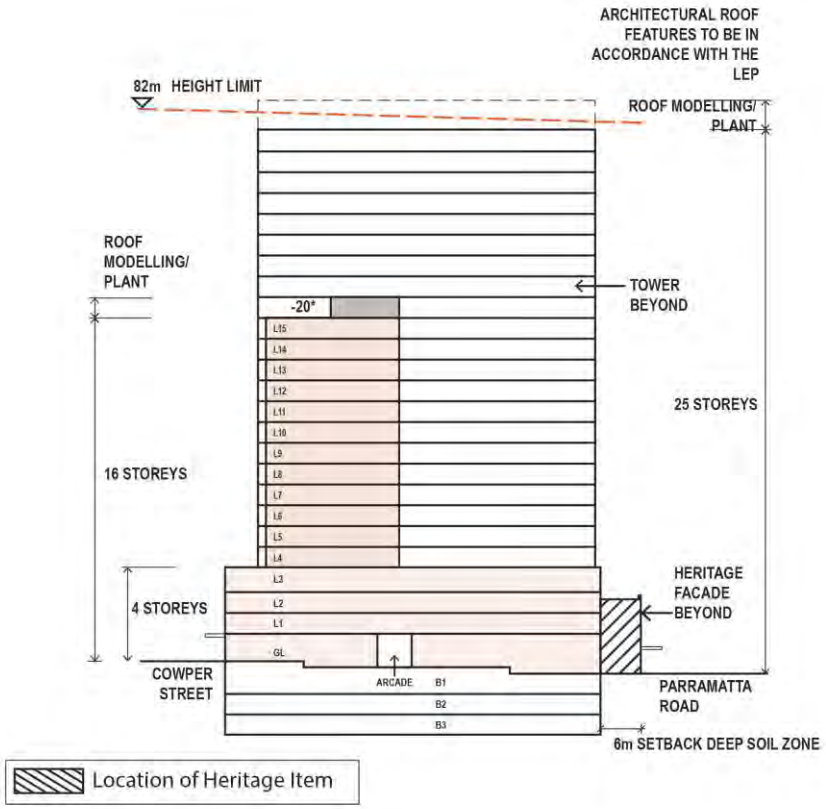


Figure 8.5.3.4.4 - Building envelope section C-C (*final height of tower to be determined through the Design Excellence process)

8.5.4 38-42 EAST STREET, GRANVILLE

This ~~s~~Section applies to land at 38-42 East Street, Granville legally known as Lot 1 DP 1009146, Lot 1 DP 195784 and Lot 1 DP 996285 as illustrated in Figure 8.5.4.1. The yield for the site comprises a floor space ratio of 6:1.



Figure 8.5.4.1 - Land application map

This Part of this DCP is to be read in conjunction with other Parts of the Parramatta DCP 202~~X~~3 and the *Parramatta Local Environmental Plan (LEP) 2023*. If there is any inconsistency between this Part of the DCP and other parts of the Parramatta DCP 202~~X~~3, this Part of this DCP will prevail.

This DCP establishes objectives and controls to be interpreted during preparation and assessment of Development Applications and supports the objectives of the LEP.

8.5.4.1 DESIRED FUTURE CHARACTER

Future development at 38-42 East Street are designed to respond to the high density mixed use character developing in the precinct in its transition from light industrial uses as envisioned by the Parramatta Road Corridor Urban Transformation Strategy.

Adjacent development is characterised by a podium and tower building typology with 4 storey street walls and residential towers above. The mix of land uses includes retail/commercial uses at the ground floor with residential apartments above.

Developments establish active edges at ground level to enhance activity, movement and safety in the streetscape while providing opportunities for boutique retail, café and commercial floor space.

A tall, slender tower form is encouraged within a podium of above ground parking to buffer the adjacent rail corridor.

Objectives

O.01 Provide a mix of uses that support the role of the Granville Town Centre.

O.02 Encourage high-quality built form outcomes and achieves Design Excellence.

O.03 Create an attractive and safe activated urban environment within East Street and the adjacent pocket park/future pedestrian link over the railway.

O.04 Deliver housing growth directly adjacent to Granville Rail Station.

Controls

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

C.01 Respond to the north facing frontage with an appropriate built form that maximises solar access.

C.02 Create a ground floor with presentation to the street of design excellence which contributes to the design quality of the public domain.

C.03 Development is to comply with the objectives and controls set out below and any other relevant objectives and controls of this DCP.

8.5.4.2 BUILT FORM AND MASSING

Objectives

O.01 Ensure that the built form appropriately responds to the desired future context at street level and the wider precinct.

O.02 Ensure the future development adds visual interest and diversity to the local skyline.

O.03 Ensure urban design outcomes demonstrated in the Planning Proposal are achieved.

O.04 Tower form should appear as tall and slender.

O.05 Podium form should exhibit fine grain character and appropriate scale.

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Controls

C.01 Maximum building heights shall be in accordance with Figure 8.5.4.2.1.

C.02 Building setbacks shall be in accordance with Figure 8.5.4.2.1.

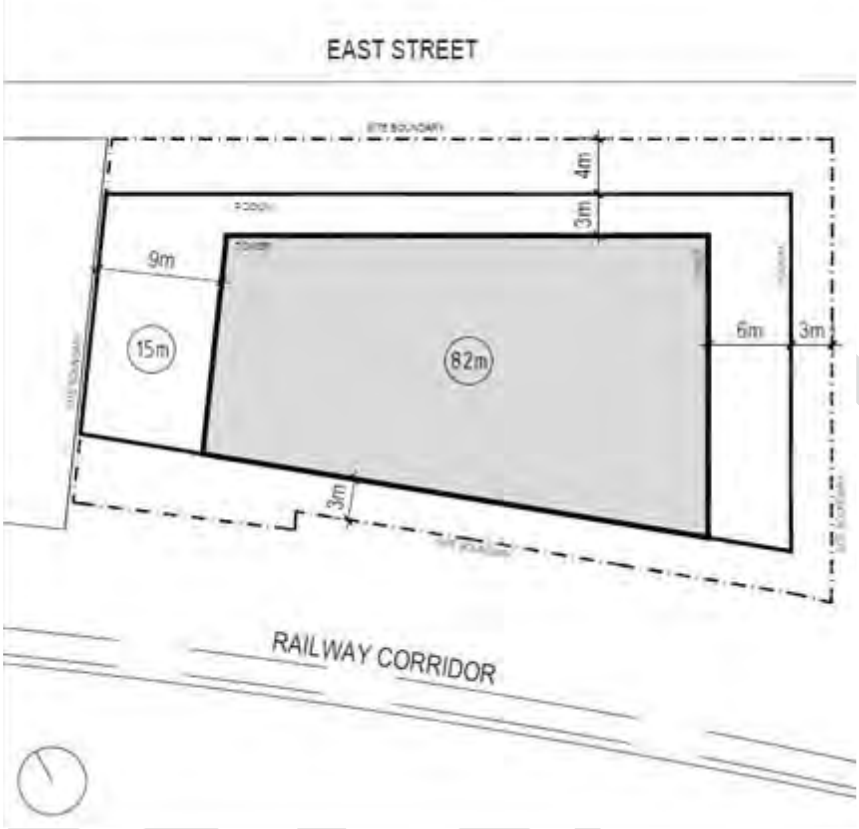


Figure 8.5.4.2.1 - Building Height and Setback Control

8.5.4.3 PODIUM, GROUND LEVEL AND PUBLIC DOMAIN

Objectives

O.01 The podium façade should be designed as the architectural component of the building that defines and imparts grain and character to the street and the pocket park. It should be thought of as a separate architectural element distinct from the tower above.

O.02 The street wall should be designed to provide a well-modulated pedestrian experience at street level. An appropriate scale should be used in its articulation, and the ground floor façade and public domain should be rich in quality and detail.

O.03 The street facades of the podium fronting carparking should be considered in detail. Green walls, thin skins or screens are not appropriate – depth, scale and materiality should be aimed for, incorporating passive surveillance and natural ventilation.

O.04 Maximise active street frontage to East Street and the adjacent pocket park.

O.05 Ensure flush access between retail tenancies and outdoor spaces to encourage outdoor dining opportunities.

O.06 Take account of and complement the public domain of the adjacent development to the west.

Controls

C.01 Retail shopfronts should provide step-free transition between indoor and outdoor space.

C.02 Provide adequate space on the East Street and pocket park frontage for outdoor dining.

C.03 Awnings facing East Street are not to restrict tree growth.

C.04 Separate the commercial and residential lobbies.

C.05 Provide minimum articulation depth of 600mm to carpark facades.

C.06 Ensure there are no direct sightlines from pedestrians to vehicles within carpark and to consider lighting and night views from streets into carpark areas.

8.5.4.4 COMMUNAL OPEN SPACE

Objectives

O.01 Ensure appropriate provision of communal open space.

Controls

C.01 Provide communal open space on the podium accessible off the lift core on the western edge.

C.02 Accommodate an undercover communal facility within the tower footprint adjacent to the open to the sky communal open space.

8.5.4.5 TRAFFIC

Objectives

O.01 Encourage use of active and public transport.

O.02 Reduce dependency on private vehicle use.

O.03 Encourage above ground parking as a buffer to rail corridor visual and acoustic impacts and mitigation of flood risk.

O.04 Minimise loading area impact on retail-/-commercial uses.

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O.05 Minimise vehicular circulation within the site.

Controls

C.01 Car parking is to be provided at the following rates in accordance with the *Parramatta Road Corridor Urban Transformation Strategy:*

Table 8.5.4.5.1 – Parking rates

Residential Use (Maximum spaces per dwelling)	
Studio	0.3 spaces
1 bedroom	0.5 spaces
2 bedroom	0.9 spaces
3 or more bedroom	1.2 spaces
Visitors	0.1 spaces
Motorcycles	1 space per 25 car spaces
Bicycles	0.5 spaces per dwelling in secure enclosure
Commercial / Retail Use	
Commercial	1 space / 100m² GFA
Retail	1 space / 70m² GFA
Bicycles	1 space per 200m² GFA accessible to visitors

C.02 Provide at least 1 car share space.

C.03 Buildings should be designed with car parking at podium levels (see 'Podium, Ground Level and Public Domain').

C.04 Vehicular access to the site shall be via a single two way driveway with crest height in accordance with flood planning requirements.

C.05 Loading space shall be provided on East Street subject to consultation with Council

8.5.4.6 SUBSTATIONS

Objectives

O.01 Design new substations within building footprints, minimising impacts on public domain.

O.02 Relocate existing padmount substation (see Figure 8.5.4.6.1) located in the north eastern corner of the site within a new substation enclosure to maximise the open space and activation of the pocket park subject to design consultation with Endeavour Energy.

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Controls

C.01 Substations are to be provided within buildings, not within the street, open spaces or setbacks, and are to be designed to ensure protection of residents from Electro Magnetic Radiation (EMR) emissions.

C.02 Development Application shall include consultation with Endeavour Energy to relocate existing padmount substation.



Figure 8.5.4.6.1 - Existing padmount substation at 38 East Street, Granville

8.5.4.7 FLOODING

Objectives

O.01 Building design should minimise or eliminate risk to human life resulting from 'high hazard floodwater' and 'localised-/-overland flooding'.

O.02 Ensure that building design shall comply with relevant flood planning requirements.

O.03 Ensure that building design should consider 'shelter in place' strategies for flood events.

Controls

C.01 Development Application for the site shall be accompanied by a detailed flood impact study.

C.02 A 'flood planning–/–shelter in place' strategy shall be provided with any Development Application.

C.03 Habitable uses and vehicular parking shall be provided at a height above relevant flood planning levels.

8.5.4.8 WINTERGARDEN BALCONIES

Objectives

O.01 Design wintergarden balconies in such a way that the space is perceived as an external balcony that has operable glazing to enable it to be modified to control intrusive noise. To this end, all elements of the space should be designed appropriately, which includes a drained impervious floor finish and precludes air conditioning units being located within the space.

Controls

C.01 Wintergardens areas able to be excluded from GFA shall be those fronting the railway corridor and limited to the minimum balcony areas as noted in the Apartment Design Guide (ADG) or dwelling types: 8m^2 for 1 bedroom apartments, 10m^2 for 2 bedroom units, and 12m^2 for 3 bedroom units. The maximum wintergarden areas to be excluded from GFA is capped at 400m^2. Any wintergarden area exceeding 400m^2 will be included in the GFA calculations.

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8.5.5 38 COWPER STREET, GRANVILLE

This ~~s~~Section applies to part of the site at 14-38 Cowper Street, 5-5A Rowell Street and 21-41 East Street, Granville, which is legally known as Lot 50 DP 1238546 as illustrated in Figure 8.5.5.1 below.

This DCP sets relevant development controls for the form and character of tower Building C above the approved podium and adjacent to two approved towers on the site.



Figure 8.5.5.1 - Land application map

This Part of this DCP is to be read in conjunction with other parts of the Parramatta DCP and the *Parramatta Local Environmental Plan 2023* (*PLEP 2023*).

If there is any inconsistency between this Part of this DCP and other parts of the Parramatta DCP 202~~3X~~, this Part of this DCP will prevail.

This DCP establishes objectives and controls to be interpreted during preparation and assessment of Development Applications and supports the objectives of the LEP.

8.5.5.1 BUILT FORM

The residential tower (Building C) that is the subject of this DCP forms part of a large, long development (some 57 metres), in which two other towers (Buildings A and B) as well as an extensive podium have received development consent.

The objectives of this DCP are to inject a measure of variety and diversity in the built form and character of the project and at the same time to modulate and articulate the subject tower to mitigate its length. To this end, a Design Excellence competition is included in the process and the built form controls are formulated to achieve these objectives.

Objectives

O.01 Achieve a variety and diversity in the built expression of the project.

O.02 Incorporate a range of difference heights to the local skyline.

O.03 Break down the perceived length of the tower into two nominally separate buildings.

O.04 Provide variation to what would otherwise be the symmetry and uniformity of height of Buildings A and C.

Controls

C.01 Any future Development Application seeking to increase the height of Building C must not be approved unless it has been subject to a Design Excellence competition and has been granted Design Excellence in accordance with Clause 6.13 of the *PLEP 2023*.

C.02 The envelope of Building C must be consistent with Figure 8.5.5.1.1, Figure 8.5.5.1.2 and Figure 8.5.5.1.3.

C.03 Setbacks must be measured perpendicular to the street wall face to the outer faces of the building.

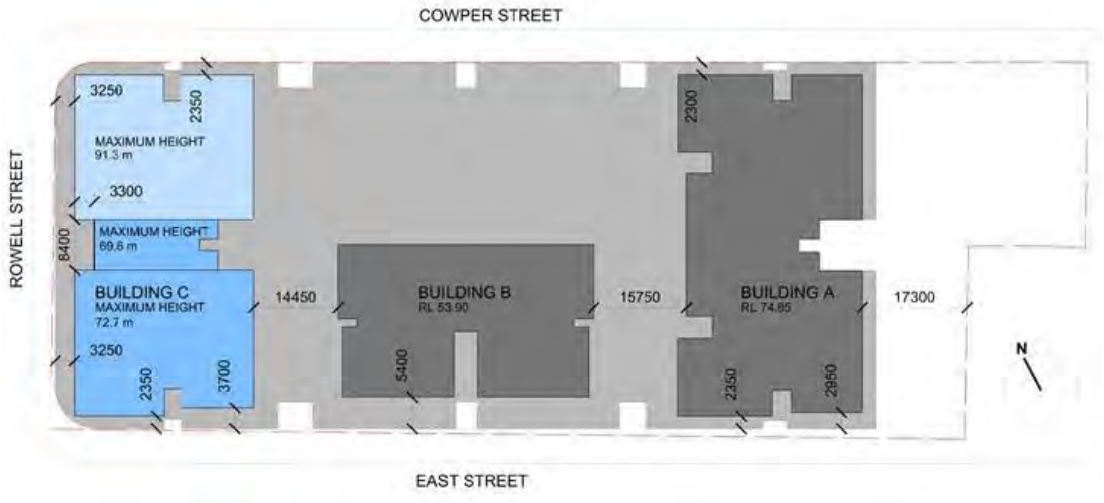


Figure 8.5.5.1.1 - Building C Envelope, Heights and Setbacks

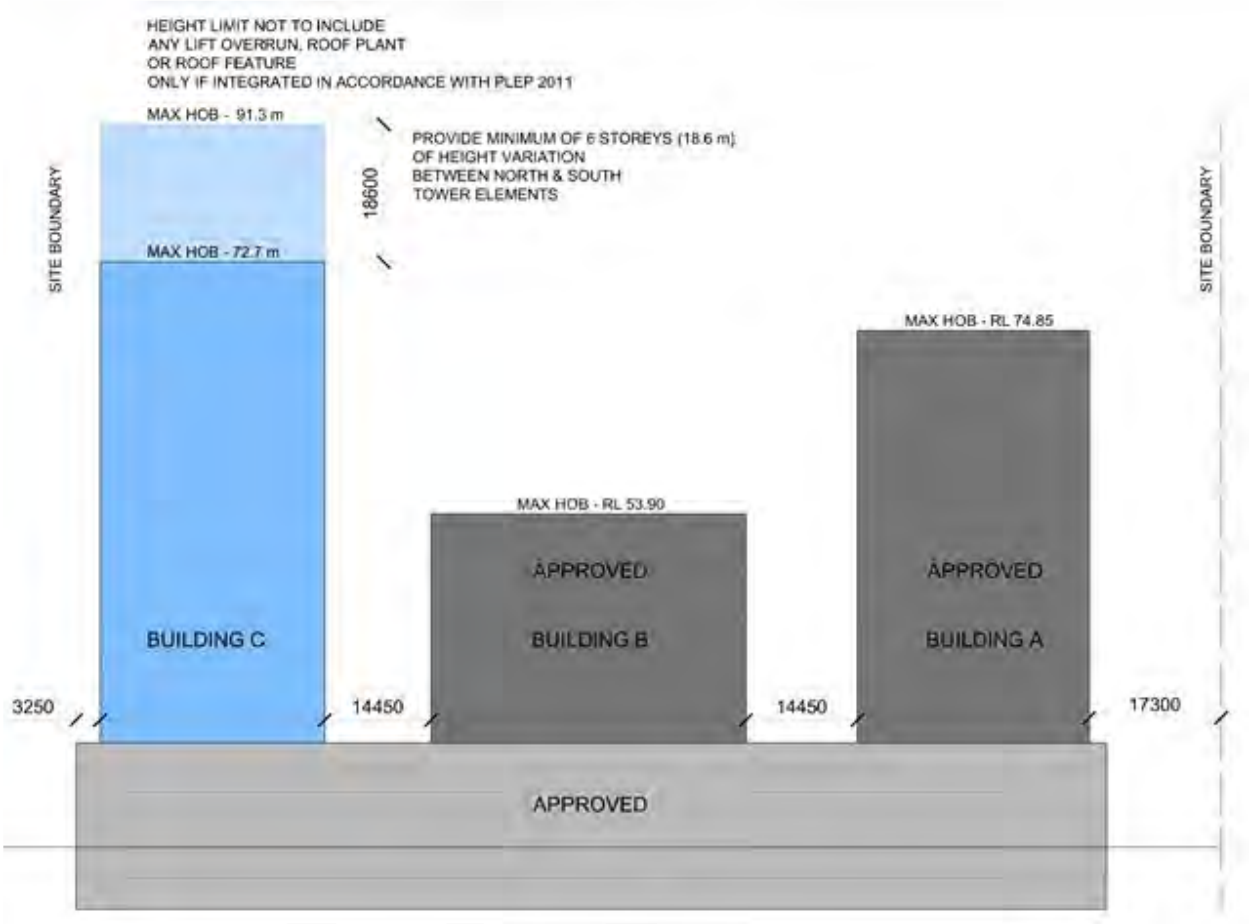


Figure 8.5.5.1.2 - Elevation from East Street

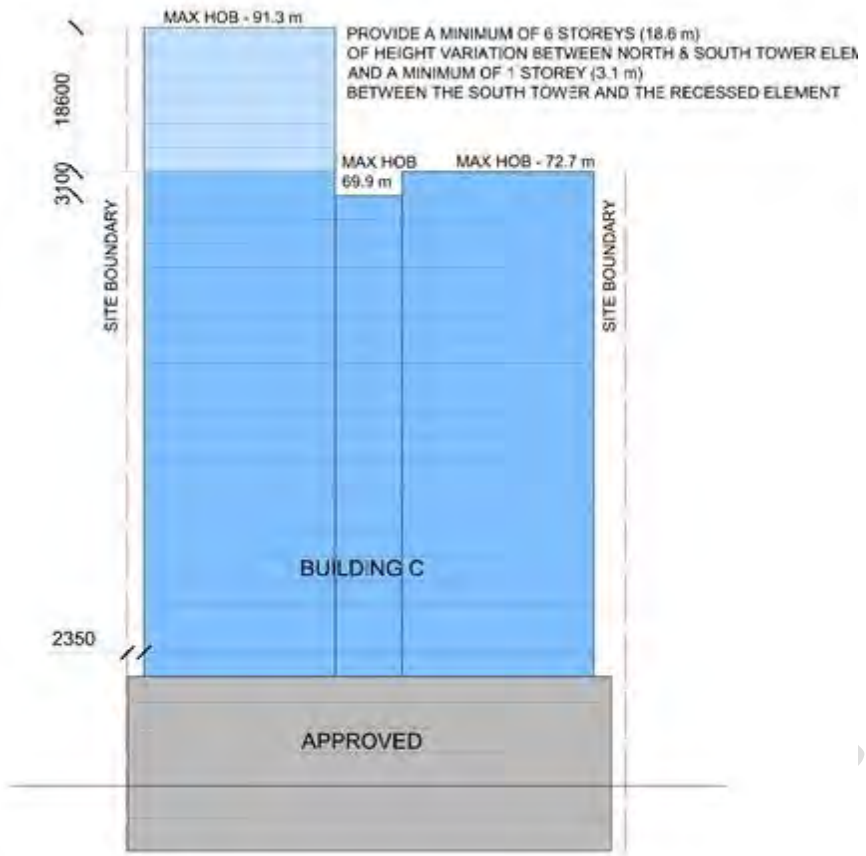


Figure 8.5.5.1.3 - Elevation from Rowell Street

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8.5.6 258-262 PENNANT HILLS ROAD AND 17 & 20 AZILE COURT, CARLINGFORD



Figure 8.5.6.1 - Land application map

8.5.6.1 DESIRED FUTURE CHARACTER

This site comprises a 6,313m^2 land parcel in Carlingford that has frontage to Pennant Hills Road and Azile Court.

The site is highlighted below in Figure 8.5.6.1.

The site is located within walking distance to Carlingford and Telopea Railway Stations and is serviced by high frequency bus route along Pennant Hills Road.

Development on the subject site results in residential apartment buildings that will provide an appropriate transition to the lower density areas to the south and west of the site.

Redevelopment of the site results in an increase in the density and allow for approximately 68 new dwellings. Development could occur as a single stage or as two distinct stages on each side of the pedestrian pathway that splits the site.

An access road, the signalisation of Baker Street and Pennant Hills Road intersection, and an upgrade of the through site pedestrian link between Azile Court and Pennant Hills Road services the population and wider community.

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

General Objectives

O.01 Capitalise on the locational, ecological, topographical and aesthetic values of the site by ensuring that future built form respects the characteristics of the site that provide amenity and character.

O.02 Create a high--quality street character by aligning buildings to address streets and pedestrian links, thereby defining the territorial boundaries of the public and private realms and creating positive spaces between the buildings.

O.03 Facilitate a development density which is appropriate for the site having regard to its strategic location in relation to public transport services and its role in providing a transition between the higher density development occurring around Carlingford railway station and the lower density areas to the south and west.

O.04 Ensure that the buildings and open spaces respond to the landform and the desired future character of the precinct.

8.5.6.2 BUILT FORM AND MASSING

Objectives

O.01 Ensure that the built form sensitively responds to the site's location and topography.

O.02 Ensure that the built form is a high--quality.

O.03 Set variable building heights to ensure positive and cohesive relationships with surrounding land and uses.

O.04 Ensure that the built form and massing of development does not unjustly reduce solar access to habitable rooms and private open space on adjoining properties.

O.05 Design the development to activate the two streets at their interface and to ensure that the massing of development is not detrimental to the public domain and addresses the pedestrian through site link that enjoys passive surveillance and a safe urban environment.

Controls

C.01 Maximum Building Heights

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Building heights must be in accordance with *Parramatta LEP 2023* Height of Buildings Map to respond to the context, to provide visual interest and to minimi~~s~~ze and mitigate adverse overshadowing and privacy impact to adjoining properties and adjoining public domain and land uses.

C.02 Building Setbacks 6 metres to Pennant Hills Road, in addition to the road reservation.

- 6 metres to Baker Street extension.
- 9-10 metres to the western boundary to allow for tree root protection.
- 12 metres between buildings where the pedestrian walkway dissects the site.
- 9 metres to the southern boundaries to provide a transition to low density dwellings to the south.

C.03 Setbacks and the building envelope zone are illustrated in Figure 8.5.6.2.1.



Figure 8.5.6.2.1 - Building Envelope Plan

8.5.6.3 HEIGHT OF BUILDINGS

Objectives

O.01 Ensure heights of buildings respond appropriately to the surrounding context and setting.

O.02 Organise buildings, streets and pedestrian laneway to respond to the topography and desired future character of the site.

O.03 Minimi~~s~~z~~e~~e the perceived density and visual impact of buildings when viewed from surrounding residential areas and the public domain.

O.04 Create positive relationships with other buildings adjoining the site.

O.05 Provide a transition to the adjacent lower density residential areas to the south and west.

Controls

C.01 Building heights must be in accordance with *Parramatta LEP 2023* Height of Buildings Map to respond to the context, to provide visual interest and to minimise and mitigate adverse overshadowing and privacy impact to adjoining properties and adjoining public domain and land uses.

C.02 The buildings must not be more than 4 storeys and 14 metres in height.

8.5.6.4 FLOOR SPACE RATIO

Objectives

O.01 Ensure that the resulting population density is appropriate for the characteristics of the site, its immediate surrounds and LGA.

Controls

C.01 The area of the public pedestrian pathway is not included as part of the site area for the purposes of calculating FSR and the provision of FSR is 1:1 on residentially zoned land.

8.5.6.5 PUBLIC DOMAIN AND AREAS OF ECOLOGICAL VALUE

Objectives

O.01 Encourage street level pedestrian movement networks.

O.02 Activate the pedestrian laneway.

O.03 Enhance the existing natural feature of vegetation on the site.

Controls

C.01 Landscaping and buildings should operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both future and existing residents and the adjoining public domain.

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C.02 The existing stand of trees on the western boundary of the site must be retained and the built form is to be setback to protect the tree root zone consistent with Figure 8.5.6.2.1.

C.03 Any Development Application must include a detailed landscape plan by a qualified landscape architect.

C.04 A land dedication of 2 metres to be provided to Council for planting large canopy trees along the western side of the Future North-South Road along the eastern boundary.

8.5.6.6 TRAFFIC AND TRANSPORT

Objectives

O.01 Minimise the impact of car parking.

O.02 Minimise pedestrian and vehicle conflict.

O.03 Provide high-quality entrances to car parks using high-quality detailing and materials buildings should be designed using high-quality materials for sections of vehicle access ways visible from the public domain.

Controls

C.01 Vehicle access is to be from the future North-South road along the eastern boundary and Azile Court.

C.02 The access ramp/driveway to the basement to be located at the lower end of the slope and provided from the future North-South Road.

C.03 High-quality design, detailing and materials are to be used for car park entrances and the security shutters etc.

C.04 Services, service access points and garbage collection points are not to be located on Pennant Hills Road.

C.05 A detailed traffic assessment must be provided with a Development Application.

C.06 Car Parking and Bicycle parking must be provided consistent with Parramatta DCP requirements.

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8.5.7 264-268 PENNANT HILLS ROAD, CARLINGFORD

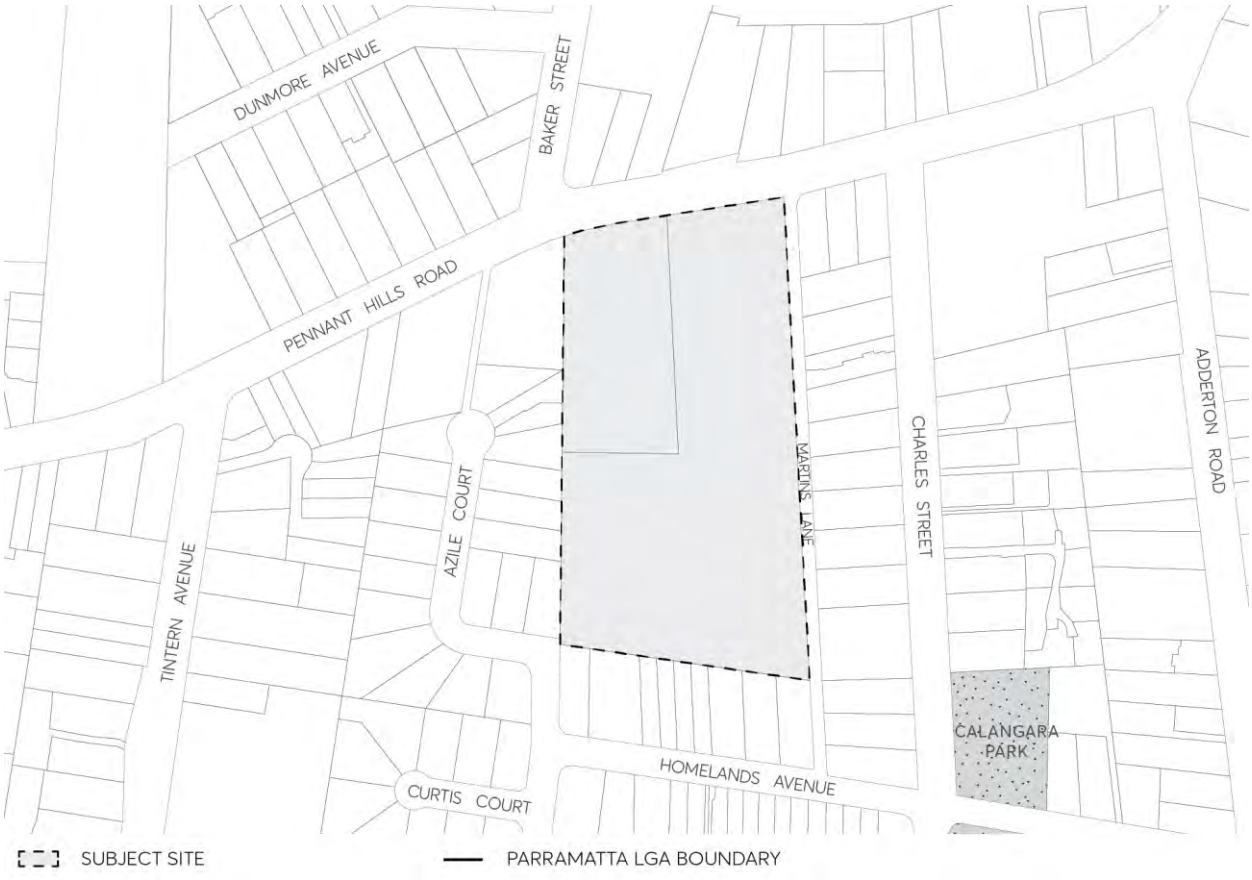


Figure 8.5.7.1 – Land application map

8.5.7.1 DESIRED FUTURE CHARACTER

This site comprises approximately 2.75ha of residential land in the suburb of Carlingford. The site is bound by Pennant Hills Road to the north, Martins Lane to the east, residential properties fronting Homelands Avenue to the south and residential properties fronting Azile Court to the west (see Figure 8.5.7.1).

The site is located within walking distance to Carlingford and Telopea railway stations (approximately 800 metres) and is serviced by the high frequency bus route along Pennant Hills Road. The site has excellent access to public transport which provides links to several major centres including Parramatta City Centre, Epping, Macquarie Park, Rydalmere, Norwest and Carlingford. These centres offer a variety of services including retail facilities and employment opportunities. The site also has convenient access to a range of public and private schools and nearby bushland and park areas.

Development on 264–268 Pennant Hills Road, Carlingford results in residential apartment buildings that provide an appropriate transition to the lower density areas to the south and west. Redevelopment of the site results in an increase in the density and allow for new dwellings to be provided.

New access roads, the signalisation of the Baker Street and Pennant Hills Road intersection, and public domain widening of Martins Lane also service the population and wider community.

Objectives

In addition to the general objectives listed in Section 8.2 of this DCP, specific objectives relating to the redevelopment of 264 -268 Pennant Hills Road, Carlingford are to:

O.01 Capitalise on the ecological, topographical and aesthetic values of the site by acknowledging the special characteristics of the site that provide amenity and character.

O.02 Create a legible network of streets and open spaces for cyclists, pedestrians and cars that provide access for residents and visitors and a street address for future buildings.

O.03 Enhance street character by aligning buildings to address the streets and define the territorial boundaries of the public and private realms.

O.04 Facilitate a development density which is appropriate for the site having regard to its strategic location in relation to public transport services and its role in providing a transition between the higher density development occurring around Carlingford railway station and the lower density areas to the south and west.

O.05 Preserve and enhance areas within the site identified as being of high and medium ecological significance.

O.06 Ensure that the buildings, streets and open spaces are organised to respond to the landform and emerging built form context.

8.5.7.2 PUBLIC DOMAIN

A street network appropriate for purpose is critical to ensure equity of access for all users and enhance permeability to and through the site. The street network will be required to provide frontage to buildings and create a public domain that prioritises pedestrian movement.

Objectives

O.01 Maintain neighbourhood amenity and appropriate residential character.

O.02 Improve connectivity and permeability in the Precinct.

O.03 Create a legible hierarchy of roads and integration with the broader road network.

O.04 Implement the principles of Water Sensitive Urban Design (WSUD).

O.05 Ensure the public domain is accessible, safe, and secure for all members of the community having regard to *Crime Prevention through Environmental Design* (CPTED) principles.

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Controls

C.01 The site should have:

- A north-south street along the western boundary of the site. This street will not allow for vehicle access at its northern edge and a turning bay will be provided.
- An east-west street to connect Martins Lane to the new north-south street mid-way through the site.
- An east-west accessway located along the northern edge of the high value ecological zone on the southern part of the site.
- A new pedestrian link from Grace Street-/-Azile Court connecting to the north-south street and publicly accessible open space area.

C.02 The site should be permeable and provide links to the wider area.

C.03 Martins Lane is to have a widened verge so that the high--quality vegetation is retained.

C.04 The areas of high and moderate ecological significance are to be protected and enhanced.

C.05 Water Sensitive Urban Design (WSUD) principles should be implemented within the public domain areas.

C.06 New development should be designed and sited to appropriately integrate with and address streets and pedestrian links to provide activation and casual surveillance.

C.07 Fencing along the public domain should allow for casual surveillance.

C.08 Options for public access to the high value ecological zone adjacent to the southern boundary of the site should be considered. There shall be no direct vehicular connection into the site from Pennant Hills Road.

C.09 Vehicular movements at the Pennant Hills Road/Martins Lane intersection will be left out (of Martins Lane) only.

C.10 The northern end of the carriageway of Martins Lane is to be widened to facilitate safer left hand turns out of this street.

C.11 Martins Lane public domain widened area must be dedicated to Council.

C.12 Street typologies must be provided as detailed in Figure 8.5.7.2.1.

C.13 Public access (24 hours a day, 7 days a week) is to be provided to the high value ecological zone to the southern boundary as identified in Figure 8.5.7.2.1.

C.14 A new public pedestrian connection is to be provided between Grace Street-/-Azile Court and Pennant Hills Road and to the publicly accessible open space area on the southern boundary of the site as shown in Figure 8.5.7.2.1.

C.15 All new streets-/-accessways as shown in Figure 8.5.7.2.1 below are to be publicly accessible 24 hours a day, 7 days a week.

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C.16 No basement or sub-floor structures are to be located under new streets, accessways or publicly accessible open space.



Figure 8.5.7.2.1 - Public Domain Plan for 264-268 Pennant Hills Road, Carlingford

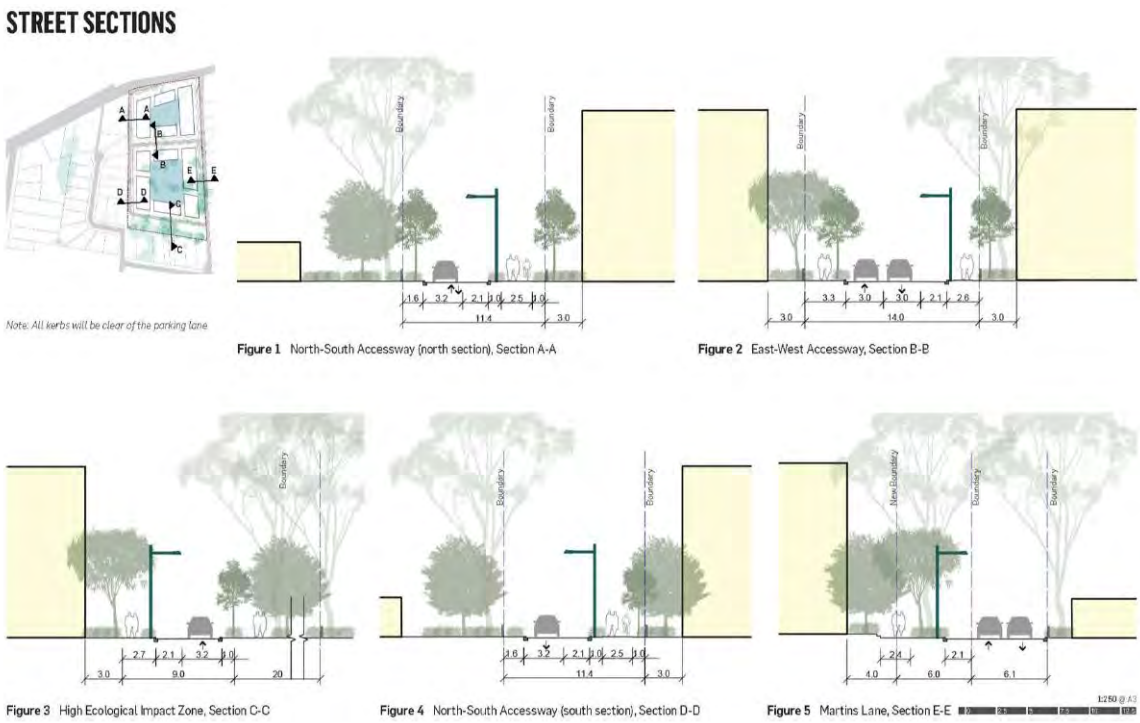


Figure 8.5.7.2.2 - Street Typologies (Extract from Urbis Urban Design Report, May 2018)

Note: The footpath along the western edge of Martins Lane (as shown in Section E-E) will be located so as to avoid trees to be retained.

8.5.7.3 HEIGHT OF BUILDINGS

Objectives

O.01 Ensure heights of buildings respond appropriately to the surrounding context and setting.

O.02 Organise buildings, streets and open space to respond to the topography and desired future character of the site.

O.03 Minimise the apparent density and visual impact of buildings when viewed from surrounding residential areas and the public domain.

O.04 Ensure that development does not unreasonably reduce solar access to neighbouring properties.

O.05 Create positive relationships with other buildings adjoining the site.

Controls

C.01 Building heights should provide a transition to the adjacent lower density residential areas to the south and west.

C.02 Building heights must be in accordance with *Parramatta LEP 2023* Height of Buildings Map as shown below in Figure 8.5.7.3.1 to respond to the context, to provide visual interest and to

minimise and mitigate adverse overshadowing and privacy impact to adjoining properties and adjoining public domain and land uses.

C.03 When viewed from adjoining streets and adjacent properties the buildings on the site are to appear no higher than 4 storeys.

C.04 A minimum of 3 hours solar access is to be provided to the communal open space areas between 9:00am and 3:00pm on 21st June.

C.05 Overshadowing of community places and areas of high and moderate ecological significance is to be minimised.

C.06 Buildings should to be designed and sited to minimise overshadowing of adjoining properties consistent with the Apartment Design Guide.

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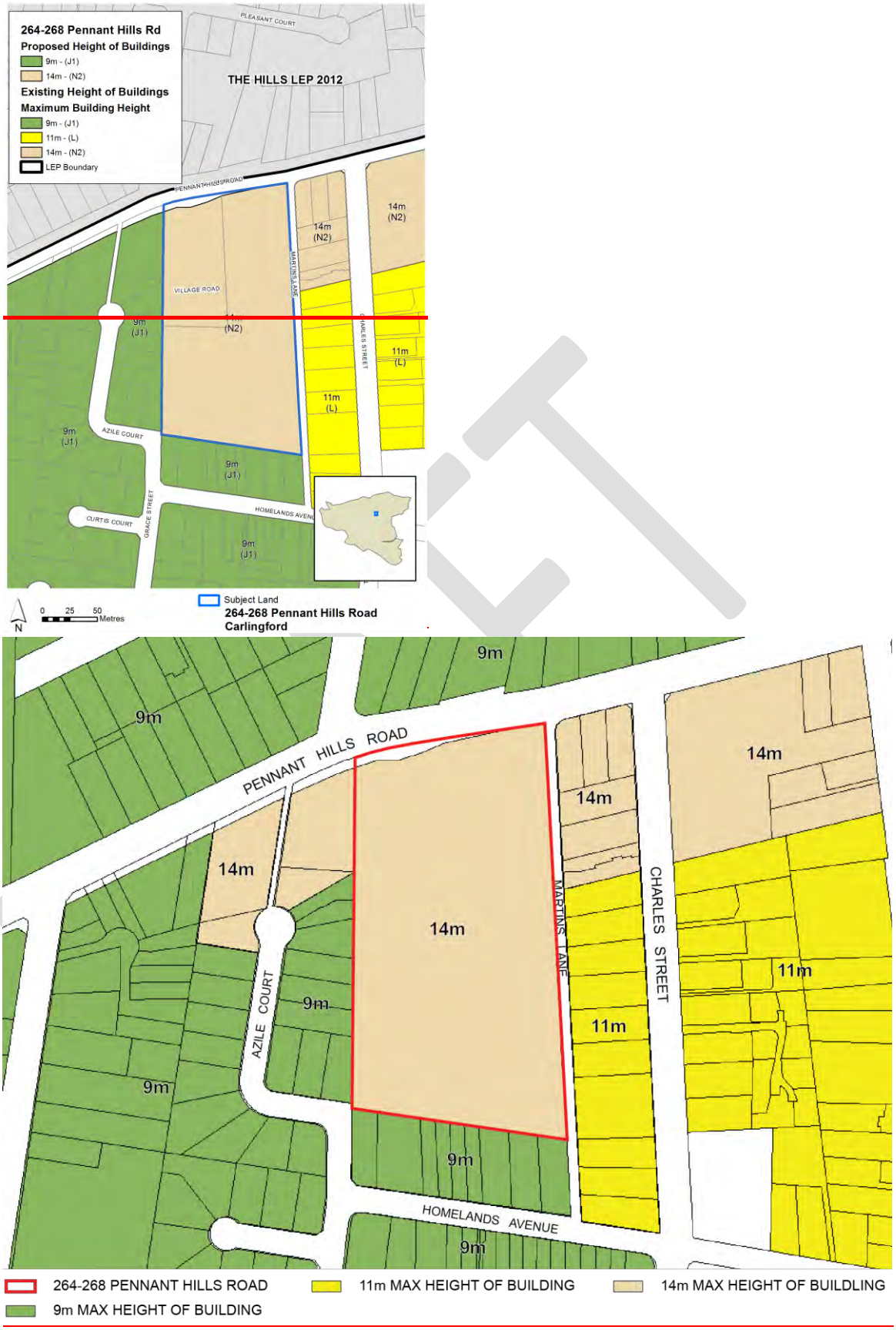


Figure 8.5.7.3.1 - Extract from *Parramatta LEP 2023~~11~~* Height of Buildings LEP Map

8.5.7.4 SETBACKS

Objectives

O.01 Provide:

- a generous interface with existing and proposed streets.
- an appropriate transition between higher density residential development and low density residential development on adjoining sites.

O.02 Allow adequate space to provide landscaping.

O.03 Provide appropriate separations between buildings.

Controls

C.01 Setbacks must be provided in accordance with Figure 8.5.7.4.1.

C.02 Setbacks should create positive and cohesive relationships between buildings and between buildings and streets.

C.03 Generous setbacks should be provided to the street edges.

C.04 Setbacks should minimise any potential negative impacts on adjoining properties.

C.05 The setback on Pennant Hills Road is to allow dense landscaping to mitigate negative impacts.

C.06 A minimum setback of 6m must be provided from the SP2 zoned land along Pennant Hills Road.

C.07 Development must not occur within the setback areas except for soft landscaping, footpaths, fencing, driveways, retaining walls and essential infrastructure.

C.08 Ground floor apartments may have courtyards that extend up to 3m into the setback where they front a street or public pedestrian accessway.

C.09 An ecological assessment is to be submitted with development applications on land proximate to areas identified on the LEP Natural Resources – Biodiversity map as areas of high and medium ecological constraint to determine the appropriate setbacks between the built form and existing trees within these areas to ensure their protection and ongoing health.

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Figure 8.5.7.4.1 – Site Setbacks for 264-268 Pennant Hills Road, Carlingford

8.5.7.5 FLOOR SPACE RATIO

Objectives

O.01 Ensure that the resulting population density is appropriate for the characteristics of the site, its immediate surrounds and LGA.

O.02 Encourage an overall built form and building layout which respond appropriately to the principles detailed in the overall objectives of this site specific DCP.

Controls

C.01 The following areas may be included as part of the site area for the purposes of calculating FSR:

- The widening of Martins Lane
- The north-south road

- The east-west roads
- The provision of any public pedestrian pathway
- The areas of high and moderate ecological value as mapped on the LEP Natural Resources – Biodiversity map.

C.02 Floor space ratios must be in accordance with the FSR LEP map reproduced at Figure 8.5.7.4.2.



Figure 8.5.7.4.2 - Extract from *Parramatta LEP 2011* Floor Space Ratio LEP Map

8.5.7.6 LANDSCAPED SPACES AND AREAS OF ECOLOGICAL VALUE

Objectives

O.01 Enhance the existing natural features of the site including topography, geology; vegetation/vegetation communities; micro climate; hydrology (surface and sub-surface).

O.02 Enhance the natural environmental performance of the site by coordinating water and soil management, solar access, micro-climate, tree canopy and habitat values.

O.03 Retain existing trees where possible and use landscaping to make a positive contribution to the streetscape and neighbourhood.

O.04 Provide water sensitive urban design for the management of stormwater drainage.

O.05 Ese open space areas, new roads and pedestrian links to assist with stormwater management, provide deep soil zones and maximise rainfall infiltration.

O.06 Design all public spaces and landscaping to a high--quality with a demonstrated consistent design.

O.07 Retain, protect and enhance areas identified as having high or moderate ecological significance area.

Controls

Site Coverage

C.01 Site coverage should provide for adequate deep soil, communal spaces, streets and separation between buildings.

Landscape Generally

C.02 Existing high ecological significance trees must be retained where possible.

C.03 The setback to Pennant Hills Road must be densely landscaped with species endemic to the area. This setback shall be provided as a deep soil zone with no basement or sub-floor structures.

C.04 Landscaping must use predominantly indigenous species that reflect the region's character of the Sydney Blue Gum High Forest and Sydney Turpentine-Ironbark Forest vegetation communities. Opportunities to plant species representative of the communities and the existing areas of moderate and high ecological significance located on the site are to be explored provided planting of these species does not present a danger to residents and the public.

C.05 Selected plant species must provide form, enclosure, texture and colour. The planting should also take on a further role in providing biodiversity, shade and protection.

C.06 A mix of local trees, shrubs and grasses must be used to create attractive, colourful and low maintenance landscaped areas.

C.07 All building setbacks are to be landscaped.

C.08 Any Development Application must include a detailed landscape plan and landscape design report prepared by a qualified landscape architect. The landscape plans are to include details of plant species, pot sizes, mature height, tree protection measures and a detailed maintenance program.

C.09 Deep soil zones must be provided for the first 3 metres of all property boundaries other than Pennant Hills Road which requires a 6 metre deep soil zone (Refer Control C.03).

C.10 Landscaping and buildings should operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both future and existing, surrounding residents and the adjoining public domain.

C.11 Landscape design should optimise usability, privacy and social opportunity, equitable access and respect for neighbours' amenity, and provide for practical establishment and long-term management.

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C.12 Landscaping should enhance the existing natural attributes of the site (including existing vegetation and topography) and seek to maintain and enhance those features as far as possible.

C.13 Deep landscaped setbacks should be provided to Pennant Hills Road to enhance amenity along this frontage.

C.14 Street trees and landscaping should be provided along footpaths to enhance the quality of the streetscape and maximise pedestrian amenity.

C.15 Tree and plant species endemic to the area should be used.

Communal Open Space Areas

C.16 All communal open space areas must include the following:

- sub-surface drip irrigation systems controlled by timers using soil moisture or rainfall sensors;
- drought tolerant plants and grasses;
- water retaining media mixed into soil; and
- tree planting and landscaping using elements such as indigenous plant species, interesting sculptural elements and pavement design.

Details of these elements are to be shown on landscape plans submitted with Development Applications.

C.17 Communal Open Space on both Site A and Site B is to reflect the rectangular shape and approximate area size illustrated in the Public Domain Plan Figure at 8.5.7.2.1.

C.18 Communal open space areas should be sized to allow opportunities for passive and active recreation.

Pedestrian Links

C.19 Well-defined paths should be provided to allow access to Pennant Hills Road and other public domain areas.

C.20 A safe pedestrian environment should be provided.

C.21 Pedestrian links should be designed and located to assist in in providing increased casual surveillance.

Water Sensitive Urban Design (WSUD)

C.22 Post-development peak flows from the development site must not exceed pre- development peak flows.

C.23 Landscape works must be undertaken in collaboration with the hydraulic and civil works to develop an integrated stormwater design.

C.24 Open space and green links should be provided to assist with stormwater management, provide deep soil zones and maximise rainfall infiltration.

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C.25 All development including landscape designs must incorporate WSUD measures including rain gardens, bioswales, biosinks, and water polishing ponds, wetlands and other constructed ecologies which can detain, retain and reuse water.

Areas of High and Moderate Ecological Significance

C.26 Areas identified as being of high or moderate ecological significance are shown on Figure 8.5.7.5.1.

C.27 Any development on land containing or immediately adjoining areas of high or moderate ecological significance must confirm the boundaries of the area of ecological significance with detailed analysis to ensure no adverse impacts to those areas occurs as a result of the development.

C.28 A flora and fauna assessment must be submitted with any Development Application on land identified as containing areas of high or moderate ecological significance.



Figure 8.5.7.5.1 - Areas of High and Moderate Ecological Significance

8.5.7.7 BUILT FORM AND SITE REQUIREMENTS

Objectives

O.01 Position buildings so that they relate to the topography, the streets and each other. The massing and siting of the buildings should:

- Reflect the building typology and height.
- Enable buildings to address and align with streets and public spaces.
- Define positive spaces.
- Minimise stepping.
- Meet site coverage requirements.
- Minimise cut and fill.

O.02 Minimise the apparent density of the development.

O.03 Minimise site coverage and provide areas of communal open space, setbacks, deep soil and open space. Minimum site areas, site frontages, setbacks and separation distances should be provided for the different building typologies.

O.04 Provide adequate privacy and amenity for existing and future residents within and beyond the site.

O.05 Respond to the topography and minimise the extent of cut and fill.

Controls for Residential Apartment Building Development

C.01 Setbacks and siting of buildings must provide areas for deep soil/permeable surfaces, communal open space areas and private open spaces.

C.02 The massing and siting of the buildings must:

- Enable buildings to address and align with streets and public spaces
- Define positive spaces
- Minimise stepping
- Use the sloping topography to locate apartments at ground level
- Provide setbacks as per Figure 8.5.74.1.
- Provide building separations consistent with the provisions of Part 2F of the Apartment Design Guide.

C.03 Sites must be a minimum of 1,500m^2 for development of apartment buildings of 3 or more storeys.

C.04 Sites must have a minimum frontage of 24 metres for development of apartment buildings of 3 or more storeys.

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8.5.7.8 BUILDING DESIGN EXCELLENCE, FINISHES AND MATERIALS

Objectives

O.01 Have buildings that are well designed in terms of massing, proportions, scale, materials and detailing. The buildings should:

- Meet the requirements of the Apartment Design Guide.
- Address the streets and public domain.
- Be scaled and well- proportioned through modulation, articulation, materials and detailing.
- Use robust minimum maintenance materials.

O.02 Have buildings that are constructed to a high-quality, require minimal maintenance and use robust materials suitable for the context.

O.03 Minimise the apparent density of the development.

O.04 Maximise the amenity of residents.

Controls

C.01 A detailed site analysis plan must be submitted with a Development Application proposing residential apartment building(s) and/or multi-unit residential development.

The massing and siting of the buildings should:

- Enable buildings to address and align with streets and public spaces.
- Define positive spaces.
- Minimise stepping.
- Relate the ground floor to the ground plane and reflect that relationship in the detailing.

C.02 Buildings must be designed to:

- Provide entrances, outlook and address to the street and/or public/pedestrian thoroughfare and communal open space(s) to maximise passive surveillance opportunities.
- Create positive spaces between buildings.
- Be scaled and well- proportioned through appropriate modulation, articulation, materials and detailing.
- Use robust minimum maintenance materials of the typology and context.
- Use brick and/or other hardy materials that require minimal maintenance.

C.03 Attached housing must demonstrate that the design principles of the Design Guide for Low Rise Housing Diversity and the *SEPP (Housing Code)* have been considered.

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NORTH ROCKS WARD

8.5.8 27-33 NORTH ROCKS ROAD, NORTH ROCKS

This ~~s~~Section of this DCP must be read in conjunction with Parramatta DCP 2023~~X~~.

This ~~s~~Section applies to all land commonly referred to as the "Target Site" within this ~~s~~Section, comprising of those lots identified in Figure 8.5.8.1 below and legally identified as:

- Lot 1 DP 127003;
- Lots 2 and 3 in DP 22931;
- Lot 2 DP 721567;
- Lot 101 DP 617754; and
- Lots 2 DP 1158967.

This site has a total area of 13,139.6m^2.

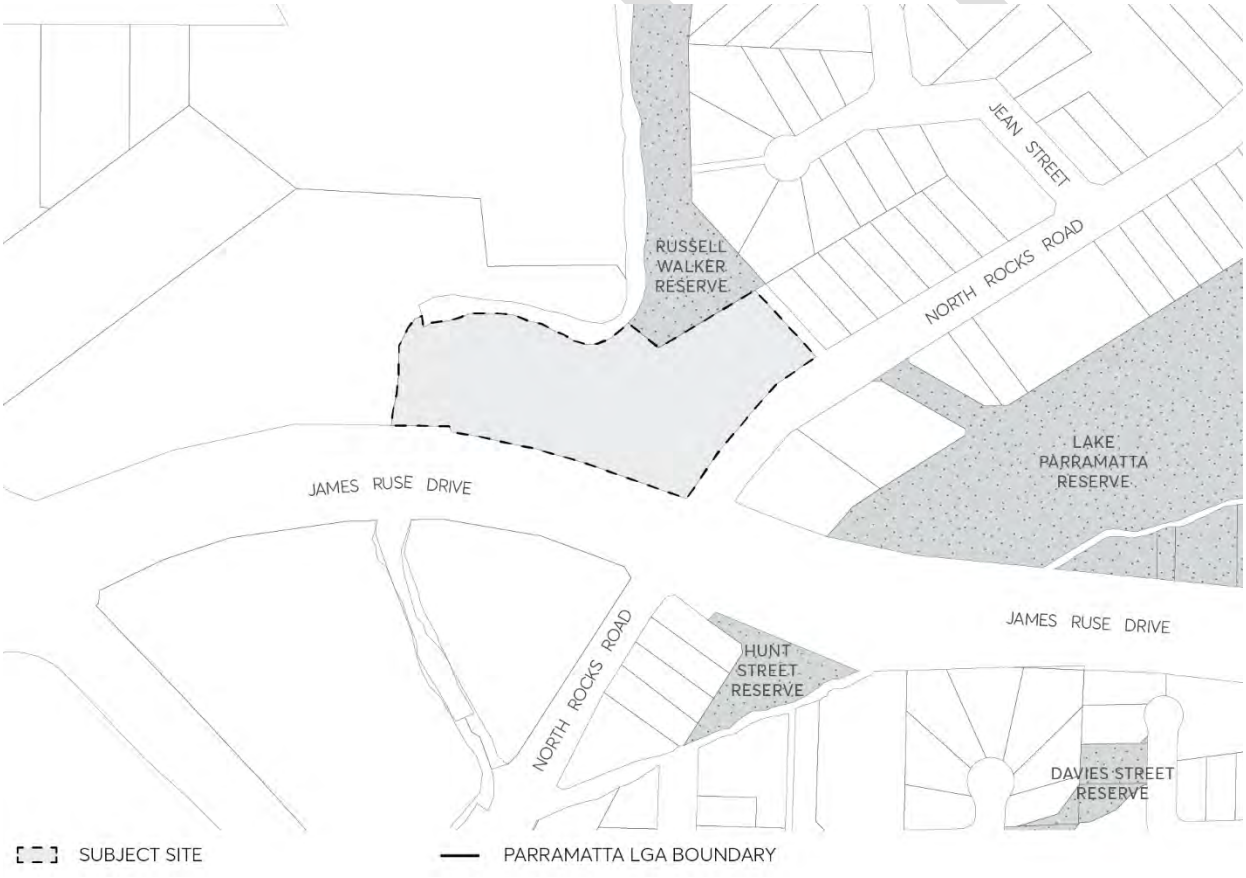


Figure 8.5.8.1 – Land application map

The indicative master plan (Figure 8.5.8.1.1) and design principles (Figure 8.5.8.1.2) underpin the controls in this DCP.

Where there is any inconsistency between this ~~s~~Section of this DCP and any applicable Ssection of this DCP, the provisions of this ~~s~~Section of this DCP shall prevail.

This plan should be read in conjunction with relevant maps from *Parramatta LEP 2023* that demonstrate bushfire prone land and vegetation.

8.5.8.1 DESIRED FUTURE CHARACTER

A sustainable development that is the new benchmark in architectural excellence in the North Rocks area. The development enhances the amenity and visual quality of the North Rocks Road streetscape, the southern and eastern edge of Russell Walker Reserve and the natural character of the riparian corridor along Darling Mills Creek.

It provides a built form landmark at the approach to North Rocks Road. Development buffers the creek corridor and reserve from the noise and visual impacts of James Ruse Drive whilst allowing generous view corridors to the reserve beyond. The development provides greater diversity in dwelling types and housing choice close to public transport.

The development improves the interface to North Rocks Road, the creek, and reserve through additional landscaping.



Figure 8.5.8.1.1 – Indicative master plan



Figure 8.5.8.1.2 – Design Principles

General objectives

O.01 Repair and enhance the riparian corridor of Darling Mills Creek and buffer to Russell Walker Reserve.

O.02 (Provide a transition in scale to the low-scale residential development to the east by providing a generous landscaped setback along the eastern boundary.

O.03 Connect the new site access road for the Target Site 7 to the west with the existing informal walking track by the creek.

O.04 Create a strong sense of address for the development to North Rocks Road and the new access street to the adjacent target site through the use and placement of a taller built form.

O.05 Minimise vehicle entry impacts to North Rocks Road.

O.06 Provide affordable housing choices for the local community close to services and facilities.

Views

O.07 Maximise opportunities for high--quality creek and reserve outlooks and northern solar access to dwellings.

O.08 Respond to the view from James Ruse Drive towards the site through architectural excellence and a more dominant and stronger form.

O.09 Maintain some visual connection from North Rocks Road footpath through the site to Russell Walker Reserve and the creek corridor.

O.10 Achieve generous view corridors to the creek and reserve between built form.

O.11 Minimise the visual and amenity impacts of James Ruse Drive through orientation, design and built form.

Built form

O.12 Provide a built form that responds to adjoining development and accentuates the corner of James Ruse Drive and North Rocks Road.

O.13 Provide an appropriate built form envelope and Development Controls for the subject site that realise its potential for greater density.

O.14 Achieve a high--quality development that is responsive to the existing natural and built form environment around the site.

O.15 Achieve a design solution that demonstrates best practice urban design and architecture.

O.16 Require a design that responds to the amenity impacts created by James Ruse Drive and North Rocks Road.

Landscaping

O.17 Improve the amenity and outlook towards the wall to James Ruse Drive through landscape and maximising opportunities for spaces.

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O.18 Extend and enhance the existing landscape character of North Rocks Road.

O.19 Maximise the landscape setting between the creek and any new development.

O.20 Achieve a well-considered and attractive landscape and built form interface to the Darling Mills Creek.

8.5.8.2 HUNTER PIPELINE EASEMENT & AGL GAS MAIN

The applicant is required to consult with Caltex Australia Petroleum Pty Ltd and AGL Energy with respect to the location of any proposed structure or building on or in the vicinity of the pipeline or gas main.

Evidence of consultation and the concurrence of Caltex Australia Petroleum Pty Ltd and AGL Energy is to be submitted with any Development Application.

8.5.8.3 BUILT FORM AND SITE PLANNING

Objectives

Siting

O.01 Ensure appropriate placement of development on the site to minimise impact to the creek line, reserve and neighbouring properties.

O.02 Ensure appropriate distribution of built form across the site to maximise view corridors to the reserve from James Ruse Drive.

O.03 Minimise adverse impacts from the proximity of James Ruse Drive on future apartments within the development.

O.04 Achieve a landscape transition that responds to the natural features and topography of the site.

Height of buildings

O.05 Respond to the role of this site as a Target Site for greater residential density.

O.06 Ensure that development on the subject site complements without challenging the role of Target Site 7 as a gateway site.

O.07 Provide recognition through the allowable height of the visual prominence of the site for drivers on James Ruse Drive.

O.08 Ensure that the new development does provide a high--quality address to James Ruse Drive from the east and to North Rocks Road.

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O.09 Ensure the new development provides a built form buffer for the creek corridor and development to the north from the noise and visual impacts of James Ruse Drive whilst allowing generous north-south view corridors across the site.

Density

O.10 Provide a dwelling density that reflects the target site status of the land.

O.11 Provide high density residential development in proximity to public transport.

O.12 Ensure that an appropriate level of development is provided on the site that does not dominate the adjoining Target Site 7 or the lower scale development along North Rocks Road.

Setbacks and separation

O.13 Mitigate adverse impacts on neighbouring properties.

O.14 Mitigate acoustic impacts of James Ruse Drive.

O.15 Ensure new development is appropriately setback from North Rocks Road.

O.16 Encourage solar penetration and view corridors through the site

O.17 Safeguard and protect the required riparian corridor and enable regeneration of native landscape to the creek banks and corridor.

O.18 Provide sufficient setback form the riparian corridor toa low private open space to occur at ground level.

Apartment layout

O.19 Provide an apartment design that achieves a functional layout and high level of amenity.

O.20 Ensure that appropriate storage and facilities are provided within the unit.

O.21 Maximise opportunities for cross ventilation and solar access.

O.22 Ensure a direct relationship between living spaces and private open spaces for each dwelling.

Controls

Siting

C.01 Future development to be located generally in accordance with Figure 8.5.8.5.1.

C.02 Building depth is to be a maximum of 18 metres from glass line to glass line excluding balconies.

Height of buildings

C.03 Building heights are not to exceed the maximum number of storeys shown in Figures 8.5.8.1.1 and 8.5.8.1.2.

- Building A – 9 storeys

- Building B – 9 storeys
- Building C – 9 storeys
- Building D – 8 storeys
- Building E – 7 storeys

C.04 Mezzanine levels will be counted as storeys.

C.05 Number of storeys excludes where basements protrude above ground due to topography on the site.

C.06 Additional height for architectural roof features is considered appropriate to achieve architectural excellence

Density

C.07 No more than 150 dwellings may be provided on the site.

NOTE: The maximum density should not be considered as the desired yield for the site. The final yield will be dependent on identifying designs that address all of the objectives of this development control plan.

Setbacks and separation

C.08 Average building setbacks and minimum separation distances between the built forms are to be provided in accordance with Figure 8.5.8.3.1 providing that any windows on the side facades of the buildings (excluding the eastern façade of Building E) are either frosted or high level to ensure adequate privacy is achieved.

C.09 The minimum front setback is to align with the predominant setback within the street or 9 metres whichever is greater.

C.10 The setback to buildings from James Ruse Drive is to be a minimum of 19 metres including balconies and access corridors.

C.11 The setback to the north eastern boundary is to be a minimum of 21 metres.

C.12 The setback to Russell Walker Reserve is to be a minimum of 8 metres.

C.13 Additional setbacks are to be provided for built form beyond the riparian corridor to the north to allow for generous private open space terraces and additional landscaping between the development and the riparian zone.

Planting on structures

C.14 Plant growth is to be optimised by:

- providing soil depth, volume and area appropriate to the size of the plants to be established;
- providing appropriate soil conditions and irrigation methods; and
- providing appropriate drainage

C.15 Planters are to be designed to support the appropriate soil depth and plant selection by:

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- ensuring planter proportions accommodate the largest volume of soil possible; and
- providing square or rectangular planting areas, rather than long narrow linear areas.

C.16 Minimum soil depths are to accordance with the following:

Table 8.5.8.3.1 – Minimum soil depths

Large trees such as figs (16 metres canopy diameter at maturity)	
Minimum soil volume	150m^3
Minimum soil depth	1.3 metre
Minimum soil area	10x10 metres area or equivalent
Medium trees (8 metre canopy diameter at maturity)	
Minimum soil volume	35m^3
Minimum soil depth	1 metre
Approximate soil area	6x6 metres or equivalent
Shrubs	
Minimum soil depth	500-600mm
Ground cover	
Minimum soil depth	300-450mm
Turf	
Minimum soil depth	100-300mm

Any subsurface drainage requirements are in addition to the minimum soil depths quoted above.

Apartment layout

C.17 Long continuous corridors servicing units are to be avoided.

C.18 All living areas and private open space areas are to be oriented to the north towards the creek corridor or Russell Walker Reserve.

C.19 Minimise the number of habitable rooms located to the south adjacent to James Ruse Drive.

C.20 Locate wet areas, service rooms and circulation to the southern portion of the buildings or adjacent to James Ruse Drive and North Rocks Road.

C.21 Provide the following minimum storage area to each unit:

- 1 bed apartment - 6 cubic metres
- 2 bed apartment - 8 cubic metres
- 3 bed apartment + - 10 cubic metres

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C.22 A minimum of 50% of the storage requirement is to be provided within the unit via separate linen and storage cupboards and is not to include wardrobes or kitchen cupboards in the calculation.

8.5.8.4 SOLAR ACCESS AND OVERSAHDOWING

Objectives

O.01 Orient the development to maximise solar access to living areas and open spaces.

O.02 Ensure adjacent dwellings and their private open spaces achieve a reasonable level of solar access.

O.03 Provide adequate passive shading to north, west and east facing windows and private open space areas to minimise the need for reliance on fossil fuels for cooling in summer.

O.04 Minimise the number of south facing units and single aspect apartments

Controls

C.01 Buildings are to be oriented so that solar access to living areas and private open spaces is optimised.

C.02 Dual aspect apartments are to be maximised with no apartments to be south facing as their only orientation.

C.03 Living rooms and private open spaces for at least 70% of apartments in the development are to receive a minimum of three hours direct sunlight between 9:00am and 3:00pm in mid-winter.

C.04 A minimum of 60% of the communal open space areas must receive at least three hours of sunlight between 9:00am and 3:00pm on 21 June.

C.05 Buildings are to be designed to provide passive shading and glare control, especially in summer, by:

- using shading devices, such as eaces, awnings, colonnades, balconies, pergolas, external louvers and deciduous planting (where appriorate);
- using high performance glass; and
- minimising external glare off windows and other external surfaces by using glass/surfaces with reflectivity index not exceeding 20%.

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8.5.8.5 DESIGN EXCELLENCE

Objectives

O.01 Achieve design excellence in the architecture and landscape design of any new development.

O.02 Ensure high-quality materials and detailing is provided which are sustainable and minimise on- going maintenance costs to the development.

Controls

C.01 New development is to provide a high-quality architectural response to the site in terms of:

- Articulation and visual interest within the massing and height required.
- Use of high-quality, low maintenance materials.
- Interesting roof forms and silhouettes to the buildings.
- Treatment of side walls using high-quality materials and visual interest, if fenestration is not provided.
- High-quality landscape design solutions maximising the use of native vegetation.
- Presentation to James Ruse Drive in terms of facade treatment, materials and colours and articulation.

C.02 Elevation treatment is to be generally consistent with Figure 8.5.8.5.3.

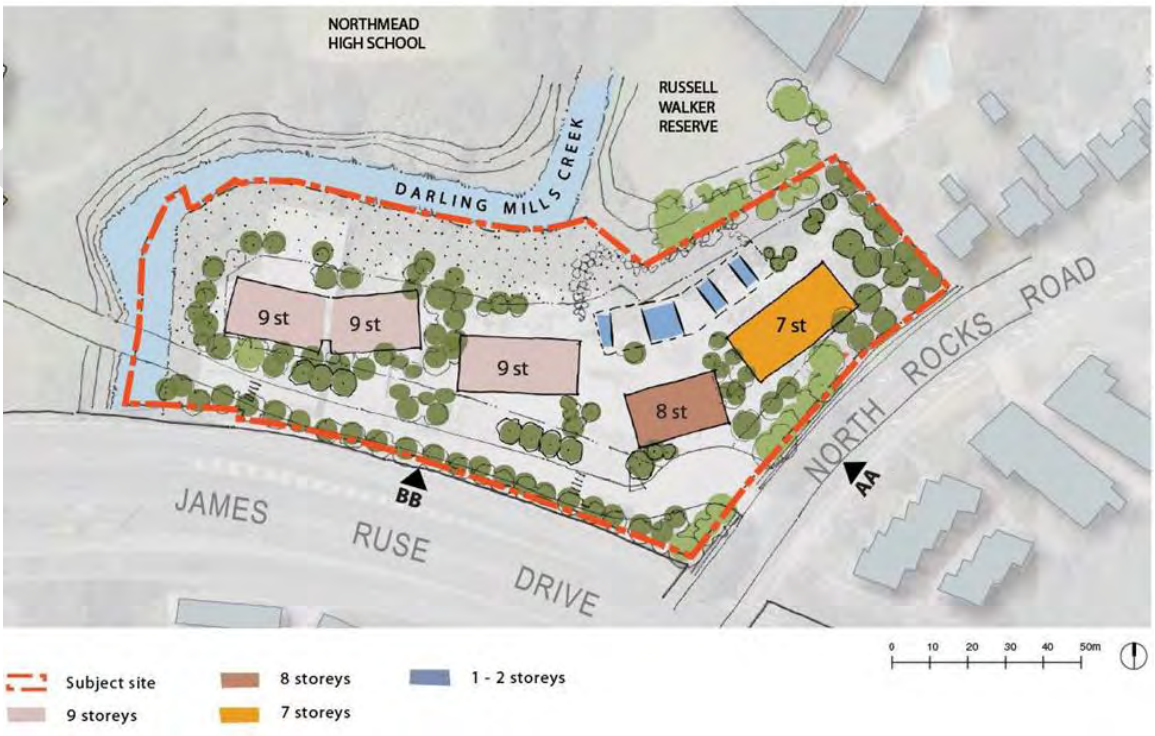
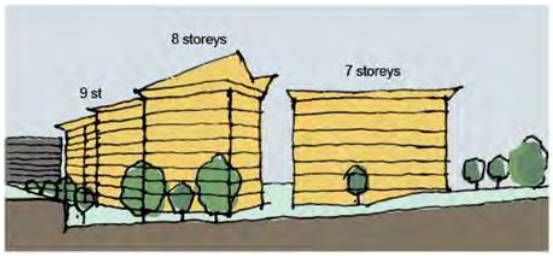


Figure 8.5.8.5.1 – Development footprint location and building heights

Note: Number of storeys does not include basement protrusion above ground



Elevation A-A to North Rocks Road

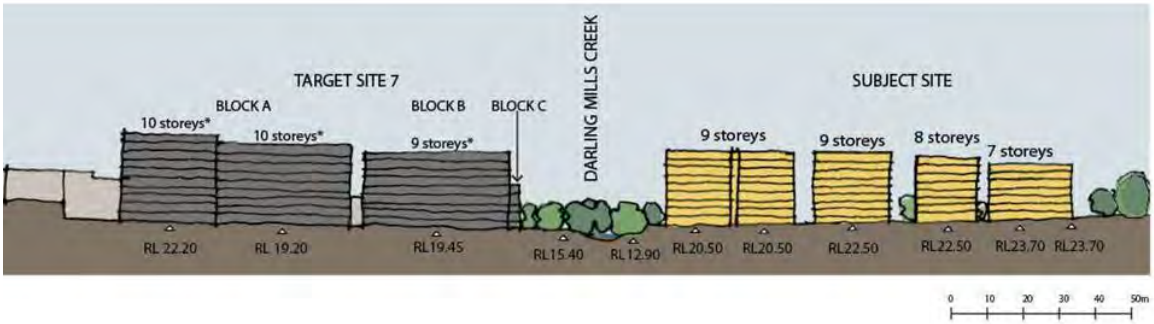


Figure 8.5.8.5.2 – Indicative Built Form

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Elevation A-A



Elevation B-B



Elevation C-C



Elevation D-D



Figure 8.5.8.5.3 – Indicative elevations and building materials

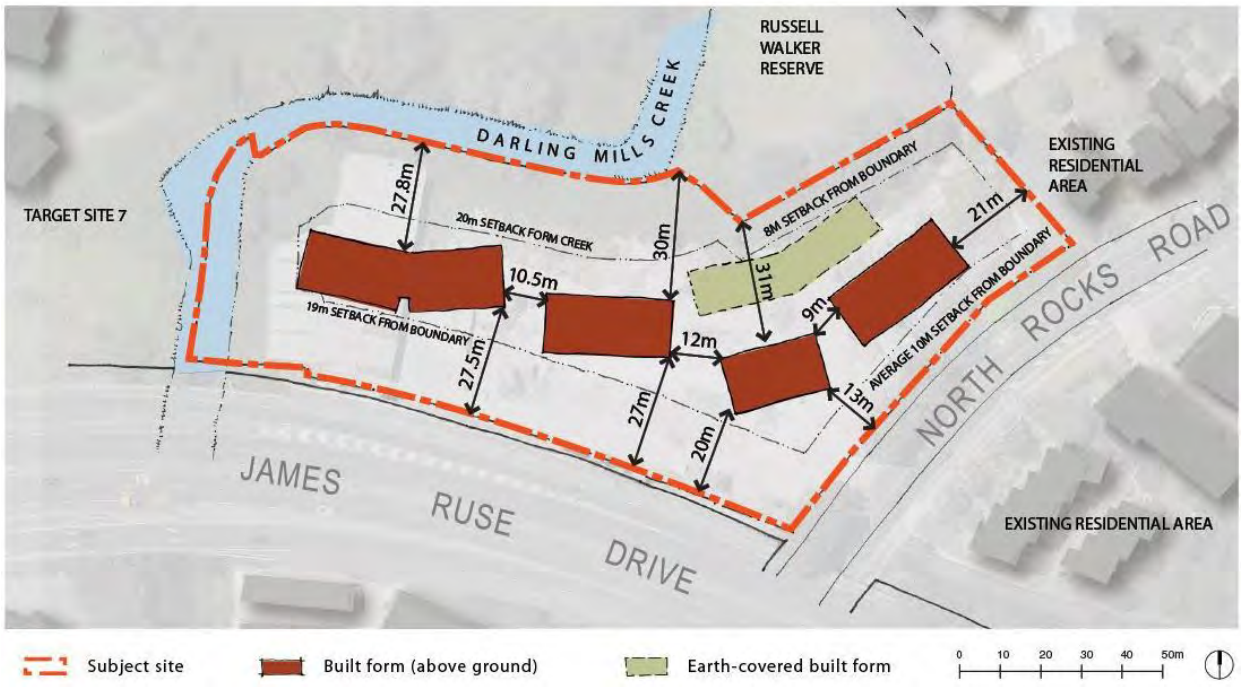


Figure 8.5.8.5.4 – Minimum setback and separation distances



Figure 8.5.8.5.5 – Pedestrian access

8.5.8.6 TRAFFIC AND TRANSPORT

Objectives

Pedestrian access

O.01 Achieve legible way-finding through the site and convenient access into building for residents and visitors.

O.02 Ensure access to building entries is direct and clearly visible and a strong sense of address is provided to North Rocks Road.

O.03 Provide a range of pedestrian routes through the development to the creek corridor and opportunities to link the site to Russell Walker Reserve.

Vehicle access

O.04 Minimise the visual impact of vehicle access areas to pedestrian areas, North Rocks Road and the development as a whole.

O.05 Achieve a single access point for vehicles from North Rocks Road, if possible.

O.06 Ensure vehicle access meets with sound traffic management principles.

O.07 Ensure that vehicle movement occurs in a safe and efficient manner.

O.08 Ensure that access for waste collection vehicles meets Council's waste collection requirements.

Car parking

O.09 Ensure that all car-parking demands generated by the development are accommodated on the development site.

O.10 Protect the free flow of traffic into and out of residential flat building developments and the surrounding street network.

Controls

Pedestrian access

C.01 Pedestrian links and entry points are to be provided generally in accordance with Figure 8.5.8.5.5 Pedestrian access.

C.02 Resident pedestrian paths through the site are to be located outside the core riparian corridor and protected waters.

C.03 A new public pathway is to be provided within the riparian corridor as an elevated walkway connecting the existing reserve to the new road access for Target Site 7.

C.04 Access points for pedestrians are to be separated from vehicle access driveways to ensure safety.

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C.05 Pathway locations must ensure natural surveillance from primary living areas of adjoining units.

C.06 Design buildings to the north eastern boundary of the site to overlook the adjacent pedestrian pathway. A visually permeable, low fence to allow dwellings to address the pathway is preferred.

C.07 Bicycle lock-up facilities are to be provided adjacent to the main entries of the buildings and bicycle storage is to be provided as part of the parking space for each unit.

C.08 Building entrances are to be fully accessible. Entries are to be clearly visible to public areas and are to be located either directly from North Rocks Road or the access street to Target Site 7.

C.09 Identification signage is to be located at the entry to the site along North Rocks Road displaying clearly the property's name and address.

Vehicle access

C.10 Vehicle entry points are to be provided generally in accordance with Figure 8.5.8.6.1.

C.11 The preferred location for vehicle and service access is by the new access road for Target Site 7 along the site's southern boundary avoiding multiple entry points along North Rocks Road.

C.12 The design and configuration of driveways shall be in accordance with Part 6 – Traffic and Transport of this DCP.

C.13 Potential pedestrian/vehicle conflicts are to be minimised by:

- Limiting the width of vehicle access points Ensuring clear sight lines at the pedestrian and vehicle crossing.
- Vehicle driveways and entry points into buildings are to ensure that:
  - Garbage collection areas and servicing areas are accessible directly from the access road for Target Site 7, well screened and not visible to the street.
  - Driveways are recessed into the main façade line of the building.
  - Exposed car parking ramps are not permitted.
  - Continue the façade material into the car park entry recess for the extent visible from the street as a minimum to achieve a high-quality outcome.

C.14 All vehicles, including waste and removalist trucks must be able to manoeuvre on-site without relying on access to Target Site 7.

C.15 The Roads and Maritime Services will be consulted in relation to any Development Application on the site. Road and traffic management improvements to North Rocks Road are to be undertaken as specified by and to the satisfaction of the Roads and Maritime Services and Council.

Car parking

C.16 Car parking is to be provided in the locations shown in Figure 8.5.8.6.2.

C.17 Car parking shall be in accordance with Part 6 – Traffic and Transport of this DCP.

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C.18 Car parking is to be located within the basement of any new development. The line of the basement car park shall fit generally within the building footprint as shown in Figure 8.5.8.6.2 with considerations given to optimising consolidated areas of deep soil.

C.19 The basement car park shall be designed to mitigate flood impacts.

C.20 No car parking is to be exposed to the creek riparian corridor or to the reserve.

C.21 Any car parking above natural ground due to the slope of the land is to be sleeved behind residential uses or landscaped terraces.

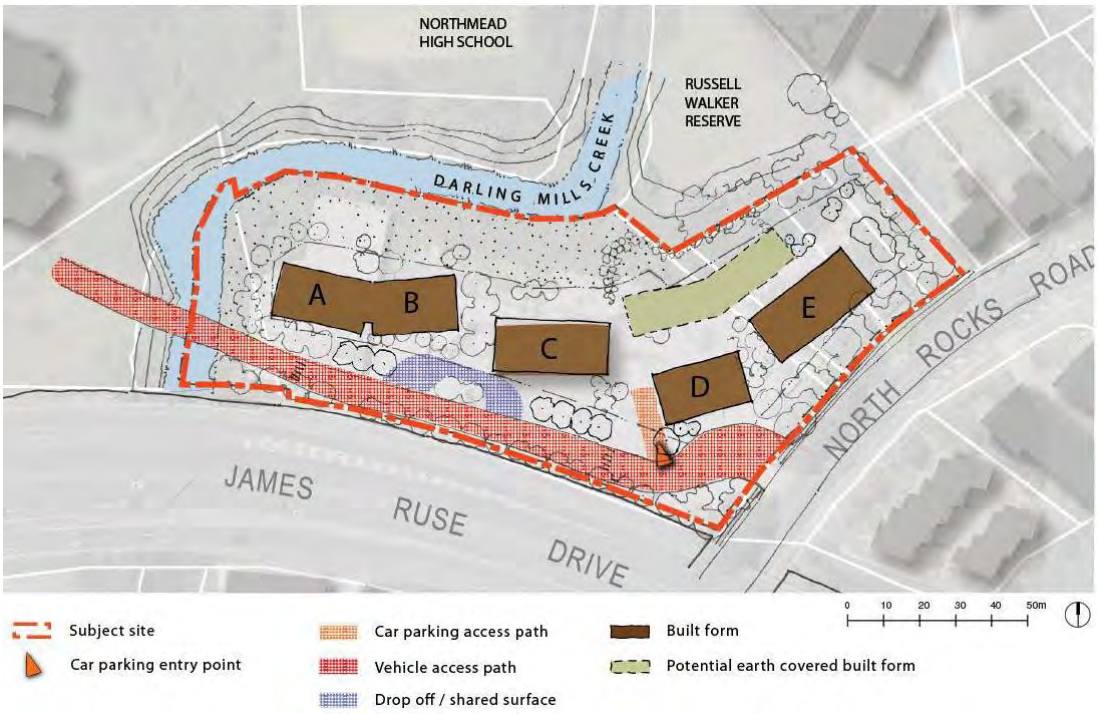


Figure 8.5.8.6.1 – Vehicular access

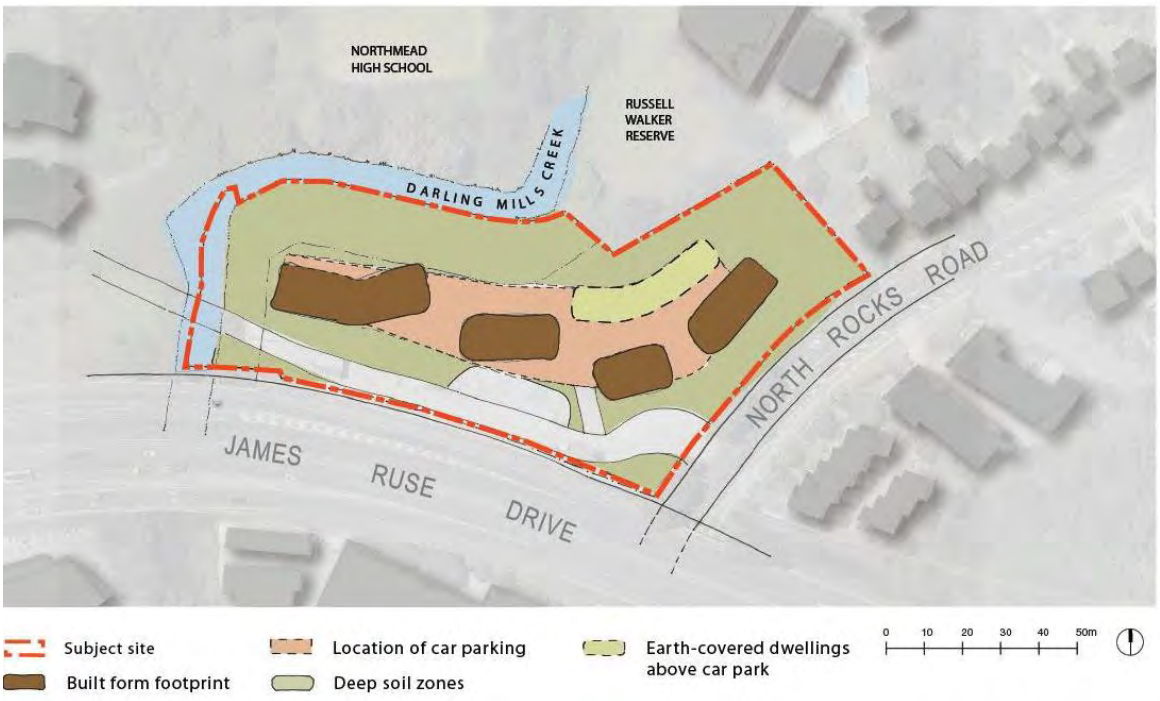


Figure 8.5.8.6.2 – Location of parking, built form and deep soil planting

8.5.8.7 LANDSCAPE AND OPEN SPACE

Objectives

O.01 Maintain and enhance the natural vegetation along Darling Mills Creek and Russell Walker Reserve.

O.02 Maximise landscaping and provide opportunities for the planting of native species.

O.03 Provide high-quality landscaping along the Target Site 7 access road and frontage to North Rocks Road.

O.04 Provide a high-quality landscaped outlook and private open space for residents.

O.05 Retain the existing tree planting within the site where possible.

O.06 Minimise visual privacy impacts to the dwellings to the north east.

O.07 Maximise deep soil zones within the site.

O.08 Minimise the visual impact of the existing retaining wall to James Ruse Drive.

O.09 Provide high-quality communal open space for residents including a range of recreational opportunities for residents

Deep soil

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O.10 Maximise opportunities for deep soil particularly adjacent to Darling Mills Creek, James Ruse Drive and North Rocks Road to contribute to the landscape character of these areas.

O.11 Assist with the management of water quality and the water table on the site.

O.12 Improve the amenity of the site and its surroundings by retaining existing trees or replacing them with the same or similar species

Planting on structures

O.13 Contribute to the quality and amenity of communal open space over car parking areas.

Controls

C.01 Landscaping is to be provided in the locations shown in Figure 8.5.8.7.1.

C.02 Additional street trees of an appropriate species are to be provided along the North Rocks Road boundary.

C.03 Landscaped area is to comprise a minimum of 60% of the site area.

C.04 Areas less than 2 metres in width will be excluded from the landscape calculation.

C.05 A minimum of 2,300m^2 of common open space is to be provided.

C.06 The new access street to Target Site 7 is to be landscaped with semi mature street trees and landscaped frontages to reduce the visual impact of James Ruse Drive.

C.07 Consultation is required with Caltex to consider landscaping opportunities on and adjacent to the Hunter Pipeline easement prior to the lodgement of any Development Application.

C.08 A Vegetated Riparian Zone is to be provided along Darling Mills Creek in accordance with NSW Office of Water requirements (See Figure 8.5.8.7.4). It is to function as an ecological system and therefore cannot contain any access routes or recreational areas unless detailed as part of a Development Application for the land prior to issue of the Controlled Activity Approval.

C.09 Existing trees and vegetation in the riparian corridor and in the 1 in 100 year flood zone (refer to *Flood Impact Report* by HKMA dated 15/12/2011) are to be retained and the corridor re-vegetated, using native species appropriate to the flood affected location in accordance with NSW Office of Water requirements.

C.10 Erosion and sediment control works and water diversion structures are to be provided in accordance with the NSW Office of Water requirements.

C.11 A vegetation management plan must be prepared for approval by the NSW Office of Water as part of any development. It is to follow the Office of Water's *Guidelines for Vegetation Management Plans on Waterfront Land.*

C.12 Endemic riparian species that overhang the creek should also be used and emergent aquatic vegetation restored where possible.

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C.13 Existing trees on site are to be retained. If it is not possible to retain existing trees then a replacement mature specimen of the same or similar species is to be provided.

C.14 Open spaces are to be concentrated on the northern side of the development.

C.15 Landscaping shall be designed to positively contribute to the site's existing characteristics by:

- using plant species that are endemic to the area where appropriate; and
- retaining and incorporating changes of level in the landscape design.

C.16 The energy and solar efficiency of dwellings and the micro-climate of private open spaces are to be improved by:

- Incorporating deciduous trees and landscaping which allow shading in summer and low angle sun penetration in winter;
- varying heights of different species of trees and shrubs to shade walls and windows; and
- locating pergolas on balconies and within courtyards to create shaded areas in summer and private areas for outdoor living.

C.17 Landscape design is to contribute to water and stormwater efficiency by:

- using plants with low water demand to reduce mains consumption;
- using plants with low fertiliser requirements; and
- utilising permeable surfaces.

C.18 Private and common spaces are to be clearly defined through landscape.

C.19 Communal open space is to be provided to the northern area of the site adjacent to the creek corridor and existing reserve.

C.20 The design of this area is to ensure privacy for ground floor units adjacent to it.

C.21 Communal open space is to be accessible to all residents.

C.22 Provision of a gym or pool must be restricted to indoors to minimise noise impacts to adjoining residents.

Deep soil

C.23 Deep soil is to be provided generally in the locations shown in Figures 8.5.8.6.2 and 8.5.8.6.3.

C.24 Deep soil is to comprise a minimum of 30% of the landscape area. (Note: the landscape area excludes the riparian corridor zone and the riparian recovery zone).

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Figure 8.5.8.7.1 – Landscape strategy



Figure 8.5.8.7.2 – Landscape character images

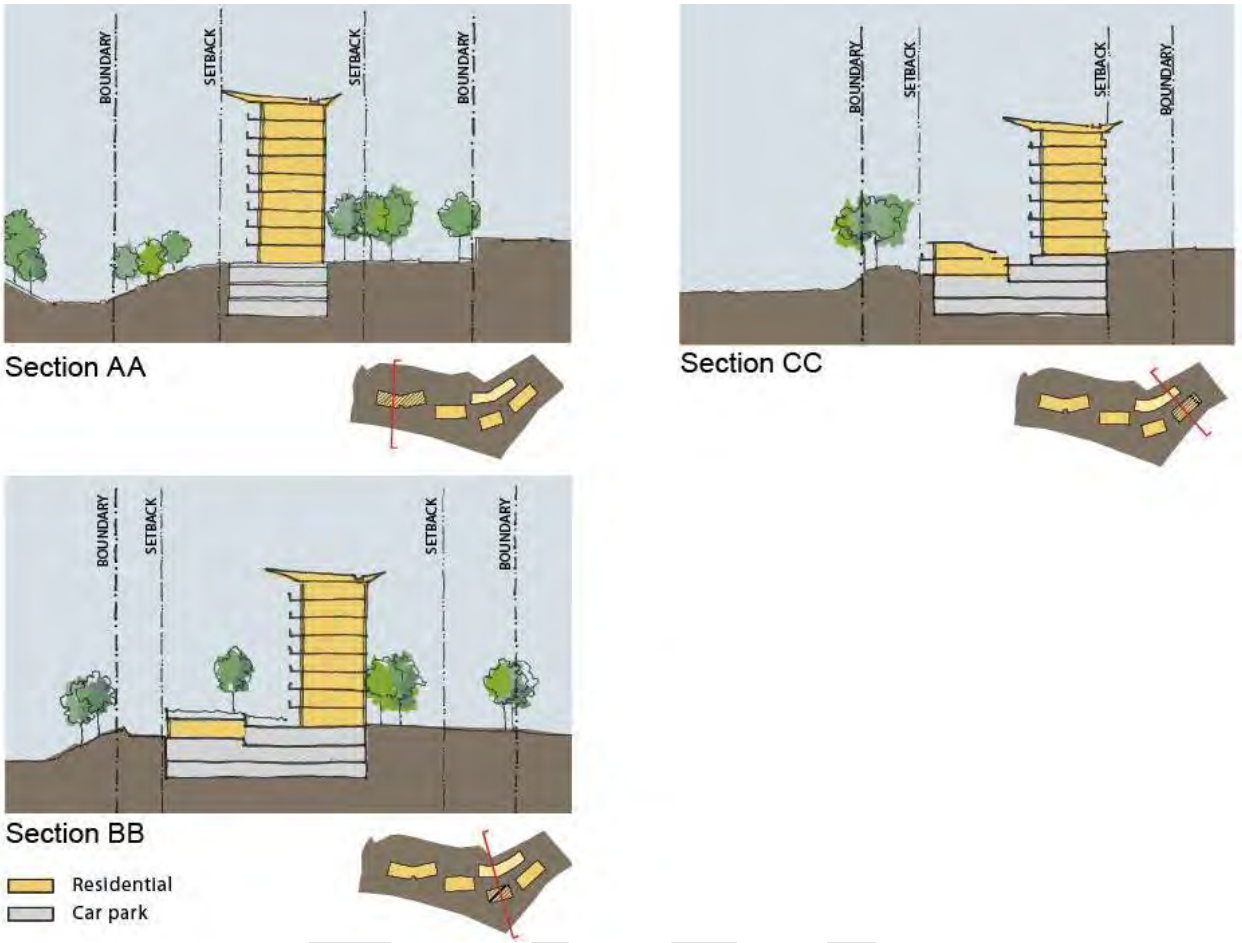


Figure 8.5.8.7.3 – Sections showing location of car parking relative to ground level

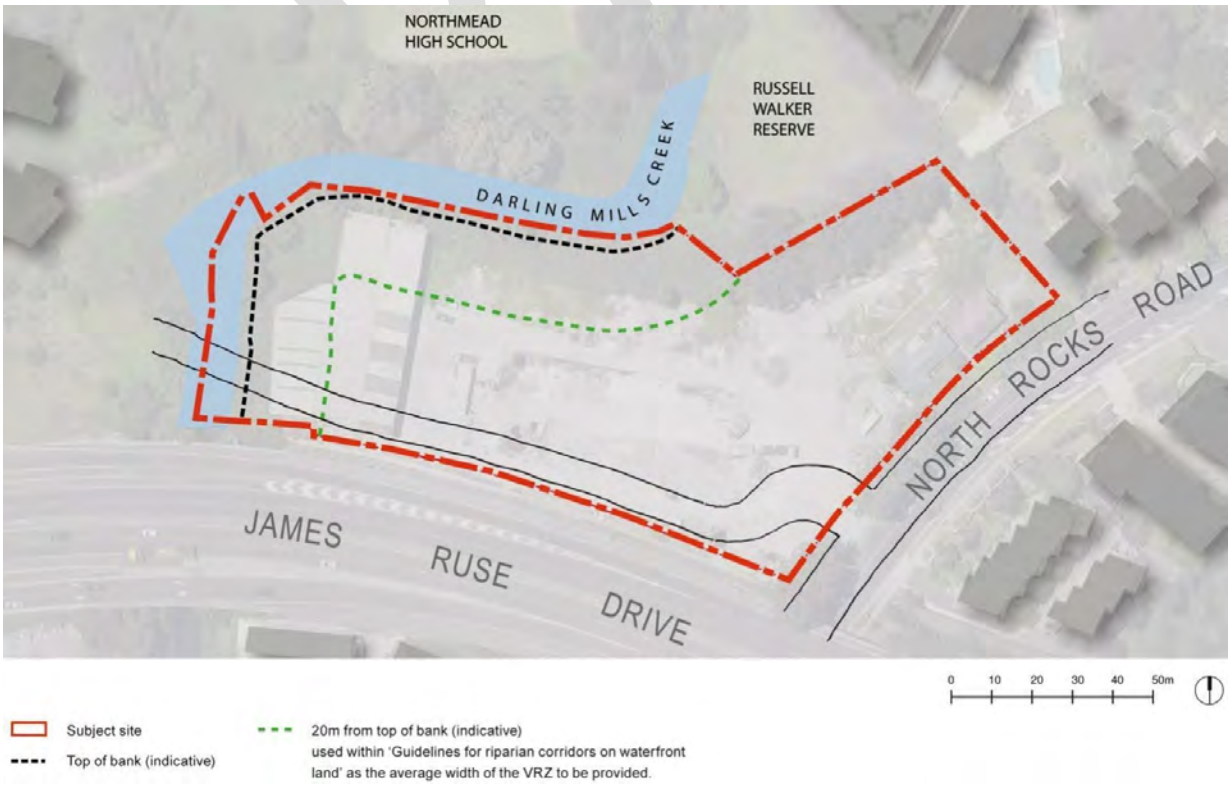


Figure 8.5.8.7.4 – Riparian corridor zone

8.5.8.8 FLOODING

Objectives

O.01 Minimise the impact of flood events on new development.

O.02 Maximise public safety and minimise potential damage to property.

Controls

C.01 Flood levels have been determined by the Upper Parramatta River Catchment Thrust (UPRCT) as part of the Upper Parramatta River Flood Study. For any new development all habitable spaces and private open space must be located at or above the established freeboard for the site. This freeboard of RL 17.0 is set up 500mm above the 1% ARI Flood Level (Darling Mills Creek).

C.02 Basement access is to be at least on or above the freeboard of RL 17.0.

C.03 Basements are to be constructed as a watertight structure and mechanically ventilated.

C.04 Appropriate warning signs, flood depth indicators and directional signs are to be indicated as part of any Development Application.

8.5.8.9 NATURAL VENTILATION

Objectives

O.01 Maximise opportunities for cross ventilation.

O.02 Reduce energy consumption by minimising reliance on mechanical ventilation.

Controls

C.01 A minimum of 60% of units are to be cross- ventilated

C.02 A minimum of 25% of kitchens are to have access to natural ventilation.

C.03 Building layout is to maximise the potential for natural ventilation by designing narrow building depths and providing dual aspect apartments

8.5.8.10 NOISE AND VISUAL PRIVACY

Objectives

O.01 Minimise acoustic impacts from James Ruse Drive and North Rocks Road.

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O.02 Minimise noise transmission in between dwellings and from common open areas.

O.03 Avoid overlooking of living areas and private open space.

O.04 Maximise opportunities for passive visual surveillance.

Controls

C.01 Stack ventilation should be considered to achieve cross ventilation in apartments where acoustic requirements will not allow operable windows to the southern facade of the development.

C.02 Any development proposal is to be accompanied by a noise impact assessment (Acoustic Report) detailing typical noise levels within dwellings.

C.03 Minimise direct overlooking of living areas and private open space areas of dwellings both within and between dwellings on site and adjoining sites through building location and orientation, landscape, screening devices and window size, location and glass treatment.

C.04 Any plant and equipment for the development is to be screened and acoustically rted to avoid noise transference.

8.5.8.11 BUSH FIRE

Development consent will not be granted for subject site unless the consent authority:

- is satisfied that the development conforms to the specifications and requirements of *Planning for Bush Fire Protection 2006*, prepared by NSW Rural Fire Service in co-operation with the Department of Planning; or
- has been provided with a certificate prepared by a qualified consultant in bush fire risk who is recognised by the NSW Rural Fire Service stating that the development conforms to the relevant specification and requirements

8.5.8.12 CONTAMINATION

The subject site is to be fully remediated and a validation report submitted to Council's satisfaction prior to the issue of a Construction Certificate for residential development on the site.

Submission requirement

- A validation report indicating that the site has been made free from contamination.

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8.5.8.13 WASTE STORAGE AND REMOVAL

Controls

C.01 All waste storage and servicing will be accessible off the access road to Target Site 7 and comply with Council's preferred waste management strategy.

C.02 A waste management plan shall be prepared for green and putrescible waste, garbage, glass, containers and paper.

C.03 Every dwelling will include a waste cupboard or temporary storage area of sufficient size to hold a single day's waste and to enable source separation.

C.04 All waste storage will comply with Council's Waste Management Information and Bin Bay Design Specifications for Multi-unit Developments

8.5.8.14 STAGING OF DEVELOPMENT

Controls

C.01 Development approval for the 27-33 North Rocks Road, North Rocks Target Site must have appropriate regard to the amenity of the adjoining residential development known as Target Site 7. Accordingly, any Development Application for the residential development of Lot 2 DP 1158967 shall have regard to the access requirements for development of the site.

C.02 Staging should be organised to follow a logical sequence and minimise disruption to surrounding development.

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8.5.9 257 WINDSOR ROAD AND RUSSELL STREET, BAULKHAM HILLS

This Section of this DCP applies to all land commonly referred to as "Russell Street Target Site", and comprises those lots identified in Figure 8.5.9.1 and legally identified as:

- Lots 1 to 5, 20 to 22, DP 8214
- Lots 1, 3 to 6, DP 866897

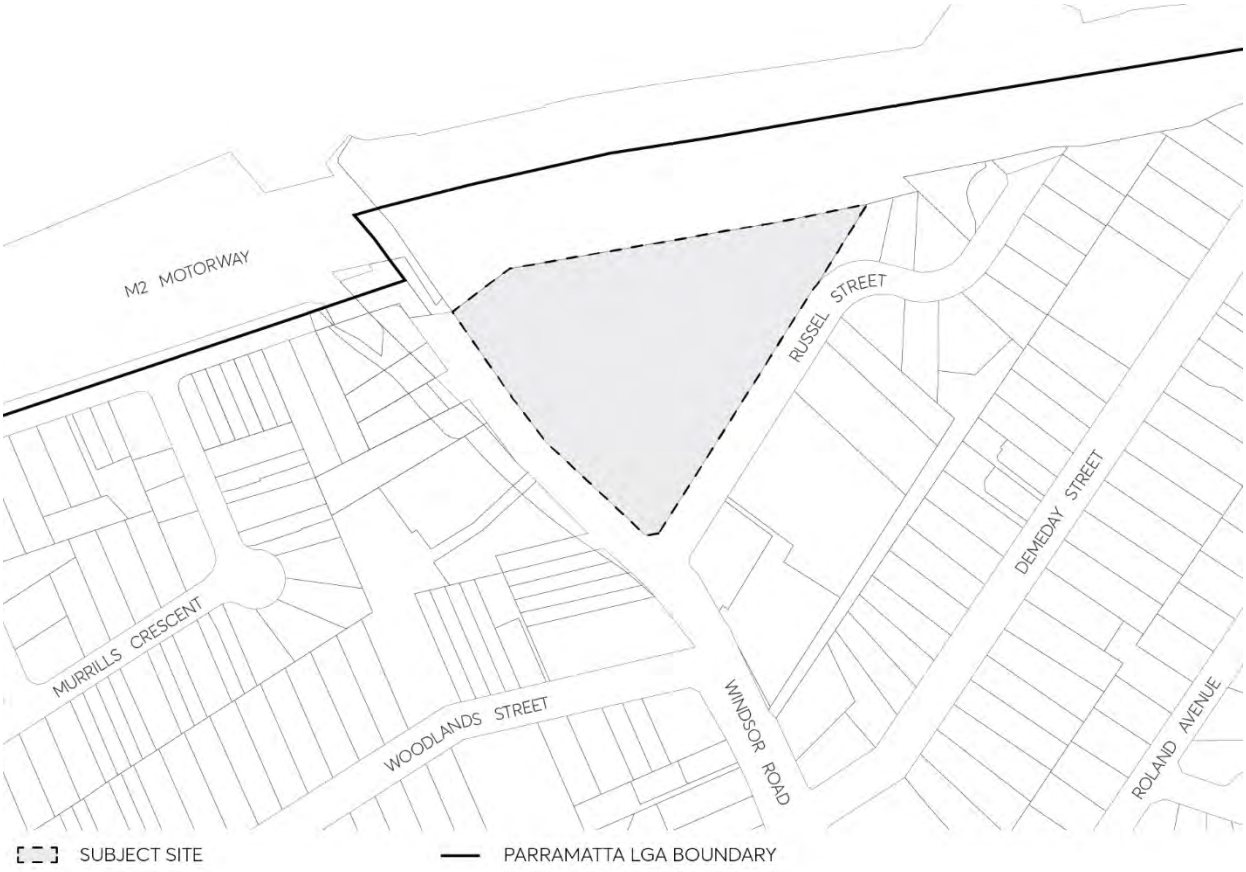


Figure 8.5.9.1 – Land application map

This Section is to be read in conjunction with other relevant ~~s~~Sections including:

- Part 3 – Residential Development
- Part 5 – Environmental Management
- Part 7 – Heritage and Archaeology

Where any provision of this Section of this DCP is inconsistent with provisions in other Parts of this DCP, the provisions of this Section shall prevail.

8.5.9.2 General objectives

O.01 Provide detailed design and environmental standards for the development of the Russell Street Target Site.

O.02 Ensure the development adopts a form and style that enhances the green garden character of the City and neighbourhood.

O.03 Demonstrate best practice in urban and residential design to act as a model development and prototype for other target sites within the Sire.

O.04 Enhance and preserve the historic school buildings and provide for their long term preservation.

8.5.9.3 GENERAL

Proposed development demonstrates that it represents a high--quality urban design solution and that adequate regard has been given to the following aspects of the design.

Objectives

Visual Impacts and Views

O.01 Be compatible with the surrounding heights of the adjacent mixed height single dwellings and two storey multi dwelling housing.

O.02 Explore built form that minimises any negative impacts on the Russell Street streetscape/landscape.

O.03 Explore a range of building forms that represent a transition between the low scale residential forms to the east and the two storey multi dwelling housing developments to the west and higher building forms within the site.

O.04 Preserve the existing views of the historic school precinct from Windsor Road.

Heritage

O.05 Reflect and respect the significant heritage buildings and identified curtilage.

Land Use and Density

O.06 Achieve an appropriate relationship to the topography of the site and ensure the built form does not adversely impact on the solar access and privacy of adjoining owners.

O.07 Provide adequate communal open space.

O.08 Respect the historic low density visual setting of the historic school curtilage.

Access

O.09 Provide comfortable and safe pedestrian access for future residents.

O.10 Not adversely impact on the residential ambiance of Russell Street.

O.11 Limit vehicular access into and out of site to three locations along Russell Street.

Urban Structure

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O.12 Provide an appropriate transition between the low-rise, low-density housing skirting the east and west boundaries and higher density residential development within the site.

Landscape and Character

O.13 Where possible retain and protect any existing mature trees within the site that have been identified for retention.

O.14 Provide appropriate communal streetscape character of Russell Street with sympathetic landscaping treatment.

O.15 Have regard to the physical setting of the site, including the fall from the north-east to the north- west.

O.16 Ensure the retention and ongoing maintenance of the identified historic plantings associated with the school through the provision of generous space for spread and protection of root zones.

Controls

The site analysis process has lead to the identification of a number of key design controls including:

C.01 Retention/reinforcement of perimeter landscape. Augmentation of internal landscape to reinforce and reinstate the gardenesque characteristics of both the site and the area. This will also provide the basis for a series of active passive communal recreational places within the site.

C.02 Adaptive re-use of the heritage buildings and curtilage for communal active functions.

C.03 10 metre building setback from historic school buildings.

C.04 Low rise development (to maximum two storeys plus attic) within the zone contiguous with curtilage and heritage buildings and generally paralleling Windsor Road.

C.05 Primary vehicular access to the site from Russell Street located to take advantage of site slopes and thus giving vehicular entry to basements associated with individual building complexes.

C.06 Pedestrian entry zones identified to provide for a range of alternate access points from both Windsor Road and Russell Street.

C.07 Three storeys plus attic buildings located behind perimeter landscaping to Russell Street. Facades to be articulated.

C.08 Six storey residential flat building located in the centre of the site with a norther aspect. Siting designed to maximise panoramic views and minimise external impacts.

C.09 Maximum development capacity of 130 dwellings consistent with the recommendations in the Traffic Report.

C.10 Internal roads and vehicular access/visitor parking to be lightly incised into the site.

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Figure 8.5.9.2.1 – Opportunities & constraints



Figure 8.5.9.2.2 – Design principles

8.5.9.4 BUILT FORM, HEIGHT OF BUILDINGS AND SITE PLANNING

Objectives

Site planning

O.01 Achieve coherent site planning and development that relates to the natural contours of the site and contributes to the character of the area.

O.02 Protect, contribute and enhance the existing residential character and amenity.

Setbacks

O.03 Provide setbacks that compliment the surrounding setting and allow flexibility.

O.04 Front setback to be provided to enhance the existing character and streetscape quality of Russell street and provide opportunity for visually significant as well as functional landscape.

Building height and form

O.05 Ensure that the scale and bulk of new buildings have regard to the natural topography and retain vegetation within the site.

O.06 Ensure that new buildings are compatible in bulk and scale with the surrounding developments.

O.07 Ensure that the new buildings have minimum impact on the neighbouring properties in terms of overshadowing, privacy and views.

O.08 Ensure that new buildings within the two storey zone are compatible in height, bulk and scale with the remaining heritage buildings.

Controls

Site planning

C.01 Future development to be located generally in accordance with Figure 8.5.9.2.2.

C.02 The site coverage shall be a maximum 50% of the site area.

Setbacks

C.03 Setbacks are to complement the existing and future desired streetscape of the area.

C.04 Setbacks are to provide sufficient area for landscaping to compliment building form.

C.05 Front setbacks for the proposed development are to minimise negative impact on the existing landscape.

C.06 Side and rear setbacks of the proposed development are to minimise any adverse impacts such as overshadowing and privacy between the proposed and existing developments.

C.07 Development setbacks shall be in accordance with Figure 8.5.9.3.1.

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Table 8.5.9.3.1 - Setbacks

Residential flat buildings	
Front Setback (Windsor Road)	10m
Front Setback (Russell Street)	10m
Read Setback (M2 Motorway)	6 metres
Multi dwelling housing (two storeys + attic)	
Front Setback (Windsor Road)	10m
Front Setback (Russell Street)	10m
Read Setback (M2 Motorway) – Single storey or more	6 metres



Figure 8.5.9.3.1 – Setbacks

Building height and form

C.08 The height of new buildings shall be related to the topography of the site.

C.09 The height of new building shall not exceed the bulk and scale of buildings on adjoining lands.

C.10 Building height and bulk shall be located on the site to ensure that there is no significant loss of amenity to adjacent dwellings and the public domain.

C.11 The design of the units adjacent to Russell Street properties should provide for articulation of built form and fenestration to provide visual interest and diversity.

C.12 The maximum height of any two storey building and attic abutting the M2 Motorway, Windsor Road or Russell Street shall not exceed 7.2 metres (height to eaves).

C.13 The maximum height of any three storey building and attic or part of a building addressing Russell Street shall not exceed 12 metres to the eaves or 14 metres to the ridge.

C.14 The maximum height of any building abutting the M2 Motorway along the northern boundary shall not exceed more than six residential storeys (18 metres height to eaves or 20 metres maximum ridge height).

C.15 The attic level in any unit may contain a maximum of one bedroom (with associated wardrove and ensuite). The maximum total useable floor area permitted in the attic is 25m^2 (including the area of the ensuite and wardrobe). No additional floor space will be permitted in the attic area.

Refer to Figure 8.5.9.2.2 for building storey heights and Figures 8.5.9.3.2 and 8.5.9.3.3 – Indicative sections and elevations.



Figure 8.5.9.3.2 – Indicative Russell Street elevation

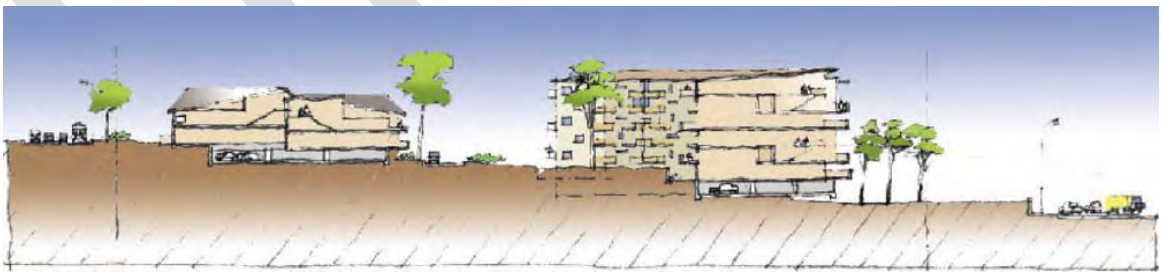


Figure 8.5.9.3.3 – Indicative cross section

8.5.9.5 LANDSCAPE AND VEGETATION

A vegetation report for the site was prepared in January 2000. The report noted that there were approximately 200 trees on-site of which a significant proportion were of good health and form. It was

noted that very few were indigenous to the area and that none represented remnant tree species. The species range was dominated by native Australian and American trees.

The report noted that the trees were generally some 60 to 80 years old and of more recent origin than the heritage buildings. The older trees generally occurred on the south-western corner and along the western boundary. Significant numbers of planting within the site were consistent with the built framework defined by the later school buildings [now demolished] which were in the order of 20 to 25 years old.

Landscaping within the historic school boundary consists of some mature native and exotic species. Of particularly high aesthetic and historic value are the two fig trees fronting Windsor Road on the northern section of the site.

The supporting drawing clearly indicates that the report identified significant groupings of trees within courtyards formed by the school buildings. It is evident that a substantial number of trees have now been removed from the site, even though they were identified in the January 2000 report as being in good condition and of a substantial scale. This is regrettable since their retention would have contributed to the gardenesque character of the area and would have also added significant value to any proposed residential development. There is no evidence that the removal of significant vegetation has been approved by Council.

The vegetation drawing, Figure 8.5.9.4.2, clearly shows the remaining vegetation on--site and those trees that may be impacted as a result of the proposed development outlined as part of this Section of this DCP. In addition, the drawing also shows those trees that were identified in the January 2000 report to be in good condition and which have subsequently been removed from the site, together with those trees that were identified to be in poor condition and scheduled for removal in the January 2000 report.

Opportunities

There is substantial perimeter planting which will help to mitigate the impact of development within the site. The landscape to the edges of the site represents an important element which will facilitate screening the residential development and provide a foil, particularly against the M2, Russel Street and Windsor Road frontages.

The loss of vegetation previously identified as being in fair/good/excellent condition, particularly within the previous 'courtyards', will need to be addressed as part of the detailed landscape proposals associated with the development of the site.

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Figure 8.5.9.4.1 – Access



Figure 8.5.9.4.2 – Vegetation

Objectives

O.01 Integrate the landscape design with the design of the future residential development.

O.02 Protect and enhance the gardenesque character of the City.

Controls

C.01 Landscaping is to be appropriately scaled and locate relative to both the building bulk, incorporating existing vegetation where possible.

C.02 The landscape area shall be a minimum 50% of the area of the site, exclusive of access driveways and parking.

C.03 Areas less than 2 metres in width will be excluded from the landscaped area calculation.

C.04 A minimum of 25% of the landscaping area shall permit deep soil planting.

C.05 Landscape plans shall clearly demonstrate that an additional quantum of mature landscaping will be provided and located in a form that reflects as loosely as possible the landscape that exists as at January 2000 (refer Figure 8.5.9.4.2).

C.06 A 7,500mm wide deep soil planting landscape medium island is to be provided at the entry to the central driveway off Russell Street which provides access to the six storey building basement.

C.07 Mature landscaping is to be provided on Russell Street to supplement existing trees and enhance screening of the future development from Russell Street

8.5.9.6 TRAFFIC AND ACCESS

The triangular site is bounded by the M2 motorway along the northern boundary, Windsor Road on the west and Russell Street to the east.

A pedestrian footpath skirts the east and west boundary along Windsor Road and Russell Street.

Traffic Solutions Pty Ltd prepared a report on the potential traffic impact of the proposed re-zoning of the site to permit residential flat buildings. The statement addressed the following requirements of Council:

a) Existing traffic environment

"The intersection of Windsor Road and Russell Street and Oakland Avenue and Ventura Road currently operates at an unsatisfactory level of service due to the lengthy delays for right turn vehicles.

A previous Development Application proposed the installation of traffic signals at this intersection as part of the proposal, however the Roads and Traffic Authority strongly objected to the concept"

b) Proposed development - traffic generation

"The development proposal of 130 units is estimated to generate approximately 52 vehicle trips in the morning and evening peak hour."

"Consequently, the proposed development with an estimated potential traffic generation of 52 vehicle trips in the peak hours will not increase the peak hour volumes beyond the RMS (300 max) or Council's suggested maximum environmental goal for Russell Street, Baulkham Hills."

c) Cumulative impact in locality and surrounding streets

The impacts on the surrounding network, including Oakland Avenue and Ventura Road were examined and found to be minimal.

d) Need for traffic improvements in the locality

The assessment explored the need for traffic improvements including the Windsor Road/Russell Street intersection.

e) Sight distance

"The proposed driveway locations along the Russell Street frontage of the site will provide satisfactory site lines in both directions along Russell Street."

f) Conclusion

"The good Level of Service at the intersection of Windsor Road will continue with the estimated additional traffic generation of the proposed residential development and even if the right turns were prohibited at Russell Street."

"The additional traffic demand on the intersections of Windsor Road with Oakland Avenue and Ventura Road, as a consequence of additional traffic utilizing these intersections to turn around (including the proposed development) will only alter the Degree of Saturation and Total Average Delays minutely."

The following opportunities and constraints were identified:

Opportunities:

- Enhance level of service and minimise the number of accidents occurring at the Windsor Road and Russell Street intersection by controlled left turn entry and egress during peak hours only.
- Take advantage of the Russell Street pavement width and sight lines.

Constraints:

- Single point of access to Windsor Road.

Objectives

O.01 Provide sufficient and convenient on–site parking for residents and visitors and hence maintain the amenity of adjoining properties and the efficiency of the road network.

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O.02 Ensure that vehicular access to and from the development is simple, safe and direct.

Controls

C.02 Car parking shall be located underground where practicable, to minimise the height of buildings above the natural ground level.

C.03 Driveway design shall provide safe and efficient ingress/egress to the site.

C.04 The design of driveways and parking areas shall minimise the visual impact of hard paved areas

C.05 The driveway design shall make provision for service vehicles where practicable.

Public Roads

C.06 Line marking and curb treatment to delineate left and right turns for vehicles exiting Russell Street is to be provided to council's requirements.

Car parking

C.07 All car parking areas and spaces shall be designed in accordance with Part 6 – Traffic and Transport.

C.08 Tandem car parking may be considered depending upon the merits of the proposal having regard to overall car parking provision.



Figure 8.5.9.5.1 – Car parking & vehicular access

C.09 A carwash bay must be provided in accordance with the following:

a) The carwash bay can be either a designated car space separate to that of total car spaces as calculated, or can be a visitor space when not utilised by visitors.

b) A minimum provision of one designated carwash bay space per residential multi-unit development.

c) Car wash bays are not to be used to carry out engine degreasing or mechanical repairs and must be signposted to reflect this prohibition.

d) Wastewater must be treated so as to remove grease, oil and silt and must be either reused for car washing or used for irrigation of landscaped areas on-site. To treat wastewater in this way application for a licence must be applied for from the Office of Environment and Heritage. Approval can be sought from www.environment.nsw.gov.au/licensing/.

e) Alternatively wastewater can be discharged to the sewer, This is only where (b) is not feasible according to a report provided by a hydraulic engineer, the Council or the Office of Environment and Heritage. Approval from Sydney Water must be sought by applying for Permission to Discharge Trade Wastewater. Refer to the fact sheet on Sydney Water's web site www.sydneywater.nsw.gov.au. - Disposal of Trade Wastewater from Residential Car Wash Bays.

f) Wastewater option (e) requires the construction of a roof over the designated car wash space and must be bunded to exclude rainwater as per Sydney Water's requirements.

g) Approval must be obtained either from the Office of Environment and Heritage or Sydney Water prior to construction of the development.

C.10 Car parking design to be generally in accordance with Figure 8.5.9.5.1.

Pedestrian Access

C.11 Separate pedestrian access shall be provided from the street independent of vehicular access.

C.12 Pedestrian access shall be legible, inviting, safe and provide visible interest.

C.13 Pedestrian access to be in accordance with Figure 8.5.9.2.2.

C.14 Given the existing width of Russell Street the opportunity to establish perpendicular to the kerb car parking zones for visitors, together with associated landscaping should be explored with the Council during the DA design phase. The introduced landscape should be no less than one mature street tree for every four car parking spaces.

Driveways

C.15 Vehicular access to the site should reflect the principles shown in Figure 8.5.9.5.1.

C.16 The design and configuration of access ways and driveways shall be in accordance with Part 6 of this DCP.

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8.5.9.7 OVERLOOKING AND VISUAL/ACOUSTIC PRIVACY

Objectives

O.01 Limit views into private open space areas and internal living room areas within the development as well as adjacent dwellings.

O.02 Protect residents from external noise.

O.03 Contain noise within a dwelling without unreasonable transmission to adjoining dwellings.

Controls

C.01 Private open space areas and habitable rooms of proposed and adjacent existing dwellings shall be reasonably protected from overlooking by considering, but not being limited to:

- Building layout.
- Location, size and design of windows & balconies.
- Screening devices.
- Landscaping.

C.02 Private open space areas and habitable rooms shall be reasonably protected from uncomfortable levels of external noise by considering, but not being limited to:

- Use of noise resistant wall, ceiling, floor and roofing materials.
- Site planning.
- Location of habitable rooms placing them away from the noise source.
- Use of double glazing.
- Use of fencing, porches, walls and landscaping as noise buffers

C.03 Windows of living rooms with direct outlook to any living room window of any proposed, or and/or existing adjoining dwelling living rooms within 9 metres shall be:

- offset a minimum of 1 metre from the edge of one window to the edge of the other.
- screened by permanently fixed structures made of durable but aesthetically pleasing materials.

C.04 Dividing walls and floors between dwellings shall be constructed to limit noise transmission to 45 STC (Sound Transmission Class) in accordance with Part F(5) of the *Building Code of Australia*.

C.05 Submission of an acoustic report prepared by a suitably qualified person that addresses internal noise levels of dwellings based on *AS 3671 – Road Traffic Noise Intrusion Guidelines*

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8.5.9.8 SOLAR ACCESS AND OVERSHADOWING

Objectives

O.01 Ensure reasonable access of sunlight to living areas within buildings and open space areas around buildings in winter and minimisze the need for artificial heating.

O.02 Ensure adjacent open space/areas, living areas of adjacent dwellings, and communal areas are not deprived of reasonable solar access.

O.03 Minimise the need for artificial lighting in dwellings during the day.

O.04 Provide adequate shading to internal areas and private open space in summer to minimise the need for artificial cooling.

Controls

C.01 Sunlight is to be available to the majority of living areas and private and communal open space areas of the proposed dwellings, and to any adjoining dwellings having regard but not limited to:

- Preferred living area orientation between 20 degrees east and 30 degrees west.
- Larger windows to the north and smaller to east, west and north.
- Pergolas, eaves and fencing. Building height.
- Window shading devices.

C.02 Locate the private open space areas to achieve 4 hours sunlight between 9:00am and 3:00pm on 21 June.

C.03 A target of 70% of units to achieve solar access to living areas.



Figure 8.5.9.7.1 – June 21, 09:00



Figure 8.5.9.7.2 – June 21, 1200

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Figure 8.5.9.7.3 – June 21, 15:00



Figure 8.5.9.7.4 – December 21, 09:00



Figure 8.5.9.7.5 – December 21, 12:00



Figure 8.5.9.7.6 – December 21, 15:00

8.5.9.9 PRIVATE AND COMMUNAL OPEN SPACE

Objectives

O.01 Provide private open space for outdoor living areas for use by the future residents.

O.02 Provide communal open space.

O.03 Enhance the quality of the built environment by providing opportunities for adequate vegetation and landscaping.

O.04 Fully integrate the proposed landscape as part of the overall design of the site.

Controls

C.01 Private and communal open space areas to be located to receive adequate sunlight and shading, maintain privacy and minimise noise.

C.02 Each dwelling shall provide an area of useable private open space, or private courtyard area, which has direct private access from the dwelling.

C.03 Area(s) of communal open space shall be provided for the recreational needs of the future residents.

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C.04 The location of all open space areas shall have regard to such requirements as solar access, outlook, noise minimisation, privacy and location of adjoining dwellings.

C.05 Ground floor dwellings shall be provided with courtyards.

C.06 Private open space areas shall be directly accessible form living areas of all dwellings.

C.07 For dwellings with ground level access private open space to be provided by way of courtyard shall be:

- A minimum width of 4 metres and a depth of 3 metres.
- A maximum gradient of 1 in 15.
- Provided with enclosing screen walls of other forms of screening designed to ensure visual privacy, both from communal open space area access ways and between the adjoining other dwellings and their courtyards.

C.08 For Above Ground Level Dwellings

- A balcony or roof top area conveniently accessible from a main living area of the dwelling, having a minimum area of 10m^2, with a minimum depth of 2.5 metres.
- The balcony shall be recessed into the façade of the building to a minimum depth of 1.5 metres.

Communal Open Space

C.09 To provide for the recreational needs of the residents, communal open space is to be provided in the locations as shown in Figure 8.5.9.3.1.

C.10 Such open space area is to include equipment such as seats, shade structures, barbecues and children's play equipment for passive recreational use.

C.11 Access to and through the common open space area shall be secured for use by residents of the development only.

C.12 The area provided shall be equivalent to the rate of 20m^2 per dwelling.

8.5.9.10 SITE FACILITIES & SERVICES

Objectives

O.01 Provide site facilities that are adequate and conveniently located for fulfilling the resident's needs.

O.02 Ensure that the site facilities are practical, attractive and easily maintained.

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Controls

C.01 Rubbish and recycling bin enclosures, letter boxes, clothes drying areas and other site facilities should be adequate in size, made of durable, weatherproof materials, and to be visually integrated with the development. They need to be located having regard to the protection of residential amenity, vehicle serviced access, visual impact and residents access.

C.02 A minimum of $10m^2$ of dedicated storage space shall be provided to each dwelling with a minimum clearance height of 2.1 metres from floor level. This can be provided in a way of an enclosure and as an extension of the dedicated car park for each unit.

C.03 An internal laundry shall be provided to each dwelling.

C.04 Letter boxes shall be provided in accordance with the delivery requirements of Australia Post.

C.05 A communal rubbish storage area shall be provided within the site. The storage area shall:

- Be of a construction material that is the same as the construction material of the development and of a similar style and colour
- Include a bin wash down facility
- Have sufficient capacity in accordance with Council's requirements.

8.5.9.11 ECOLOGICALLY SUSTAINABLE DEVELOPMENT

Objective

O.01 Actively encourage and promote urban design and urban housing developments to minimi~~s~~ze consumption of energy from non- renewable sources, improve the comfort of dwellings, preserve the environment and reduce the greenhouse emissions

Controls

C.01 All dwellings shall be sited and designed to maximise natural cross-ventilation and solar access to all living area by:

- Maximising orientation of living areas to the north with access to the winter sun and provision for summer shade.
- Shading large glass openings located on the northern side from the higher summer sun by providing roof eaves, verandahs, balconies, hoods and/or external screens. Conversely these design elements shall be flexible to permit exposure of living areas to the lower winter sun.
- Location of windows and doors to permit cross ventilation.

C.02 Landscaping shall assist microclimate management by the strategic location of deciduous trees to permit winter sunlight access to living areas and provide summer shade to north exposed windows and other glass openings.

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C.03 The building shall adopt:

- Water recycling
- Energy and water efficient fittings.
- Stormwater runoff detention and treatment.

C.04 The building shall achieve, as minimum, a 3.5 star rating by NatHERS in respect to energy efficiency and a greenhouse score of 4. Details of the rating are to be submitted with the Development Application.

Elements include:

- Passive solar design strategies.
- Reduction of energy requirements by incorporating low energy appliances and lighting, supplementary systems, and active solar design strategies like:
  - A hot water system, suitable for each dwelling, with a greenhouse score of 4 or greater;
  - Water efficient fittings and fixture; and
  - Rubbish recycling space within the refuse area.

8.5.9.12 HERITAGE

Objectives

O.01 Retain the former school building, teacher's residence and heritage curtilage within the development of the subject site for the benefit of future residents.

O.02 Enhance and preserve the fabric of the remaining heritage structures and provide for their long-term preservation.

O.03 Utilise the heritage curtilage of heritage buildings for communal open space and recreation.

Materials

O.04 Achieve development that respects and makes a positive contribution to the heritage character of the remaining school buildings

Controls

C.01 Future use of the former school building to provide a communal function for use by future residents of the subject site.

C.02 Future use of the former teacher's residence as a caretaker's residence and meeting room for the development.

C.03 The preservation and maintenance of historic school buildings and landscape plantings within the historic boundary of the former Baulkham Hills Public School.

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C.04 The former school and teacher's residence are to be used solely for the benefit of the residents of the subject development for uses such as a gymnasium, pool change room, caretaker's residence and meeting room.

C.05 The historic buildings and curtilage are to be retained upon the same title as the subject site and maintained by the strata body corporate.

C.06 A Conservation Management Plan is to be prepared by a suitably qualified conservation architect and is to be submitted with a Development Application for the redevelopment of the subject site.

C.07 The historic buildings and curtilage are to be the subject of restoration works in accordance with a Conservation Management Plan and are to occur concurrent with the redevelopment of any part of the subject site and be completed prior to the issue of an occupation certificate and/or subdivision certificate.

C.08 Future development shall ensure the ongoing preservation and maintenance of the historic fig trees at the northern end of the historic school site.

C.09 The Plan shall have regard to the following documentation:

- Preliminary Heritage Assessment 1999 - Clive Lucas, Stapleton and Partners Pty Ltd.
- Heritage Management Plan 2004 - Clive Lucas, Stapleton and Partners Pty Ltd.

Materials

C.10 Compatibility of style and character of the proposed development with that of the predominant style and character of surrounding residential or heritage buildings shall be demonstrated within the Development Application.

C.11 Building materials and colours selected and utilised on the site are to be coordinated throughout the site and be compatible with the remaining heritage structures.

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8.5.10 23-25 WINDSOR ROAD, NORTHMEAD

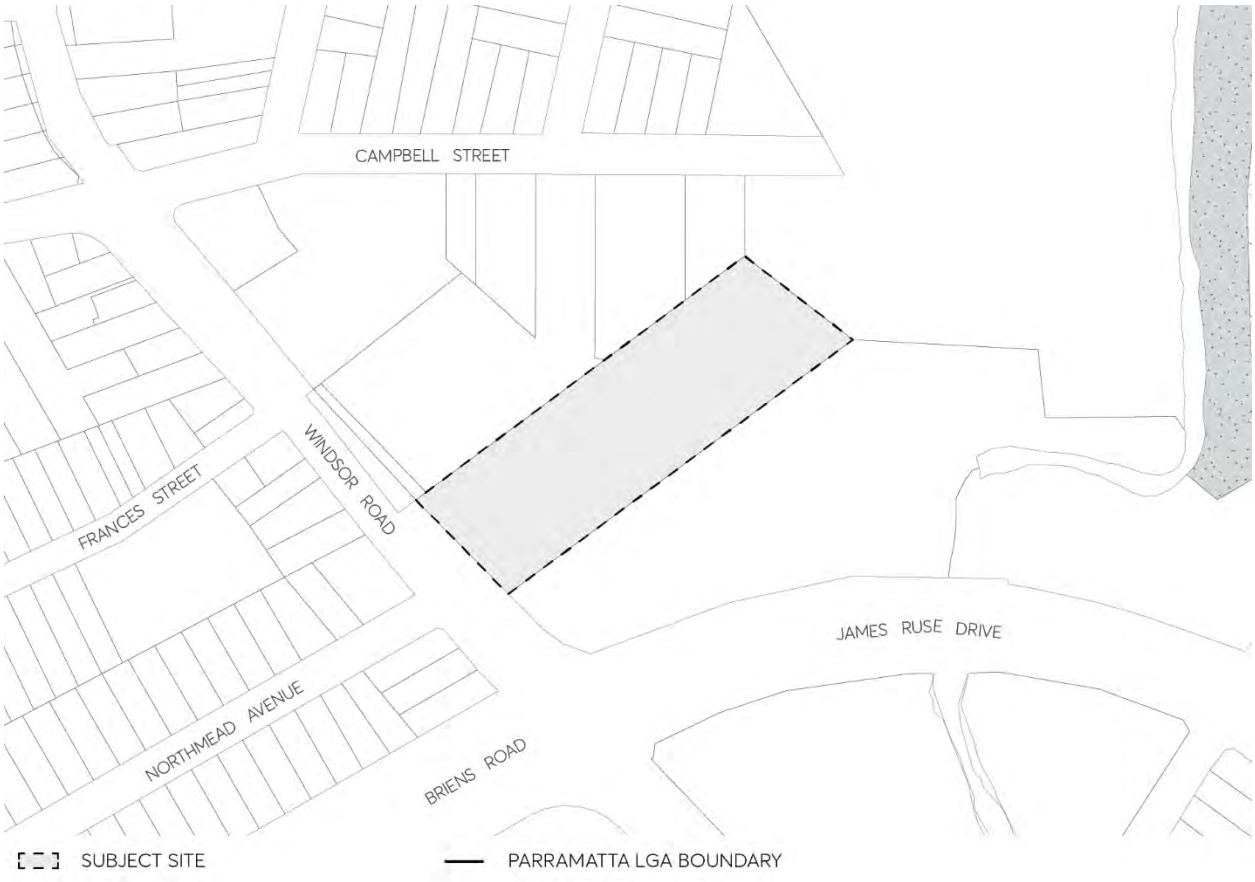


Figure 8.5.10.1 – Land application map

8.5.10.1 DESIRED FUTURE CHARACTER

The site-specific DCP applies to 23-25 Windsor Road, Northmead, which is located to the north of the Parramatta City Centre at the juncture of Windsor Road and James Ruse Drive. The site provides the opportunity for the urban renewal of remnant industrial land, where all surrounding allotments have realised their residential zoning. Therefore, the redevelopment of this land for residential purposes will ensure that it exists more cohesively in its context. It will also revitalise this section of Windsor Road, with the site responding to its diverse location, on a major road, surrounded by residential and educational uses. Increased publicly accessible open spaces and linkages with the broader pedestrian network will result in a substantial improvement for the area a whole, with greater connectivity away from the major road system, providing increased comfort for pedestrians and cyclists to facilities such as the Northmead Performing Arts School to the east and the local shopping centre to the north.

Buildings will be located to benefit from the northern orientation of the site, consisting of two principle U-shaped forms, which enable the maximum amount of cross ventilation and solar access into individual dwellings. This also allows for the creation of central open space areas within the development, to create meaningful and well-oriented communal open spaces.

Encourage a through site link from the property to the south of the site, past the subject site and on through Northmead Performing Arts High School and a future connection across the Darling Mills Creek to public open space and active recreation facilities. This would provide a significant public benefit and should be included as part of wider public domain works including landscaping, shared paths, lighting, seating, children's playground and the like within publicly accessible open spaces. It would be reasonable that the monetary contribution may be used to implement these works, subject to the agreement of adjoining landowners.

The principle driveway along the northern side of the site enables ingress and egress in a consolidated manner, while allowing for separation with development to the adjoining site to the north. This driveway is to read as a public street, providing a legible address to all buildings. It is to be designed as a 2-way and 24hr publicly accessible access-way including parallel parking bays, facilitating longer term aspirations to provide a future connection to the adjoining high school.

Building separation is designed to create visual linkages within the development, while ensuring that adequate privacy within dwellings and to neighbouring sites is achieved, despite the position of building forms on adjoining sites that do not necessarily meet the relevant planning controls.

Building height will be at its highest at the eastern and western sides of the site, to book-end each end of the development. The middle forms will lower to respond to development to the north and still enable outlook to be achieved from the property directly south. This ensures that the location and form of the buildings is both responsive and respectful of the existing context, assuming that the adjoining sites are unlikely to undergo redevelopment.

The design of buildings is to ensure sufficient solar access is provided within the development to enable a suitable level of amenity to be achieved for future occupants. This is to be delivered understanding that solar access requirements as per the *ADG* may not be fully met at the proposed density due to the predetermined orientation of the allotment. The building design is to also incorporate opportunities for natural ventilation to contribute to the environmental efficiency of the development.

Objectives

In addition to general objectives listed in Part 3 – Residential Development for Residential Flat Buildings, specific objectives for this precinct are identified below. Ensure that new development:

O.01 Provides a built form that relates strongly within the confines of the site and is sensitive to existing residential and educational land uses on surrounding sites.

O.02 Provides a built form that delivers a high–quality amenity outcome for residents, particularly to the west, where the development interfaces with Windsor Road.

O.03 Provides appropriate noise amelioration for residential uses to protect against existing noise in the surrounding precinct, particularly traffic noise generated from Windsor Road and James Ruse Drive.

O.04 Results in minimal overshadowing within the site, surrounding properties and public open spaces, to ensure that adequate levels of amenity are achieved throughout the year.

O.05 Achieves the desired orientation and organisation of the built form massing, noting that solar access requirements as per the Apartment Design Guide (ADG) may not be fully met.

O.06 Provides building separation that supports amenity and privacy, both within the development and to adjoining sites.

O.07 Provides communal and publicly accessible open space that incorporates opportunities for social gathering and passive recreation between buildings within the development.

O.08 Supports the predominant street pattern with buildings perpendicular to the lot, reinforcing the orthogonal grid in this location.

8.5.10.2 BUILT FORM

The priority for this precinct is to deliver a built form that supports and rationalises the predominant subdivision pattern of this location, while providing a comfortable and amenable environment for both existing and future residents. The site's spatial context is to be reinforced through an orthogonal arrangement of built form and centrally located open space. Building outcomes on site should relate to a street wall typology, with appropriate upper levels setbacks.

As per the reference scheme below, regular U-shaped and north-west facing courtyards are to be maintained throughout the design development. All built form is to be designed perpendicular to the lot with the exception of the western wing, which is to be aligned with Windsor Road to create a legible continuation of the street wall as defined by the development to the south.



Figure 8.5.10.2.1 – 23 - 25 Windsor Road Reference Scheme

Objectives

Specific objectives for this site in relation to the built form are detailed below:

O.01 Prioritise the spatial definition of streets (public and private) and open spaces through the organisation of taller buildings, creating a continuation of the existing street wall.

O.02 Respond to and reinforce the existing urban form through a centrally located open space and minimising building height to the centre of site.

O.03 Ensure new development responds to the sloping topography, the context of surrounding development and the visual setting of the site between various residential buildings.

O.04 Ensure that new development responds to the constraints imposed by neighbouring sites and maximises positive visual outlook within the development and adjoining sites.

O.05 Ensure built form is organised in an orthogonal manner that supports the predominant subdivision pattern in this location.

O.06 Create a clear delineation between public, communal and private spaces.

O.07 Define and design the street alignment and setback area to achieve amenity and privacy for residents, as well as engagement with and passive surveillance of communal spaces.

O.08 Ensure the presentation of buildings to the internal streets provides clearly defined edges and corners, and an architectural resolution that relates to the ground plane with legible entries.

Controls

Building envelope

The building envelope, resulting from the setbacks and heights outlined in this DCP constitute a three dimensional volume within which, together will all other applicable controls, a coherent built form is to be designed. Future built form should provide a high-quality design solution and correlate with the indicative building envelopes shown at Figure 8.5.10.2.2.

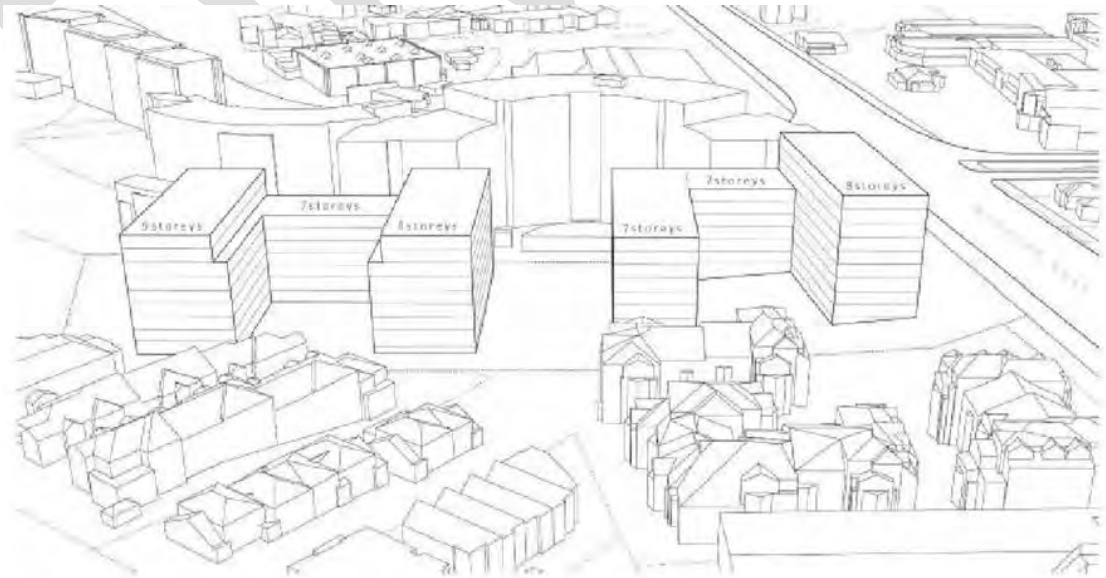


Figure 8.5.10.2.2 – Building Envelopes

C.01 Maximum building heights shall be in accordance with Figure 8.5.10.2.2, utilising regular building forms that utilise the sloping topography and minimise the perceived density of development.

C.02 Height of new buildings are to ensure positive and cohesive relationships with other buildings, both on the site and off the site, and are to respond to the desired scale and character of the local area.

C.03 Floor to ceiling and floor to floor heights are to be in accordance with the NSW Apartment Design Guide.

C.04 Setbacks are to be measured perpendicular to the boundary to the outer faces of the building including balconies, winter gardens, screening and the like. A 1 metre articulation zone may be provided where primary private open spaces face communal open space.

C.05 Building setbacks are to be in accordance with Figures 8.5.10.2.3 to 8.5.10.2.6 and Table 8.5.10.2.1.

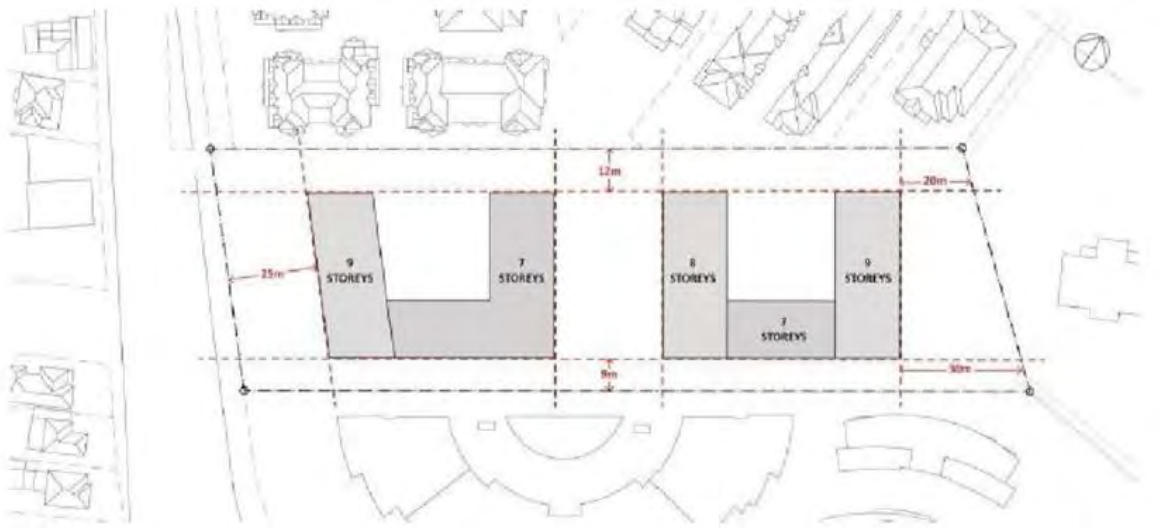


Figure 8.5.10.2.3 – Building Heights and Setbacks

Table 8.5.10.2.1 – Building setbacks

Front setback	25 metres	The front setback is to be parallel to Windsor Road, providing a continuation of the existing street wall. The area within the front setback is to allow space for a generous tree canopy, providing amenity for the street and residents.
Rear setback	20 metres at northern edge and 30 metres at southern edge	The rear setback is to maintain a large curtilage to significant trees to the rear of the site, providing opportunity for additional large canopy planting.
Northern setback	12 metres	The northern setback is to allow for the maximum retention of trees on the shared boundary and provide the primary vehicular access, one lane of parallel parking and pedestrian thoroughfare on-site

Southern setback	9 metres	The southern setback provides for a separation distance that may be less than *ADG* requirements. Therefore, detailed schemes are to minimise the number of habitable rooms on this boundary. The southern setback at ground may be used for private open space opportunities for south facing ground floor units.

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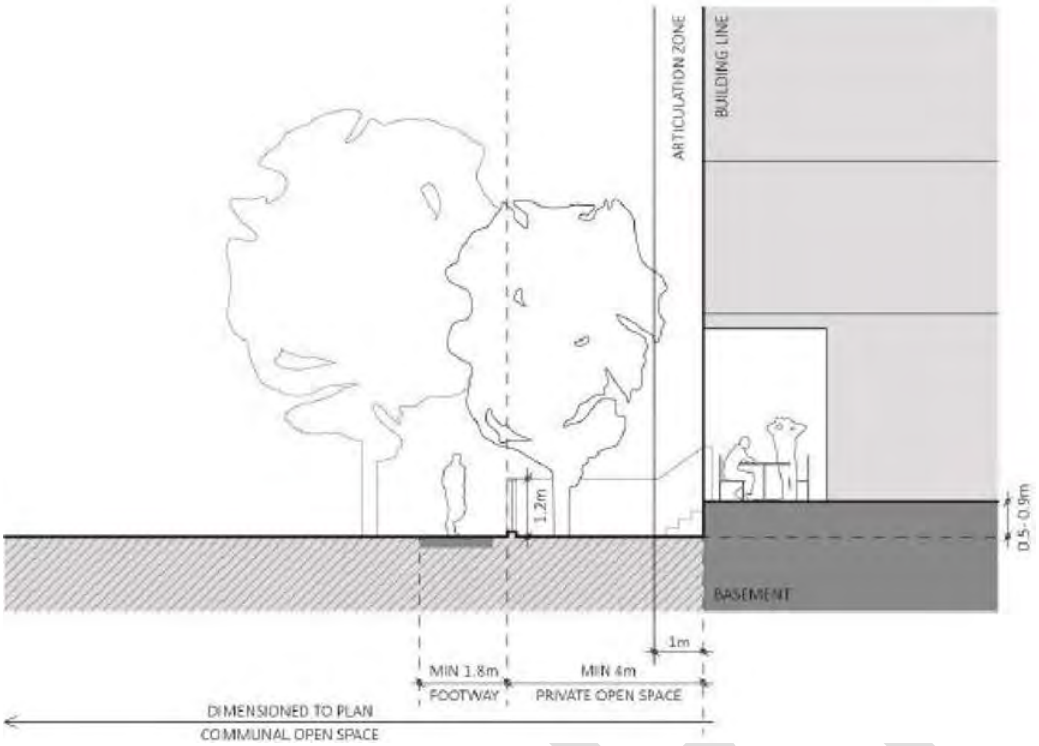


Figure 8.5.10.2.4 – Communal Open Space Interface

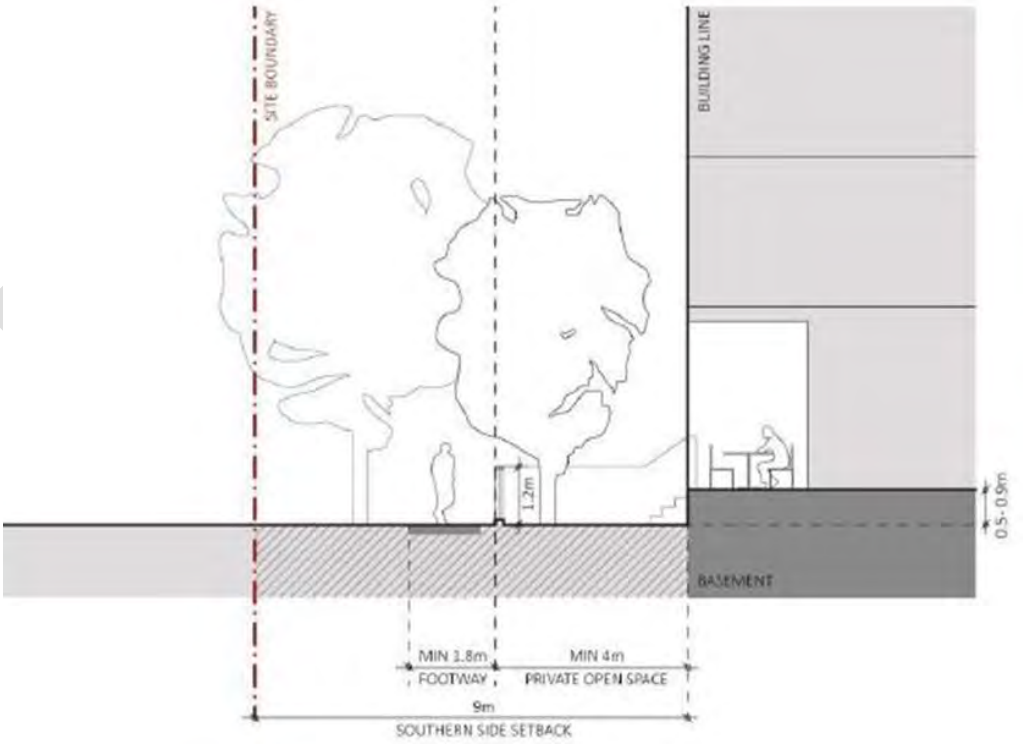


Figure 8.5.10.2.5 – Southern Setback Condition

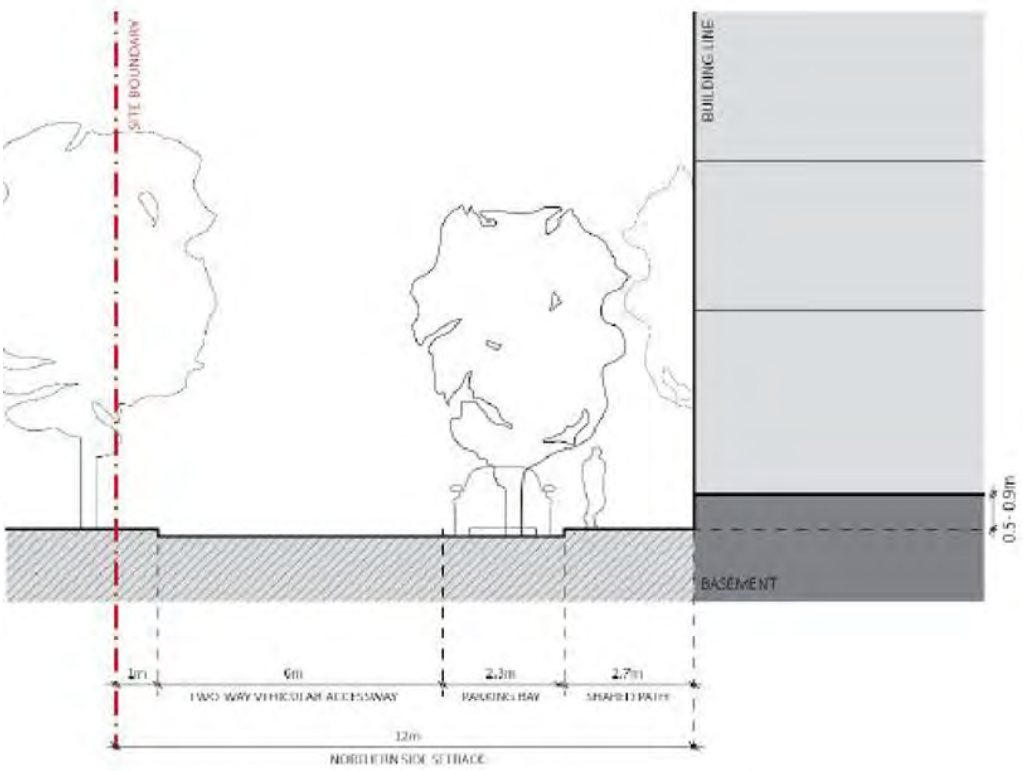


Figure 8.5.10.2.6 – Northern Setback Condition

Building separation

To protect and manage the impact of new development on the public domain, neighbouring sites and between buildings on-site, the following buildings separations requirements are to be met:

C.06 Minimum separation between buildings should be in accordance with Figure 8.5.10.2.7 and the NSW *ADG* requirements.

C.07 Habitable spaces are to be carefully positioned within each unit to ensure that visual and acoustic privacy is maximised.

C.08 Setbacks and separation must be measured perpendicular to the building face, inclusive of balconies, wintergardens, vertical and horizontal circulation, internal voids and external walls.

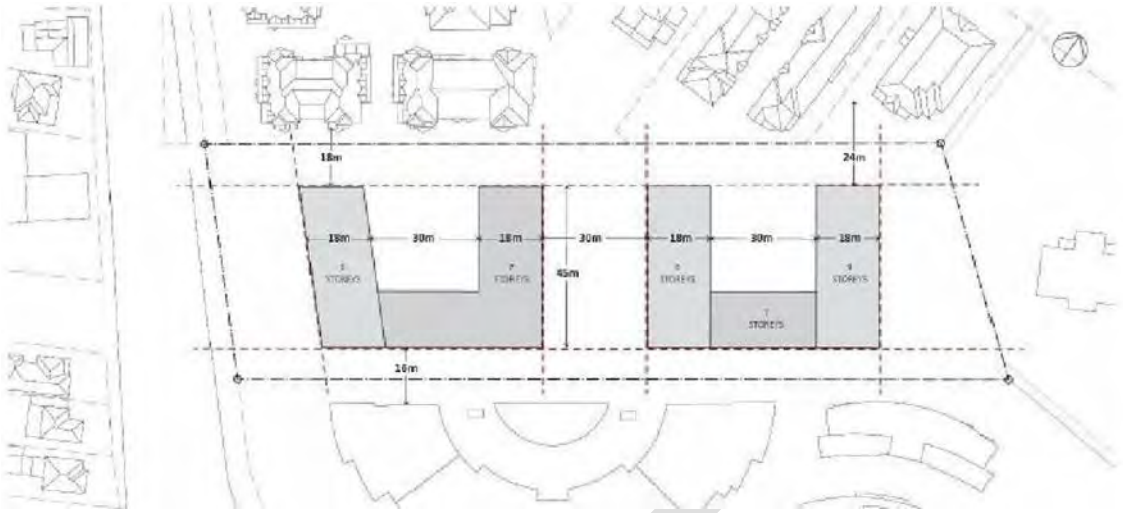


Figure 8.5.10.2.7 – Building Separation

Private and communal open spaces

C.09 Communal open space and landscaped areas should be provided between buildings as shown in Figure 09 to promote opportunities for community interaction within the development.

C.10 Areas between buildings should allow for pedestrians to comfortably move between the buildings, and promote the principles of passive surveillance. These communal areas should provide a safe and unobstructed path of travel, as opposed to private space.

C.11 Communal open spaces are to be designed to maximise solar access in mid-winter and canopy cover in mid-summer.

C.12 Opportunities for seating and gathering spaces for passive recreation, play and informal activities such as outdoor dining are to be provided within the internal circulation system of the development is to be provided where appropriate.

C.13 Water Sensitive Urban Design principles shall be implemented in communal open space areas.

C.14 Fencing fronting the communal open spaces must not exceed 1.2 metres in height, are to be of solid masonry construction and integrated with any dividing walls for private open spaces at ground. Higher fencing may be considered on Windsor Road, subject to context analysis. Fencing on side boundaries is to be provided to a maximum height of 1.8 metres.

C.15 All balconies are to meet the minimum dimensions required in the NSW *ADG*. Wintergardens may be permitted on Windsor Road to improve the amenity of apartments fronting this arterial road. The floor space of the wintergarden will be excluded from the FSR calculations provided that it complies with and does not exceed the *ADG*.

C.16 Council may consider allowing greater building depths where this will not unnecessarily add to the bulk of any building and where high-quality building design, massing and articulation is achieved.

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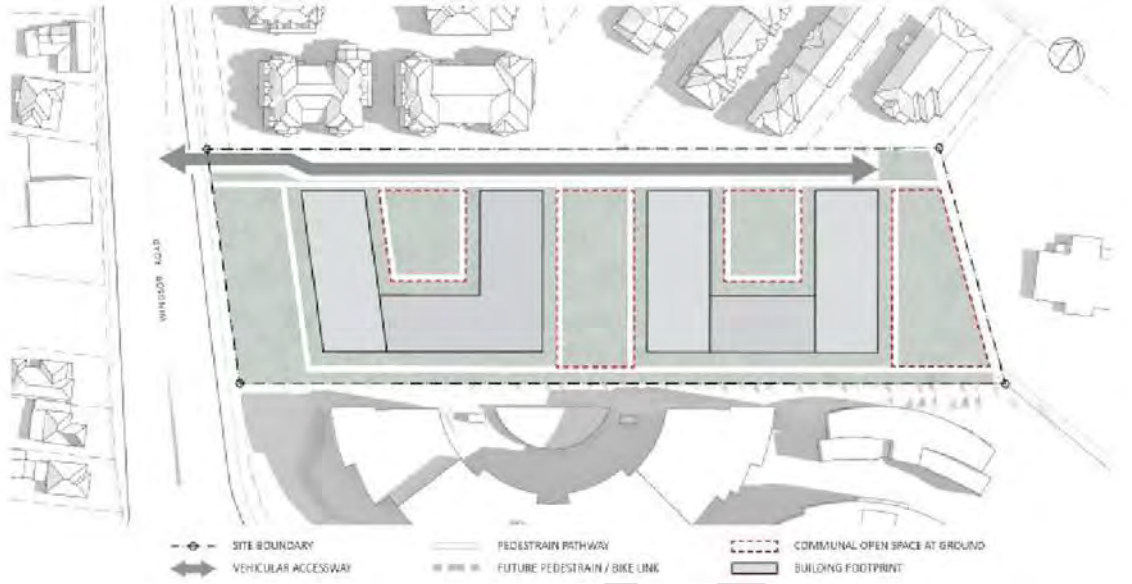


Figure 8.5.10.2.8 – Communal Open Space

Landscaping and deep soil

C.17 Landscaping and deep soil shall be provided in accordance with Part 2 – Design in Context of this DCP, Figure 8.5.10.2.9 and Figure 8.5.10.2.10.

C.18 A detailed landscape plan is to be prepared demonstrating the location of all contiguous deep soil areas with proposed landscaping, including retained and new canopy trees, submitted to the satisfaction of Council.

C.19 Deep soil is provided in a contiguous manner to facilitate healthy soils, uninterrupted flows of groundwater, and opportunity for existing and new trees to thrive and reach mature height.

C.20 Existing trees on the site are to be retained, as possible. Future development must not impinge on TPZ requirements of all trees in the neighbouring property must be protected and retained.

C.21 Landscaping should include endemic species suitable to the environmental constraints and orientation of communal open spaces shall be utilised throughout the site.

C.22 The front setback is to be planted with large shady trees capable of reaching a mature height of more than 13 metres to provide a visual buffer and shading of the public footpath along Windsor road.

C.23 The rear setback should be planted with large trees, capable of reaching a mature height of more than 13 metre to enable Council's vision of providing mature trees and natural shade in the City. Any new trees are to be planted more than 3 m away from any built structure.

C.24 Dual basements contained within the building envelope are to be provided, ensuring substantial and contiguous deep soil zones to the front, centre and rear.

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C.25 Future redevelopment of the site is to meet the requirements of *Parramatta LEP 2023*, Parramatta DCP 2023~~X~~, *State Environmental Planning Policy No. 55 (Remediation of Land)* and any other relevant legislation and guidelines.

C.26 Detailed design development must have regard to the sensitivity to flooding impacts, not impede overland storm water flows and able to meet the requirements of Council's *Flood Plain Risk Management Plan, Parramatta LEP 2023* and Part 5 – Environmental Management of the Parramatta DCP 2023~~X~~.

C.27 A report is to be submitted by a suitably qualified ecologist at Development Application stage demonstrating that there are no adverse impacts from the development.

C.28 A minimum setback of 1 metre is required between the northern boundary and the driveway to allow for landscaping while still maintaining site access at the northern most point of the site off Windsor Road.

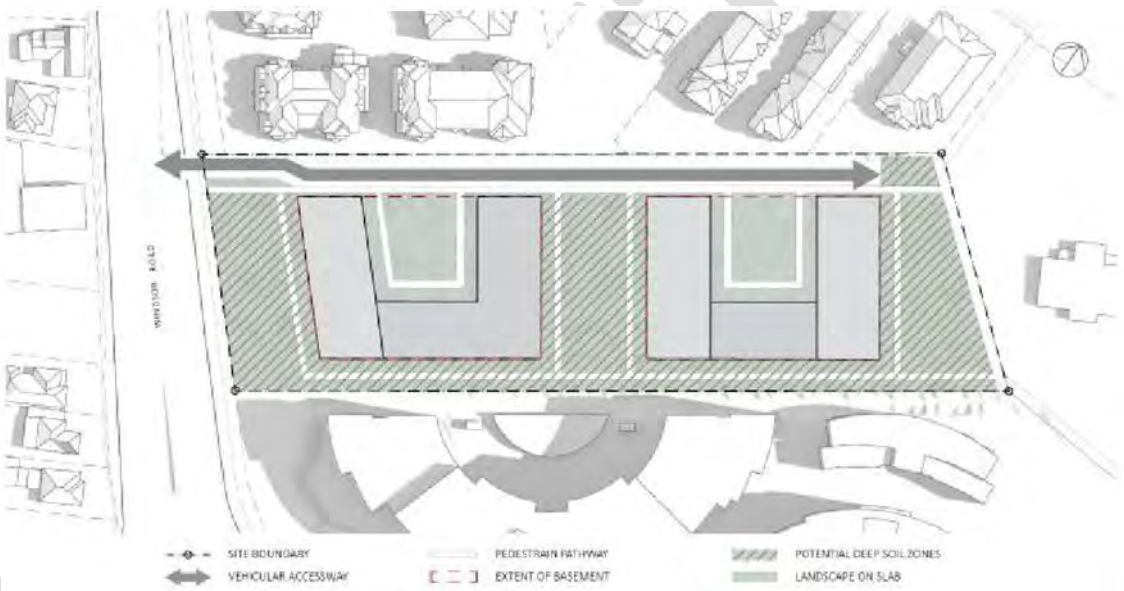


Figure 8.5.10.2.9 – Potential Deep Soil Zones

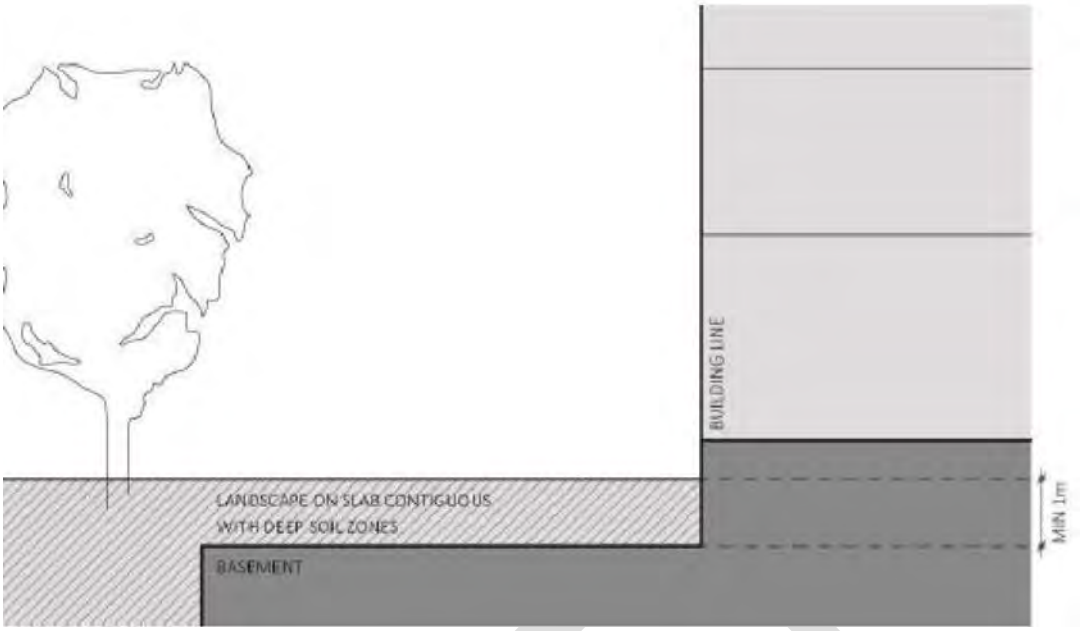


Figure 8.5.10.2.10 – Landscaping on Slab Contiguous with Deep Soil Zones

Wintergardens

C.29 Wintergardens must improve amenity of balconies in high rise apartments and apartments fronting noisy environments such as busy roads or railway lines.

C.30 Wintergardens are to be designed and constructed as a private external balcony with drainage, natural ventilation and finishes acceptable to an outdoor space and must not be treated as a conditioned space or weatherproof space.

C.31 Approximately 80% of vertical surface area of wintergardens are to be fully operable louvres or sliding glass panels.

C.32 A generous opening must be provided between the wintergarden and any adjacent living area to allow connection of the spaces when ambient conditions are suitable.

C.33 Acoustic control for living areas and bedrooms must be provided on the internal façade line between the wintergarden and the living area or bedroom.

C.34 Glazing in the external façade of a wintergarden must have a solar absorption of less than 35%glass to have solar heat absorption not greater than a clear float glass of the same composition.

C.35 The flooring of the wintergarden must be an impervious finish and provide exposed thermal mass.

C.36 Air conditioning units must not be located on wintergarden balconies.

Solar access, ventilation & acoustic amelioration

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C.37 Buildings are to be designed to ensure that solar access and cross ventilation requirements detailed in *SEPP 65*, the NSW Apartment Design Guide and Part 3 – Residential Development of this DCP are achieved for residential development both on and off the site.

C.38 Solar access must also be reasonably provided/-retained within the existing and future public domain areas and on adjoining sites to maximise solar access in mid- winter and canopy cover and shading in mid-summer.

C.39 The design of buildings must take account of the need for adequate acoustic amelioration measures for new development, particularly where buildings have an interface with major roads, including Windsor Road and James Ruse Drive or other non-residential uses in proximity to the site.

Pedestrian connections and vehicular access way

C.40 New pedestrian and vehicular connections are to be provided in accordance with Figure 8.5.10.2.11.

C.41 The vehicular access way is to be designed to have a fully public nature equivalent to the surrounding public domain and suitably designed to integrate with adjoining road and pedestrian networks.

C.42 New pedestrian connections are to be provided between the buildings, to enable linkages to recreated to both Windsor Road and the future pedestrian/bike link to the east and improve the development interface and amenity with all adjacent properties and frontages.

C.43 All site circulation must be provided as 24hr publicly accessible circulation - designed to provide building entries that are easily identifiable, with a clear sense of building address for residents and their visitors.

C.44 Main building entry points must be clearly visible and signalled appropriately with building address, lighting and high-quality articulation. Steps, handrails or TGSIs must not protrude into or interfere with any vehicular or pedestrian access way.

C.45 The pedestrian link along the eastern boundary must be publicly accessible by 24/7 access easement in favour of Council in accordance with the Voluntary Planning Agreement prior to the first Occupation Certificate and is to be clearly delineated as public space.

C.46 New development is to be sited to appropriately integrate with and address pedestrian links ensuring activation and casual surveillance. Tall fencing is not to be provided adjacent to the pedestrian links.

C.47 All internal pedestrian systems shall incorporate access in accordance with *AS 1428* and any other relevant standard. These pathways are to enable a future connection to the school from the development to the south to the external pedestrian system surrounding the site.

C.48 Public domain alignment drawings are to be submitted to the satisfaction of Council. All levels are to be resolved and proposed public domain treatments shown in accordance with the requirements outlined in the Parramatta Public Domain Guidelines 2017 (Chapter 2).

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C.49 A minimum width of 9 metres is to be provided to the vehicular access way, inclusive of two-way vehicular access and at least one lane of parallel parking.

C.50 A minimum width of 1.8 metres is to be provided for all pedestrian pathways.

C.51 A minimum width of 2.8 metres is to be dedicated for the future pedestrian and cycleway shared path along the new vehicle access way and eastern boundary. It should be publicly accessible by a 24/7 access easement in favour of Council in accordance with the Voluntary Planning Agreement prior to first Occupation Certificate.

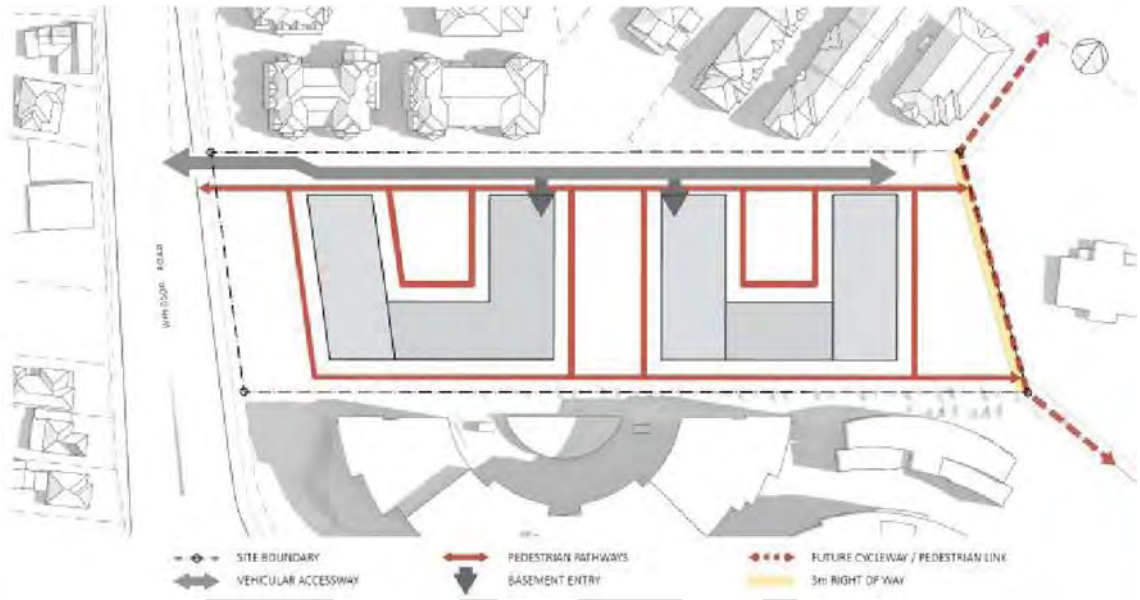


Figure 8.5.10.2.11 – Pedestrian Connections and Vehicular Access way

Traffic, access, parking & services

C.52 All car parking is to be provided at basement level to ensure that the visual appearance of car parking structures does not dominate the building design. Basement structures may not protrude any greater than 1 metre above natural ground.

C.53 Building services and access to car parking areas are to be minimi~~s~~sed to the internal street frontages to ensure that a high level of design excellence is achieved and opportunities for passive surveillance are maximi~~s~~sed. Pedestrian and vehicle conflict are to be minimised with limited vehicle crossings to the public domain and internal access way.

C.54 Vehicle crossings are to be provided in accordance with Figure 8.5.10.2.11 (above), or as otherwise agreed by Council.

C.55 Vehicle crossings must not provide conflict with pedestrian through site links or any pedestrian crossing.

C.56 The width and surface area of driveways and other hard surfaces associated with the movement and parking of vehicles is to enable 2 vehicles plus one lane of parallel parking.

C.57 Provision of loading bays or service vehicle areas, building service/plant areas, and building services (such as substation) must be adequately screened from any public domain areas, including the street, through site links.

C.58 The vehicular access way must maintain its potential to connect through the adjacent school to Campbell Street in the future. This access way is to terminate in a hammer head, rather than a cul-de-sac configuration, so as to maintain the visual continuity of this link and kerb lines.

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8.5.11 LAND IDENTIFIED WITH ADDITIONAL MATTERS FOR CONSIDERATION

This ~~s~~Section includes site-specific controls relating to residential subdivision patterns, proposed roads (including road widening), and setbacks for land identified in the following areas:

- Carlingford
- Northmead
- North Parramatta
- North Rocks
- Parramatta and Granville

The controls are shown in the Figure 8.5.11.1 to Figure 8.5.11.16 as part of this Section of this DCP.

Controls

C.01 Ensure the development outcome is in accordance with detailed controls as shown in the Figure 8.5.11.1 to Figure 8.5.11.16 as part of this Section of this DCP.

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CARLINGFORD

Detailed controls for land within Carlingford are shown in the Figures below.

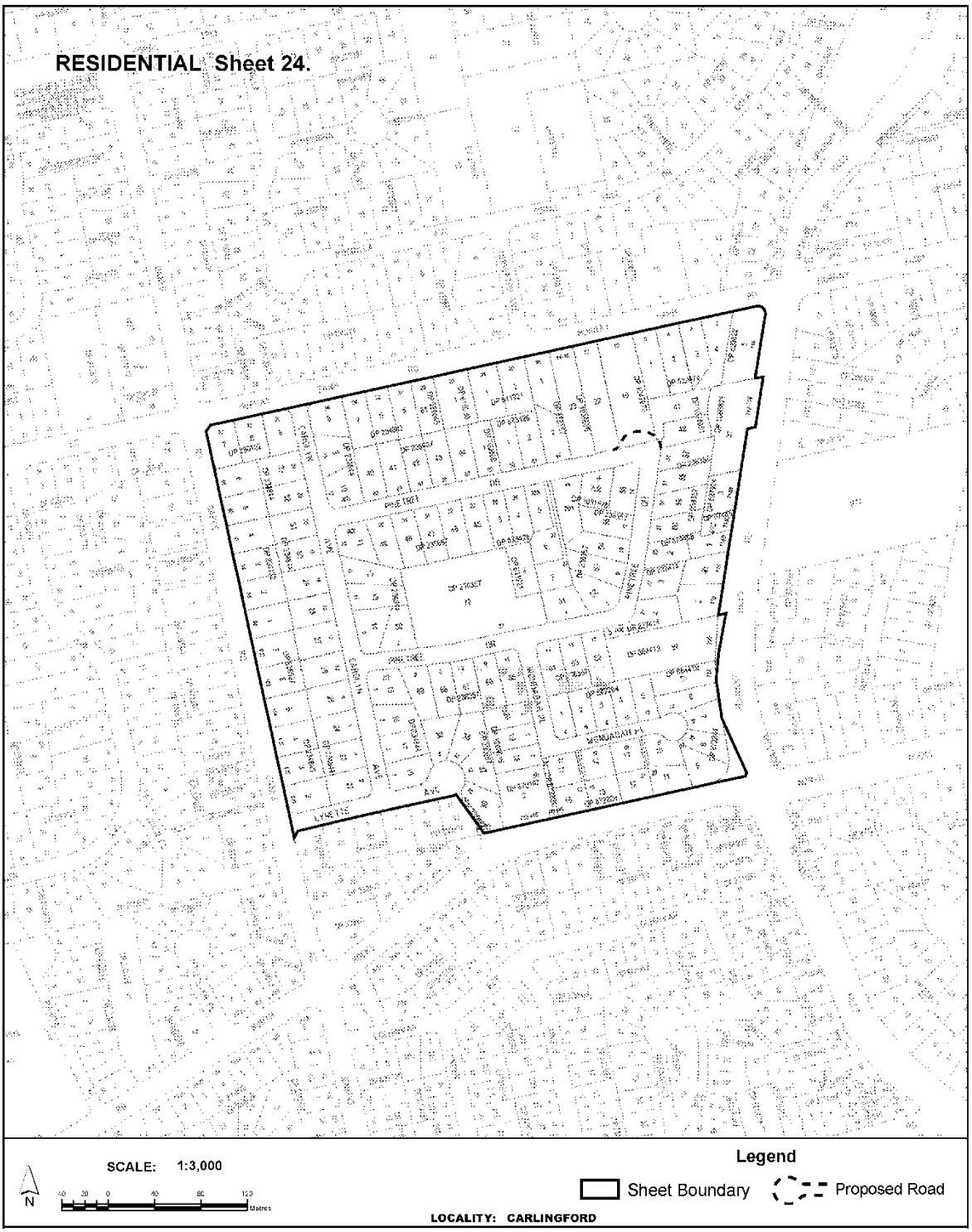


Figure 8.5.11.1 – Land within Carlingford Central (Carlingford Local Centre).

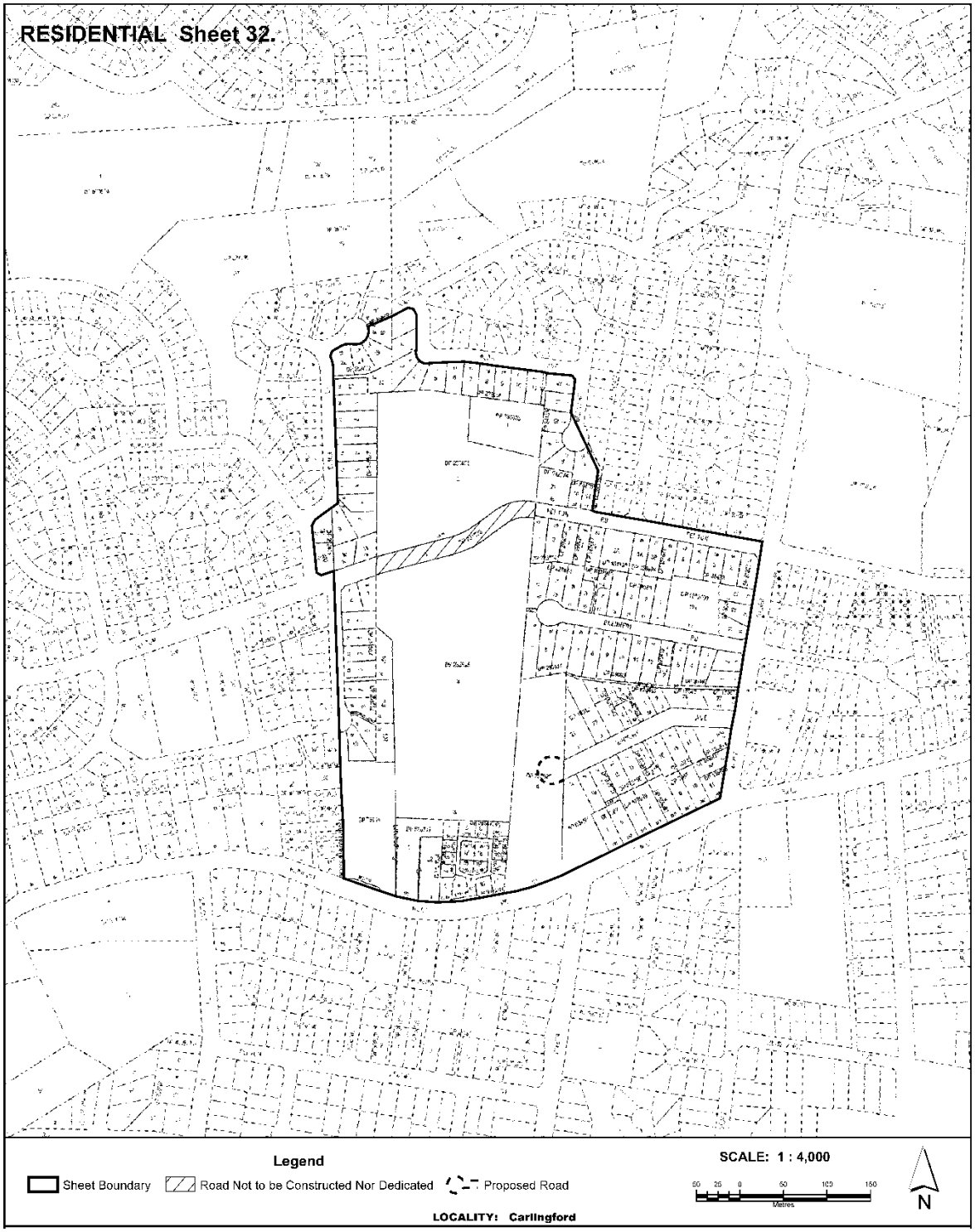


Figure 8.5.11.2 – Land within Carlingford



Figure 8.5.11.3 – Setback provisions for land on the corner of Pennant Hills Road and Carlingford Road, Carlingford.

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NORTHMEAD

Detailed controls for land within Northmead are shown in the Figures below.

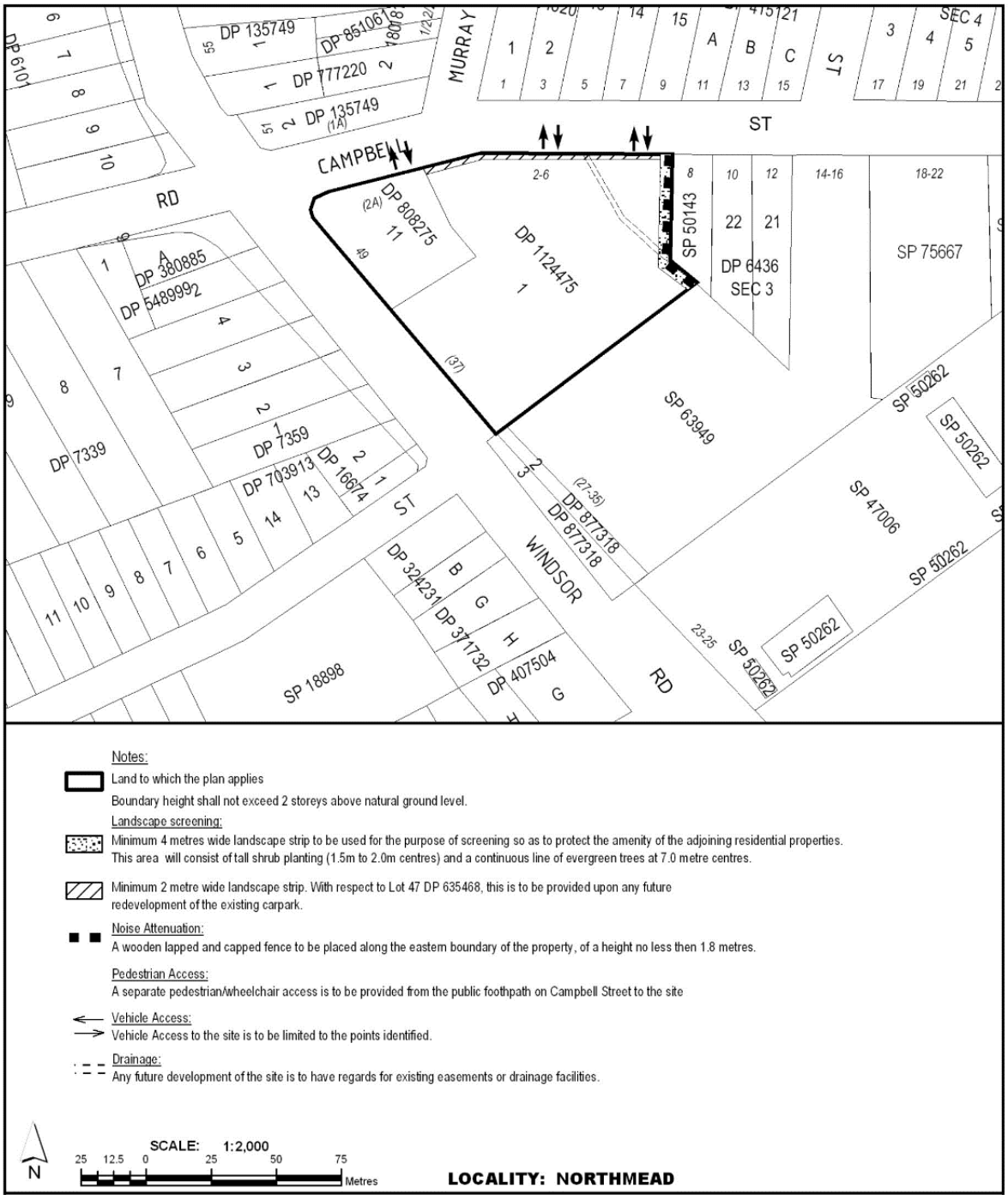


Figure 8.5.11.4 – Land at 2-3 and 2A Campbell Street, Northmead

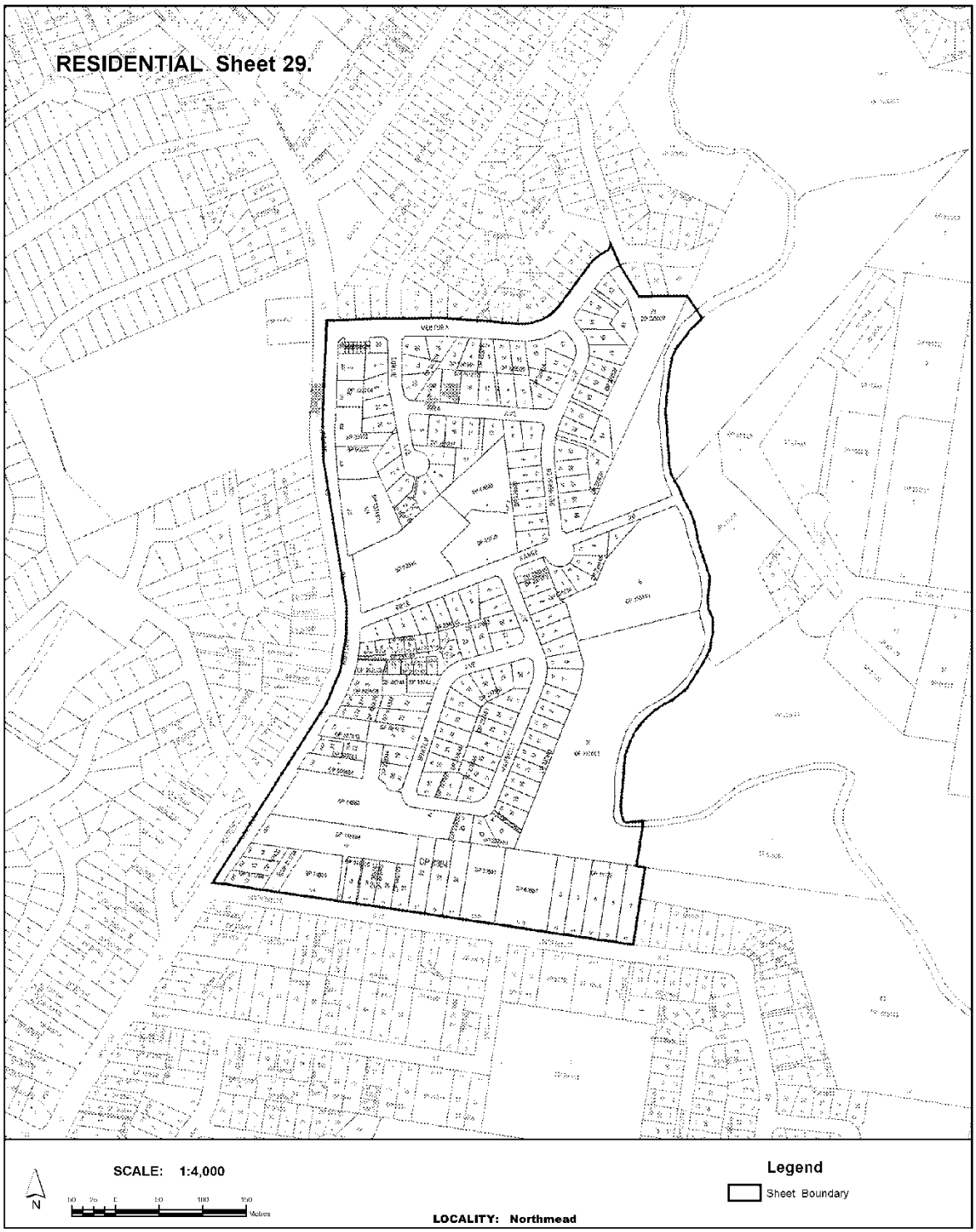


Figure 8.5.11.5 – Land bound by Ventura Road and Windermere Avenue, Northmead.

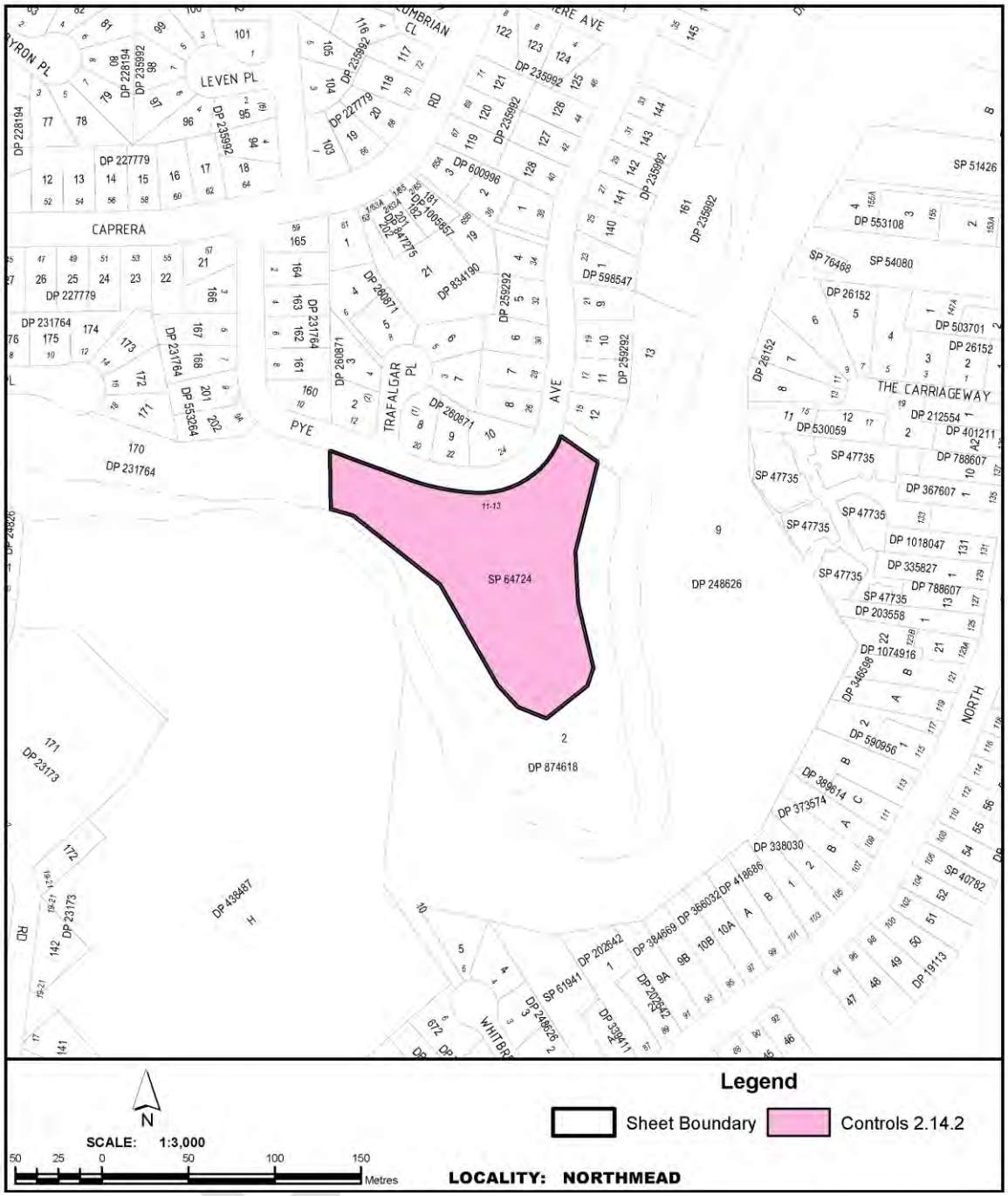


Figure 8.5.11.6 – Land at 11-13 Pye Avenue, Northmead

NORTH PARRAMATTA

Detailed controls for land within North Parramatta are shown in the Figures below.



Figure 8.5.11.7 – Land within North Parramatta



Figure 8.5.11.8 – Land south of Burnside Homes and bound by James Ruse Drive, North Parramatta

NORTH ROCKS

Detailed controls for land within North Rocks are shown in the Figures below.

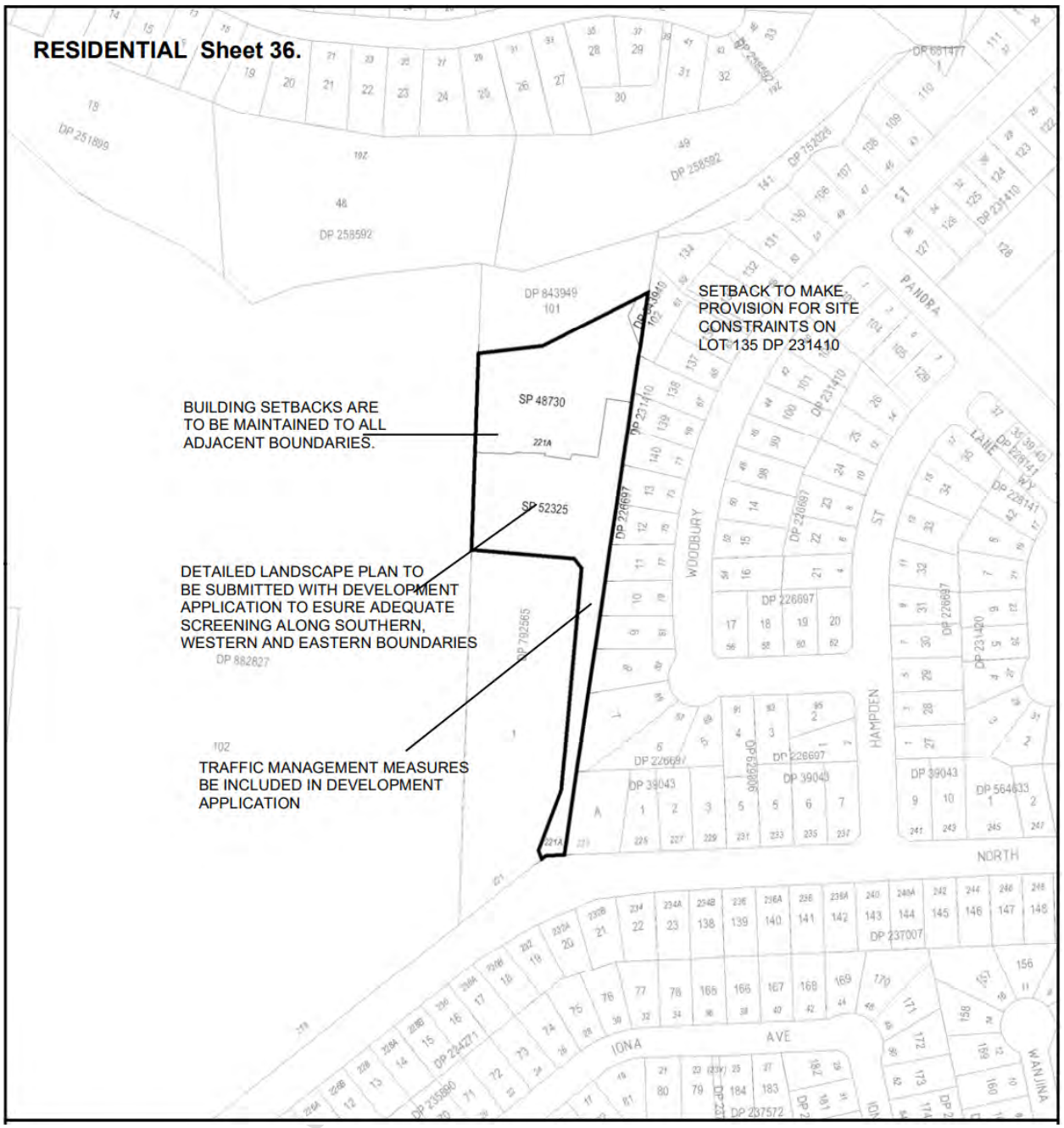


Figure 8.5.11.9 – 221A North Rocks Road and part of 61 Woodbury Street, North Rocks

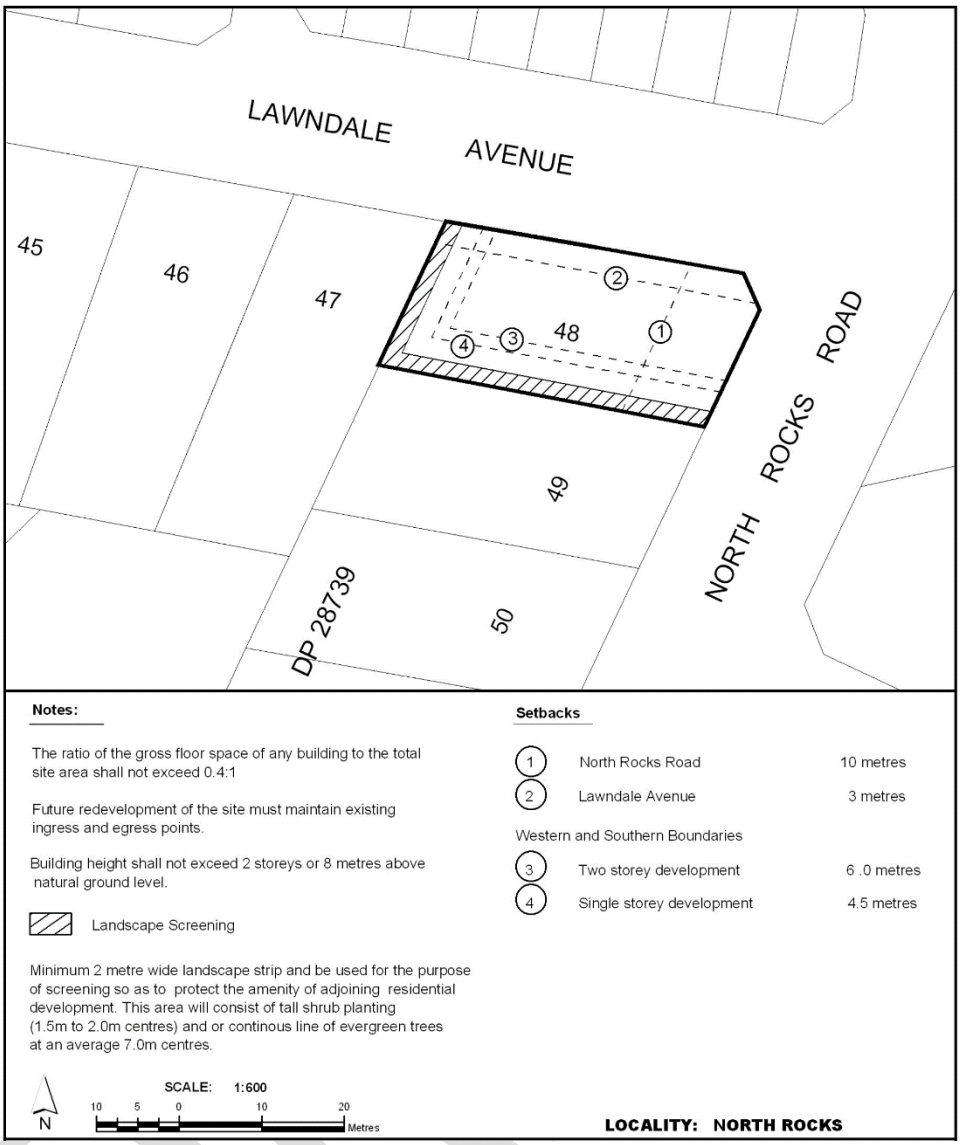


Figure 8.5.11.10 – Setback requirements for land on the corner of Lawndale Avenue and North Rocks Road, North Rocks (355 North Rocks Road, North Rocks)

NORTH ROCKS INDUSTRIAL AREA

Detailed controls for land within North Rocks Industrial Area are shown in the Figures below.

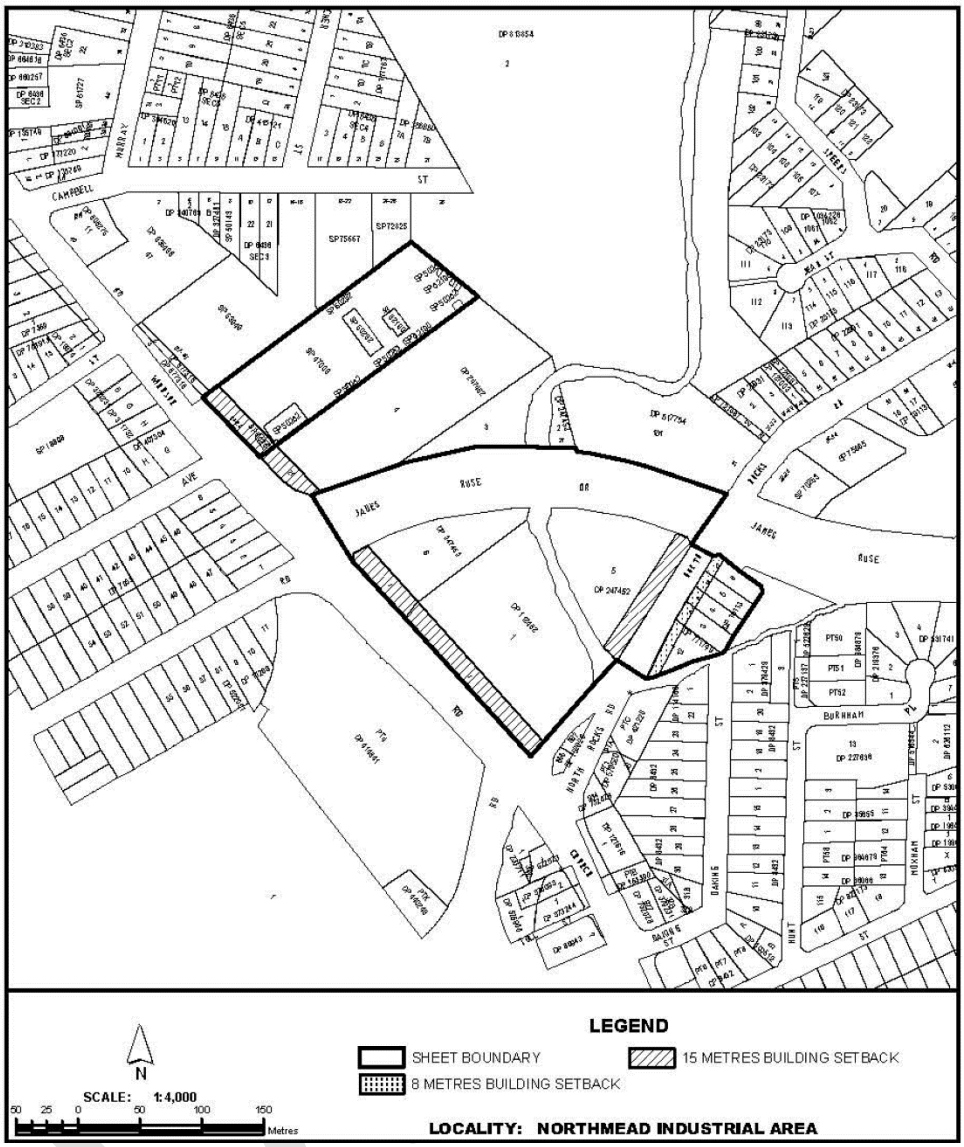


Figure 8.5.11.11 – Setback requirements for land on the corner of Windsor Road and North Rocks Road, Northmead

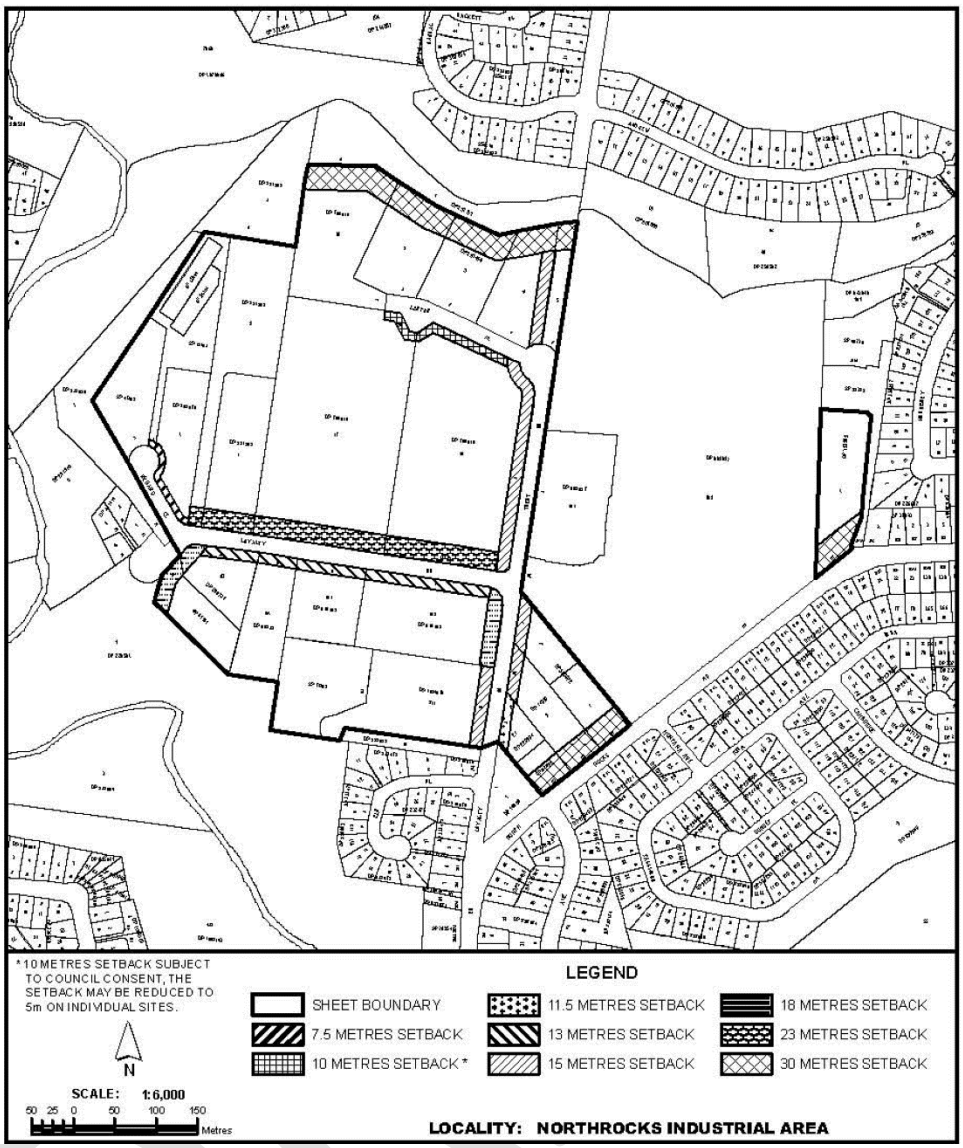


Figure 8.5.11.12 – Setback requirements for land within North Rocks Industrial Area

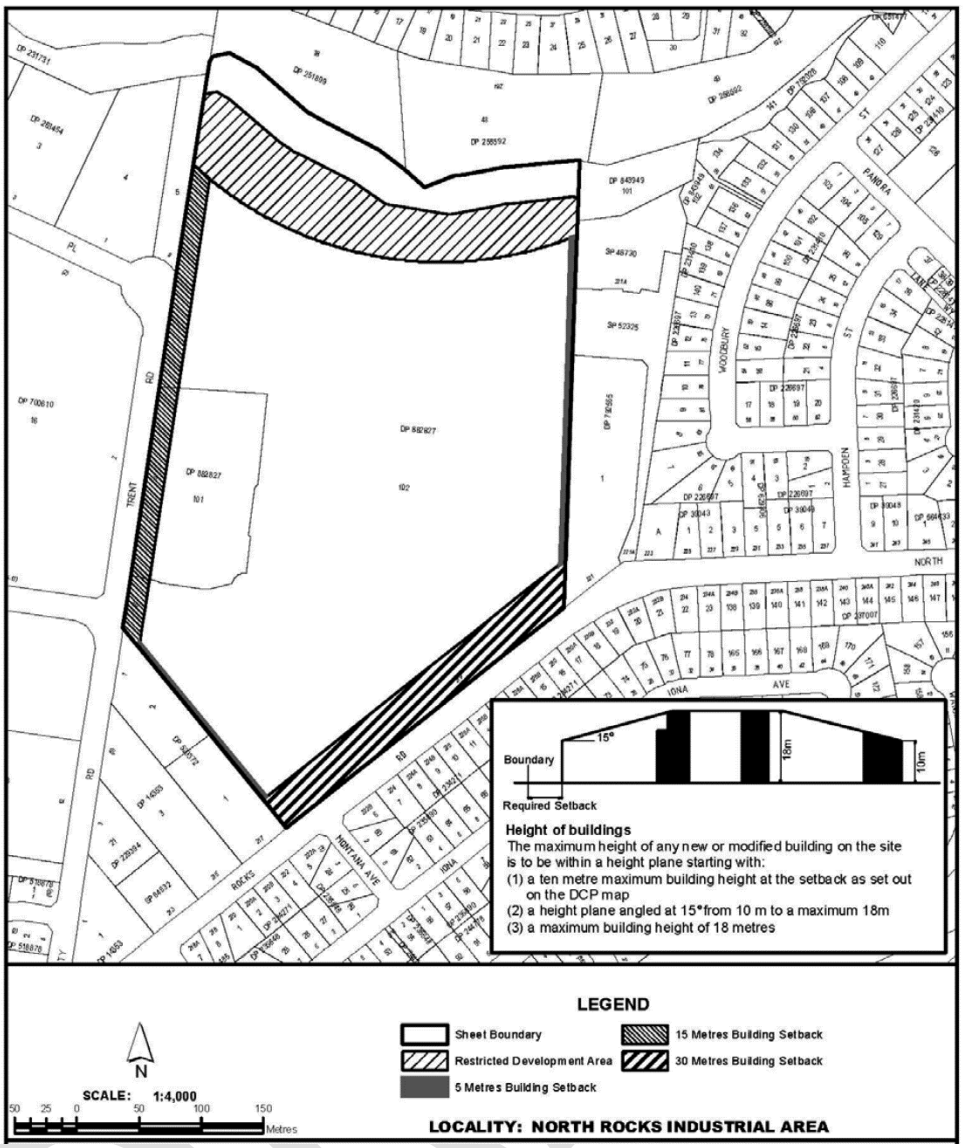


Figure 8.5.11.13 – Setback requirements and restricted development areas for land within North Rocks Industrial Area

PARRAMATTA AND GRANVILLE

The increase in population associated with higher density development makes it necessary for wider carriageways and footpaths to cater for the increase in vehicular and pedestrian traffic. Therefore, to achieve a more consistent road width and a more efficient road system, Council requires in those areas of higher density development, that a strip of land be dedicated for road widening.

This Section of this DCP provides provisions to guide development and ensure appropriate measures are taken to support Road Widenings, Road Closures and Splay Corners In and Adjacent To Residential R4 Zones within Parramatta and Granville. These are shown in Figure 8.5.11.14, Figure 8.5.11.15 and Figure 8.5.11.16.

Objectives

O.01 Provide controls for road widening, road closures and splay corners.

O.02 Achieve a more consistent carriageway width along the length of nominated roads.

O.03 Achieve a more efficient road system in those areas of higher density development associated with the increase in population.

O.04 Provide wider carriageways and footpaths to cater for the increase in vehicular and pedestrian traffic.

O.05 Within the 'no development' strip located at the rear of the properties between Tottenham Lane and High Street, Granville (shown in Figure 8.5.11.14 and Figure 8.5.11.15)

a) to make the laneway a safer place;

b) to create passive supervision;

c) to improve landscaping; and

d) to minimise opportunities for graffiti and vandalism

Controls

C.01 Plans for Development Applications must show any road widenings, splay corners, road closures and/or "No Development Strips" that are required by the provisions of this development control plan. This applies where:

a) the property is identified in Figure 8.5.11.14 and Figure 8.5.11.15 of this Section; and

b) the property is not a single dwelling house.

Road Widening

C.02 1.5 metres of land shall be dedicated for road widening and/or footpath widening in areas where wider carriageways and footpaths are necessary to cater for the increase in vehicular and pedestrian traffic, as identified in Figure 8.5.11.14.

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C.03 The developer must meet the cost of constructing the widened road pavement, kerb and gutter and foot paving on the new alignment in accordance with the provisions of this plan.

Splay Corners

C.04 In accordance with Figure 8.5.11.13 and Figure 8.5.11.14 showing where splay corners must be provided, the developer must construct and dedicate to Council any splay corner thus identified.

Road Closures

C.05 Figure 8.5.11.14, Figure 8.5.11.15 – Road Widening requirements for land fronting Church , and Figure 8.5.11.16 – Frontage requirements - land within Parramatta/Granville show where road closures will be constructed by Council. Council will maintain access to existing developments after the road closures have taken place.

C.06 All new developments will not be permitted to use the roads proposed to be closed by the provisions of this plan for access to their land. Access to these sites must be off another road.

Strip

C.07 The 'no development' strip is located at the rear of the properties between Tottenham Lane and High Street, shown in Figure 8.5.11.14 and Figure 8.5.11.15 – Road Widening requirements for land fronting Church . The 'no development' strip is to start from the rear of the lots, and be a strip of land 4 metres wide. Landscape this land and keep it free from any structures.

C.08 Locate decorative tubular pool style fencing that stands a minimum of 1.5 metres on the boundary of the laneway. Existing conditions are permitted, but the no development strip must be implemented for any future development to be approved.

Rear Access Laneway between High Street and Tottenham Lane

C.09 Existing access from the laneway to lots will be continued. Access from the laneway to new developments will be prohibited, with access being from either Raymond Street, High Street, Junction Street or Tottenham Lane.

Implementation

C.10 Carry out the construction of the road widening when:

a) Affected sites are developed for any purpose other than for a single dwelling house.

b) Affected sites containing an existing use, other than a single dwelling house, is the subject of an application for further development.

c) Affected sites are the subject of an application for subdivision or strata subdivision.

C.11 Complete the works required under this Development Control Plan prior to the release of an occupation certificate by Council.

C.12 In the case of all sites, other than those used, or to be used, for a single dwelling house, show the required works on any strata or subdivision plan submitted to Council for approval. Council will hold a bond on the dedication of the subject land.

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C.18 5 metres of land as shown in Figure 8.5.11.15 – Road Widening requirements for land fronting Church is to be dedicated to Council for the purposes of road widening.

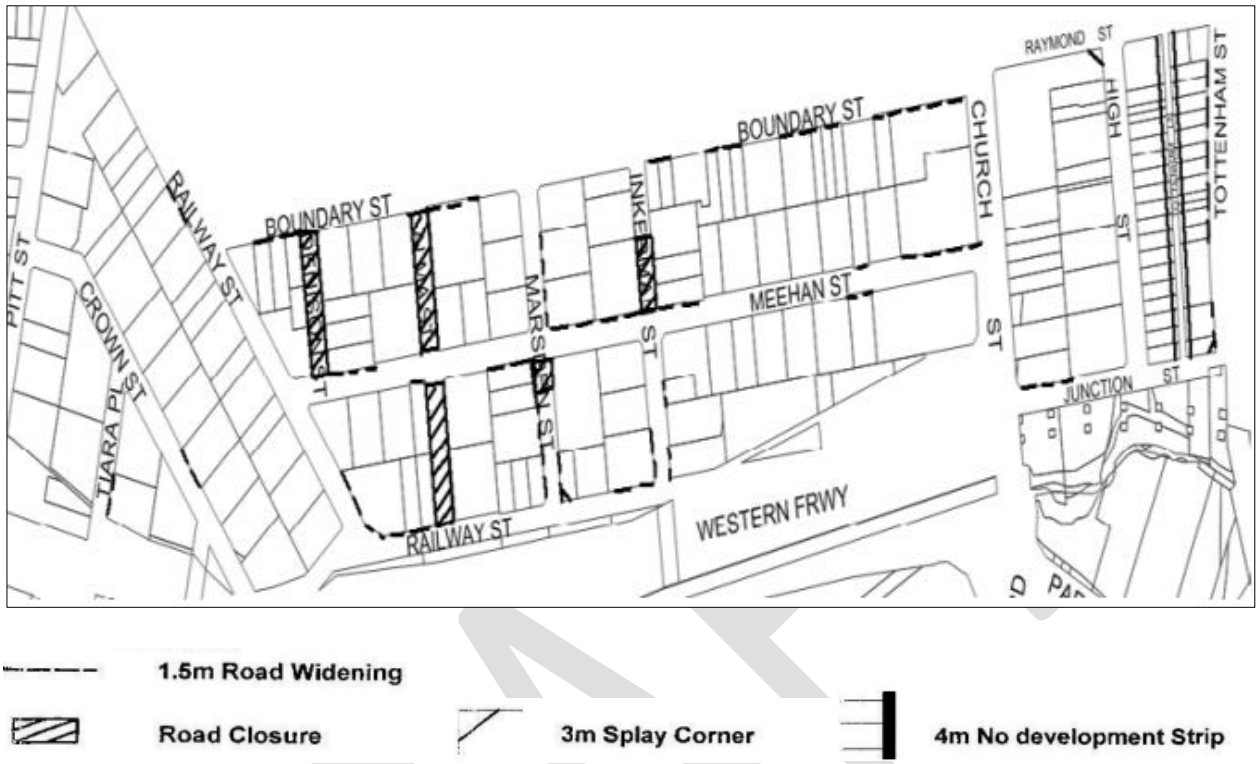


Figure 8.5.11.14 – Land subject to road widening and splay corners in Parramatta and Granville

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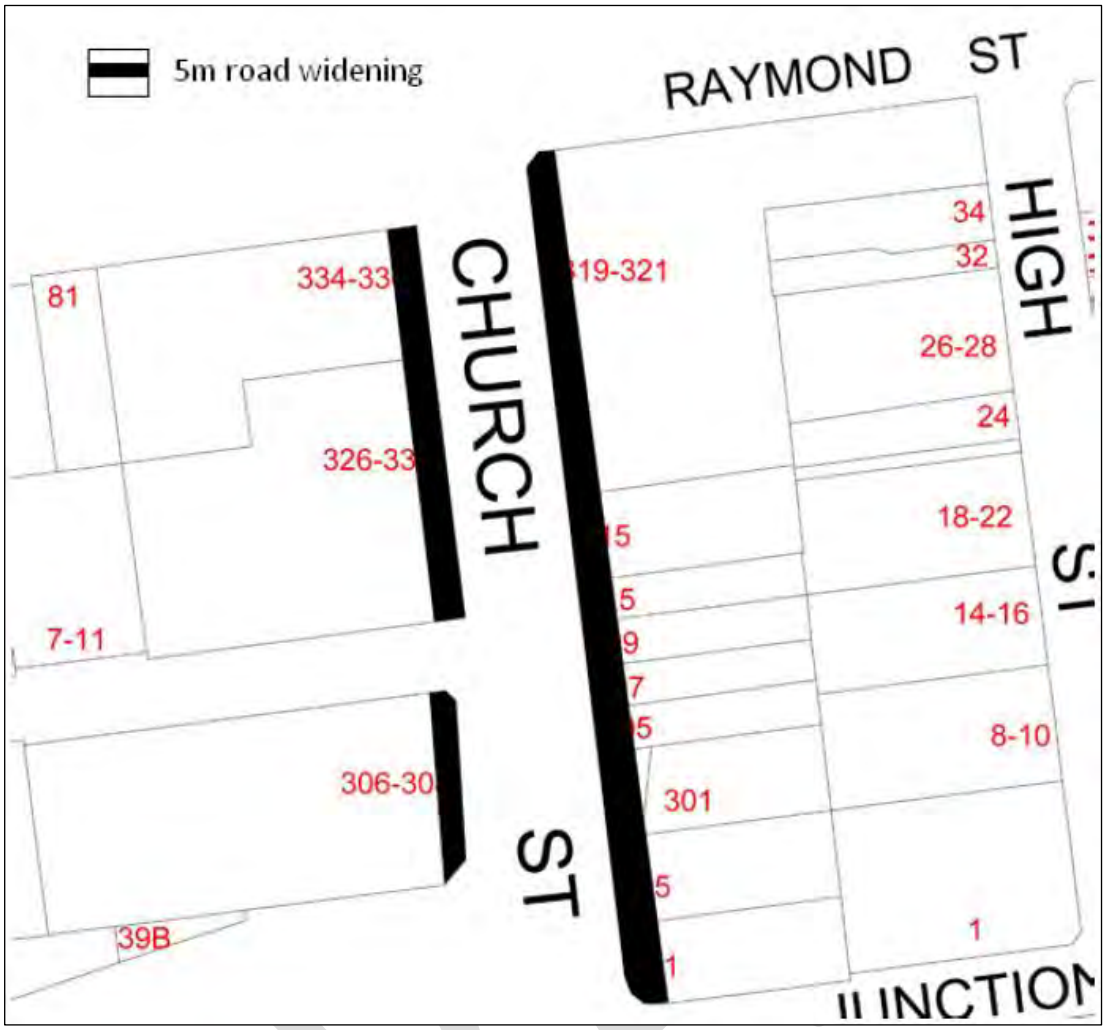


Figure 8.5.11.15 – Road Widening requirements for land fronting Church Street, Granville

Lot Size and Frontage

Objectives

O.06 Ensure residential flat development is carried out on sites adequate in size and dimensions to provide appropriately proportioned development which is sited to allow for the provision of private outdoor space with regard to solar and daylight access, and convenient vehicle access and parking where required.

O.07 Maximise the potential of land to best achieve urban consolidation and to improve the quality and variety of housing design.

Controls

C.19 The minimum lot frontage for residential flat buildings at the property line is 24 metres for the areas shown in Figure 8.5.11.16.



Figure 8.5.11.16 – Frontage requirements - land within Parramatta/Granville

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PART 9

PARRAMATTA CITY CENTRE

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9B PARRAMATTA CITY CENTRE - DEFERRED AREA A 344

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PARRAMATTA CITY CENTRE

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9.1 INTRODUCTION

9.1.1 APPLICATION

The controls in this Part apply to the Parramatta City Centre but exclude the deferred land identified as Area A on the Special Provisions Area Map in *Parramatta LEP 2023~~11~~* except in the case of the Phillip Street block, as shown in Figure ~~6~~9.1.1.

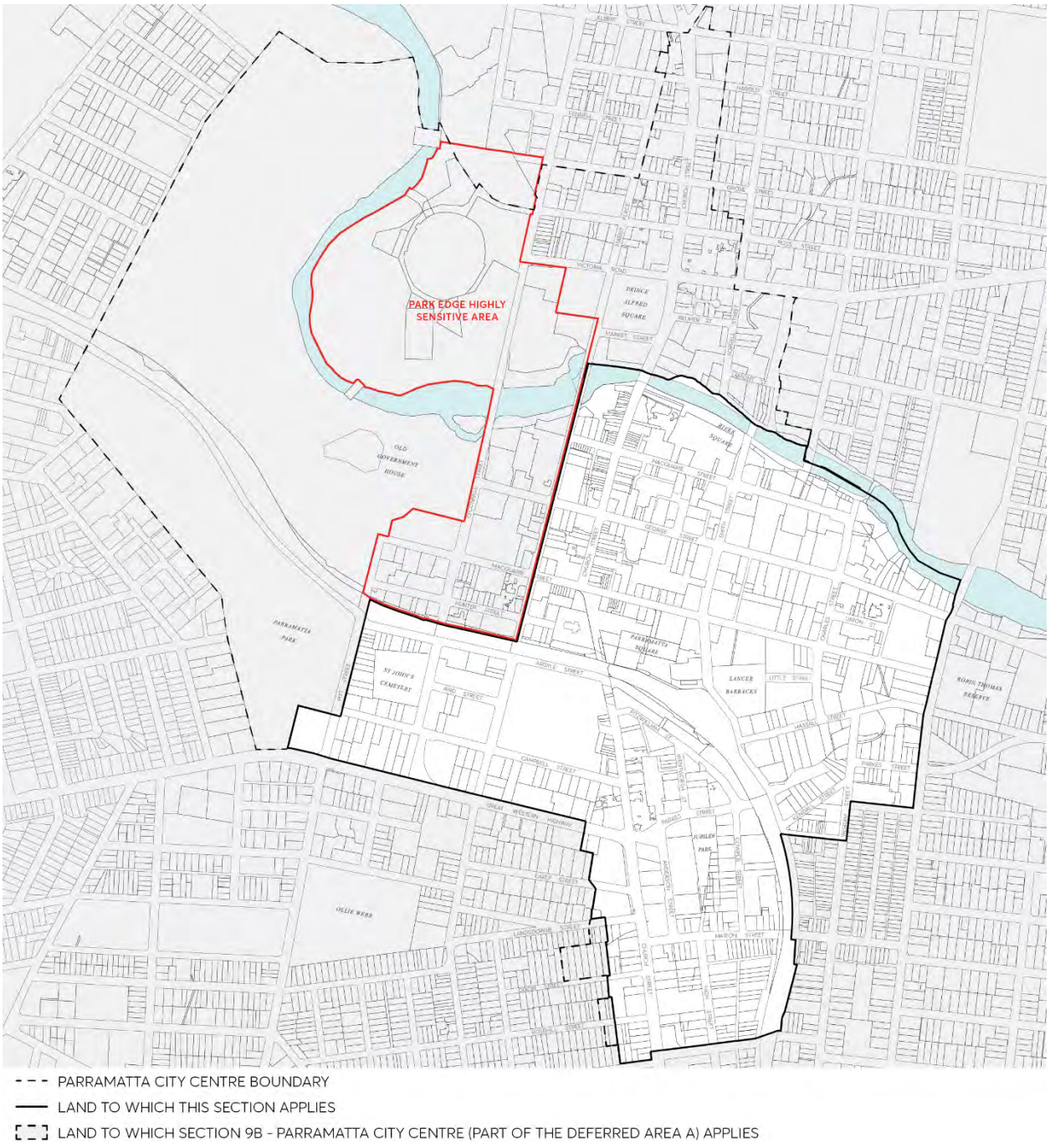


Figure ~~6~~9.1.1 – Land Application Map – Parramatta City Centre

A further exception to the application of this Part is that the controls for the Park Edge Highly Sensitive Area (situated within the deferred Area A) are contained in this Part (see ~~6.~~9.5.10 – Park Edge Highly Sensitive Area). The intent of the CBD Planning Proposal process was to retain existing DCP and LEP controls for the Park Edge precinct. So the controls for this precinct reflect the controls that applied to this precinct prior to the introduction of Part ~~6.~~9.

In addition, controls affecting sites located within specific view corridors within the deferred Area A must also rely on this Part (Section ~~6.~~9.4.7 – Views).

9.1.2 GENERAL OBJECTIVES

The City of Parramatta aims to foster the development of a lively, diverse and healthy City Centre, one which celebrates a sense of place and local character in both the public and private realms. The way people experience the city is an underlying consideration for all the objectives and controls in this Part of the DCP.

The clarity and quality of public spaces is essential to this conception of a City Centre focused on people. The public spaces – streets, squares and parks - are the basic and enduring structuring spaces of a city, of which streets are the most prevalent. The interaction of buildings and public spaces is critical in shaping the activities of the City Centre, which occur most intensely at the lower levels, where detail design plays an important part in the creation of an engaging pedestrian environment.

General Objectives

O.01 Create a legible, coherent and attractive City Centre characterised by lively streets of human scale and detail, and a distinctive skyline of tall, slender towers set back from the streets.

O.02 Ensure that the spaces of the public domain - streets, squares and parks - are of high quality and amenity.

O.03 Contribute to a thriving City Centre at street level with a well-designed interface at active frontages.

O.04 Prioritise pedestrian movements to enhance pedestrian safety and enjoyment of the city.

O.05 Promote urban and architectural design quality through planning procedures that foster design excellence.

O.06 Protect public parks and places from undue environmental impacts from development.

O.07 Reinforce the distinctive attributes and qualities of Special Areas in the City Centre.

O.08 Protect and celebrate heritage and provide for its conservation and interpretation.

O.09 Manage flood waters to protect and enhance the quality of the public domain and private property in the City Centre.

O.10 Limit the impact of growth and development on the City Centre environment with reduced energy and water use, greenhouse gas emissions and urban heat.

O.11 Protect and improve the natural environment.

9.2 DESIGN QUALITY

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

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

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

Good design also incorporates an understanding that individual buildings should relate to each other as well as contribute to a larger whole. This conception of the importance of collective urban form is an underlying principle of the City Centre controls.

Design quality procedures aim to include design quality as an integral part of development in the City Centre. An important aspect of this is to ensure that design intent is documented in detail and carried through all stages of projects to completion.

Objectives

O.01 Ensure that development individually and collectively contributes to the architectural and overall urban design quality of the City Centre.

O.02 Incorporate design quality in public and private development as a central consideration through all stages of the process from design to completion.

O.03 Ensure that this DCP section is used as the basis for all Design Excellence competition processes.

O.04 Promote quality design through a competitive design process for large and prominent developments.

Controls

C.01 All Design Competition briefs must contain a reference to the objectives and controls in Part ~~6~~9 of this DCP.

C.02 All Design Competition briefs should comply with the City Centre DCP controls in this Part.

C.03 All Architectural Reference Design building envelopes included in any Design Competition should be consistent with all City Centre DCP controls.

C.04 Architectural Reference Design building envelopes with variations to the controls in this Part will only be permitted where Council is satisfied the variations are minor and the objectives of Part 9~~6~~ are clearly satisfied.

C.05 Where Council is not satisfied that proposed variations are consistent with the objectives in this Part, an applicant may pursue the following processes to allow Council to determine the appropriateness of the variation from the City Centre DCP controls prior to any Design Competition proceeding:

a) the preparation and approval of a Site Specific DCP; or

b) the preparation and approval of a Stage 1 Concept DA.

C.06 The Parramatta City Centre DCP controls (except where they are varied by a site specific DCP or Stage 1 Concept Development Application applicable to the site) will then form the primary basis of assessment of all Design Excellence winning schemes within the City Centre.

Note – Refer also to Section 9.3.3.2 – Building Separation

9.3 BUILT FORM

9.3.1 GUIDING PRINCIPLES

The Active frontages clause for the Parramatta City Centre require active ground floor street frontages for a large part of the City Centre. In these areas, the envisaged city form is broadly made up of two components: a lower stratum of defined streets and public spaces, and an upper one of tall, slender towers. The street wall, aligned with and attached to adjacent street walls, is the collective architectural component that defines the street and forms its character. The towers, set back from the street wall and free standing, generate a different type of city form of detached towers above the streets.

In areas zoned ~~B4~~ MU1 Mixed Use that are not required to have active frontages, buildings with residential ground floors are possible. Where this occurs, the building is set back from the street, potentially generating a more fragmented built form at the lower levels. Here the role of landscape takes on added importance in defining the street, enriching its character and ensuring long term amenity.

The controls in this section apply to all developments in the Parramatta City Centre unless modified by Special Area controls.

The following principles apply to all development in the Parramatta City Centre:

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P.01 In streets with active ground floor frontages, the development model for the city is for the lower 4-6 storeys to collectively define and articulate the spaces of the public domain, with towers set back as clearly distinct free--standing buildings.

P.02 In streets with active ground floor frontages, street walls are designed at appropriate heights to create spatially defined streets that are well proportioned, humanly scaled and finely grained, with facades of tactile material quality.

P.03 Towers are set back above street walls to reinforce the scale of the streets, mitigate wind and urban heat impacts, enable views to the sky and protect amenity in streets and public places.

P.04 The design of the street wall responds, where relevant, to the existing heritage context.

P.05 Building depth, bulk and separation creates a city form that protects amenity, daylight penetration, views to the sky and privacy between adjoining developments and minimises the negative impacts of buildings on the amenity of the public domain.

P.06 Towers are proportioned to maximise their slenderness of form.

P.07 The design and materials selection of buildings and the public domain contribute to a high quality, durable and sustainable urban environment.

P.08 The gross floor area permissible under the applicable maximum FSR for each Development Lot in some circumstances may not be achievable when all planning, urban design and assessment considerations are taken into account. These may include, but are not limited to, matters such as street and tower setbacks, width of street frontage, the shape and size of the site, heritage curtilage, significant trees being retained, and significant archaeology on the site.

9.3.2 MINIMUM SITE FRONTAGE

Objectives

O.01 Ensure sites are of sufficient width to achieve:

a) ~~t~~The necessary standard of amenity in relation to privacy, solar access, ventilation and outlook.

b) ~~a~~Adequate building separation in accordance with this section of the City Centre DCP controls.

c) ~~s~~Street activation to the required extent.

d) ~~s~~Safe and efficient access and servicing.

O.02 Ensure development does not compromise potential development on adjacent sites.

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Controls

C.01 A development lot must have a minimum street frontage width of 35 metres.

C.02 A corner lot must have a minimum frontage width of 35 metres for both streets.

C.03 Where a site has the minimum frontage width or more, it must nonetheless be demonstrated that the objectives of the control can still be satisfied.

C.04 Any development proposal for a site with less than 35 metres street frontage width must demonstrate how adjacent sites can be developed to their full potential.

9.3.3 THE BUILDING ENVELOPE

The building envelope resulting from the setbacks and heights outlined in this section constitute a three-dimensional volume within which, together with all other applicable controls, a coherent built form must be designed.

9.3.3.1 STREET SETBACKS

The primary distinguishing characteristic for purposes of establishing street setbacks relates to ground floor usage. There are two principal categories:

- The building has an active ground floor frontage with an attached street wall (that is, a street wall with zero side setback); or
- The building has a residential ground floor frontage.

In areas with active street frontages the street wall is the part of the development that has most impact on the street and public domain experience. Together with the attached adjacent street walls, all built to the street alignment, it defines and articulates the street with appropriate scale and detail. Above the street wall, towers must be set back and designed as separate detached buildings.

In areas with residential ground floors, the building must be set back from the street alignment, allowing an arrangement which balances the need for resident privacy as well as engagement with the street, and also provides the necessary space for landscape amenity, both for residents and the street.

In areas where ground floor usage is uncertain, primarily areas at the fringes of the City Centre zoned ~~B4~~ MU1 Mixed Use and not identified with an active street frontage on the Active Frontages Map, existing and possible future context must be taken into account in determining appropriate built form and ground floor arrangements.

Street setbacks and building separation controls outlined in this section contribute to the reduction of heat in the urban environment. View of sky is a significant factor in mitigating urban heat, refer Section ~~9~~6.8 – Environment Sustainability.

Objectives

O.01 Reinforce the spatial definition of streets and public spaces.

O.02 Emphasise the street as a distinct spatial entity and design the street wall frontage with an appropriate human scale and sense of enclosure for the street.

O.03 Ensure consistent street frontages along the street alignment.

O.04 Recognise the variation in street frontage heights throughout the city and allow flexibility to respond to context.

O.05 Protect daylight access at street level and permit views of sky from the street by providing setbacks above street frontage height that promote separation between buildings and assist in mitigating urban heat.

O.06 Ensure that building form achieves comfortable public domain conditions for pedestrians, with adequate daylight, appropriate scale, and mitigation of urban heat and wind effects of tower buildings.

O.07 Create a clear delineation between public and private space.

O.08 Reinforce important elements of the local context including public spaces, heritage buildings, monuments and landscape elements.

O.09 Provide space in residential areas for landscape amenity that also contributes to the public domain.

O.10 Ensure that built form enables a healthy environment for street trees.

Controls

C.01 For all buildings that have an active frontage:

a) Street setbacks and heights must comply with Figure 96.3.3.1.1, except where stated otherwise in the Special Areas Section of this Part.

b) The street wall must be built to the street boundary a minimum of 14 metres and a maximum of 21 metres above the footpath level.

c) The tower above the street wall must be set back a minimum of 6 metres from the street boundary wall.

d) Only one step in the built form between the street wall and tower is permissible.

e) Setbacks above the street wall on corner sites apply to both streets.

f) The street wall on corner sites must incorporate a set back from the corner intersection for its full height, which may be splayed or curved, refer to Figure 96.3.3.1.2.

g) Development applications must be accompanied by a streetscape analysis to determine the most appropriate street wall height within the permissible range.

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h) Refer to Sections ~~6~~9.3.4 and ~~6~~9.3.5 for controls relating to the design of the street wall and the ground floor.

C.02 Where a development with an active frontage is affected by a widening notation on the Land Reservation Acquisition Map in *Parramatta LEP 202311*, a street wall with a recessed ground floor frontage may be considered, refer Figure ~~9~~6.3.3.1.3. The detailed profile of the street wall must be determined in relation to the requirements and circumstances of each site and must be capable of consistent application for the block. Applicants should contact Council at the start of the design process to establish the street profile for the development.

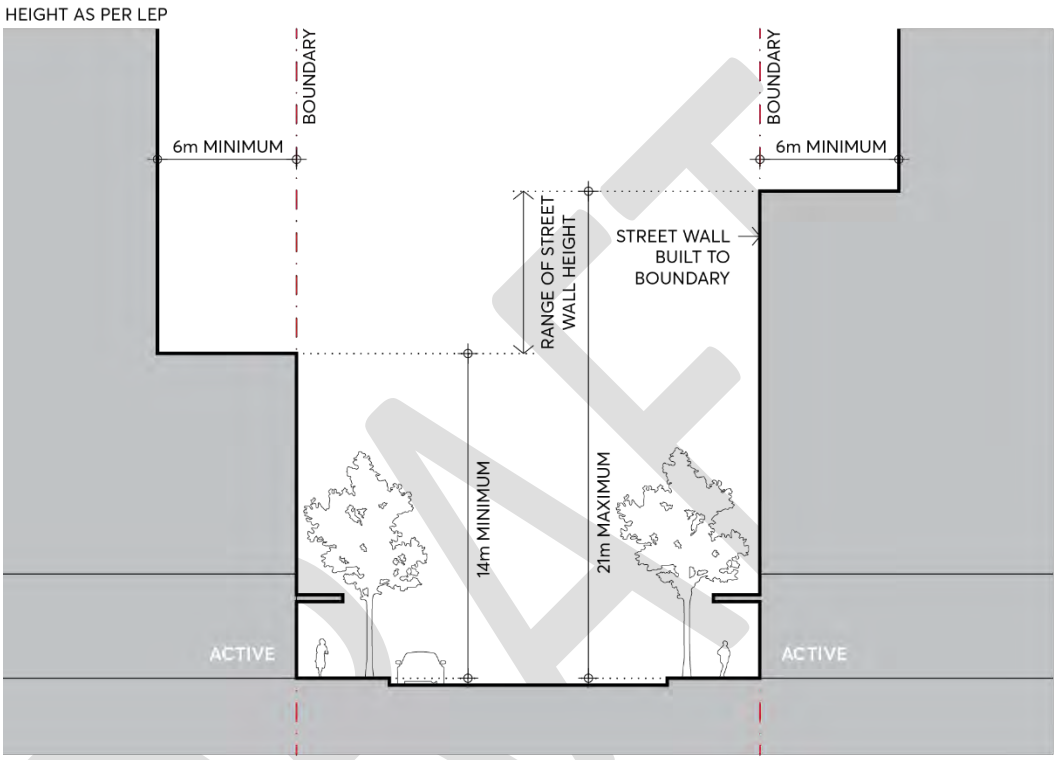
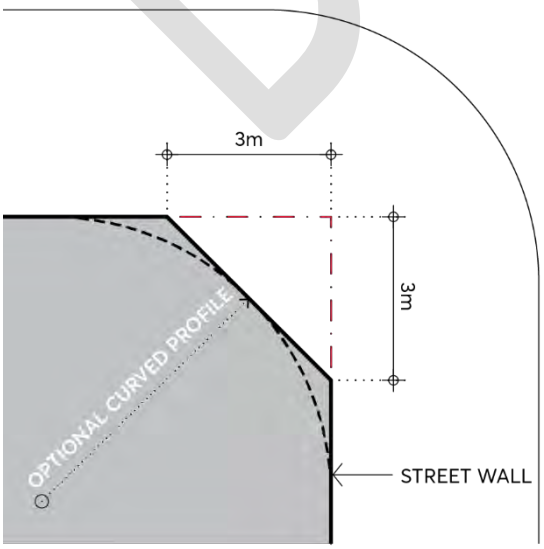


Figure ~~9~~6.3.3.1.1 – Street Setbacks and Street Wall Height – Active Ground Floor Street Frontage



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Figure ~~9~~6.3.3.1.2 – Street Wall Corners

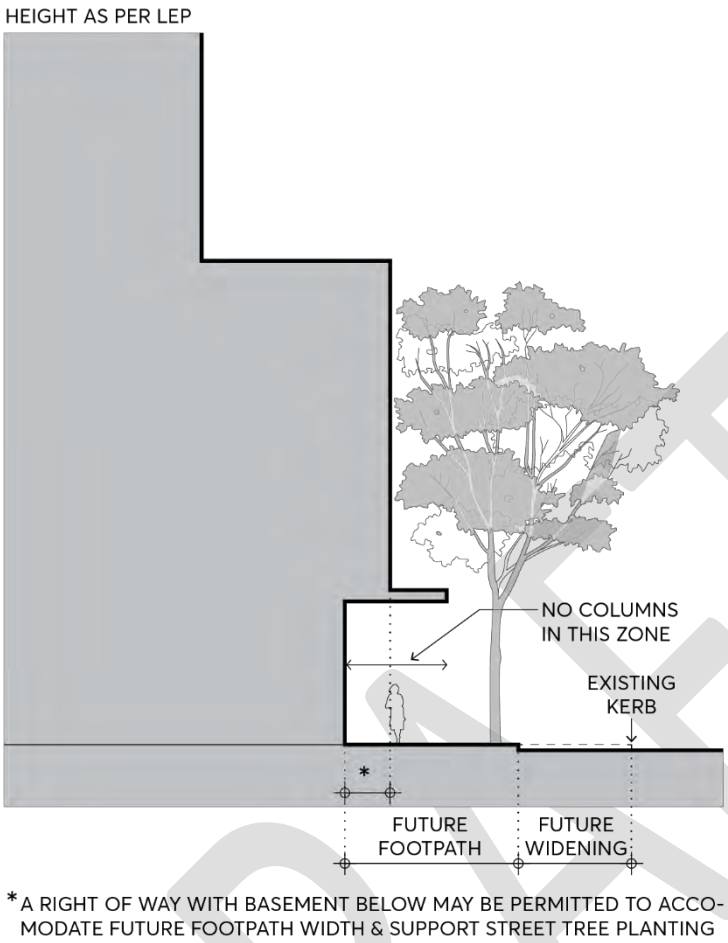


Figure ~~9~~6.3.3.1.3 – Street wall subject to LRA

C.03 For all buildings with a lane frontage:

a) Street setbacks and heights must comply with Figure ~~6~~9.3.3.1.4.

b) The street wall must be built to the lane boundary a minimum of 14 metres and a maximum of 21 metres above the footpath level as shown in Figure ~~9~~6.3.3.1.4.

c) The tower above the street wall must be set back a minimum of 3 metres from the street wall as shown in Figure ~~9~~6.3.3.1.4.

d) The above setbacks are subject to building separation controls in Section ~~6~~9.3.3.2.

e) Only one step in the built form between the street wall and tower is permissible.

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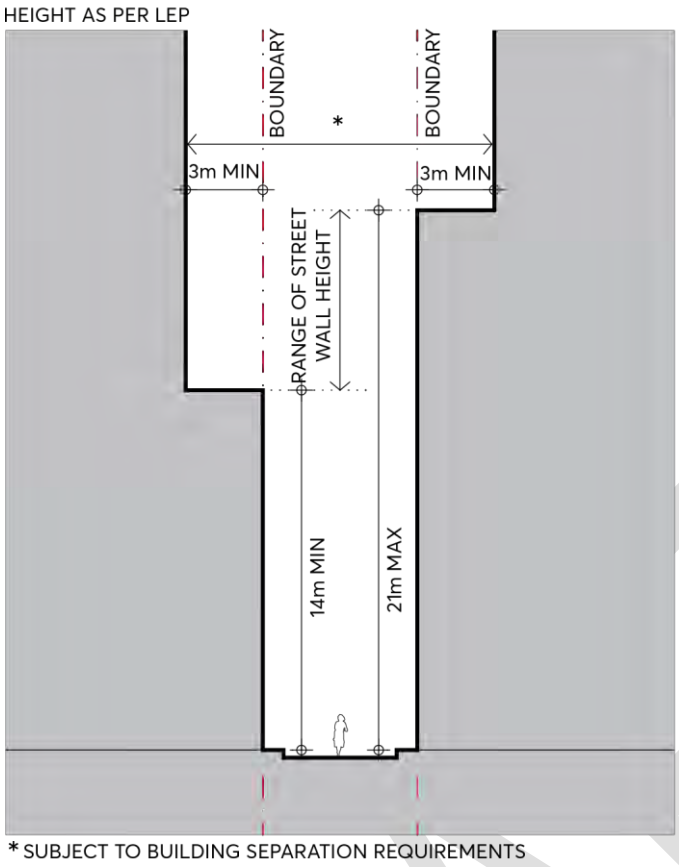


Figure 96.3.3.1.4 – Laneway Setbacks

C.04 For all buildings that have a residential ground floor street frontage:

a) Street setbacks must comply with Figure 96.3.3.1.5.

b) The building must be set back a minimum of 6 metres from the street boundary as shown in Figure 69.3.3.1.5.

c) A 1 metre articulation zone is permitted forward of the setback, in which building elements may occupy a maximum of one third of the area of the facade. Services or lift shafts are not permitted in the articulation zone as shown in Figure 69.3.3.1.5.

d) Refer to Section 9.3.5 – The Ground Floor for controls relating to the design of the ground floor.

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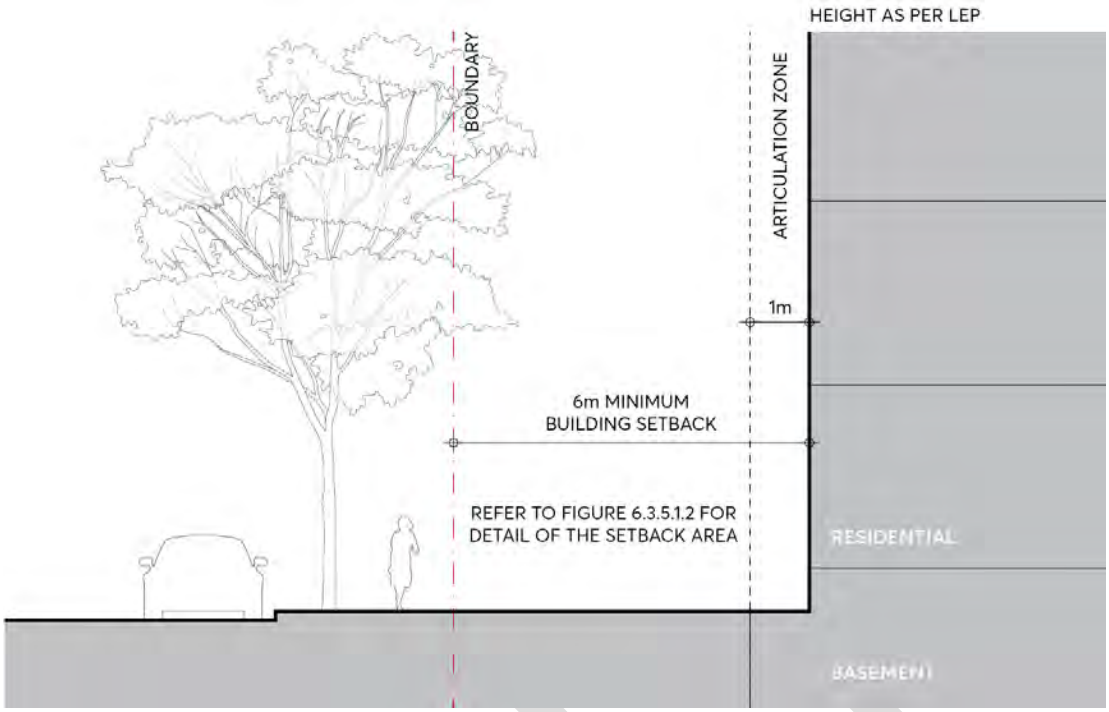


Figure ~~9~~6.3.3.1.5 – Street Setbacks - Residential Ground Floor street frontage

C.05 For sites that are zoned ~~B4~~ MU1 Mixed Use and are not required to have active ground floor street frontages in the LEP, an analysis of existing and likely future context must be submitted to determine the most appropriate ground floor uses, setbacks, and built form at the street frontage.

C.06 Setbacks must be measured perpendicular to the boundary and extend to the outer faces of the building including balconies, sunscreens, and the like.

9.3.3.2 BUILDING SEPARATION

Objectives

O.01 Protect the amenity of streets and public places by providing a healthy environment for street trees, and allowing adequate daylight and views to the sky.

O.02 Provide adequate privacy, access to light, air and outlook for the occupants of buildings, neighbouring properties and future buildings.

O.03 Ensure towers are sufficiently separated so that tower buildings are seen in the round.

O.04 Ensure development does not prejudice the re-development of adjoining sites in the future.

Controls

C.01 For commercial buildings in the ~~B3~~ E2 Commercial Centre ~~Core~~ zone, building separation above street wall height must be a minimum of 12 metres. The separation distance must be

apportioned equally between adjacent sites to determine side and rear boundary setbacks. Refer Figure ~~6~~9.3.3.2.1 A Commercial E2 zone. However, for commercial buildings in the E2 Commercial Centre zone seeking additional FSR consistent with Clause 7.2~~5~~8A in *Parramatta LEP 202311*, building separation above street wall height must be a minimum of 15 metres. The separation distance must be apportioned equally between adjacent sites to determine side and rear boundary setbacks. Variations to this will be considered but only when varied by a site specific DCP or Stage 1 Concept Development Application applicable to the site, and then forms the primary basis of assessment of a Design Excellence winning scheme.

C.02 For residential buildings in the ~~B4~~ MU1 Mixed Use zone that have a residential ground floor, building separation must be a minimum of:

a) 12 metres up to 4 storeys.

b) 18 metres over 4 storeys.

C.03 The above separation distances must be apportioned equally between adjacent sites to determine side and rear boundary setbacks. Refer Figure ~~9~~6.3.3.2.1 B Residential ~~B4~~ MU1 zone.

C.04 For mixed use buildings in the ~~B4~~ MU1 Mixed Use zone that have an active ground floor street frontage:

a) Building separation above street wall height must be a minimum of 18 metres. The separation distance must be apportioned equally between adjacent sites to determine side and rear boundary setbacks.

b) An analysis of existing and possible future context must be submitted to determine the most appropriate built form below the street wall height at the side and rear boundaries.

Refer Figure ~~9~~6.3.3.2.1 C Mixed Use ~~B4~~ MU1 zone.

C.05 Only one step in the built form is permissible.

C.06 Separation must be measured to the outside face of the building including balconies, vertical and horizontal circulation, internal voids, and external walls.

C.07 Separation must be measured perpendicular to the boundary to the outer faces of the building including balconies.

C.08 For purposes of these controls, serviced apartments and build-to-rent apartments must be treated as a residential building.

C.09 An existing adjacent building, even if heritage listed, cannot be used to justify a reduced setback which could compromise the development potential of the adjacent site in the future.

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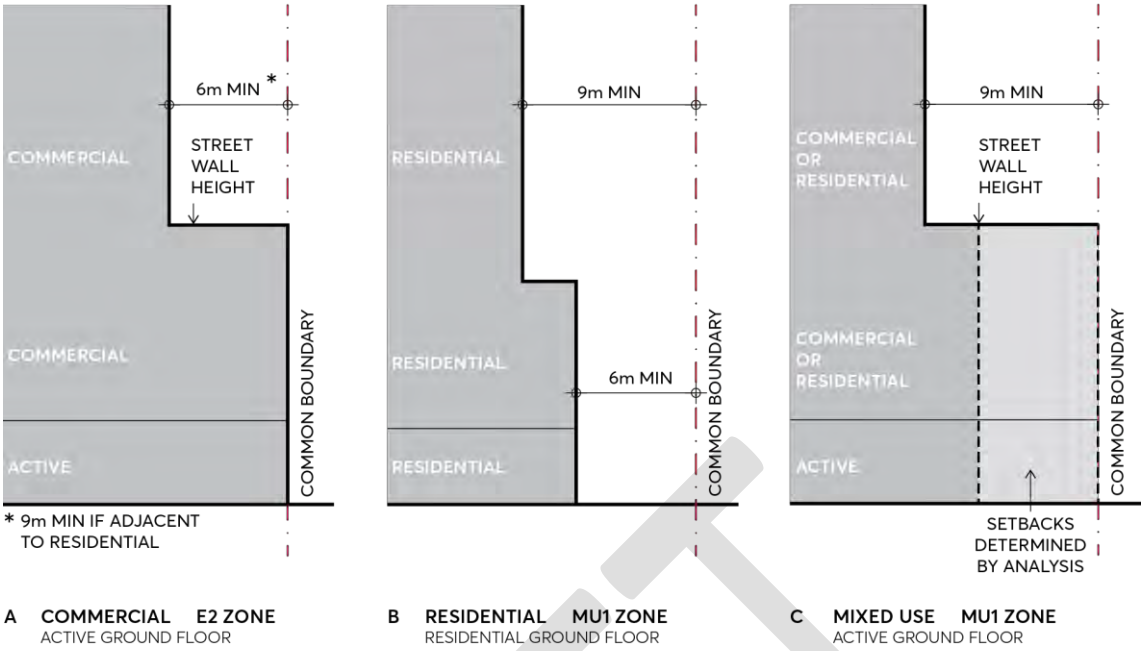


Figure ~~96~~.3.3.2.1 (A, B and C) – Building Separation

9.3.3.3 TOWER SLENDERNESS

The overarching objective of the City Centre controls is to generate a city form with well-defined streets of high amenity, and a skyline populated by tall slender towers.

The slenderness of towers is important both to achieve elegance of form as well as to maximise amenity and environmental performance. Plan area, plan proportion, and height are contributing factors in the perception of tower slenderness.

Objectives

O.01 Generate towers of slender proportions to achieve elegance of built form.

O.02 Mitigate the potential adverse effects that buildings may have on the public domain, including overshadowing, views to sky, urban heat, and wind effects.

O.03 Achieve living and working environments with good internal amenity, including solar access, natural ventilation, outlook and external amenity of open spaces,

O.04 Minimise the need for artificial heating, cooling and lighting.

Controls

C.01 The maximum floorplate area for a commercial tower in the ~~B3~~ E2 Commercial ~~Core~~ Centre zone must be 2500 square metres.

C.02 The maximum floorplate area for a commercial tower in the ~~B4~~MU1 Mixed Use zone must be 2000 square metres.

C.03 The maximum floorplate area for a residential tower must be:

a) 800 square metres for a building which is less than 75 metres high.

b) 950 square metres for a building which is between 75-105 metres high.

c) 1100 square metres for a building which is greater than 105 metres high.

C.04 Maximum floor plate areas are subject to achievement of the setback and separation controls as outlined in Sections ~~6~~9.3.3.1 and ~~9~~6.3.3.2.

C.05 The maximum floorplate length for a commercial tower in the ~~B3~~ E2 Commercial ~~Core~~ Centre zone must be 60 metres.

C.06 The maximum floorplate length for any tower in the ~~B4~~ MU1 Mixed Use zone must be 45 metres.

C.07 The floorplate must be measured to the outside face of the building including balconies, vertical and horizontal circulation, internal voids, and external walls.

C.08 Tower forms that are modulated into discrete elements are not considered as separate towers for purposes of these controls.

9.3.3.4 FLOOR HEIGHTS

Objectives

O.01 Provide adequate amenity for building occupants.

O.02 Ensure that floor heights support a range of uses and enable a change of use over time.

O.03 Ensure that above ground parking has adequate ceiling heights to enable it to be converted to future residential accommodation.

Controls

C.01 Minimum floor to floor heights must be as follows:

	Minimum Floor to Floor Height (metres)
Commercial	3.8m
Residential	3.1m
Ground floor active street frontage	4.5m
Above ground parking: In the ~~B3~~ E2 Commercial ~~Core~~ Centre zone In the ~~B4~~ MU1 Mixed Use zone	 3.8m 3.1m

9.3.4 THE STREET WALL

Together with the public domain, the attached street wall with active ground floor frontage is the built element that shapes the way most of the city is experienced. As the primary means of providing definition and spatial enclosure to the streets and other public spaces, it is the principal architectural component of collective civic intent. That is, it must operate in concert with other street walls to form a satisfyingly rich experience for the public spaces of the city, and its modulation, articulation and character must be guided by this understanding of its role. Its design must be derived from the general characteristics that make successful streets: spatial definition of the street, human scale, urban grain, facades of tactile material quality articulated with depth and shadow.

Seen this way, the street wall can be thought of as a separate project to the design of the tower and can be distinct and different in character from the tower, but it should complement other street walls. In the foreground, it acts as a mitigating element for the set back tower building, able to define the street at the appropriate height and protect the street from the wind effects of the tower. The street wall height is set at a range that allows some flexibility with a maximum that generates a street width to height ratio in the order of 1:1.

Erosions or interruptions of the street wall generally work to undermine the vitality and definition of the street and are not favoured.

Objectives

O.01 Define the space of the street and public spaces and articulate their edges.

O.02 Design the street wall to provide appropriate scale, material quality and detail.

O.03 Create visual interest and variety in the streetscape within an overall framework of consistency in the definition of the street and its character.

O.04 Design the street wall to achieve fine grain modulation in the street.

O.05 Encourage walkability by locating active uses in streets.

O.06 Provide comfort and shelter for pedestrians.

O.07 Minimise large expanses of inactive frontage.

Controls

C.01 The street wall must:

a) Be built to the street alignment along its full frontage at all levels. Minor recesses in the profile for modulation and articulation are permissible.

b) Be modulated vertically in segments that relate to a fine grain subdivision pattern where the site frontage is more than 25 metres. Refer to Figure ~~9~~6.3.4.1 – The Street Wall.

c) Be of predominantly masonry character with no lightweight panel construction or curtain walling.

d) Be articulated with depth, relief and shadow on the street facade. A minimum relief of 150mm between the masonry finish and glazing face must be achieved.

e) Utilise legible architectural elements and spatial types - doors, windows, pilasters, sills, plinths, frame and infill, etc. - not necessarily expressed in a literal traditional manner.

f) Include an awning in accordance with Section ~~6.~~9.4.2 – Awnings and Trees on Streets.

g) Include a ground floor facade design which intensifies the walking experience with particular richness in detail, refer to Section ~~6.~~9.3.5 – The Ground Floor.

C.02 Undercrofts or other interruptions of the street wall which expose the underside of the tower and amplify its presence on the street are not permitted.

C.03 Green walls, screens and the like must not be used as an applied cover that masks the architectural attributes of the street wall facade. Greenery may be incorporated in the street wall so as to complement its required character as set out in C.01 and C.02 above.

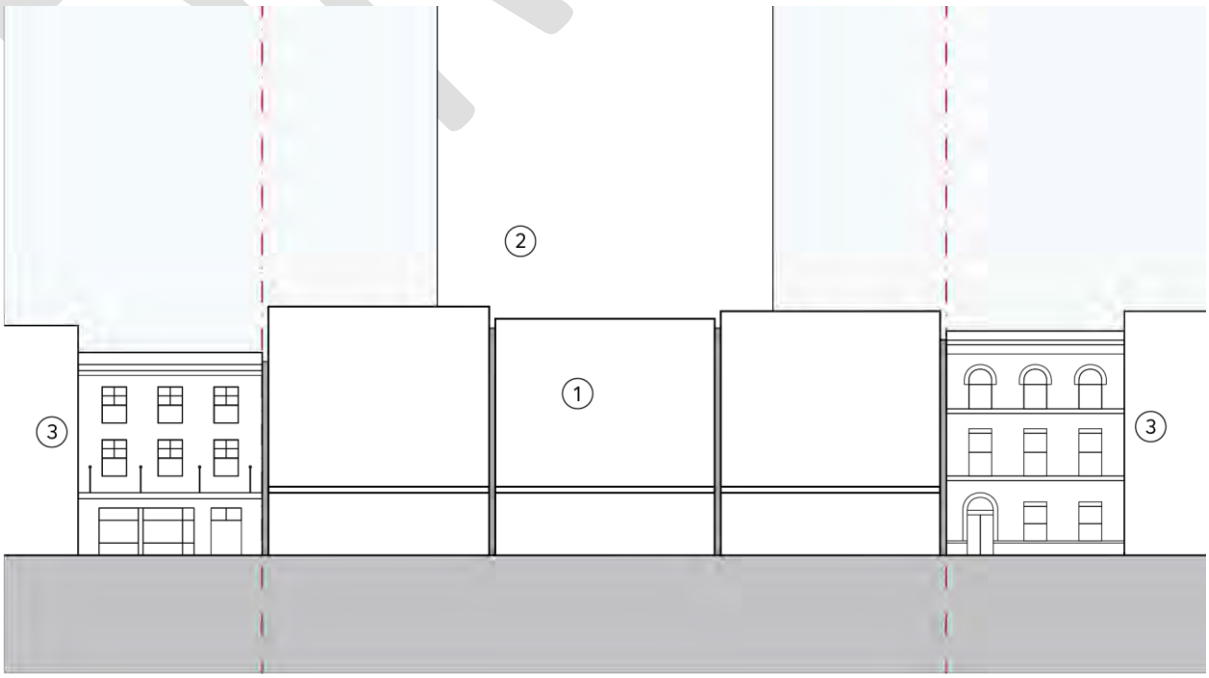
C.04 All development applications must include a streetscape analysis to determine the most appropriate street wall height and provide details of the street wall. Submissions must include:

a) The street wall elevation at 1:200 scale in context showing existing buildings on the block.

b) A detailed street wall elevation at 1:100 scale including immediately adjacent buildings accurately drawn.

c) Sections through the street wall and awning at 1:50 scale including the public domain.

d) Detail street wall facade plans and sections at 1:20 scale, including ground floor active frontage and awning details, refer Sections ~~9~~6.3.5, ~~9~~6.4.2 and ~~9~~6.4.3.



1 STREET WALL MODULATED IN SEGMENTS 2 TOWER SET BACK 3 ADJACENT BUILDINGS

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Figure 96.3.4.1 – The Street Wall

9.3.5 THE GROUND FLOOR

The active ground floor of the street wall is the part of the building that interfaces directly with the street or public domain. As such it has the most impact on the pedestrian experience, and its design must respond to the need for a lively, interesting and comfortable environment. Much of the success of this frontage, also critical to the success of the city, relies on a considered level of detail design and realization.

In the case of residential frontage at the ground floor, a different set of parameters applies, but its success is equally reliant on detailed consideration and treatment. Here, the building is set back from the street to afford a balance of privacy as well as engagement with the street for ground level residents, at the same time allowing space for a generous tree canopy providing amenity for the street and residents.

A large part of the eCity eCentre is flood affected, which, among other implications, may significantly affect the design of the ground floor in these areas. Objectives and controls for the design of ground floors are covered below for sites that are not flood affected in Section 69.3.5.1 – Non Flood Affected Sites, followed by correlated provisions which apply for sites that are flood affected in Section 69.3.5.2 – Flood Affected Sites.

Ground level design and detail must be integrated with public domain requirements, refer Section 6.9.4 – The Public Domain.

9.3.5.1 NON FLOOD AFFECTED SITES

9.3.5.1.1 ACTIVE GROUND FLOOR FRONTAGE

The factors that make for a thriving active ground floor street environment are well established: a scale appropriate to the pedestrian, narrow shopfronts and many doors, a mix of tenancy types, good transparency to the inside, quality materials with expressed detail, vertically articulated facades (which make distances along the street appear shorter), and a plinth for the glazed frontages.

Where required, shelter and weather protection for pedestrians on footpaths must be provided by awnings. Colonnades are generally not favoured on streets as they restrict views of retail frontage and fragment the street interface, thereby undermining the intensity of public activity at the frontage. There may be limited situations where colonnades are considered reasonable, such as where they allow continuity of important view corridors.

Objectives

O.01 Provide for the amenity, interest and liveliness of the street environment.

O.02 Ensure a positive experience for pedestrians with the necessary fine grain environment of the street.

O.03 Enable sensory engagement with the street.

O.04 Provide an active ground floor frontage that is accessible and integrated with the design of the public domain.

O.05 Maximise the extent of active frontages in the public domain.

O.06 Ensure appropriate scale and proportion of foyers and lobbies in relation to site frontage.

O.07 Promote activity, connectivity and variety in the public domain.

O.08 Increase the number of safe routes of travel throughout the Parramatta City Centre.

O.09 Increase passive surveillance of the street and enhance safety.

O.10 Ensure security measures do not inhibit passive surveillance of the street.

Controls

C.01 The following numeric parameters apply to active ground floor frontage:

a) Active uses must fully occupy the ground floor frontage not taken up by services or vehicular access.

b) The minimum depth of tenancy must be 4 metres, and tenancies must have an unobstructed view to a depth of 4 metres from the footpath.

c) Where the street frontage is identified as having an active frontage on the Active Frontages Map in *Parramatta LEP 2023~~11~~*, the maximum internal tenancy width allowed for must be 6 metres. Where active street frontage is not nominated on the Active Frontages Map, the maximum internal tenancy width allowed for must be 10 metres.

d) Foyers and lobbies in the ~~B3~~ E2 Commercial ~~Core~~ Centre zone must be a maximum of 20~~per cent~~% of the frontage width.

e) Foyers and lobbies in the ~~B4~~ MU1 Mixed Use zone must be a minimum of 3 metres and a maximum of 8 metres of the frontage width.

f) Where food and beverage premises have operable elements they must not be greater than 80% of the individual tenancy width.

C.02 The active ground floor frontage must be considered in detail and the following must be incorporated in its design, refer Figure ~~6~~9.3.5.1.1:

a) A nominal 500mm interface zone at the frontage must be set aside to create interest and variety in the streetscape, to be used for setbacks for entries, opening of windows, seating ledges, benches, and general articulation.

b) The ground floor levels and facade masonry frame must allow for tenancy widths as noted above in C.01.

c) The facade must have a high level of expressed detail and tactile material quality.

d) The base of the facade must achieve a well resolved meeting with the footpath that takes account of any slope. A horizontal plinth, integrated in the design, must be incorporated at the base of glazing to the footpath.

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e) A clear path of travel must be provided in the public domain as defined in the Public Domain Guidelines.

f) Legible entrances must be formed in the frontage.

g) Fire escapes and service doors must be seamlessly incorporated into the facade with quality materials.

h) The facade must not have deep recesses for entry lobbies that compromise safety.

i) Colonnades are not permitted on streets. Awnings must be provided where required in accordance with Section 96.4.2 – Awnings and Trees on Streets.

j) All required services must be incorporated in the design of the ground floor frontage at DA stage, refer Section 96.3.5.4 – Services and Utilities.

k) Parking security grilles or doors must be aligned to the building edge as closely as safety constraints permit.

l) Security doors or grilles must be designed to be fitted internally behind the shopfront, fully retractable and a minimum 50% transparent when closed.

m) Refer to Section 96.3.5.2 – Flood Affected Sites~~in Part 3~~ for flood affected sites.

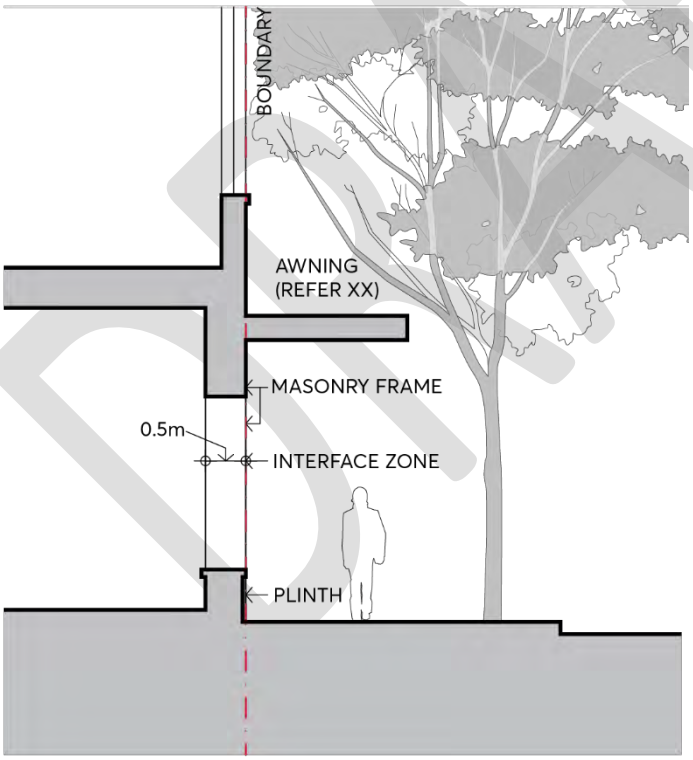


Figure 96.3.5.1.1 – Active Ground Floor Frontage

9.3.5.1.2 RESIDENTIAL GROUND FLOOR FRONTAGE

Residential buildings must be set back from the street boundary to provide amenity for ground floor residents, a landscaped setting for buildings, and a landscape character for the street.

The area between the facade and the street boundary must receive attention both in design and in its material quality. The subtleties involved in the design of ground level entries, private terraces or balconies, fences, walls, level changes and planting play an important part in the articulation of the street. A detailed resolution of these elements is essential in contributing to an unambiguous definition of public space, good street form, pedestrian scale, clarity of access and address, and a balance of privacy and passive surveillance. These details must all be designed with the same level of care given to the building.

The potential mix of possible street frontage conditions in the ~~B4~~ MU1 Mixed Use zone that are not identified as having an active frontage on the Active Frontages Map must be subject to analysis in each situation. Existing and possible future context and use must be taken into account in determining the optimum built form.

Objectives

O.01 Establish new canopy trees that contribute to the landscape character of the street and residential amenity.

O.02 Appropriately define and design the street edge and setback area to achieve amenity and privacy for residents as well as engagement with and passive surveillance of the street.

Controls

C.01 The following parameters apply to residential ground floor street frontage, refer to Figure ~~9~~6.3.5.1.1.

a) The building must be set back 6 metres from the street boundary. A 1 metre articulation zone is permitted forward of the setback, in which building elements may occupy a maximum of one third of the area of the facade. Services or lift shafts are not permitted in the articulation zone.

b) Basements must be set back a minimum of 5 metres from the street boundary measured to the outside face of structure to allow deep soil in the setback area.

c) The setback area must allocate the front 3 metres adjacent to the footpath as common property for landscaping. Canopy trees must be planted in this area, a minimum 3.5 metres from any structure, to achieve greater than 13 metres mature height and spread, at the rate of 1 canopy tree for every 15 lineal metres of frontage.

d) A wall set back 3 metres from the street boundary must articulate the front areas in private ownership. The wall must be a maximum 1.2 metres high and of masonry construction, integrated with dividing masonry walls for private open spaces.

e) Impervious surface at ground level must be minimised in the setback area.

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f) Ground floor apartment levels must be a minimum of 500mm and maximum of 900mm above footpath level.

g) All required services must be incorporated in the design of the ground floor frontage at DA stage, refer to Section ~~9~~6.3.5.4 – Services and Utilities.

h) Refer to Section ~~9~~6.3.5.2 – Flood Affected Sites for flood affected sites.

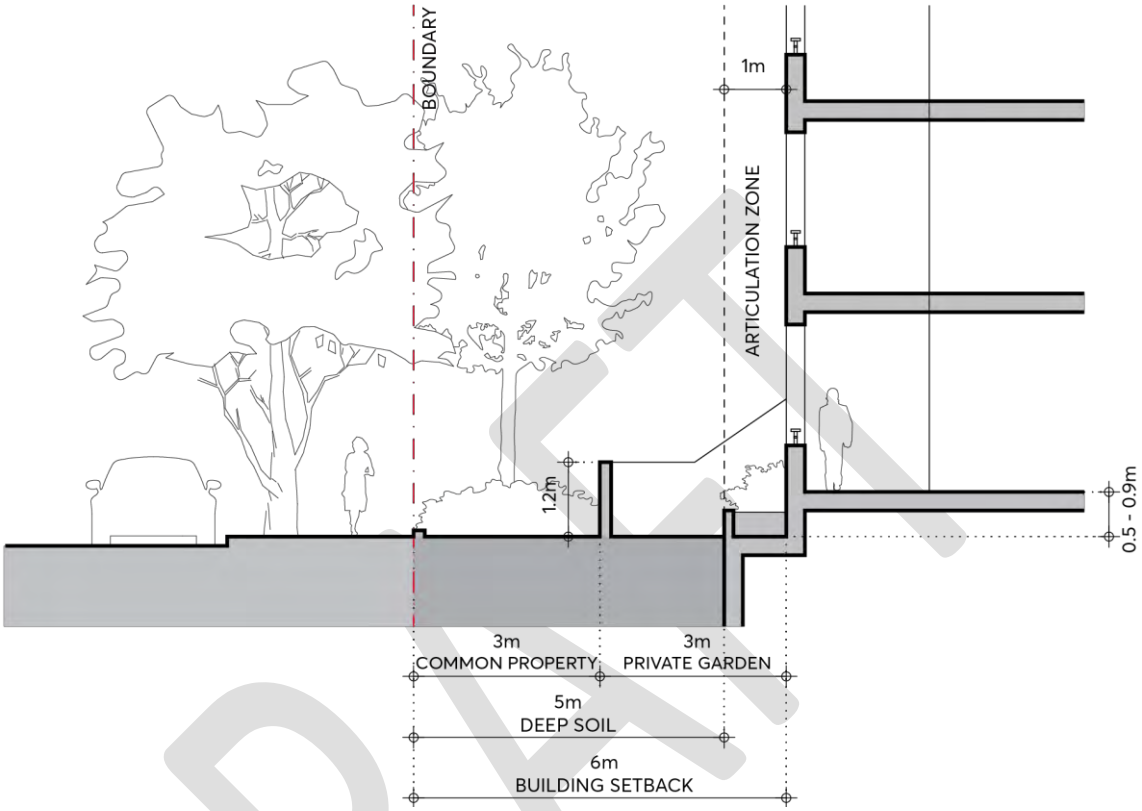


Figure ~~9~~6.3.5.1.2 – Residential Ground Floor Street Frontage

C.02 Where individual apartment entries from the street serve as a primary address, separation between the entry and private open space, and a front door with a distinct entry space within the apartment, must be provided. If the entries are only for the use of residents they must be understated, with post boxes and street numbers located at the common entry.

C.03 All stairs and ramps providing access to lobbies must be internalised where necessary to ensure the street interface is not compromised.

C.04 For sites that are zoned ~~B4~~ MU1 Mixed Use and not identified as having an active frontage on the Active Frontages Map, an analysis of existing and likely future context and use must be provided to determine the most appropriate built form and use at the street frontage.

C.05 A fully illustrated and co-ordinated ground floor design, showing all the necessary levels and detail, must accompany development applications. Drawings must include the following:

a) A detail ground level plan and sections as part of the architectural submission which illustrates the relationships between the interior and the exterior spaces of the setback area, including the landscape and hydraulic detail, and extends into the public domain.

b) Any required services must be discreetly integrated into the frontage design.

c) The architectural drawings must be fully co-ordinated with the landscape and hydraulic drawings.

d) Elevations and sections at minimum 1:50 scale of all built elements in the setback area must be provided.

9.3.5.2 FLOOD AFFECTED SITES

Controls for flood affected sites in this section apply to land identified on the Floodplain Risk Management Map in Figure 96.7.1. This section should be read in conjunction with Section 96.7 – Flood Risk Management and follow the site planning and design responses outlined.

Flooding conditions can be a major constraint for any development and must be incorporated in the initial stages of design work. Applicants should contact Council's Flood Engineers at the beginning of the design process to establish the requirements and to avoid abortive work.

Flood affected sites generally require habitable floors to be raised above natural ground level, which may have important implications for ground level relationships with the public domain. In this section a number of possible arrangements at this interface are illustrated. In determining the appropriate layout for each development, the design must take into account and synthesize the flooding parameters, proposed ground level functions, and the context and conditions of the site.

Objectives

O.01 Achieve comfortable, well-scaled transitions between the footpath and raised ground floors.

O.02 Maximise adjacency and transparency between active frontages and the footpath.

O.03 Where possible, allow for a common and co-ordinated approach for active frontages that provides continuity of raised flood levels along the street.

9.3.5.2.1 ACTIVE GROUND FLOOR FRONTAGE

For ground floors with active frontages, it may be preferable in some circumstances to retain the direct relationship that shop fronts generally have with pedestrians at the footpath level. This may be possible for a portion of the tenancy adjacent to the footpath, provided that certain safeguards and design measures are incorporated. This strategy is also relevant for established fine grain retail areas and for adaptive re-use of heritage buildings.

Where fully elevated ground floor tenancies above the public domain are required, this potentially breaks the visual and physical connections necessary for effective activation. The challenge is to tailor a design solution based on the individual flood risk and site constraints that best meets both the flood management requirements as well as the everyday prerequisites for activation.

Consideration must be given to existing and future adjacent development and the possibility of integrating any proposal into a co-ordinated street frontage. This may be more easily achievable in some circumstances, such as where one development occupies a large portion of the street frontage of the city block.

Controls

C.01 Where Council considers it viable and in the public interest, particularly in a fine grain or heritage context, an area of the ground floor may be located at footpath level, refer Figure 96.3.5.2.1. This area must:

a) Provide a safe and easy transition within the building that meets Australian Standard for Disabled access to the remainder of the tenancy located at the floor level required by Council for flood protection.

b) Have a maximum interior level change of 1 metre.

c) Comply with requirements listed in Ssection 96.7.2 – Land Uses and Building Levels.

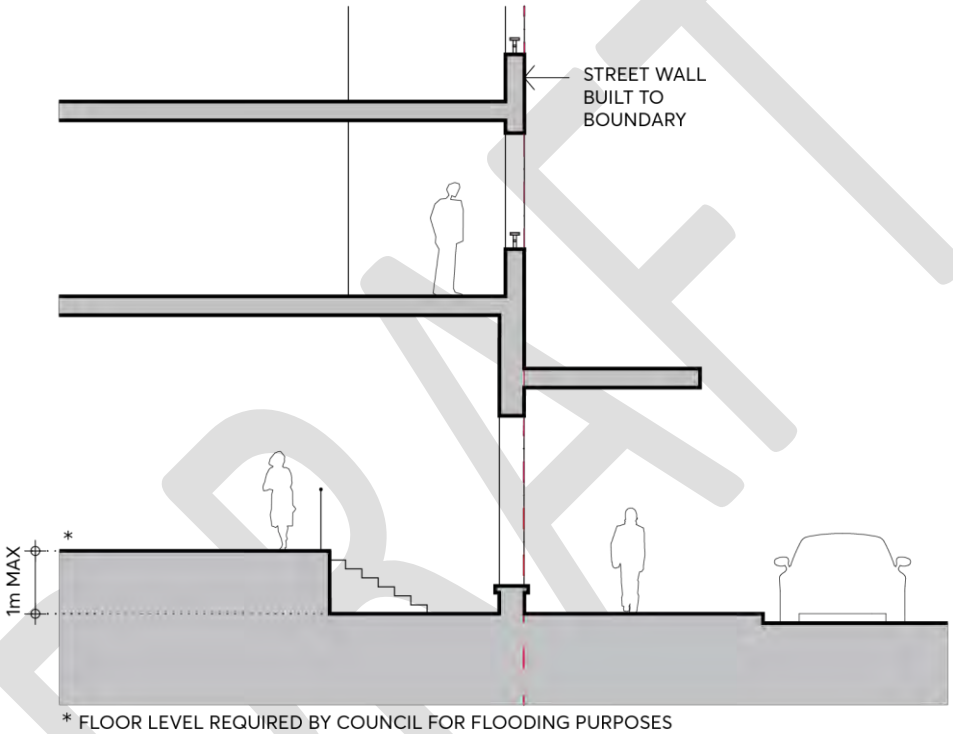


Figure 96.3.5.2.1 – Active Ground Floor: Floor level permitted partly at footpath level

C.02 Where the floor level required by Council for flood protection is a maximum of 1.5 meters above footpath level the active frontage may be set back from the street boundary with access and transition adjacent to the footpath, refer to Figures 96.3.5.2.2 A and 96.3.5.2.2 B. In this case, the ground floor must:

a) Have clear sightlines and maximise transparency and ease of circulation between the public footpath and upper circulation zone.

b) Comply with applicable active frontage controls in Section 96.3.5.1 – Non Flood Affected Sites.

c) Be free of structure outside of the active frontage except at intervals to modulate the street wall into vertical segments, refer to Figures 96.3.5.2.2 A and 69.3.5.2.2 B.

d) Have a minimum upper circulation zone width of 1.8 metres.

e) Incorporate universal accessibility to the raised level, fully accommodated within the boundaries of the site.

f) Allow for integration with existing and future development on adjacent sites. Side boundary walls extending to the street boundary must incorporate openings or removable sections to connect to existing or future development where this can be achieved.

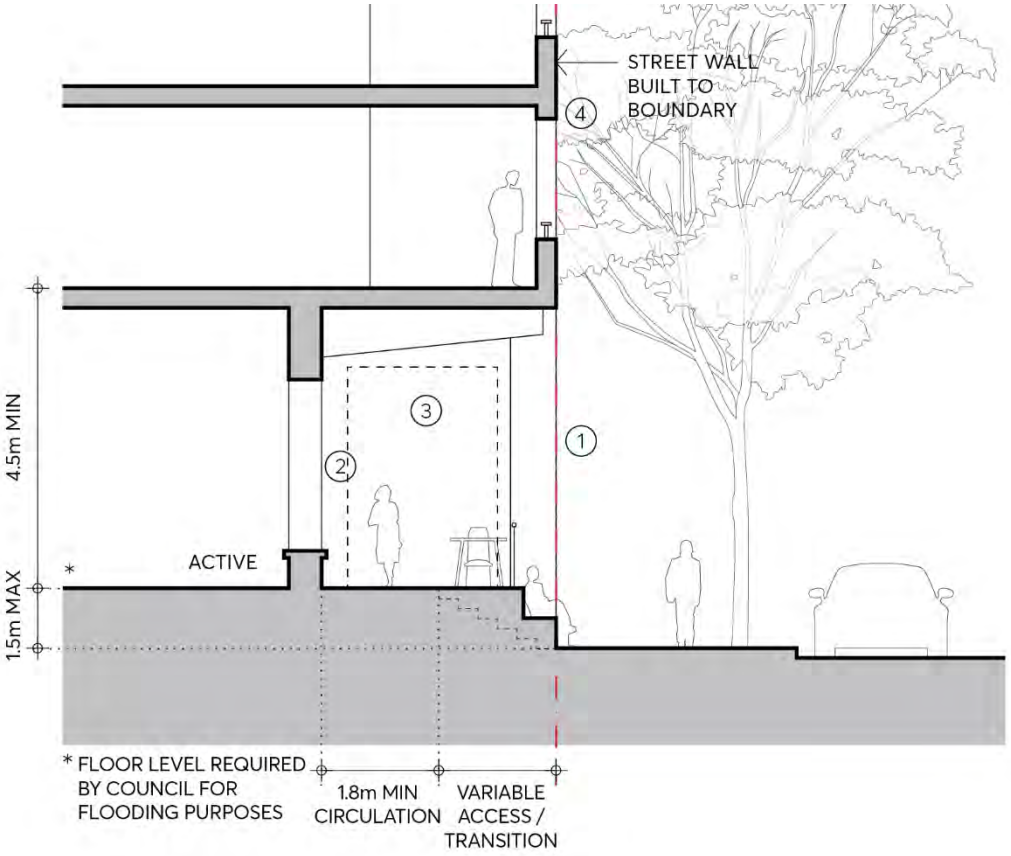


Figure ~~9~~6.3.5.2.2 A – The Street Wall: Active frontage set back

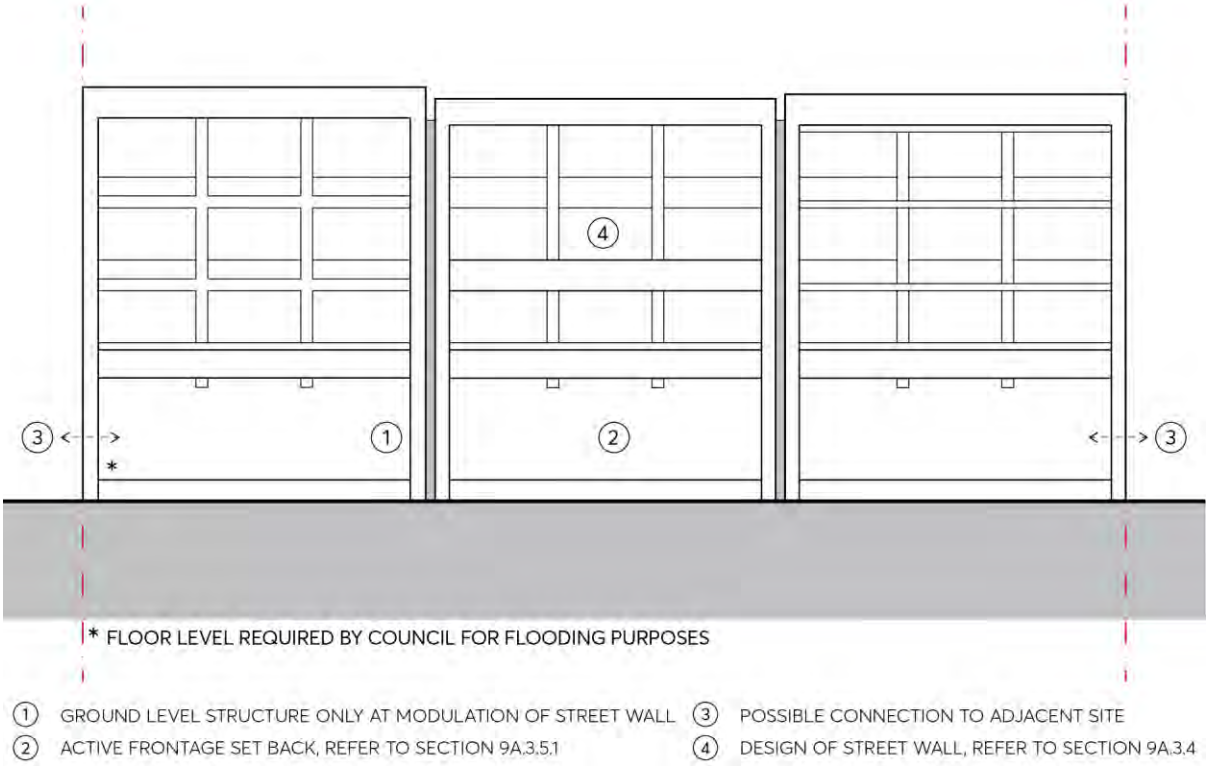
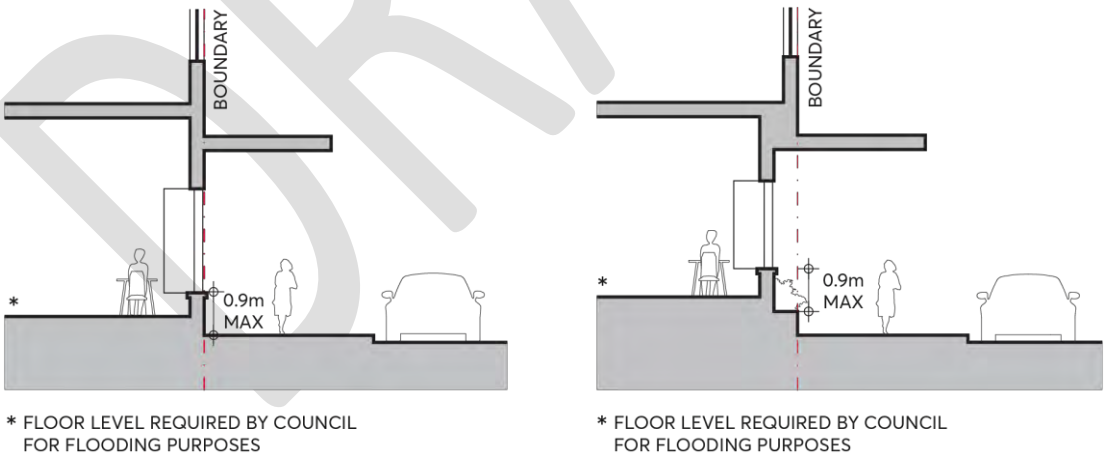


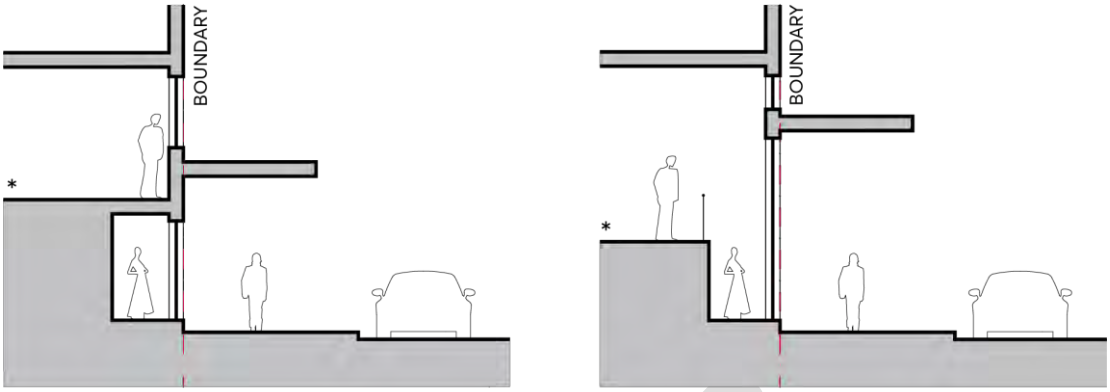
Figure 96.3.5.2.2 B – Active Ground Floor: Floor level required up to 1.5 metres above footpath level

C.03 Where integration with adjacent frontage is not possible or desirable, active frontage may be located on or close to the street boundary, subject to the maximum height of any wall being 0.9 metres. Refer to Figure 96.3.5.2.3 below.



Figures ~~69~~.3.5.2.3 – Active Ground Floor: Frontage on or close to the street boundary

C.04 Where the floor level required by Council for flood protection is greater than 1.5 metres above footpath level, a raised frontage set back and adjacent to the footpath is unlikely to be practical, and the frontage may be activated with display windows, refer to Figures ~~69~~.3.5.2.4 below.



Figures ~~6~~9.3.5.2.4 – Active Ground Floor: Floor level required greater than 1.5m above footpath level

9.3.5.2.2 RESIDENTIAL GROUND FLOOR FRONTAGE

Buildings with residential ground floors may be more easily able to incorporate the transition to the floor level required by Council for flood protection as they are set back from the street with deep soil landscape, and the desired spatial relationships at ground level are more suited to accommodate raised ground floors.

This section is correlated with the controls for residential ground floor frontage (Section ~~6~~9.3.5.1.2 – Residential Ground Floor Frontage), adjusted as necessary for flooding constraints.

Controls

C.01 Where the floor level required by Council for flood protection is 0.5-1.5 metres above footpath level the following parameters apply to the ground floor street frontage, refer to Figure ~~9~~6.3.5.2.2.1.

a) The building must be set back 6 metres from the street boundary. A 1 metre articulation zone is permitted forward of the setback, in which building elements may occupy a maximum of one third of the area of the facade. Services or lift shafts are not permitted in the articulation zone.

b) Basements must be set back a minimum of 5 metres from the street boundary measured to the outside face of structure to allow deep soil in the setback area.

c) The setback area must allocate the front 3 metres of the site adjacent to the footpath as common property for landscaping. Canopy trees must be planted in this area, a minimum 4.5 metres from the building facade, to achieve greater than 13 metres mature height and spread, at the rate of 1 canopy tree for every 15 lineal metres of frontage. Species selection and footing types must allow for optimum growing conditions as well as long term protection of any structures in the setback area.

d) A wall set back 3 metres from the street boundary must articulate the front areas in private ownership. The wall must be a maximum 1.2 metres high and of masonry construction only

if acceptable to Council. If the street frontage is a significant overland flow path or floodway Council may require the use of vegetation screening (hedges, shrubs) or open fences instead of solid walls as spatial separators.

e) Where individual apartment entries from the street serve as a primary address, separation between the entry and private open space, and a front door with a distinct entry space within the apartment, must be provided. If the entries are only for the use of residents they must be understated, with post boxes and street numbers located at the common entry.

f) All stairs and ramps providing access to lobbies must be internalised where necessary to ensure the street interface is not compromised.

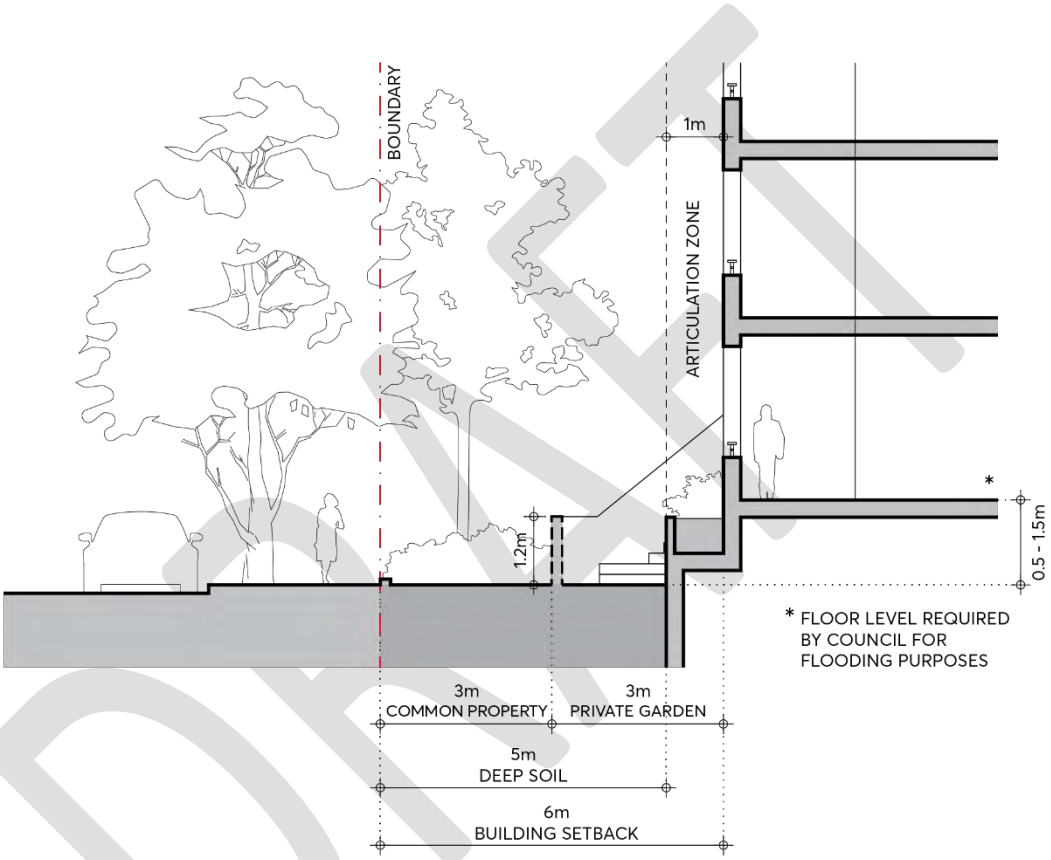


Figure ~~9~~6.3.5.2.2.1 – Residential Ground Floor: Floor level required 0.5-1.5m above footpath level

C.02 Where the floor level required by Council for flood protection is greater than 1.5 metres above footpath level, the following parameters apply to the ground floor street frontage, refer to Figure ~~9~~6.3.5.2.2.2:

a) The building must be set back 6 metres from the street boundary. A 1 metre articulation zone is permitted forward of the setback, in which building elements may occupy a maximum of one third of the area of the facade. Services or lift shafts are not permitted in the articulation zone.

b) Basements must be set back a minimum of 5 metres from the street boundary measured to the outside face of structure to allow deep soil in the setback area.

c) The setback area of 6 metres must be in common property. Canopy trees must be planted in this area, a minimum 4.5 metres from the building facade, to achieve greater than 13 metres mature height and spread, at the rate of 1 canopy tree for every 15 lineal metres of frontage. Species selection and footing design must allow for optimum growing conditions as well as long term protection of any structures in the setback area.

d) A wall at the boundary must define the street frontage. The wall must be a maximum of 1.2 metres high and of masonry construction only if acceptable to Council. If the street frontage is a significant overland flow path or floodway Council may require the use of vegetation screening (hedges, shrubs) or open fences instead of solid walls as spatial separators. If solid walls are permitted, recesses in the wall of maximum 1.5 metres deep may be set in from the boundary at intervals to relieve its length.

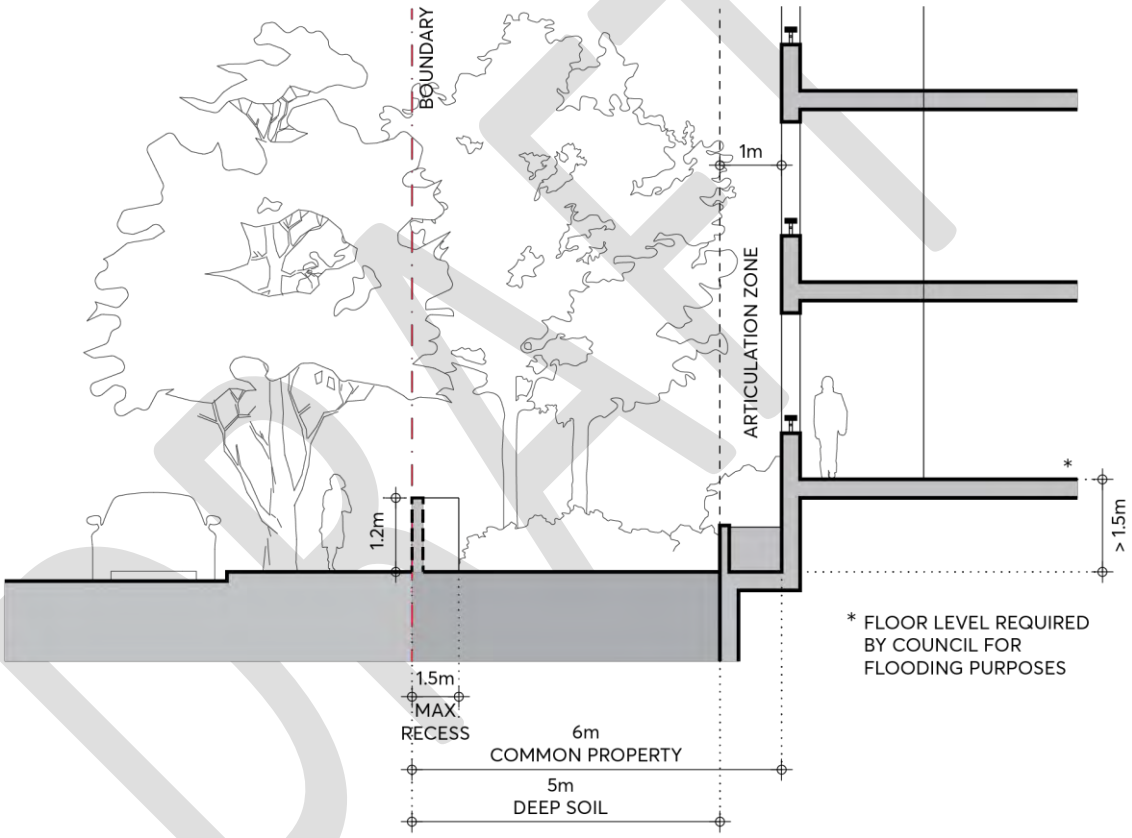


Figure ~~96.9~~3.5.2.2.2 – Residential Ground Floor: Floor level required greater than 1.5 metres above footpath level

C.03 A fully illustrated and co-ordinated ground floor design, showing all the necessary levels and detail, must accompany development applications. Drawings must include the following:

a) A detail ground level plan and sections as part of the architectural submission which illustrates the relationships between the interior and the exterior spaces of the setback area, including the landscape and hydraulic detail, and extends into the public domain.

b) Any required services must be discreetly integrated into the frontage design.

c) The architectural drawings must be fully co-ordinated with the landscape and hydraulic drawings.

d) Elevations and sections at minimum 1:50 scale of all built elements in the setback area must be provided.

9.3.5.2.3 FLOODWATER MANAGEMENT DESIGN ELEMENTS

Council may require flood waters to be transmitted around or within the development site on the surface. Generally, Council will not permit floodwaters to be directed through or beneath buildings, including undercrofts, either for floodway conveyance or flood storage. Undercrofts, underfloor flow areas and similar structures are not supported.

Objectives

O.01 Design the site layout and buildings to permit the flow of flood water on the surface around and possibly through development sites between substantial buildings and along streets where this is appropriate, safe and is a legitimate response to flood advice from Council.

O.02 Minimise negative impacts of flood management design elements on public safety, built form and the public domain.

O.03 Do not use unsafe and unmanageable design elements such as undercrofts, sub floor flow paths, tunnels, plenums and the like.

O.04 Flood design and management must include allowance for water-borne debris as well as floodwaters. This includes providing substantial vertical clearance and space to the sky above flow paths.

Controls

C.01 A clear flow path of water must be provided to the satisfaction of Council's flood engineers.

C.02 The design of the flood conveyance area must incorporate high quality, durable, flood resilient and low maintenance materials to enhance the visual appearance of the built form edge.

C.03 Plants and landscape must be resilient to flooding, facilitate water permeability and have the ability to withstand temporary inundation. There may be some exceptional circumstances where infrequent but intense flooding is experienced and some planting may be intentionally designed to not withstand such extreme events. Liaise with Council to ensure planting and landscape design is appropriate for the flooding environment of the specifics of the site.

C.04 Building details must be designed not to gather rubbish, debris nor provide breeding grounds for vermin and weeds.

C.05 Flood management design elements must observe crime prevention through environmental design (CPTED) principles of natural surveillance, upkeep, ownership and territoriality.

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C.06 Active and residential ground floor premises affected by flooding must be designed to respond to the flood risk environment and to the safety of occupants and the public as required by Council for the site in question. Such premises must provide ground floor layouts that maintain an attractive street address which promotes engagement with and casual surveillance of the street without unnecessary domination by hydraulic infrastructure.

9.3.5.3 ARCADES

Objectives

O.01 Improve pedestrian connectivity where appropriate.

O.02 Increase frontage for retail activity.

O.03 Expand the extent and variety of the pedestrian network.

Controls

C.01 Arcades must be located in a mid-block position or where connections can be made between other public spaces as agreed with Council.

C.02 Arcades must not compromise or take precedence over the activation of adjacent streets.

C.03 Where possible, arcades must be aligned with existing arcades or laneways across blocks.

C.04 Arcades must provide clear access and sight lines from one end to the other and be designed so as to:

a) Be well-proportioned with a minimum width of 4 metres and minimum ceiling height of 4 metres.

b) Have a 1:20 maximum gradient.

c) Connect one public space to another in a clear and obvious way.

d) Act as a supplementary connection rather than a primary one.

e) Conform to the relevant controls relating to active ground floor frontage in ~~9~~6.3.5.1.1 ~~–~~ , Active Ground Floor Frontage.

C.05 Arcades must be publicly accessible 24 hours per day unless otherwise established during the Development Application assessment.

9.3.5.4 SERVICES AND UTILITIES

The location of utilities and services can adversely affect the ground floor street frontage if not properly taken account of in the initial design stage. It is also essential that building services are located and designed to be free from flooding impacts. This may require innovative solutions and consultation with utility and service providers, particularly for single frontage sites.

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Objectives

O.01 Minimise the extent of space and blank walls occupied by services, including electricity substations, fire boosters, fire doors, plant and equipment hatches.

O.02 Ensure services and utilities allow for maximum activation of the ground floor.

O.03 Locate building services to be free from flooding impacts.

O.04 Encourage innovative design and location solutions for services and utilities that minimise adverse visual, environmental and access impacts.

Controls

C.01 The location of all services and utilities must be clearly identified on plans prepared for any Design Competition, pre-lodgement application and development application.

C.02 Wherever possible, services and utilities must be located on secondary street frontages, laneways or non-active street frontages. Substations in particular should be located at the first floor, or in a basement, whenever possible.

C.03 Services and utilities must be designed and located so as to minimise the length of ground floor frontage occupied.

C.04 Development applications must be accompanied by evidence that the relevant electricity provider has been consulted in relation to the location of the electricity substation.

C.05 Where a site has a single frontage, documentation must illustrate consideration of the substation in a location that does not occupy ground floor frontage, and which satisfies the access, security, drainage and ventilation requirements of the electricity provider and any flood constraints on the site.

C.06 Where adjoining sites are being concurrently developed, documentation must be submitted outlining the service and utilities needs for both sites and a proposal for how shared service and utilities can be accommodated.

C.07 In flood affected sites, electricity substations must be located above the Flood Planning Level (Ausgrid NS185 Major Substations Building Design Standard), and suitable access and clearance for maintenance must be provided.

9.3.6 ABOVE GROUND PARKING

Objectives

O.01 Ensure that above ground car parking is of high quality design that integrates with the building and does not adversely impact the public domain.

O.02 Ensure that above ground parking facades are consistent with the character of the street walls as set out in Section ~~9~~6.3.4 – The Street Wall.

O.03 Promote active uses and casual surveillance on street and lane frontages.

O.04 Design above ground car parking that is able to be adapted to alternate uses over time.

Controls

C.01 The preferred location of car parking in the City Centre is basement car parking. Where there are identified constraints such as archaeological conditions or where a driveway crest to the Flood Planning Level is not practically achievable, car parking above ground may be appropriate in accordance with design controls in this section as well as Section 96.7 – Flood Risk Management.

C.02 Where Council is satisfied that above ground parking is justified:

a) On streets, all parking must be sleeved with permitted uses: active or residential frontage on the ground level, and commercial or residential frontage on the first floor and above.

b) On lanes, parking is generally not required to be fully sleeved. Depending on site circumstances and context, activation or partial activation of the ground level frontage may be required by Council, and partial sleeving of upper levels to provide casual surveillance may be required.

c) On lane corner sites, the ground floor active street frontage must wrap around the corner into the lane frontage.

C.03 Where above ground parking is included in any building, the following controls apply:

a) Where non-sleeved parking is permitted or unavoidable, the street wall must nonetheless comply with the controls in 96.4.4 – The Street Wall. Green walls, screens and the like must not be used as an applied cover that masks the architectural attributes of the street wall facade. Greenery may be incorporated in the street wall so as to complement its required character as set out in 96.4.4 – The Street Wall.

b) Cars and car parking luminaires must not be visible from the public domain or nearby buildings.

c) If car parking is located on a roof top, it must not be visible from the sky or other buildings.

d) Above ground car parking must be set back from a rear boundary of the site by a minimum of 6 metres to allow for natural make up air supply to ensure efficient low energy operation.

e) Proposals must demonstrate how the layout and floor to ceiling height of above ground car parking can be adapted in the future for alternative uses.

9.3.7 RESIDENTIAL APARTMENT DESIGN QUALITY

Objectives

O.01 Ensure development achieves good amenity standards for residents in relation to daylight, ventilation, outlook and privacy.

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Controls

C.01 Building indentations providing light and ventilation to single aspect apartments must have a minimum width to depth ratio of 2:1.

C.02 High level windows must not be used as the primary source of light, ventilation and outlook for habitable rooms.

C.03 Daylight and natural ventilation must be provided to all common circulation spaces and windows must be visible from lift cores as well as the ends of corridors.

C.04 Only cross-over, cross-through or corner apartments can be counted as naturally cross ventilated. Indentations in the facade cannot be used to classify adjacent apartments as naturally cross ventilated, nor can 2 storey single aspect apartments be counted as naturally cross ventilated.

C.05 Walls between apartment balconies must be of solid construction and extend from floor to ceiling.

C.06 Balustrades must take account of sightlines to balance the need for privacy within apartments and views out of apartments. A proportion of solid or translucent material must be used, which will vary according to outlook and height relationships.

9.3.8 WINTERGARDENS

Objectives

O.01 Improve amenity of balconies in high rise apartments and apartments fronting noisy environments such as busy roads or railway lines.

O.02 Provide acoustic attenuation for internal living areas.

O.03 Balance ventilation and wind impacts in high rise apartment balconies.

O.04 Maximise daylight access, views and comfort of balconies.

Controls

C.01 Wintergardens must be designed and constructed as a private external balcony with drainage, natural ventilation and finishes acceptable to an outdoor space and must not be treated as a conditioned space or weatherproof space

C.02 Effective natural ventilation must be provided as follows:

a) Not less than 80 per cent of the external wintergarden perimeter must be fully operable glass louvres.

b) If fixed glazing is proposed, permanent openings must be provided for an area not less than 15 per cent of the greater of the enclosed wintergarden floor area or external

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wintergarden facade area. 30-50 per cent of the fixed opening area must be provided in a zone within 500mm of the floor and the remainder within 500mm of the soffit.

c) Casement or awning windows are not permitted.

C.03 A generous opening must be provided between the wintergarden and any adjacent living area to allow connection of the spaces when ambient conditions are suitable.

C.04 Acoustic control for living areas and bedrooms must be provided on the internal facade line between the wintergarden and the living area or bedroom.

C.05 Glazing in the external facade of a wintergarden must have a solar absorption of less than 10 per cent.

C.06 The flooring of the wintergarden must be a drained impervious finish and provide exposed thermal mass.

C.07 No heat rejection source from any heating, ventilation and cooling systems are permitted to be located in a wintergarden.

9.3.9 DWELLING MIX AND FLEXIBLE HOUSING

Objectives

O.01 Ensure a range of dwelling types and size.

O.02 Promote the design of buildings that are adaptable and incorporate flexible apartments to suit the changing lifecycle housing needs of residents over time.

Controls

C.01 The following dwelling mix is to be used as a guide for mixed use and high density residential development:

Dwelling Type	Dwelling Mix
Studio / 1 Bedroom	10 - 20% of total dwellings
2 Bedroom	55 - 70% of total dwellings
3 Bedrooms	10 - 20% of total dwellings
4 Bedrooms	5 - 10% of total dwellings

C.02 Apartments may be configured as 'dual key' apartments provided that:

a) Where a strata plan exists, both apartments are contained within a single strata unit.

b) A~~a~~ maximum 10 per cent of apartments can be dual key apartments.

c) T~~t~~he primary and secondary units are accessed from a shared private lobby.

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d) ~~t~~The minimum ADG requirements for internal space are met for each individual unit within the dual key apartment.

e) ~~t~~The secondary unit of the dual key apartment has either shared access to the primary unit's private open space or its own private open space of dimensions commensurate with Apartment Design Guide requirements.

f) ~~t~~The provision of car parking spaces for dual key units is as per the *Parramatta LEP 2023~~11~~* controls.

g) ~~i~~Internal layouts allow for apartments that are adaptable over time to accommodate varied living arrangements with the use of moveable internal walls and considered location of services.

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9.4 PUBLIC DOMAIN

Figure 96.4.1 indicates the existing and intended future Public Domain of the Parramatta City Centre together with relevant surrounding places.

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

This section details aspects of the design of the public domain, and must be read in conjunction with the Public Domain Guidelines, which sets out the process, design guidelines and submission requirements for all new public domain assets in the City of Parramatta.



Figure 96.94.1 – The Public Domain

9.4.1 SOLAR ACCESS TO SIGNIFICANT PARKS AND SPACES

Good solar access is an important contributor to the amenity of public spaces. Maintaining sunlight to significant public spaces within and close to the perimeter of the Parramatta City Centre will provide benefit to existing and future residents, workers, and visitors. The provision of solar access throughout the year is essential for a successful public open space. In addition, sunlight is crucial for the establishment and sustained health of tree planting and vegetation which provides attractive and cool environments for people in the City Centre.

The *Parramatta LEP 2023~~11~~* provides specific solar access controls for Parramatta Square, Lancer Barracks, the River Foreshore and Jubilee Park. Additional parks and spaces within and close to the perimeter of the Parramatta City Centre have been identified in Figure ~~9~~6.4.1.1 as providing valuable opportunities to maintain and enhance solar access.

Objectives

O.01 Maintain or maximise solar access to the significant parks and spaces in and around the Parramatta City Centre during periods in the day when they are most used throughout the year.

O.02 Maintain or maximise solar access to spaces which have important recreation values, aesthetic qualities and or heritage significance.

O.03 Maintain or maximise solar access to existing spaces which may contribute to the open space network in the future.

O.04 Promote active and passive recreation to public spaces to service existing and planned population of the Parramatta City Centre and surrounds.

O.05 Ensure the successful growth and survival of trees and vegetation within these parks and spaces.

Controls

C.01 New development, or additions and alterations to existing buildings, must not create any overshadowing to areas marked 'no overshadowing' in all Figures referenced in Column 2 of Table ~~9~~6.4.4.1, between the nominated times listed in Column 3 of Table ~~9~~6.4.4.1. Contact Council to source CAD files of areas identified for 'no overshadowing'.

C.02 Where overshadowing of parks and spaces identified in Figure ~~9~~6.4.1.1 is likely, a statement with supporting solar access studies must be submitted by a registered architect demonstrating that the proposed development does not overshadow the affected open space consistent with all Figures referenced in Column 2 of Table ~~9~~6.4.4.1.

C.03 New development and additions or alterations to existing buildings are to comply with the solar access controls irrespective of the existing height of nearby buildings.

C.04 Ancillary structures such as columns, pillars, spires, flag poles, public art, and architectural roof features including equipment for servicing the building, such as plant, lift motor rooms, fire stairs and the like, must not be excluded from any overshadowing analysis.

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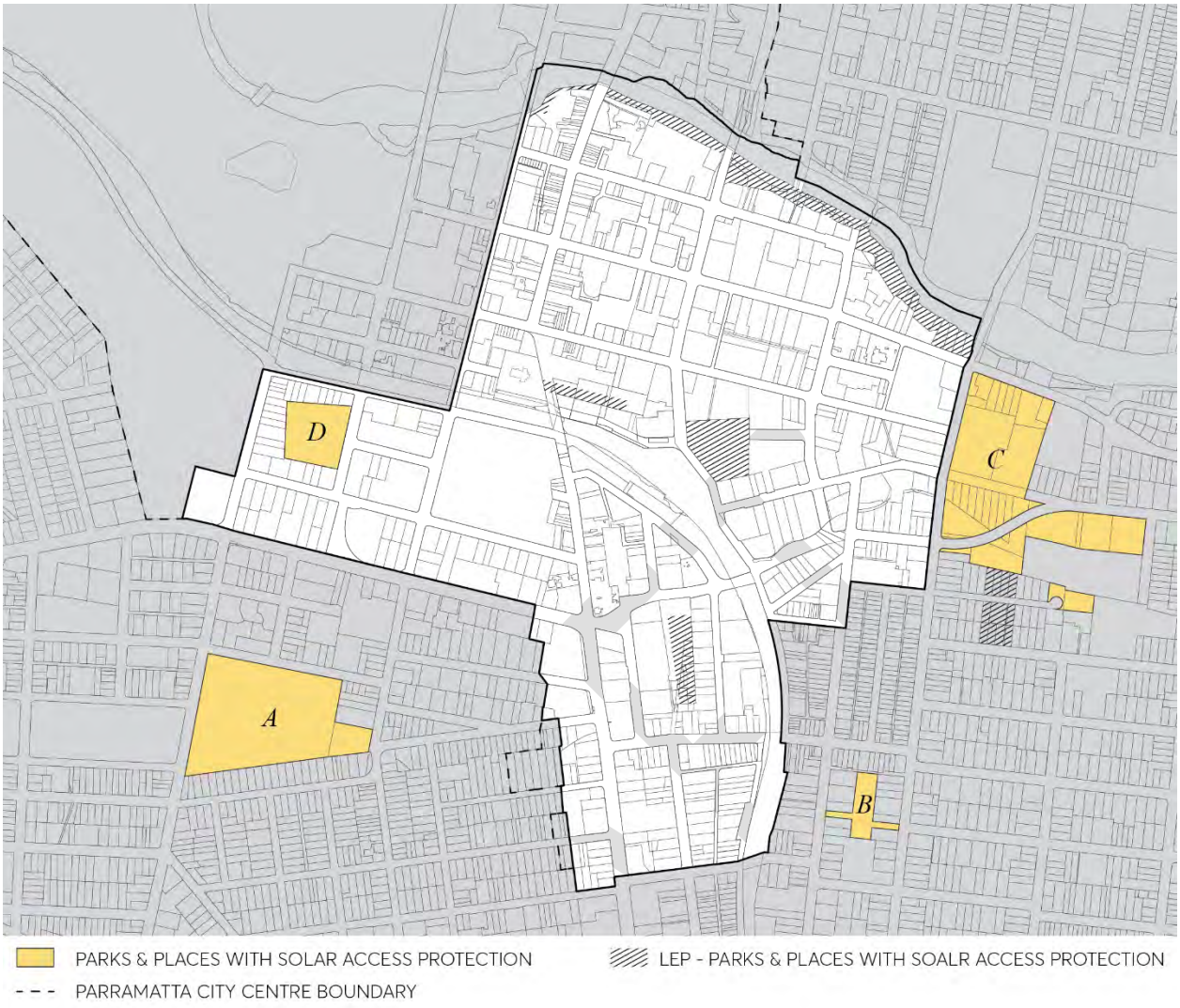


Figure 96.4.1.1 – Parks and Places with Solar Access Protection

Table 96.4.1.1 – Nominated Significant Parks and Spaces and times for solar access protection

Column 1: Significant Park or Space	Column 2: Figure reference	Column 3: Nominated Time
A. Ollie Webb Reserve	Figure 96.4.1.2	10am to 12 midday mid-winter 21st June
	Figure 96.4.1.3	12 midday to 2pm mid-winter 21st June
B. Rosella Park	Figure 96.4.1.4	10am to 12midday mid-winter 21st June
	Figure 96.4.1.5	12 midday to 2pm mid-winter 21st June
C. Robin Thomas and James Ruse Reserve	Figure 96.4.1.6	10am to 12 midday mid-winter 21st June
	Figure 96.4.1.7	12 midday to 2pm mid-winter 21st June
D. St John's Cemetery	Figure 96.4.1.8	10am to 12 midday mid-winter 21st June
	Figure 96.4.1.9	12 midday to 2pm mid-winter 21st June

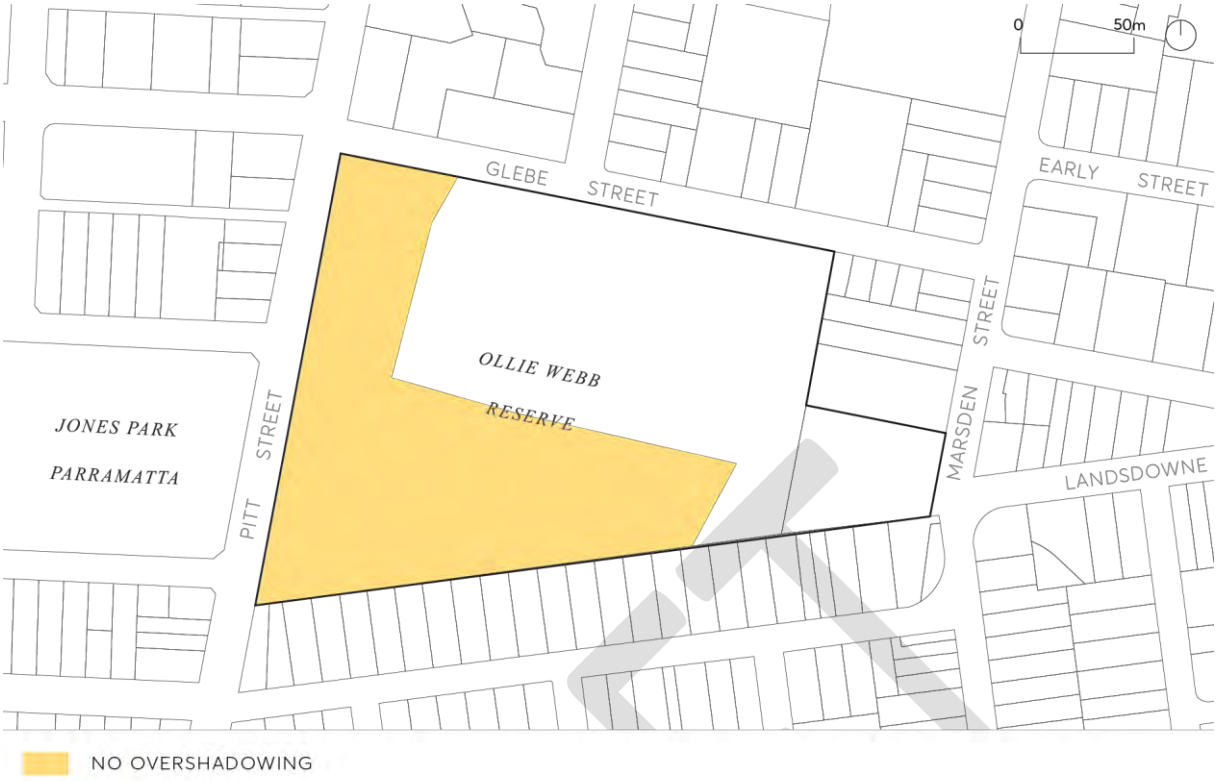


Figure ~~9~~6.4.1.2 – Ollie Webb Reserve area of no overshadowing between 10am and 12pm mid-winter 21st June

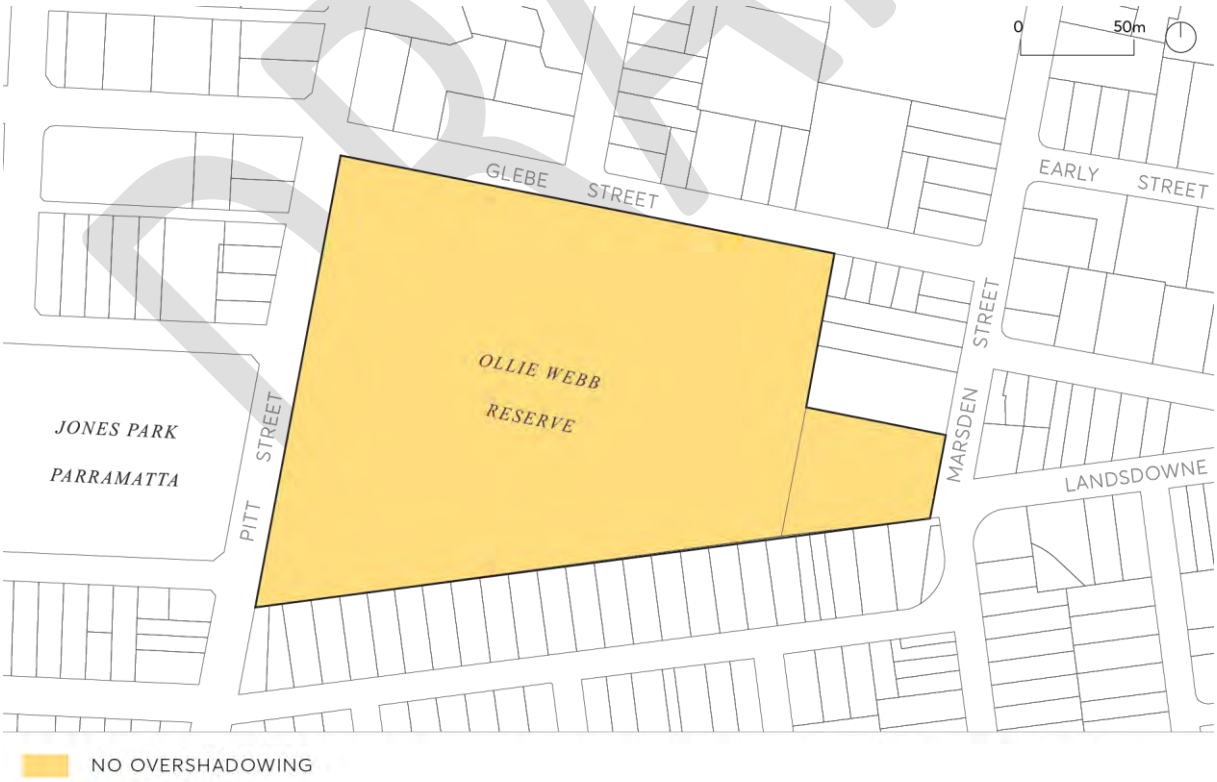


Figure ~~9~~6.4.1.3 – Ollie Webb Reserve area of no overshadowing between 12pm and 2pm mid-winter 21st June

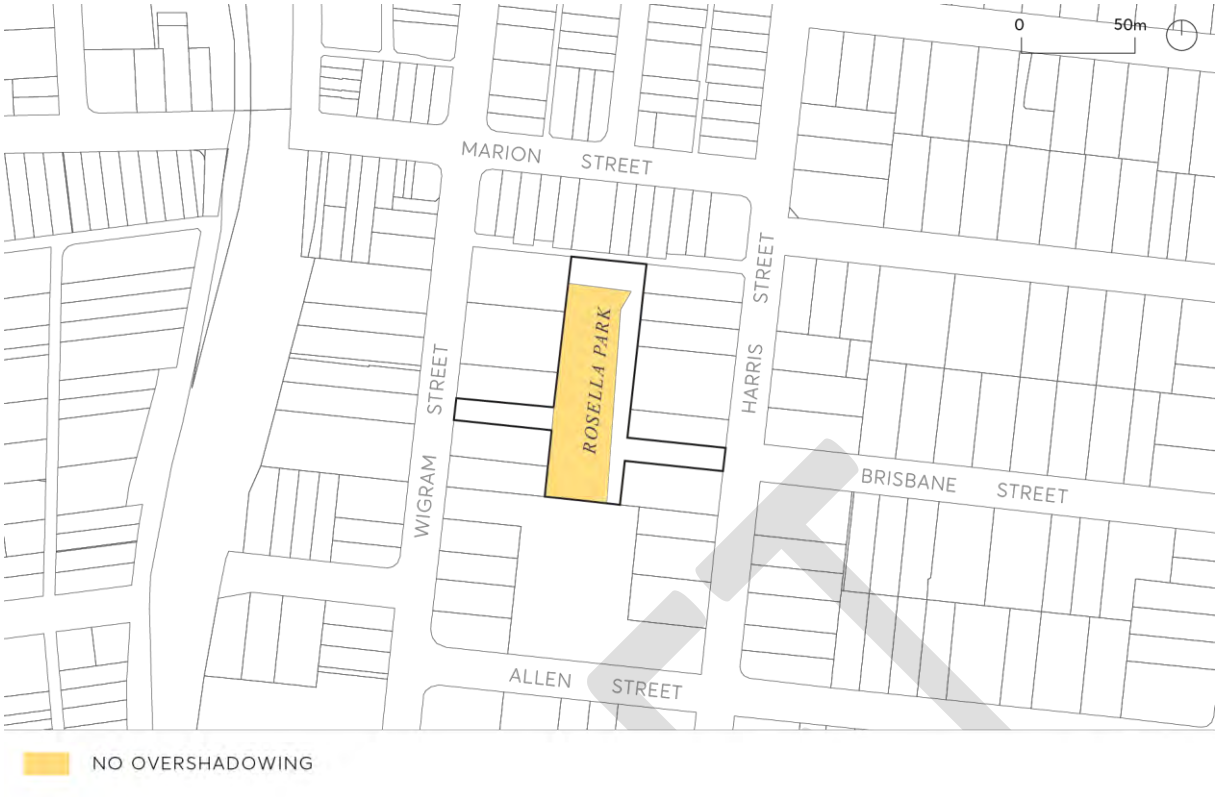


Figure 96.4.1.4 – Rosella Park area of no overshadowing between 10am and 12pm mid-winter 21st June

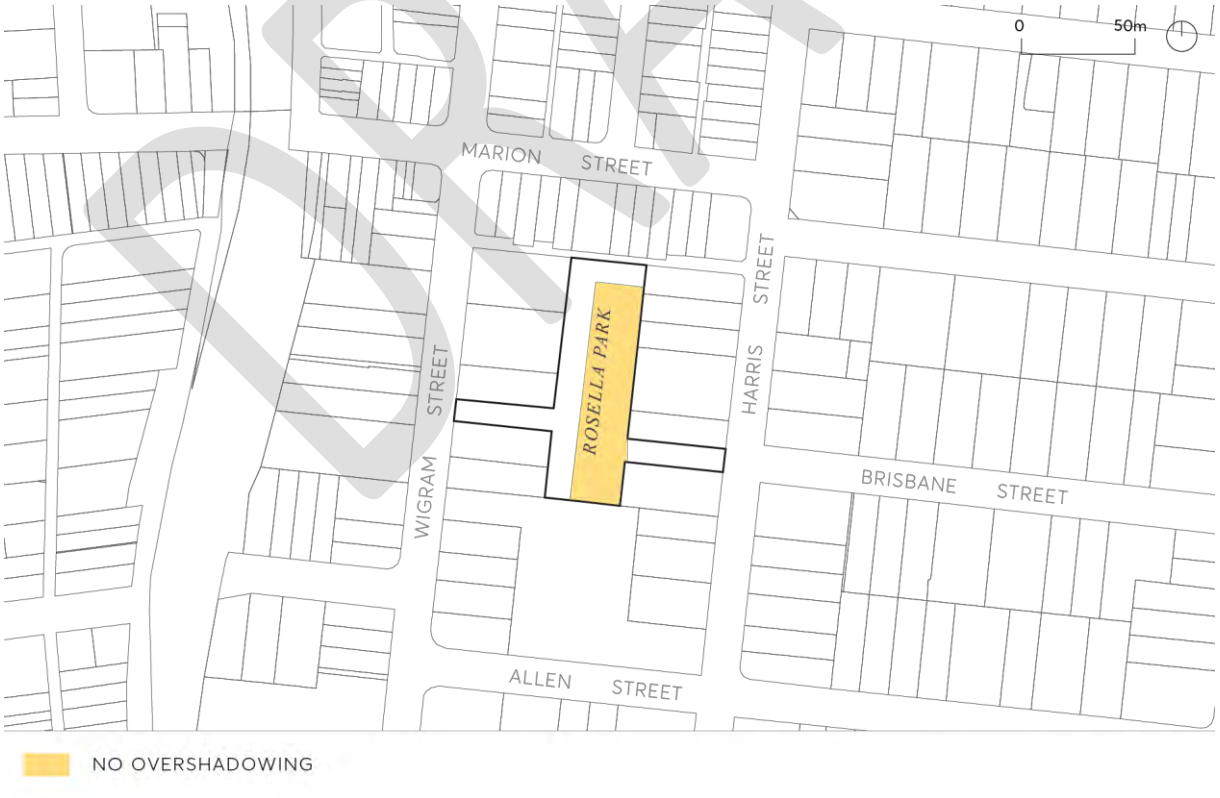


Figure 96.4.1.5 – Rosella Park area of no overshadowing between 12pm and 2pm mid-winter 21st June

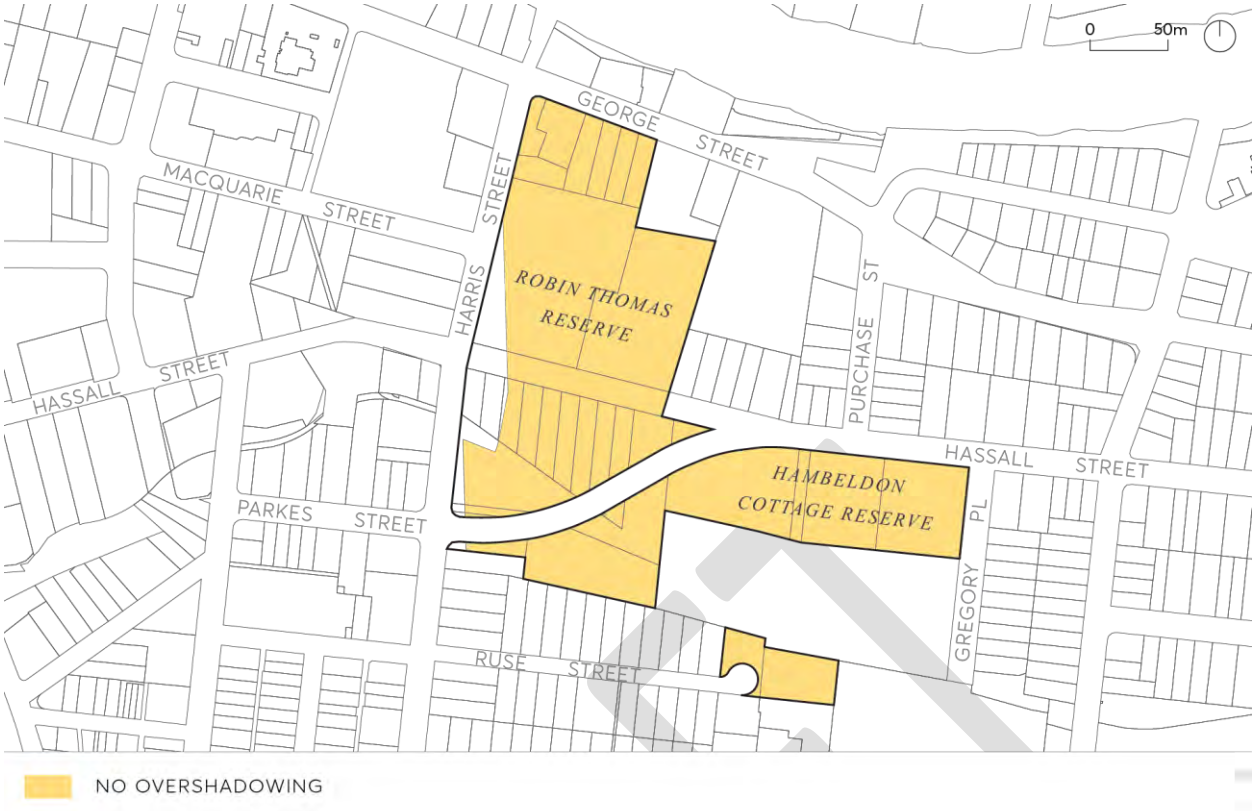


Figure ~~9~~6.4.1.6 – Robin Thomas Reserve area of no overshadowing between 10am and 12pm mid-winter 21st June



Figure ~~9~~6.4.1.7 – Robin Thomas Reserve area of no overshadowing between 12pm and 2pm mid-winter 21st June

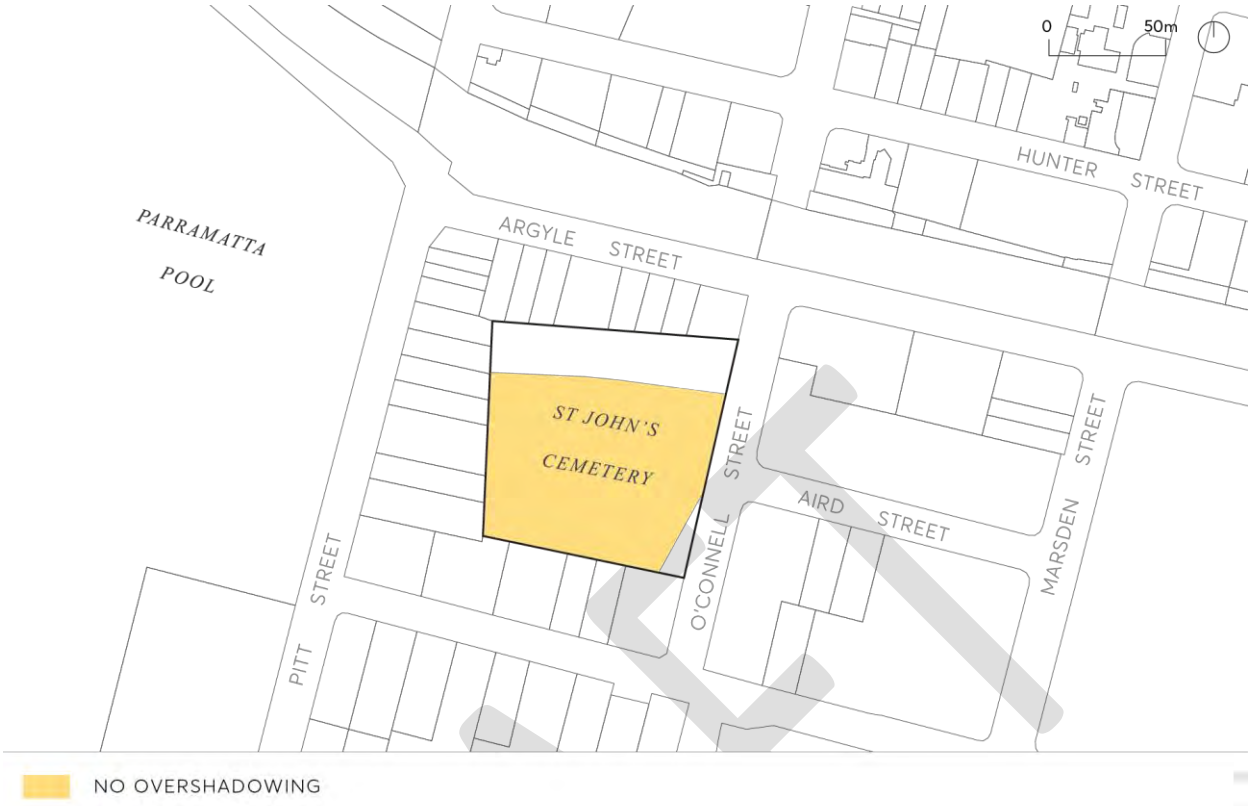


Figure ~~9~~6.4.1.8 – St Johns Cemetery area of no overshadowing between 10am and 12pm mid-winter 21st June

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Figure ~~9~~6.4.1.9 – St Johns Cemetery area of no overshadowing between 12pm and 2pm mid-winter 21st June

9.4.2 AWNINGS AND TREES ON STREETS

Awnings encourage pedestrian activity along streets by providing comfortable conditions at footpath level and, in conjunction with active ground floor frontages, contribute to the vitality of the streets. Awnings are the favoured means to provide shelter and weather protection for pedestrians. Colonnades are generally not supported as they restrict views of the frontage and fragment the public domain.

Trees are essential for their contribution to the amenity and character of the ~~c~~City ~~c~~Centre. When properly selected, located, planted and maintained street trees provide a multitude of benefits to the urban environment.

Ideally, in streets with active ground floor frontages, footpaths in the ~~c~~City ~~c~~Centre would be wide enough for awnings as well as street trees, but public footpath widths are generally 3.6 – 3.9 metres, and mostly insufficient to adequately accommodate both. Consequently, the following sections nominate controls for those streets where awnings have priority, those where trees have priority, and a possible strategy to achieve both awnings and trees where circumstances permit.

9.4.2.1 AWNINGS HAVE PRIORITY

Objectives

O.01 Ensure increased amenity in areas of high pedestrian volume by providing continuous protection from rain, sun and wind down draft.

Controls

C.01 Continuous awnings must be provided along streets where identified in Figure ~~9~~6.4.2.1.1.

C.02 Dimensions of awnings must be in accordance with Figure ~~9~~6.4.2.1.2.

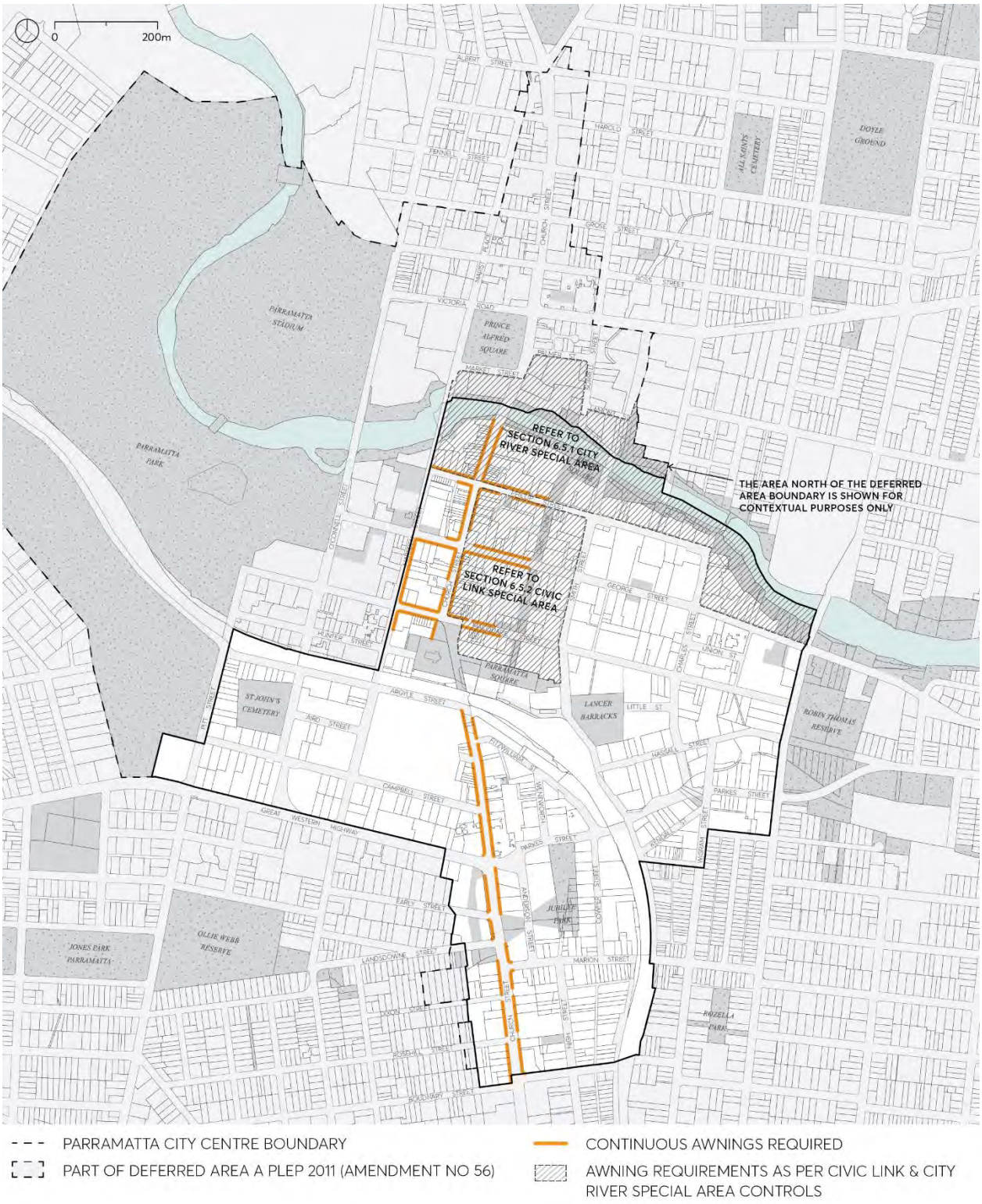


Figure ~~9~~6.4.2.1.1 – Awnings have priority – Continuous awnings

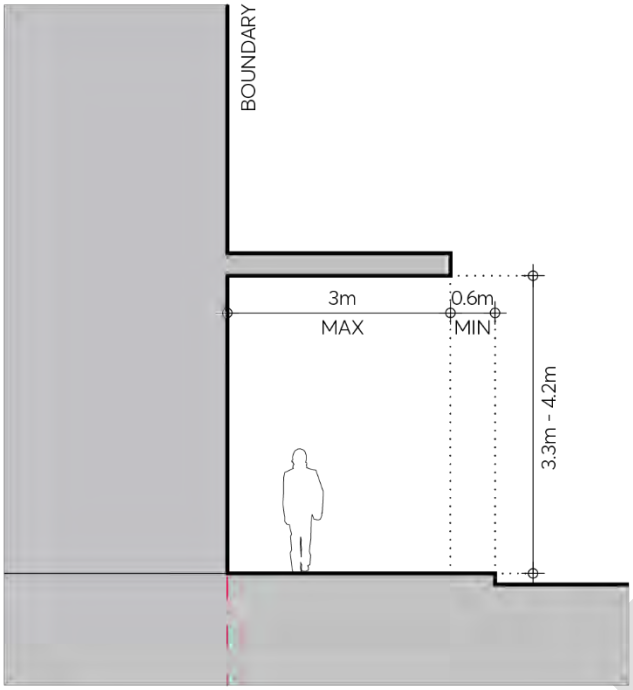


Figure ~~9~~6.4.2.1.2 – Awnings have priority – Dimensions of awnings

9.4.2.2 STREET TREES HAVE PRIORITY

In those areas where trees have priority, awnings of reduced width may be provided where footpaths are of sufficient width.

Parramatta Public Domain Guidelines identify the location of street trees and species selection and should be consulted when proposing the delivery of street trees as part of any development.

Objectives

O.01 Maintain existing street trees and plant additional street trees within the public domain.

O.02 Improve and enhance environmental biodiversity and mitigate temperature at ground level.

O.03 Ensure maximum street tree crown development and performance.

O.04 Improve visual amenity of the public domain.

O.05 Improve quality of view for residents, workers and others overlooking the public domain.

Controls

C.01 Street trees must be provided along those streets identified in Figure ~~9~~6.4.2.2.1.

C.02 Where footpath widths are 3.9 metres or greater, narrow width awnings may also be provided in accordance with Figure ~~9~~6.4.2.2.2.

C.03 Street tree species and spacing must be as specified in the Parramatta Public Domain Guidelines.

C.04 Street trees must be installed in accordance with the Parramatta Public Domain Guidelines and Council Design Standards.

C.05 A Public Domain Alignment Plan indicating the street tree locations as detailed in the Parramatta Public Domain Guidelines must be submitted for the Development Application and Construction Certificate Application.

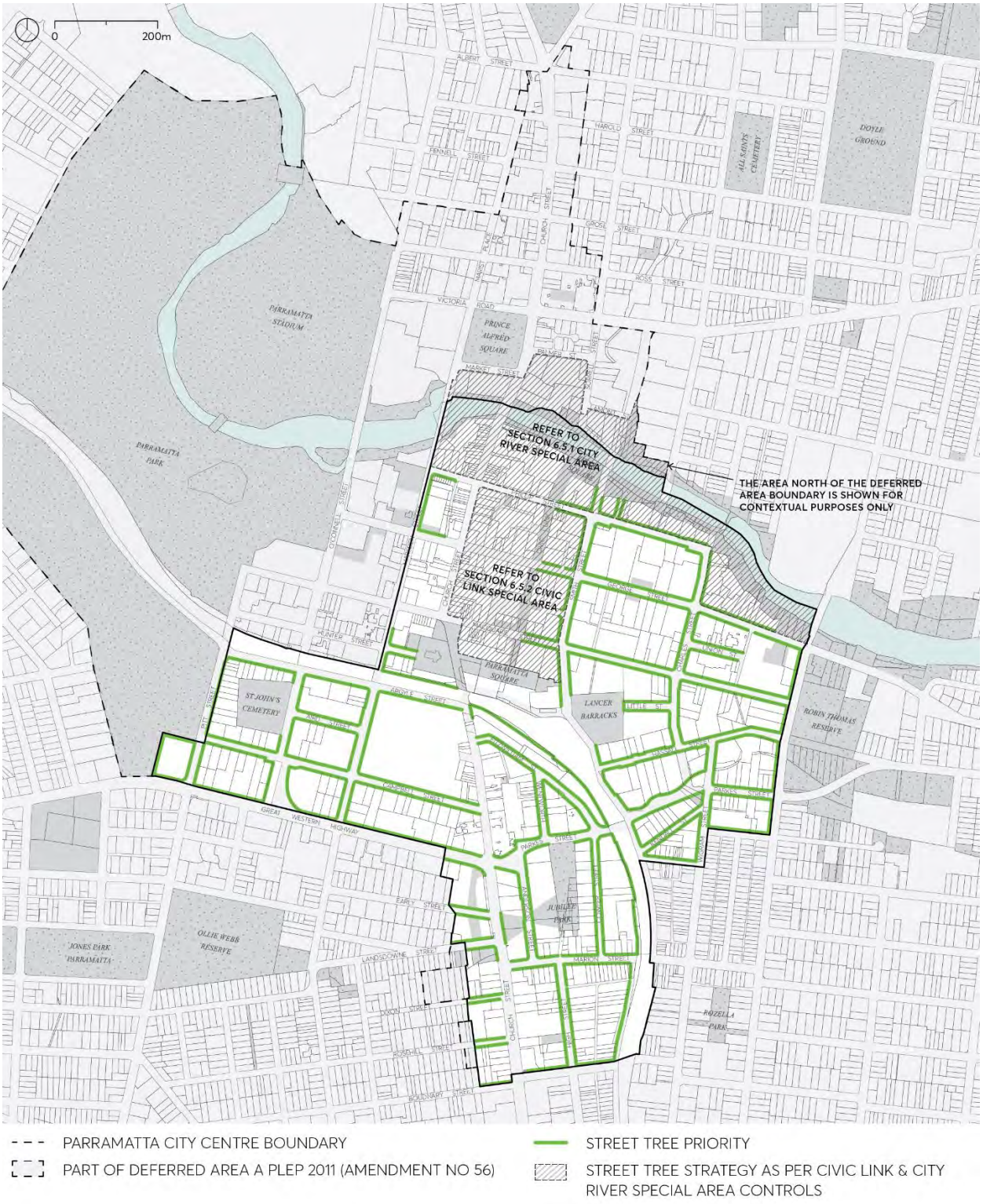


Figure 96.4.2.2.1 – Street trees have priority

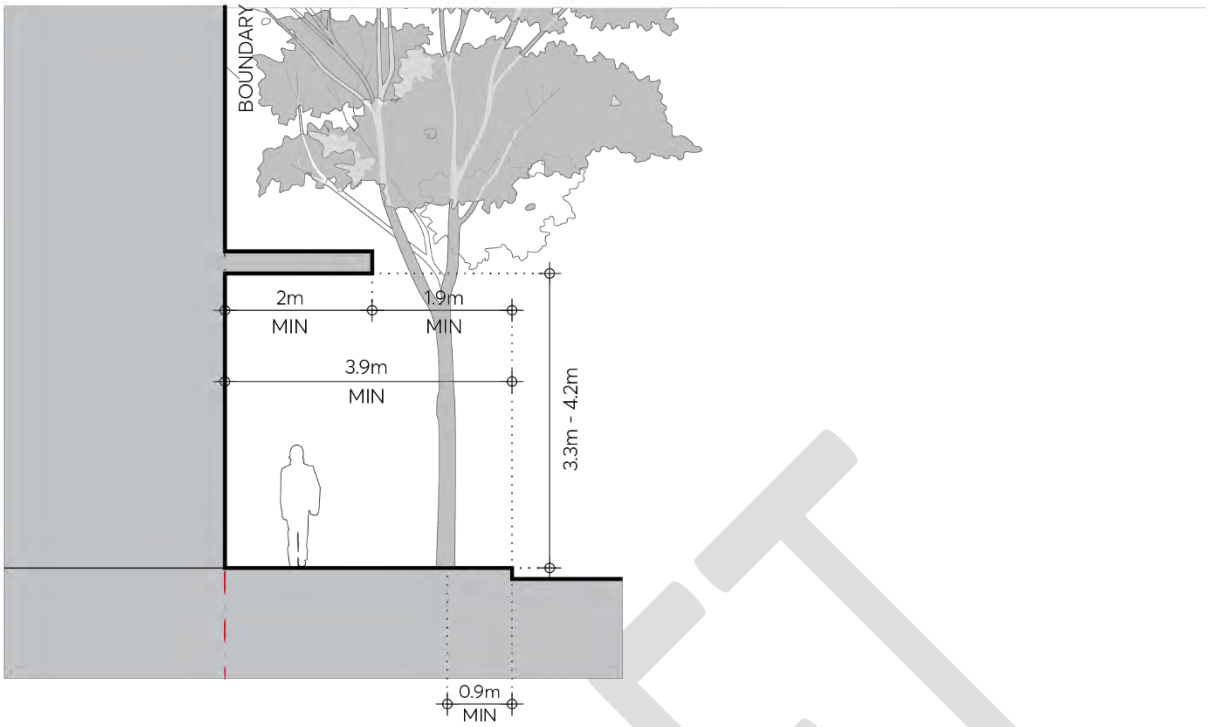


Figure 96.4.2.2.2 – Street Trees have priority, narrow width awnings

9.4.2.3 SEMI-RECESSED AWNINGS

Semi-recessed awnings are an option for consideration either where awnings or street trees have priority. Setting the ground floor frontage back from the boundary and integrating the awning with the building soffit above can provide a generous footpath width, good awning cover as well as the necessary space for street trees.

Existing and possible future adjacent context must be taken into account in determining whether this option is feasible in each situation. Applicants should contact Council at the start of the design process to establish the street and awning profile for the proposal.

Objectives

O.01 Allow for the possibility of generous footpaths, shelter from awnings as well as street trees where circumstances permit.

Controls

C.01 Semi-recessed awnings may be provided in accordance with Figure 96.4.2.3.1.

C.02 Where a semi-recessed awning is proposed, the following must be incorporated in its design:

a) The awning must be integrated with the building soffit above as shown in Figure 96.4.2.3.1.

b) The space under the semi-recessed awning must be free of columns.

c) The frontage must be integrated with the adjacent existing frontage.

d) A clear path of travel must be provided in the public domain as defined in the Parramatta Public Domain Guidelines.

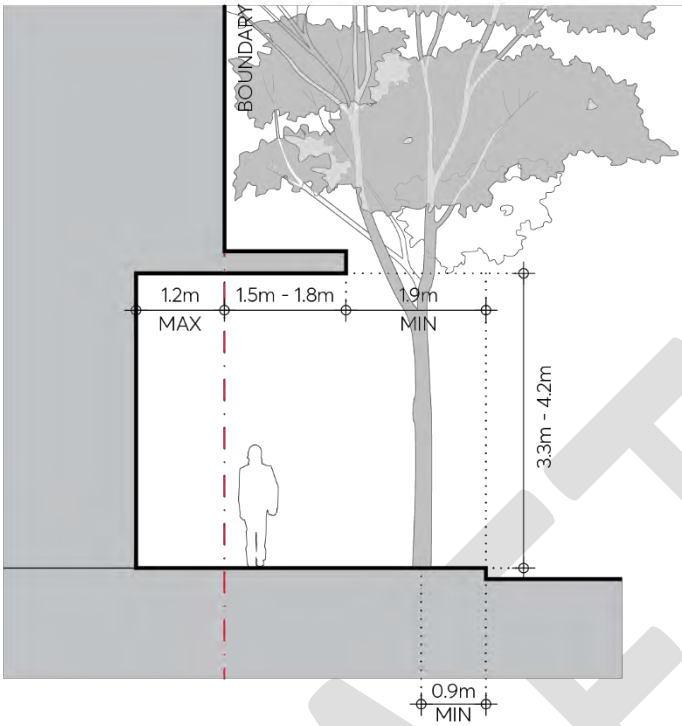


Figure 96.4.2.3.1 – Semi-Recessed Awnings

9.4.3 DESIGN OF AWNINGS

Well designed awnings provide a sheltered, humanly scaled space on the footpath that creates an accommodating pedestrian environment for shopping, dining, walking and lingering. They also provide weather protection for the doorways, openings and display areas of the active ground floor frontage of the building.

As an architectural element that is both part of the building as well as the public space of the street, the awning must integrate both with the characteristics of the building as well as existing and possible future adjacent awnings.

9.4.3.1 AWNINGS ON STREETS

Objectives

O.01 Design awnings to provide protection from rain, sun and wind down draft.

O.02 Maintain complementary architectural detail of awning design.

Controls

C.01 Awning dimensions must be in accordance with Figures 96.4.2.1.2, 96.4.2.2.2 and 96.4.2.3.1.

C.02 Double height awnings are not permitted.

C.03 All awnings and shading devices must have non-reflective surfaces.

Note – Non-reflective surfaces is defined in Section 96.8.5 – Urban Cooling.

C.04 Glazed awnings are not permitted except for minor articulation purposes.

C.05 New awnings must be designed to take account of adjacent existing awnings.

C.06 The awning roof must be designed so that all gutters are concealed and downpipes incorporated in the building fabric.

C.07 Lighting and other fixtures must be recessed and integrated into the design of the soffit.

C.08 Where street trees are provided, the entire length of the awning must be set back from the kerb as shown on Figures 96.4.2.2.2 and 96.4.2.3.1. Cut outs for trees and light poles in awnings are not permitted.

C.09 The conversion of awnings to verandahs or balconies is not permitted.

C.10 Where a proposed building is located on a street corner and an awning is not required on one frontage, the awning must extend around the corner by a minimum of 6m from the boundary corner.

9.4.3.2 AWNINGS ON LANES

Objectives

O.01 Encourage well-designed entrance canopies in order to provide additional shelter in lanes.

O.02 Ensure that individual entry points are defined and address the lane.

Controls

C.01 Continuous awnings are not permitted in lanes.

C.02 Entrance canopies must not be supported with posts in order to maintain sight lines and a clear path of travel along the building edge, in accordance with the Parramatta Public Domain Guidelines 2017.

C.03 Fixed awnings must not obstruct traffic.

C.04 Retractable awnings must be a folding arm type and that extends into the lane no more than footpath width, in accordance with the Parramatta Public Domain Guidelines.

C.05 Provide individual awnings at building entries that are visually attractive.

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9.4.4 PEDESTRIAN LANES, SHARED ZONES AND SERVICE LANES

Many street blocks within the Parramatta City Centre are long, some being over 250 metres in an east-west direction and over 140 metres in a north-south direction. The benefits of a finer network of lanes are numerous: greater connectivity, increased frontage for entries and business opportunities, and a spatial intimacy and variety in the public domain. Service lanes also assist with activation of primary street frontages by providing back of house vehicular access, thereby reducing the necessity for driveways disrupting major city footpaths.

Pedestrian lanes are non-trafficable and can be narrower in width than those with vehicular access. Shared lanes have pedestrian priority over vehicle movement and typically have a flush surface for the full width of the lane. Service lanes prioritise vehicle movement and separate pedestrian movement by the use of kerbs or barriers. Service lanes should also be preserved from residential encroachment to ensure servicing is maintained or improved.

Council's City Centre Lane Policy and Parramatta Public Domain Guidelines provide further guidance on the design of pedestrian lanes, service lanes and shared zones.

Objectives

O.01 Retain and increase connectivity in the public domain and variety in the street network.

O.02 Encourage vehicular entries from shared zones and service lanes and not primary street frontages.

O.03 Design lanes, shared zones and service lanes to encourage pedestrian amenity and safety.

O.04 Encourage active frontages along lanes, shared zones, and service lanes without compromising safe pedestrian access and use.

O.05 Ensure that any proposed privately owned lanes have a fully public nature equivalent to the public domain.

Controls

C.01 A development must fully or partially deliver a pedestrian lane, service lane or shared zone as shown in Figure 9~~6~~.4.4.1 Existing and Required lanes in the Parramatta City Centre

C.02 Any development that proposes a new pedestrian lane, shared zone or service lane in addition to those indicated in Figure 9~~6~~.4.4.1 must demonstrate that it meets the objectives and controls of this section.

C.03 The minimum width of a pedestrian lane must be 4 metres as measured from the property boundaries.

C.04 The minimum width of a shared zone or service lane must be 6. 5 metres as measured from the property boundaries.

C.05 The design and finish of pedestrian lanes, shared zones or service lanes must be in accordance with the Parramatta Public Domain Guidelines.

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C.06 All pedestrian lanes, shared zones and service lanes must:

a) Be fully open to the sky.

b) Be accessible to the public at all times.

c) Provide direct throughways with direct sightlines.

d) Be unencumbered by any basement car parking or any other private infrastructure under.

C.07 Where a proposed lane or shared zone is not able to be dedicated to Council:

a) The lane must be designed as part of the public street network, of equivalent status to the public domain, with its fully public nature embedded in the title arrangements.

b) The lane must be designed with the same parameters and finishes as required for Council owned lanes outlined in this section.

c) The lane must be named and signposted in the same way as for Council owned lanes.

C.08 Pedestrian lanes must be clear of all obstructions, including columns, stairs, escalators and fixed furniture. A minimum of 50 per cent of lane width is to provide clear pedestrian access.

C.09 Main building entry points on lanes must be clearly visible and defined as appropriately with canopies, building signage, lighting and high-quality articulation. Steps, handrails, or Tactile Ground Surface Indicators must not protrude into or interfere with the lane.

C.10 Arcades are a secondary pedestrian option and must not to replace the role or function of a lane, shared zone, or service lane.

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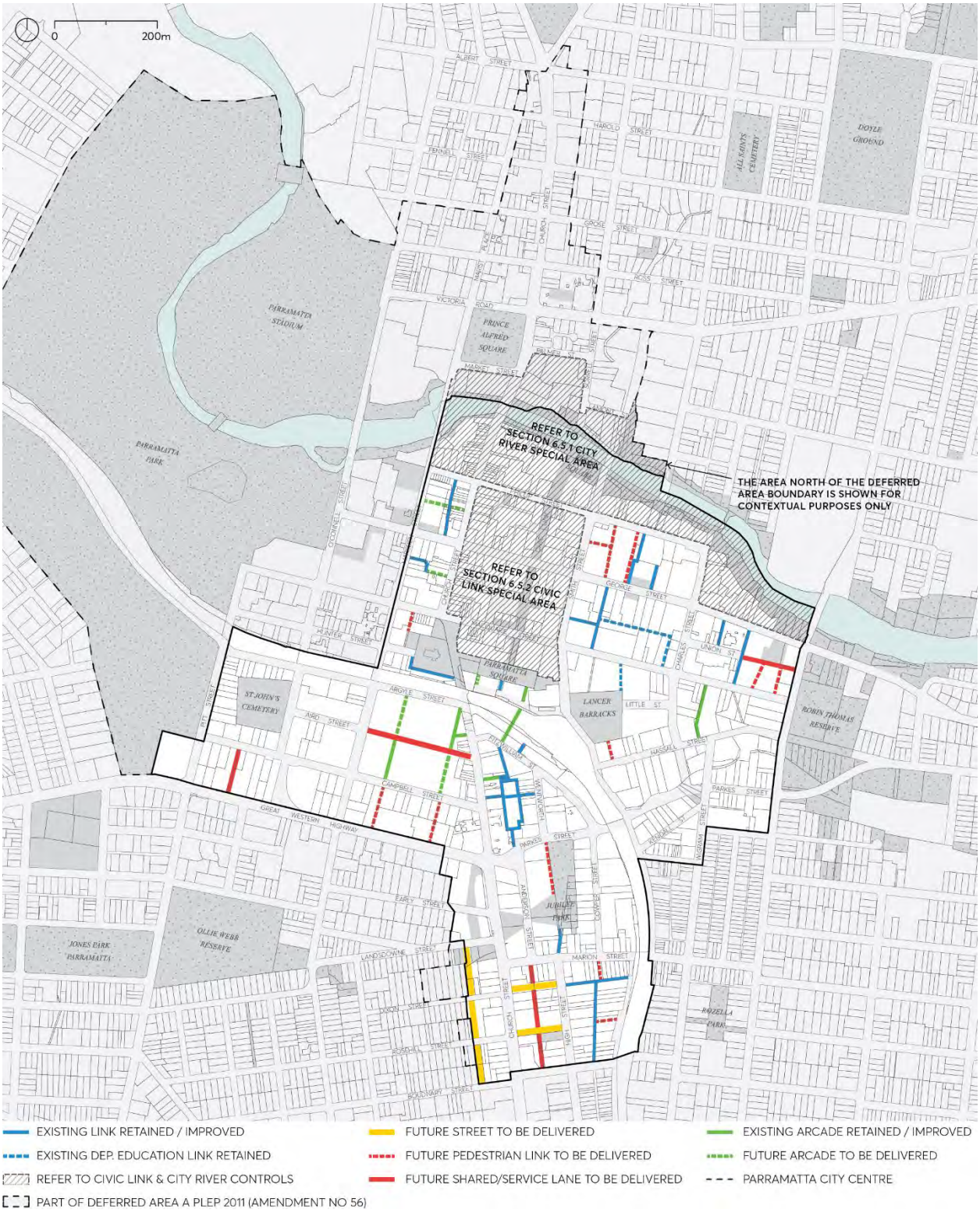


Figure ~~9~~6.4.4.1 – Existing and Required Lanes in the Parramatta City Centre

9.4.5 PEDESTRIAN OVERPASSES AND UNDERPASSES

Pedestrian access at street level is considered a priority in the City Centre to encourage an active and lively public domain. Pedestrian overpasses and underpasses are discouraged as they may create access issues for the mobility impaired, degrade streetscape quality and obstruct views and vistas along streets.

New pedestrian underpasses or overpasses will only be considered where they would directly connect to major transport nodes such as bus interchanges, or railway or metro stations and would substantially improve pedestrian safety and access due to compromised conditions at footpath level.

Objectives

O.01 Minimise intrusions into the streetscape or wider public domain and maintain views and vistas along streets.

O.02 Provide substantially improved pedestrian safety and accessibility where these are significantly compromised to major transport nodes.

Controls

C.01 Any proposed overpass or underpass must demonstrate how it substantially improves pedestrian safety and accessibility.

C.02 Any proposed overpass or underpass must:

a) Provide access wholly within the development site, be accessed directly from a suitable public space and be flush with the street alignment boundary.

b) Provide direct connection under or above adjacent streets.

c) Not reduce dimensions or circulation space of existing public domain and footways.

C.03 The design of any overpass or underpass must satisfy 'safer by design' and crime prevention principles.

9.4.6 VEHICLE FOOTPATH CROSSINGS

The design and location of vehicle access to developments should 53inimize conflicts between pedestrians and vehicles on footpaths, particularly along primarily pedestrian streets. Vehicle access should also be designed to minimise visual intrusion and disruption of the public domain.

Porte-cocheres are not encouraged as they disrupt pedestrian movement, do not contribute to active street frontage, and provide no public benefit.

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Objectives

O.01 Provide a simple, legible, and direct pedestrian footway on all streets.

O.02 Make vehicle access to buildings more compatible with pedestrian movements and the public domain.

O.03 Prioritise safe pedestrian movements within the public domain.

O.04 Ensure vehicle entry points are integrated into the building design and contribute to high quality architecture and streetscapes.

O.05 Minimise the width of any vehicular footpath crossing.

O.06 Ensure vehicle access to heritage items is not detrimental to the values, setting or context of that heritage place.

Controls

C.01 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 ~~96~~.4.6.1.

C.02 In all other areas, one vehicle access point only will generally be permitted, which is to include the access for service vehicles and parking for both residential and non-residential uses within mixed use developments.

C.03 Where practicable, vehicle access must be from lanes and minor streets rather than primary street fronts or streets with major pedestrian activity.

C.04 Vehicle slip lanes in public streets for private use are not permitted.

C.05 Where practicable, adjoining buildings must share or amalgamate vehicular access points, basements and servicing facilities. Internal on-site signal equipment must be used to allow shared access. Wherever appropriate, new buildings must provide vehicle access points that can be shared at a later date.

C.06 Vehicle access ramps must be perpendicular to the street frontage to minimise the width of vehicle entry and exit openings.

C.07 Vehicle landings (for the length of one vehicle) must be flush with the public domain to maximise visual contact with oncoming pedestrians.

C.08 The design of vehicle access doors to vehicle access points must be fitted behind the building facade and be of materials that integrate with the design of the building and that contribute positively to the public domain.

C.09 Vehicle entries visible from the street when doors are open must have a high quality finish to walls and ceilings as well as a high standard of detailing. No service ducts or pipes are to be visible from the street.

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C.10 Porte-cocheres may be permitted in exceptional circumstances for hotels and major tourist venues, subject to high quality urban design, streetscape, heritage and pedestrian safety and amenity considerations.

C.11 If permitted, a porte-cochere must 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. 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.

C.12 A porte-cochere must be constructed level to the public domain.

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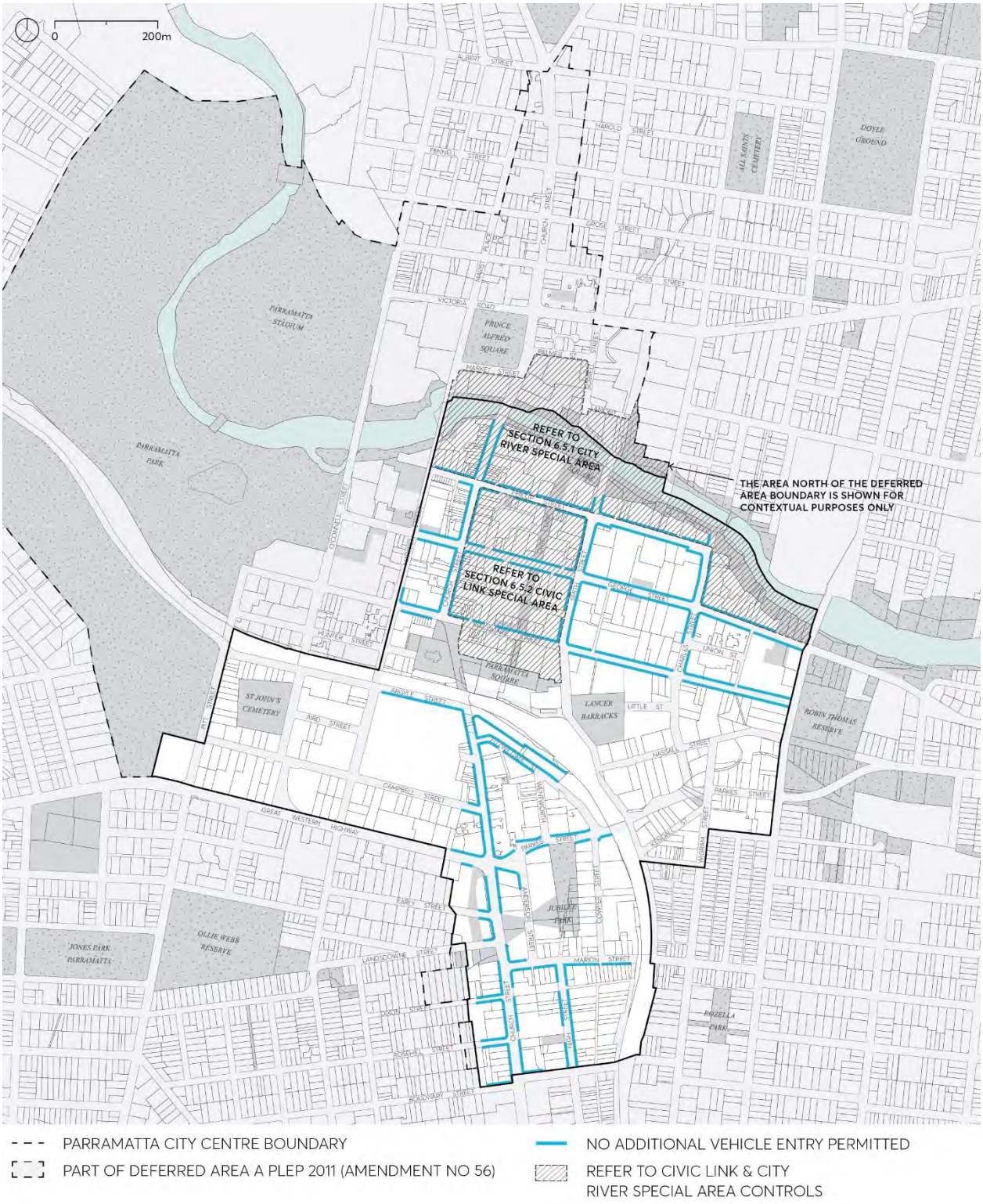


Figure ~~9~~6.4.6.1 – No Additional Vehicle Entry Permitted

9.4.7 VIEWS

Important views contribute to way finding and a sense of place and identity for the city. Views are shaped and informed by their surrounds.

The physical setting of the Parramatta City Centre, generally framed by Parramatta Park, Parramatta River, and the heavy rail corridor makes for special views of the natural setting with significant heritage and cultural elements. It is important that significant views within, into and out of the city are maintained from as many points in the public domain as possible.

Design that acknowledges the value of important views can protect and enhance these views, thereby contributing to the character and quality of the public domain.

The controls in this section apply to sites within the City Centre that are affected by view corridors illustrated in Figure 96.4.7.1. This includes sites within the deferred Area A identified on the Special Provisions Area Map in *Parramatta LEP 20231*1.

Objectives

O.01 Reinforce the sense of place and way finding in the City Centre.

O.02 Maintain and enhance views from the ~~c~~City ~~c~~Centre to significant heritage, natural features and significant trees.

O.03 Maintain and reinforce views along streets and to urban spaces.

O.04 Maintain views of silhouettes of the tops of major buildings or structures as seen against the sky.

O.05 Encourage views from Parramatta City Centre to Parramatta River and to Parramatta Park.

Controls

C.01 Where a proposed development is within the corridor of the identified views in Figure 96.4.7.1 and Table 96.4.7.1, an analysis must demonstrate:

a) The impact of the proposed development.

b) How the view is maintained and reinforced by the proposal.

c) How the view informed site planning, architectural form, finish, materials and detailing of the proposal.

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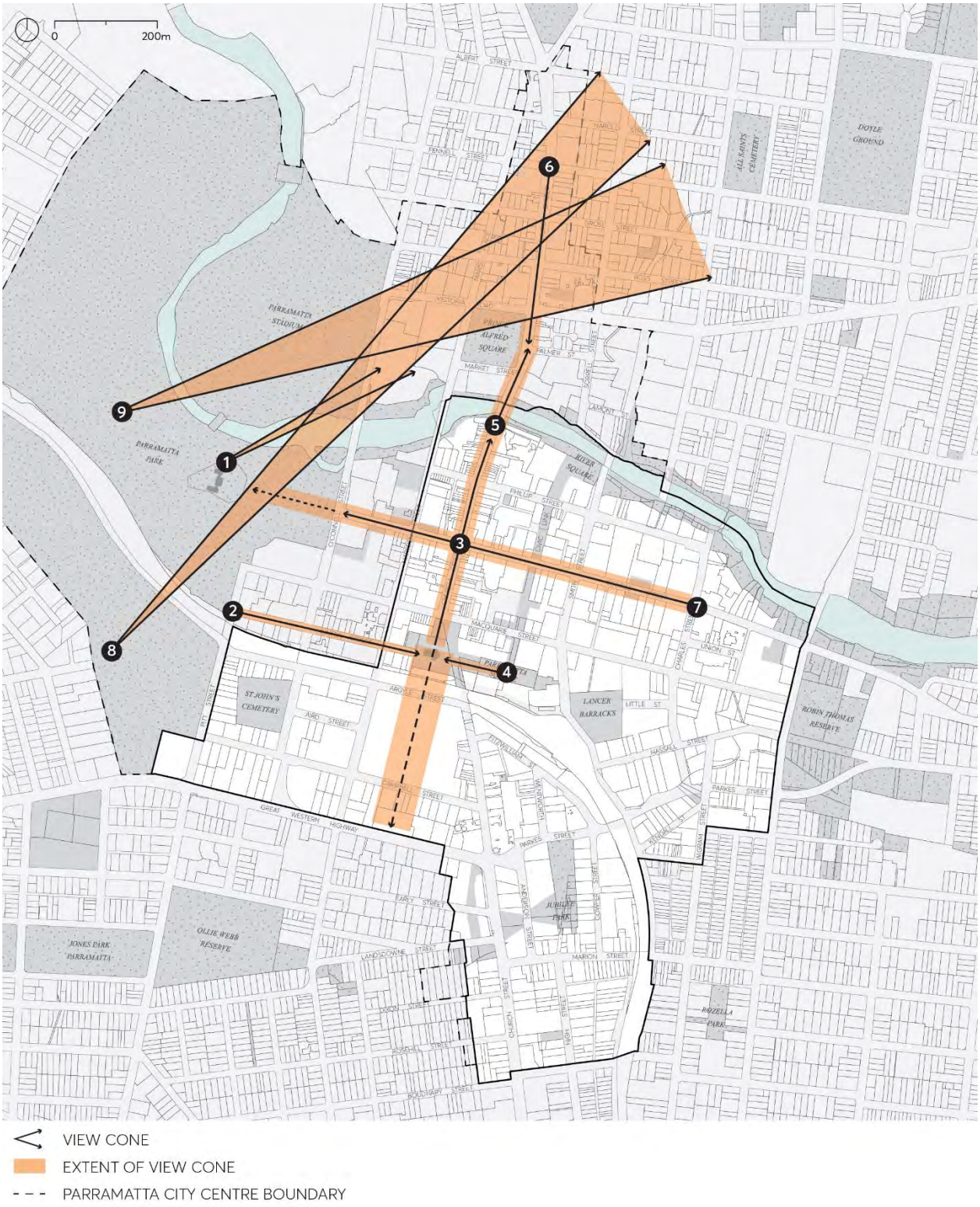


Figure ~~9~~6.4.7.1 – Historic Views to be protected

Table ~~9~~6.4.7.1 – Identified Historic Views to be protected

	Identified View	Significance
1.	Old Government House view northeast to the river, Old King's School building and site of former Government farm.	Key historic view demonstrating the relationship between the Governor, early Government farm and major school institution. Setting of both heritage items.
2.	Views east along Hunter Street to St John's Cathedral and spires, available back to Parramatta Regional Park.	Vistas along Hunter Street providing a framed view to St John's Cathedral, across the cathedral grounds towards the Town Hall, and to the site of the Governor's annual 'feast' with Aboriginal clans (instituted by Governor Macquarie) that took place at the rear (eastern end) of the Cathedral.
3.	Views southwards to and beyond St John's Cathedral and Centenary Square, and northwards along the procession of Church Street.	Historic main street approach to ~~c~~City ~~c~~Centre and St John's Cathedral with other heritage items in view, as well as the procession and views from St John's northwards, up Church Street. Views from Church Street towards St John's Cathedral must allow the silhouette of the Cathedral spires to be seen against the sky.
4.	Views west along Parramatta Square to St John's Cathedral, past the Town Hall.	Backdrop and setting of church. Views to the Cathedral and spires.
5.	Views north and south along Church Street, including views of the Western Sydney Stadium and heritage buildings, St John's Church spires to the south and St Peter's church.	Historic main street and approach to city, framed by a number of heritage buildings and recurrent views to Parramatta Park.
6.	Approach to Parramatta along Church Street from Fennell Street, and sequential views southward.	Historic main street and approach. Relatively consistent scale and setback of streetscape.
7.	Views along George Street to Parramatta Park / George Street Gatehouse and trees.	Key historic street approach to the park and Old Government House. City edge of park, framing views to George Street Gatehouse, trees, and Old Government House (not now visible), views of streetscape, heritage items.
8.	View from Marys Hill across Parramatta's City Centre to distant hills.	Key historic viewing point from the highest part of the Parramatta Park with best views of the city in the river valley, glimpses to hills behind the city between buildings.
9.	View from The Crescent to the distant hills Key historic viewing point from the ridge of The Crescent.	Key historic viewing point from the ridge of The Crescent to glimpses of distant hills between buildings.

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9.5 SPECIAL AREAS

Special Areas are defined precincts with distinctive conditions that require specific controls relating to the characteristics of the area. Development within a Special Area must respond to the particular attributes and qualities of that place.

This Special Areas section should be read in conjunction with the other sections of the City Centre controls. Unless modified or specifically excluded in this section, all controls in Sections 96.1 - 96.4 and Sections 96.6 - 96.9 apply to development in Special Areas.

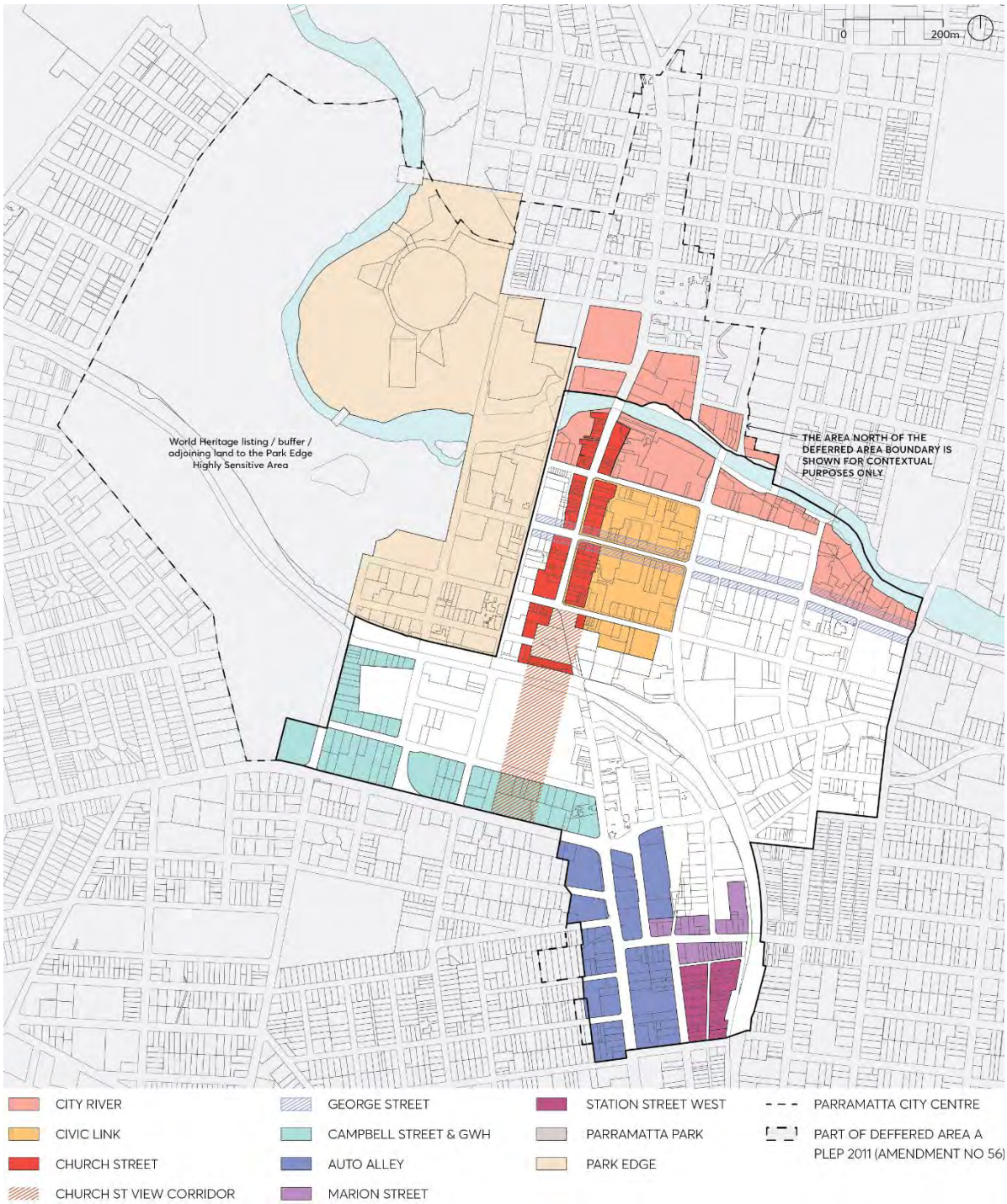


Figure 96.5.1 – Parramatta City Centre Special Areas

9.5.1 CITY RIVER

The history of the Parramatta City Centre is interwoven with the River. The banks of the River have been inhabited by Aboriginal people for tens of thousands of years, providing fresh water, food and transport for the Dharug people and other Aboriginal clans that lived, met and sustained ongoing cultural practices along its course. The City River Special Area occurs at the place where the salt water of Sydney Harbour meets the freshwater extent of Lake Parramatta and continues to remain a culturally important place for Aboriginal people today. Traces of this rich history and ongoing culture are evident in the Pleistocene sand sheet and Aboriginal Archaeology which occur along the banks of the river, underpinning and in many instances occurring side by side with the City's European history and heritage.

Within the bounds of the City Centre, the river itself is approximately 30 metres wide and is traversed by several vehicular and pedestrian bridges. This includes the heritage listed Lennox Bridge, first completed in 1839, which carries Church Street across the River as the main north-south street in the City Centre.

Existing development on both sides of the river consists of low, medium, and large-scale buildings that vary in age, uses and ownership. A number of these buildings are of heritage significance which contribute to the character and the cultural importance of the precinct. The river frontage is edged with a mixture of buildings and green space. Pedestrian walkways are located along both sides of the river edge, however there are no public streets between the buildings and the water.

On the north bank, street blocks generally run perpendicular to the river responding to the hilly topography and providing views to the river and southern shore. On the south bank, consistent with the historical access from the river along George Street, the street blocks run parallel to the river on the flat topography of the floodplain. Views to the northern shore from the public domain on this side are more limited. The City River Special Area controls aim to acknowledge the different design responses that are required for the north and south banks.

A key unifying element within the City River Special Area is the River Square, which establishes a direct connection to Parramatta Square through Civic Link. The Riverside Theatre is located on the north bank between Marsden and Church Streets, and on the south bank the new Powerhouse Parramatta is to be located at the end of Civic Link. The City River Special Area also incorporates other important places such as the Charles Street Square adjacent to the Parramatta Wharf, and Prince Alfred Square – one of the oldest formalised civic spaces in New South Wales.

The following controls are designed to refocus activities along the river and to ensure that future development addresses and defines the river space. Existing view corridors will be reinforced by the buildings and new view corridors and connections introduced. Pedestrian paths above the flood plain level will offer opportunities to engage with the river.

The City River Special Area has been divided into a series of distinctive blocks that are bound by the Parramatta River's bridges as per Figure ~~9~~6.5.1.1; the Cultural Block, the City West Block, the City East Block, and Parramatta Quay.

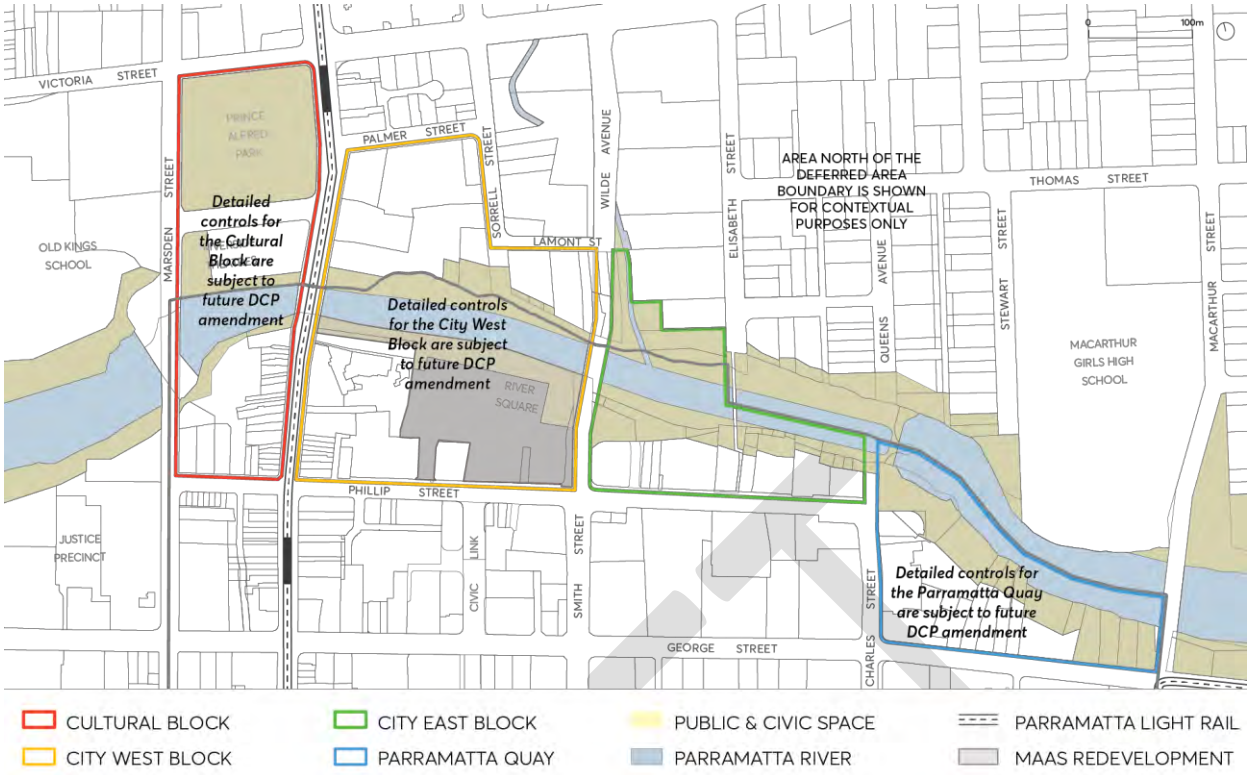


Figure ~~9~~6.5.1.1 – City River Special Area

Objectives

O.01 Respectfully acknowledge, celebrate and express the ongoing cultural importance of the Parramatta River to Dharug and Aboriginal people.

O.02 Celebrate the unique Parramatta River landscape setting, views, and topography of the City Centre.

O.03 Ensure future development contributes to the activation of the river, strengthening the significance of the river to the City Centre.

O.04 Strengthen the visual and physical north-south connections between the city and the river.

O.05 Maximise pedestrian connections at lower and upper levels of the river foreshore to ensure contiguous east-west movement is achieved.

O.06 Balance the needs of the natural and built environment, enhancing the Parramatta River as the major natural and cultural asset of the City Centre.

O.07 Maximise sun access to the foreshore and adjacent public open spaces.

O.08 Enhance the interface between private and public land along the river, ensuring future development addresses the river and contributes to the overall quality, safety and amenity along the river foreshore.

O.09 Preserve the Parramatta River as a priority corridor for ecological protection, flood sensitive design and future landscape improvements.

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O.10 Ensure flood response is integrated into the design of future development and appropriate escape routes above the floodplain is provided to ensure safety for the community.

O.11 Frame the Parramatta River and its foreshore by providing consistent and defined building edge to the foreshore, with generous upper-level setbacks.

O.12 Achieve an appropriate consolidation pattern that allows the objectives of the City River Special Area to be integrated into development proposals.

O.13 Recognise the historical and contemporary importance of the precinct to the City's identity through:

a) ~~p~~Preservation of appropriate curtilage, surrounding scale and view corridors to heritage items.

b) ~~c~~Contextually responsive design and adaptive reuse of heritage buildings.

c) ~~a~~A curated collection of high quality, contemporary heritage interpretation and public art which enlivens the public domain.

9.5.1.2 CITY EAST BLOCK

The following controls apply to the City East Block within the City River Special Area. This block is bound by Wilde Avenue, Phillip Street, Charles Street Square, and the north bank river foreshore open space. On both sides of the river, a continuous foreshore promenade allows pedestrian and cyclist access along the water's edge before the land slopes steeply up and away from the water. The north bank is more densely vegetated and characterised by 3- to 4- storey residential brick buildings that have been generously set back from the foreshore. The south bank commands a more urbanised character, and an existing mix of residential and non-residential uses address the river front.

Brickfield Creek also joins the Parramatta River in this location, and the historically significant Convict Drain dating back to the 1820s passes through the south bank. A series of single storey cottages remain along Phillip Street, breaking up the street wall scale and are to be retained as local heritage items.

The most significant opportunity in the City East Block is to enhance existing views, and establish new views, towards the River. A new upper level promenade is to be delivered by future development to allow a continuous and active edge to the River that would be fronted by cafés, restaurants, bars and other retail tenancies – all with views over the Parramatta River.

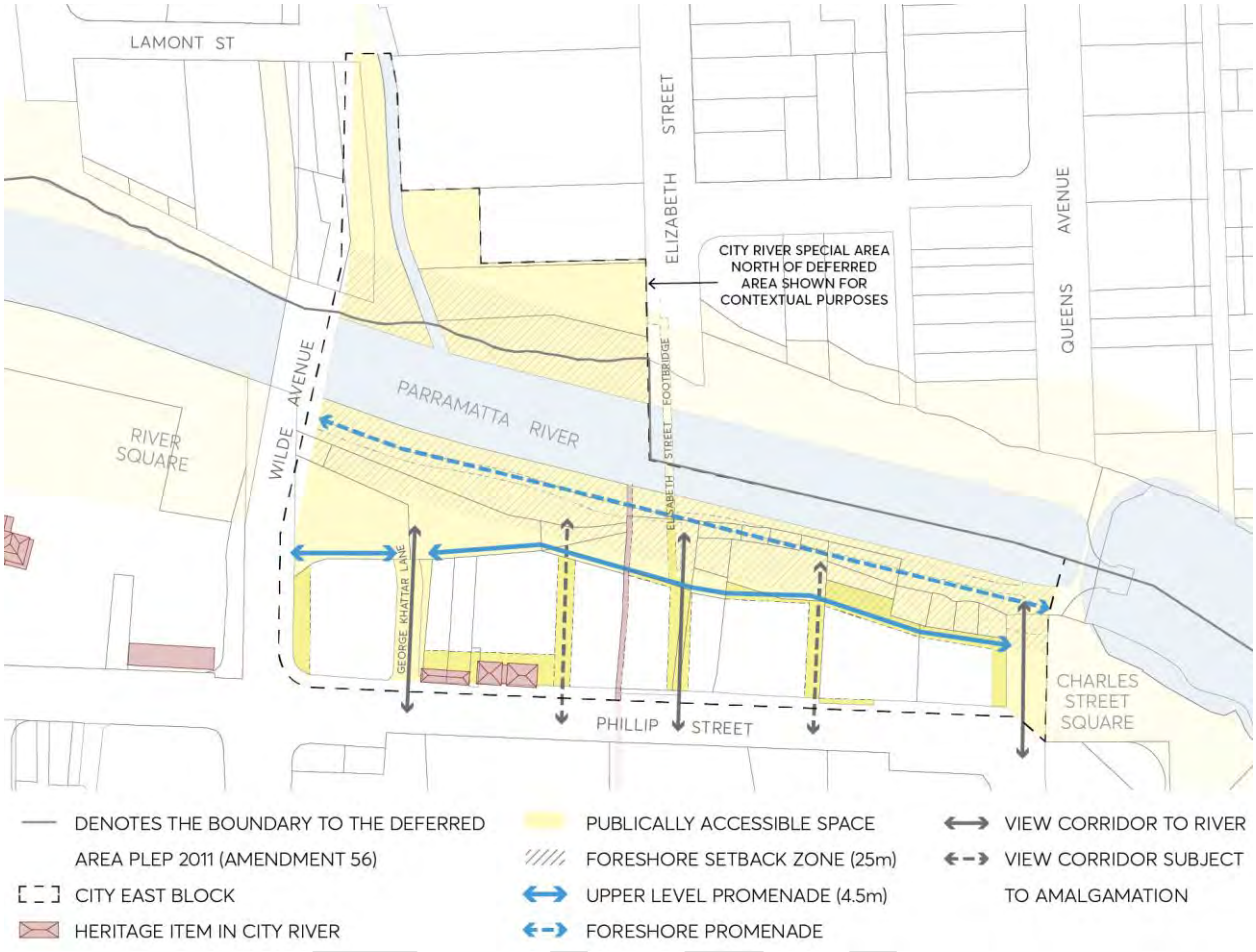


Figure ~~9~~6.5.1.1.1 – City East Block Framework Plan

Objectives

O.01 Define a continuous foreshore space between the river edge and future building face to provide a system of connected and accessible open spaces, as well as natural flood storage capacity.

O.02 Frame views between buildings from Phillip Street to the river foreshore by maintaining and expanding view corridors along existing streets and laneways, and by creating new laneways.

O.03 Create a premier river frontage and address for the City Centre that accommodates activities during the day and night.

O.04 Delivers high quality architectural resolution when viewed along the river, from bridges and from across the river to the north.

O.05 Provide a safe egress route during flood events that connects between Charles Street Square and George Khattar Lane and along George Khattar to Phillip Street or to refuge within buildings.

O.06 Ensure any future development on the north bank that is located outside the City Centre and City River boundary acknowledges the significance of the river foreshore and responds to the objectives of the City River Special Area.

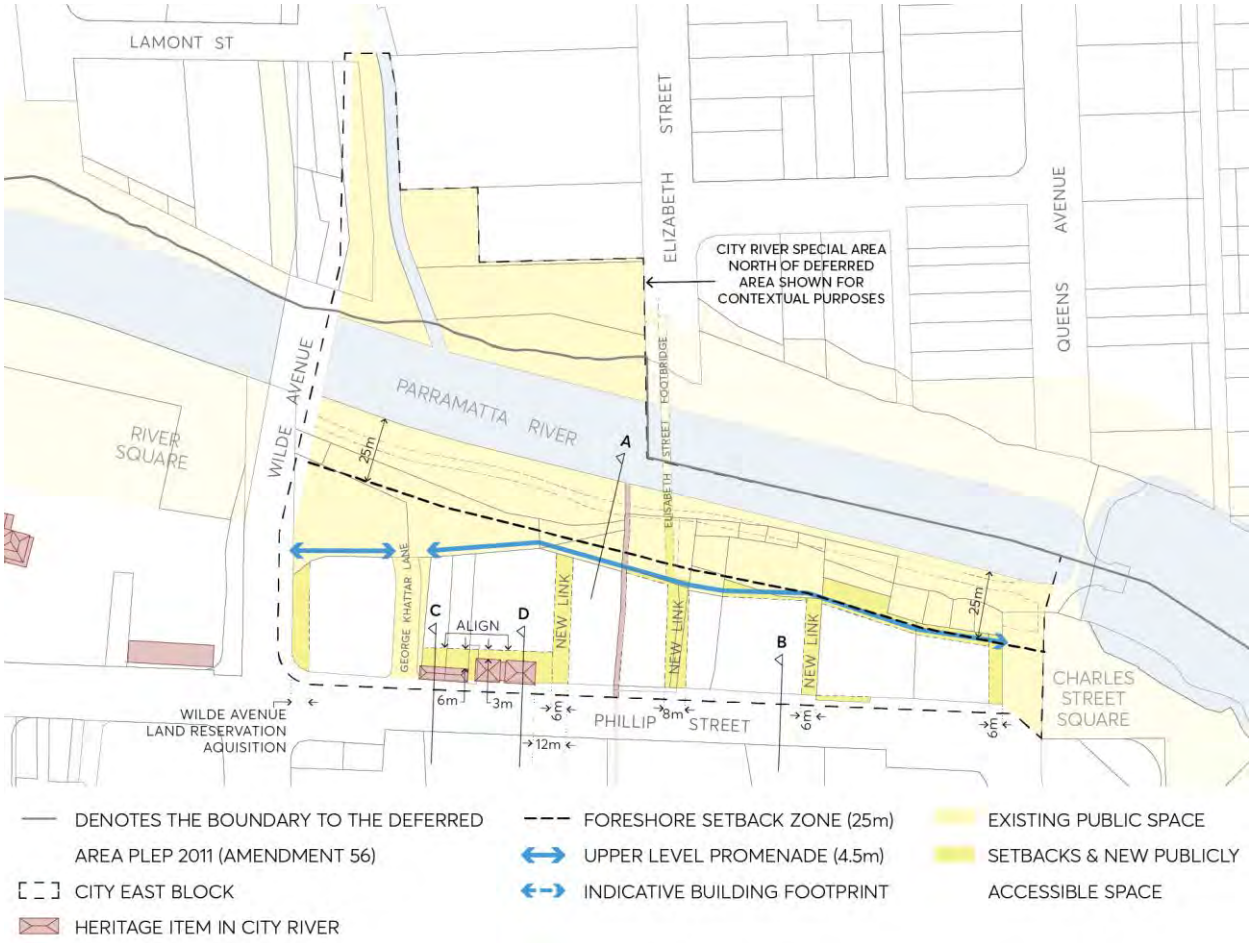


Figure 96.5.1.1.2 – City East Block Public Domain

Controls

Unless modified or specifically excluded below, all controls in Sections 96.1 to 96.4 and Sections 96.6 to 96.9 of this Part apply to development within the City River Special Area City East Block.

C.01 Development must comply with Figure 96.5.1.1.2 and be setback a minimum of 25m from the river's edge and/or align with the future alignment of the upper-level promenade.

C.02 Site consolidation must allow for the realisation of the objectives of the City River Special Area and desired publicly accessible through site links to be delivered as per Figure 96.5.1.1.2.

C.03 A new upper-level promenade along the river frontage of properties must comply with Figure 96.5.1.1.3. Development must provide a 4.5 metres wide open to sky pedestrian walkway above the flood planning level along the northern boundary that is shared with the river foreshore. The horizonal and vertical alignment of the promenade is to be determined in consultation with Council.

C.04 Street wall heights and setbacks along the river foreshore must comply with Figure 96.5.1.1.3 (Section A). Development on the south bank must provide a street wall height of 4-storeys along the foreshore, and towers must be set back 6 metres from the street wall.

C.05 Development must provide ground level building entries to lift lobbies and ground level retail or restaurant tenancies that are directly accessible from the upper-level promenade. Multiple

storeys of non-residential uses on the river frontage are encouraged to increase activity along the foreshore edge.

C.06 An awning must be provided along the upper ~~-~~level promenade for weather protection and outdoor dining must be located within the building footprint to provide space for unobstructed pedestrian travel as shown in Figure ~~96~~.5.1.1.3 (Section A).

C.07 Street walls facing the river must comply with the street wall controls in Section ~~96~~.3 – Built Form ~~of the City Centre~~ controls.

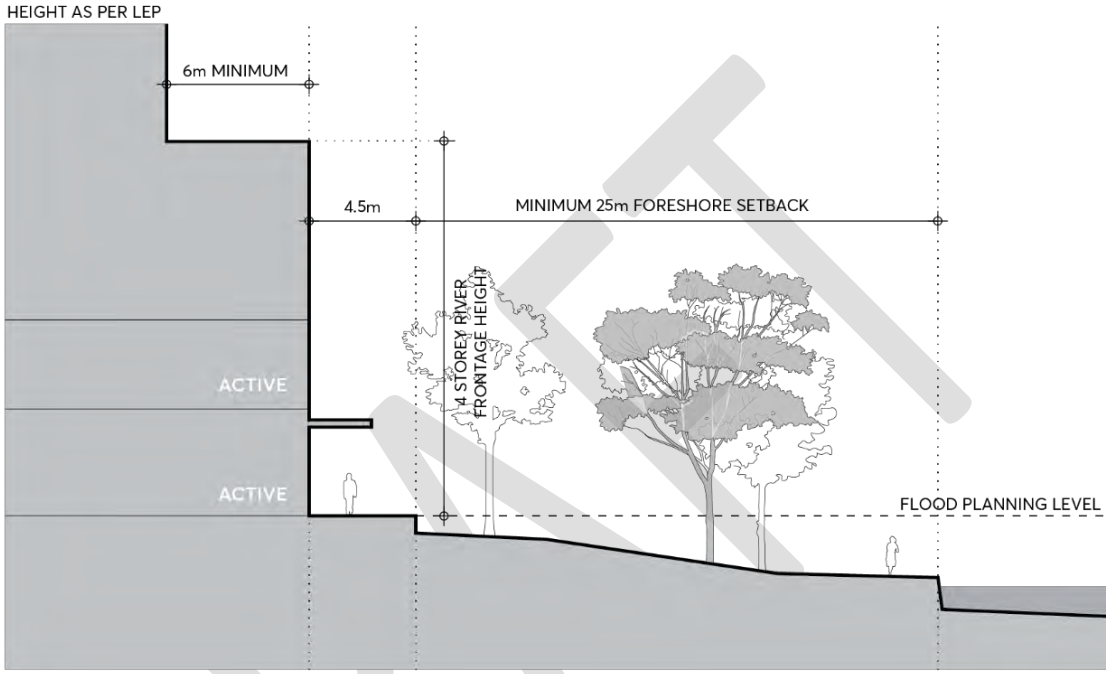


Figure ~~96~~.5.1.1.3 – City East Block Typical River Frontage (Section A)

C.08 New through site links must be provided as per Figure ~~96~~.5.1.1.2. All new links must be open to sky, visually and physically connecting Phillip Street and the upper level promenade with extended views to the River corridor.

C.09 The existing laneway at Elizabeth Street bridge must be widened to 8 metres with clear site lines between the bridge and Phillip Street, as shown in Figure ~~96~~.5.1.1.2.

C.10 Development must prioritise locating car parking in basement structures to ensure active ground floor uses are provided along the river foreshore. Where basement car parking is considered inappropriate due to identified constraints such as archaeology or flooding, above ground car parking must be sleeved with active uses.

C.11 At 90-96 Phillip Street, noting the lot configuration and land commitments for public purposes, development must provide a minimum 3 metre tower setback along the Phillip Street, Charles Street and River foreshore frontage that addresses wind, solar access and design objectives.

C.12 At 60 Phillip Street, development must dedicate local road widening to Wilde Avenue as per the Land Reservation Acquisition Map in *Parramatta LEP 2023~~11~~*.

C.13 Street setbacks and street wall heights on Phillip Street must comply with Figure 96.5.1.1.4 (Section B). Unless the site contains a heritage item, the street wall must be built to the boundary, and towers must be set back a minimum of 6 metres from the street wall.

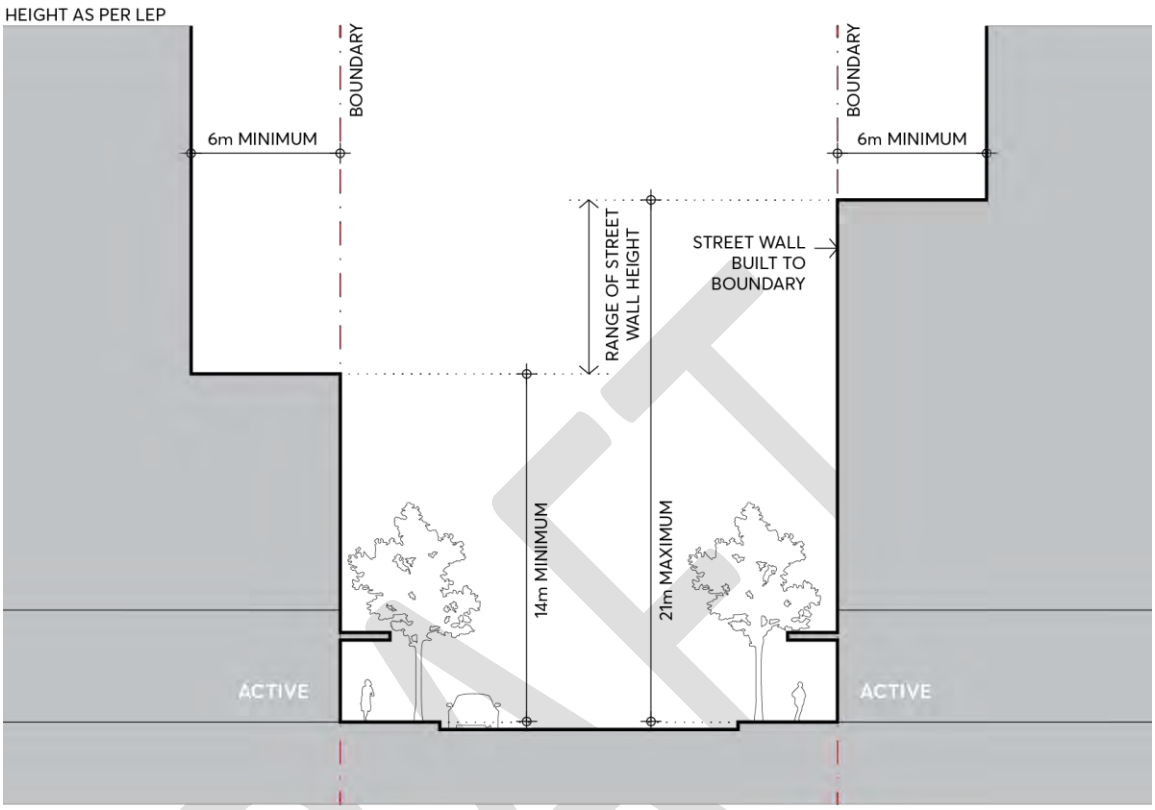


Figure 96.5.1.1.4 – City East Block Phillip Street (Section B)

C.14 Development must provide a 6 metre setback to heritage cottages on the lot known as 66 Phillip Street as per Figure 96.5.1.1.5 (Section C), and a 3 metre setback to heritage cottages on the lot known as 70-74 Phillip Street as per Figure 96.5.1.1.6 (Section D). An aligned building setback must be provided on the southern façade across the two properties as shown in Figure 96.5.1.1.2.

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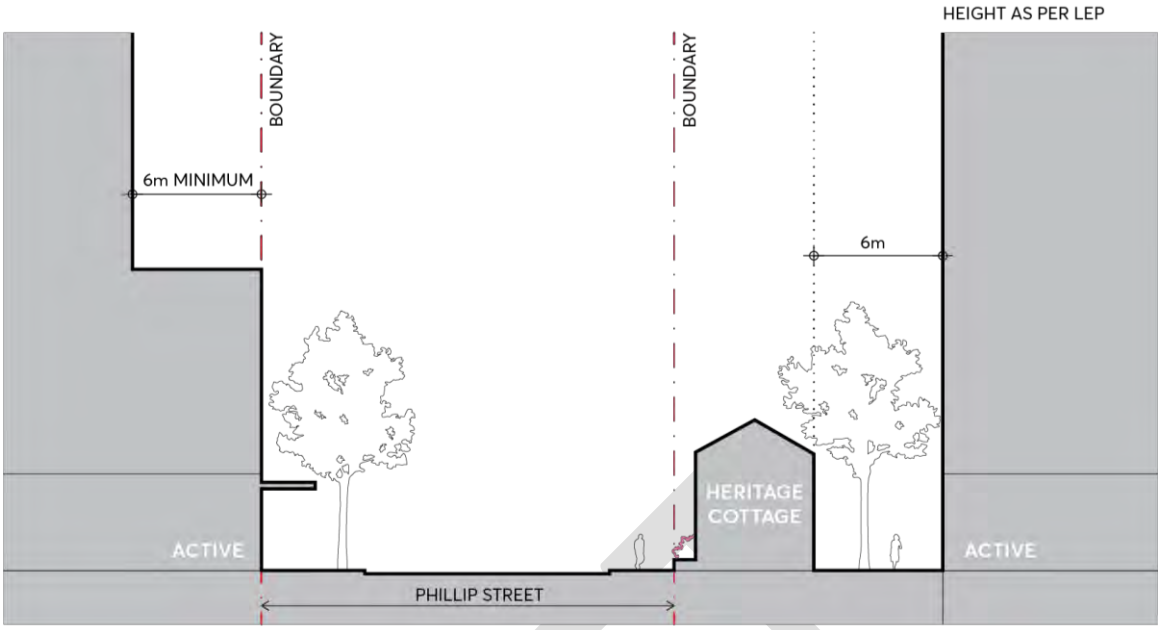


Figure 96.5.1.1.5 – City East Block Phillip Street at 66 Phillip Street (Section C)

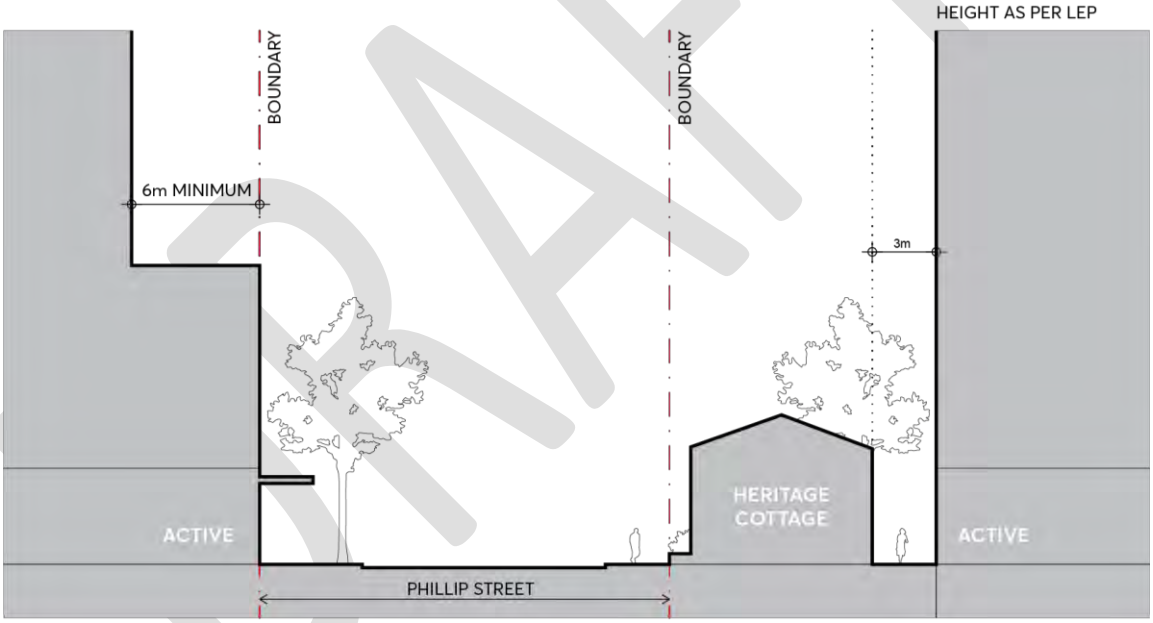


Figure 96.5.1.1.6 – City East Block Phillip Street at 70-74 Phillip Street (Section D)

C.15 Heritage cottages must be adaptively re-used, allowing these items to contribute to an active streetscape character and maintain their significance.

C.16 Clear egress for emergency, maintenance, and event vehicles to access the foreshore must be provided from George Khattar Lane.

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9.5.2 CIVIC LINK

The Civic Link Special Area is located in the heart of the Parramatta City Centre. Central to the area is the —Civic Link, a major new green, pedestrianised public space and cultural spine that connects Parramatta Square to the Parramatta River.

Civic Link spans 4 city blocks, divided by Macquarie, George and Phillip Street as shown in Figure 96.5.2.1.

In Block 1, the southern end of Civic Link is marked by the Leigh Memorial Church and the Town Hall. Civic Link connects directly to the Square and facilitates access to the existing bus and rail interchange and light rail stop.

In Block 2, Civic Link is a new north-south public space extending from Macquarie Street along the widened and pedestrianised eastern Horwood Place. The future underground metro station and associated development replaces the existing Horwood Place Car Park. Civic Link facilitates interchange between light rail, the metro station and the bus interchange on Smith Street. A new square provides a new setting for Kia Ora and the Leigh Memorial Church. The Roxy, a State listed heritage item, retains its use as a cultural landmark.

In Block 3, Civic Link follows the existing alignment of Horwood Place. Erby Place Car Park is retained in the short to medium term and continues to serve the CBD. Future site specific controls for the centre of the block, including the Erby Place Car park, aims to facilitate the long-term realisation of a new north-south street and east-west laneway, major commercial developments and the full pedestrianisation of Civic Link.

In Block 4, Civic Link extends through the Parramatta Powerhouse site and connects physically and visually to the River Square and the River Foreshore. Refer to Section 96.5.1 – City River for controls specific to this block.

The following Special Area controls for the precinct describe the alignment of Civic Link and supporting new streets and laneways to enable large city-shaping infrastructure, development projects and incremental change across multiple land holdings. New streets, laneways and squares increase pedestrian permeability and activity within the ~~c~~City ~~c~~Centre and enable access to transport and major cultural destinations. Vehicle and service access to existing and future properties is provided with the conversion of Civic Link to pedestrian use. Lot consolidation supports new commercial towers. A diversity of building forms and defined street wall heights reinforce the human scale edge to Civic Link and celebrates the retention and adaptive re-use of heritage buildings.

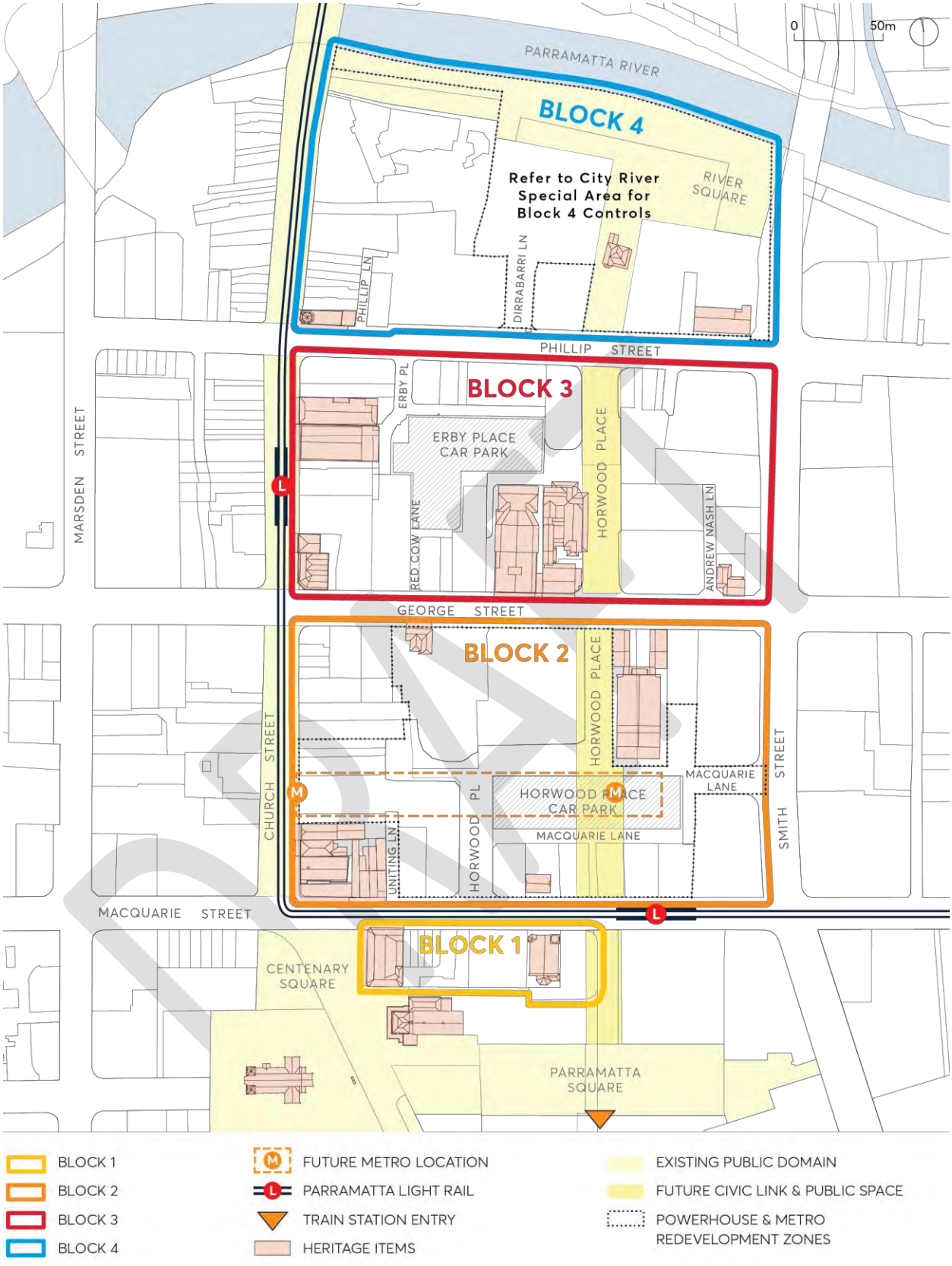


Figure 96.5.2.1 – Civic Link Special Area Blocks with Existing Context

Objectives

O.01 Establish Civic Link as a new linear public space, open to sky and with an avenue of significant trees along its length, linking Parramatta Square to the Parramatta Powerhouse and River foreshore.

O.02 Expand the street and laneway pattern within the block to prioritises pedestrian use and public and active transport choice, while also providing controlled vehicle and service access to existing properties and future developments.

O.03 Dedicate Civic Link, streets, laneways and squares to Council.

O.04 Ensure development supports a pleasant microclimate during all times of the year by protecting sunlight to Civic Link during lunch hours, and by mitigating urban heat island and reducing wind impacts from large development within the area.

O.05 Frame view corridors along east-west streets and laneways toward Civic Link to reduce the perceived bulk of large commercial buildings.

O.06 Promote equitable, viable development that supports the commercial core of the CBD and enables staged development across development parcels over time.

O.07 Provide consolidated soil volume areas, stormwater management solutions, and underground utilities to facilitate a high-quality public domain. Structures under the public domain are not supported.

O.08 Reinforce the pedestrian scale of the public domain with architectural design that provides human scale detail and with ground and lower-level building uses and frontages that support activity across the day, night and week. Space for temporary and permanent cultural uses, events and incubator spaces within the area, and in particular along Civic Link is desirable.

O.09 Define building envelopes and street wall heights that assist in transitioning between large scale commercial buildings and retained heritage buildings.

O.10 Spatially and visually differentiate free standing heritage buildings, including Kia Ora and the Roxy, from surrounding new development.

O.11 Ensure the Roxy has a visual setting that allows it to be visually dominant in the immediate streetscape and not visually overwhelmed by new development.

O.12 Create a new square around Kia Ora within a public space and with a connected tree canopy as a backdrop, when viewed from Macquarie Street.

O.13 Create a new square to the east of Leigh Memorial Church that opens views to the church, expands pedestrian space and amenity adjacent the Parramatta Light Rail stop and define a generous threshold to Parramatta Square from Macquarie Street.

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O.14 Facilitate legible and easy transport interchange for pedestrians and cyclist within the public domain between the new Metro station at Civic Link, buses on Smith Street, light rail stops at Church and Macquarie Streets and the existing bus and rail interchange.

O.15 Manage overland flow and stormwater to enable Civic Link's use as an escape route from the river to higher ground in the south during flood events.

Controls

Unless modified or specifically excluded below, all controls in Sections 96.1 – 96.4 and Sections 96.6 – 96.9 of the City Centre controls apply to development within the Civic Link Special Area.

C.01 The alignment and width of Civic Link must comply with Figure 96.5.2.4 and must be open to sky without building encroachments or overhangs, with the exception of required awnings, along the full length of Blocks 1, 2 and 3.

a) In Block 1, Civic Link must have a minimum 20 metres width with 17 metres wide clear to sky building separation as indicated on Figure 96.5.2.3.

b) In Block 2, Civic Link must have a minimum width of 27 metres between Macquarie Street and Macquarie Lane, as indicated on Figure 96.5.2.3, with the exception of control C.0.6 (g) for a Metro Station.

c) In Block 2, Civic Link must have a minimum width of 20 metres between Macquarie Lane and George Street, measured from the western site boundary of the Roxy as indicated on Figure 96.5.2.2 (Section D).

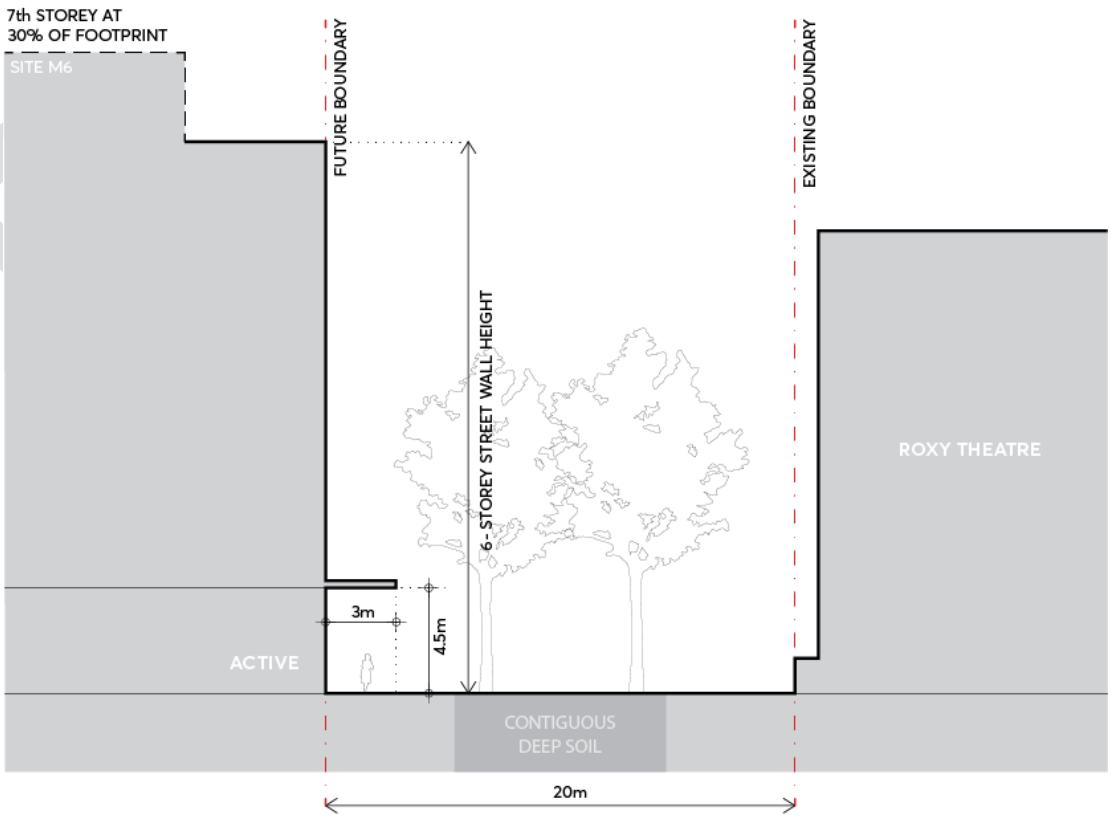


Figure 96.5.2.2 – Future Civic Link in Block 2 (Section D) Setback & Building Height

d) In Block 3, Civic Link must follow the existing street reserve except on the eastern side where the predominant alignment at 1 and 3 Horwood Place (Sites 09 and 10) must be adopted as indicated on Figure 96.5.2.5.

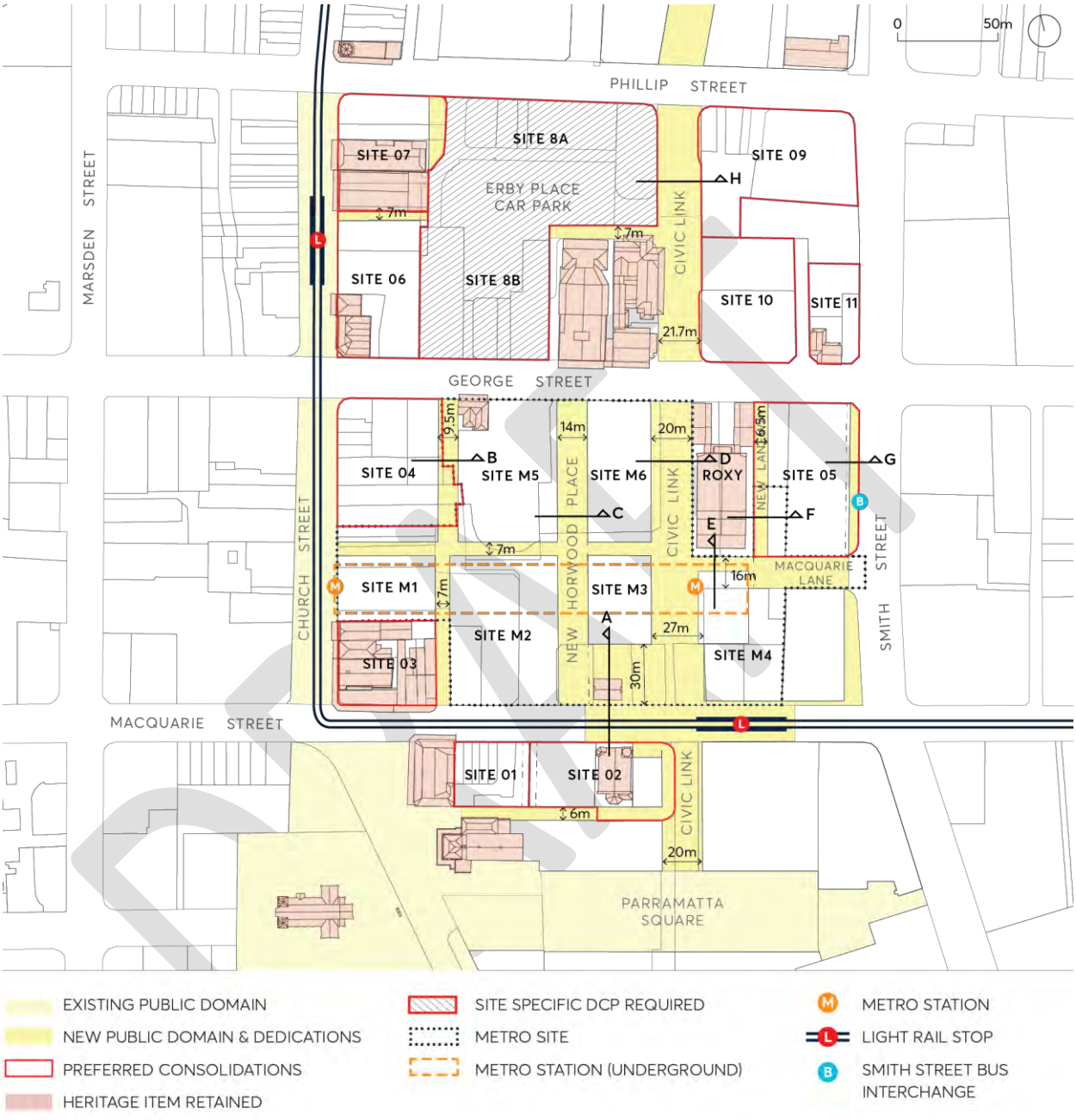


Figure 96.5.2.3 – Civic Link Special Area Public Domain & Consolidation

C.02 Site consolidation must comply with Figure 96.5.2.3 to realise the objectives of the Civic Link Special Area. Where sites do not amalgamate as shown, buildings must comply with building separation, side and rear setback controls in Section 96.3 of the City Centre controls, including where an alternate amalgamation option for Site 05 is proposed that is exclusive of the Metro land.

C.03 Streets, lanes and open spaces as indicated on Figure 96.5.2.4 must be delivered through development or dedicated to Council for delivery in a coordinated manner.

C.04 New development and additions or alterations must not cause overshadowing of the pedestrian areas (Civic Link and squares and lanes) beyond the allowable building envelopes defined by the permissible FSR and building height in the LEP and the setbacks in this section.

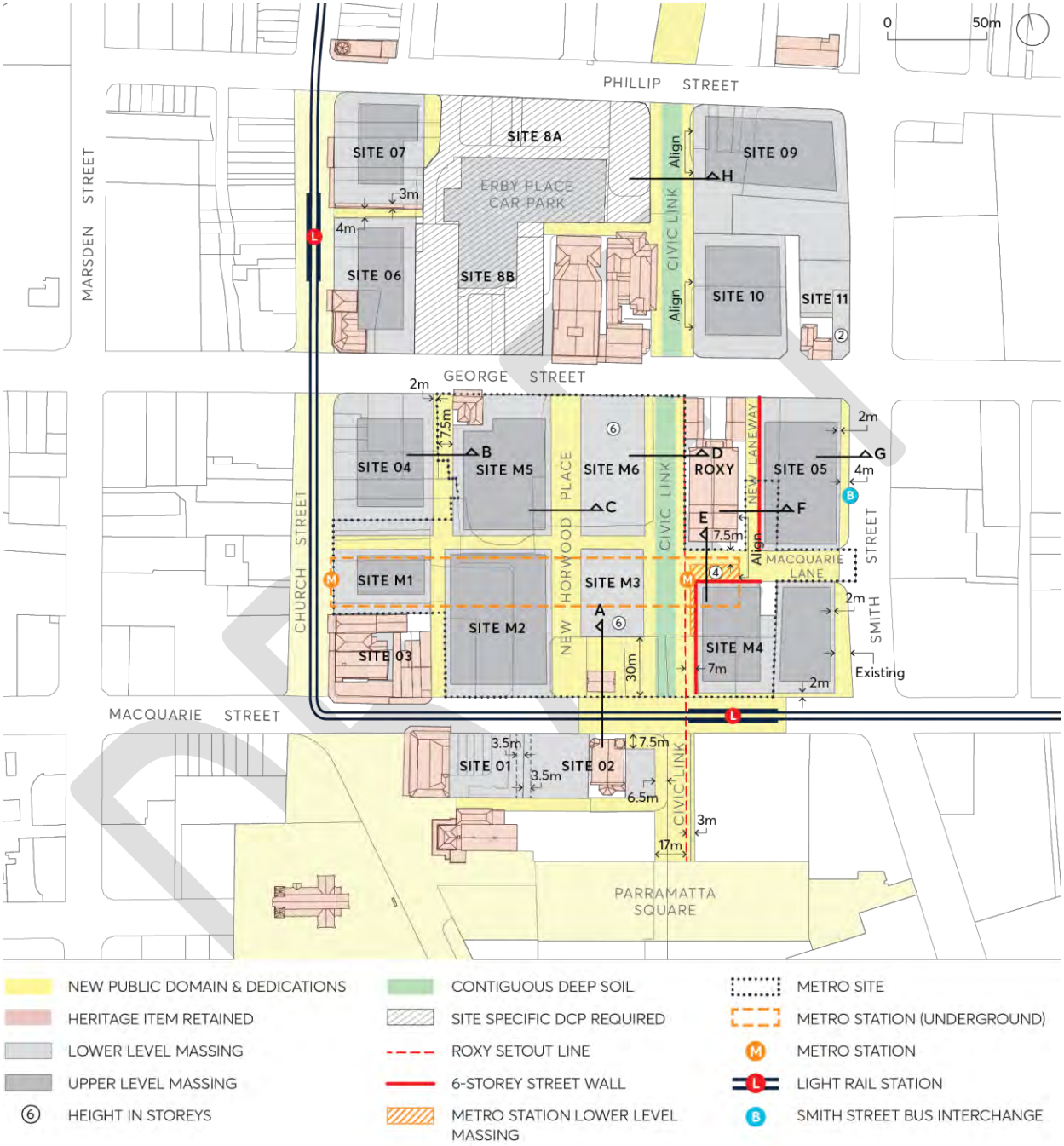


Figure 96.5.2.4 – Civic Link Streets and Public Spaces

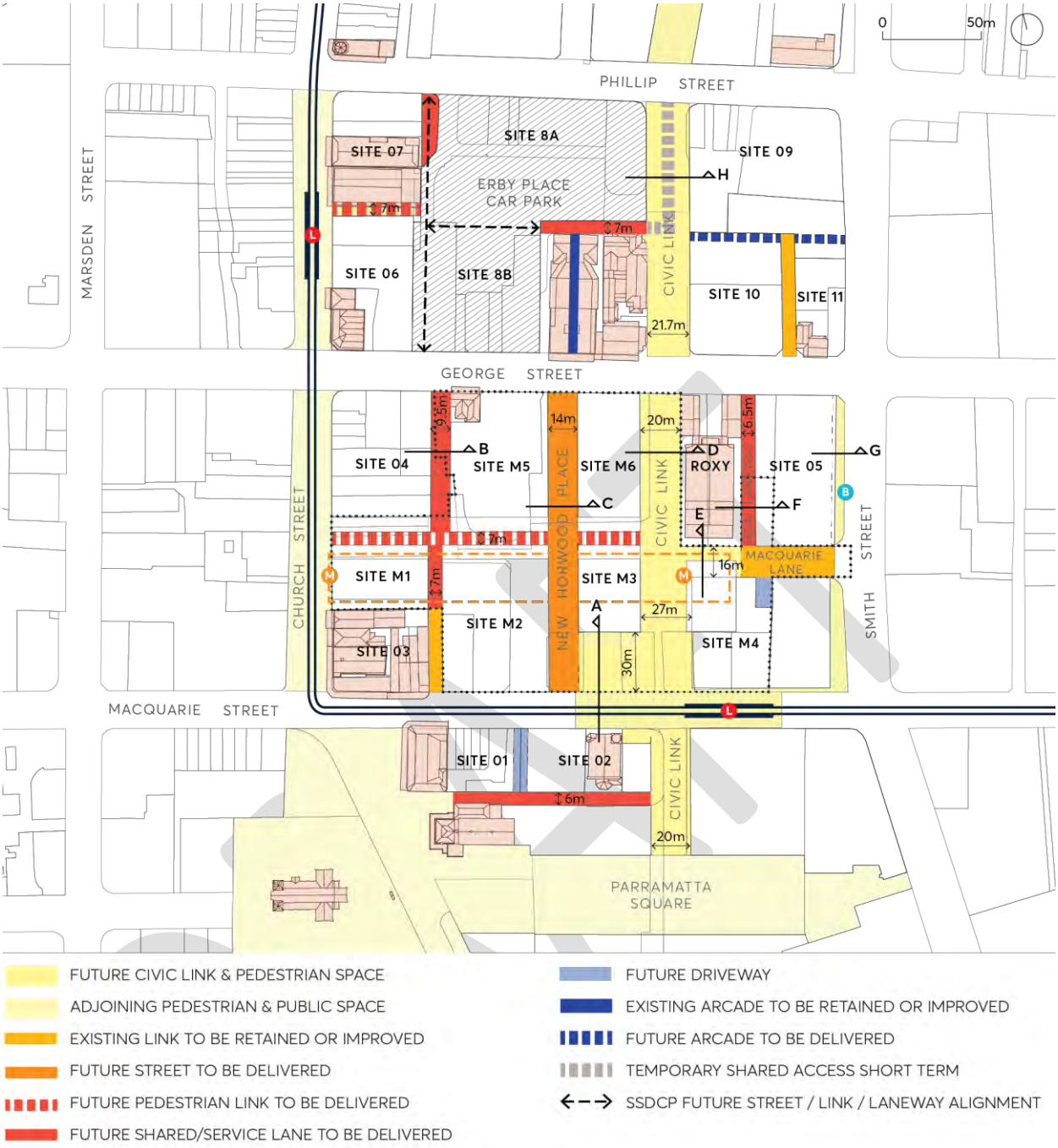


Figure 96.5.2.5 – Civic Link Setbacks and Indicative Built Form

C.05 Development within Block 1 must comply with the following specified envelope controls:

a) Along Civic Link, a 4 storey-/-22 metre street wall height with an upper-level setback of 6 metres must be provided.

b) Along the south side of Macquarie Street west of the Leigh Memorial Church, buildings must follow the street alignment and be built to the boundary. At 97 and 99 Macquarie Street, development must provide a 2 storey high, 3.5 metres wide service accessway on each property along the common boundary to create a combined 7 metres shared service access way across both properties.

c) At 119 Macquarie Street, development must provide a minimum 7.5 metres setback to Macquarie Street in alignment with the southern edge of the Leigh Memorial Church; a minimum 6.5 metres setback along Civic Link to achieve a minimum 20 metres public domain corridor; and a minimum 6 metres setback from the southern boundary of 119 to achieve a laneway for vehicle and service access.

C.06 Development within Block 2 must comply with the following specified envelope controls:

a) Along the western edge of Civic Link and eastern edge of New Horwood Place in Block 2 (Sites M3 and M6), buildings must be a maximum of 6 storeys with an additional storey setback a minimum 6 metres with a maximum 30% footprint of the floor below to enable lift core, services and restaurant/ café uses. Landscape gardens on the remaining roof space is encouraged.

b) Along George Street, a street wall of 6 storeys must be provided at Site 05 and Site M6 with a 12 metres upper level setback to storeys above the street wall.

c) Street walls facing the Roxy at Site 05 western façade, Site M4 northern and western façade, Site M3 eastern façade and Site M6 eastern façade must be 6 storeys high (refer to Figure ~~9~~6.5.2.6) and designed with a restrained architectural expression with the following:

- a regular form;
- a regular pattern of openings;
- a limited materials, finishes and colour palette, and without strong contrasts;
- a horizontal top to the street wall without any stepping;
- limited decorative details;
- signage limited to the ground floor;
- concealed services;
- discreet night time illumination.

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Figure 96.95.2.6 – Street Wall Heights next to the Roxy

d) Setback new development 30 metres from Macquarie Street to the north of Kia Ora between Civic Link and New Horwood Place as per Figure 96.5.2.7 (Section A).

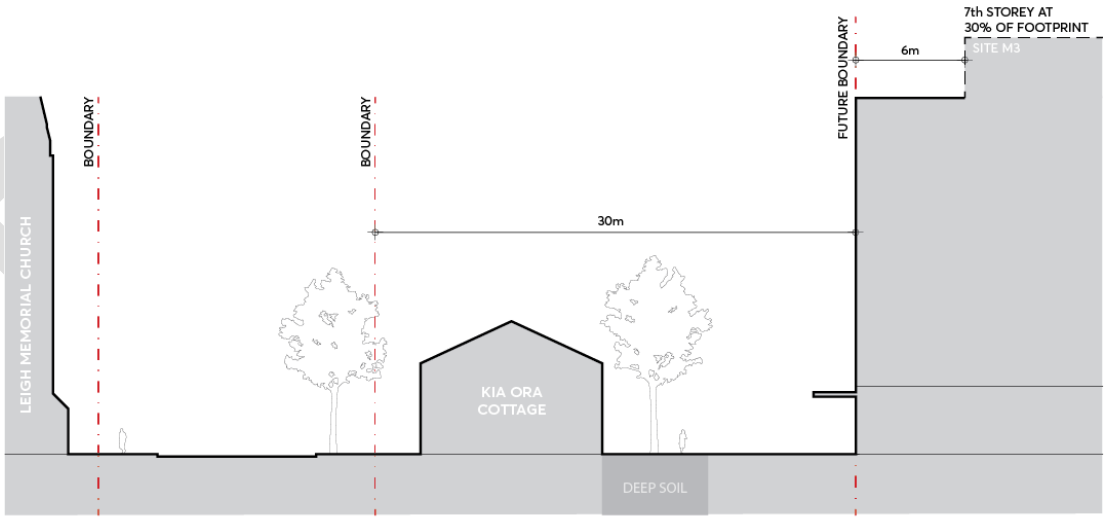


Figure 96.5.2.7 – Kia Ora Interface (Section A) Setback & Building Height

e) Street setbacks and street wall heights on the New Horwood Place must comply with Figure 96.5.2.8 (Section C). Development on the western edge of Horwood Place must provide a street wall built to the future boundary, and minimum 3 metre upper-level setback. Development on the eastern edge of Horwood Place must provide a 6-storey street wall height built to the future boundary, and 6 metre upper-level setback.

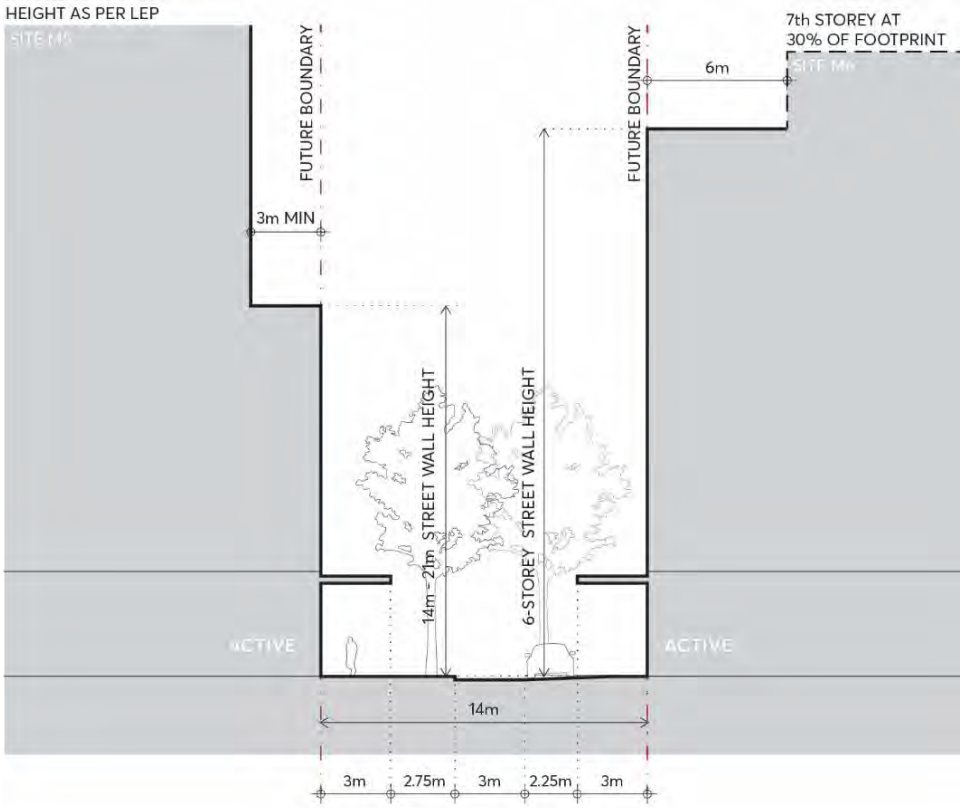


Figure 96.5.2.8 – Future Horwood Place (Section C) Setbacks & Street Wall Height

f) Laneway setbacks and street wall heights on the new laneway to be provided between Site 04 and Site M5 must comply with Figure 96.5.2.9 (Section B). Development must provide a street wall built to the future boundary, and minimum 3 metres upper-level setback.

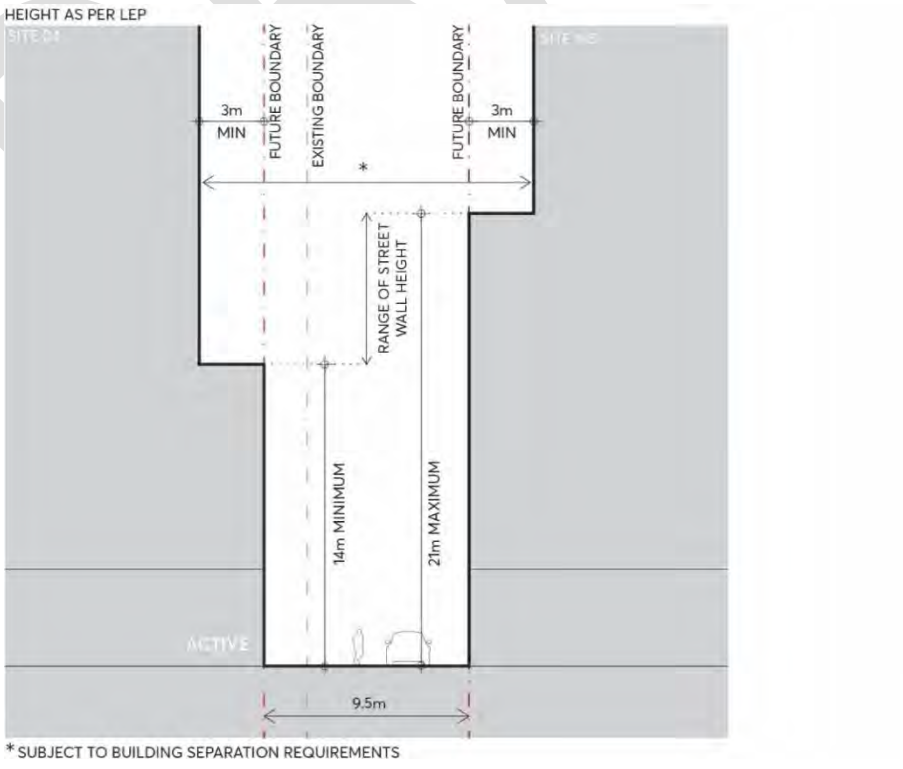


Figure 96.5.2.9 – New Laneway between Site 04 and Site M5 (Section B) Setbacks & Street Wall Height

g) Laneway setbacks and street wall heights on Macquarie Lane must comply with Figure 96.5.2.10 (Section E). Development on the southern edge of Macquarie Lane must provide a building setback of 16 metres from the existing boundary of the Roxy to a 6 storey street wall with a 3 metres upper level setback to the tower. A maximum 4 storey Metro station structure may project into the 16m Macquarie Lane alignment with a separation of 7.5 metres for an open to sky pedestrian laneway between the Roxy and any station structure. The envelope, shown hatched in Figure 96.5.2.5 must align with the Roxy east and western wall and be below the height of the Roxy's roof at the rear theatre volume.

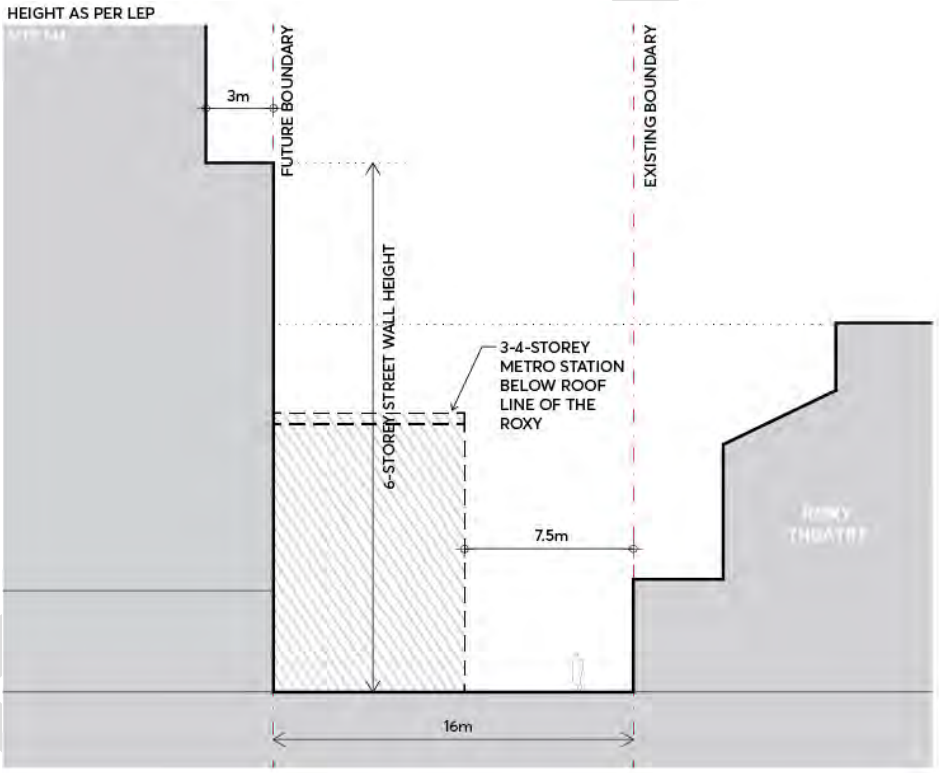


Figure 96.5.2.10 – Macquarie Lane (Section E) Setbacks & Street Wall Height

h) At Site 05 street setbacks and street wall heights on Smith Street between George Street and Macquarie Lane must comply with Figure 96.5.2.5 and Figure 96.5.2.11 (Section G). Development must provide a 4 metre dedication for road widening to enable a pedestrian footpath; a 2 metres ground floor setback for use as additional pedestrian footpath; a maximum 8 storey street wall and a minimum 2 metres upper-level setback to the tower.

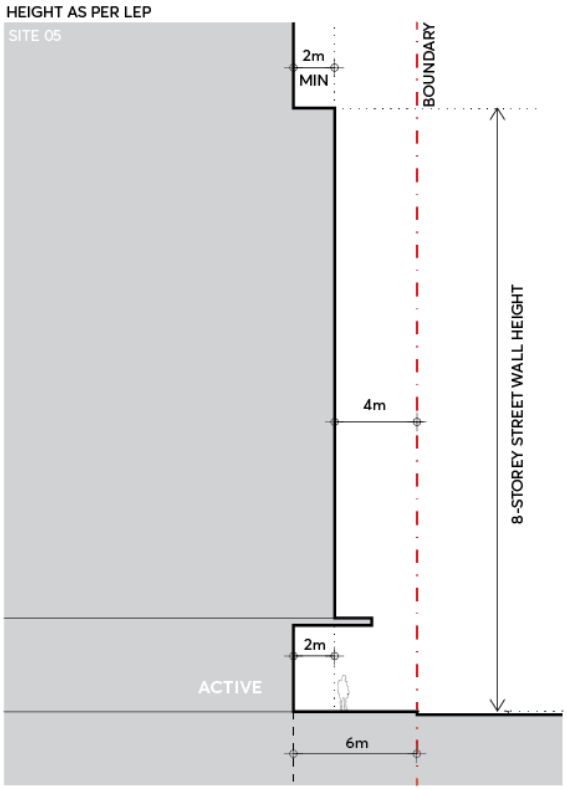


Figure 96.5.2.11 – 75 George Street at Smith Street (Section G) Setbacks & Street Wall Height

i) Laneway setbacks and street wall heights on the new laneway to be provided between the Roxy and Site M5 must comply with Figure 96.5.2.12 (Section F). Development must setback 6.5 metres from the existing Roxy boundary, and minimum 3 metres upper level setback.

j) Basement car park, service and loading entry and exit portals must be located on the New Laneway for Site 05 and are not supported on street frontages along George and Smith Street.

k) Site access and traffic measures to properties within Block 2, including The Roxy and Site 05, must prioritise safe, pedestrian circulation and interchange between Smith Street bus corridor stops and the Metro station.

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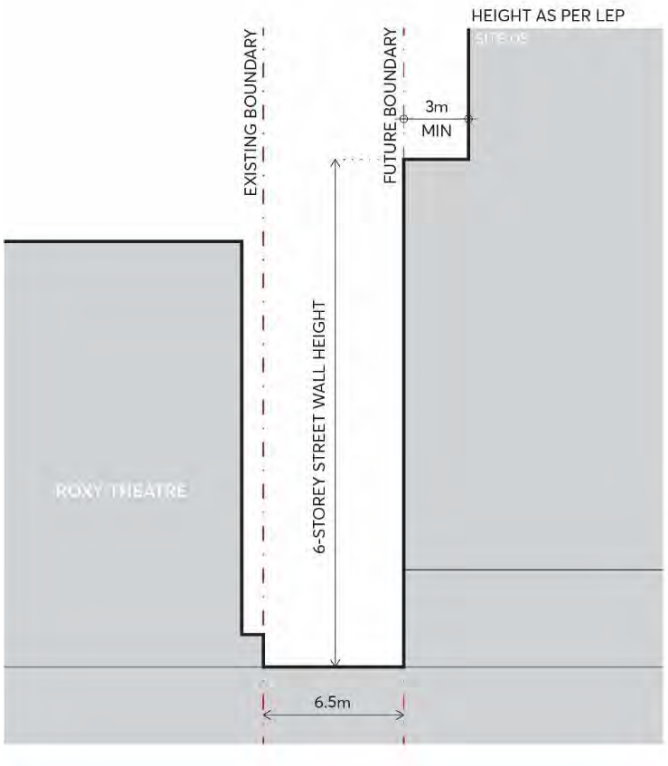


Figure 96.5.2.12 – New Laneway between the Roxy and Site 05 (Section F)

C.07 Development within Block 3 must comply with the following specified envelope controls:

a) Along Civic Link, where street wall and tower buildings are proposed, a 3-5 storey-/-14-21 metre street wall height with an upper-level setback of 6 metres must be provided as indicated on Figure 96.5.2.13 (Section H)

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Figure 96.5.2.13 – Future Civic Link in Block 3 (Section H) Setback & Building Height

C.08 A site specific DCP (SSDCP) must be prepared for the hatched area between George and Phillip Streets as indicated on Figure 96.5.2.4 to provide the following:

a) A new north-south share lane or street that provides vehicle access to properties within the SSDCP area and along Church Street.

b) A new east-west pedestrian link or shared lane linking Civic Link to Church Street and the light rail stop.

c) Consolidated development footprints with address to Phillip Street or George Street and that enable CBD commercial towers, public carparking and/or cultural facilities.

d) A new square of 1000 sqm with direct frontage to Phillip Street.

C.09 Along Civic link, development must provide continuous awnings with a clearance of 4.5 metres and a depth of 3 metres for all new buildings.

C.10 Basement car park, service and loading entry and exit portals must be located on laneways or secondary streets and not on street frontages along Macquarie Street, George Street, Phillip Street and Smith Street, and along frontages to Civic Link.

C.11 On-grade parking within private land is prohibited. All car parking within buildings must be concealed from the public realm or located in basements beneath the building footprint.

C.12 Underground car parking must not extend under Civic Link, streets, laneways and public spaces. Structures underground may be considered, where limited in width and used only for the underground metro station, basement associated with transport infrastructure operations, and for vehicle circulation between basements located under buildings. This is subject to demonstrated achievement of the following public domain outcomes:

a) ~~C~~contiguous soil volumes within the extents shown in Figure ~~9~~6.5.2.5 and with a minimum 1.8 metres set down including drainage layers and a minimum 1 metre of soil, and excluding slab structures,

b) utilities which are accessible from above ground. Suspended utilities within basements are prohibited,

c) water sensitive urban design swales and garden beds flush and/or below pavement level, and

d) adequate building structure and public domain fixtures to support large trees and vehicle loads for service and emergency vehicles.

C.13 Public domain fixtures and finishes must comply with Parramatta Public Domain Guidelines and Technical Standards.

C.14 Emergency fire access, stabiliser and vehicle passing requirements must be confirmed at concept design stage or pre-DA equivalent.

C.15 Overland flow waters must be diverted away from the Civic Link.

C.16 Developments must seek to adaptively re-use heritage buildings within the Special Area for community facilities, entertainment uses and cultural uses.

C.17 Along Civic Link development must include direct access to ground floor and first floor tenancies with commercial lobbies primarily accessed from Macquarie, Smith, George and Church and New Horwood Place.

C.18 Walls between tenancies on ground and first floors in buildings along Civic Link must be non-load bearing to enable flexibility in tenancy shape and area over time.

C.19 Buildings along Civic Link must be designed with appropriate acoustic amenity for a live music and event environment.

9.5.3 GEORGE STREET

The Colonial township of Parramatta was planned in 1790, and its main street (George Street, formerly High Street) was Sydney's first formalised street. Originally planned at 200 feet (60 metres) wide, spanning east-west from Government House to the public wharf, George Street was one of the primary axes in Parramatta's original Georgian Town Plan. To accommodate a rapidly growing population, the second stage of Parramatta's planning occurred in 1811, when George Street was resized to its present 20 metres width.

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Today, George Street still holds significant historic value, starting at the Tudor Gates entrance to Parramatta Park, crossing a range of areas in the City Centre including the Justice Precinct, Church Street, the future civic link, and terminating with parklands at either end.

There is an existing architectural character along George Street as an outcome of remnant heritage items set among the more recent urban and commercial development. Generally, these items date from the nineteenth and early twentieth centuries, representative of a variety of colonial and Victorian architectural styles such as Harrisford House and Perth House. Significant inter-war redevelopment is also represented by noted buildings such as the Roxy, the former Rural Bank building and the Civic Arcade.

The tower setback control for George Street correlates with the 12 metres Height of Building limit on Church Street, emphasizing George Street and Church Street as the primary east-west and north-south streets in the City Centre, refer Figure 96.5.3.1. The tower setback control for George Street assists in preserving the spatial significance of its axis, as well as maintaining views to Parramatta Park, specifically the Tudor gates which terminate views to the west.

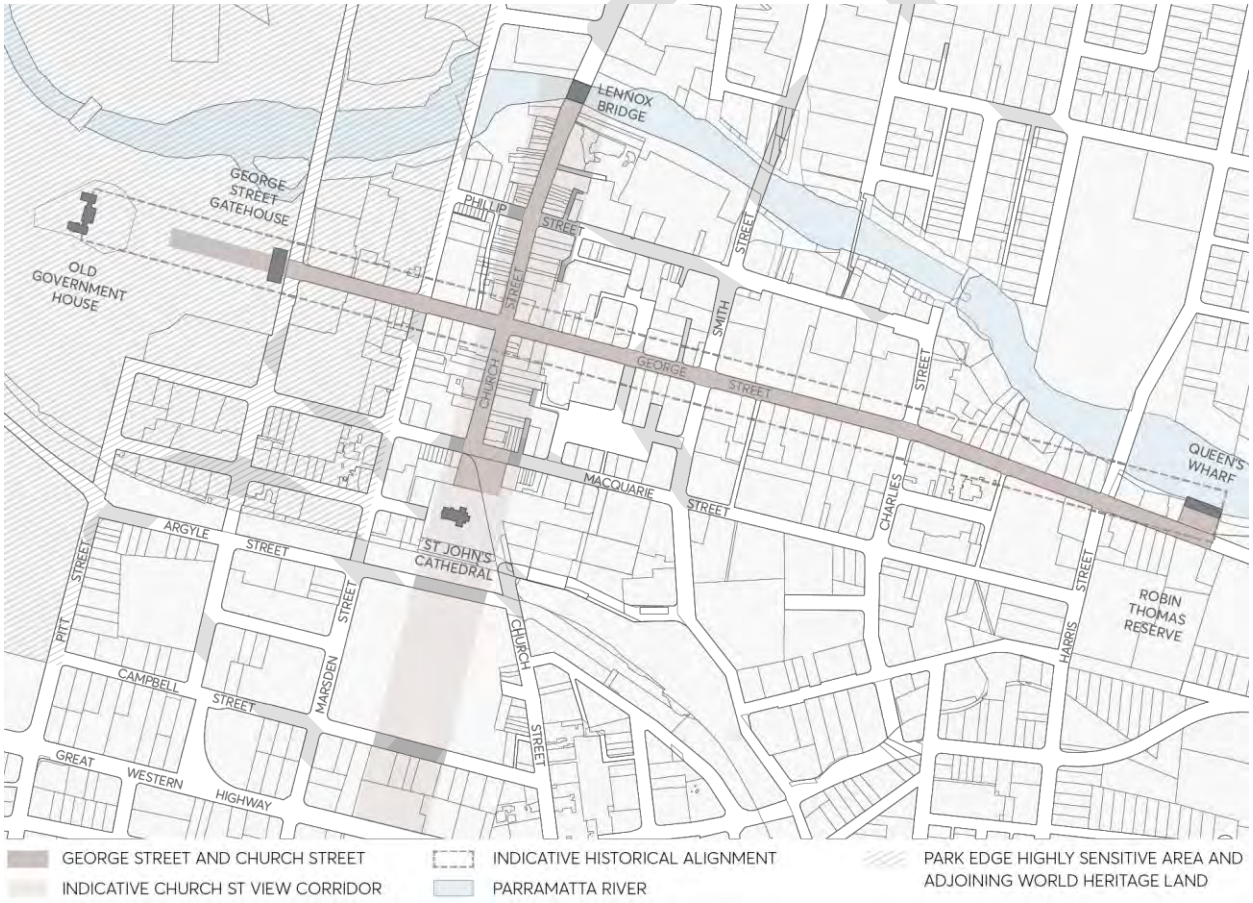


Figure 96.5.3.1 – George Street and Church Street View Corridor

Objectives

O.01 Strengthen the framing of George Street by providing a consistent street wall alignment and generous upper level setbacks. Allow views and vistas to reinforce the civic significance of George Street, defining and framing the view east from the George Street Gatehouse and west toward the George Street Gatehouse.

O.02 Ensure the protection and interpretation of Parramatta's significant heritage setting and recognise the UNSCO importance the original direct line of George Street (formally High Street) connecting Old Government House and Queens Wharf as a nationally significant cultural landscape.

O.03 Conserve heritage frontages to the highest standard and preserve existing fine grain activation. Maintain all existing open spaces, forecourts or associated curtilage collocated with heritage items along George Street and support the revitalisation of individual squares through upgrades to public domain and canopy planting.

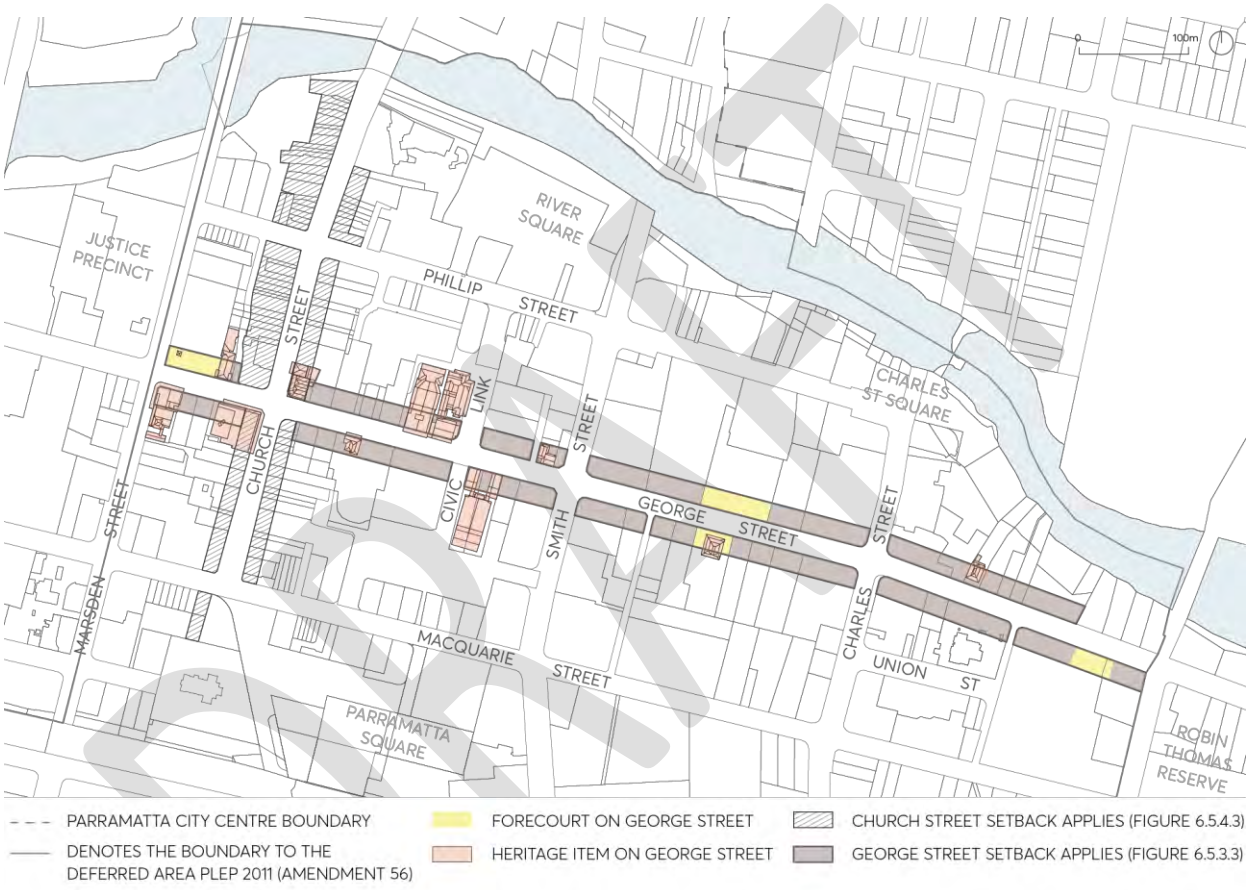


Figure 96.5.3.2 – George Street Special Area Framework Plan

Controls

Unless modified or specifically excluded below, all controls in Sections 96.1 - 96.4 and Sections 96.6 - 96.9 of the City Centre controls apply to development within the George Street Special Area.

C.01 The street wall must be built to the street boundary a minimum of 14 metres and a maximum of 21 metres above the footpath level as per Figure 96.5.3.3. Where identified, a dedication for future footpath widening and cycleway is to be provided at ground, consistent with the Land Acquisition Reservation Map.

C.02 Where identified in Figure 96.5.3.2 towers above the street wall must be set back a minimum of 12 metres from the street boundary, as per Figure 96.5.3.3, reinforcing the historical significance, views, alignment, and status of the street.

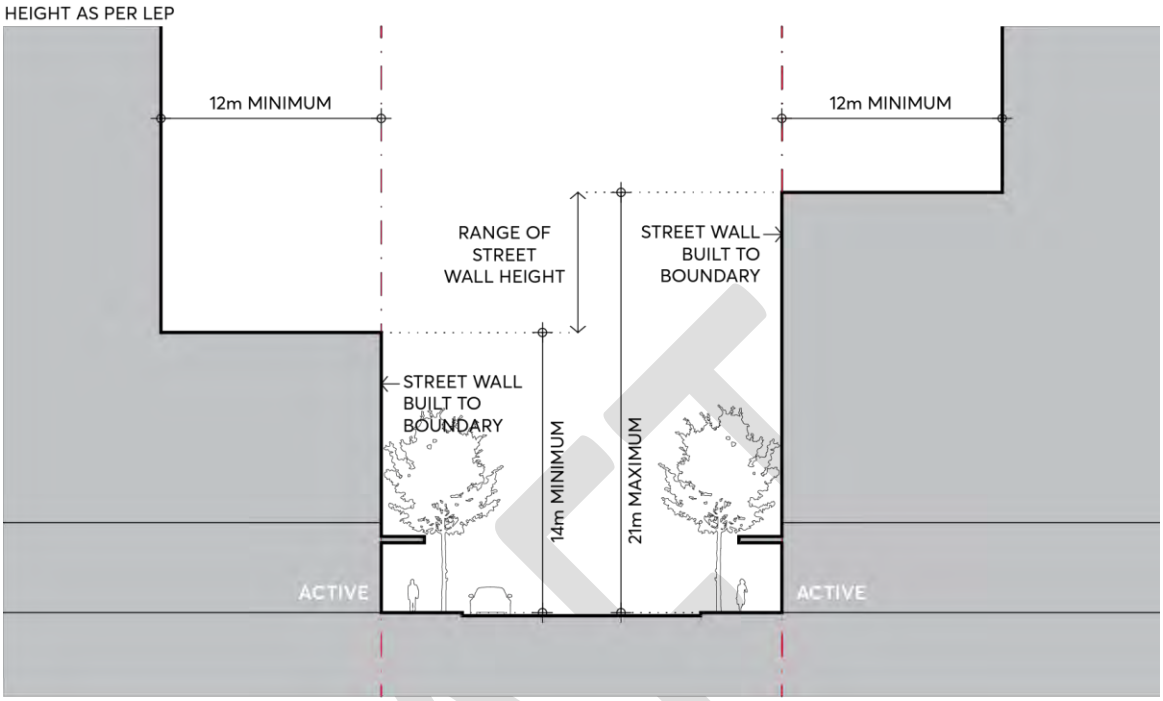


Figure 96.5.3.3 – George Street - Street Setbacks and Street Wall Height

C.03 Building alignments and setbacks should respond to important elements of the nearby context including existing forecourts and heritage buildings. In some places, this may require greater setbacks or lower street wall heights than those specified in Figure 96.5.3.3.

C.04 Retain forecourts of heritage items which interpret the historic alignment of George Street, including Perth House, Brislington, and the Roxy Theatre.

C.05 Adaptively re-use and integrate heritage buildings as part of site development strategies, allowing these items to contribute to an active streetscape character and maintain their significance.

C.06 Refer to Section 96.5.2 – Civic Link Special Area for requirements relating to developments adjoining the Civic Link Special Area. Where there is a conflict between the George Street controls and Civic Link controls, the Civic Link controls will prevail.

C.07 Refer to Section 96.5.10 – Park Edge Highly Sensitive Area for requirements relating to developments on George Street between Parramatta Park and Marsden Street that fall within the Old Government House and Domain UNSCO heritage protection area.

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9.5.4 CHURCH STREET

The Church Street Special Area is located between Lennox bridge to the north and the civic spaces at Centenary Square and St John's Cathedral to the south. Part of the original colonial town layout, Church Street today is the most active street in the city. Development must take care not to erode its evolved character, its vitality, grain and scale. Church Street forms the historic north-south spine of the city, and George Street, although different in character, is its east-west equivalent. Refer Figure 96.5.3.1.

Surviving views and vistas of St John's Cathedral have state historical significance. These include: east along Hunter Street to the Cathedral towers; east from Hunter Street across the northern Cathedral grounds towards the Town Hall and the site of the Governor's annual 'feast' with Aboriginal clans (instituted by Governor Macquarie) that took place at the rear (eastern end) of the Cathedral, and views from Church Street towards St John's Cathedral.

A consistent maximum building height along the entire axis of Church Street up to the Cathedral is applied to help preserve these views. The view corridor widens south of Macquarie Street to capture the spatial scale of Centenary Square and the grounds to St John's Cathedral. The most enduring and arguably most important civic space in Parramatta City Centre, the built elements that provide curtilage to this space must provide a sense of enclosure that is appropriately scaled.

As Church Street transforms with the development of the City Centre, its special identity must be retained and reinforced. Development must respond to and incorporate its fine grain, human scale, and active pedestrian character.

Objectives

O.01 Preserve the Church Street view corridor identified in Figure 96.5.4.1 to elevate the spatial significance of Church Street and views to St John's Cathedral, protecting the silhouette of the St John's Cathedral spires as seen against the sky from Church Street as well as the procession and views from St John's Cathedral northwards, up Church Street.

O.02 Strengthen the framing of Church Street by providing a consistent street wall alignment and consistent building height limit as required by the Height of Buildings Map in *Parramatta LEP 2023~~11~~* and Figure 96.5.4.2. Allow views and vistas to reinforce Church Street's civic significance, defining and framing the view south from the River towards St John's Cathedral.

O.03 Preserve the low rise setting of Centenary Square created by the existing 2 to 3 storey heritage items that flank it as shown in Figure 96.5.4.2 to protect the heritage relationship between these buildings and their unique framing of Centenary Square.

O.04 Adaptively re-use heritage to foster the continuation of a fine grain character for Church Street. The street wall and ground floor design of development proposals must incorporate the active, fine grain subdivision pattern of Church Street, enabling sensitive urban infill that also compliments the remnant heritage along the street corridor.

O.05 Strengthen and support the distinct outdoor dining character of Church Street, reinforcing its unofficial identity as Parramatta's 'Eat Street'.

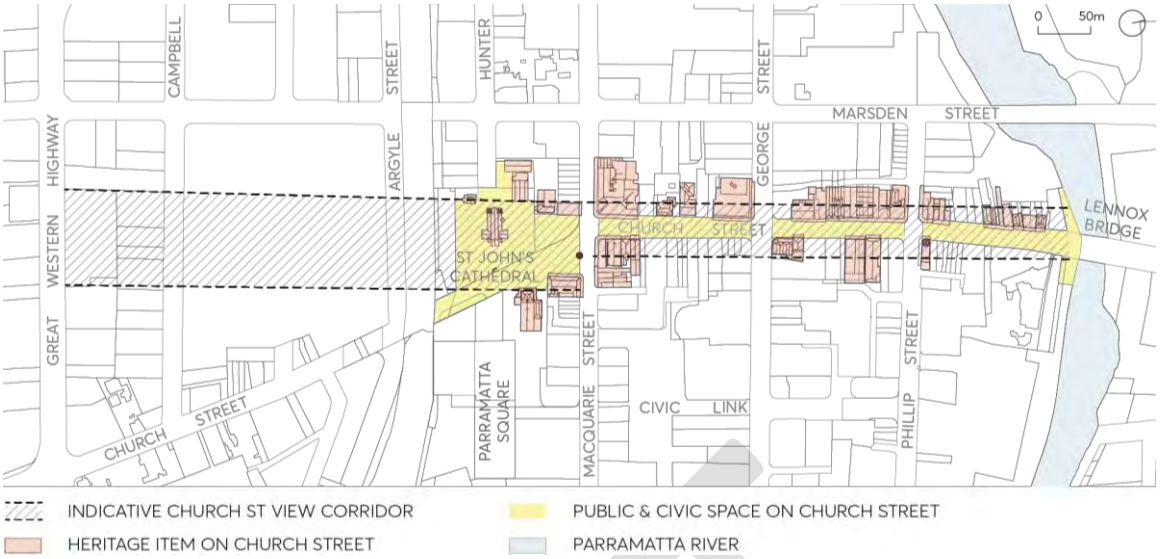


Figure 96.5.4.1 – Church Street View Corridor and Centenary Square

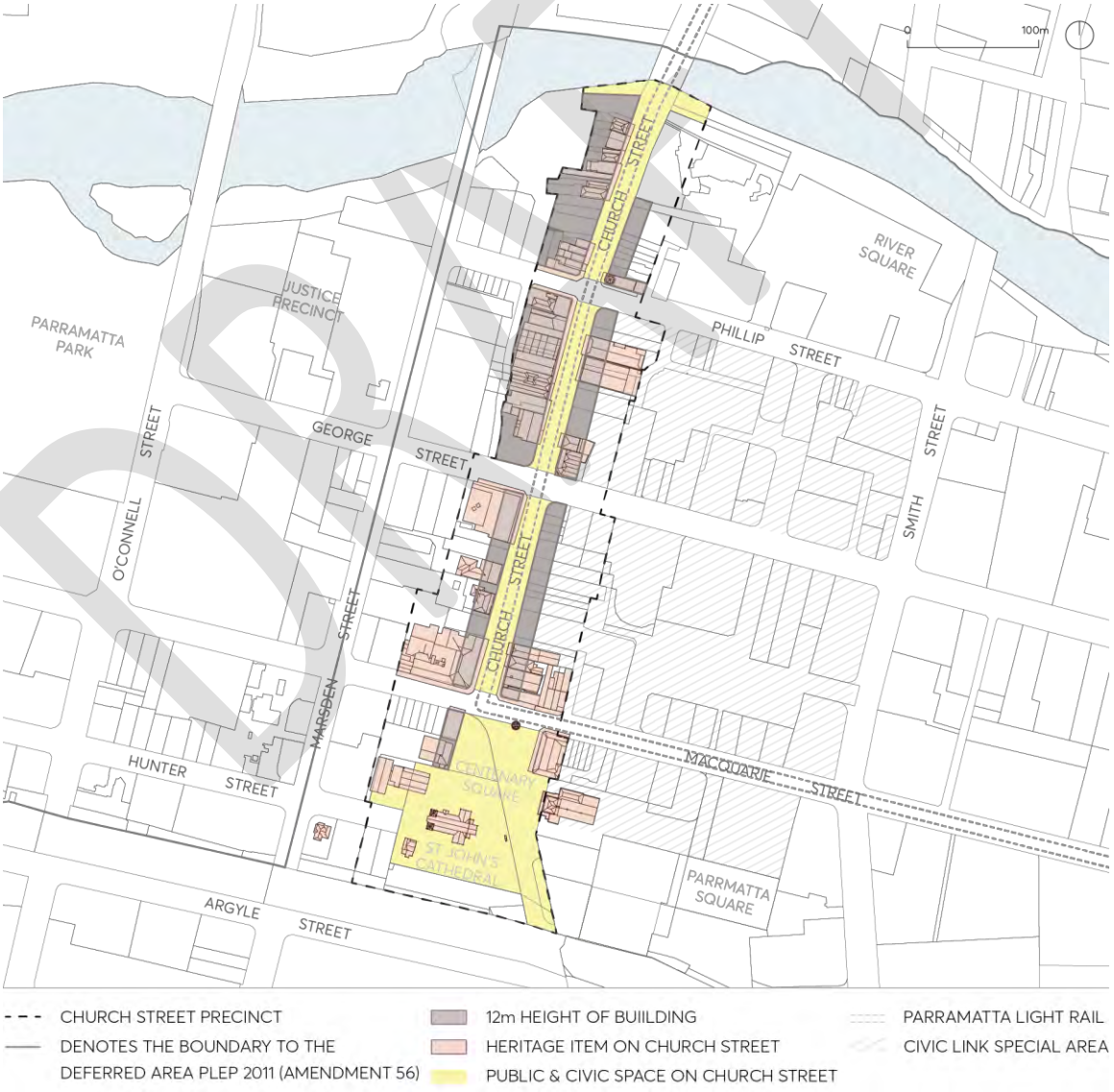


Figure 96.5.4.2 – Church Street and Centenary Square Framework Plan

Controls

Unless modified or specifically excluded below, all controls in Sections 96.1 - 96.4 and Sections 96.6 - 96.9 of the City Centre controls apply to development within the Church Street Special Area.

C.01 Street wall heights and street setbacks must comply with Figure 96.5.4.3. The street wall must be built to the street boundary and are encouraged to be at or close to the 12 metres in height. Towers above the street wall must be set back in accordance with the Height of Buildings Map in the *Parramatta LEP 20231*.

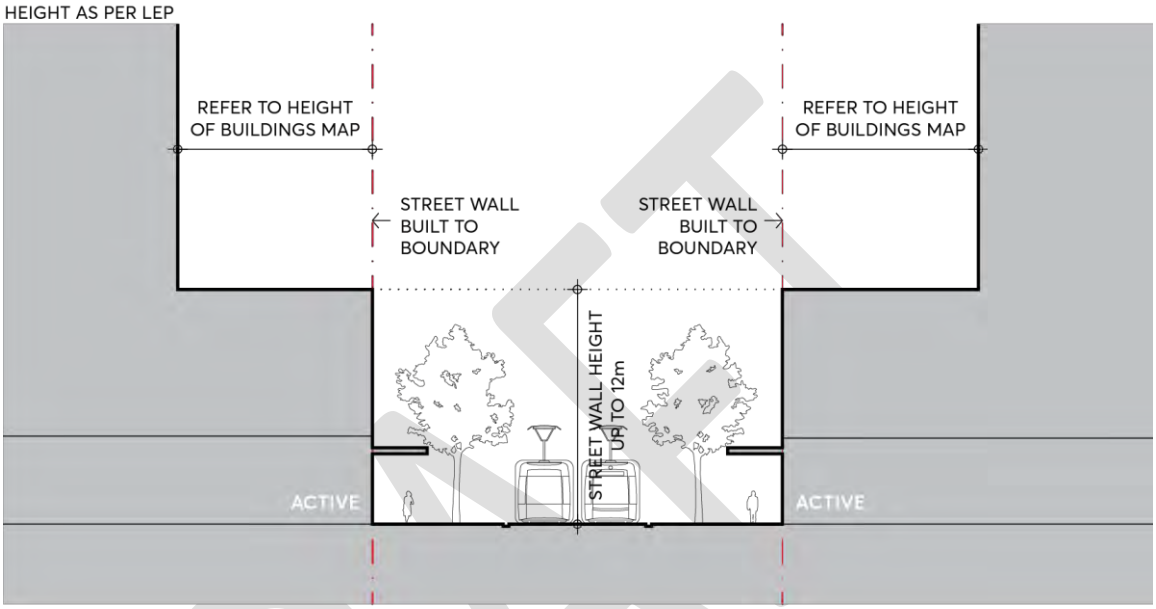


Figure 96.5.4.3 – Church Street - Street Setbacks and Street Wall Height

C.02 Tower development is prohibited within the Church Street view corridor, as indicated in Figure 96.5.4.1, to preserve views down Church Street and the silhouette of St John's Cathedral seen against the sky, reinforced by the Height of Buildings Map in *Parramatta LEP 20231*.

C.03 Fine grain tenancies must be designed at the ground floor along Church Street, allowing for maximum 6 metres wide tenancies. All retail tenancies fronting Church Street must have primary entrances addressing Church Street.

C.04 Refer to and comply with City of Parramatta's 'Church Street Colour Scheme Volumes 1 and 2'.

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9.5.5 MARION STREET

The Marion Street Special Area is located toward the southern fringes of the Parramatta City Centre. The Eastern edge of the Special Area is directly next to the railway line which bisects Marion Street. Harris Park Train Station is located within walking distance towards the south-east, and the precinct interfaces with Auto Alley to the West, a major pedestrian and vehicular corridor. Jubilee Park is the closest public open space, and to the South, Marion Street is bounded by the Station Street West Special Area. A Council owned carpark is situated within the north-east block and site-specific controls apply to the site at 33-43 Marion Street.

Marion Street consists primarily of low scale built form including several heritage cottages clustered within the central area of the street. While the buildings in the precinct vary in their style, scale, age and use, the surviving heritage cottages still maintain a consistent form, relationship to each other and to the street. They also have a spatial quality that contrasts the existing and potential future scale and form of the City towards this fringe. This collective value created by the heritage items adds to the significance of Marion Street as a Special Area.

The following Special Area controls for the precinct ensure that a more localised and heritage led response to the desired character of this street will be achieved and that heritage items are given longevity and a chance for integrated adaptive reuse as urban renewal of the area takes place.

Future built form must achieve a measured response to the existing developments within the surrounding built context and provide for the desired activation, pedestrian connectivity and amenity within the precinct.

Objectives

O.01 Conserve heritage buildings to the highest standard and activate street frontages through both the adaptive reuse of heritage items as well as the provision of active ground floor spaces within and around the heritage buildings.

O.02 Integrate heritage buildings as part of an overall site development strategy that achieves pedestrian interconnectivity and site permeability around the heritage buildings, resulting in a fine network of intimate streets and laneways in the area.

O.03 Enhance the traditional setting of heritage items with the retention and restoration of gardens, fences and paths associated with the buildings, reflecting the vegetated, intimate and eclectic character of Marion Street.

O.04 Implement a built form approach that places massing away from the street, behind heritage items, and ensures separation between heritage buildings and new development to maximise site permeability, connectivity with the public realm, transition of scale, views to sky and opportunity for solar access to the street and surrounding developments.

O.05 Improve legibility and pedestrian connections within the precinct by achieving a permeable ground plane with visual and physical connectivity through the blocks in accordance with Figure 96.5.5.1 - Marion Street Special Area Framework.

O.06 Achieve an appropriate consolidation pattern in accordance with Figure 96.5.5.2 that allows the principles and objectives of the Marion Street Special Area to be integrated into development proposals.

O.07 Maintain the existing heritage grain and pattern at street frontages along Marion Street through a generally low street wall and lower level massing approach to infill development in accordance with Figure 96.5.5.3.

O.08 Create a scale transition corridor along Marion Street that enhances solar access and views to sky by ensuring taller portions of massing are set back behind heritage items away from the main street with appropriate separation, ground plane permeability and interface with heritage buildings.

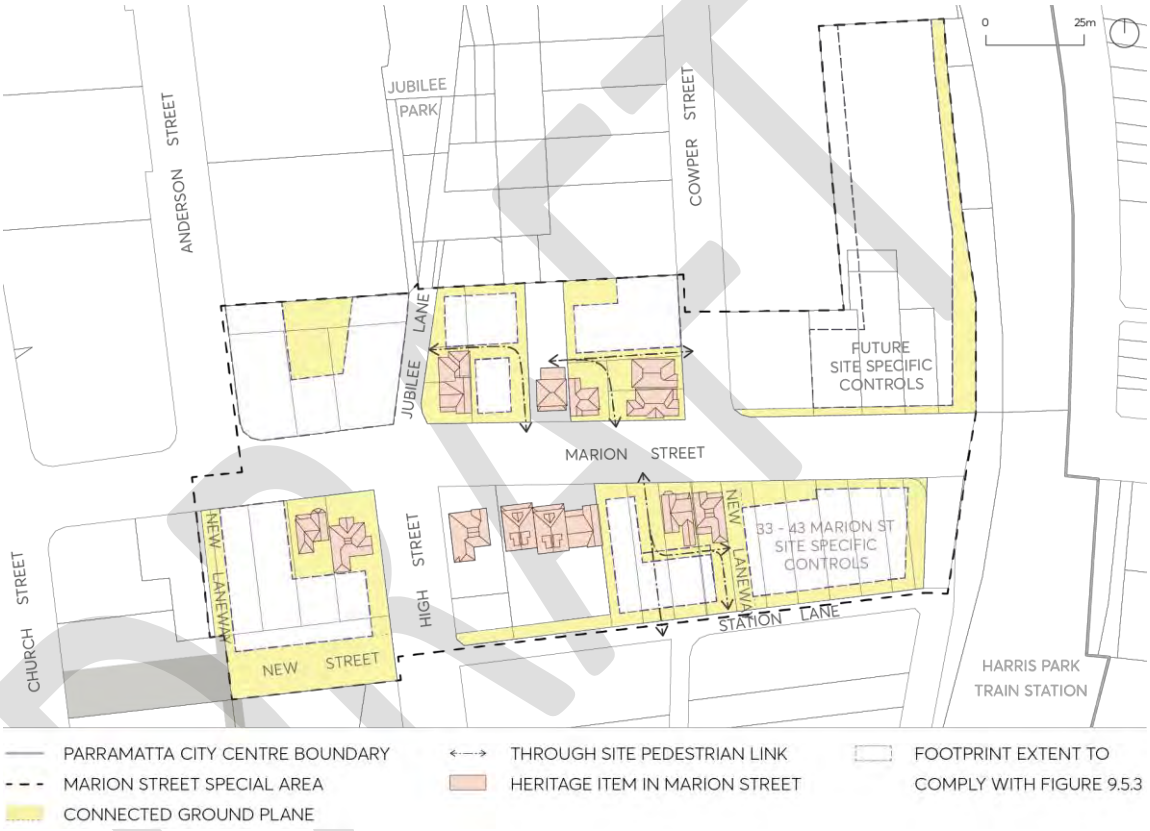


Figure 96.5.5.1 – Marion Street Special Area Framework

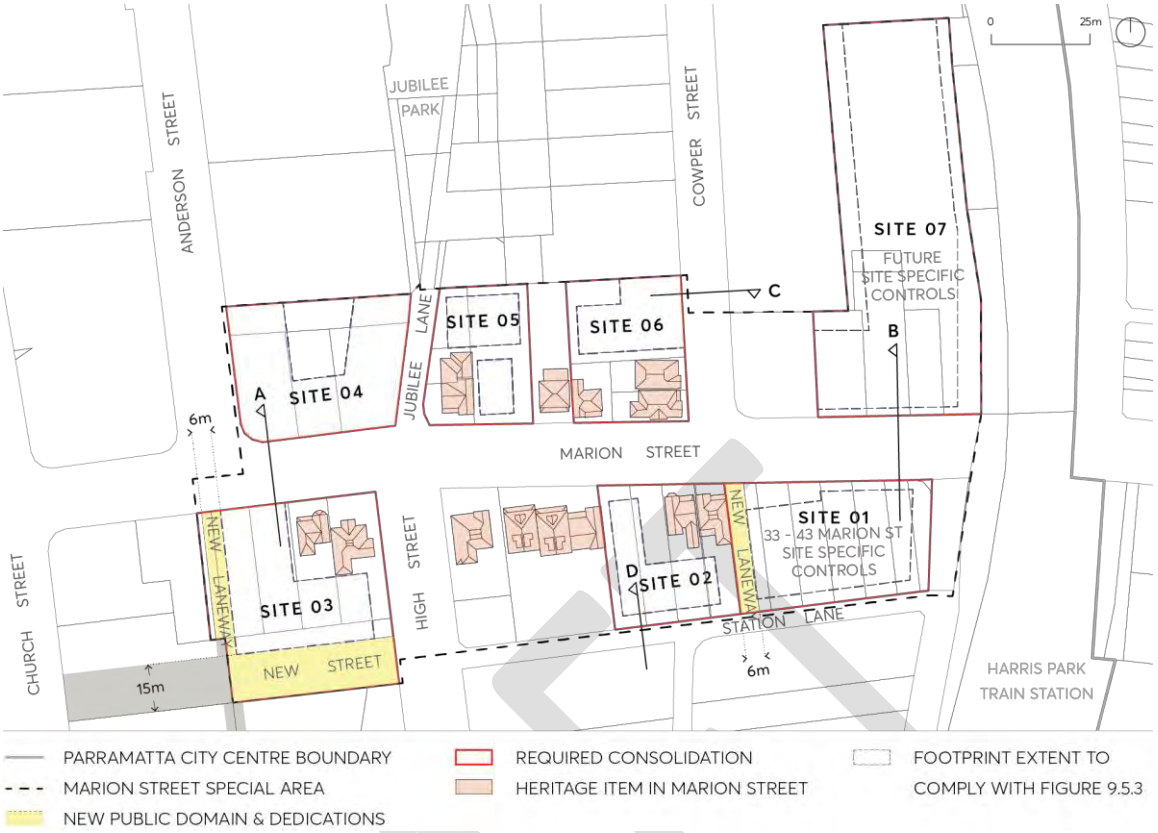


Figure 96.5.5.2 – Marion Street Special Area Public Domain & Consolidation Plan



Figure 96.5.5.3 – Marion Street Special Area Required Setbacks & Built Form

Controls

Unless modified or specifically excluded below, all controls in Sections 96.1 - 96.4 and Sections 96.6 - 96.9 of the City Centre controls apply to development within the Marion Street Special Area.

C.01 Site consolidation must comply with Figure 96.5.5.3.

C.02 Deliver new laneways, links and integrated pedestrian networks identified in Figure 96.5.5.1 through the inclusion of these elements in the plans for any proposed development within the precinct.

C.03 Development within the precinct must comply with the following specified envelope controls:

a) Street setbacks and street wall heights on Marion Street, west of High Street, must comply with Figure 96.5.5.3 and Figure 96.5.5.4 (Section A). On the southern side of Marion Street, the street wall must be built to the boundary for 3-storeys and towers set back a minimum 6 metres from the street wall. On the northern side of Marion Street, development may provide a street wall building up to full height under the Height of Buildings Map in the *Parramatta LEP 2023~~11~~*.

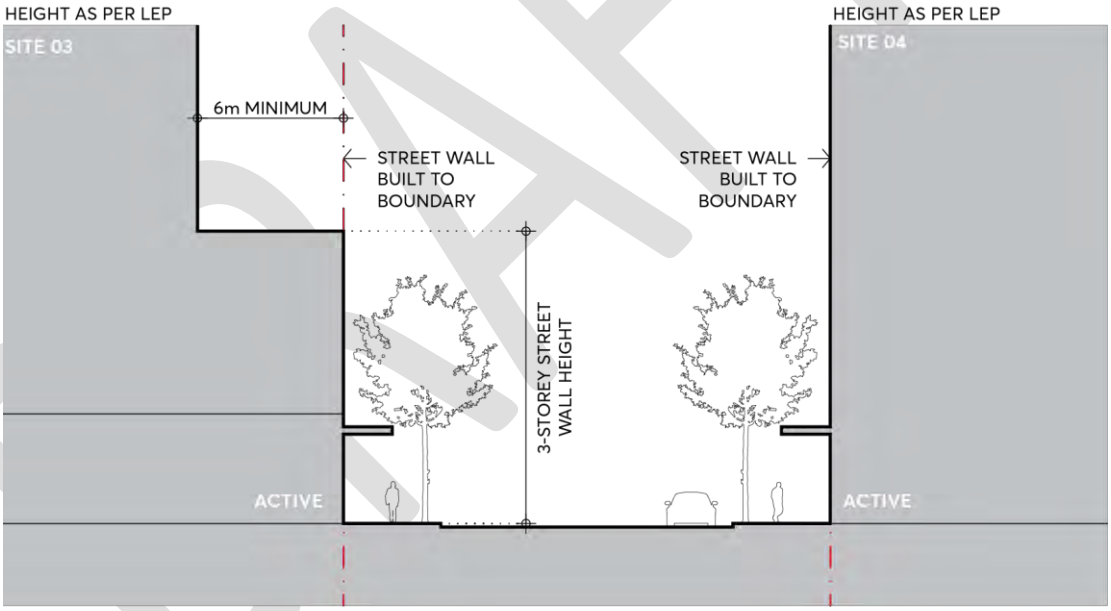


Figure 96.5.5.4 – Marion Street (Section A) Setbacks and Street Wall Height

b) Street setbacks and street wall heights on Marion Street, east of Cowper Street, must comply with Figure 96.5.5.3 and Figure 96.5.5.5 (Section B). The street wall must be set back 3 metres from the street boundary and upper levels set back a minimum 6 metres from the street wall. Any development on the northern side of Marion Street must provide the 3 metre street wall setback, but will be subject to additional future site specific controls to determine upper level setbacks.

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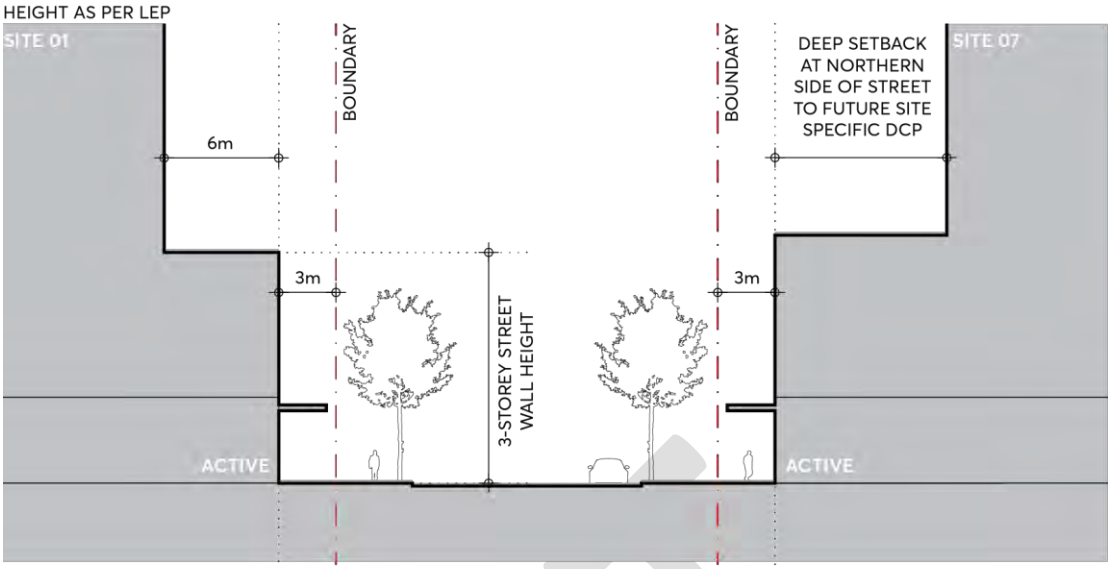


Figure 96.5.5.5 – Marion Street (Section B) Setbacks and Street Wall Height

c) Street setbacks and street wall heights on Cowper Street must comply with Figure 96.5.5.3 and Figure 96.5.5.6 (Section C). The street wall must be built to the boundary up to 4-storeys and tower setbacks are to match the prevailing conditions.

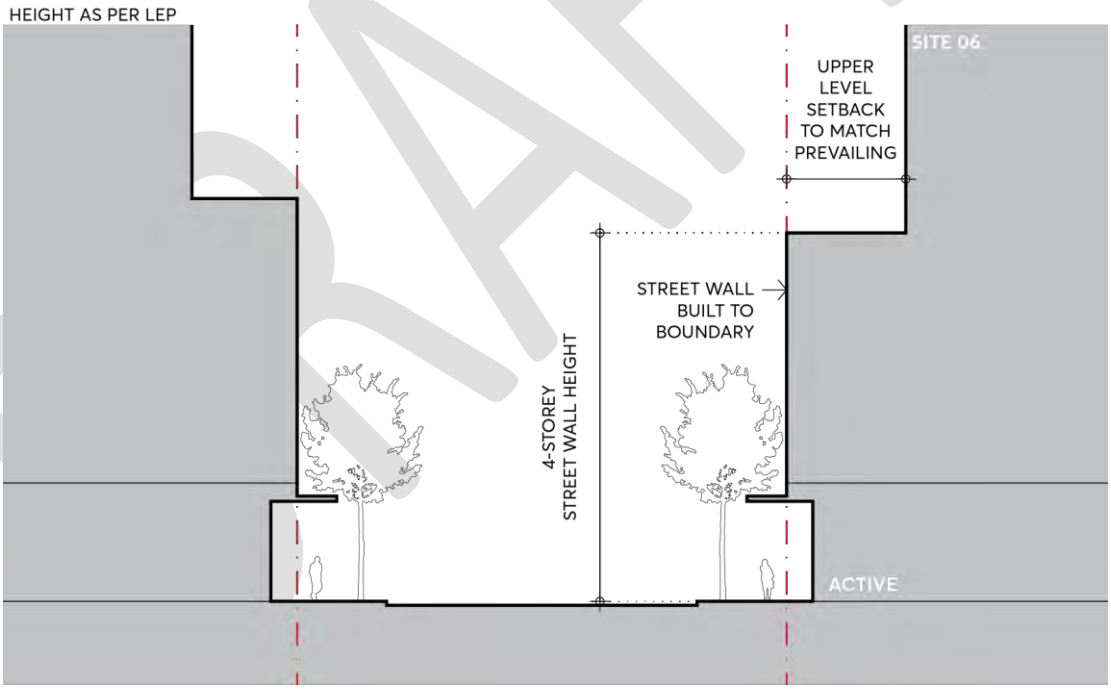


Figure 96.5.5.6 – Cowper Street (Section C) Setbacks and Street Wall Height

d) Street setbacks on High Street must comply with Figure 96.5.5.3.

e) Street setbacks and street wall heights on Jubilee Lane must comply with Figure 96.5.5.3.

f) Street setbacks and street wall heights on Station Lane must comply with Figure 96.5.5.3 and Figure 96.5.5.7 (Section D). The street wall must be set back 4 metres from the laneway boundary and upper levels set back a minimum 2 metres from the street wall.

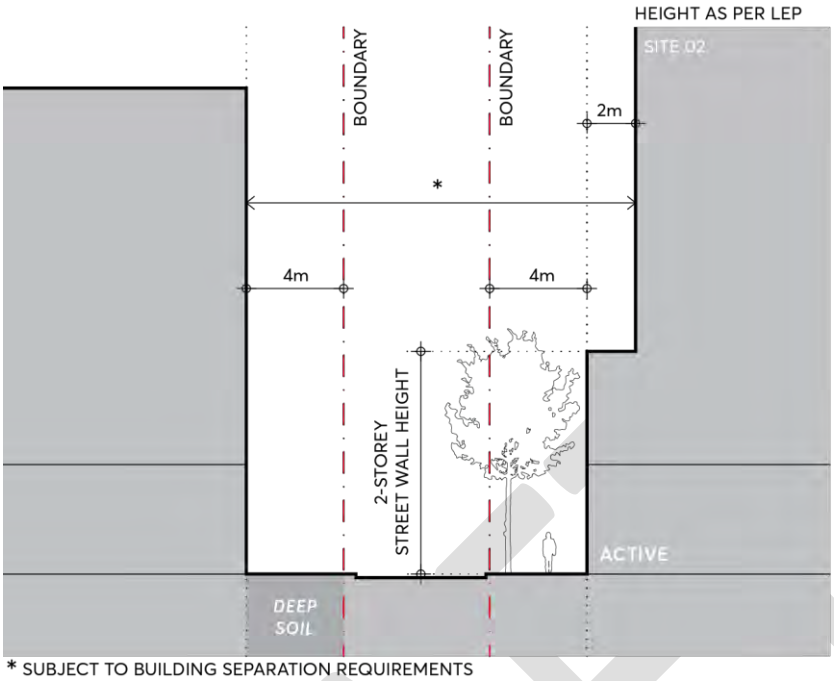


Figure 9~~6~~.5.5.7 – Station Lane (Section D) Setbacks and Street Wall Height

C.04 Buildings on vacant or infill lots where they are set between heritage items along Marion Street, and are not specified with a street setback dimension or height of building on Figure 9~~6~~.5.5.2 – Marion Street Special Area Public Domain & Consolidation Plan or Figure 9~~6~~.5.5.3 – Marion Street Special Area Required Setbacks & Built Form, must:

a) adopt a similar or matching setback to the adjacent buildings,

b) adopt a similar street width for built form unless a dimension is specified, and

c) be of a single or double storey form unless a maximum height in storeys is specified.

C.05 Development within Site 07 must provide a contiguous area of deep soil in accordance with Figure 9~~6~~.5.5.3.

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9.5.6 CAMPBELL STREET & GREAT WESTERN HIGHWAY

The Campbell Street & Great Western Highway Special Area is located on the south-western edge of the City Centre, encompassing the state significant heritage grounds of St John's Cemetery. The area is characterised by its position at the periphery of the City Centre, proximity to Parramatta Park, diverse commercial and residential usage, and natural topographical cross-fall from the natural ridgeline of Great Western Highway.

Campbell Street is differentiated into two sections. Commercial development to the east between O'Connell and Church Street, and medium density residential blocks populate the western end of Campbell Street between O'Connell and Pitt Street. Campbell Street itself presents as a suburban street and most existing development has maintained 6m residential setbacks.

Future built form must also provide a measured response to the Church Street View Corridor (see Section 96.5.4 – Church Street Special Area for greater detail). State and local heritage listed items located within the precinct, as well as the established canopy trees located in the generous street setbacks of buildings fronting onto Campbell Street and Great Western Highway– regardless of their ground floor usage - constitutes a uniquely vegetated setback character to be preserved.

Objectives

O.01 Preserve and reinforce the large canopy street trees and established planting character of the front setback zone of Campbell Street, Great Western Highway, Pitt Street and the perimeter of St John's Cemetery.

O.02 Improve pedestrian amenity and public domain quality, acknowledging any potential street widening that may occur into the future.

O.03 Apply an appropriate spatial definition on Campbell Street through a large building setback character to the street which recognises the increase in density.

O.04 Conserve heritage items to the highest standard and ensure future built form does not adversely impact the amenity of St John's Cemetery, protecting its access to sunlight.

O.05 Maintain a defined street wall for future development through consistent setbacks and strong sense of enclosure to St John's Cemetery.

O.06 Elevate the spatial significance of Church Street and protect the silhouette of St John's Cathedral spires as seen against the sky from Church Street by delivering low, modest development within the identified Church Street View Corridor.

O.07 Achieve an appropriate consolidation pattern that allows the objectives of the Campbell Street Special Area to be integrated into development proposals.

Controls

Unless modified or specifically excluded below, all controls in Sections 96.1 – 96.4 and Sections 96.6 – 96.9 of the City Centre controls apply to development within the Campbell Street and Great Western Highway Special Area.

C.01 Site consolidation must allow for the realisation of the objectives of the Campbell Street Special Area and delivery of desired publicly accessible through site links as per Figure ~~9~~6.5.6.1.

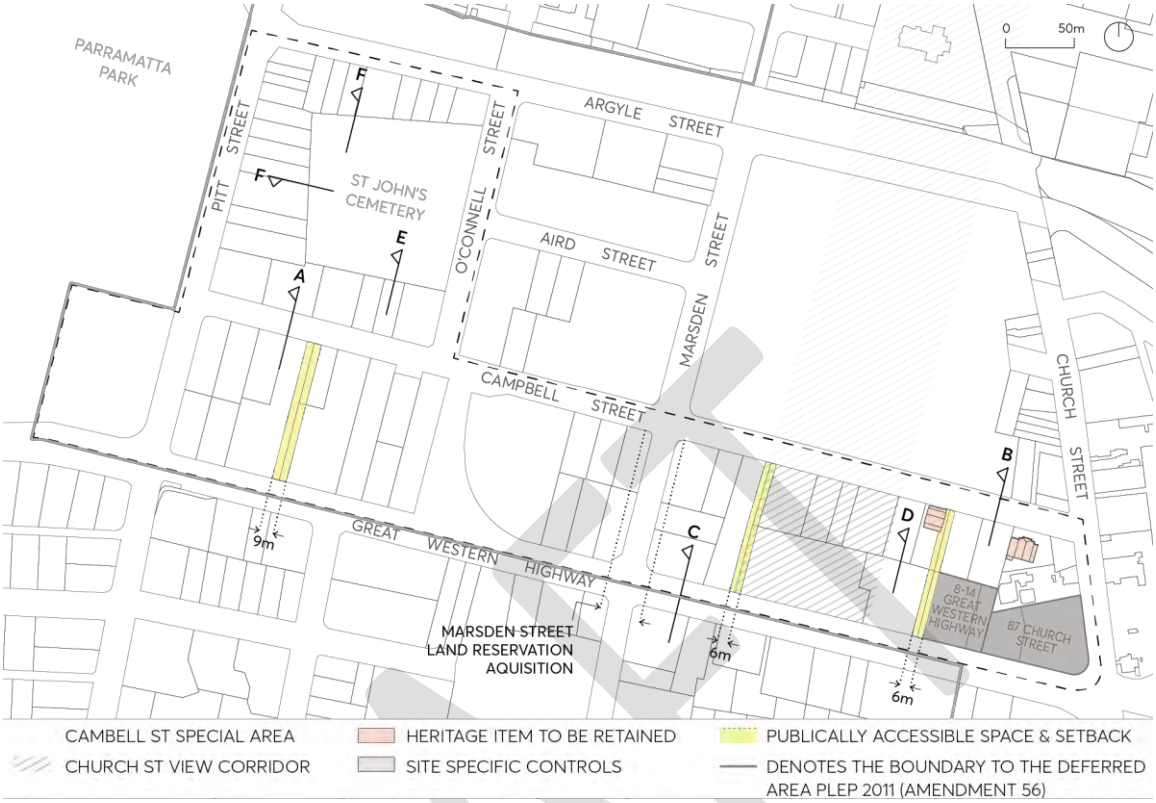


Figure ~~9~~6.5.6.1 – Campbell Street & Great Western Highway Special Area Framework

C.02 Development within the identified Church Street View Corridor must not interrupt the views of the St John's Cathedral Spires as seen against the sky from Church Street as per Figure ~~9~~6.5.6.1 and ~~9~~6.5.6.2. Refer to Section ~~9~~6.5.4 – Church Street Special Area controls for further reference to the Church Street View Corridor.

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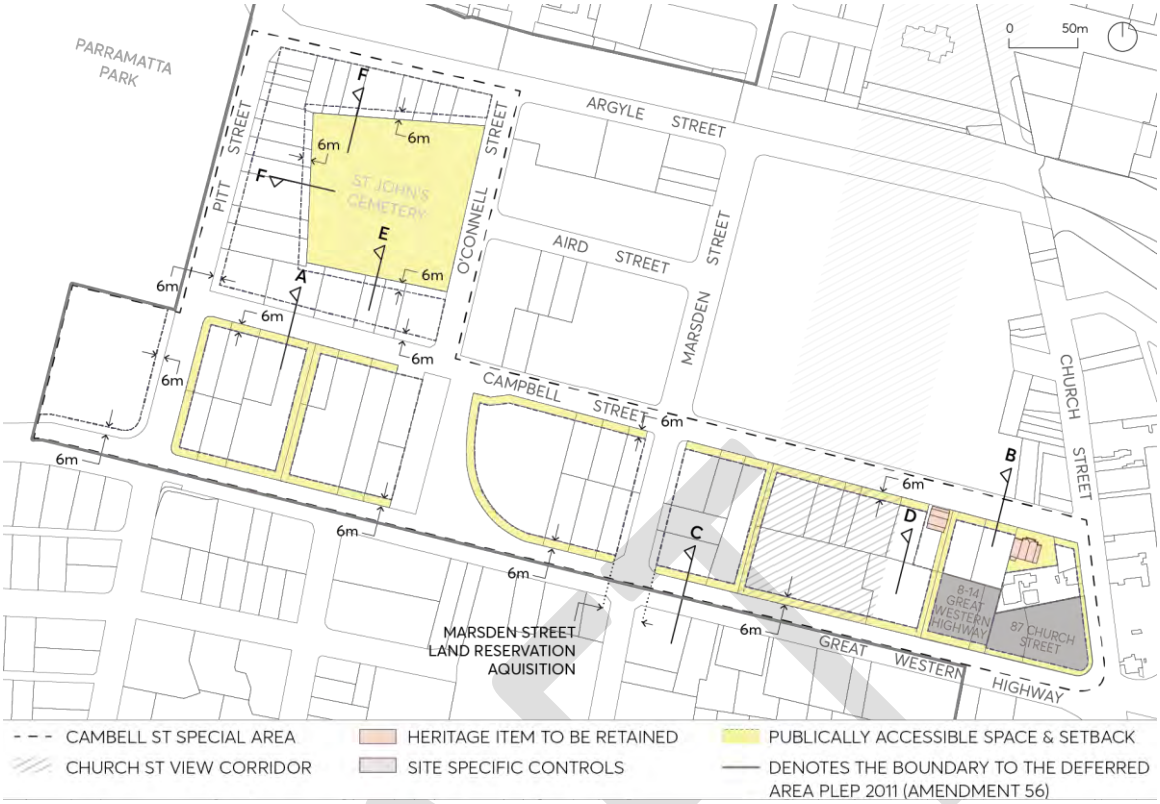


Figure ~~9~~6.5.6.2 – Campbell Street & Great Western Highway Special Area Required Setbacks

C.03 Development must comply with the following street wall and setback controls:

a) Street setbacks and heights on Campbell Street, west of O'Connell Street, must comply with Figure ~~9~~6.5.6.3 (Section A). The street wall must be set back 6 metres from the street boundary and, on the southern side of Campbell Street, the tower must be set back a minimum 6 metres from the street wall.

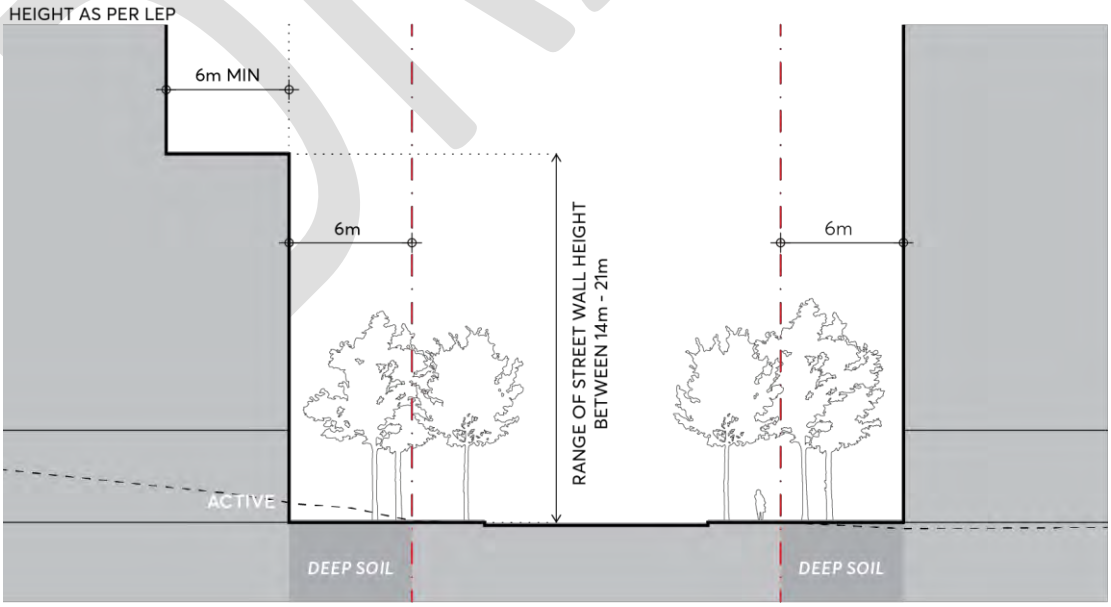


Figure ~~9~~6.5.6.3 – Campbell Street (Section A) Setbacks and Street Wall Height

b) Street setbacks and heights on Campbell Street, east of O'Connell Street, must comply with Figure 96.5.6.4 (Section B). On the southern side of Campbell Street, the street wall must be set back 6 metres from the street boundary and the tower must be set back a minimum of 6 metres from the street wall. On the northern side of Campbell Street, development may defer to Section 96.3 – Built Form section in this Part.

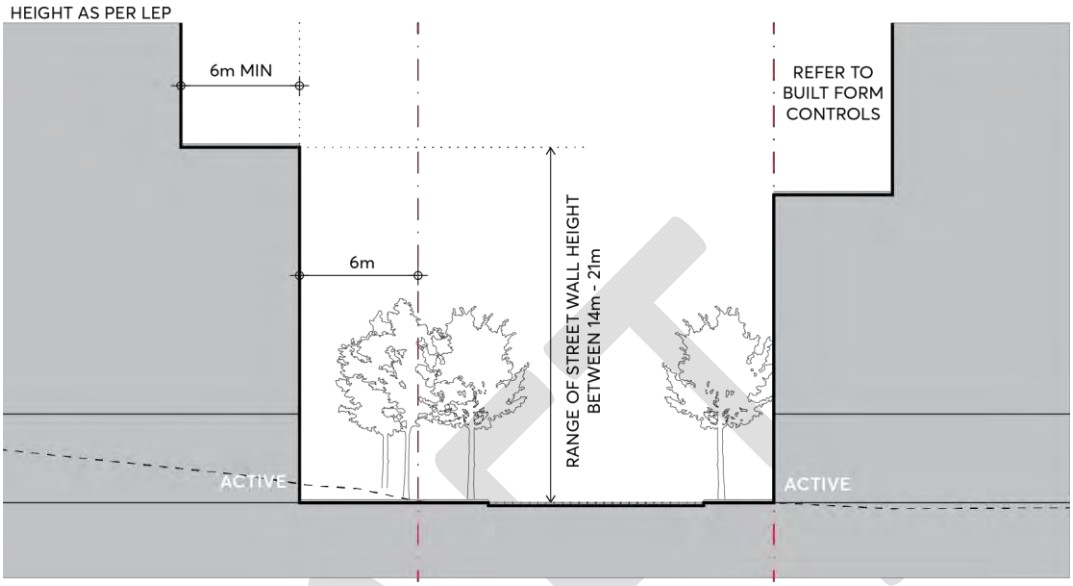


Figure 96.5.6.4 – Campbell Street (Section B) Setbacks and Street Wall Height

c) Street setbacks and heights on Great Western Highway must comply with Figure 96.5.6.5 (Section C). The street wall must be set back a minimum of 6 metres from the street boundary and the tower must be set back a minimum of 6 metres from the street wall. Where an established tree is located within the front setback zone, development must ensure the street wall is set back a minimum of 4 metres from the centreline of trunk.

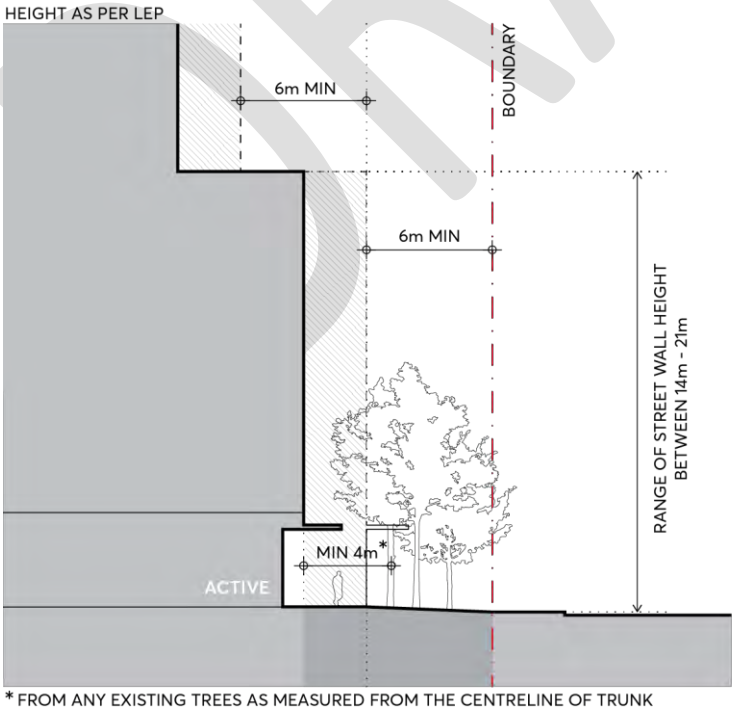


Figure 96.5.6.5 – Great Western Highway (Section C) Setbacks and Street Wall Height

d) Development on Great Western Highway must provide a 6 metre landscaped setback to the street as detailed in Figure 96.5.6.6. This privately owned publicly accessible setback zone adjacent to active uses at ground is to be relatively level with existing kerb lines.

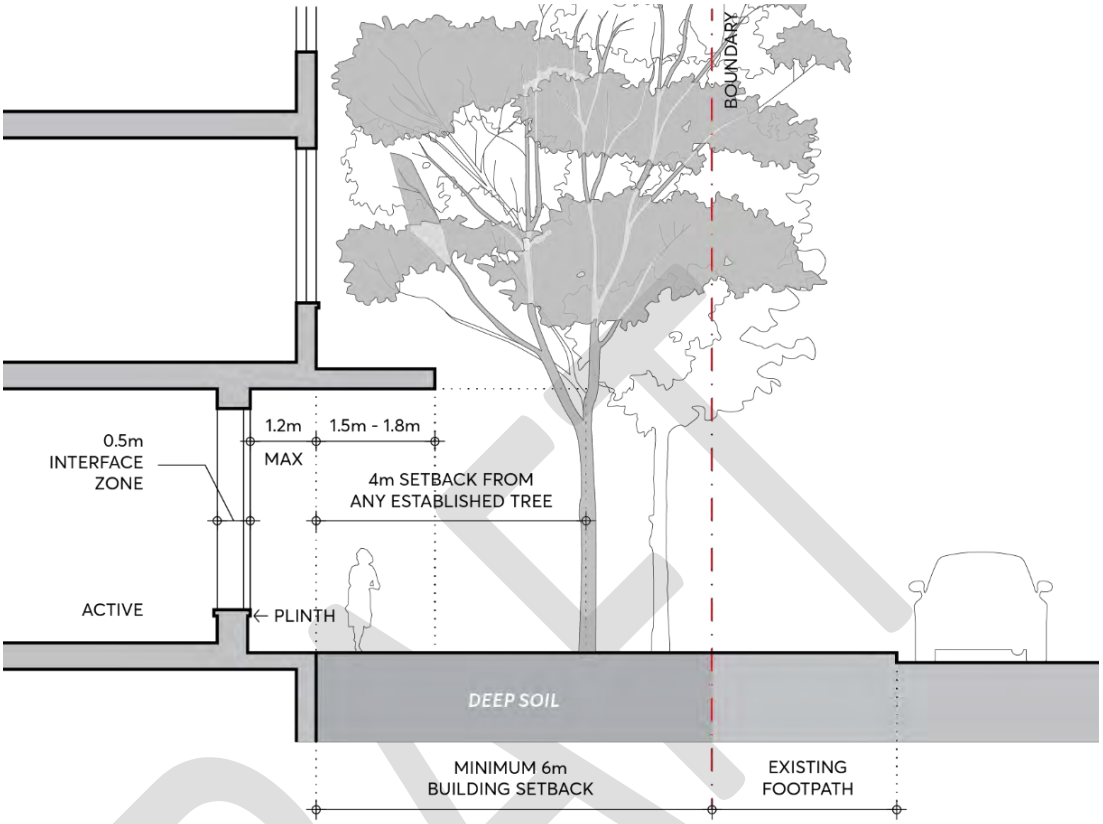


Figure 96.5.6.6 – Great Western Highway Ground Floor Interface

e) A shared planting zone must be provided to the rear of lots between Campbell Street and Great Western Highway to comply with Figure 96.5.6.7 (Section D). A minimum 6 metre rear setback and soil depth allowance clear of any basement structure must be provided to Council's satisfaction to facilitate planting of large canopy trees. Towers must be setback a minimum of 9 metres from the rear boundary and comply with the building separation requirements in Section 96.3.3 of this Part of the DCP.

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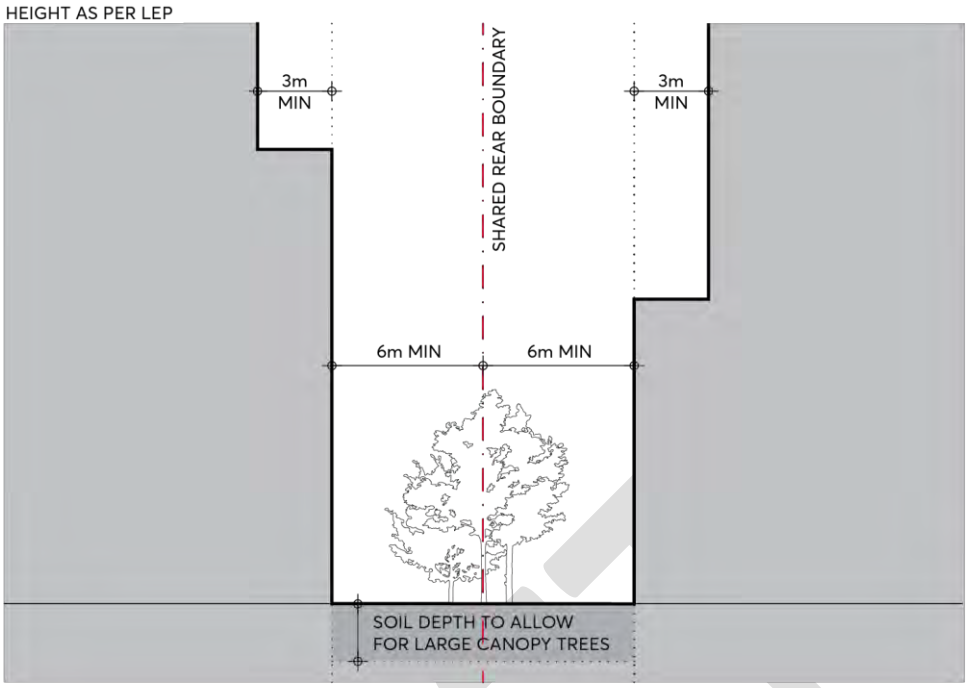


Figure 96.5.6.7 – Rear Setback (Section D) between Campbell Street and Great Western Highway

f) Setbacks and building heights along boundaries shared with St John's Cemetery must comply with Figure 96.5.6.8 (Section E) and 96.5.6.9 (Section F). Development must provide a building set back of 6 metres to any rear boundary shared with St John's Cemetery and a further minimum 6 metre setback for towers.

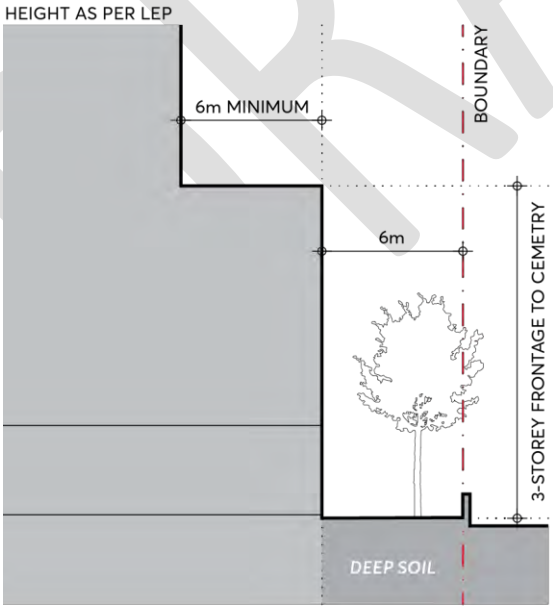


Figure 96.5.6.8 – Rear Setbacks (Section E) South of St John's Cemetery

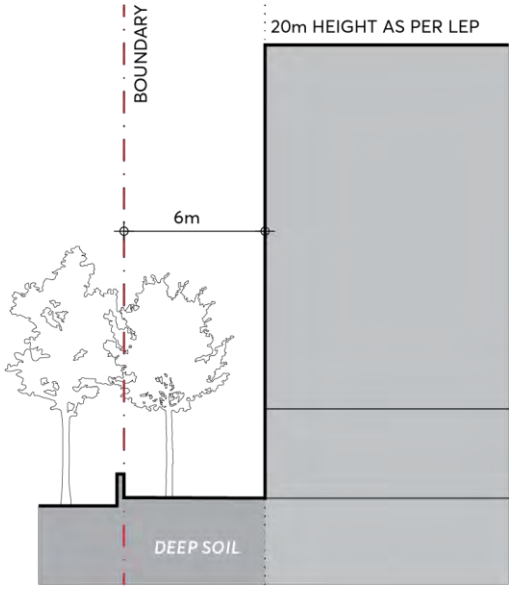


Figure 96.5.6.9 –Rear Setbacks (Section F) North and West of St John's Cemetery

g) Street setbacks on Pitt and Argyle Street must comply with Figure 96.9.6.2 and defer to Section 96.3.3 in this Part of the DCP.

C.04 Deep soil is to be delivered within street setback zones and rear setbacks adjoining St John's Cemetery, provided with a minimum width of 6 metres.

C.05 Where the street setback adjoins active uses, the setback zone is to be provided as a publicly accessible space, as per Figure ~~9~~6.5.6.2. All stairs and ramps on active frontages must be internalised to ensure the public domain and front setback zones are kept relatively level, accessible and uncluttered.

9.5.7 AUTO ALLEY

The Auto Alley Special Area has been identified as a long-term growth area for the City. The future form of Auto Alley is proposed to retain the existing large retail tenancies on the street for automotive uses, while also providing an opportunity for commercial redevelopment in the long term. The controls for this precinct ensure a more localised response to the specific character established by the historical usage of south Church Street and the remnant commercial occupancies.

The Auto Alley Special Area must also deliver future open space for the ~~c~~City ~~c~~Centre and improve pedestrian connectivity in the south of the city. Approximately 1 hectare of park and plaza must be delivered alongside the redevelopment of Auto Alley. Several new streets must be provided: a north-south street is provided at the western boundary of the precinct; two east-west streets extend Dixon Street and Rosehill Street from Church Street to High Street; and a north-south lane extends Anderson Street from Marion Street to Raymond Street.

Built form must also consider the potential future development and public domain expected in the adjacent Marion Street Special Area to the north, and in the Station Street Special Area to the east. Specifically, the mixed-use eastern portion of the precinct must be considered as a transition area, as reflected in the lower building heights and FSR requirements in the *Parramatta LEP 2023~~11~~*.

Objectives

O.01 Achieve an appropriate site consolidation that allows the *Parramatta LEP 2023~~11~~* controls to be realised with appropriate built form and allows the best response to the existing heritage items and surrounding street and site geometries.

O.02 Promote diverse commercial activity creating a complementary commercial core for the City Centre.

O.03 Provide new open spaces to service the needs of resident and worker populations anticipated in the precinct.

O.04 Enable large canopy trees to be planted in Church Street, enhancing the southern approaches to the ~~c~~City ~~c~~Centre, and improving the pedestrian environment along this busy section of the street.

O.05 Increase precinct permeability with the delivery of new public streets, through site links and appropriate servicing commensurate with the density of the precinct.



Figure 96.5.7.1 – Auto Alley Special Area Public Domain & Consolidation

Controls

Unless modified or specifically excluded below, all controls in Sections 96.1 - 96.4 and Sections 96.6 - 96.9 of the City Centre controls apply to development within the Auto Alley Special Area.

C.01 Site consolidation must comply with Figure 96.5.7.1 – Auto Alley Special Area Public Domain & Consolidation.

C.02 Delivery, location and dedication of new streets, lanes and open spaces in the Auto Alley precinct must comply with Figure 96.5.7.1.

C.03 Where specified, building envelopes must comply with Figure 96.5.7.2 to achieve the objectives highlighted for the Auto Alley Special Area.



Figure ~~9~~6.5.7.2 – Auto Alley Setbacks and Indicative Built Form

C.04 Future development must comply with the following street setback controls:

a) Street setbacks and street wall heights on Church Street must comply with Figure ~~9~~6.5.7.3 (Section A). The street wall must be set back a minimum of 5 metres from the street boundary, and towers must be set back a minimum 6 metres from the street wall.

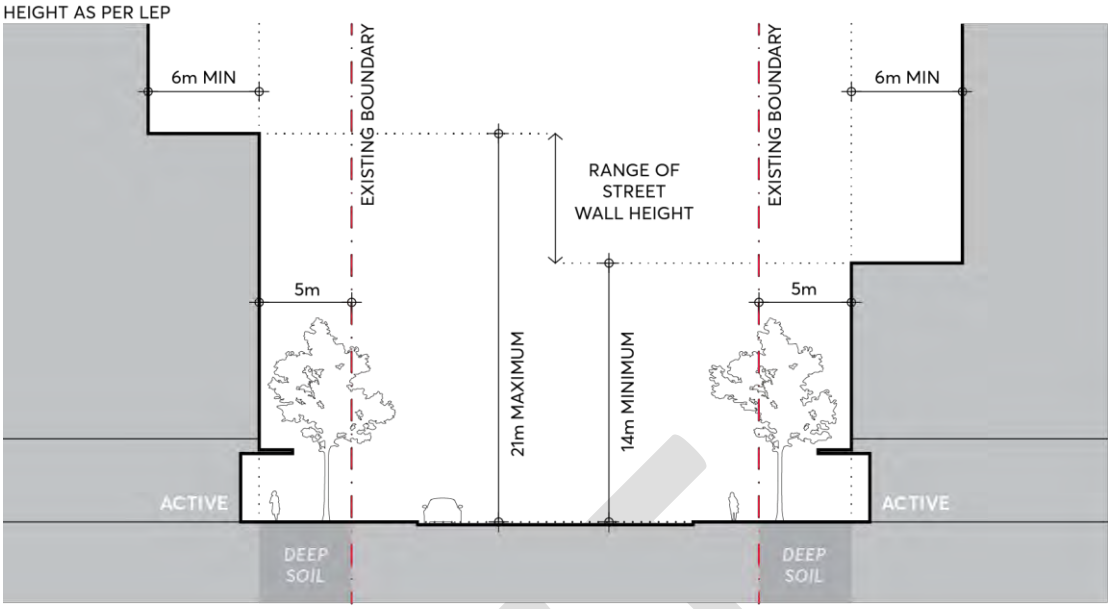


Figure 96.5.7.3 – Church Street (Section A) Setbacks and Street Wall Height

b) Development on Church Street must dedicate a 5 metre setback to the street as detailed in Figure 96.5.7.4. This setback is to improve the pedestrian amenity and must be provided as deep soil free of any basement structures below.

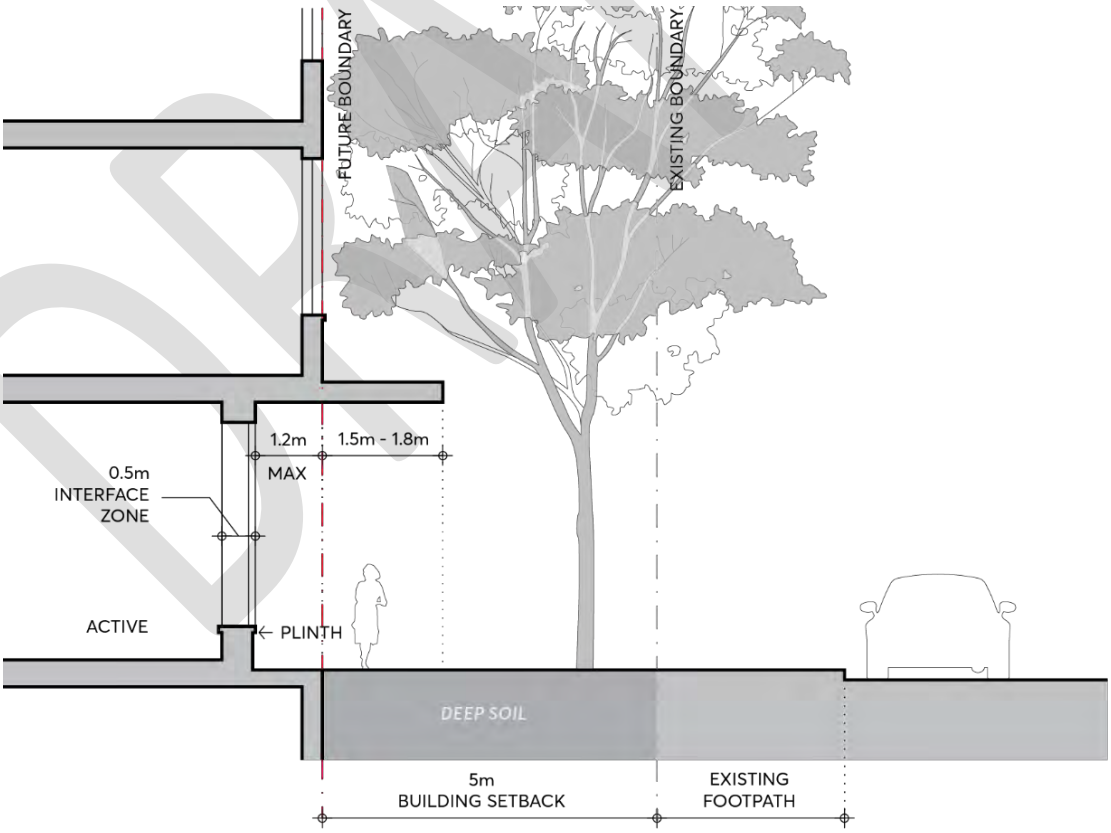


Figure 96.5.7.4 – Church Street Ground Floor Interface

c) Street setbacks and street wall heights on Dixon Street must comply with Figure 96.5.7.5 (Section B). On the southern side of Dixon Street, the street wall must be built to the boundary and the tower set back a minimum of 6 metres from the street wall. On the

northern side of Dixon Street, the street wall must be set back 3 metres from the boundary and the tower set back a minimum of 6 metres from the street wall.

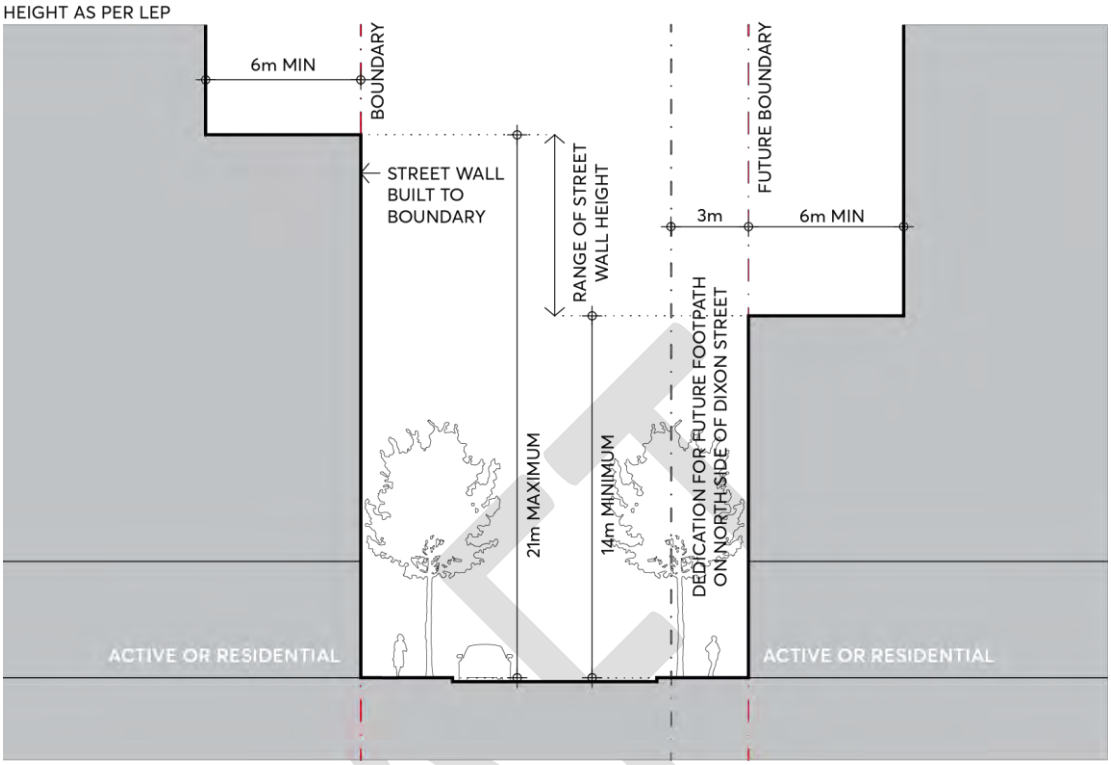


Figure 96.5.7.5 – Dixon Street (Section B) Setbacks and Street Wall Height

d) Street frontage heights and setbacks on High Street must comply with Figure 96.5.7.6 (Section C). A 12 metre high street wall must be set back 6 metres from the street boundary. Towers must be set back 15 metres from the street boundary in accordance with the Height of Buildings Map in *Parramatta LEP 2023~~11~~* to respond to adjacent heritage fabric.

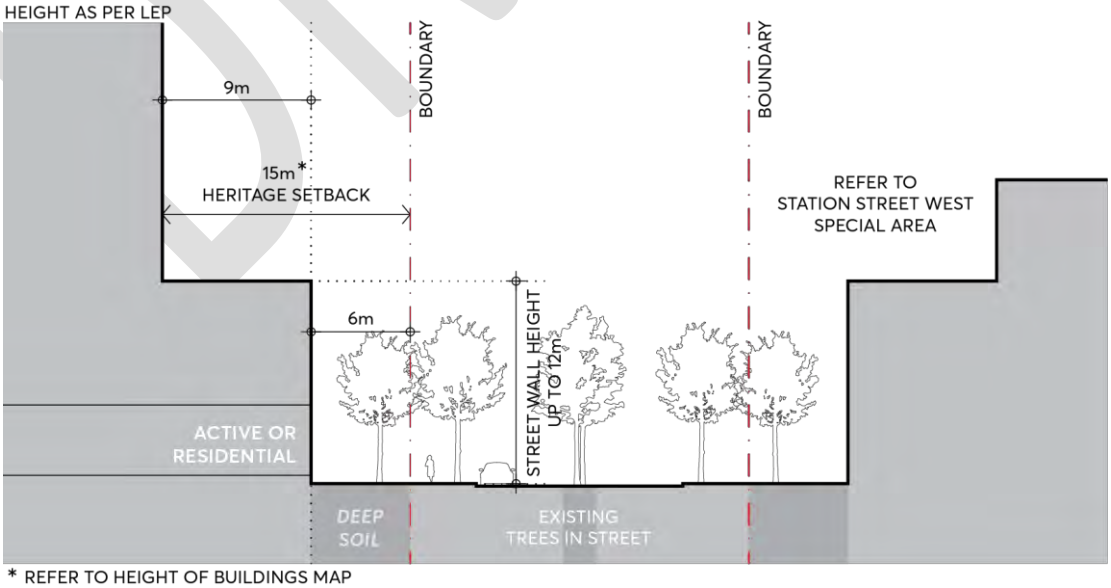


Figure 96.5.7.6 – High Street (Section C) Setbacks and Street Wall Height

e) Where residential uses are being provided at ground on new streets identified in Figure ~~9~~6.5.7.1, street setbacks and street wall heights of development must comply with Figure ~~9~~6.5.7.7 (Section D). The building must be set back 6 metres from the street boundary to provide for private and communal landscaping, consistent with Section ~~9~~6.3.5 – The Ground Floor.

f) Where active uses are being provided at ground on new streets identified in Figure ~~9~~6.5.7.1, street setbacks and street wall heights of development must comply with Figure ~~9~~6.5.7.8 (Section D). The street wall must be built to the boundary and the tower must be set back a minimum of 6 metres from the street wall, consistent with Section ~~9~~6.3.5 – The Ground Floor.

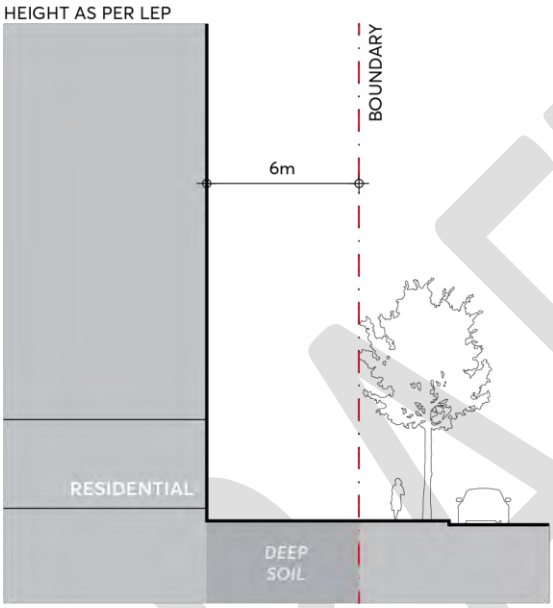


Figure ~~9~~6.5.7.7 – New Streets (Section D) Setbacks and Street Wall Height Residential Ground Floor

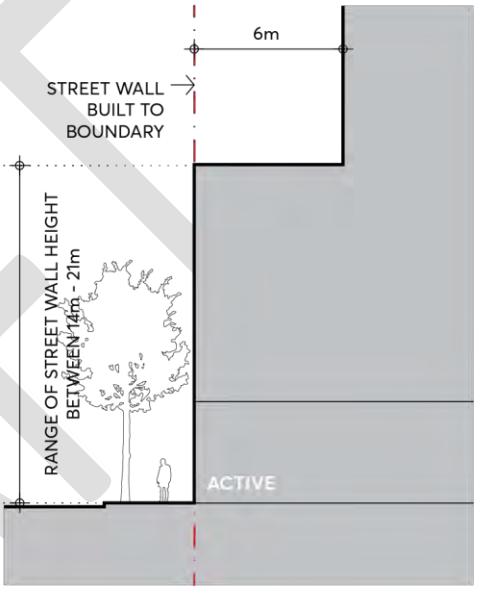


Figure ~~9~~6.5.7.8 – New Streets (Section D) Setbacks and Street Wall Height Active Ground Floor

g) Street setbacks and street wall heights on the future laneway connecting Marion Street to Boundary Street, as identified in Figure ~~9~~6.5.7.1, must comply with Figure ~~9~~6.5.7.9 (Section E). To the west, the street wall must be set back 3 metres from the future boundary and the tower set back a minimum of 3 metres from the street wall. To the east, the street wall must be set back 0.6 metres from the future boundary and the tower must be set back a minimum of 3 metres from the street wall.

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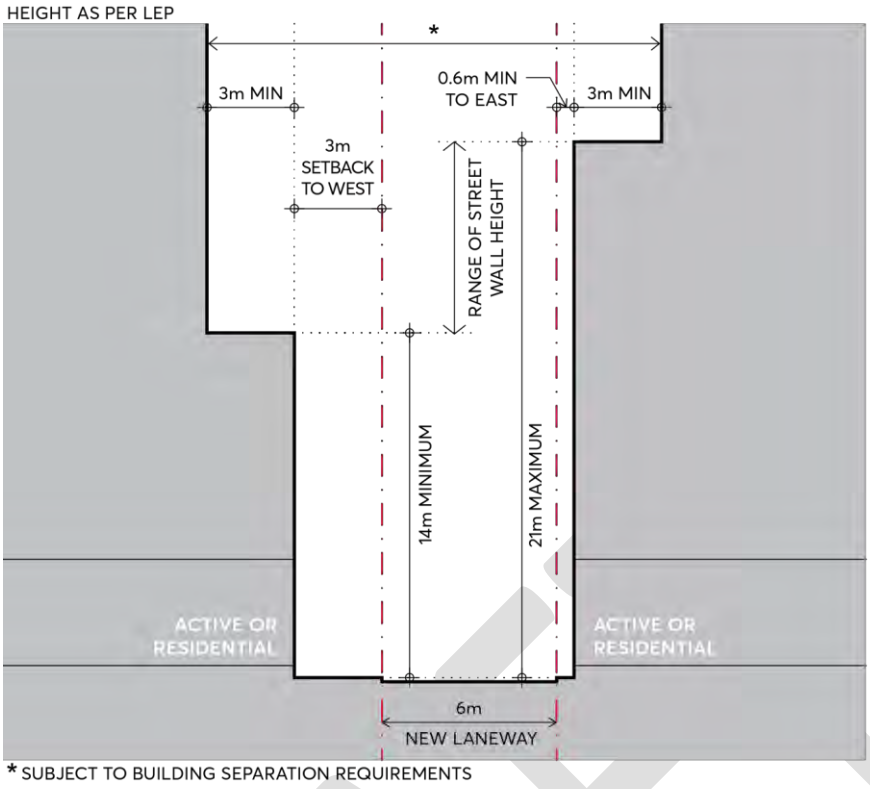


Figure 96.5.7.9 – New North-South Laneway (Section E) Setbacks and Street Wall Height

h) Setbacks and street wall heights to Jubilee Park must comply with Figure 96.5.7.10 (Section F). The lower building massing must be set back 3 metres from the Jubilee Park boundary to provide a publicly accessible through site link, and the tower must be set back a minimum of 15 metres from the Jubilee Park boundary.

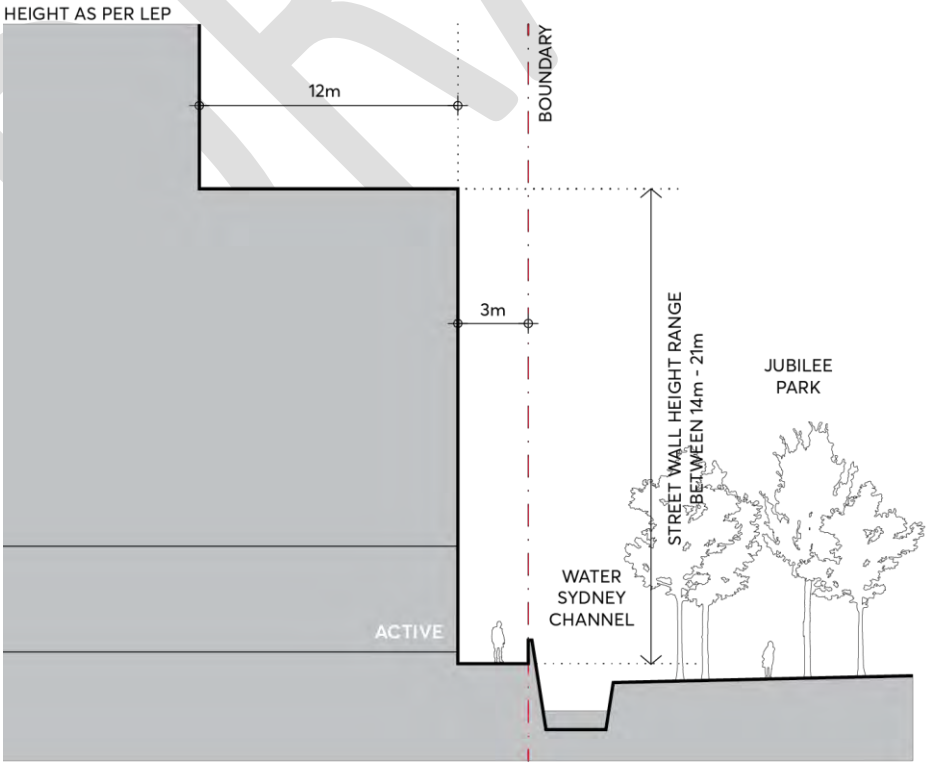


Figure 96.5.7.10 – Jubilee Park Edge (Section F) Setbacks and Street Wall Height

i) Setbacks and street wall heights to any new parks or plaza spaces must comply with Figure 96.5.7.11 (Section G). The lower building massing must be built to the boundary a minimum of 14 metres and maximum of 21 metres above the park or plaza level, and the tower must be set back 3 metres from the boundary.

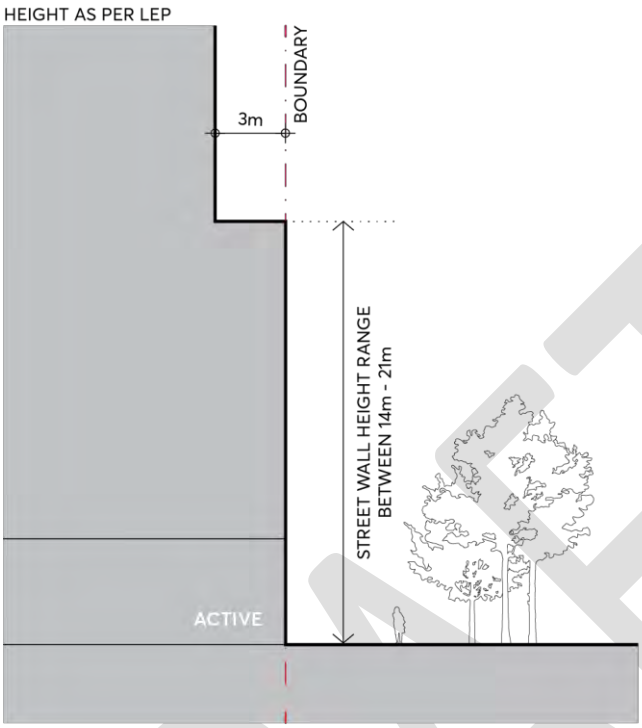


Figure 96.5.7.11 – New Civic Space or Park Edge (Section G) Setbacks and Street Wall Height

C.05 Driveways servicing new development are not permitted on Church Street and High Street. Future driveways must be minimised and provided on future servicing streets or laneways.

C.06 Tenancy widths on the ground floor in Church Street must allow for automotive or other large commercial uses.

C.07 Where necessary, proposals must consider how safe pedestrian movement may be reasonably provided within the Auto Alley Special Area.

9.5.8 STATION STREET WEST

The Station Street West Special Area is located on the southern edge of the eCity eCentre, characterised by its proximity to the railway line and high instance of built heritage, both in and around the precinct. The controls for this precinct ensure a more localised and heritage led response to the specific character established by these items, as well as setting a more defined edge to Station Street West as the precinct redevelops.

Future built form must consider the potential future development and public domain expected in the adjacent Marion Street Special Area to the north, and Auto Alley to the west. As a transition

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area, all development in the Station Street West Special Area must consider an expected massing of surrounding sites to ensure an appropriate response to future context. Development must also provide a measured response to the Tottenham Street Heritage Conservation Zone located to the south, ensuring future outcomes do not negatively impact the amenity of the Federation Period cottages in this location.

Objectives

O.01 Encourage respectful built form that relates to the existing subdivision, material, and scale of the area. Conserve heritage cottages to the highest standard and encourage the adaptive reuse of heritage items to maintain their importance into the future.

O.02 Ensure future built form does not adversely impact the solar amenity of the Tottenham Street Heritage Conservation Zone to the south.

O.03 Increase precinct permeability with the delivery of new, publicly accessible through site links in desired locations.

O.04 Create a consistent edge to Station Street West that adjusts the street boundary, providing a more contiguous street frontage which follows the alignment of the street.

O.05 Minimise tower floorplates to encourage compliant separation distances and maximise amenity on narrow, east-west sites.

O.06 Improve the pedestrian amenity and legibility of Station Street West through an expanded public domain and dedicated easement for future footpath widening.

O.07 Create a scale transition corridor along High Street that enhances solar access and views to sky by ensuring tower components are set back as reinforced by 12 metres maximum building heights in the *Parramatta LEP 2023~~11~~*.

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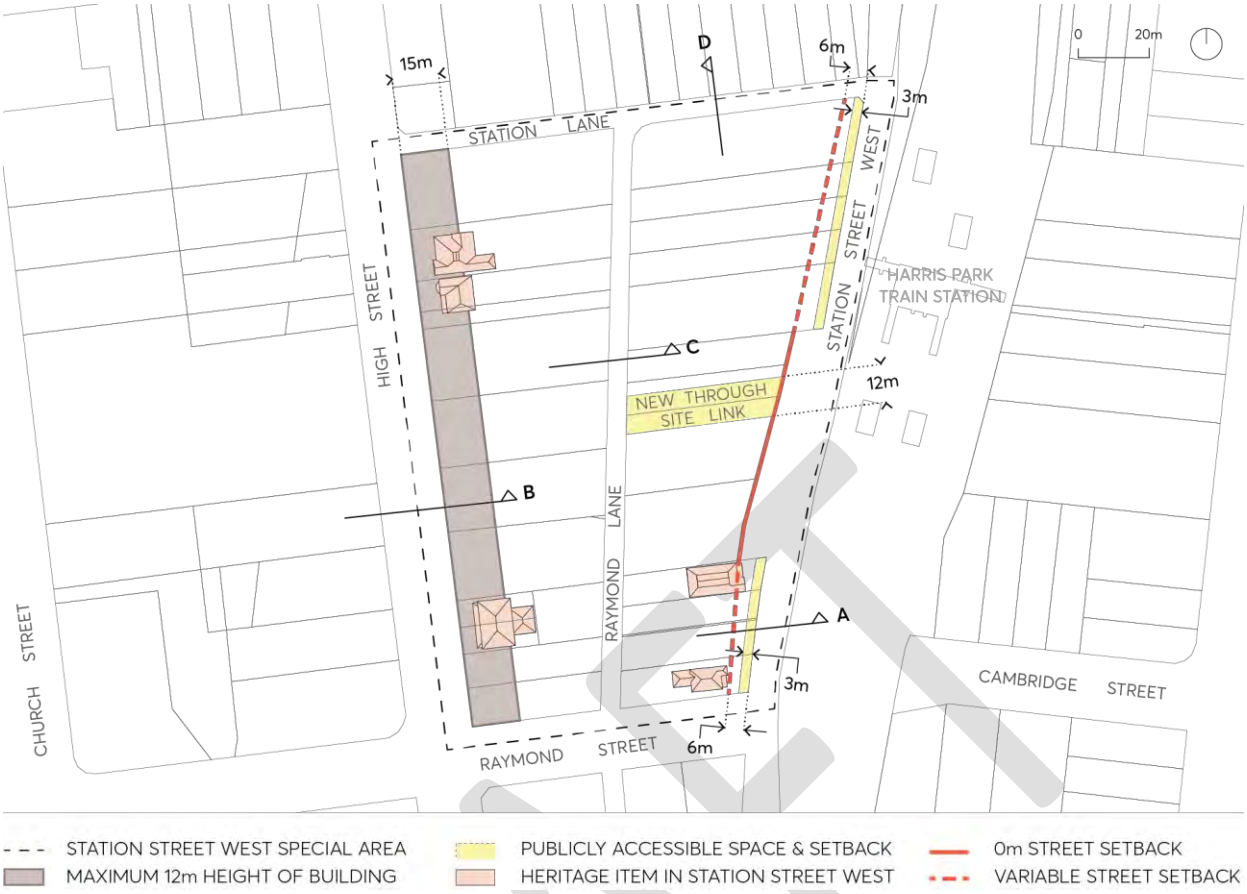


Figure 96.5.8.1 – Station Street West Public Domain & Alignment

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Controls

Unless modified or specifically excluded below, all controls in Sections 96.1 - 96.4 and Sections 96.6 - 96.9 apply to development within the Station Street West Special Area.

C.01 Future development must create a consistent edge to Station Street West that follows the alignment of the rail corridor and comply with the street setback line as per Figure 96.5.8.1. This alignment must facilitate a potential footpath widening on Station Street West to accommodate increased pedestrian traffic from Harris Park Train Station.

C.02 The delivery and location of new publicly accessible through site links in the Station Street Special Area must comply with Figure 96.5.8.1.

C.03 Future development must comply with the following envelope controls:

a) Street setbacks and street wall heights on Station Street West must comply with Figure 96.5.8.2 (Section A). A 3-storey street wall must be built to follow the variable street setback as per Figure 96.5.8.1, and towers must be setback a minimum of 6 metres from the street wall.

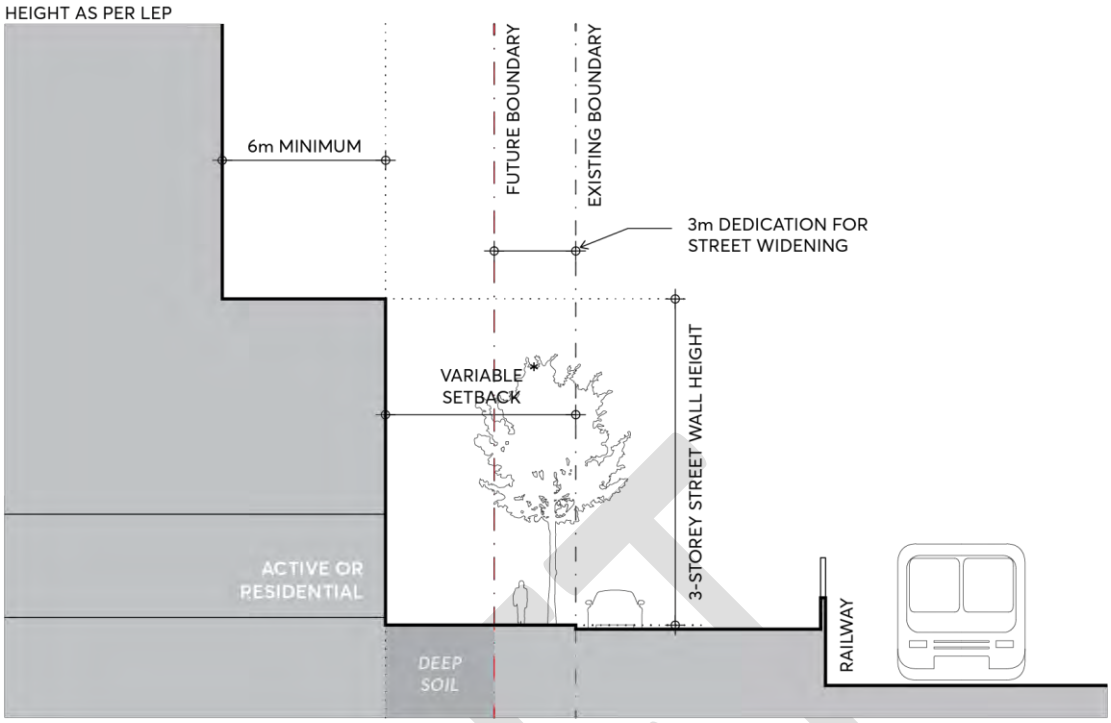


Figure 96.5.8.2 – Station Street West (Section A) Setbacks and Street Wall Height

b) Street setbacks and street wall heights on High Street must comply with Figure 96.5.8.3 (Section B). A 12 metre high street wall must be set back 6 metres from the street boundary. Any upper levels must be set back 15 metres from the boundary in accordance with the Height of Buildings Map in the *Parramatta LEP 20231~~1~~* in response to adjoining heritage fabric.

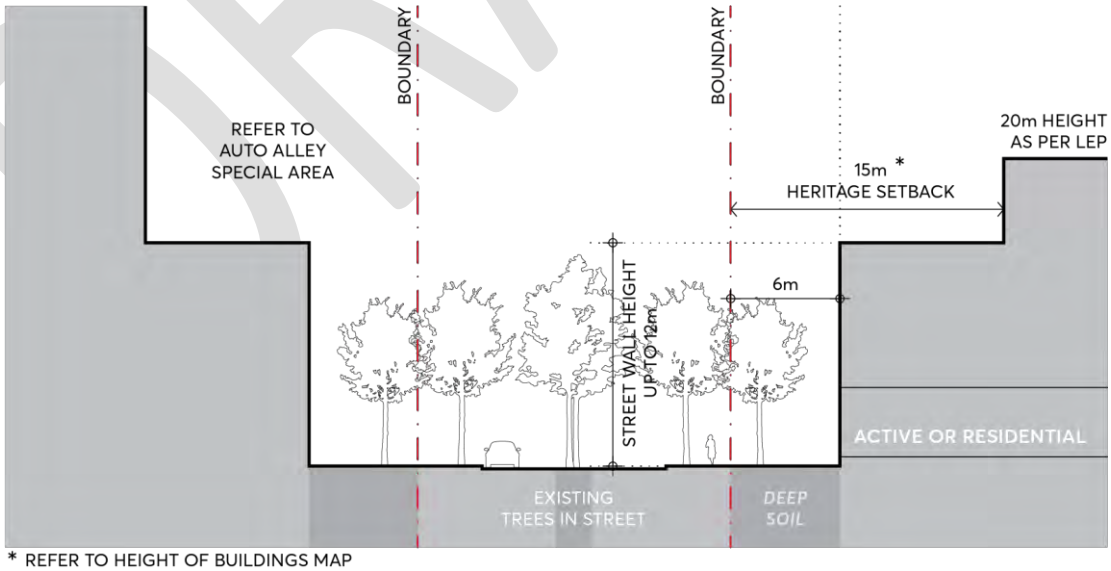


Figure 96.5.8.3 – High Street (Section B) Setbacks and Street Wall Height

c) Street setbacks and street wall heights on Raymond Lane must comply with Figure 96.5.8.4 (Section C). The building is to be set back 6 metres from the laneway boundary to provide private landscape, and towers on the eastern side of Raymond Lane set back a minimum 3 metres from the street wall.

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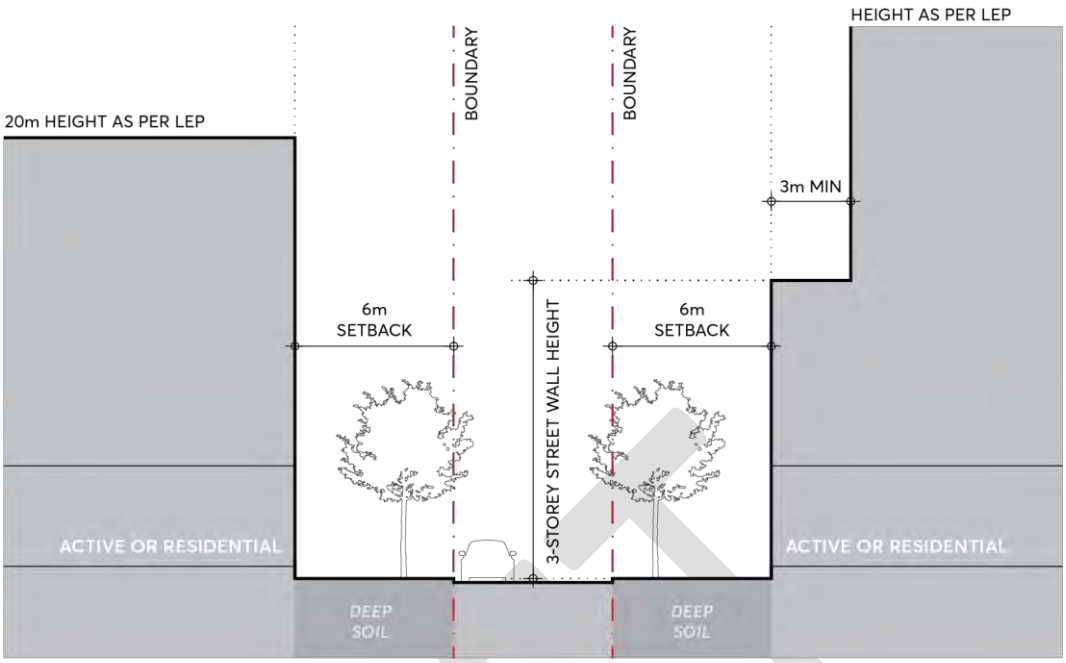


Figure 96.5.8.4 – Raymond Lane (Section C) Setbacks and Street Wall Height

d) Street setbacks and street wall heights on Station Lane must comply with Figure 96.5.8.5 (Section D). The street wall must be set back 4 metres from the laneway boundary and towers set back a minimum 3 metres from the street wall.

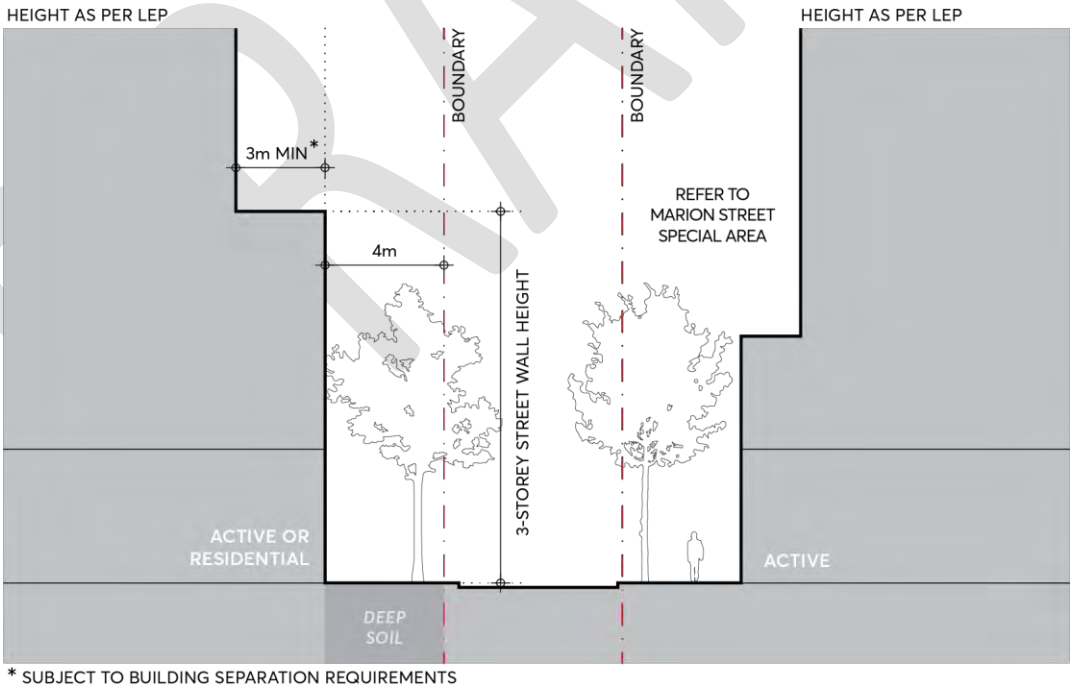


Figure 96.5.8.5 – Station Lane (Section D) Setbacks and Street Wall Height

e) Street setbacks and street wall heights on Raymond Street must comply with Section 96.3.3 – The Building Envelope.

9.5.9 CREEK CORRIDORS

The Parramatta River and its tributaries have been a place of cultural significance for first nations peoples for thousands of years. The land beside the stream now known as Clay Cliff Creek was a vital source of food and living resources, where fresh water met the ebb and flow of tidal water in the River. The land also played a critical role in the survival of Sydney, with well documented post-colonial occupation.

Development along the edges of Clay Cliff Creek and other creek corridors traversing the City must recognise their cultural and historical values as a shared public resource. While some significant development has already occurred through part of the City's creek corridors, the remaining open space must be enhanced to create a collective landscape corridor and flood mitigation element for the City.

By utilising a consistent deep soil setback to any development along the City's creek corridors, future development must create a highly visible, vegetated, and functional connection between existing green spaces, heritage destinations and transport nodes along creek corridors.

Objectives

O.01 Establish Clay Cliff Creek and other tributaries of the Parramatta River as priority green corridors for ecological protection, flood sensitive strategies and future landscape improvements.

O.02 Develop creek corridors as landscape and cultural assets, protecting landscape setbacks and biodiversity, and contributing to ecological resilience.

O.03 Protect and enhance local and regional biodiversity, maximising the extent and integrity of aquatic and natural land areas along creek corridors in the ~~c~~City ~~C~~Centre.

O.04 Employ Water Sensitive Urban Design strategies to limit pollutants entering Parramatta River and its associated waterways.

O.05 Utilise a deep soil setback zone to create a contiguous landscape along creek corridors with the intention of leaving space for a publicly accessible movement corridor in the future.

O.06 Identify opportunities for interpreting cultural and environmental values in the adjoining landscape, built form and lighting subject to Council's strategies.

Controls

Unless modified or specifically excluded below, all controls in Sections 9~~6~~.1 - 9~~6~~.4 and Sections 9~~6~~.6 - 9~~6~~.9 apply to development within the Creek Corridors Special Area.

C.01 Creek frontage heights and building setbacks on any creek corridor must comply with Figure 9~~6~~.5.9.1.

C.02 Development must provide a minimum building setback of 6 metres to any creek corridor, as measured from the top of bank, delivered as deep soil. The extent of open to sky deep soil adjacent to any creek corridor must be designed to the satisfaction of Council's flood engineers.

In some instances, the minimum 6 metre building setback from top of bank may be inadequate for meeting Council's flood mitigation requirements.

C.03 Development must provide a minimum 6 metre tower setback to support views to sky from a creek corridor and natural daylighting to deep soil and vegetation.

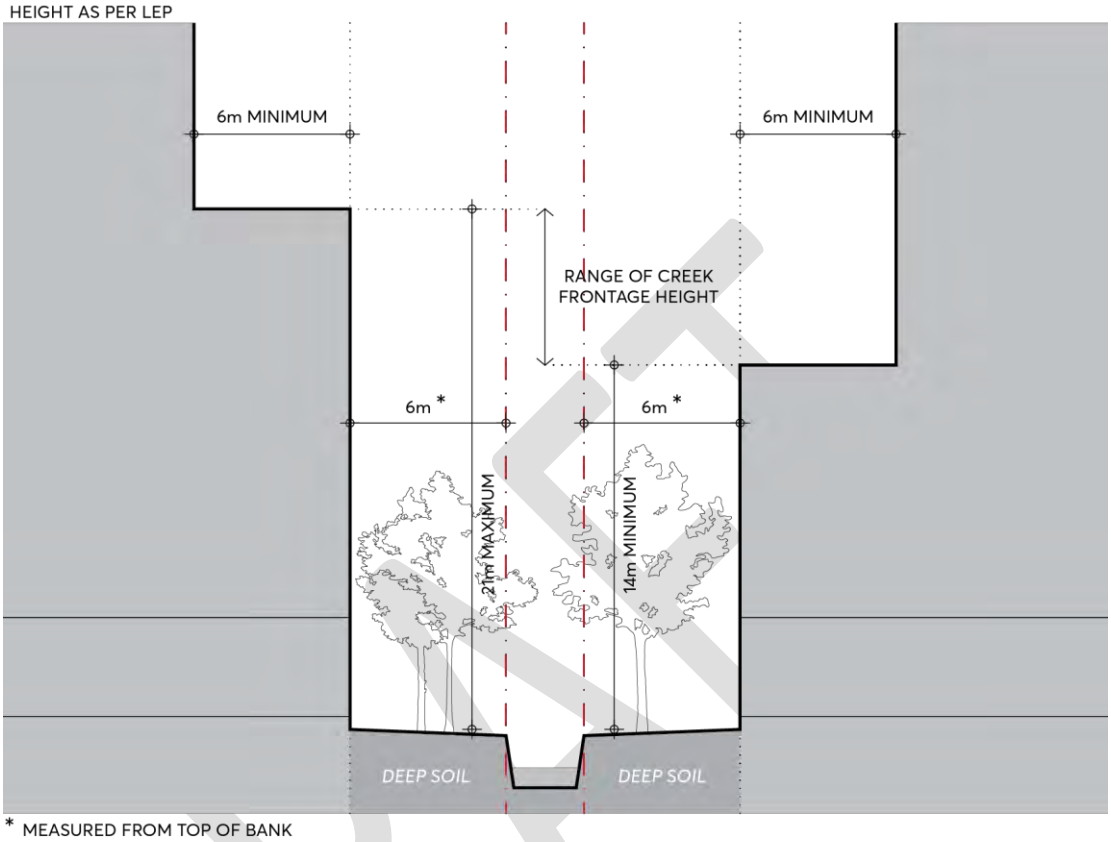


Figure 96.5.9.1 – Creek Corridor Setbacks and Street Wall Height

C.04 Protect existing vegetation that supports the ecological function of creek corridors. Future landscaping facing any creek corridor must be flood resilient and demonstrate its compatibility with the relevant riverine, estuarine or forest ecosystem.

C.05 Provide a sense of address to creek corridors, particularly where a future public connection may be provided, and follow design principles of The Street Wall contained within Section 96.3 – Built Form. Where above ground carparking is included, commercial or residential sleeving must be provided for passive surveillance to landscaped areas.

C.06 Creek corridor setback zones must be free of ancillary elements, servicing, and other structures.

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9.5.10 PARK EDGE HIGHLY SENSITIVE AREA

The Park Edge Highly Sensitive Area is located at the western edge of the Parramatta City Centre adjacent to and including part of Parramatta Park (see Figure ~~9~~6.5.10.1). Buildings within this area form a backdrop to Parramatta's Old Government House and Domain (OGHD).

OGHD is one of eleven sites in a group forming the Australian Convict Sites on the UNESCO World Heritage List. OGHD is also on the National Heritage List. The Park Edge Highly Sensitive Area has been identified in the study *Development in Parramatta City and the Impact on Old Government House and Domain's World and National Heritage Listed Values* *Planisphere 2012*, as an area where development is likely to have a significant impact on the world and national heritage values of OGHD, unless it is designed to mitigate potential impact to below a significant impact threshold.

In this study, the key determinants of whether development will have a significant impact on the world and national heritage values of OGHD are the view sheds of the highly significant views from and of OGHD, the proximity of the development to OGHD and topography.

Under the Commonwealth *Environment Protection and Biodiversity Conservation (EPBC) Act 1999*, development that is likely to have a significant impact on the world and national heritage values of OGHD must be referred to the Australian Government Department of Sustainability, Environment, Water, Populations and Community for approval from the Australian Government Environment Minister.

As this requirement has led to uncertainty and additional assessment processes, Council has worked with the Commonwealth and State Governments to enter into a Conservation Agreement. This agreement is made under the *EPBC Act* and removes the need for Commonwealth referrals of developments within the Park Edge Highly Sensitive Area under the *EPBC Act*, so long as the proposed development complies with the specified planning controls in the agreement. Compliance with these specified planning controls will mitigate significant impacts of development on the values of OGHD under its world and national heritage listing.

The planning controls include the applicable maximum building height and floor space ratio controls in the *Parramatta City Centre LEP 2007* as Annexed to the Conservation Agreement (which are translated into *Parramatta LEP 20*2311) as well as the controls outlined in this section (which include are a graphical improvement of the supporting figures in the DCP control figures also Annexed to the Conservation Agreement). When development complies with these controls, applications will not need to be referred to the Commonwealth Government for approval under the *EPBC Act*.



Figure 96.5.10.1 – Park Edge Highly Sensitive Area including sub areas

Controls

The Park Edge Highly Sensitive Area is divided into four sub areas as shown in Figure 96.5.10.1 above, with specific controls relating to each sub area as follows:

Area A1 - Parramatta Leagues Club Site

Development within Area A1 must comply with the following:

C.01 At least 80% of the building height must be contained below the level of the surrounding established tree canopy of Parramatta Park when viewed from any of the key viewing locations from OGHD shown in Figure 96.5.10.9. Any building element must be oriented to minimise the visual impact from these viewing locations.

C.02 External building materials must be muted in colour with matt finishes to minimise contrast with the park surrounds and be complementary to its setting.

C.03 Signage on the upper level of buildings must not face the Domain of Parramatta Park.

Area A2 – Western Sydney Stadium and Car Park

C.04 At least 80% of the building height (other than lighting towers for Western Sydney Stadium) must be contained below the surrounding established tree canopy of Parramatta Park when viewed from any of the key viewing locations from OGHD shown in Figure 96.5.10.9. Buildings must be oriented to minimise the visual impact from these viewing locations.

C.05 External building materials must be muted in colour with matt finishes to minimise contrast with the park surrounds and be complementary to its setting.

C.06 Signage on the upper level of buildings must not face the Domain of Parramatta Park.

Area B -

C.07 The street frontage height for podiums, setbacks to the street, side and rear boundaries must comply with Figures 96.5.10.5, 96.5.10.6 and 96.5.10.7.

C.08 Upper level building setbacks must contribute to spaces between buildings and an openness in the city skyline, with upper level setbacks of:

a) 8 metres at the river foreshore as shown in Figure 96.5.10.2; and

b) 6 metres at the street frontage as shown in Figure 96.5.10.3; except for George Street (see C.09)

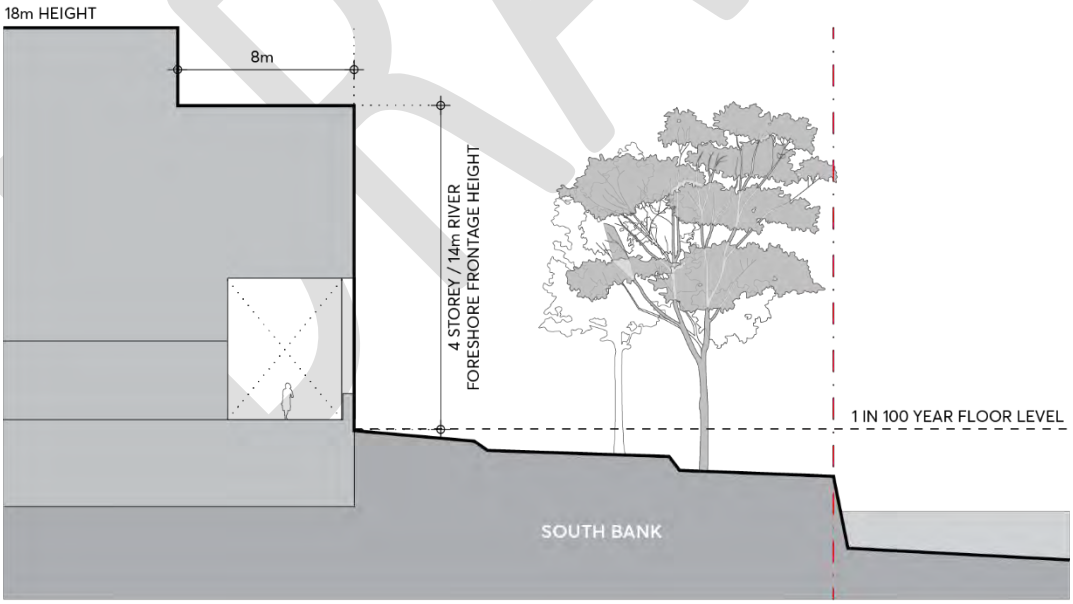


Figure 96.5.10.2 – River Foreshore Frontage Height and Building Setbacks

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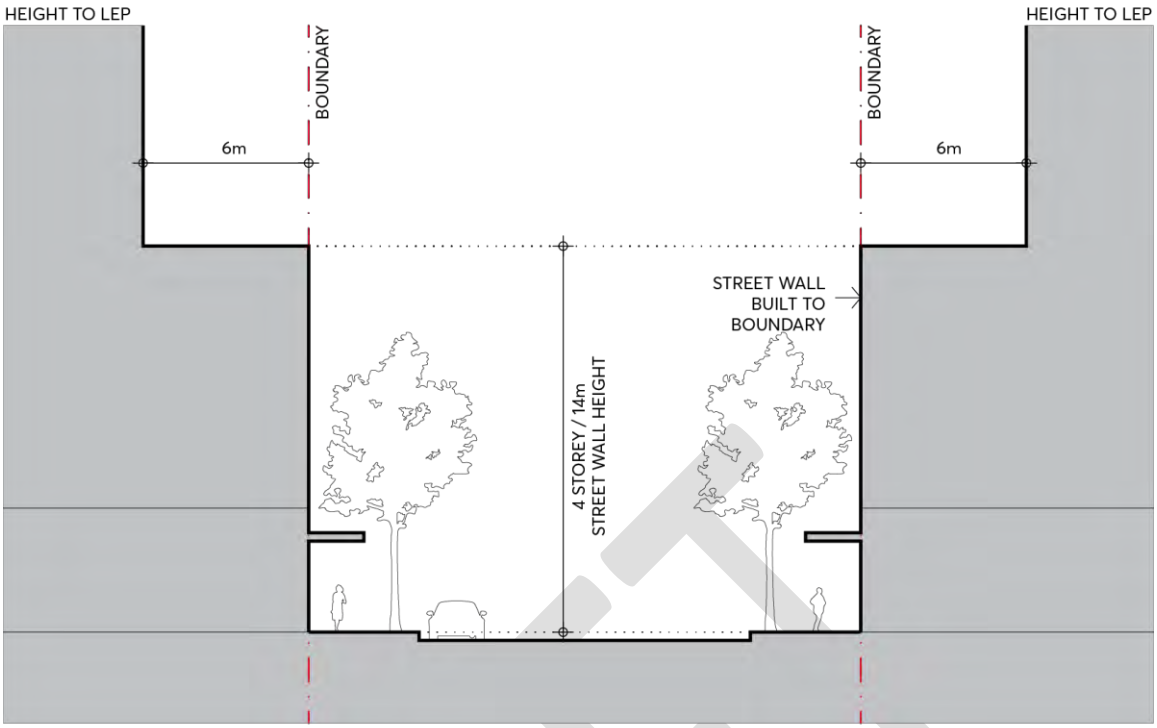


Figure ~~9~~6.5.10.3 – Park Edge Highly Sensitive Area Street Wall Height and Setbacks

C.09 Upper level building setback to George Street of 20 metres must comply with Figure ~~9~~6.5.10.4, to frame the vista along this street, reinforcing the historic Georgian town plan and the relationship between George Street and OGHD.

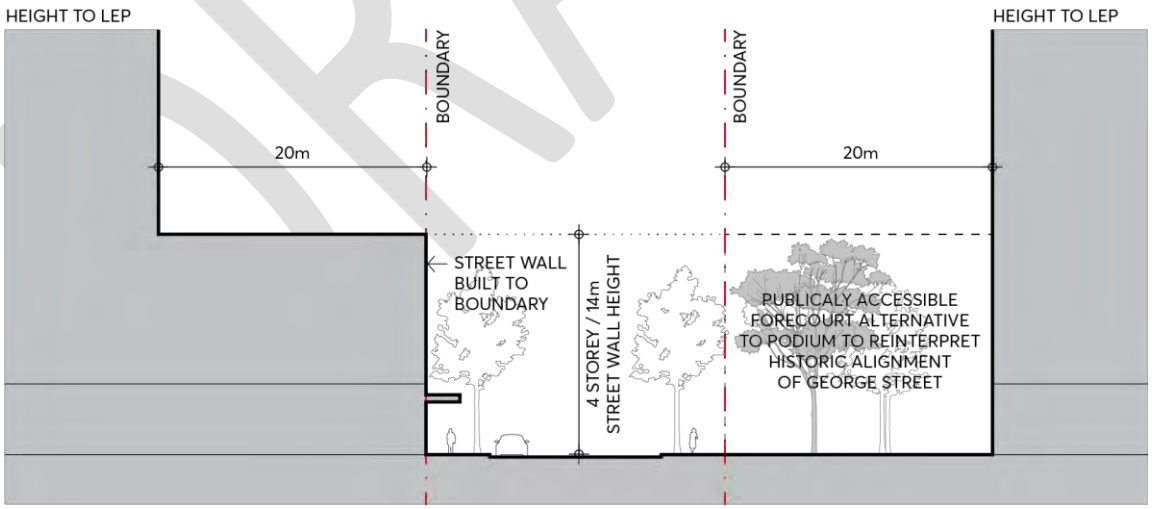


Figure ~~9~~6.5.10.4 – George Street west of Marsden Street – Street Wall Height and Building Setbacks

C.10 Upper level side and rear building setbacks must comply with Figure ~~9~~6.5.10.5 to contribute to spaces between buildings and an openness in the city skyline.

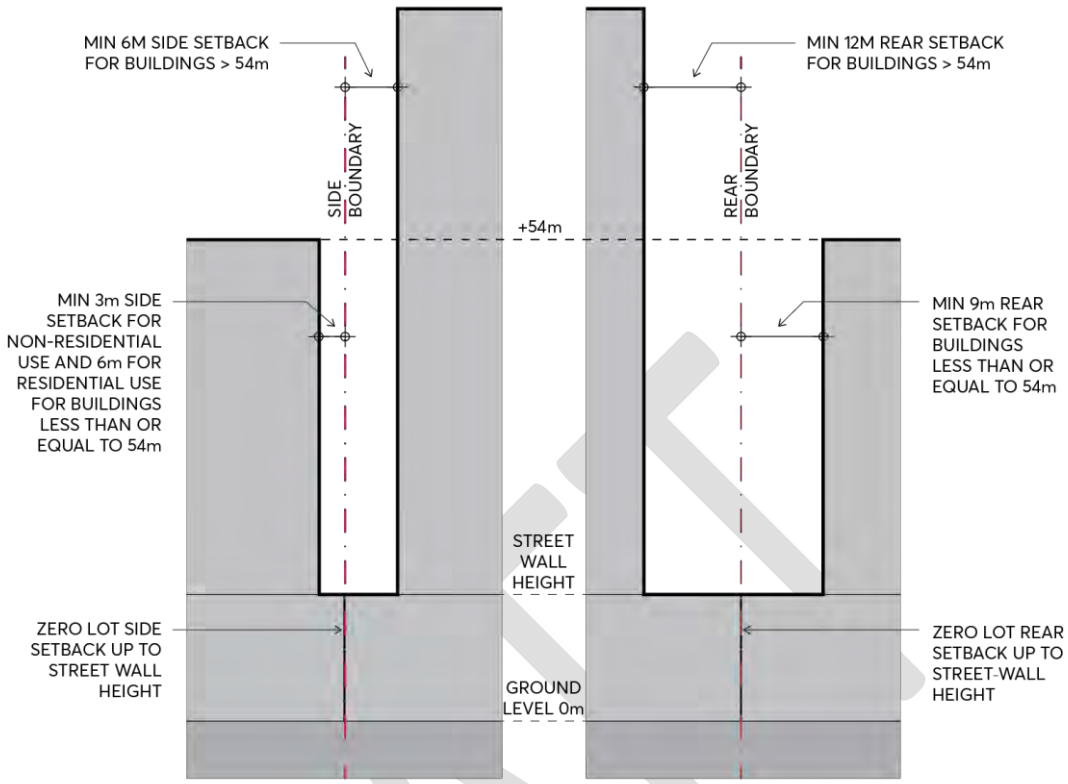


Figure ~~9~~6.5.10.5 – Park Edge Highly Sensitive Area Side and Rear Setbacks

C.11 Where reasonably practicable, having regard to the orientation of the development parcel, buildings must be oriented with their narrow end not exceeding 30 metres in width facing the Domain.

C.12 External building materials must reduce visibility against the sky, for example, use of light colours or reflective surfaces.

C.13 Signage on the upper level of buildings must not face the Domain of Parramatta Park.

Note – Minor departures exceeding the above built form controls (by up to 5%) for Area B will only be permitted where the consent authority is satisfied that the visual impact of the proposed development will not visually dominate OGHD as a result of any such variation when the proposed development is viewed from any of the key viewing locations from OGHD shown in Figure ~~9~~6.5.10.9.

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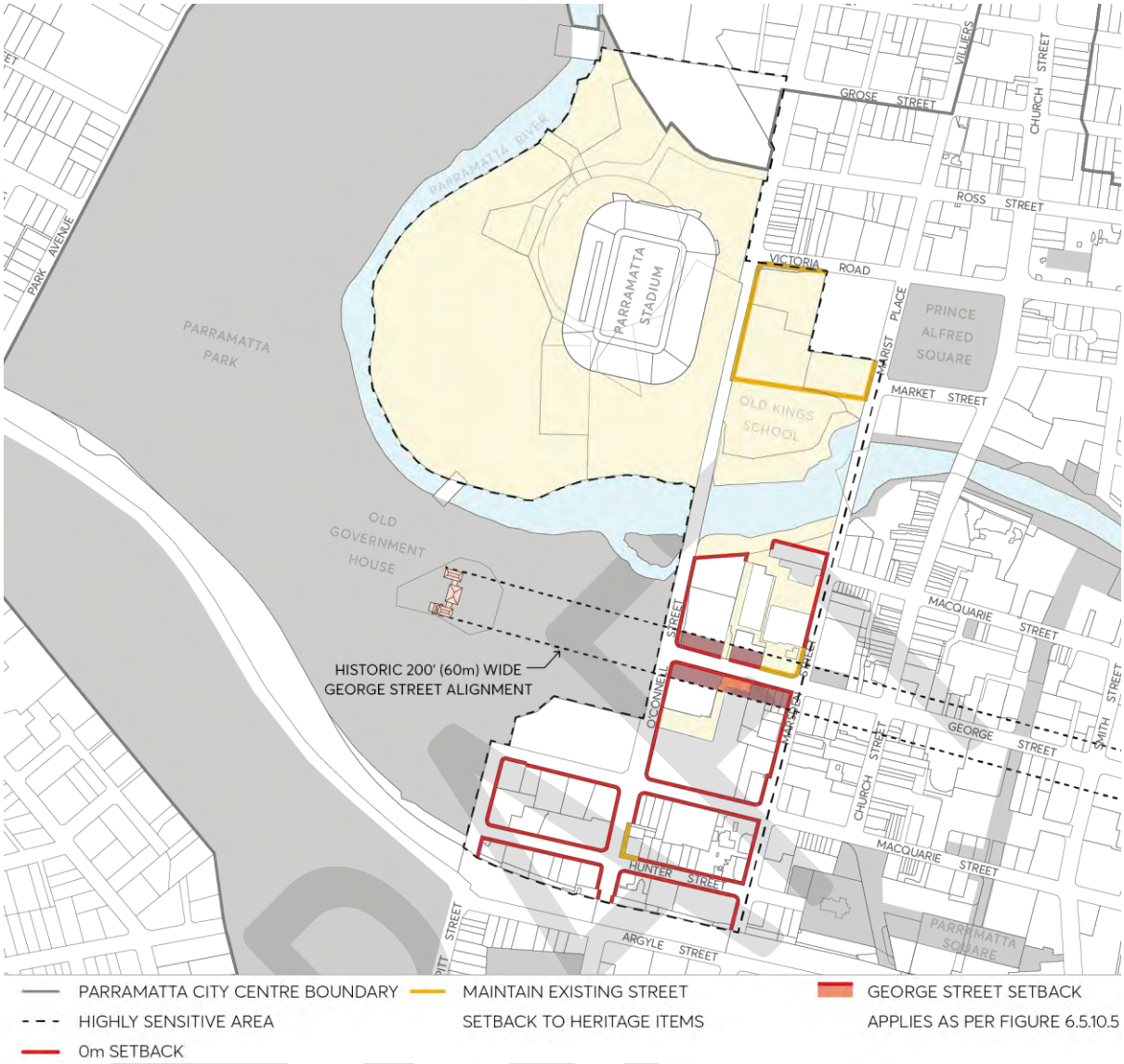


Figure ~~26~~.5.10.6 – Building Alignment and Front Setbacks (to streets, public domain and water courses)

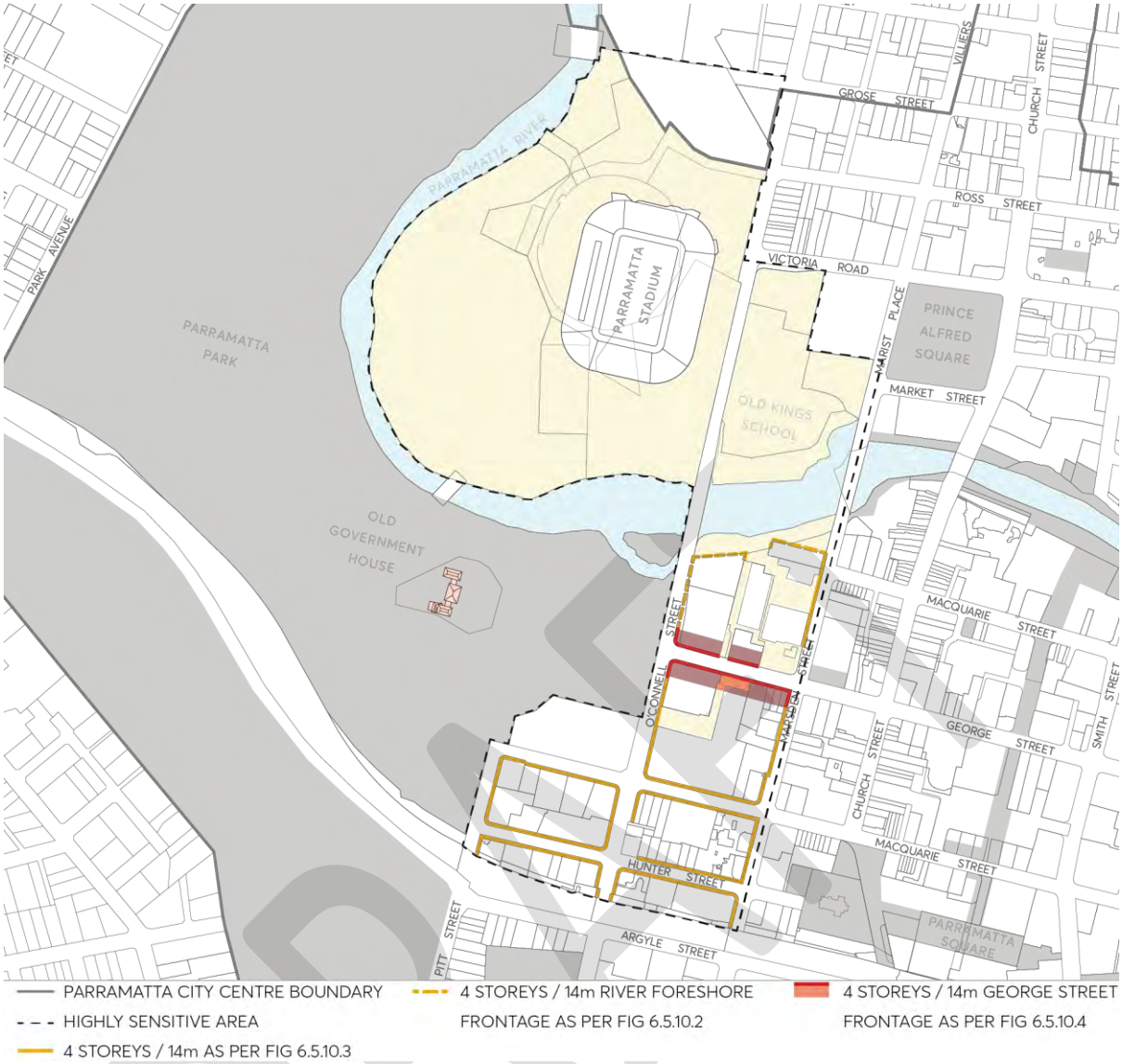


Figure ~~9~~6.5.10.7 – Street Wall / River Frontage Heights (Podiums)

Area B - Building Height and Floor Space Ratio controls

The *Parramatta LEP 2023~~11~~* specifies the applicable maximum building height and floor space ratio controls for Area B within the Park Edge Highly Sensitive Area. Bonus height and floor space ratio provisions under the LEP apply when the development exhibits design excellence as judged under an architectural design competition.

When a design competition is carried out for development within the Park Edge Highly Sensitive Area, the brief for the design competition will specify that consideration must be given to the protection of the world and national heritage values of OGHD from significant impacts when the proposed development is viewed from any of the key viewing locations shown in Figure ~~9~~6.5.10.9 and that development complies with the specific requirements of this section of the DCP.

In Area B, minor variations to building height such as for architectural roof features, or minor variations in floor space ratio of up to 5%, will only be permitted where the consent authority is satisfied that the visual impact of the proposed development will not visually dominate OGHD as a result of any such

variation when the proposed development is viewed from any of the key viewing locations from OGHD shown in Figure 96.5.10.9.

Area C – Lot 362 DP 752058, No. 2 Macquarie Street Parramatta (RSL Site)

C.14 Built form is to provide minimum setbacks to Parramatta Park as indicated in Figure 96.5.10.8. The setbacks are to provide a transition from built form to the soft landscaping in Parramatta Park and are to be predominantly landscaped.

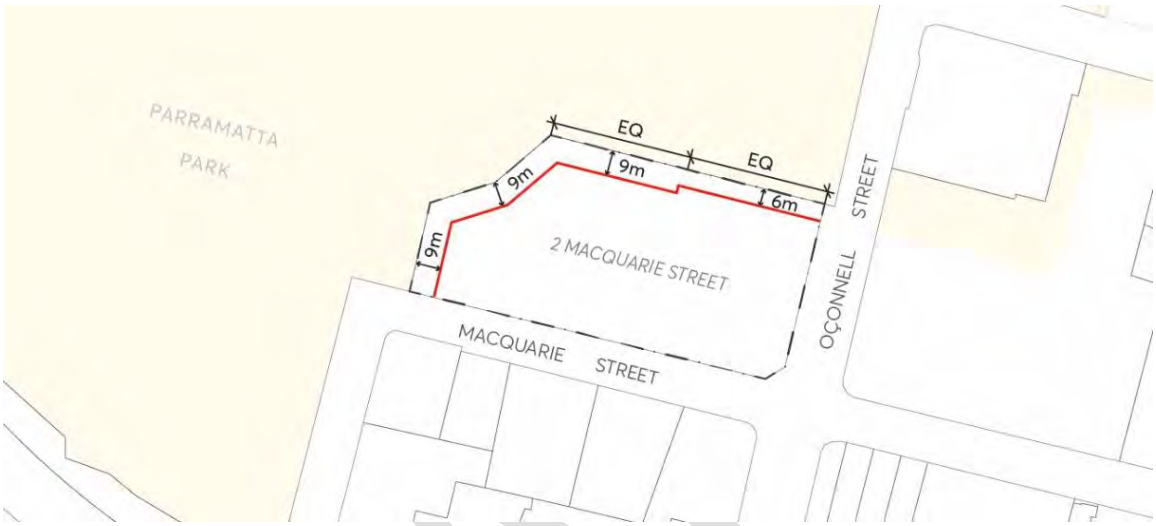


Figure 96.5.10.8 – Setbacks to Parramatta Park at 2 Macquarie Street Parramatta

C.15 Buildings are to be sited to enable the retention and protection of the heritage fence at the O'Connell Street and Macquarie Street frontages. The siting and spacing of buildings across the site shall also respect the important relationship of the RSL site to the landscape setting of Parramatta Park, including the park entrance from Macquarie Street and the George Street Gatehouse at this entrance.

C.16 The maximum building height is 10 metres.

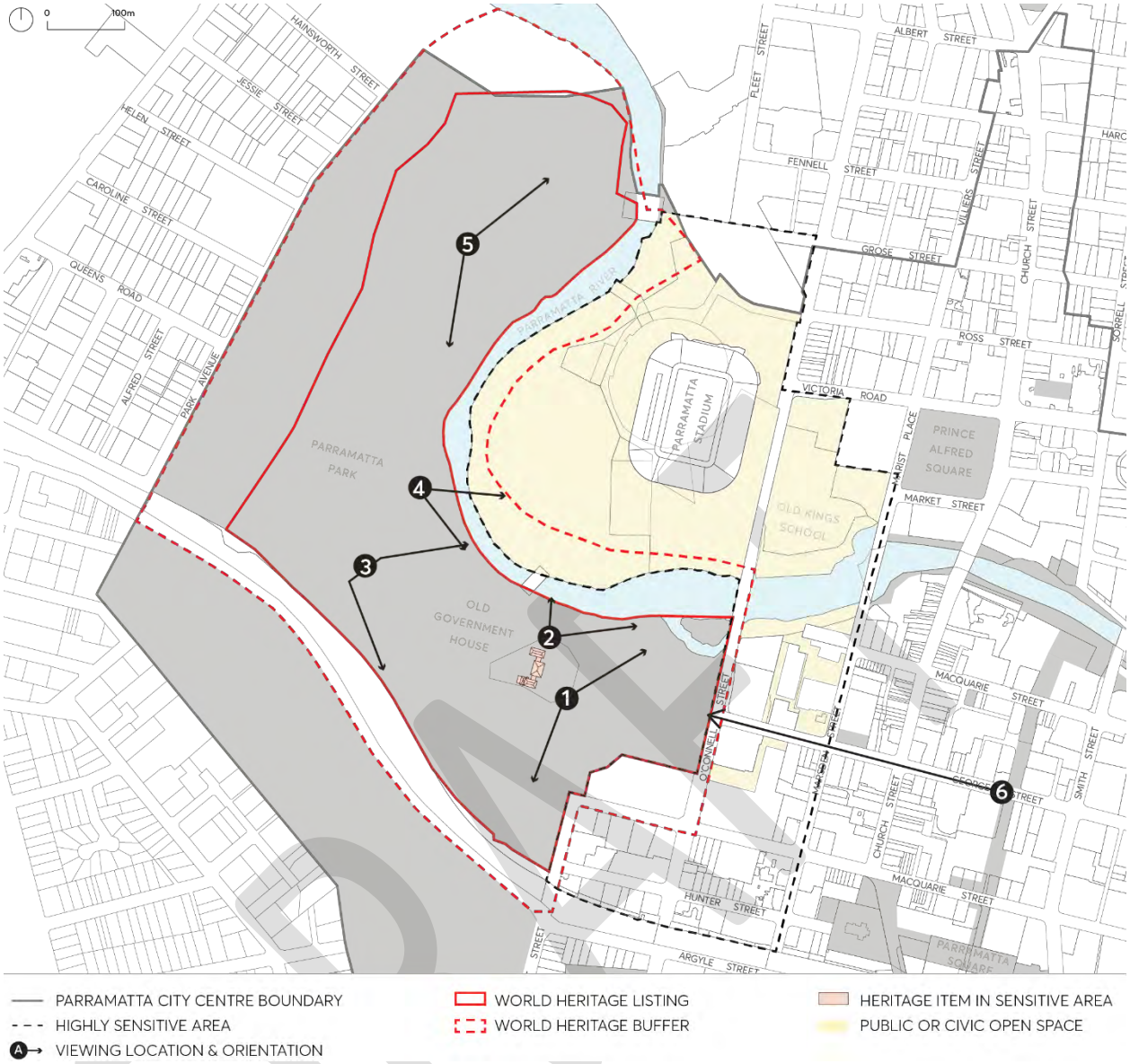
C.17 External building materials must be muted in colour with matt finishes to minimise contrast with the park surrounds and be complimentary to its setting.

C.18 Signage on the upper level of buildings must not face the Domain of Parramatta Park.

Protection of important views to and from Old Government House and Domain

Within the Park Edge Highly Sensitive Area, development must not be carried out that obstructs the sight lines between Old Government House and the Old Kings School site and the spire of St Patrick's Cathedral.

Note – Parramatta Park is also listed on the NSW State Heritage Register and as an item of State Heritage significance in Schedule 5 of *Parramatta LEP 20231~~1~~*. These listings mean that the provisions of the *Heritage Act 1977* and the heritage clauses of *Parramatta LEP 20231~~1~~* must be complied with for development on or within the vicinity of OGHD. These considerations do not impact on the referral requirements of the *EPBC Act*.



View	Description
1	From lawns east and south of Old Government House towards the City
2	From the north-east corner of Old Government House to Old Kinds School
3	From Bath House area west of Old Government House to the City
4	Parramatta River views towards city from road within Parramatta Park on the west side of river.
5	From Diary Precinct within Parramatta Park looking north-east and south-east towards the City
6	West along George Street towards the George Street Gatehouse of Old Government House

Figure ~~9~~6.5.10.9 – OGHD Viewing Locations

9.6 HERITAGE

This section of the DCP should be read in conjunction with ~~Section~~ Part ~~3.5~~7 – Heritage and Archaeology (including ~~Part~~ Section ~~3.5.3~~7.8, which addresses Aboriginal cultural heritage~~)~~, ~~Part~~ Section ~~4.4~~7.10 – Heritage Conservation Areas) and ~~Part~~ Section 5.3.4 – ~~Preservation of~~ Tree~~s or~~and Vegetation Preservation in Parramatta DCP 2023~~11~~.

This section of the DCP outlines Council's integrated approach to protecting and celebrating heritage within a collective urban form that has a strong focus on the pedestrian experience. These controls apply to all land in the Parramatta City Centre, not just sites containing a heritage item or next to a heritage item, because heritage items in the City Centre form a collective network of heritage places that together enliven and enrich the city.

This section must also be read in conjunction with relevant heritage inventory sheets, the Australia ICOMOS Burra Charter 2013, relevant heritage studies, and any heritage guidelines.

9.6.1 GUIDING PRINCIPLES

For over 60,000 years, the area comprising present day Parramatta has been occupied by the Burramattagal people, a clan of the Darug, who first settled along the upper reaches of the Parramatta River. The heritage of Parramatta includes places and items that are important to the local Aboriginal community or Aboriginal people of NSW. These are places or objects that people have a connection to, both physically and spiritually.

As the second town to be established on the continent, and the first to be planned, Parramatta has its roots in the earliest days of the British colony. It was a seat of government, the landing place for convicts, and the centre of administration through the British colonial period to 1840. However, Aboriginal people continued to have a strong relationship with the area and Parramatta has always been an important meeting place. Aboriginal people have a very close and special connection to a number of institutions in Parramatta, including the Native Institution, Parramatta Gaol, Parramatta Park, and the Women's Factory.

Parramatta grew into a city in the mid nineteenth century, was fully developed in all its civic institutions. That it retains so much of its heritage is evidenced in the listing of many heritage items at Local, State, National and World Heritage levels, and these should be capitalised upon and strengthened in any future development. The numbers of cities in the world that have items of World heritage significance are few, and Parramatta finds itself in unique company on a global scale. Its heritage is one of its key attributes and one that distinguishes it from other cities.

Parramatta was a town planned with its civic functions from the earliest days of its settlement. The city was given a defined grid both north and south of the River – George and Church Streets being the most significant - and a suite of civic buildings and institutional precincts within and without the grid. Commercial and residential buildings were also built. The totality of the City's heritage – its streets and spaces as well as its buildings - provides a rich network in which to read the layers of history. This holistic vision is important for any future planning in and around the Parramatta City Centre – the next layer of its history. The conservation and enhancement of its heritage, and new development that responds appropriately to its heritage, will result in a City Centre in which the present day will occupy its place in the built history of Parramatta, and of which future communities can be proud.

A challenge for Parramatta is to retain the authenticity and setting of its heritage amidst new large scale, high-rise development, particularly as its heritage buildings are generally small in scale. Heritage places in the City Centre range from individual items such as churches, halls, banks, cottages, and rows of shops, to groups and precincts comprised of related heritage items and spaces. Important groupings of heritage items include those of Centenary Square, and the masonry commercial buildings at the intersection of Church and Macquarie Streets.

Heritage in Parramatta must not be sidelined, isolated, swamped or ignored, but rather integrated with the new fabric of a thriving city environment. Its heritage places and the connections between these places, distinguishes the Parramatta City Centre from other areas, creating local identity and visual vitality, not only helping the City be more people-centred, but also delivering economic benefits. There is the opportunity for the new wave of development to support the conservation of heritage places. In addition, the retention of heritage buildings enhances the sustainability of the City, by conserving embodied energy and by providing a diversity of tenancy and dwelling types.

Heritage places in Parramatta City Centre include places such as heritage items, conservation areas, archaeological sites, Aboriginal cultural heritage sites, cultural landscapes, and heritage precincts. It is of vital importance that the heritage values of a place are understood at the earliest design stages of any development. These heritage values are not only those embodied in the fabric of a heritage place, but also in its context, and in its relationships with the broader City Centre. The identification and protection of special heritage precincts, the retention of adequate space around heritage places, the use of tree canopies to provide a setting for heritage items as well as a visual break between small items and larger development, and ensuring that new buildings form a neutral backdrop to heritage places, together will serve to protect the heritage of Parramatta.

The Australia ICOMOS Burra Charter 2013 provides guidance for the conservation and management of places of cultural significance (cultural heritage places) and is useful tool in helping to make decisions about planning for development affecting heritage places.

For sources on contextual heritage design, architects and designers can consult Design in Context by the NSW Heritage Office and Design Guide for Heritage by Heritage NSW and Government Architect NSW.

The following principles apply to all development in the Parramatta City Centre:

P.01 Heritage listed places are retained, conserved, and enhanced.

P.02 To conserve Aboriginal cultural heritage.

P.03 The heritage values of a heritage place, as well as the contribution of the broader context, including views, and the immediate setting, to the heritage values of the place (the relationship of a heritage place to its area), are understood prior to making decisions about changes to a place, including new development.

P.04 New development situated alongside existing heritage places is accommodated in a way that is respectful and appropriate, and in a way that will enhance the heritage values of a place.

P.05 The adaptation of heritage buildings is sensitively undertaken to avoid harm to their heritage significance while allowing buildings to meet changing needs.

P.06 New development is carefully designed to protect and enhance the setting of heritage places and to acknowledge and strengthen the relationships between heritage places in the City Centre.

9.6.2 UNDERSTANDING THE PLACE

An understanding of the heritage significance of a place and its relationship to its context is crucial to directing the nature of change that would be appropriate for a heritage place and its setting. An informed design response relies on first understanding these heritage values and then addressing opportunities and constraints that arise from these.

Objectives

O.01 Ensure that the nature of change to a place is determined by a proper understanding of its heritage significance.

O.02 The nature of change to a site within the vicinity of a heritage item, within a heritage precinct, or which has a historical or visual relationship with a heritage item or conservation area, must be determined by a detailed understanding of the contribution the subject site makes to the heritage item or conservation area.

O.03 A development proposal must demonstrate that a detailed analysis has been undertaken of the relationship of the subject site to its context and to other heritage places in the Parramatta City Centre.

Controls

C.01 The Outstanding Universal Values of the World Heritage site of Australian Convict Sites, Old Government House and Domain and the National Heritage Values of the Old Government House and the Government Domain – Parramatta must be conserved and enhanced.

C.02 The heritage significance of places listed on the NSW State Heritage Register must be conserved and enhanced. Work must be guided by the policies of a conservation management plan (or similar) which is preferably no more than 5 years old, and in accordance with its State Heritage Register listing.

C.03 The heritage significance of local heritage places must be conserved and enhanced. The work must be guided by the management recommendations set out on Council's heritage inventory sheet for the place, or in a relevant heritage management document such as a conservation management plan that Council has found acceptable.

C.04 A heritage impact statement must be submitted for work that will affect a heritage item or heritage conservation area.

C.05 The heritage impact statement must include an assessment of significance undertaken in accordance with Heritage NSW guidelines and an updated heritage inventory sheet prepared using the Heritage NSW template. The assessment of significance must include a grading of

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significance of the component parts of the places – its spaces, fabric and landscape etc. The assessment of significance must encompass the Aboriginal cultural heritage values of the place.

C.06 The heritage impact statement must include an analysis of the relationship of the subject site to its setting and to its broad context (such as other heritage places in the City Centre). Analysis of the existing and proposed urban, historic, scale and visual relationships within the immediate, street and area settings relating to the heritage place must be undertaken. The local and city wide context must be demonstrated by drawings in plan and in section at a range of scales, so that the heritage elements, and the spaces they inhabit, are well understood. The area of context of items and conservation areas must be large enough to capture all potential impacts.

C.07 An archival photographic recording and measured drawings must be submitted prior to the demolition of any building listed on the Australian Institute of Architects NSW Register of Significant Architecture, the National Trust Register, a s170 register (as made under the auspices of the *Heritage Act 1977*), a place registered by DOCOMOMO Australia or which is over 50 years old.

9.6.3 HERITAGE RELATIONSHIPS

The potential heritage impact of a proposed development is influenced by many factors, including the type, scale, and context of a proposal. A useful way to consider the impact of a new development upon heritage items and heritage conservation areas is to consider the relationship that will exist between these places and any proposed new development. Contemporary innovative design will respect the heritage values of a place while adding a new layer of architectural design, enhancing the diversity the City Centre as layers of well-designed buildings result in attractive and welcoming streetscapes.

The conservation of heritage significance will involve identifying, conserving, restoring or creating these relationships in a way that retains and enhances the significance of a heritage item or heritage conservation area.

Relationships with heritage items and heritage conservation areas with their urban context (setting) are considered to operate primarily in four ways:

- Urban relationships such as mode of address to the street, and relation to historic subdivision pattern.
- Historic relationships such as historic space around the item and to other heritage places, its relationship to the natural landscape, and the names of items and places.
- Scale relationships, usually assessed in terms of height, bulk and setbacks.
- Visual Relationships, comprising views to and from the heritage item, and the setting of a heritage item.

Where the relationship between a heritage item and its setting contributes to the significance of a heritage place, this relationship must be preserved. New development should complement the heritage place and leave a valuable legacy for the future. Good contemporary design respects heritage values. The careful consideration of scale, massing, materials, colours, and details is critical when designing within a heritage context. The appropriateness of a particular strategy to create an acceptable relationship between a new development and a heritage item will be dependent upon

the particular features of the heritage item, such as its architectural style, height, form, and street address.

The retention and conservation of a heritage item at the expense of its dignity is not an acceptable outcome. An appropriate relationship requires: the protection of important aspects of a heritage item and landscape features; providing appropriate space around an item commensurate to the scale and typology of the item; modulation of the building form to create an appropriate scale; careful design of architectural elements; appropriate landscaping; and, the use of suitable materials and colours. Development that overhangs a heritage item will reduce the significance of that item and is not acceptable in any circumstances.

The relationship of a heritage item to its ground plane is a key element in the historical and visual qualities of a place. It is important that heritage items are not isolated from their context by either raising or lowering the surrounding ground plane in a way that disrupts significant relationships.

Setbacks are an important attribute of an appropriate setting for a heritage item or for buildings in a conservation area. Appropriate setbacks create a positive space for heritage items. Setbacks from all sides of a building need to be considered, side and rear setbacks as well as street front setbacks.

Objectives

O.01 Create appropriate relationships between new development and heritage items and conservation areas, in a way that retains and enhances the heritage value of a place and the Parramatta City Centre.

O.02 Ensure that the relationship between places comprised of linked buildings and spaces are maintained where this conserves and enhances heritage values.

O.03 Ensure that a setting which contributes to the heritage values of a heritage item or conservation areas is retained.

O.04 Ensure that heritage items retain their physical and visual relationship with the existing ground planes of the site and the immediate setting, as well as with the sky.

O.05 Ensure that setbacks help to provide heritage items with a visual context that responds to the historic relationships of these places to their setting and allows heritage items to be visually prominent elements comfortably situated in relation to the spatial organisation of new development.

Controls

C.01 Existing positive relationships on the site of a heritage item and positive relationships between a heritage item and its broader context as well as its street, must be conserved.

C.02 New development must not isolate a heritage item from its immediate surroundings where these surroundings contribute to its heritage value and setting, nor diminish the contribution of a heritage item to its context.

C.03 New development must not physically overhang a heritage item or overhang the space that provides a positive visual curtilage for the item, nor have a visual perception of overhanging.

The roof of a heritage item as well as the visual curtilage of the heritage item must be open to the sky.

C.04 The ground below a heritage item, or trees which contribute to the heritage values of the place, including its setting, must not be excavated.

C.05 New buildings must not be designed to step away from heritage buildings like a ziggurat, but must have vertical walls – with the line of the wall located such that the space around a heritage item is clearly defined and there is a positive visual and physical curtilage around the heritage item.

C.06 The architectural character of a heritage item, including important architectural elements such as massing, form, parapets, roof lines, gutter lines, materials, colours and the like, must be considered in the design of new development.

C.07 Priority must be given to uses for heritage items that involve less change to significant fabric than uses that require more change.

C.08 New development must ensure that its relationship with a heritage item will not require the necessity for upgrades to the heritage item such that there will be an adverse impact on the heritage significance of a heritage item.

C.09 New uses for heritage items resulting from new development must not adversely affect the amenity of a heritage item for users.

C.10 Those parts of a new development that form the backdrop to a heritage item must be designed so that the visual prominence of a heritage item is retained and, preferably, enhanced. A discordant visual relationship is not acceptable.

C.11 The modulation, proportions and rhythm of the design of development in the vicinity of heritage items must respond to the scale and visual character of heritage items.

C.12 New buildings must not use imitation period details as a device to try and blend with historic places.

C.13 The existing ground plane of a heritage item and its immediate setting must be retained. Heritage items must not be visually isolated by changes in ground planes.

C.14 Where flood risk management requires raised levels, a sufficient extent of existing ground plane must be retained around the heritage item in order to ensure an appropriate setting, including the deep soil area of any trees.

C.15 Where original ground levels have been raised such that they detract from the setting of a heritage item, original levels must be reinstated.

C.16 Materials, finishes and colours for new developments must make a positive contribution to the heritage values of a heritage item and its setting, and must not be visually intrusive.

C.17 New developments must seek to preserve historic setback patterns if this conserves and enhances the heritage values of the place.

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C.18 Setbacks for new development must be sufficient to provide a heritage item with a surrounding space of appropriate scale. The height and bulk of a proposed new building in relation to the scale of heritage items and conservation areas must be considered in determining appropriate setbacks.

C.19 Setbacks must ensure views to and from a heritage item are protected, and enhanced where they have been lost.

C.20 Landscape features that contribute to the heritage values and setting of a heritage item and conservation area must be retained and enhanced. In the case where existing trees contribute to the heritage values and setting of a heritage item and conservation area, a deep soil area beyond the perimeter of the tree canopy must be retained to the satisfaction of Council, and a basement must not be built below this area.

C.21 In the case of an historic house, a landscape area, preferably deep soil, large enough for trees with spreading canopies taller than the roof of the house, must be provided behind and at the side of the building in order to convey the original detached nature of the dwelling and a garden setting. The landscaping in front of the house, including a front fence if appropriate, must be designed to enhance the heritage values of the house.

C.22 Signs must be located appropriately in relation to the architectural design of the façade and in locations where they were traditionally placed e.g. in recessed panels designed to contain signage. Signs must not conceal architectural features or details which contribute to the significance of the heritage place.

C.23 Signage adjacent to a heritage item must not obscure or adversely affect the setting of the heritage item.

9.6.4 DEMOLITION

Demolition of heritage items or contributory buildings in conservation areas is not supported, nor is the retention of only the façade of a heritage item. Demolition of parts of a building that have little or no significance is acceptable so long as the replacement development does not have an adverse impact on heritage values.

Objectives

O.01 Ensure heritage items and contributory properties in conservation areas are retained.

O.02 Ensure components of a heritage item or conservation area that contribute to the heritage values of the place are retained and conserved.

Controls

C.01 Heritage items and contributory properties in conservation areas must not be demolished or destroyed through neglect. The poor structural or aesthetic condition of a heritage item or contributory building will not be considered justification for permitting demolition.

C.02 Components of a heritage item and a conservation area that contribute to the heritage values of the place must be retained and conserved.

C.03 The three dimensional form of the primary part of a heritage building and any significant part of the building, including its roof, must be retained. The retention of only the façade of a heritage item is unacceptable under any circumstance.

C.04 Heritage items must not be dismantled with the intention of reassembling following building works or relocating on a new site. Heritage items must remain insitu, and the methodology for the protection of the heritage item and any landscape components that contribute to its heritage values, during construction works included in the heritage impact statement.

9.6.5 AMALGAMATION OF LOTS

The majority of sites in the City Centre will require amalgamation before redevelopment becomes viable or appropriate. However, the ability of sites to be amalgamated is not the only criteria as to whether a development may be suitably accommodated on a site. New developments must seek to recognise heritage items as vital parts of a rich urban fabric.

The historical pattern of the grid of Parramatta City Centre is characterised by small lots. Some amalgamations have the potential to significantly prejudice the potential for an appropriate relationship between new development and a heritage item, simply because of an unsuitable site shape, dimension and/or configuration that cannot be overcome by design solutions. In some cases, all proposed options for a site may in fact be inappropriate, with some sites simply unable to accommodate a proposal of a certain size, and further amalgamation may be required to provide an appropriate setting for a heritage item. The direction in which amalgamations occurs may also have a determinative effect on the future urban form.

Development proposals involving lot amalgamation including or adjacent to a heritage item must address specific requirements for the preparation of a conservation management plan.

Objectives

O.01 Prioritise heritage conservation considerations in assessing developments that amalgamate heritage sites.

O.02 Ensure developments respect the primary street address of a heritage item and, where appropriate, maintain the legibility of the historic lot boundary.

O.03 Ensure that amalgamation does not result in an adverse impact on the relationship of a heritage item to its historic and visual context.

Controls

C.01 Amalgamation must not result in the isolation of a heritage item from its immediate surroundings nor diminish its ability to contribute to the streetscape. Some sites may require further amalgamation before a development may become appropriate in heritage terms.

C.02 Any new development that affects a heritage item must ensure an appropriate setting is maintained or created to conserve the significance of that item. Where an inappropriate relationship is found to exist between the existing and proposed developments, further amalgamation may be required to achieve an appropriate outcome.

C.03 Where the sites of a number of adjacent heritage items are amalgamated, developments with podiums must respond to their setting so as to not conceal the historic subdivision pattern. Long, linear podiums that conceal street rhythm are not acceptable and must instead be designed to conserve the existing streetscape pattern and rhythm.

C.04 Development must not visually join together historic buildings which were historically separate items.

C.05 The primary street address of a heritage item must be maintained as well as an understanding of its historic context.

C.06 Development proposals involving lot amalgamation including or adjacent to a heritage item must address the requirements of ~~c~~Clause 7.22 ~~0~~(3)(c) Managing Heritage impacts in *Parramatta LEP 2023~~11~~* requiring the preparation of a conservation management plan.

9.6.6 DEVELOPMENT TO BENEFIT A HERITAGE ITEM

Any development that derives benefit from a heritage item (such as gained floor space or reduced setbacks) must in turn benefit that heritage item.

Some historic buildings have been subject to insensitive alterations, which may have resulted in an altered building form, colour, or street presence. In many cases, the actual historic nature of the building may be totally disguised. Previous unsympathetic changes should be remedied where the opportunity exists.

An important way of conserving a heritage building is for it to have a viable use. The best use for a building is usually the one for which it was built. Where this is not possible, a use which requires minimal alterations should be found. Where a viable use is not able to be found, it is preferable for a building to be "mothballed" temporarily rather than have alterations carried out that result in significant loss of original fabric.

Heritage items may require to be upgraded to meet contemporary building standards. Upgrades must be undertaken in a way that conserves the maximum significance of the heritage item.

In order to create a positive relationship between new development and a heritage item, the particular properties of a proposed material must be considered, and whether such a choice of materials and colours will compliment or adversely impact the heritage significance of a place or item or its setting.

Landscaping, in particular trees, can play an important role in providing a sympathetic scale in the immediate vicinity of a heritage item or conservation area, and to visually "soften" the hard edges of surrounding built form.

Objectives

O.01 Ensure that the heritage values of a heritage item are conserved and enhanced.

O.02 Ensure that advantages and incentives to development obtained by its relationship to a heritage item benefits the heritage conservation of the item.

O.03 Ensure that the recovery of the authenticity of a heritage item, and the minimisation of changes to heritage significant fabric, spaces and landscaping, is given priority in the site planning and design of development proposals.

O.04 Building upgrades required to meet contemporary building standards are undertaken in a way that avoids adverse heritage impacts.

O.05 Ensure that changes are sympathetic to the heritage item and additions connect to the heritage item in a way that is considered and respectful.

O.06 Ensure that existing landscape features which contribute to the heritage values of a place are retained and enhanced.

O.07 Ensure that new landscaping enhances the setting of a heritage item.

Controls

C.01 Any development that derives an advantage from a heritage item must bestow a conservation benefit on the heritage item. The nature of this benefit must be agreed with Council.

C.02 Priority must be given to uses that require no change to significant fabric and spaces, or only minimal change, in order to help conserve the character, significant fabric, spaces, and setting of a heritage item.

C.03 Development must enhance a heritage item by removing unsympathetic alterations and additions and reinstating missing details, building and landscape elements, and original internal spaces.

C.04 Modifications to original fabric, spaces and landscaping must be negligible or limited. Change to significant fabric, landscape elements, or spaces must be minimised by locating new work away from these components.

C.05 Additions must be joined to a heritage item in a way which allows the form and important components and details of the heritage item and its setting to be retained.

C.06 Repairs and alterations to the historic section of buildings must use traditional techniques and materials unless alternative techniques and materials can offer substantial conservation benefits. Relevant information, including detail drawings, must be provided with the development application.

C.07 Building upgrades must be designed to complement the character of a heritage item. New elements associated with building upgrades must be located on parts of the building that are new, or have experienced change, and must be discretely located so as to have limited visibility.

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C.08 Colour schemes must have a hue and tonal relationship with traditional colour schemes appropriate to the period and style of the building in order to ensure significance is enhanced. Or the original colour scheme, if known, can be reinstated.

C.09 Original face brickwork and sandstone must not painted, rendered or re-skinned.

C.10 New landscaping designed to enhance the setting of a heritage item must be an integral component of new development. New landscaping must incorporate trees with spreading canopies behind and around heritage items where these items were originally set in a garden, or where trees would enhance the setting by providing a visual "break" between the heritage item and the new development. The soil areas for new trees and other plants must be set level with the ground plane around the heritage item and not in raised planters.

C.11 Existing signage that is deemed to have heritage value must be retained and repaired, and not altered or obscured, including historic painted signage.

C.12 A detailed schedule of conservation works must be prepared for heritage items and submitted with the development application.

9.6.7 INTERPRETATION

In some instances, on-site interpretation is a good means of communicating the heritage significance of a heritage item. However, interpretation needs to be carefully considered and installed.

Interpretive opportunities may include new features or reconstructions (such as the creation of a garden, or the re-opening of a doorway) or responses to archaeological evidence (such as the acknowledgement of earlier footings in a new paving design). Care must be taken in the interpretation of a place to ensure that the interpretation itself does not detract from the significance of the place.

Objectives

O.01 Utilise interpretation in order to assist in the understanding of the heritage significance of a place.

Controls

C.01 Interpretation must not be considered as a satisfactory alternative to the retention of an item.

C.02 Interpretation must be consistent with an appropriate Heritage Conservation Management Plan or other relevant policy guidelines for the item.

C.03 Interpretation must not reduce or obscure the heritage significance of the item or place.

C.04 Interpretation must be installed with no damage or impact to significant building fabric and must be reversible.

C.05 The appropriate treatment of a heritage item's fabric, spaces and setting must be used as a means for the interpretation of each of the significant values of the item.

C.06 Important archaeological features of the site must be interpreted.

C.07 An interpretation plan must be submitted with any development application that includes works to a heritage item or is located on the site of a heritage item.

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9.7 FLOOD RISK MANAGEMENT

Parramatta City Centre sits in the floodplain of both the Upper and Lower Parramatta River Catchments, Clay Cliff Creek and other tributaries. The City is prone to mainstream (or river) flooding events and local overland flow flooding. All of this is 'flash flooding' with short warning times for building occupants and people in the streets and public spaces.

For many sites, conventional (horizontal) evacuation of a building during a flood event is suitable. For sites where this is not possible, taking refuge within buildings above the Probable Maximum Flood is required. This is termed 'Shelter in Place'. This Section explains how these alternatives are pursued for new and upgrading development.

This section provides the guidance for early consideration of integrated built form solutions that address flood risk, flood safety and good design.

The controls within this section apply to flood prone land in the Parramatta City Centre. This includes land identified as being within the 'Floodplain Risk Management Area' on the Floodplain Risk Management Map in *Parramatta Local Environmental Plan 2023~~11~~* as well as the deferred Area A as identified on the Special Provisions Area Map in *Parramatta LEP 2023~~11~~*.

This section should also be read in conjunction with:

- Section ~~2.4.2.1~~5.1.1 – Flooding and where there is an inconsistency, this section prevails. Refer also to Section 9.3.5.2 – ~~'~~Flood Affected Sites~~'~~.
- Council's Floodplain Risk Management Policy and Plan as required by the NSW Flood Policy and NSW Floodplain Development Manual.

Note – A word or expression used in this Section has the same meaning as it has in the NSW Government's Floodplain Development Manual 2005 unless it is otherwise defined in this DCP.

Objectives

O.01 The flood environment, its risks and consequences are to be understood and responded to accordingly

O.02 Levels of flood risk and threats to personal safety and property present for particular developments are to be minimised or significantly reduced with appropriate responses to this environment.

O.03 Council is to provide direction, guidance and regulation for the safe and sustainable development on all land affected by flooding.

O.04 Buildings and the uses they contain are to be compatible with the identified flood risk.

O.05 Early site planning and consideration of flood conditions is essential to achieve an integrated flood response that manages flood risk and provides optimum development design outcomes and interface with the public domain.

O.06 Adequate, safe flood conveyance and management of floodwaters is to be achieved, while providing for the rehabilitation, conservation and embellishment of floodways andother flood affected lands where appropriate.

Controls

C.01 Flood Hazard Modelling and hazard, risk and safety assessments for all development involving the construction of a new building or significant alterations to an existing building, and or intensification of a use is to address the PMF and floods greater than the 1% Annual Exceedance Probability (AEP) as part of the Development Application (DA), particularly where there is a potential risk to life.

C.02 Where this information is available, Council requires an Applicant to make a Flood Information Enquiry. The information supplied to an applicant via a Flood Information Enquiry will form the basis of the DA flood assessment.

C.03 In some cases, Council may require an applicant to prepare an additional flood study, for example for special local conditions, or if the proposed development is of a form or type that requires more site-specific flood modelling. Where Council requires an applicant to submit an additional flood study, the applicant must use parameters provided by Council to prepare the flood study.

9.7.1 ASSESSMENT AND MINIMISATION OF FLOOD HAZARDS, RISKS AND POTENTIAL FOR HARM

Risk and Merit Assessment

The NSW Floodplain Development Manual (FPDM) requires councils and consent authorities to adopt a 'risk-based approach' to floodplain development and mitigation of potential harm. This is based on a 'merit assessment'. The FPDM sets out guidelines for this process and Council follows this approach.

The FPDM defines merit approach as:

> *"The merit approach weighs social, economic, ecological and cultural impacts of land use options fordifferent flood prone areas together with flood damage, hazard and behaviour implications and environmental protection and well-being of the State's rivers and floodplains.*
>
> *"The merit approach operates at two levels. At the strategic level it allows for the consideration of social, economic, ecological, cultural and flooding issues to determine strategies for the management of future flood risk which are formulated into Council plans, policy and Environmental Planning Instruments (EPIs).At a site specific level, it involves consideration of the best way of conditioning development allowable under the floodplain risk management plan, local flood risk management policy and EPIs. "*

"Risk of harm" is the product of likelihood and consequence. The likelihood is usually 1% AEP; and the consequence or harm describes the impact of the flow of floodwaters on people, property, buildings, etc, and the environment. Development proposals thatsignificantly increase risk of harm to occupants and other people, or to property within or off the development site, or to the environment will not be supported.

Hazard or 'hydraulic hazard' describes the behaviour of floodwaters and particularly the amount of flow, the extent, velocity and depth of that flow. This is primarily modelled for 1% AEP floods but

may also be required for PMF conditions particularly in regard to shelter in place planning and for risk assessment of 'sensitive' and 'critical' uses.

The hazard categories H1-H6 briefly describe these impacts (see below) and shows the relationships between floodwater velocity and depth and consequent hazard for each level. Thismethodology also summarises the risk of harm for each hazard level.

Such hazard, risk and safety assessments will underpin Development Application assessment by Council and must be adequately addressed in any DA submission affected by mainstream or overland flow flooding. Often more detailed examination of hazard, risk and potential harm for a specific site and its proposed development will be required.

Objectives

O.01 Hazard, risk and safety assessments are required to demonstrate how risk and potentialfor harm to people, property, buildings, and the environment from floodwaters will be mitigated.

O.02 A risk-based approach to floodplain development and mitigation of potential harm based on a merit assessment consistent with the Flood Plain Development Manual (2005 or as updated) is required.

Controls

C.01 All development involving the construction of a new building or significant alterations to an existing building, and or intensification of a use must be supported by flood hazard modelling that is:

a) based on the 'General Flood Hazard Vulnerability Curves' in Figure ~~96~~.7.1.1 for the 1% AEP flood and the PMF.

b) is assessed in terms of the following hazard categories and risks of harm:

- H1 – generally safe for people vehicles and buildings.
- H2 – unsafe for small vehicles.
- H3 – unsafe for vehicles, children and the elderly. This includes all floodwaters greater than 0.5m depth.
- H4 – unsafe for people and vehicles.
- H5 – unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure.
- H6 – unsafe for vehicles and people. All building types considered vulnerable to failure.

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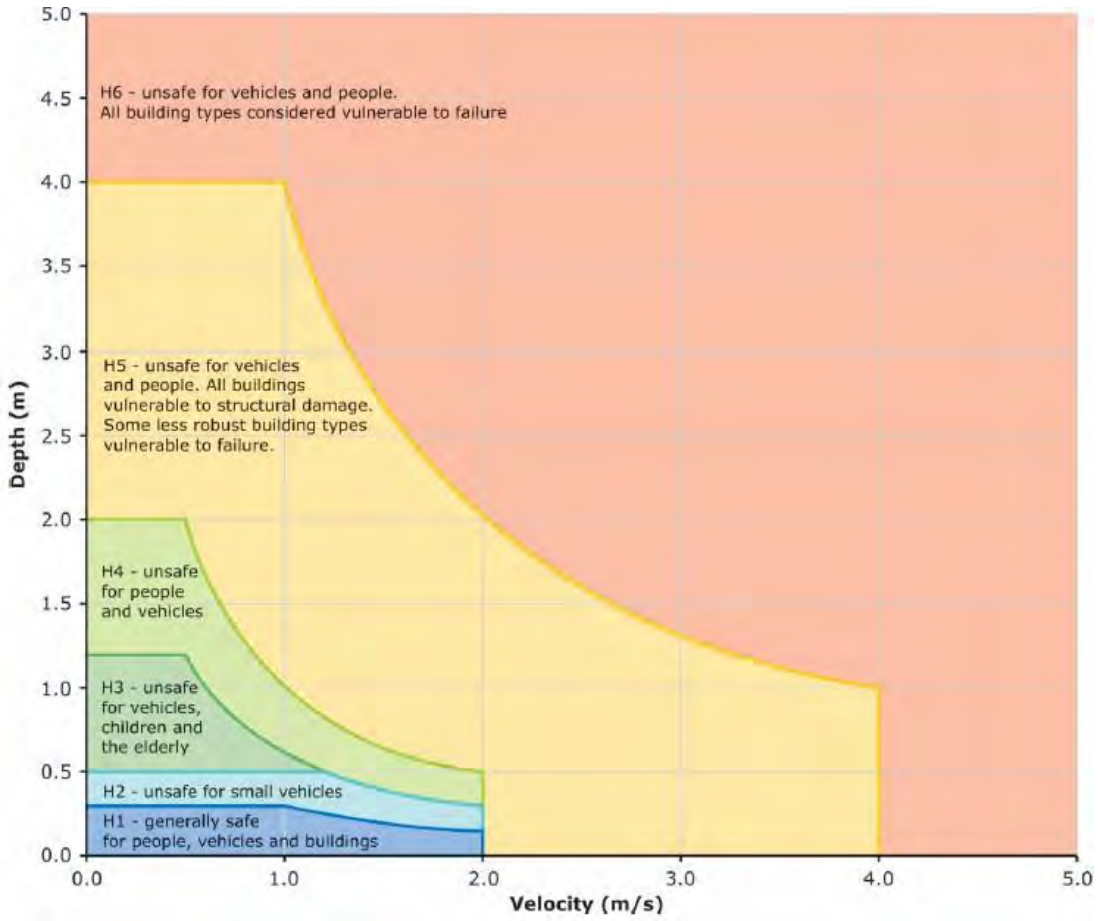


Figure ~~9~~6.7.1.1 – General flood hazard vulnerability curves [2]

[2] Source: Australian Disaster Resilience Guideline 7-3 Flood Hazard (AIDR 2017)See also: Australian Rainfall and Runoff (2017, 2019)

C.02 All development involving the construction of a new building or significant alterations to an existing building, and or intensification of a use is to be supported by a merit-based flood hazard and risk assessment that:

a) Presents evidence-based analysis of the hazard, risk and harm to occupants and those in the surrounds and demonstrates how harmful factors will be mitigated.

b) Includes information on the following aspects as necessary, to enable Council to assess risk and potential for harm.

- 1% AEP and 5% AEP and PMF flood levels, flood extents, flow rates, depths and velocities and hazard conditions for mainstream and overland flow floods.~~,~~
- Modelled hydraulic hazard levels, (H1-H6), extent and behaviour for 1% AEP mainstream and overland flow floods.~~,~~
- Warning times and duration of flooding.~~,~~
- Available warning systems (if any).~~,~~
- Characteristics and vulnerabilities of future occupants.
- Likelihood of multiple storms – and multiple flood peaks.~~,~~
- '~~h~~Horizontal' evacuation pathways including accessibility considerations.

- 'v~~V~~ertical' evacuation opportunities and shelter in place facilities above the PMF.
- Emergency services access availability.~~;~~
- Local terrain.~~;~~
- The development in context.~~; and~~
- The proposed use and occupation of the development.

9.7.2 LAND USE AND BUILDING LEVELS

Objectives

O.01 Ensure the design of the building including floor levels and indoor and outdoor uses are appropriate for the flooding environment, particularly with regard to flood hazard and risks.

Controls

C.01 To achieve a safe environment for occupants within a building, residential habitable rooms must be set at or above the Flood Planning Level (FPL), which is the adjacent 1% AEP flood level plus a 500mm freeboard safety factor.

C.02 The following uses within a building will not be supported below the FPL.

a) Residential habitable rooms or uses, including those relying on flood gates, flood doors, barriers, crests, walls, windows or other physical barriers to exclude floodwaters up to the FPL.

b) Gathering places such as places of worship and classrooms.

c) Uses such as child care centres, aged care facilities.

d) Storage of valuable items including important records, archives and office files.

C.03 Indoor, non-habitable floor space and corresponding uses may be permitted below the FPL, subject to a satisfactory flood hazard and risk assessment and appropriate flood mitigation measures. Such uses may include:

a) Basement car parking and bicycle storage, with floodwaters excluded up to the PMF, subject to compliance with the controls in Section ~~9~~6.7.8 – Car Park Basements in Flood Prone Areas.

b) Plant and equipment, pumps, generators, batteries (all flood proofed as necessary if relied upon for shelter in place purpose).

c) Tanks, for water supplies, sewage holding, on site Detention, WSUD, liquid fuel, gas (all flood proofed as necessary relied upon for shelter in place purpose).

d) Loading docks, solid waste facilities, garbage and recycling transfer.

e) Short stay parking, taxis, deliveries, couriers etc.

f) Storage and warehousing of 'non-valuable items' will be assessed on merit.

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C.04 Outdoor uses below the FPL may be permitted provided the design is flood risk responsive and will not unreasonably expose patrons to harm from high hazard conditions (Hazard Level H3 or greater). Development Applications for outdoor uses below the FPL must be supported by an effective Flood Emergency Response Plan and may include:

- ~~O~~outdoor cafes, restaurants, bars
- kiosks,
- clubs,
- display areas, and
- outdoor stages, cinemas and theatres.

C.05 Commercial and retail development at street level that is below the FPL within a building that occupies land subject to flooding in a PMF event may be permitted if:

a) a satisfactory flood hazard and risk assessment is undertaken and appropriate flood mitigation measures are incorporated accordingly, and

b) the development is designed to minimise damage to property and risk to life, and

c) the development is not subject to or surrounded by high hazard flooding in the 1% AEP event, unless there is a flood free pedestrian access to a building (which could be another part of the same building) which is outside of the high flood risk precinct, and

d) any storage of goods below the FPL is only permitted where they are protected from floods up to the FPL.

C.06 Commercial and retail development within a basement below the FPL is, in general, not permitted within a building that occupies land subject to flooding in a PMF event.

C.07 Notwithstanding C.06, Council may at its discretion permit some types of commercial and retail development within a basement of a building below the FPL that occupies land subject to flooding in a PMF event if:

a) a satisfactory flood hazard and risk assessment is undertaken and appropriate flood mitigation measures are incorporated, and

b) occupants and visitors will not be subject to significant risk of harm caused by flooding at or near the site in a PMF event should any of the active flood barriers fail, and

c) the basement is capable of withstanding riverine and overland flow PMF forces including the weight of floodwaters potentially ponding in the basement should any of the active flood barriers fail, and

d) at least one access point from the basement to the shelter in place refuge is protected against a riverine PMF using passive, fail-proof barriers, and

e) the Flood Emergency Response Plan:

i. includes the information detailed in Control C.02 in Section ~~9~~6.7.4 – Flood Warning and Emergency Response Planning, and

ii. enables occupants and visitors of the development including those in the basement levels, to have direct flood-free access from the basement to the Shelter -in place within the building that is above the PMF, and

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iii. includes details of any physical flood exclusion measures in the development including procedures and practices for their operation, inspection and maintenance in perpetuity, and

f) building access and egress does not require people to traverse hazardous floodwaters – that is Hazard Level H3 and above in the PMF, and

g) any storage of goods below the FPL is only permitted where they are protected from floods up to the FPL.

9.7.3 SENSITIVE AND CRITICAL USES

Objectives

O.01 Ensure sensitive and critical uses and facilities are located away from unsafe floodconditions.

Controls

C.01 'Sensitive Uses and Facilities' and 'Critical Uses and Facilities,' as defined in Table ~~2.4.2.1.1~~5.1.1.1 – 'Land Use Category Definitions' in Section ~~2.4.2~~5.1 – Water Management of this DCP are, in general, not permitted within a building that occupies land subject to flooding in a PMF event.

C.02 Council may at its discretion permit some 'Sensitive Uses and facilities' such as a centre-based child care, hospital or aged care facility within a building that occupies land subject to flooding in a PMF event, if Council can be satisfied that:

a) Occupants and visitors will not be subject to significant risk of harm caused by flooding at or near the site in a PMF event.

b) A Flood Emergency Response Plan is planned, designed and implemented in perpetuity to provide adequate refuge for shelter in place as well as emergency services access and evacuation of the centre or facility.

c) Building access and egress does not require people to traverse hazardous floodwaters – that is Hazard Level H3 and above in any flood between the 1% AEP and the PMF.

9.7.4 FLOOD WARNING AND EMERGENCY RESPONSE PLANNING

Evacuation plans, flood warning systems and flood emergency response plans are all important elements for reducing risk of harm during a flood event. However, it necessary to recognise that flood emergency response plans *"…cannot be solely relied upon to be effective in all flood events and therefore cannot be considered to reduce the hydraulic hazard. Atbest they reduce flood risk in events where they operate effectively and as such, flood emergency response plans should not form the basis of development consent"*[3]

Objectives

O.01 Ensure flood warning and emergency response planning is undertaken for flood prone developments to assist in reducing risk of harm. This includes:

- Flood Emergency Response Plan (FERP)
- Flood warning system
- Evacuation planning (horizontal and vertical) and emergency access and Shelter In Place

O.02 To enable Shelter In Place, or vertical evacuation as an alternative to horizontal evacuation, for certain flood affected sites, enabling appropriate development to occur, while protecting occupants during floods.

O.03 To minimise the risk to life and property for new and renewed developments in the CBD through Flood Emergency Response Plans that consider the feasibility of horizontal evacuation, appropriate vertical evacuation or shelter in place and recognise that the difficulty of evacuation and accessing the Parramatta City Centre as a whole during major floods, and the extent of the PMF from Parramatta River, means that Shelter In Place is likely to be the basis for most individual Flood Emergency Response Plans for new and renewed developments in the City Centre.

Controls

C.01 All development involving the construction of a new building or significant alterations to an existing building, and or intensification of a use must be supported by a FERP.

C.02 FERPs submitted with Development Applications must include:

- both warning and evacuation measures (horizontal or vertical) for all building occupants (residents, workers and visitors) that includes the most appropriate 'safe areas' and 'safe evacuation routes';
- measures to prevent evacuation from the site by private vehicle;
- the most appropriate emergency response for flood and fire events that occur together;
- a building flood emergency response plan, similar to a building fire evacuation drill, and measures to ensure this is tested at least annually;
- a statement about the consistency of the submitted FERP with the FERP for the Parramatta City Centre; and
- evidence of consultation undertaken with relevant state and local agencies in the preparation of the FERP.

C.03 Horizontal evacuation measures are preferred for all building occupants (residents, workers and visitors) where the following can be satisfied:

a) Pedestrians can evacuate safely from a building via a flood free pedestrian access on a 'rising road' to an area of refuge located above the PMF. The evacuation pathway must not require passage through deepening or high hazard (H3 to H6) floodwaters.

b) A pedestrian exit from a building is provided above the PMF that is accessible internally to all occupants.

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c) Address requirements for accessibility and be available for all occupants (where possible)

d) If feasible and beneficial, provide a link to a neighbouring building by means of an internal access or a bridge, connecting buildings and leading occupants to an exit above the PMF.

e) Not rely on lifts, elevators etc.

f) Address access into the property during floods by Emergency Services such as SES, Ambulance, Fire and Rescue.

C.04 Where horizontal evacuation is not feasible, Shelter In Place or vertical evacuation must be provided for all building occupants (residents, workers and visitors) that offers access to a safe indoor area of refuge or 'shelter in place' above the PMF where they can remain until the flood event has passed and any subsequent disruption after the flood has been rendered safe and serviceable.

C.05 Shelter In Place or vertical evacuation measures must satisfy the following requirements:

a) Refuge shelters must be adequate and fit for purpose (size, design, equipment, supplies) and maintained as such in perpetuity.

b) Unless otherwise advised by Council, facilities must be designed for a refuge stay of at least 72 hours, with longer time periods addressed in design, equipment and provisioning.

c) It is recommended, and may in some cases be required, that large and high-rise residential buildings be provided with emergency back-up power, water supply and sewerage for all residential units and common facilities including lifts. This must be provided in the context of an overarching Emergency Response Plan that includes flooding, power outages, extreme weather events and other incidents.

d) Where the building design and back-up systems enable some residents to safely remain in their own apartments for extended periods during floods, all such residents must still have access to a communal refuge area of adequate size where support from other residents and emergency supplies are available.

The communal safe area of refuge must be permanently provided with as a minimum:

- emergency electricity supply, and lighting,
- clean water for drinking, washing and toilet flushing,
- working bathroom and toilets,
- suitable food,
- personal washing facilities,
- medical equipment including a first aid kit, and
- a battery-powered radio and relevant communications equipment.

C.06 Requirements for the communal safe area of refuge must be detailed in the Flood Emergency Response Plan supporting the DA and must address:

a) Numbers of people likely to need the facility and consequent size, equipment and provisioning requirements.

b) Means to ensure ongoing services such as power, water and wastewater disposal, communications.

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c) Long term maintenance as part of the building management system.

d) Dual use of the refuge area for other non-emergency communal functions (if practical).

C.07 All safe areas of refuge (residents own apartment or a communal area) must have:

a) fail safe access to the safe area of refuge from anywhere in the building including the basement (lift access is not allowed) that is protected from floodwaters up to the PMF by suitable flood doors, flood gates and the like; and

b) fail safe access to an exit/entry point located above the 1% AEP flood level plus 0.5m freeboard that enables people to exit the building during a fire and/or flood, and allows emergency service personnel to enter a building to attend to a medical emergency.

9.7.5 DEVELOPMENT IN AND NEAR FLOODWAYS, RIPARIAN ZONES AND NATURALISED CHANNELS

Objectives

O.01 Development in and near floodways, riparian zones and naturalised channels requirescareful planning and detailed design to protect occupants and people in the locality while supporting flood conveyance requirements, beneficial environmental outcomes and optimising development opportunities.

O.02 Encourage naturalisation and semi-naturalisation of concrete floodway channels andcreeks where feasible.

Controls

C.01 Design of new waterways and rehabilitation of existing waterways and creeks must maximise habitat, ecological and landscape values, both in the aquatic and riparian environments, while ensuring hydraulic functions are not diminished.

C.02 Development adjoining creeks and rivers must incorporate protection and conservation of riparian zones, as well as facilitating human access, amenity and public safety as appropriate.

C.03 Where a site adjoins a creek or river, a substantial riparian buffer zone along the fullsite frontage is likely to be required to enable the river bank to be rehabilitated and ecological damage to be repaired. Any stormwater infrastructure in this zone must address this and not impact it negatively, either immediately, or in the long term.

C.04 The overall development must provide for public safety, evacuation and such matters as bank stability and erosion control, riparian vegetation and so on.

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9.7.6 CONTROLS FOR FLOODWAYS

Objectives

O.01 To ensure floodways are not directed within or beneath a building

O.02 To consider open-air floodways on a site.

Controls

C.01 Council will not support proposals for flood flow-through or flood storage chambers within or beneath a new building.

C.02 Council will consider on merit the use of part of the ground level building footprint for anopen-air overland flow path or floodway, provided that:

a) The floodway within and beyond the footprint is designed and maintained for publicsafety and risk management.

b) Flood hazard conditions are effectively managed to minimise risks to public safety.

C.03 Any cantilever building element (excluding any structural support columns or similar) must have a minimum 4 metre clearance above the ground surface level of the overland flow path throughout the site to enable a landscaped open space to be created. The landscaped open space must:

a) ~~b~~Be designed for low intensity and low risk pedestrian activities, recognising this is likely to be a site of 'high hazard' flash flooding;

b) ~~c~~Create a positive and safe experience for pedestrians;

c) ~~p~~Promote activity, connectivity and variety in the public domain;

d) B~~b~~e designed having regard to aspect, height and proportions;

e) ~~b~~Be designed in conjunction with street levels to facilitate step-less access; and

f) ~~b~~Be provided with 'deep soil' and planted with appropriate tree and shrub species that are satisfactory to Council for this context.

g) The horizontal extent of any overhang is subject to Council approval and Urban Design requirements.

h) Undercrofts are generally not supported.

i) The cross sectional area and width of the floodway within the building footprint is less than the area and width of the floodway beyond the footprint.

C.04 A floodway or flow path adjacent to a building must not be obstructed by permanent design elements such as walls, stairs, ramps etc. Building support columns may be acceptable. Trees

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and 'soft landscape', appropriate surface treatments, including paving and ground cover, may be permitted, subject to Council approval.

C.05 Seating, tables, and small structures such as kiosks, coffee carts and market stalls may be permitted in a floodway if they are designed for public safety and do not significantly obstruct the floodway, and must satisfy the following:

a) Such structures may be designed to collapse in floods provided they do not generate significant or hazardous debris in doing so.

b) Each structure must be structurally able to withstand flooding for both the FPL and full immersion conditions, allowing for waterborne debris, hydrostatic and hydro- dynamic forces, flotation and scour. 'Withstand' may include as an alternative the ability of the structure to safely collapse without generating significant debris. 'Withstand' also includes presenting a minimum vertical surface area and maximum permeability to the moving floodwaters and associated debris. The structures may be given external protection such as with large, deep rooted trees – but this must be justified structurally and arboriculturally.

c) must be constructed with flood compatible materials and construction methods and services such as power lines, telecoms must be waterproofed.

d) Such structures are not to be 'habitable' rooms, as defined by the Floodplain Development Manual, and must not be used for the storage of valuable items including important records.

Note – bicycle storage is acceptable. Kiosks may be acceptable provided they do not create 'habitable' rooms, store valuable items, orsignificantly increase risk to the public and occupants.

e) As these structures are not habitable rooms/floors, there is no minimum floor level.

9.7.7 CONTROLS FOR PARRAMATTA RIVER BANK AND FORESHORES

Objectives

O.01 Parramatta River bank and foreshores require special consideration given its combination of high flood risk, high public use and environmental values.

O.02 Careful design of Parramatta River bank and foreshores in the City Centre is required to reconcile potential conflicts arising from 'high hazard floodway' conditions while encouraging public domain use and activation.

Controls

C.01 Design must provide for effective flood warning and evacuation pathways must be suitable for the frail, disabled and other vulnerable people.

C.02 Buildings and infrastructure must be minimal and appropriate for this severe environment that is regularly flooded.

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O.03 'Habitable rooms' (as defined in the Floodplain Development Manual) must not be developed in such high hazard inundated areas – but some non-habitable facilities such as kiosks may be acceptable if designed appropriately. For further requirements refer elsewhere in this DCP regarding building in or near floodways.

9.7.8 CAR PARK BASEMENTS IN FLOOD PRONE AREAS

Objectives

O.01 Ensure the risks associated with car park basements in flood prone areas are adequately mitigated.

Controls

C.01 Council will only allow basement car parking in flood prone land if the proposal demonstrates:

a) effective floodproofing and flood exclusion of the basement against all floods up to the PMF; and

b) adequate safety for occupants of the basement and building including a flood free vertical evacuation path to a safe refuge above the PMF; and

c) consistency with other Council objectives (such as traffic management).

C.02 To seek to demonstrate the appropriateness of a basement car park within a flood prone area, the following details must be included as a minimum in the Development Application,

a) Demonstration that high hazard floodwaters (H3 or greater) will not occur in a 1% AEP event in the area adjacent to the driveway.

b) The basement must be protected from the ingress of floodwater by passive measures at least up to the flood planning level. These measures are likely to include provision of a driveway crest at or above the flood planning level with associated wing / or bund walls to this level to prevent floodwaters flowing into the basement.

c) The basement must be protected from the ingress of floodwater via the driveway up to the Probable Maximum Flood level. These measures are likely to include provision of a self-triggering and self-powered flood gate at or near the driveway crest that reaches the level of the PMF, together with corresponding wing wall bunds etc. to the same PMF level.

d) The basement must be protected from the ingress of floodwater via stairwells and other openings up to the Probable Maximum Flood level. These measures are likely to include a combination of a self-closing flood doors, flood gates and bund walls. Flood doors may also be fire doors.

e) Provision of flood-free escape stairs from the basement up to a place of refuge within the building above the PMF level with adequate facilities for users during and after a flood.

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f) Provision of adequate car parking for the disabled and an escape path that can be followed to safety.

g) Submission of a comprehensive Flood Emergency Response Plan incorporating all of the above.

C.03 The Building Management System and Plan for the development must include all necessary measures to maintain, test and operate the flood protection devices including flood gates, doors and barriers, flood sensors, flood refuges and FERP.

C.04 Subject to other controls, automatic 'stacker' car parks may be acceptable in that they substantially reduce the likelihood of people being in the basements and needing to escape from them.

Glossary

Annual Exceedance Probability AEP % per annum - likelihood or probability of a specific flood occurring in any given year.

5% AEP (formerly 1 in 20-year flood) is a statistical event to describe a flood of this size or greater occurring in any given year.

1% AEP - (formerly 1 in 100-year) flood is a statistical event (1% Annual Exceedance Probability) to describe a 1% chance of a flood of this size or greater occurring in any given year.

PMF – The Probable Maximum Flood (PMF) is the largest flood that can be predicted at a particular location, usually modelled from the probable maximum precipitation (PMP rainfall). ThePMF defines the extent of flood prone land, that is, the floodplain.

Flood Hazard – A combination of velocity and depth of floodwaters that generates varying degrees of unsafe conditions and risks for people and property now categorised as H1-H6 whereH3 and above are unsafe for people.

Flood Planning Level (FPL) – is the level of the governing 1% AEP flood event plus 500mm freeboard. The governing 1% AEP flood is the higher of the mainstream (river or creek) flood level and the overland flow flood level. The freeboard is a fixed safety factor which allows for modelling variation and factors such as waves and turbulence. It does not include an allowance for Climate Change.

Flood prone land – is land susceptible to flooding by a PMF event.

Climate Change is currently predicted to increase both rainfall intensity and tidal levels and must be considered in flood risk assessment.

Flash floods – Occurs when floods reach an area less than two hours after heavy rainfall. Parramatta River and its tributary creeks are subject to flash flooding.

Mainstream Flooding (or Riparian or Fluvial Flooding) – increased flow in major and minor rivers, creeks and tributaries causing a rising water level wave that usually overtops the banks. In Parramatta this is all flash flooding.

Overland flow flooding (or Pluvial Flooding) – Water that runs across the land after rainfall, before

it enters a mainstream waterway. Overland flow is normally generated by intense rainfall in a localised catchment and is also flash flooding.

SES Emergency Response Classification - determined by the SES according to the impact a flood may have in a certain area based on operational issues of evacuation, resupply and rescue.

The Flood Planning Level:

- is the 1% AEP flood level plus 0.5m freeboard safety factor.
- is the required minimum finished floor level of all habitable rooms.
- is the higher of the river or creek mainstream flood level, or the local overland flow flood level - plus 0.5m freeboard in both cases.

The PMF is modelled only for river or creek flooding, not from overland flow flooding. Freeboard is not required for the PMF.

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9.8 ENVIRONMENTAL SUSTAINABILITY

Sustainability and infrastructure studies undertaken for the Parramatta City Centre found that the predicted CBD growth under the development as usual scenario will result in:

- 3 x increase in energy and water demand, and
- 4 x increase in sewer loads.

This will increase greenhouse gas emissions, place increasing pressure on our energy, water and sewer infrastructure, and lock households and businesses in to higher than necessary utility costs.

The temperature increases already experienced in Parramatta, and the densification of the City Centre (less pervious surfaces, vegetation and trees, and increase in built form) mean that urban heat impacts will also increase as our city grows.

To limit the impact of this growth, it's important to design and build environmentally sustainable buildings that reduce energy and water use, greenhouse gas emissions and urbanheat.

9.8.1 HIGH PERFORMING BUILDINGS

High energy and water performing buildings require development standards to be materially better than the national minimum regulated standards.

To deliver high performing buildings in Parramatta City Centre, these targets represent a Best in Market approach has been adopted in the *Parramatta LEP 2023~~11~~*, whereby specified non-residential developments are required to perform within the top 15 percentile of similar existing building performance across Greater Metropolitan Sydney.

This approach reflects genuine best practice for energy and water performance, benchmarked in the National Australian Built Environment Rating System (NABERS) performance databases, and ensures the requirements are technically and commercially feasible. The dynamic calibration of the best in market requirements, updated through the *Parramatta LEP 2023~~11~~*, will ensure the currency of the target and delivery of high performing new development.

The controls in this sub-section outline the verification requirements to demonstrate compliance with the energy and water targets in subclause 7.25~~3~~ (3) High performing building design in *Parramatta LEP 2023~~11~~* for building uses subject to the clause.

The NABERS equivalent energy and water targets in subclause 7.25~~3~~ (3) High performing building design in *Parramatta LEP 2023~~11~~* are:

Column 1 (building use)	Column 2 (Energy Target):	Column 3 (Water Target)
Retail premises	LEP requirement as per Cl. 7.25(4)~~.23(3):~~ < 52.8 kgCO2/m²/annum **NABERS equivalent:** **4.5 star Energy Rating (Shopping Centre rating*).**	LEP requirement as per Cl. 7.25~~3~~(~~43~~): < 1.1 kl/m²/annum **NABERS equivalent:** **3.5 star Water Rating (whole building*).**
Office premises	LEP requirement as per Cl. 7.25~~3~~(~~43~~):	LEP requirement as per Cl. 7.25~~3~~(~~43~~):

	< 63.8 kgCO2/m²/annum NABERS equivalent: **5.5 star Energy Rating (base building*).**	< 0.5 kl/m²/annum NABERS equivalent: **4.5 star Water Rating (whole building*).**
Hotel or motel accommodation or serviced apartments	LEP requirement as per Cl. 7.253(43): < 5,220 kgCO²/guest room/annum NABERS equivalent: **4.5 star Energy Rating (whole building*).**	LEP requirement as per Cl. 7.253(43): < 766.9A.1 kl/guest room/annum NABERS equivalent: **4.5 star Water Rating (whole building*).**
Note – *Denotes the Federal Government's National Australian Built Environment Rating System (NABERS) terminology regarding ratings scope. Applicants should refer to NABERS for further information.		

Objectives

O.01 Encourage high performing building design (namely the built form, layout and services) of office premises, large-scale retail premises, hotel or motel accommodation, serviced apartments, residential flat buildings and mixed-use development that minimises the consumption of energy and water.

Controls

C.01 Verification of the LEP High Performing Building requirements (43c) must be evidenced by a National Australian Built Environment Rating System (NABERS) Commitment Agreement(s) for the development at the necessary level of performance. The part of any building used for the purposes in Column 1 of the control table, does not exceed the energy emission in Column 2 of the control table and the water usage in Column 3 of the control table:

Column 1 (Building use)	Column 2 (Energy Target)	Column 3 (Water Target)
Retail premises	4.5 star NABERS Energy Rating (Shopping Centre rating*).	3.5 star NABERS Water Rating (whole building*).
Office premises	5.5 star NABERS Energy Rating (base building*).	4.5 star NABERS Water Rating (whole building*).
Hotel or motel accommodation or serviced apartments	4.5 star NABERS Energy Rating (whole building*).	4.5 star NABERS Water Rating (whole building*).

Notes –

- *Denotes the Federal Government's National Australian Built Environment Rating System (NABERS) terminology regarding ratings scope. Applicants should refer to NABERS for further information.
- The energy and water requirements in Columns 2 and 3 were extracted from the Federal Government's National Australian Built Environment Rating System (NABERS) registry on 26

February 2020 and represent the 15th percentile of best performance of similar existing buildings of a similar usage type in the Sydney metropolitan region. These requirements will be regularly reviewed by Council to ensure high performing building measures improve over time to reflect new technologies and commercial viability. The first review is anticipated to be in response to the new Sustainable Buildings SEPP incorporating BASIX that will come into force on 1 October 2023.

C.02 A report prepared by a qualified consultant to the satisfaction of the Council must be submitted with the DA that verifies:

a) the necessary annual emissions intensity and water performance targets to meet the requirements in C.01 under at the time of application have been established and confirmed, and

b) the building will meet the annual energy and annual water performance targets established in C.01, has adequate allowance (including budget) in the design of the building and its services to meet these targets, and is committed to a post occupancy verification against the targets.

C.03 The report requirements specified in C.02 for energy must be verified through the provision of a signed National Australian Built Environment Rating System (NABERS) Commitment Agreement.

9.8.2 DUAL WATER SYSTEMS

Objectives

O.01 Increase resilience and water security by providing an alternative water supply to buildings.

O.02 Reduce the technical and financial barriers to upgrading buildings to connect to future non-drinking water supply infrastructure.

O.03 Support the growth infrastructure requirements for the Greater Parramatta Olympic Peninsula.

Controls

C.01 All development involving the construction of a new building or significant alterations to an existing building must install a dual water or reticulation system to support the immediateor future connection to a recycled water network. The design of the dual reticulation system is to be such that a future change-over to an alternative water supply can be achieved without significant civil or building work, disruption or cost.

C.02 To facilitate this, the dual reticulation system is to have:

a) One reticulation system servicing drinking water uses, connected to the drinking water supply, and

b) One reticulation system servicing all non-drinking water uses, such as toilet flushing, irrigation and washing machines. The non-drinking water system is to be connected to the rainwater tank with drinking water supply backup, until an alternative water supply

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connection is available. The non-drinking system is to be provided with a connection point adjacent the street boundary for easy connection to a future district non-drinking water supply.

c) Metering of water services is to be in accordance with the Sydney Water Multi- level individual metering guide, Version 10, March 2022. Individual metering of the non-drinking water service is optional.

9.8.3 ALL ELECTRIC BUILDINGS

Buildings built today will be around for the next 50-100 years. Moving away from buildings that use on-site combustion of fossil fuels to power appliances is a key strategy for buildings to reduce emissions from the increasingly renewable grid supplied electricity, and transition to a low carbon future. All electric buildings also reduce construction and operating costs through the elimination of gas pipes and metering and ongoing connection and usage charges, as well as providing enduring health benefits to occupants.

Objectives

O.01 Reduce the combustion of fossil fuels through electric only connected new buildings, that benefit from the progressive greening of grid supplied electricity in NSW.

O.02 Reduce indoor air pollutants associated with the onsite combustion of gas to improve airquality for occupants.

O.03 Operational cost savings to occupants through the avoidance of gas connection and ongoing connection charges.

O.04 Reduction in need for utility cabinets in the street and on street walls.

Controls

C.01 All new buildings are to use only electricity (grid provided and on-site renewables) for allenergy requirements associated with normal operations.

C.02 Where it is demonstrated that the intended use of the building requires a process or equipment that is not able to be served by electricity, fossil fuels may be provided to servicethat service only. Evidence shall be provided with the application of market testing and equipment supplier advice to confirm that an electricity powered alternative is not technically possible.

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9.8.4 ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

The transition to electric vehicles and the phasing out of fossil fuel use are key strategies to reduce emissions and move to a low carbon future. The following controls aim to provide the essential infrastructure for vehicle charging that will future proof the buildings and ensure residents can easily transition to electric vehicles. Without essential infrastructure, the future installation of charging facilities by an apartment owner can be much more expensive and, in some cases, technically impossible.

The requirements for electric vehicle parking spaces in this section are to be included within the total maximum number of parking spaces required by Cclauses 7.157, 7.168 and 7.179 in *Parramatta LEP 202311*.

Objectives

O.01 Realise the positive benefits of increased electric vehicle adoption on urban amenity including air quality and urban heat.

O.02 Ensure new development in Parramatta provides the necessary infrastructure to support the charging of electric vehicles.

O.03 Minimise the impact of electric vehicle charging on peak electrical demand requirements.

Controls

C.01 All multi-unit residential car parking must:

a) Provide an EV Ready Connection to at least one car space for each dwelling.

b) Provide EV Distribution Board(s) in of sufficient size to allow connection of all EV Ready Connections and Shared EV connections.

c) Locate EV Distribution board(s) so that no future EV Ready Connection will require a cable of more than 50 metres from the parking bay to connect.

d) Identify on the plans submitted with the DA the future installation location of the cable trays from the EV Distribution Board to the car spaces allocated to each dwelling that are provided a Future EV connection, with confirmation of adequacy from an electrical engineer. Spatial allowances are to be made for cables trays and EV Distribution Board-(s) when designing in other services.

C.02 All car share spaces and spaces allocated to visitors must have a Shared EV connection.

C.03 All commercial building car parking must provide 1 Shared EV connection for every 10 commercial car spaces distributed throughout the carpark to provide equitable access across floors and floor plates.

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Glossary

The following Electric Vehicle (EV) technical terms are used:

EV Ready Connection is the provision of a cable tray and a dedicated spare 32A circuit provided in an *EV Distribution Board* to enable easy future installation of cabling from an EV charger to the*EV Distribution Board* and a circuit breaker to feed the circuit.

Shared EV Connection is the provision of a minimum Level 2 40A fast charger and Power Supply to a car parking space connected to an *EV Distribution Board.*

EV Distribution Board is a distribution board dedicated to EV charging that is capable of supplying not less than 50% of EV connections at full power at any one time during off-peak periods. This will ensure that the impacts of maximum demand are minimi~~z~~sed, and that increases to electrical feed sizes are not required. To deliver this, the distribution board will be complete with an *EV Load Management System* and an active suitablysized connection to the main switchboard. The distribution board must provide adequate space for the future installation (post construction) of compact meters in or adjacent to the distribution board, to enable the body corporate to measure individual EV usage in the future.

EV Load Management System is a system capable of:

1. Reading real time current and energy from the electric vehicle chargers undermanagement
2. Determining, based on known installation parameters and real time data, theappropriate behaviour of each EV charger to minimise building peak power demand whilst ensuring electric vehicles connected are full recharged.
3. Scale to include additional chargers as they are added to the site over time.

9.8.5 URBAN COOLING

Urban heat or the Urban Heat Island effect refers to the higher temperatures experienced inurban areas compared to rural or natural areas. Urban heat impacts our communities, businesses and natural environment in many ways, including increase demand for electricityand water, a less comfortable public domain for pedestrians and associated health impacts.On average, Parramatta experiences more frequent hotter days than Sydney average (Australian Bureau of Meteorology).

As more development occurs across the City, the build-up of heat in the environment occurs through trapping of radiation in street canyons, increased hard surfaces, reduced vegetation, and heat rejection from buildings surfaces and air conditioning units. The build-up of heat is compounded as more dense urban environments reduce the amount of heat able to be removed by wind and re-radiation to the night sky, extending the period of discomfort.

This section provides controls which aim to cool and remove heat from the urban environment at the city and local scale. These are innovative controls based on Australian and international evidence on cites and the urban heat island effect. The controls address the:

- Reflectivity of building roofs, podiums and facades;
- Reduce the impacts of heat rejection sources of heating and cooling systems; and

- Green roofs or walls.

The following complementary controls assist with the reduction of urban heat:

- Encouraging laminar wind flows and reducing turbulence through the Setbacks above Street and Lane Frontage height controls Section 96.3.3 – The Building Envelope).
- Vegetation and retention of soil moisture through Water Sensitive Urban Design (Section 5.1.2 ~~3.3.6~~ – Water Sensitive Urban Design);
- Street trees and vegetation in the public domain (Section 96.4.2.2 – Street Trees Have Priority);
- Well-designed Landscaping and Green Roofs and Walls (Sections 96.6.8.6.4 – Green Roofs or Walls); and
- Awnings on streets (Section 96.4.2 – Awnings and Trees on Streets).

Solar heat reflectivity should not be confused with solar light reflectivity, as these are distinctly different issues. Solar heat contributes to urban warming and solar light reflectivity can be the cause of glare, which is covered in Section 96.8.6 – Solar Light Reflectivity.

These controls do not consider energy efficiency or thermal comfort within buildings. These important issues are dealt with in other controls, State Environmental Planning Policies and the National Construction Code.

The following technical terms are used as part of controls in this section:

Solar Reflectance Index (SRI) is a composite measure of a materials ability to reflect solar radiation (solar reflectance) and emit heat which has been absorbed by the material. For example, standard black paint has a SRI value of 5 and a standard white paint has a SRI value of 100.

Reflective Surface Ratio (RSR) is the ratio of reflective to non-reflective external surface on any given façade.

Reflective surfaces are those surfaces that directly reflect light and heat and for the purposes of this DCP are defined as those surfaces that have specular normal reflection of greater than 5% and includes, but is not limited to, glazing, glass faced spandrel panel, some metal finishes and high gloss finishes.

Note – For calculation in Table 96.8.5.2.1 and Table 96.9.8.5.2.2, RSR is to be expressed as a percentage between 1 and 100.

Non-reflective surfaces are those surfaces that diffusely reflect light and heat and for the purposes of this DCP are defined as those surfaces that have specular normal reflection of lessthan 5%.

Maximum External Solar Reflectance is the maximum allowable percentage of solar reflectance for the external face of a Reflective Surface. The percentage of solar reflectance is to be measured at a normal angle of incidence.

Objectives

O.01 Reduce the contribution of development to urban heat in the ~~Parramatta Local Government Area~~City.

O.02 Improve user comfort in the local urban environment (communal/private open space and the public domain).

9.8.5.1 ROOF SURFACES

Objectives

O.01 Reflect and dissipate heat from roofs and podium top areas.

O.02 Improve user comfort of roof and podium top areas.

Controls

C.01 Where surfaces on roof tops or podiums are used for communal open space or other active purposes, the development must demonstrate at least 50% of the accessible roof area complies with one or a combination of the following:

a) Be shaded by a shade structure;

b) Be covered by vegetation consistent with the controls under Section 96.8.5.4 – Green Roofs or Walls;

c) Provide shading through canopy tree planting, to be measured on extent of canopy cover 2 years after planting.

C.02 Where surfaces on roof tops or podiums are not used for the purposes of private or public open space, for solar panels or for heat rejection plant, the development must demonstrate the following:

a) Materials used have a minimum solar reflectivity index (SRI) of 82 if a horizontal surface or a minimum SRI of 39 for sloped surface greater than 15 degrees; or

b) 75% of the total roof or podium surface be covered by vegetation; or

c) A combination of (a) and (b) for the total roof surface.

9.8.5.2 FACADES

Objectives

O.01 Minimise the reflection of solar heat downward from the building façade into communal/private openspace or the public domain.

Controls

C.01 The facades must demonstrate a minimum percentage of shading calculated on the 21 December and evidenced with the provision of shadow diagrams with the development application. The time and extent of shading required for each façade orientation is detailed in the Technical Requirements UHI façade shading.

C.02 Shading may be provided by:

a) External feature shading with non-reflective surfaces;

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b) Intrinsic features of the building form such as reveals and returns; and

c) Shading from vegetation such as green walls that is consistent with the controls in ~~s~~Sections ~~9~~6.4.4 – The Street Wall and Section ~~6.~~9.8.5.4 – Green Roofs or Walls.

C.03 Where multiple reflective surfaces or concave geometry of reflective surface introduce the risk of focusing of solar reflections into the public spaces:

a) Solar heat reflections from any part of a building must not exceed 1,000W/m2 in the public domain at any time.~~;~~

b) A reflectivity modelling report may be required to qualify extent of reflected solar heat radiation. The modelling is required to consider all aspects that influence the amount of solar heat reflected at any point in time, including three-dimensional geometry, façade articulation specularity and angular dependent reflectivity of surfaces.

C.04 The technical requirements in S~~s~~ection ~~9~~6.8.5.2.1 below are to be complied with, where applicable.

9.8.5.2.1 TECHNICAL REQUIREMENTS - UHI FAÇADE SHADING

Unshaded facades reflect solar heat into streets and open space where is can be absorbed and contribute to the energy imbalance that causes the urban heat island effect. Modern glass often achieves energy efficiency by maximizing the amount of non-visible heat that is reflected from the glass, which reduces energy into the building but magnifies the amount of heat that is reflected into streets and open space.

All glass and similar reflective materials also increase reflectivity of light and heat and low angles of incidence. It is these low angles of incidence where solar shading is most effective. Figure ~~9~~6.8.5.2.1 below shows the amount of solar heat that 50% of solar heat would typically be reflected from best case untreated clear glass at a 10° angle of incidence without shading. Solar shading (right) performs well to reduce the amount of solar radiation that will be reflected into the streets and open space as it blocks both the sun from hitting the façade and solar reflections from the façade.

The following technical requirements provides the details for demonstrating the minimum required shading at control C.01 in Section ~~9~~6.8.5.2 – Facades. The detailed technical requirements are provided to allow non-prescriptive design solutions to meet the minimum shading requirements for façade orientation and extent of reflective surfaces and provide a simple means of confirming adequacy at the time of application.

Facades requiring shading

Facades with reflective surfaces must demonstrate a minimum percentage shading as determined in Tables ~~9~~6.8.5.2.1 and ~~9~~6.8.5.2.2 for the 21 December, at the reference times included in Table ~~9~~6.8.5.2.3.

Shading is not required on facades:

- where the Reflective Surface Ratio (RSR) is less than 30%
- that are orientated south of south-southeast and south-southwest.

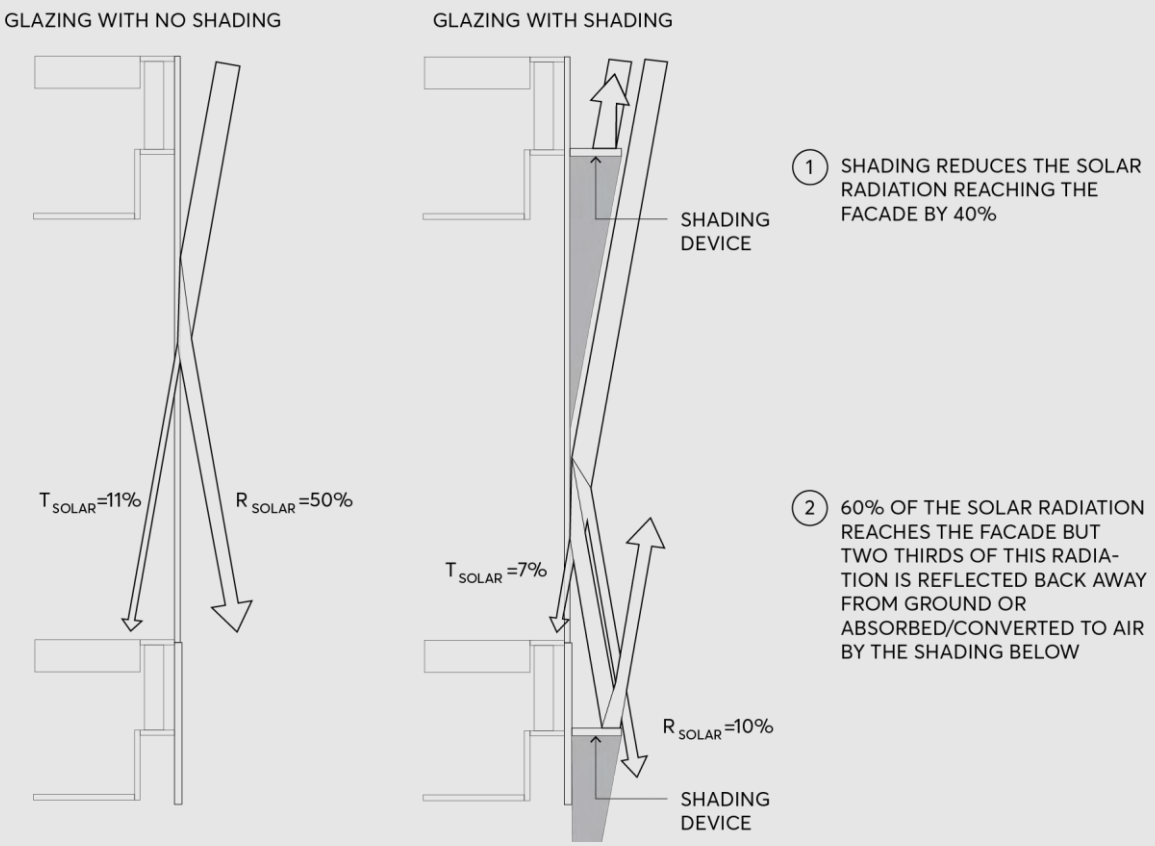


Figure 96.8.5.2.1 – Confirms the shading requirements for each facade orientation.

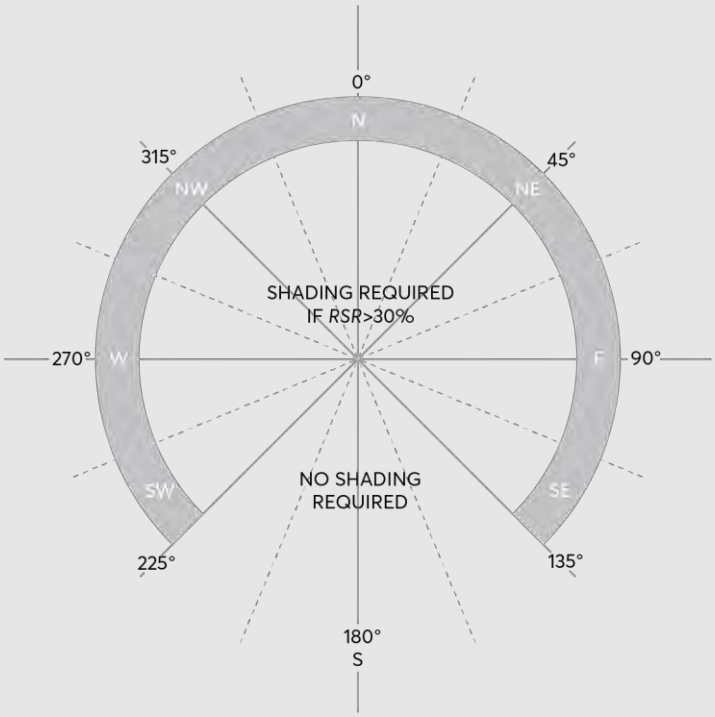


Figure 96.8.5.2.2 – Shading requirements - RSR

Elements which can be counted to shading the facade may be:

- External feature shading with non-reflective surfaces.
- Intrinsic features of the building form such as reveals and returns.
- Shading from vegetation such as green walls that are consistent with the controls on green roofs and walls.

The following elements cannot be counted as shading to the shading requirements:

- Existing buildings; and
- Existing structures.

Percentage of shading required

The percentage shading required to the Reflective surfaces to be shown in the shadow diagram is determined by the Reflective Surface Ratio (RSR) of each façade and the calculation tables below.

Reflective surfaces on street walls (or if no street wall, as measured from the first 21 metres from the ground plane) are to be provided with the minimum percentage shading in Table 6.9.8.5.2.1.

Reflective Surface Ratio (RSR)	<30%	30% - 70%	≥70%
Minimum Percentage Shading (%)	0	(1.5xRSR)-45	75

Table 96.8.5.2.1 – Calculation of minimum percentage shading for *Reflective surfaces* on street walls

Reflective surfaces on tower façades (above the street wall or if no street wall, asmeasured above the first 21 metres from the ground plane) are to be provided with the minimum percentage shading in Table 96.8.5.2.2.

Reflective Surface Ratio (RSR)	<30%	30% - 70%	≥70%
Minimum Percentage Shading (%)	0	(0.8xRSR)-24	40

Table 96.8.5.2.2 – Calculation of minimum percentage shading for *Reflective surfaces* on tower facades

Shadow diagram requirements

Shadow diagrams must be submitted with the development application showing the extent of shading of *Reflective surfaces* at the nominated time for each relevant façade.

The shadow diagrams are to include a calculation of the percentage of shading provided and the RSR for each façade.

Table 96.8.5.2.3 provides the nominated sun angles and shadow diagram reference times for each façade orientation where shadow diagrams are required.

Orientation of façade	Time	Sun angles
East ± 22.5°	10:00 AEDT	Sun elevation: 51° Sun Azimuth: 86°
Northeast/Southeast ± 22.5°	11:30 AEDT	Sun elevation: 69° Sun Azimuth: 66°
North ± 22.5°	13:00 AEDT	Sun elevation: 80° Sun Azimuth: 352°
Northwest/Southwest ± 22.5°	14:30 AEDT	Sun elevation: 67° Sun Azimuth: 290°

West ± 22.5°	16:00 AEDT	Sun elevation: 48° Sun Azimuth: 272°

Table 96.8.5.2.3 – Shading sun angles

Where it is demonstrated that shading cannot be achieved in accordance with the shading controls, a Maximum External Solar Reflectance as defined in Table 6.9.8.5.2.4 is generally acceptable.

Reflective Surface Ratio (RSR)	<30%	30% - 70%	≥70%
Maximum Eternal Solar Reflectance (%)	No Max	62.5-0.75*RSR	10

Table 96.8.5.2.4 – Calculation of *Maximum External Solar Reflectance*.

9.8.5.3 HEATING AND COOLING SYSTEMS – HEAT REJECTION

Objectives

O.01 Reduce the impact of heat rejection from heating, ventilation and cooling systems from contributing to the urban heat island effect in the ~~Parramatta Local Government Area~~City; and

O.02 Avoid or minimise the impact of heat rejection from heating, ventilation and cooling systems on user comfort in private/communal open spaces and the public domain.

Controls

C.01 Residential apartments within a mixed-use development or residential flat building, and non-residential development must incorporate efficient heating, ventilation and cooling systems (HVAC) which reject heat from a centralised source.

C.02 The location of centralised heat rejection for buildings should be the roof.

C.03 For residential apartments within a mixed-use development or residential flat building with more than 8 residential storeys, and where it can be demonstrated that a rooftop location is not practical, the centralised heat rejection can be located in dedicated on-floor plant rooms that are sufficiently sized to provide efficient heat rejection and suitably screened to reduce visual and noise impacts.

C.04 Where the heat rejection source is located on the upper most roof, these must be designed in conjunction with controls in this Section of the DCP relating to Roof Surfaces and the controls under Section 96.8.5.4 – Green Roofs or Walls.

C.05 Heat rejection units must not be located on a street wall frontage.

C.06 HVAC heat rejection is not permitted to be located in wintergardens. Refer Section 96.4.8 – Wintergardens for further controls related to Wintergardens.

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9.8.5.4 GREEN ROOFS OR WALLS

Objectives

O.01 Ensure that green roofs or walls are integrated into the design of new development.

O.02 Encourage well designed landscaping that caters for the needs of residents and workers of a building.

O.03 Design green walls or roofs to maximise their cooling effects.

O.04 Ensure green walls and roofs are designed, located and maintained to respond to local climatic conditions and ensure sustained plant growth.

Controls

C.01 Green roof and wall structures are to be assessed as a part of the structural certification for the building. Structures designed to accommodate green walls should be integrated into the building façade.

C.02 Waterproofing for green roofs and walls is to be assessed as a part of the waterproofing certification for the building.

C.03 Where vegetation or trees are proposed on the roof or vertical surfaces of any building, a Landscape Plan must be submitted which demonstrates:

a) ~~A~~adequate irrigation and drainage is provided to ensure sustained plant growth andhealth and safe use of the space;

b) ~~A~~appropriate plant selection to suit site conditions, including wind impacts and solar access; and

c) ~~A~~adherence to the objectives, design guidelines and standards contained in the NSW Apartment Design Guide for 'Planting on Structures'.

C.04 Green roofs or walls, where achievable, should use rainwater, stormwater or recycled water for irrigation.

C.05 Container gardens, where plants are maintained in pots, may be an acceptable alternative, however, should demonstrate that the containers are of significant scale to support high quality vegetation growth for cooling and amenity.

C.06 Register an instrument of positive covenant to cover proper maintenance and performance of the green roof and walls on terms reasonably acceptable to the Council prior to granting of the Occupancy Certificate.

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9.8.6 SOLAR LIGHT REFLECTIVITY (GLARE)

Objectives

O.01 Ensure that buildings in the Parramatta City Centre appropriately limit solar light reflected to the public domain, communal/private open spaces, occupants of buildings, road users, and transportation operators.

O.02 Ensure reflected light minimises discomfort glare.

O.03 Ensure reflected light does not result in disability glare.

Controls

C.01 New buildings or significant alterations to existing facades must not result in solar light reflectivity that:

a) Results in disability glare that is hazardous for road users and drivers of public transport.

b) Causes discomfort for pedestrians, occupants of other buildings or users of private/communal open spaces and public spaces.

C.02 Subject to the extent and nature of glazing and reflective materials used, a Reflectivity Report that analyses potential solar light reflectivity and resulting glare from the proposed development on pedestrians, motorists, or surrounding areas may be required.

C.03 Notwithstanding control C.02 above, new buildings, or significant alterations to existing facades, greater that 40 metres in height require a Reflectivity Report that includes the quantification of solar light reflected from the building on the surrounding environment. Reflectivity reports are to include:

a) Sufficiently detailed calculations to quantify likely sources of disability and discomfort glare.

b) Where reflective surfaces are sloped or irregular/undulating, a 3D model should be used to model solar reflections.

c) All calculations are to be based on a published method.

d) Observer points tested should be sufficient to address all potential risks of disability glare and solar light reflections that might cause discomfort.

e) All calculations are to consider the angular dependant solar light reflectivity of the proposed finishes.

f) All calculations are to consider the full range of sun angles that may result in solar light reflections at receiver points and not include obstruction by vegetation outside the subject development or potential mitigation strategies of observers (sun visors, caps, etc).

g) Where solar light reflections from the development exceed thresholds of disability glare and discomfort for any point of observation detailed analysis must be undertaken to determine the range or sun angles or times of day and year that thresholds are exceeded.

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C.04 Generally, specular solar light reflectivity from building materials used on facades must not exceed 20% at the angle of incidence. This requirement does not ensure compliance with the requirements of control C.01 above.

9.8.7 NATURAL REFRIGERANTS IN AIR CONDITIONING

Synthetic refrigerant gases commonly used in air conditioning systems have a very high Global Warming Potential (GWP). The GWP is the number of times the refrigerant is more harmful to the atmosphere than carbon. The best practice synthetic refrigerant available (R32) has a 675 GWP, meaning it's 675 times more harmful than carbon. Natural refrigerants generally have a much lower GWP, typically 2.3, meaning that it is 2.3 times more harmful than carbon.

Leakage from air conditioning systems or the improper disposal of refrigerant can be a significant source of greenhouse gas emissions. Using natural refrigerants with low GWP will reduce the impact of the emissions from air conditioning systems.

These impacts are recognised under the Montreal Protocol, which from 2016 commenced the global phase-down of Hydroflurocarbons (HFCs), the most common type of synthetic refrigerant.

Objectives

O.01 Reduce the greenhouse gas emissions associated with the release to the atmosphere through leakage or the improper disposal, of synthetic refrigerant gases with high Global Warming Potential (GWP).

O.02 Future proof new HVAC (air conditioning) systems from the global phase-down of Hydroflurocarbon (HFC) under the Montreal Protocol.

Controls

C.01 All new air-conditioning and refrigeration equipment are to use refrigerants with a GWP of less than 10;

a) if the equipment can be supplied on similar terms to conventional systems, and

b) at a cost of not more than 10% higher than the market rate for conventional systems.

9.8.8 BIRD FRIENDLY DESIGN

Glass buildings are an increasing source of bird collisions resulting in significant numbers of mortalities and injuries. The primary cause of collisions is transparency and reflectivity associated with the high levels of glazing.

Birds, unlike humans, cannot perceive the external glazing and fly into it attempting to travel to the reflected view of open sky vegetation or parklands; potential perches, food or water sources; or other attractors. Incidents increase in times of drought as higher numbers of birds enter urban areas to forage. Nocturnal birds also fly into external glazing as they are attracted to internal lighting.

Documented bird fatalities from building collisions in the Sydney region include the critically endangered Swift Parrot, vulnerable Powerful Owl and White-Bellied Sea Eagle. The World Wildlife Fund (WWF) produced guidelines and recommendations for 'Swift Parrot-Safe Building Design' with support of the Australian Government in 2008.

Treatment and design of glazed facades to minimise bird strike will make an important contribution to the protection of endangered and migratory birds and also protect the urban native bird population.

Objectives

O.01 Minimise the risk of bird collisions due to high transparency, through treatment of external windows and other glazed building surfaces.

O.02 Require additional treatment, or reduced reflectivity and transparency of external windows and other glazed building surfaces, where buildings are located within 100 metres of specified waterways and parklands.

Controls

C.01 Treatment of all external windows and other glazed building surfaces of buildings is required to any new glazed surface (whether part of a new building or a building undergoing alterations and additions), when the glazed surface is:

a) Less than 6 metres from another glazed surface such as corners and skybridges.

b) Less than 6 metres from an internal planted area such as a green wall or plantedatrium.

c) Projecting vertically more than 1 metre above the building roof line.

d) Projecting horizontally more than 1 metre beyond the building enclosed façade.

C.02 Where buildings are located within 100 metres of the Parramatta River corridor, Parramatta Park, Prince Alfred Park, Robin Thomas Reserve, James Ruse Reserve, Experiment Farm, Jubilee Park and Ollie Webb Reserve, treatment to 95% of glazing is required.

C.03 Treatment to the glazing must be either:

a) Bird strike UV patterning such as Ornilux.

b) Fritted, etched, channelled or translucent glass such as Silk-screen with a minimum untreated dimension of 100mm x 100mm.

c) External treatments such as angled, layers or recessed glazing, shadingelements such as louvers, overhangs and awnings or mesh with a minimum open dimension of 100mm x 100mm.

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9.8.9 WIND MITIGATION

Objectives

O.01 Ensure that the building form enables the provision of a safe and comfortable pedestrian level wind environment, including street frontages, outdoor eating areas, open spaces.

O.02 To provide publicly accessible terrace areas within developments, as well as private communal terrace areas, and private balconies within developments.

O.03 To ensure wind conditions promote outdoor planting, including green roofs and other landscaping elements.

Controls

C.01 To ensure comfort in and around new buildings, the wind speeds in Table 96.8.9.1 below must be exceeded for less than 5% of the time around new buildings for both hourly mean and gust equivalent mean wind speeds:

< 2 m/s	Outdoor restaurant dining
< 4 m/s	Sitting (such as café style dining), or scheduled outdoor events
< 6 m/s	Standing, generally supports outdoor planting
< 8 m/s	Walking in retail areas / active street frontages?
< 10 m/s	Walking / non-active street frontages (objective walking from A to B or for cycling)

Table 96.8.9.1 – Wind speeds

C.02 To ensure public safety, a 3 second moving average gust wind speed of 23 metres/second must be exceeded for less than 0.1% of time.

C.03 A wind study report must be submitted with the DA for all buildings greater than 20 metres in height.

C.04 For buildings greater than 40 metres in height, or sites with more than one building greater than 20 metres in height, the quantitative results from a wind tunnel test are to be included in the wind study report.

C.05 The wind study is to be conducted by an experienced professional wind engineer in accordance with the requirements outlined in the Technical Requirements – Wind Mitigation Performance Methodology in Ssection 96.8.9.1.

C.06 The technical requirements in Ssection 96.8.9.1 below must be met, where applicable.

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9.8.9.2 TECHNICAL REQUIREMENTS – WIND MITIGATION PERFORMANCE METHODOLOGY

These technical requirements are based on: *CCP Wind Assessment for: City of Parramatta November 2016 CCP Project 9776.*

Expertise

A wind study shall be performed by a professional wind engineer with experience in wind issues in the built environment.

The applicant or the wind engineer is to consult the City of Parramatta's Planning Department prior to lodging the development application to agree on the type and approach of the wind study required for the proposed development.

Wind data

Historical data of wind speed and direction collected over a minimum of 10 years shall be used as the basis of a pedestrian level wind study. Data from the Bankstown Airport Bureau of Meteorology anemometer starting earliest in 1993 shall be used and adequately corrected for the effects of differences in roughness of the surrounding natural and built environment. The use of wind data for daytime hours between 6am and 9pm is generally recommended and may be specifically requested by the City of Parramatta, however, wind data for all hours may be used as well, where appropriate. Climate data are to be presented in the wind study report.

Criteria

The criteria for pedestrian level wind comfort are based on published research, particularly on the criteria developed Lawson in *The Determination of the wind environment of a building complex before construction*, Department of Aerospace Engineering, University of Bristol, Report Number. Pedestrian safety is affected by both the mean and the gust wind speed.

The criteria in Table 96.8.9.2 below are to be applied to both the mean wind speed and the Gust Equivalent Mean (GEM), i.e. the 3 s gust wind speed in an hour divided by 1.85.

Comfort (maximum of mean and gust equivalent mean (GEM*) wind speed exceeded 5% of the time)	
< 2 m/s	Outdoor restaurant dining
2-4 m/s	Sitting (such as café style dining), or scheduled outdoor events
4-6 m/s	Standing, generally supports outdoor planting
6-8 m/s	Walking in retail areas / active street frontages
8 - 10 m/s	Walking / non-active street frontages (objective walking from A to B or for cycling)
> 10 m/s	Uncomfortable
Distress (maximum of mean or GEM wind speed exceeded 0.022% of the time)	

Table 96.8.9.2 – Mean wind speed

Note – *The gust equivalent mean (GEM) is the peak 3 s gust wind speed divided by 1.85.

The criterion in Table 96.8.9.3 below for pedestrian safety is based on the *Guidelines of the Australian Wind Engineering Society* (2014).

Safety (maximum 3s moving average gust wind speed)	
<23m/s	not to be exceeded more than 0.1% of time per year

Table 96.8.9.3 – Pedestrian safety criteria

The wind study report shall show that the proposed development provides for adequate levels of comfort and safety in accordance with the above criteria taking into account the intended usage of a particular area. If the above criteria are not met, appropriate mitigation measures shall be identified, or the proposed building design is to be altered. Further, the existing wind conditions shall not be significantly degraded by a proposed development over the assessment area.

Mitigation Measures

If the wind study identifies areas that do not fulfil the comfort or safety criteria, mitigation strategies are to be developed and their effectiveness in improving the wind conditions to the required level is to be shown and tested in the wind tunnel. These measures may include, in order of preference:

a) Changes to the building massing or design including the addition or extension of podiums, tower setbacks, or

b) Addition of canopies or wind screens.

On-site vegetation may be used to improve the wind comfort for pedestrians, however, it is not an acceptable mitigation for exceedances of the safety criterion. To be accepted as a mitigation for wind comfort issues, the plants need to be effective at the time of installation and need to be able to provide improvement throughout the year.

Furthermore, the plants shall require minimum maintenance and are to be able to thrive in the wind conditions of the site.

a) The plants must be within the site boundary and not on public land.

b) Modifications of the usage of affected areas and provision of alternatives.

Type of Wind Study

Qualitative Wind Study

A qualitative wind study is generally required for developments with a building exceeding a height of 20 metres above finished ground and less than 40 metres above finished ground (and may be requested by the City of Parramatta Council on a case by case basis for smaller developments. A qualitative wind assessment can be performed as a desktop study, or by Computational Fluid Dynamics (CFD).

A desktop study shall estimate the wind speeds at relevant locations in and around the proposed development taking into consideration the wind comfort and safety criteria described in the DCP Controls. The assessment is to be based on all prevailing wind directions and shall account for the frequency of occurrence.

CFD simulations shall appropriately represent the atmospheric boundary layer and model appropriate parts of the natural and built environment surrounding the proposed development. The study is to consider all prevailing wind directions as well as the frequency of occurrence.

Presentation of the results shall include horizontal planes at pedestrian level of approximately 1.5 metres, horizontal and vertical planes are required for outdoor planting, and details of the computational mesh and consistency of the wind conditions across the modelled domain.

Quantitative Wind Study

A quantitative wind study shall be performed in a boundary layer wind tunnel capable of simulating the atmospheric boundary layer and appropriate profiles. A quantitative study is required for developments with a building exceeding a height of 40 metres above ground and developments with more than 1 building exceeding 20 metres in height.

Physical modelling of the proposed development shall be done at an adequate scale, typically 1:300 or 1:400, and appropriate levels of surrounding natural and built environment of at least a 400 metres radius around the proposed development site shall be taken into account.

Wind speed measurements shall be performed in accordance with the Australasian Wind *Engineering Society's Quality Assurance Manual (QAM) for Wind Engineering Studies of Buildings* (AWES, 2001):

a) Measurements shall be taken with instruments capable of measuring wind characteristics at adequate resolution, e.g. hot-wire or hot-film anemometers, Irwin probes.

b) Measurements for pedestrians shall be taken at the equivalent full scale height of approximately 1.5 metres.

c) Measurements for outdoor planting shall be taken to suit the proposed design

d) Measurements shall be taken at a minimum of 1 location per 200 metres squared of the plan area accessible for pedestrians or to be planted, and the selection of locations shall take into account the intended use of the space.

e) The assessment area shall include the public and private outdoor areas to a minimum distance of D from the building envelope, with D being the lesser of half the building height or half the largest plan dimension of the building.

f) Measurements shall be taken for at least 16 wind directions.

Configurations

To be able to compare the wind environment with the inclusion of the proposed development, measurements at representative locations are to be conducted in the existing configuration without the proposed development. This configuration shall include all existing surrounds, as well as developments that are approved or under construction. These surrounds shall also be applied in the proposed configuration. In specific circumstances Council may require additional testing of a future configuration to include future developments that may impact the wind conditions around the proposed development, e.g. developments currently in the approval process.

9.9 VEHICULAR ACCESS, PARKING AND SERVICING

9.9.1 VEHICLE DRIVEWAYS AND MANOEUVRING

This section should be read in conjunction with the controls for Vehicle Footpath Crossing contained in Section 96.4.6 – Vehicle Footpath Crossings of the Public Domain.

Objectives

O.01 Minimise the impact of vehicle access points and driveway crossovers on streetscape amenity, pedestrian safety and the quality of the public domain by:

a) Designing vehicle access to required safety and traffic management standards.

b) Integrating vehicle access with site planning, public domain requirements and traffic patterns.

c) Minimising potential conflict with pedestrians.

O.02 Minimise the size and quantity of vehicle and service crossings to reinforce a high-quality public domain.

Controls

C.01 Where practicable, driveways must be provided from lanes and secondary streets rather than primary street fronts or streets with major pedestrian activity.

C.02 Driveways must be located:

a) Taking into account any services within the road reserve, such as power poles, drainage inlet pipes and existing or proposed street trees.

b) A minimum of 10 metres from the perpendicular of any intersection of any two streets.

c) If adjacent to a residential development, set back a minimum of 2 metres from the relevant side property boundary.

C.03 Design of driveway crossings must be in accordance with the Parramatta Public Domain Guidelines, with any works within the footpath and road reserve subject to a *S138 Roads Act 1993* approval.

C.04 Driveway widths must comply with the relevant Australian Standards.

C.05 Vehicle access must be designed to:

a) Minimise the visual impact on the street, public domain, site layout and building facade design.

b) Minimise the size, quantity and visual intrusion of the access.

c) Be a minimum of 3 metres from pedestrian entrances.

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d) Not be located adjacent to doors or windows of habitable rooms of any residential development.

C.06 Vehicular access must not ramp along boundary alignments bordering the public domain, streets, lanes, parks, river foreshore frontages or heritage items.

C.07 All vehicles must be able to enter and leave the site in a forward direction.

C.08 Separate and clearly differentiate between pedestrian and vehicle access.

C.09 Car space dimensions must comply with the relevant Australian Standards.

C.10 Driveway grades, vehicular ramp widths and grades and passing bays and sight distance for driveways must be in accordance with the relevant Australian Standard (AS 2890.1).

C.11 Vehicular access, egress and manoeuvring requirements for NSW Fire Brigade vehicles must be provided in accordance with relevant NSW Fire Brigade guidelines as far as they apply to the subject development.

9.9.2 ON SITE CAR PARKING

On-site parking includes underground (basement) parking, surface (at-grade) parking and above ground parking. It also includes car parking stations.

Underground and semi-underground parking minimises visual impact of car parking as viewed from the public domain. Above ground parking may be appropriate for some sites, especially for sites constrained due to flood levels or archaeology. Above ground parking will only be accepted if it is of high design quality and meets the design controls specified in Section 96.3 – Built Form.

Car parking rates for developments within the Parramatta City Centre are contained in Division 4 of *Parramatta Local Environment Plan 20231~~1~~*, specifically in clause 7.175 if development is outside the deferred Area A, or ~~c~~Clause 7.197 if included within Deferred Area A. These rates are maximums and are not to be exceeded.

This section should be read in conjunction with Part ~~3~~ 6 Traffic and Transport of this DCP in relation to car share and green travel plan controls and Section 96.9.3 – Bicycle Parking and End of Journey Facilities.

Car parking facilities require specific design considerations in flood risk areas in addition to the universal considerations that minimise the visual impact of these structures. A safely designed car park restricts flood water entry while providing failsafe opportunities for emergency egress. This section should be read in conjunction with Section 96.7.8 – Car Park Basements in Flood Prone Areas regarding flood risk management particularly for basement car parking.

Objectives

O.01 Facilitate an appropriate level of on-site parking for development within the Parramatta City Centre to cater for a mix of development types.

O.02 Minimise the impact of on-site parking on the design quality of the building and the public domain.

O.03 Provide adequate space for parking and manoeuvring of vehicles, including service vehicles.

O.04 Recognise the current and existing demand for parking for bicycles and electric vehicles.

O.05 Design car parking for safe pedestrian and bicycles movements.

Controls

C.01 Basement car parking must be located within the site boundaries and must not encroach on the public domain.

C.02 Where car parking is provided in basements and semi basements which involve excavation, development must incorporate the recommended site management procedures set out in the Parramatta Historical Archaeology Landscape Management Study.

C.03 New access points to all parking (basement or above ground) are to be limited in accordance with Figure ~~9~~6.4.6.1 (in Section ~~9~~6.4.6 – Vehicle Footpath Crossings). New access points may be permitted from existing lanes or any new lanes proposed as part of the development.

C.04 Design car parking which:

a) Maximises the efficiency of car park design with predominantly orthogonal geometry and related to circulation and car space size.

b) Is well-lit and minimises reliance on artificial lighting and ventilation.

c) Is well-ventilated and uses natural rather than mechanical ventilation where possible.

d) Provides marked safe path so travel for pedestrians and cyclists with clear lines of sight and safe lighting.

e) Avoids hidden areas and enclosed areas. Where these are unavoidable use mirrors and similar devices to aid surveillance.

C.05 Provide readily accessible parking spaces at the rates specified under the National Construction Code which are designed and appropriately signed for use by people with disabilities in accordance with AS 2890.6.

C.06 Provide a separate parking space for 1 motorcycle for every 50 car spaces, or part thereof. The size of a motorcycle parking space is to be in accordance with AS 2890.1. Motorcycle parking does not contribute to the number of car parking spaces permitted.

C.07 On-site parking must meet the relevant Australian Standards.

C.08 For residential flat buildings or the residential component of a mixed use development, stack parking of up to 2 cars is permitted where spaces are attached to the same single dwelling unit.

C.09 To facilitate adaptation of car parking to other uses in the long term, or to promote de-coupled car parking, consideration will be given to car parking remaining as part of the common property and not part of or attached to individual strata units.

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9.9.3 BICYCLE PARKING AND END OF JOURNEY FACILITIES

New developments should provide opportunities to support sustainable transport and active lifestyles by providing bicycle parking and end of trip facilities. These provisions provide facilities will help reduce private car use and the environmental impact of transport and promote active streets and community health and wellbeing.

Objectives

O.01 To provide quality bicycle parking and end of journey facilities to meet the needs of residents, workers of and visitors to the Parramatta City Centre.

O.02 To ensure bicycle parking and end of journey facilities are convenient, safe for users and minimises conflict between people and vehicles.

9.9.3.2 BICYCLE PARKING

Controls

C.01 All development is to provide on-site bicycle parking designed in accordance with Australian Standard AS2890.3.

C.02 Bicycle parking spaces for new development is to be provided in accordance with the rates set out in Table ~~9~~6.9.3.1:

Proposed use	Residents / Employees Bicycle Parking Spaces*	Visitors*
Residential:		
Residential accommodation	1 per dwelling	1 per 10 dwellings
Commercial:		
Office premises or business premises	1 per 150sqm GFA over 600sqm of GFA	1 per 400sqm GFA
Shop, restaurant or café	1 per 250sqm GFA over 600sqm of GFA	2 for first 600sqm of GFA plus 1 per 100sqm over additional 100sq of GFA
Shopping centre	1 per 200sqm GFA over 600 of GFA	2 for first 600sqm of GFA plus 1 per 300sqm sales GFA
Community:		
Child Care Centre	1 per 10 staff	2 per centre
Library and community centres	1 per 10 staff	2 plus 1 per 200sqm GFA
Education Establishment	1 per 10 FTE staff	1 per 10 FTE students over Year 4- and accommodated securely undercover and within the campus grounds.
Tourist and visitor accommodation:		
Hotel or motel accommodation or serviced apartments	1 per 4 staff	1 per 20 rooms

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Note – * the total minimum number of bicycle parking spaces is to be rounded up to the nearest whole number.

Table 96.9.3.1 – On-site bicycle parking rates

C.03 If proposed use is not included in Table 96.9.3.1, a development is to provide bike facilities to accommodate mode share target for trips by bicycles as described in the Parramatta Bike Plan.

C.04 Wherever possible, bicycle parking for residents and or employees should be provided at-grade. Where bicycle parking is provided within the basement or above ground levels, it is to be located on the first level of basement or first level above ground and in proximity to entry or exit points.

C.05 The following access to bicycle parking areas are to be provided and designed in accordance with Australian Standard AS2890.3:

a) Provide for a clear and safe path of travel to minimise conflict between vehicles, pedestrians and cyclists.

b) Accessible via a ramp.

c) Clearly identified by signage.

d) Accessible via appropriate security or intercom systems.

C.06 The minimum secure bicycle parking facilities are to be provided in accordance with the following Australian Standard AS2890.3:

a) Class B bicycle lockers for occupants of residential buildings and staff or employees of any non-residential land use.;

b) Class C bicycle rails for visitors of any land use.

C.07 Wherever possible, visitor bicycle parking shall be located within the development site, at grade, near entry points to the building, undercover and be accessible at all times. Where visitor bicycle parking cannot be provided at grade it is provided on the first level of basement or first level above ground adjacent to the visitor car parking and be accessible at all times.

C.08 The area required for bicycle parking is to be calculated in addition to storage areas required as per the NSW Apartment Design Guide.

C.09 The bicycle storage facility is to include 10A e-bike charging outlets to 10% of spaces with no space being more than 20 metres away from a charging outlet. Chargers are to be provided by the owner.

9.9.3.3 END OF JOURNEY FACILITIES

Controls

C.01 For non-residential uses end of journey facilities are to be provided at the following rates:

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a) 1 personal locker per bicycle parking space;

b) 1 shower and change cubicle for up to 10 bicycle parking spaces;

c) 2 shower and change cubicles for 11 to 20 or more bicycle parking spaces are provided; and

d) 2 additional shower and cubicles for each additional 20 bicycle parking spaces or part thereof.

C.02 Shower and change room facilities may be provided in the form of shower and change cubicles in a unisex area.

C.03 Shower and change room facilities are to be designed to accommodate separate wet and dry areas, including an area to hang towels and clothes.

C.04 End of journey facilities are to be located:

a) ~~W~~where facilities are provided within the basement or above ground levels, it is to be located on the first level of basement or first level above ground and in proximity to entry or exit points;

b) ~~P~~provide for a clear and safe path of travel to minimise conflict between vehicles and pedestrians;

c) ~~I~~in close proximity to bicycle parking facilities and the entry and exit points; and

d) ~~W~~within an area of security camera surveillance, where there are such building security systems available.

C.05 Development proposing multiple commercial tenancies must demonstrate how all tenancies will have access to the end of journey facilities and employee bicycle parking.

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9.10 SITE SPECIFIC CONTROLS

This section contains development controls for specific sites in the City Centre as identified in Figure 96.10. Site specific controls for land at 470 Church Street and 8-12 Victoria Road and 2A Villiers Street which is situated in the deferred area are contained in Section 4.3.3.9B.6.

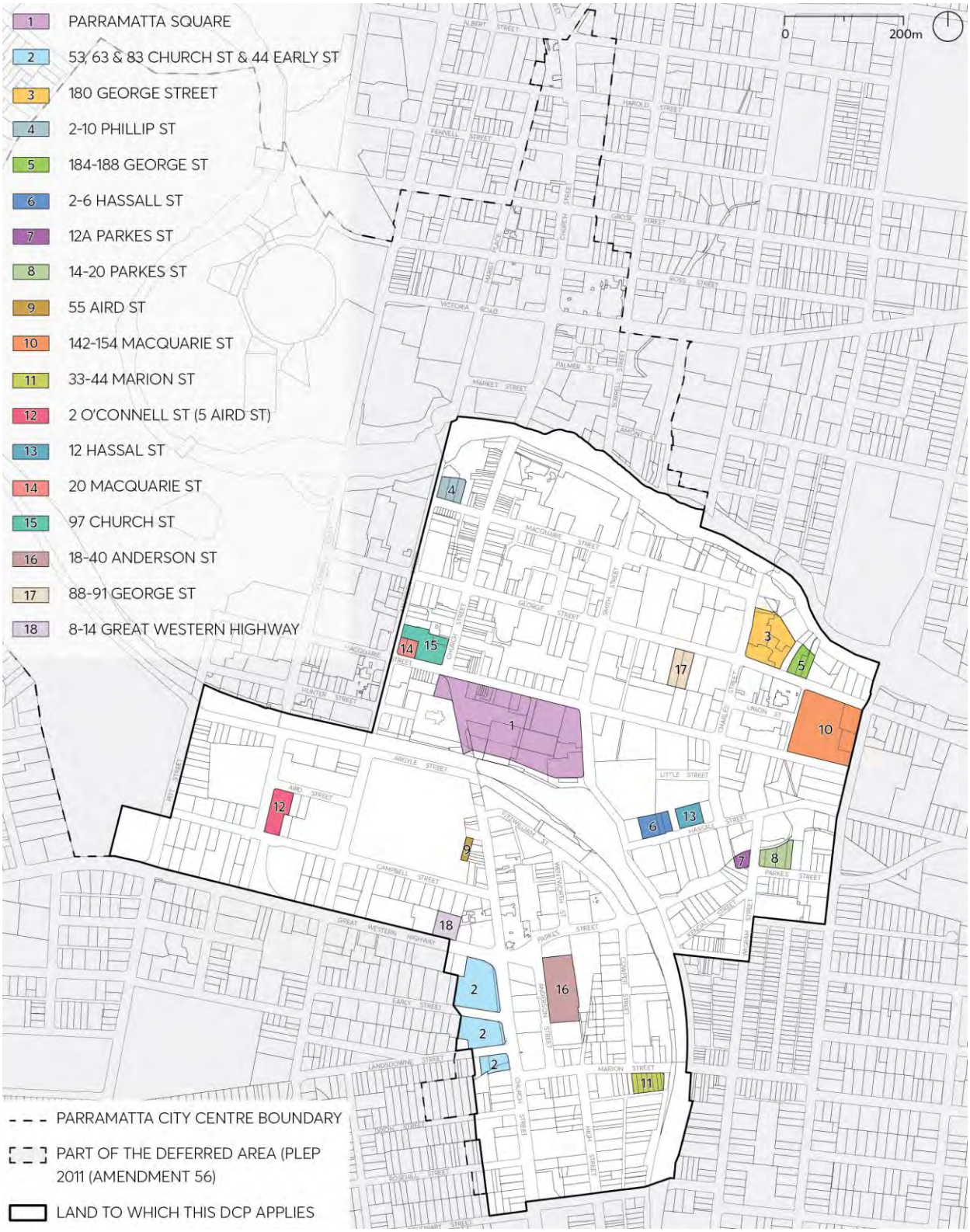


Figure 96.10 – Land parcels with Site Specific Controls

9.10.1 PARRAMATTA SQUARE

This Section applies to Parramatta Square which is bounded by Macquarie, Smith, Darcy and Church Streets, Parramatta as shown in ~~Figure 6.~~Figure 9.10.1.

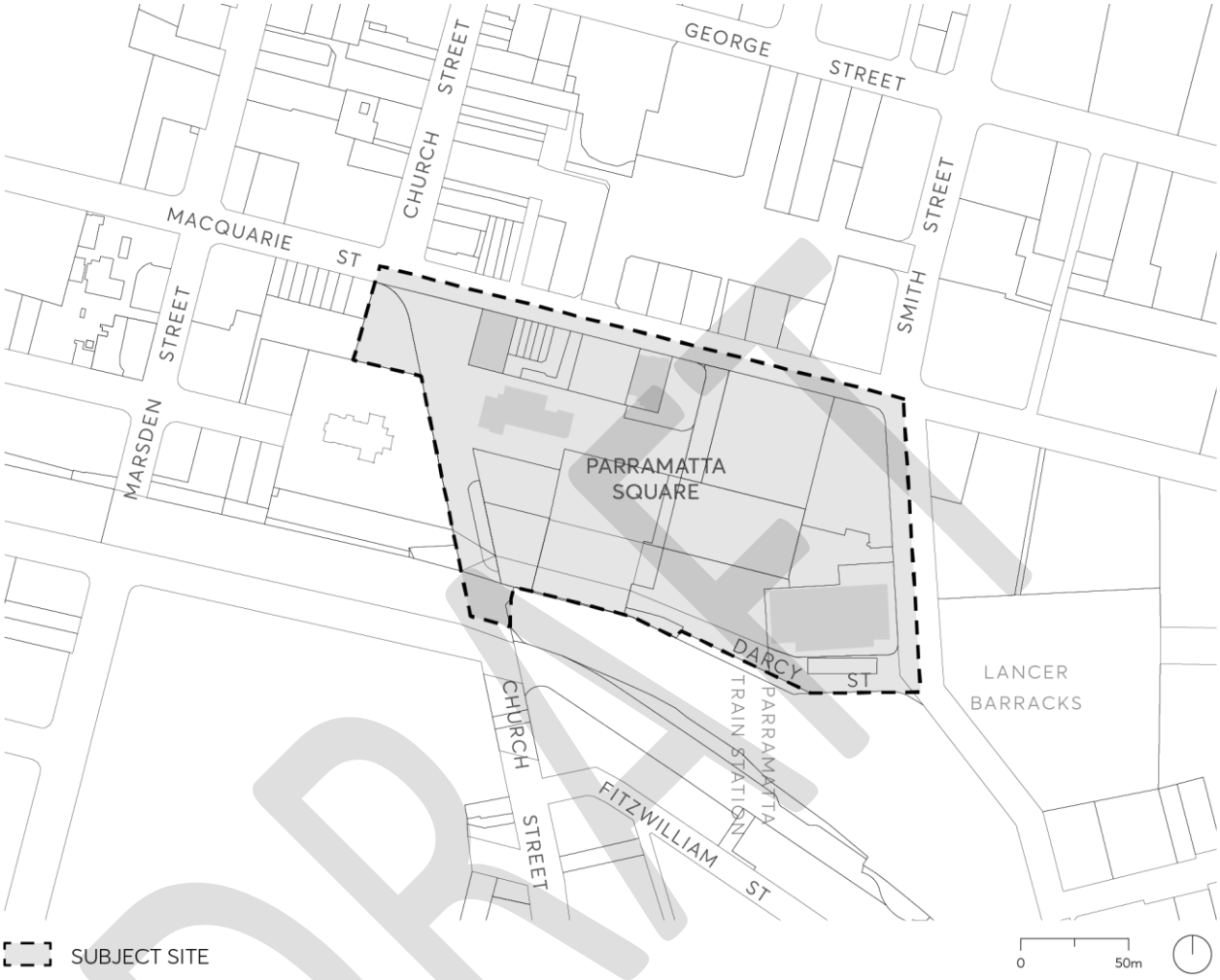


Figure ~~9~~6.10.1 – Land application map

This **Section must** be read in conjunction with other parts of Parramatta DCP 202311 and the *Parramatta LEP 202311*. If there is any inconsistency between this Section and other Sections of the Parramatta DCP 202311, this Section prevails.

9.10.1.1 DESIRED FUTURE CHARACTER

Parramatta Square, formerly known as Civic Place, is at the heart of the Parramatta City Centre located adjacent to the Parramatta Transport Interchange. Its redevelopment strengthens Parramatta as the Metropolitan Centre for the Central City District and as a centre for business, tourism, entertainment, culture and heritage.

The development of Parramatta Square is vital to showcasing design excellence and environmental sustainability excellence for the city and region as well as achieving the targets for future employment growth by providing direct opportunities and generating flow on effects. The eastern

part of Parramatta Square will contain employment in premium office space. The remainder of Parramatta Square accommodates a mix of commercial, residential, retail, cultural and entertainment uses, that are compatible with the Cc~~c~~ity ~~c~~Centre location and contribute to enlivening the ~~c~~City ~~c~~Centre at all times.

Building on the renewed transport interchange, Parramatta Square provides an easily accessible civic focus. The built form of Parramatta Square is defined by a row of the tallest buildings in Parramatta immediately north of the railway station, and a large central public open space. The space is enclosed by a series of buildings fronting Macquarie and Smith Streets. All of the buildings demonstrate design excellence, commensurate with their important civic location.

Parramatta Square is a public gathering place. The public open space at the centre of Parramatta Square forms the pre-eminent ceremonial centre of Parramatta, the site for both significant formal civic events and recurrent cultural and community celebrations and festivals.

Local residents grow accustomed to attending a variety of gatherings in Parramatta Square. The design of the public open space reflects the nature of its use and is of high quality.

Given this character, vehicle movements is restricted and pedestrian and cycle movement dominate.

9.10.1.2 SITE REQUIREMENTS

General objectives

The objectives will determine the future form of development and establish the key parameters that will ensure that future development achieves the overall desired future character.

O.01 Reinforce the City's street grid pattern and ensure that Parramatta Square is integrated with Parramatta's urban structure.

O.02 Retain a civic focus on the site.

O.03 Establish a legible hierarchy and location of public domain spaces that complement Parramatta's existing and proposed public space network.

O.04 Define vehicular access to support the public space and provide access to and address points to buildings.

O.05 Locate major and direct pedestrian routes to the Parramatta Transport Interchange.

O.06 Reinforce and improve existing and proposed north-south pedestrian links.

O.07 Ensure new development maximises its potential to integrate precinct and individual building technology and infrastructure to help reduce its demand for resources such as energy and water and demonstrate excellence in environmental sustainability.

O.08 Provide a well-balanced mix of uses that promote a sense of community and support the communities Parramatta serves, especially at ground level.

O.09 Activate the ground floor public domain and civic areas to create a vibrant precinct, which is activated day and night.

O.10 Establish social uses such as markets, cafes, restaurants, and bars and allow them to spill out into the public squares, streets, arcades and laneways.

O.11 Ensure residential uses provide a high level of amenity.

O.12 Allow opportunities for innovative planning and urban design.

O.13 Ensure that the central and western part of Parramatta Square is not dominated by any one use. A mix of uses including retail, commercial, residential, community, civic, cultural and entertainment is sought as a means of enlivening the precinct.

O.14 Provide appropriate solutions for:

- ~~A~~an optimal pattern of buildings and open spaces,
- ~~P~~public domain interfaces, and
- ~~A~~an integrated approach to access, parking and servicing.

Site Objectives

The site offers a unique opportunity to create a series of new public open spaces that can form a focus for Parramatta.

O.15 Provide a range of robust and flexible public spaces that will cater for a variety of public celebrations, events and functions.

O.16 Ensure a high level of pedestrian amenity and safety through the inclusion of weather protection (e.g. awnings, colonnades) lighting and safety by design principles.

O.17 Protect public safety through locating diverse, active uses on main pedestrian routes.

O.18 Allow for buildings to overlook public spaces to improve surveillance and safety.

O.19 Ensure ongoing active uses in public open space such as markets, entertainment and events and outdoor dining.

O.20 To recognise the scale of St John's Cathedral including the ridge and spire elements.

O.21 To ensure that successively designed buildings present visually integrated elevations to Parramatta Square and work collectively to frame and form a coherent and legible 'urban room'.

Controls

C.01 Provide a total of 6,000sqm of public open space across the site (excluding Church Street Mall from calculation). At least 3,000sqm with a minimum width of 40m is to form one contiguous area in the centre of the site, as shown on Figures ~~9~~6.10.1.2 and ~~9~~6.10.1.3. Encroachments up to

6.5 metres into the 40 metre minimum width zone may be considered where justified by an agreed design excellence rationale.

C.02 Building Elevations facing Main Square, Station Square and Eastern Square (as described in Figure ~~96~~.10.1.3 should relate to one another to maintain a consistent approach to the public domain. Critical issues that will be taken into account when considering proposals are:

a) That setbacks at ground and higher levels are complimentary to create a view corridor through the square that encloses the view to St John's Cathedral

b) That horizontal design elements of existing buildings fronting onto the square are brought across and incorporated into the façade treatments of new buildings to unify the buildings on the square. In particular, horizontal design elements at a height at or close to 18 metres above the square should be transitioned from site to help define the 'urban room'.

C.03 Overshadowing is to be minimised within the area outlined in red in Figure ~~96~~.10.1.2. Individual buildings shall be designed so that no single point of the area outlined in red is in shadow for a period greater than 45 minutes between 12pm-2pm mid-winter.

C.04 The public open space is to be formed by a progression of spaces or squares crossing the site from east to west, each with their own character, as shown in Figure ~~96~~.10.1.3. The squares are to comply with the Parramatta Public Domain Guidelines and are to have:

a) ~~Q~~quality paving and urban elements.

b) ~~P~~public art that is appropriate to the site, and

~~c) M~~maximise soft landscaping while providing

~~d)~~c) ~~S~~sufficiently sized hard paved event spaces.

C.05 In addition to streets and lanes, to enhance public circulation a number of pedestrian through site links as shown on Figures ~~96~~.10.1.2 and ~~96~~.10.1.3 are to be created which respond to the existing and proposed system of lanes and mid-block pedestrian connections.

C.06 The through site links are to comply with Section 6.3 'Laneways' in Parramatta Public Domain Guidelines and to have:

a) A minimum width of 6m and clear sightlines.

b) Minimum double storey height for 80% of the arcade.

c) Natural light where possible.

C.07 Colonnades may be appropriate to provide shade and shelter. Where colonnades are proposed they must:

a) Be continuous for the entire public domain frontage.

b) Have a minimum width of 4.5m between columns at ground level.

c) A minimum height of 4.5m to underside of soffit.

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C.08 Any proposals for public domain on top of a structure are to be visible, clearly marked, and accessible from at least two points.

9.10.1.3 BUILDING FORM

The development provisions on building form in this section are intended to encourage high quality design for new buildings, balancing the character of Parramatta with innovation and creativity. The resulting built form and character of new development should contribute to an attractive public domain in central Parramatta and produce a desirable setting for its intended uses.

Objectives

O.01 Establish high quality architectural and urban design for public spaces and buildings.

O.02 Design buildings with high level of environmental performance to encourage comfort and full occupation.

O.03 Incorporate noise attenuation features in buildings to minimise the effects of noise generated by activities in adjacent open space and the nearby railway line.

O.04 Design buildings and open space to minimise wind generation and effects through building form, articulation, screening, galleries and the like.

Controls

C.01 The pattern of buildings on the site is to create a central public open space generally at existing ground level with a direct connection to the adjacent transport interchange as shown in Figures 96.10.1.2 and 96.10.1.3.

C.02 New buildings are to have street frontages predominantly built to the street and public domain alignment.

C.03 Provide for additional footpath width at the corner of Macquarie and Smith Streets to accommodate pedestrian intensity in this location.

C.04 Development on land fronting Macquarie Street must recognise the heights of the heritage buildings and reflect the predominant datums (5-6 storey podiums and 2-3 storey heritage buildings) within this part of the street, through a recessed podium, colonnade, strong shadow lines or similar.

C.05 Commercial towers on land fronting Macquarie Street may be built to the street frontage to limit overshadowing to the public space to the south.

C.06 Residential towers on land fronting Macquarie Street require a podium and setback to the tower for amenity reasons.

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C.07 Overshadowing is to be minimised within the area outlined in red in Figure ~~9~~6.10.1.2. Individual buildings shall be designed so that no single point of the area outlined in red is in shadow for a period greater than 45 minutes between 12pm-2pm mid-winter.

C.08 All development is to implement:

a) ~~H~~heritage conservation principles,

b) ~~S~~sustainable development principles, particularly in regards to energy and water minimisation, waste minimisation and adapting to the impacts of climate change,

c) ~~S~~safety by design principles, and

d) ~~E~~equal access to all facilities as required by legislation.

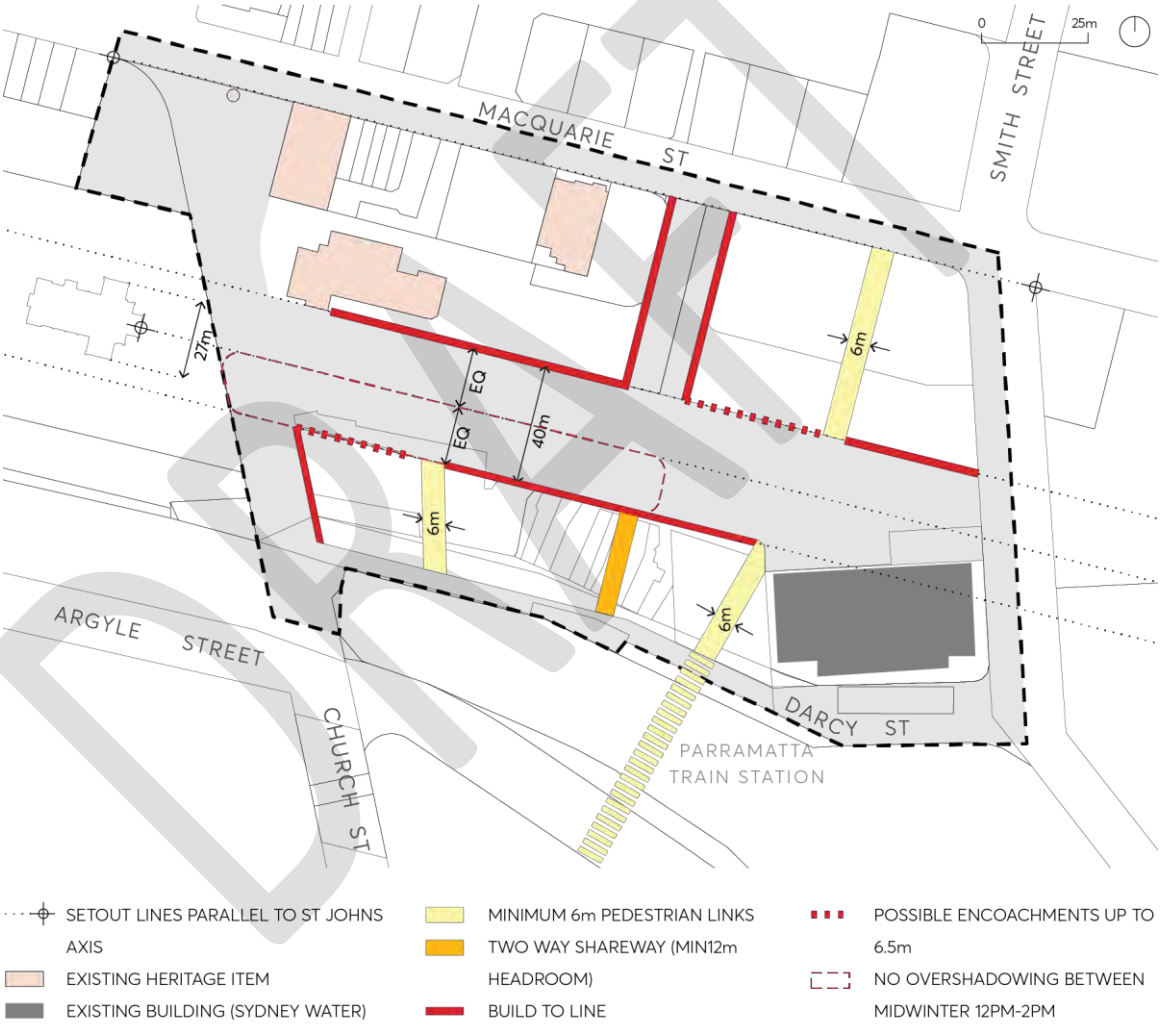


Figure ~~9~~6.10.1.2 – Public Space Set Out



Figure 96.10.1.3 – Public Space Principles

C.09 The detailed requirements in Figure 96.10.1.3 - Public Space Principles are provided below:

1. Main Square:
   i. Main Civic Space
   ii. Minimum 3,000 sqm with minimum dimension 40 metre with consistent edge alignment
   iii. Ceremonial public area designed to be the symbolic centre of Parramatta
   iv. Accommodate a rich program of events
   v. Limited vehicle access
2. Leigh Place:
   i. Main northern entrance to Parramatta Square from the River Link and Macquarie Street
   ii. Accommodate vehicle and service access
3. Eastern Square:
   i. Provides address to Smith Street, 169 Macquarie Street and the Sydney Water building
   ii. Must integrate with raised forecourt of Sydney Water

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4. Pedestrian Lanes:
    i. Activated lanes between the railway station, Station Square and Macquarie Street
    ii. Direct connection to station concourse
    iii. No vehicles
5. Station Square:
    i. The hub where the railway station meets the square; a front door to Parramatta City
    ii. An activated space that facilitates easy pedestrian access, orientation and seamless choice of desired routes and destinations
    iii. No vehicles
6. Church Street Mall and Centenary Square:
    i. Retain as Parramatta's most enduring public space, including landscaping and heritage buildings and monuments
    ii. Ensure access for potential future light rail along Church Street

9.10.1.4 SUSTAINABILITY

The redevelopment of an area as large as Parramatta Square creates an opportunity to consider the precinct as a whole and prepare precinct-wide sustainability initiatives. These could include the provision of building services and precinct infrastructure that supports energy efficiency, water management and waste minimisation; helping to adapt to climate change.

Objectives

O.01 Incorporate building services and precinct infrastructure that reduces the demand for energy and water resources.

O.02 Implement the principles of Water Sensitive Urban Design on an individual building and precinct scale.

O.03 Minimise the use of natural resources through resource recovery and waste avoidance measures.

O.04 Ensure that buildings are designed to inhibit wind funnelling and that the major public spaces are screened from winter winds and open to cooling summer breezes.

O.05 Provide structures such as colonnades and awnings to give shelter to pedestrians and opportunities for sitting out in the sun in winter and in the shade in summer.

O.06 Minimise reliance on mechanical ventilation and reliance on artificial lighting by implementing passive design measures.

O.07 Use landscape design to modify summer and winter climatic conditions and improve amenity for people using the open space.

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O.08 Maximise energy efficiency in building design, orientation, and siting.

Controls

C.01 Building design and construction should achieve a minimum 5 star Green Star Design and as Built rating, respectively.

C.02 Building operation should achieve a minimum 4.5 star base building and tenancy NABERS Energy rating, where applicable.

C.03 Residential flat buildings should achieve a minimum 5 star NatHERS energy rating for each apartment.

C.04 New developments should connect to precinct recycled water infrastructure (where available), e.g. dual water reticulation systems should be installed to enable any future supply of non-potable water to be easily used within the building.

C.05 Non-potable water uses include toilet and urinal flushing, clothes washing, irrigation, cooling tower make-up water, and wash down facilities. All non-potable water use should be met through connection to the recycled water distributed from the relevant Authority.

C.06 Where a recycled water supply is not available, new developments shall implement appropriate future proofing measures to support connection should a recycled water supply become available.

C.07 New developments should connect to precinct energy infrastructure (where available), including:

a) The provision of heating energy to the mechanical air conditioning systems through connection to the heating hot water distributed from a Central Thermal Plant.

b) The provision of hot water for the production of domestic hot water through connection to the heating hot water distributed from a Central Thermal Plant.

C.08 New developments should optimise building services design for connection to precinct energy infrastructure (where feasible) to facilitate efficient and economic operation and maximise environmental benefits of the precinct energy services.

9.10.1.5 ACCESS, PARKING AND SERVICES

A street network appropriate for purpose is critical for a functioning ~~c~~City ~~c~~Centre. Giving frontage to buildings need to be balanced with creating a public domain that prioritises pedestrian movement.

Objectives

O.01 Ensure that new development in Parramatta Square addresses the street.

O.02 Provide for limited vehicular access into the centre of the site.

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O.03 To support the reduction of car trips and encourage the use of sustainable transport.

O.04 Ensure that Parramatta Square functions as the northern gateway to the Parramatta Railway Station and Bus Interchange.

Controls

C.01 New streets, lanes, public spaces and vehicles access points to buildings in Parramatta Square are to be consistent with the pedestrian and vehicle access principles in Figure 96.10.1.4 and the public spaces principles shown on Figure 96.10.1.2.

C.02 Allow for a possible shared access and servicing zone along the length of the Parramatta Station entrance frontage along Darcy Street.

C.03 Consideration should be given for the provision of electric vehicle charging stations on the site.

C.04 Provide adequate public access and sunlight along Darcy Street.

C.05 Commuter bicycle parking (short and long term) is to be provided on the site.

C.06 Individual developments will be required to provide car-share parking spaces that are available for use by the public and car share members.

C.07 Written evidence must be provided with the development application demonstrating that offers of a car space to car-share providers have been made together with the outcome of the offers or a letter of commitment to the service.

C.08 Ensure that the following on-street parking uses are accommodated: pick up/set down for rail passengers; taxis; rail replacement buses; the loop bus; buses for special events at Rosehill Racecourse and UWS; coaches for any hotel or tourist facility in the precinct; maintenance of the precinct and rail assets; and short stay parking for loading, library use, and couriers.

C.09 Detailed public domain designs should include shared pedestrian and cycle access.

C.10 Development Applications are to be informed by a precinct-wide traffic management study.

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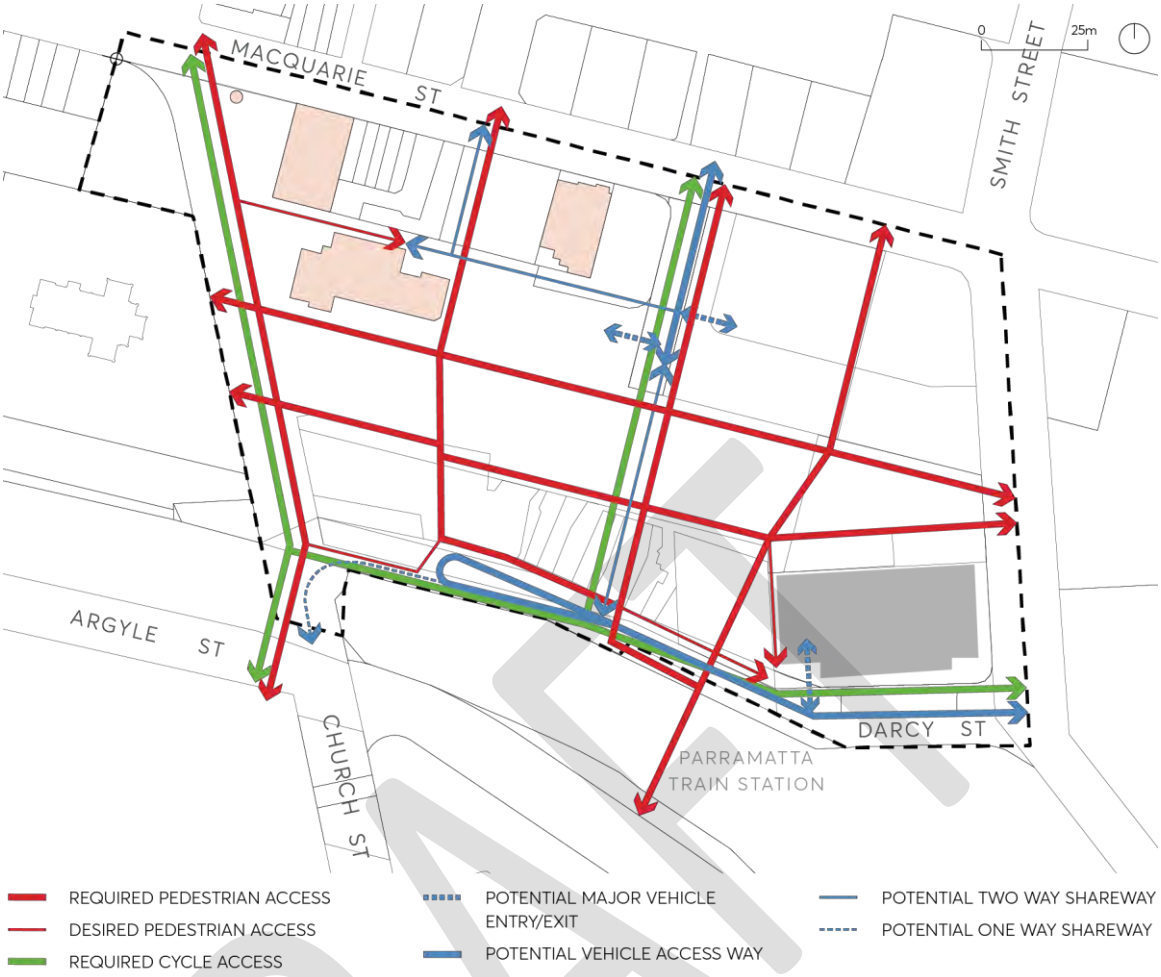


Figure 96.10.1.4 – Pedestrian and Vehicle Access Principles

9.10.1.6 HERITAGE

The site includes a number of heritage items identified in Schedule 5 of *Parramatta LEP 20231~~1~~*. The LEP also sets out the controls for both works to heritage items and development in the vicinity of heritage items.

Objectives

O.01 Conserve the heritage significance of the site by retaining key heritage buildings and settings.

O.02 Protect and enhance the views to and from heritage buildings, such as St John's Church, the Town Hall and Leigh Memorial Church in the design of spaces and buildings.

O.03 Interpret Parramatta's indigenous and cultural heritage in the design of buildings, public spaces and public art in Parramatta Square.

O.04 Interpret the location of the original marketplace, the convict drain, and the site's archaeology.

O.05 Conserve and where appropriate, adaptively re-use archaeological resources in public interpretation to enrich public spaces.

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O.06 Develop an interpretation program that derives from the special qualities and associations of the site for the people of Parramatta and the region.

O.07 Ensure future development of the site enhances the heritage qualities of the site.

9.10.1.7 PUBLIC ART

Public art will contribute a strong sense of "place" - the identity and interpretation of Parramatta Square itself - with artwork/s situated in the open spaces, walkways and built into the fabric and form of architecture and landscape.

The Parramatta Square Public Art Masterplan provides a curatorial framework that guides Developers in the direction and implementation of a site-specific public art program for Parramatta Square.

Objectives

O.01 Present a curated approach to public art programming that benefits the public realm.

O.02 Enhance public places with distinctive character in which art is an integral part of the built environment.

O.03 Ensure the culture, aspirations and history of Parramatta is reflected in the art and architecture and landscape.

Controls

C.01 Public art is to be provided in accordance with the Parramatta Square Public Art Masterplan.

C.02 Public art in Parramatta Square is to comply with the Parramatta Public Art Policy presenting work that has a strong relationship to its historical, social, architectural, environmental, contemporary and geographical context.

C.03 Planning for public art is required for all projects as part of the Development Approval process to enable the early integration of art with the detailed fabric and form of architectural, urban place and landscape designs.

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9.10.1.8 UTILITIES

The location of utilities and services can have an adverse effect on the public domain where their placement is ill-considered. Utilities such as substations have a significant presence if poorly placed. Service access points can also dominate important streetscapes. The location and design of such items needs detailed attention particularly where they are about the public domain.

Objectives

O.01 Ensure that the service access points to buildings are concealed as far as possible on major pedestrian routes.

O.02 Locate substations within development rather than the public domain.

O.03 Where utilities are visible from the public domain, ensure their appearance and design is of the highest quality.

Controls

C.01 New development is to amalgamate and/or share utilities between buildings to minimise visual, environmental and access impacts.

C.02 Service access points and substations are to be minimised along major pedestrian route and adjacent to public open space. Where necessary, their design is to be incorporated into the overall building.

C.03 Proposed buildings should be designed so as to maximise opportunities for the application of current and future technologies, in terms of the provision of technological infrastructure, and the application of building integrated management systems.

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9.10.2 57, 63 AND 83 CHURCH STREET AND 44 EARLY STREET

This Section applies to land at 57, 63 and 87 Church Street and 44 Early Street, Parramatta. The subject land comprises 3 parcels fronting Church Street and the Great Western Highway, Early Street and Lansdowne Streets, as shown in Figure 96.10.2.



Figure 96.10.2 – Land application map

This Section must be read in conjunction with other Sections of this DCP and *Parramatta LEP 20231*1. If there is any inconsistency between this Section and other Sections of Parramatta DCP 20231, this Section prevails.

This Section establishes objectives and controls to be interpreted during preparation and assessment of development applications and supports the objectives of the LEP.

9.10.2.1 DESIRED FUTURE CHARACTER

The redevelopment of these sites into a mixed use precinct enables the revitalisation of Church Street, and reinforces the character of the City Centre as a destination for employment, retail and high density living.

The sites' introduce high density residential dwellings and a mix of commercial and retail space that transforms the local character into an exciting pedestrian friendly precinct.

The sites' location within walking distance of the City Centre core including the Parramatta Transport Interchange as well as Harris Park Rail Station reducing car dependence and promoting the use of sustainable public transport as well as walking and cycling transport options for residents and business.

The mix of uses provides jobs to increase activity in the City Centre. The redevelopment provide a range of apartment dwellings in high-density building forms, meeting the needs of different household types.

A revitalised public domain is a key component of the redevelopment. A series of pedestrian walkways connecting the 3 parcels of land activate the street level and provide an internal access network.

The sites' are a catalyst for future development in Auto Alley aimed at reflecting the Parramatta ~~CBD~~ City Centre as the Metropolitan Centre for the Central City District.

9.10.2.2 SITE OBJECTIVES

Objectives

O.01 To create an urban environment that provides a mix of uses including high density residential, commercial, retail and community facilities.

O.02 To ensure built form articulation and an attractive composition of building elements with a strong relationship between buildings and streetscape.

O.03 To provide appropriate public domain elements, including internal pedestrian walkways, footpaths, open space for the benefit of the existing and future community.

O.04 To ensure building height is distributed across the site having regard for orientation, overshadowing, and views and vistas suitable for this gateway to Parramatta.

O.05 To provide opportunity for future car showroom functions on the ground level.

O.06 To provide local amenities for existing and new residents with a variety of activities, services, and functions to attract people and places for them to meet and stay.

O.07 To provide an appropriate level of active ground floor uses to increase safety, pedestrian activity and use of public domain areas.

O.08 To provide a visual and physical connection throughout the site for a high level of surveillance and safety.

O.09 To accommodate generated traffic, and to mitigate traffic effects.

O.10 To include stormwater management measures which appropriately address the level of flood affectation on the site and immediate surrounds.

9.10.2.3 PUBLIC DOMAIN

The site offers an opportunity to enhance the public domain through improvements to streets, lanes, plazas and urban parks.

Objectives

O.01 To create an environment that is comfortable for pedestrians.

O.02 To ensure a high level of pedestrian amenity, safety and security through the inclusion of weather protection, lighting and safety by design principles.

O.03 To ensure pedestrian walkway areas are formed from a sequence of spaces and plazas running north-south, connecting all 3 parcels of land.

O.04 To facilitate and establish social uses of public plaza space and walkways such as cafes, restaurants, bars, markets, with public seating areas.

O.05 To ensure that where utilities are visible from the public domain, that their appearance and design is of the highest quality.

O.06 To provide for effective linkages and interfaces between public space and private land and provide a high quality physical setting and surrounds for buildings.

Controls

C.01 New pedestrian walkways, park and plazas shall be provided in accordance with Figure 96.10.2.2 and should be no less than minimum size indicated in the control table below:

Public Domain	Minimum Size in Sqm (m2)
Northern Plaza/Pedestrian Walkway	1.600
Central Praza	1.350
Urban Park	1,790

C.02 Public street frontages are to comply with the Parramatta Public Domain Guidelines and are to have:

C.03 Appropriate paving and urban elements;

a) Public Art suitable for the site; and

b) Appropriate spaces for outdoor trading and outdoor dining.

C.04 Pedestrian walkways are to comply with Section 6.3 – ‘Laneways’ in Parramatta Public Domain Guidelines and the objectives of the Parramatta Laneways Policy.

C.05 Pedestrian walkways are to be generally 15m wide, with a 4m zone clear of obstructions to movement to allow for sufficient space for outdoor trading and dining.

C.06 Awnings and colonnades are to be provided along building frontages along public domain to provide shade and shelter.

C.07 Where colonnades are provided, they must:

a) Bbe continuous for the entire public domain frontage or link with awnings;

b) Hhave a minimum width of 4.5m between columns; and

c) Aa minimum height of 4.5m to the underside of soffit.

C.08 The southern site is to be provided as an Urban Park in accordance with 96.10.2.2. The design of this park will balance public access and amenity with safety with water management objectives.

C.09 To allow for future road widening along an appropriate length of Church Street and the Great Western highway, and to provide a cycle / pedestrian path along the Church Street frontages, as shown on Figure 96.10.2.2.

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Figure 96.10.2.2 – Public Domain

9.10.2.4 BUILDING FORM

The development provisions on building form in this section are intended to encourage high quality design for new buildings. The resulting built form and character of development should contribute to an attractive public domain and produce a desirable setting for its intended uses.

Objectives

O.01 To establish high quality architectural and urban design for buildings.

O.02 To locate high density housing with good access to retail, employment, transport, and high quality public domain and open space.

O.03 To provide for a variety of retail experiences by way of new format automotive retail, specialty shops, and supermarket.

O.04 To provide appropriate articulation of building form that is responsive to street address, microclimate and pedestrian-orientated environment.

O.05 To ensure that new development minimises and mitigates adverse overshadowing and privacy impact on adjoining public domain and land uses.

O.06 To ensure the setback of residential towers is at an appropriate distance from heavily used streets of Church Street and the Great Western Highway.

O.07 To create active streets and plazas by locating fine grain shop fronts at the ground floor with all fronts and entrances at street level.

Controls

C.01 Building Envelopes

a) Future built form should be consistent with the building envelopes shown at Figure 96.10.2.3 and Figure 96.10.2.4

b) New buildings along Church Street should not exceed the maximum building depth of 22m, shown on Figure 96.10.2.3 and Figure 96.10.2.4.

c) Residential towers should not exceed the maximum building internal floor plate requirement, shown on Figure 96.10.2.3.

C.02 Building Height

Building heights shall be in accordance with Figure 96.10.2.3 and Figure 96.10.2.4 to respond to the context, to provide visual interest and to minimise and mitigate adverse overshadowing and privacy impact to adjoining public domain and land use.

C.03 Building Setbacks

a) Building setbacks are to be in accordance with Figure 96.10.2.3 and Figure 96.10.2.4.

b) Provide 6m building setback in key locations along the western boundaries of the site as shown on Figure 96.10.2.3 and Figure 96.10.2.4.

c) Where a zero allotment setback is provided a merit assessment will be undertaken with consideration given to the amenity impact on adjacent properties. Consideration should be given to the provision of articulation and high-quality architectural treatment and materials to avoid bland, imposing expanses of wall to neighbouring properties.

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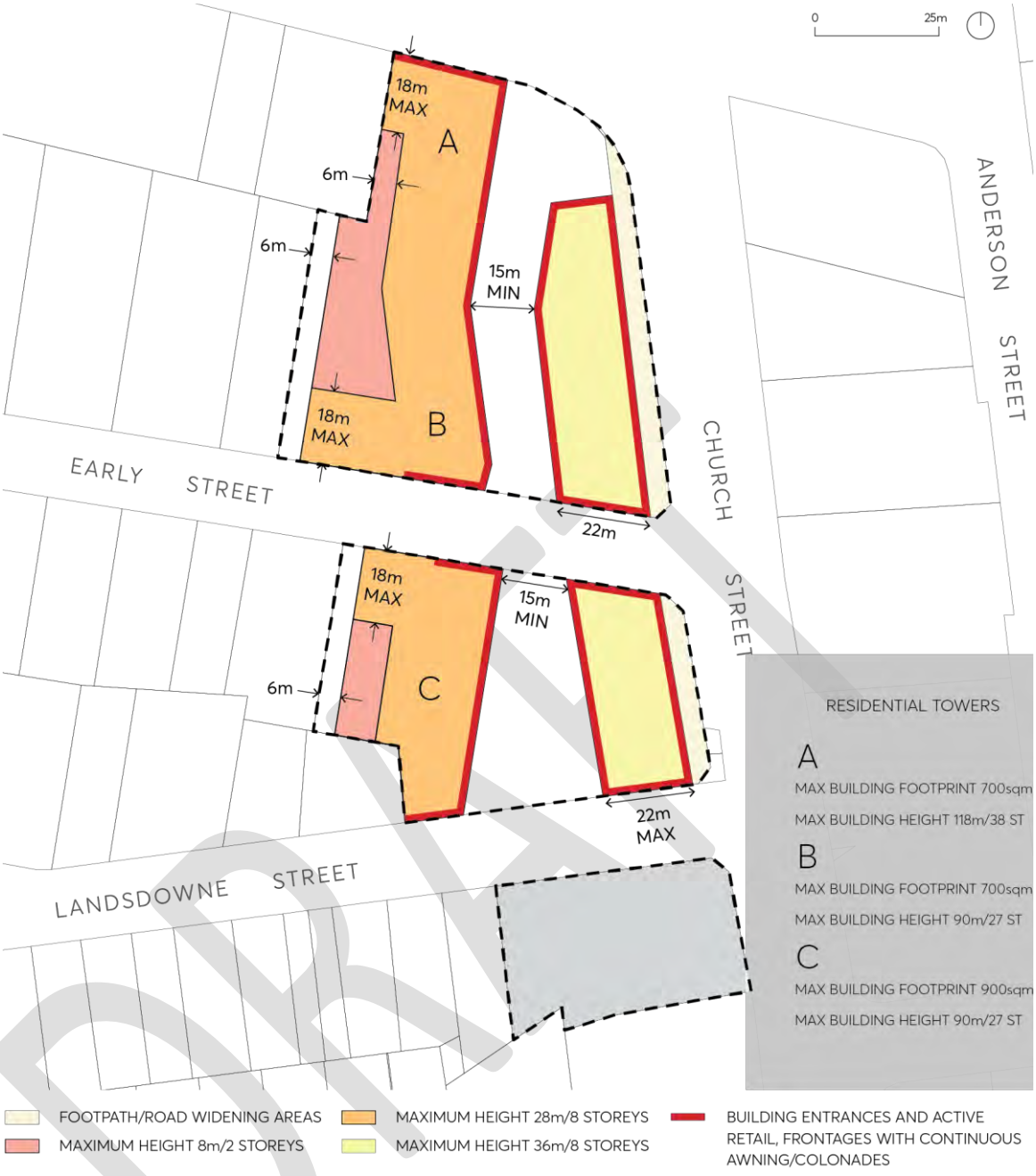


Figure 96.10.2.3 – Building Form Control Plan

C.04 Building Separation

Minimum separation between buildings should be in accordance with Figure 96.10.2.3 and Figure 96.10.2.4.

C.05 Frontage, activities and entries

a) Continuous active frontages are to be in accordance with Figure 96.10.2.3 This should include retail and commercial spaces.

b) Access to residential use and commercial use above ground level should be provided directly from plaza or pedestrian walkway.

c) Large format retail with floor space exceeding 2,000m^2~~2~~ shall be provided at a basement level and accessed directly from a plaza or a pedestrian walkway.

C.06 Basement floor space for Site 1

Of the total commercial floorspace component for Site 1, 6,000~~sq~~m^2 must be located at a basement level for retail purposes only. The 6,000m^2 ~~sqm~~ of floorspace cannot be relocated above the basement level if the retail component is not to proceed.

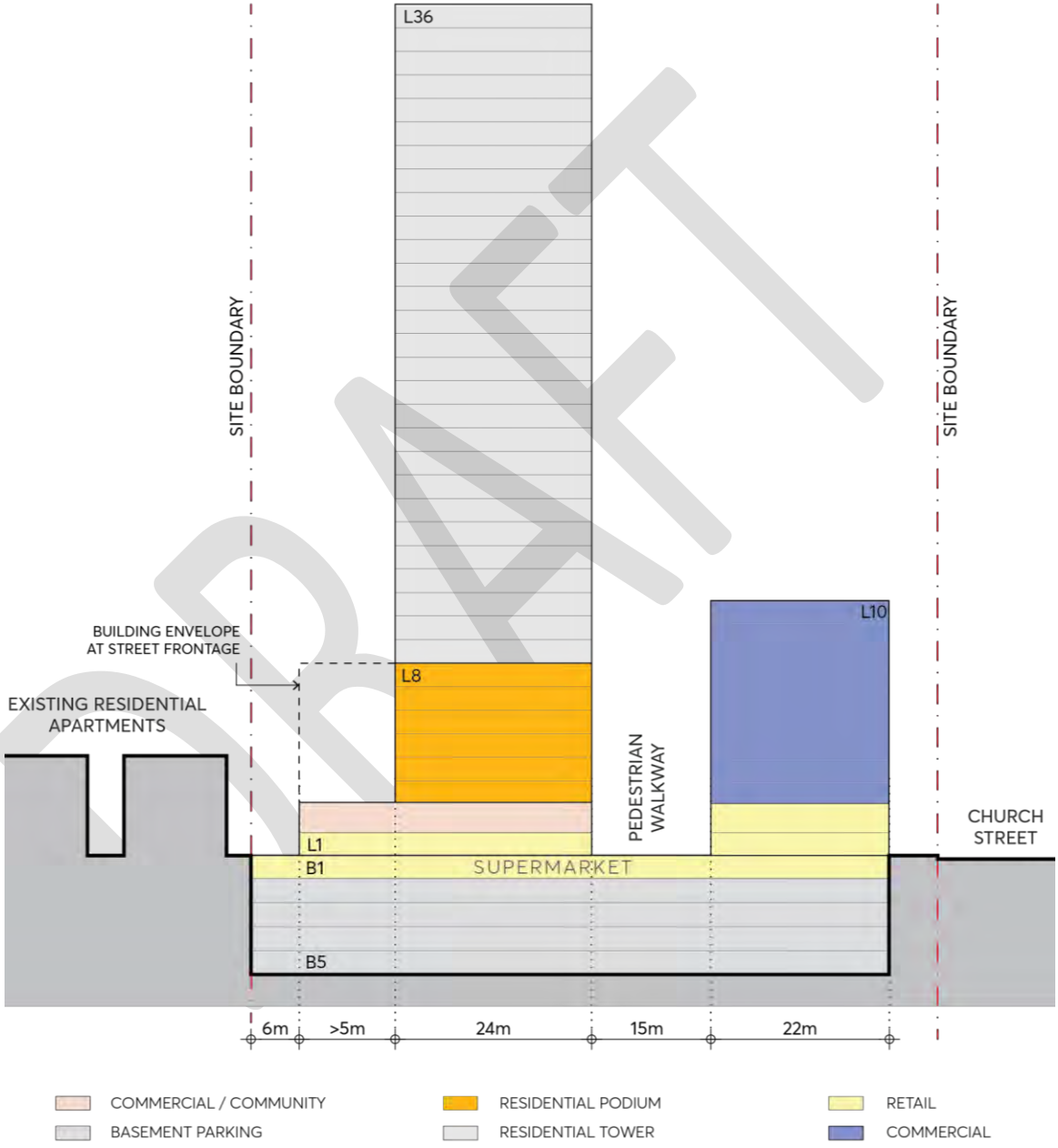


Figure ~~9~~6.10.2.4 – Building Form Control Section (Northern Side)

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9.10.2.5 SUSTAINABILITY, MICROCLIMATE & WATER

Objectives

The sites should integrate appropriate sustainability initiatives into individual buildings and the public domain, to address microclimate, energy, and water use.

O.01 To use landscape design to respond to summer and winter climatic conditions and improve amenity for people using the open space.

O.02 To ensure the buildings are designed to minimise detrimental wind generation within public and private open spaces.

O.03 To implement the principles of water sensitive urban design into the design of the public domain.

O.04 To minimise reliance on mechanical ventilation through applying good climate design principles to building and public domain design

Controls

C.01 Provide appropriate water management infrastructure in the design of the public domain and urban park, to minimise water use.

C.02 Incorporate appropriate built form structures—/—shade structures to create appropriate microclimate in public domain areas, to ameliorate the temperature extremes of summer and winter.

C.03 To design dwellings to maximise access to sunlight.

C.04 Residential building designs are encouraged to meet a Green Star – Multi-Unit Residential design rating.

C.05 Commercial building designs are encouraged to meet Green Star design rating.

9.10.2.6 ACCESS, PARKING AND SERVICING

Provide access for vehicles to the site balanced with pedestrian amenity, access, and safety.

Objectives

O.01 To provide for safe and easy access for all pedestrians, cyclists, vehicles to buildings and public domain.

O.02 To locate vehicle access points into buildings to minimise pedestrian and cycle conflicts.

O.03 To ensure that service vehicle access points are concealed as far as possible on major pedestrian routes.

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O.04 To provide all parking underground for residents and visitors to ensure an active, vibrant, and car-free public domain.

O.05 To implement appropriate traffic management measures on Early and Lansdowne Streets.

O.06 To encourage an improved level of pedestrian connectivity of the site to the City Centre.

Controls

C.01 Footpaths, cycle links, pedestrian walkways, plazas and vehicle access points to buildings are to be consistent with the pedestrian and vehicle access principles as shown on Figure 96.10.2.5.



Figure 96.10.2.5 – Access and Servicing

C.02 Service vehicle access points and utilities are to be minimised along pedestrian routes and adjacent public open space. Where necessary, utilities are to be incorporated into building design.

C.03 Locate public bicycle racks on ground level, on the street and within the pedestrian walkways linking to key destinations within the development and the cycle network.

C.04 Locate traffic management measures and pedestrian crossings on Early and Lansdowne Streets to enable the continuation of the pedestrian walkway and priority access for pedestrians.

C.05 The development of the northernmost site should not preclude future pedestrian connection across (over or under) Church Street or Great Western Highway.

C.06 Provide for the future road widening of Church Street

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9.10.3 180 GEORGE STREET

This Section applies to 180 George Street, Parramatta situated at the intersection of George and Charles Street. The site comprises Lots 201-204 in deposited plan 1082194 and SP74916 as illustrated in Figure 96.10.3.



Figure 96.10.3 – Land application map

This Section is to be read in conjunction with other Sections of Parramatta DCP 20231~~1~~ as well as the relevant provisions in *Parramatta LEP 20231~~1~~*. If there is any inconsistency between this section and other sections of the DCP, this section prevails.

9.10.3.1 DESIRED FUTURE CHARACTER

New development supports the Parramatta City Centre in its role as a Metropolitan Centre with easy access to public transport, entertainment and recreational facilities. New development is to respond to the site's unique setting adjacent to the Parramatta River and open space.

New development provides a design response that is sensitive to the adjoining heritage context whilst responding to the future envisaged scale of the City Centre. Harrisford House, a state heritage listed item, is situated immediately to the east. Minimum setback distances between the heritage item and new development are observed.

The redevelopment of the site establishes active edges for the ground level of retail/serviced apartments and other non-residential uses to the surrounding streets and the river, whilst integrating with its immediate context. Slender articulated tower forms of varying heights are realised with a podium of above ground car parking. George Street and Charles Street which form the major frontages to the site. Design is to encourage activation to these streets through the provision of non-residential uses at ground floor level.

The river frontage and eastern edge of the development at ground level (interface with Harrisford House) forms secondary frontages with public access links and activation through the provision of childcare facilities, retail uses, serviced apartments or other non-residential uses.

A high level of connectivity through and around the site is achieved. Future redevelopment is provides an "open air" through site link along the site's eastern boundary adjacent to Harrisford House which opens up a secondary access corridor from George Street to and from the river foreshore reserve. A public access link along the river frontage provides a continuous public connection above the flood level and increases pedestrian access to the surrounding street network.

Site Objectives

O.01 Ensure future development of the site respects the curtilage of the adjoining heritage item (Harrisford House).

O.02 Maintain the site through link along the site's eastern and northern boundary to and from the river foreshore reserve to George Street at this side.

O.03 Redevelop the site to allow for a high quality development comprising a mix of uses including high density residential, retail and community facilities.

O.04 Deliver a design approach that adds visual interest and diversity to the city skyline.

O.05 Integrate new built form with existing development in the subject block.

O.06 Integrate new site linkages with surrounding development context and topography.

Controls

C.01 Street Wall and Building Height

a) Figure 96.10.3.2 illustrates the maximum permitted podium heights for the development:

- A maximum street wall height of 3 storeys to George Street to provide an interface with the adjoining heritage item to the east.
- Provide a minimum 6 metre tower setback from the edge of George Street.

b) Where new development involves the demolition of the existing serviced apartment building fronting Charles Street, a maximum street wall height of 6 storeys to the Charles Street frontage will apply.

c) Where more than one tower form is proposed variable building heights should be developed to add visual interest to the skyline. A minimum height variation of 10 storeys between the towers is required.

C.02 Building Setbacks and Envelopes

a) Building setbacks and envelopes are to be in accordance with Figure 96.10.3.2.

b) At street level open pedestrian path is to be provided along the full length of the eastern boundary of the site adjacent to Harrisford House as shown in Figure 96.10.3.2 consisting of a minimum 6 metre setback to the site's boundary with Harrisford House. The setback zone will be occupied by a through-site link between George Street and the river foreshore reserve.

c) Encroachments into the 6 metre setback along the site's eastern boundary in the form of balconies and other projecting elements are not supported.

d) Above podium level, a minimum setback requirement of 12 metres applies to the eastern boundary adjacent to Harrisford House.

e) A 6 metre ground level setback along the northern boundary is required to facilitate a public access link comprising minimum of 4.5 metre for a public walkway and 1.5 metre for retail activation.

f) Where a colonnade is constructed along the northern boundary it should be double storey in height

C.03 Building Separation and integration

a) The existing serviced apartment building fronting Charles Street may be retained where fully integrated with new development.

b) The finished levels and design of the through site links are to provide:

- an appropriate continuity with the finished levels of Harrisford House and its curtilage; and
- an accessible connection: between the pedestrian links at the site, to the start of a future public link to the Parramatta River foreshore and to the pedestrian links on neighbouring sites and adjoining streets.

C.04 Building Articulation

a) The floor lines and heights of Harrisford House are to be used as a reference point for the articulation of the adjoining lower levels of new development on the subject site.

b) Muted façade treatments sympathetic to the heritage item adjacent are to be provided to the new development's eastern elevation.

C.05 Street Activation

a) Active uses are required at ground level along Charles and George Streets.

b) A high level of permeability through and around the site is to be achieved.

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C.06 Parking

Where above ground parking is provided it must be well integrated into the overall façade design and not be visible from the public domain without sleeving or appropriate architectural screening.

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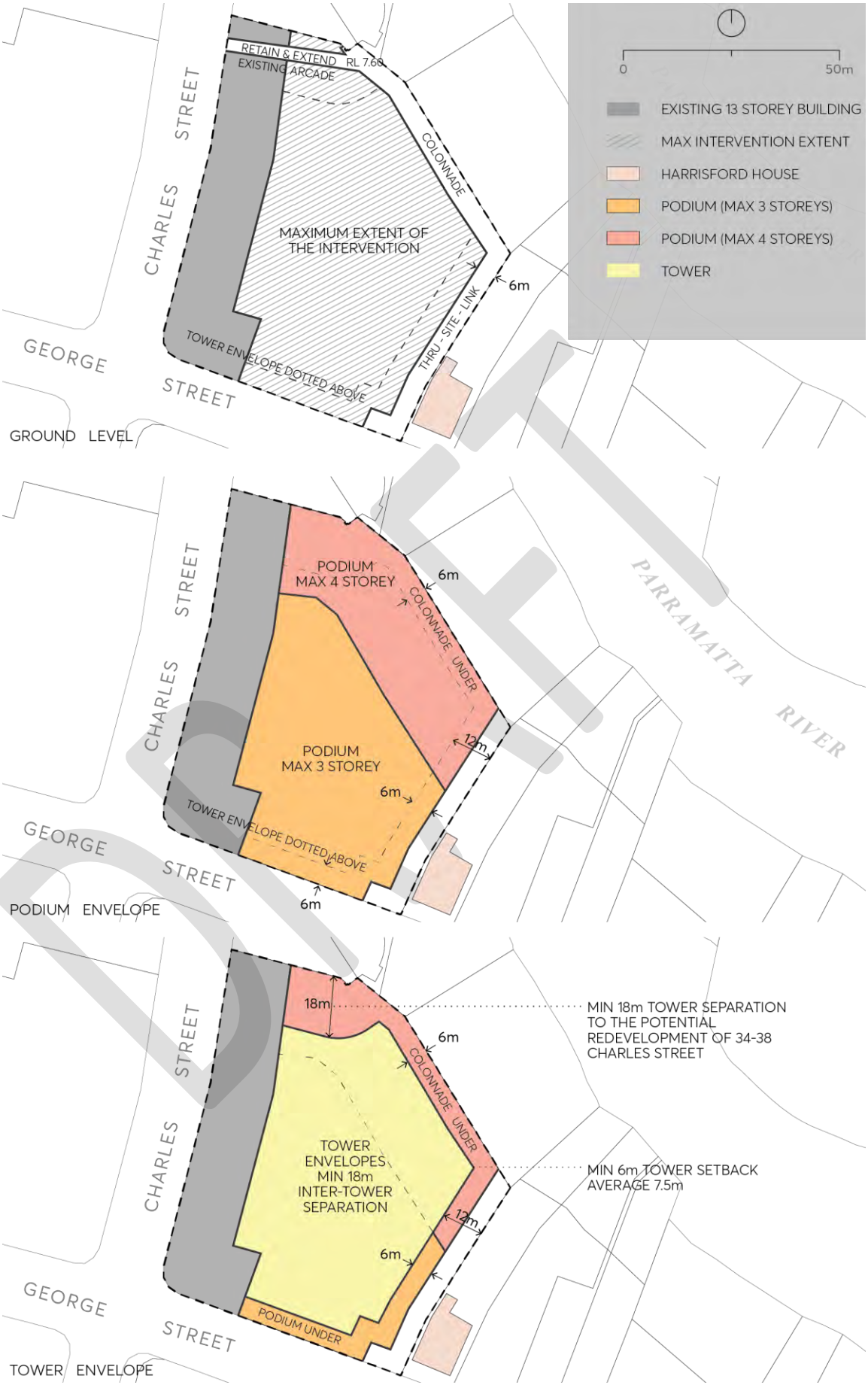


Figure 96.10.3.2 – Building heights, setbacks and envelopes

9.10.4 2-10 PHILLIP STREET

This Section applies to land at 2-10 Phillip Street, Parramatta (the 'subject site') as shown in Figure 96.10.4.

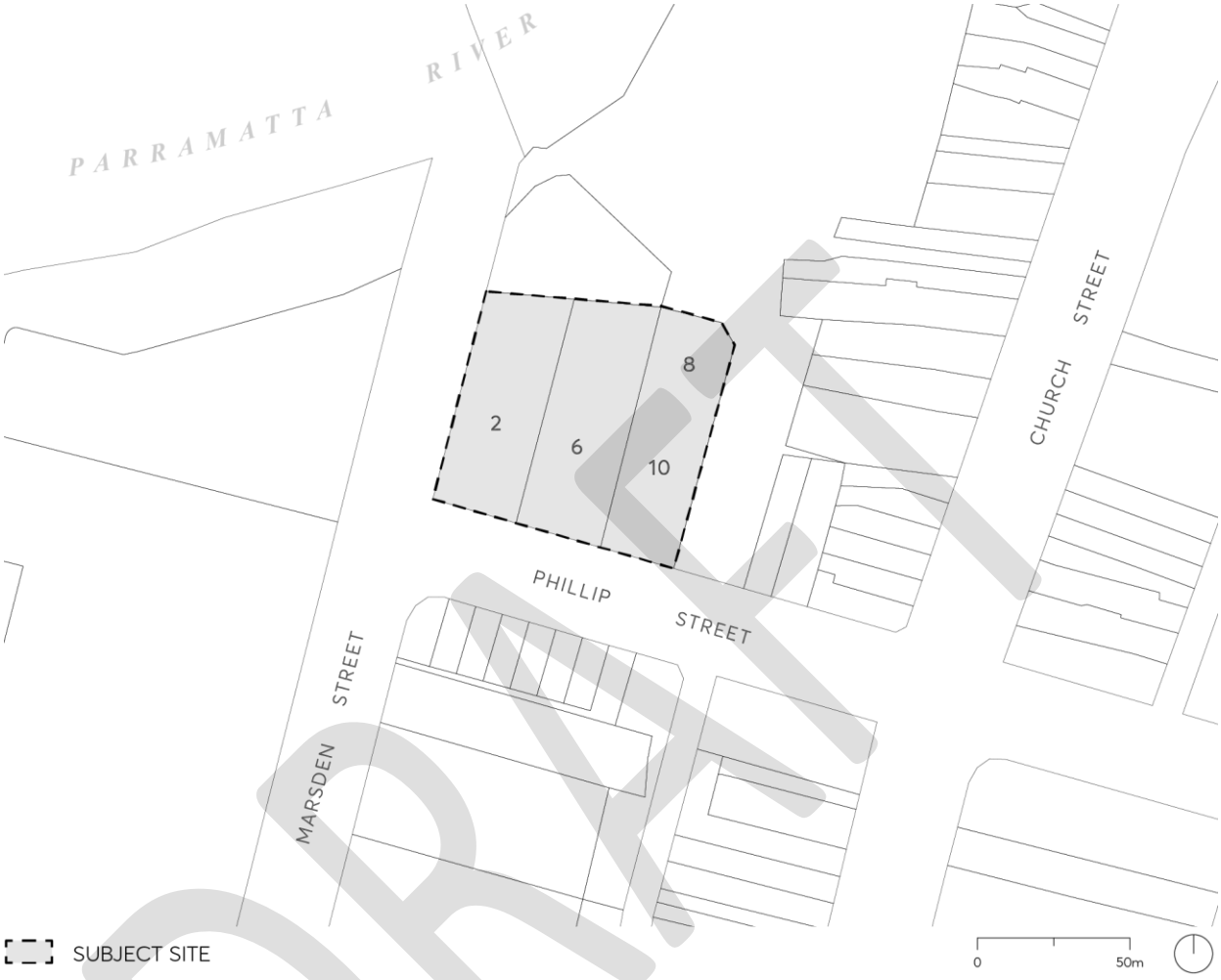


Figure 96.10.4 – Land application map

This Section is to be read in conjunction with other sections of Parramatta DCP 20231~~1~~ as well as the relevant provisions in *Parramatta LEP 20231~~1~~*. If there is any inconsistency between this Section and other parts of the DCP, this Section prevails.

This Section establishes objectives and controls to be interpreted during preparation and assessment of development applications and supports the objectives of the LEP.

This Section should also consider the *Principles for Site Specific Development Control Guidelines 2016*, prepared by TKD Architects.

9.10.4.1 DESIRED FUTURE CHARACTER

Future development at 2-10 Phillip Street is designed to respond to the surrounding future built form context and existing heritage significance and contributes to creating a gateway to the Parramatta ~~CBD~~ City Centre when crossing the Parramatta River to reinforce the City Centre's~~CBD's~~ prominence and role.

New development enhances the existing heritage buildings on the site, the former St Andrew's Church and hall, with appropriate building envelopes, conservation of heritage fabric and adaptive reuse and in accordance with this Section and the *Principles for Site Specific Development Control Guidelines, 2016*, prepared by TKD Architects.

Site Objectives

O.01 To facilitate redevelopment of the site as a high~~-~~quality mixed use development.

O.02 To conserve and enhance the existing heritage item (former St Andrew's Church and Hall group) located on the site and interpret Parramatta's indigenous and cultural heritage in the design of buildings, public spaces and public art.

O.03 Encourage future uses that are compatible with the Parramatta ~~CBD~~ City Centre and heritage significance of the existing buildings.

O.04 Protect and enhance views to the site's heritage buildings from the public domain.

O.05 To ensure development does not encroach on the visual or built integrity of the Church.

Controls – Heritage

C.01 Heritage fabric

a) Conserve the heritage significance of the site by retaining identified heritage buildings and settings.

b) Ensure future development of the site enhances the appreciation of the heritage qualities of the site, its values and significance.

c) Ensure the conservation of the identified significant building elements, fabric, spaces, internal relationships and context.

d) Maintain the integral relationship between the significant buildings and their context.

e) Accommodate the activities, services and fittings, which are essential to the new use without damaging significant spaces, elements, or fabric.

C.02 Interpretation

a) Interpret Parramatta's indigenous and cultural heritage in the design of buildings, public spaces, and public art.

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b) Develop an interpretation program that derives from the special qualities and associations of the site for the people of Parramatta and the region.

C.03 Archaeology

a) Conserve and where appropriate, adaptively re-use archaeological resources in public interpretation to enrich public spaces.

C.04 Future uses & adaption of building components

a) Future uses should be compatible with the nature and significance of the building components and should enable the building to remain a vital and important component of the Parramatta City Centre.

b) The adaptation of all building components is acceptable, with compatible new uses selected that utilise the original character or permit a creative and responsible re-use of the fundamental architectural, functional and spatial characteristics.

c) Alterations to the primary external facades to suit new uses may be permitted to meet approved access or similar requirements, provided these are subservient to the primary architectural features and composition of the existing facades and the structure and the quality of the architectural design, materials and detailing of the alterations respects the quality and architectural design of the existing façade.

d) Adaptation of the buildings' interiors should ensure that the original fabric or significant architectural and spatial features are retained and interpreted as far as possible.

C.05 Possible core location

a) The core location shall be optimised to ensure suitable conservation of heritage fabric.

b) In finalising core options, new development should also consider the additional heritage and core analysis provided in the Principles for Site Specific Development Control Guidelines, 2016, prepared by TKD Architects.

c) Any intervention in the Hall should aim to minimise heritage impacts by careful detailing of the core with extensive use of glass and discreet structural interventions to maximise the visibility of the original fabric and spatial volume. The rear section of the Hall has been extensively altered in the past, with construction of kitchens and basement toilets, so new modifications should be located in this part of the Hall to minimise disruption of more intact fabric. Any movement of the core to the East would reduce adverse impacts on the Hall.

d) Externally, as the core and ground level building envelope are set back 14 metres from the Phillip Street boundary, the Church and Hall roof must be able to be 'read' from the eastern service lane and Marsden Street corners (see Figure 96.10.4.7).

C.06 Vehicular access

a) Vehicular access may be from the eastern service lane in the north-east corner of the site.

C.07 Views

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a) Protect and enhance the views of the site's heritage buildings and their street presentation (see Figures 96.10.4.4 to 96.10.4.7 in Control C.09 Development Envelope Guidelines).

b) The view of the Hall roof should be retained, and the setback from the street boundary should be approximately 14 metres up to a height of approximately 30 metres (see Figure 96.10.4.7).

C.08 Development in the vicinity of the heritage items

a) New development should generally not encroach on the visual and built integrity of the church (see the development envelope controls in Control C.09). The internal site boundary with the Church Hall should determine the side perimeter curtilage, to constrain adjacent development above the ground plane and maintain the spatial relationships between the site's heritage buildings.

b) The church and hall should both be able to be 'read' from the surrounding public domain. Double or triple height glazing should be provided to lower levels to allow greater exposure of the hall buildings from different areas of the public domain.

c) Development should provide a transition in building height from a heritage place to the tower structure through the use of podiums, awnings, voids or similar design features, and not create an overbearing appearance.

d) Any cantilever element to the tower should form a respectful relationship with the former St Andrews Church through consideration of separation, massing, and materiality (See Figures 96.10.4.4 to 96.10.4.10 in Control C.09 Development Envelope Controls). The prominence of the Church spire should not be compromised by a tower cantilever. There should be no tower cantilever over the Church.

e) The extent of any tower cantilever should be constrained and regulated by nominated critical view lines that must be protected, including the view of the Hall roof from the corner of Phillip Street and the eastern service lane, and the clear silhouette of the Church steeple viewed from Marsden Street. The tower cantilever toward Phillip Street should not extend past the line of the facade of the Hall up to a height of 30 meters. The tower cantilever above this height could extend to the Phillip Street boundary. See Figures 96.10.4.4 to 96.10.4.10 in Control C.09 Development Envelope Guidelines.

f) The amenity of the surrounding buildings, lanes and public spaces should be protected with appropriate setbacks from the property boundaries. The set back from the rear boundary should be 6 metres, and 3 metres from the eastern service lane boundary. See Figures 96.10.4.2 to 96.10.4.10 in Control C.09 Development Envelope Guidelines.

C.09 Development Envelope Controls

a) Future development setbacks and separations should be generally consistent with the building separation controls shown in Figure 96.10.4.2.a, 96.10.4.2.b and 96.10.4.2.c.

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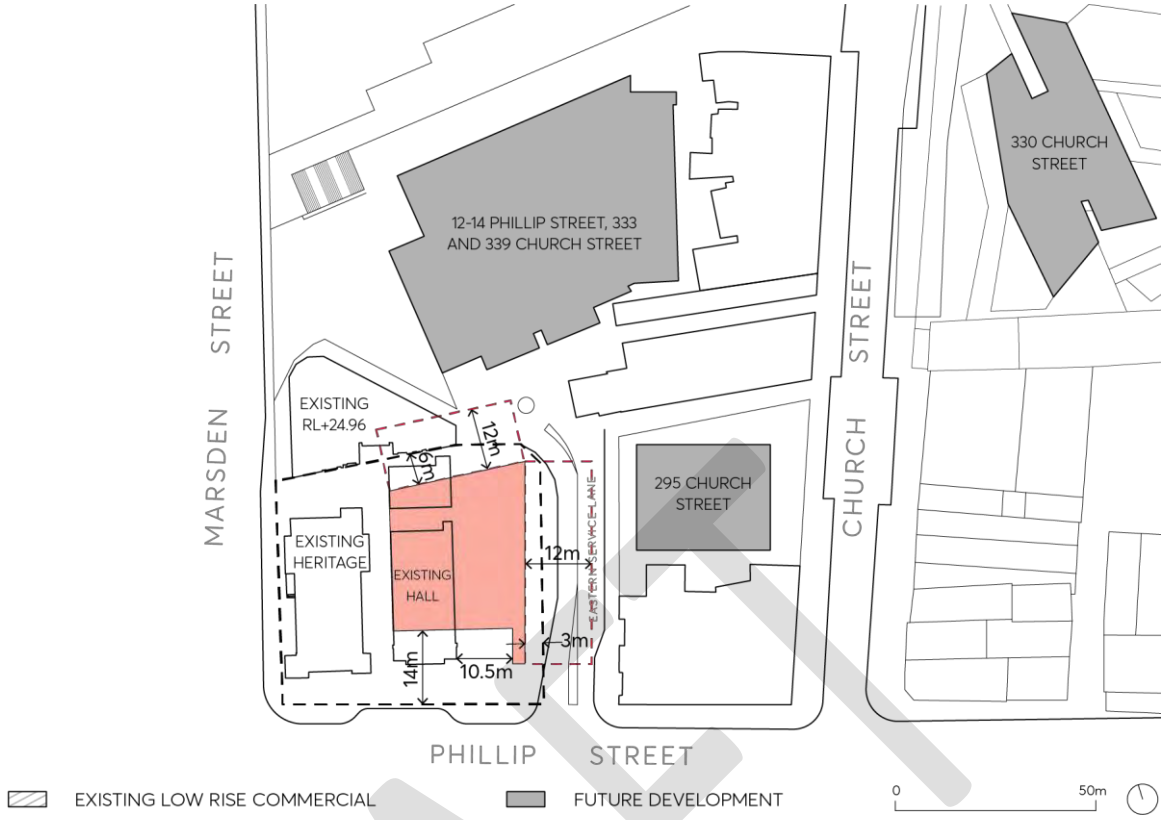


Figure 96.10.4.2.a – Setback and separations 0m - 25m (Source: Woods Bagot 2016)

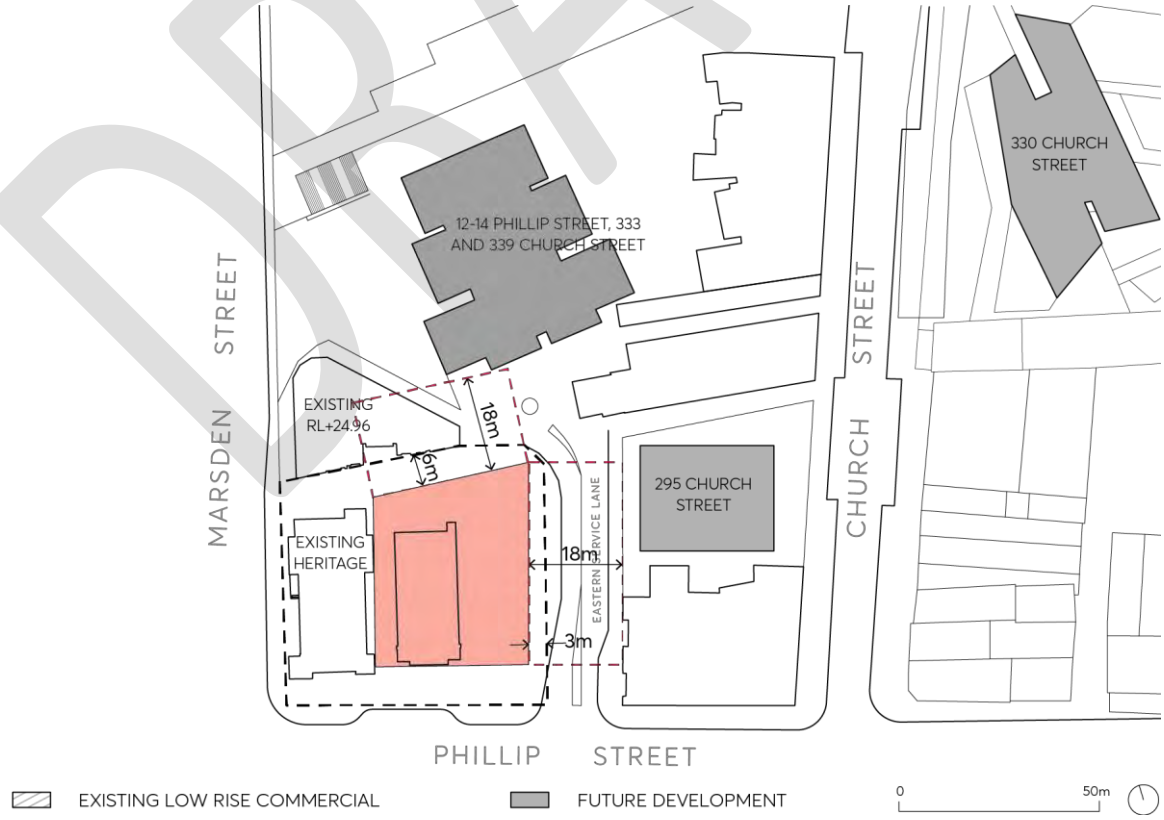


Figure 96.10.4.2.b – Setback and separations 12-25m (Source: Woods Bagot 2016)

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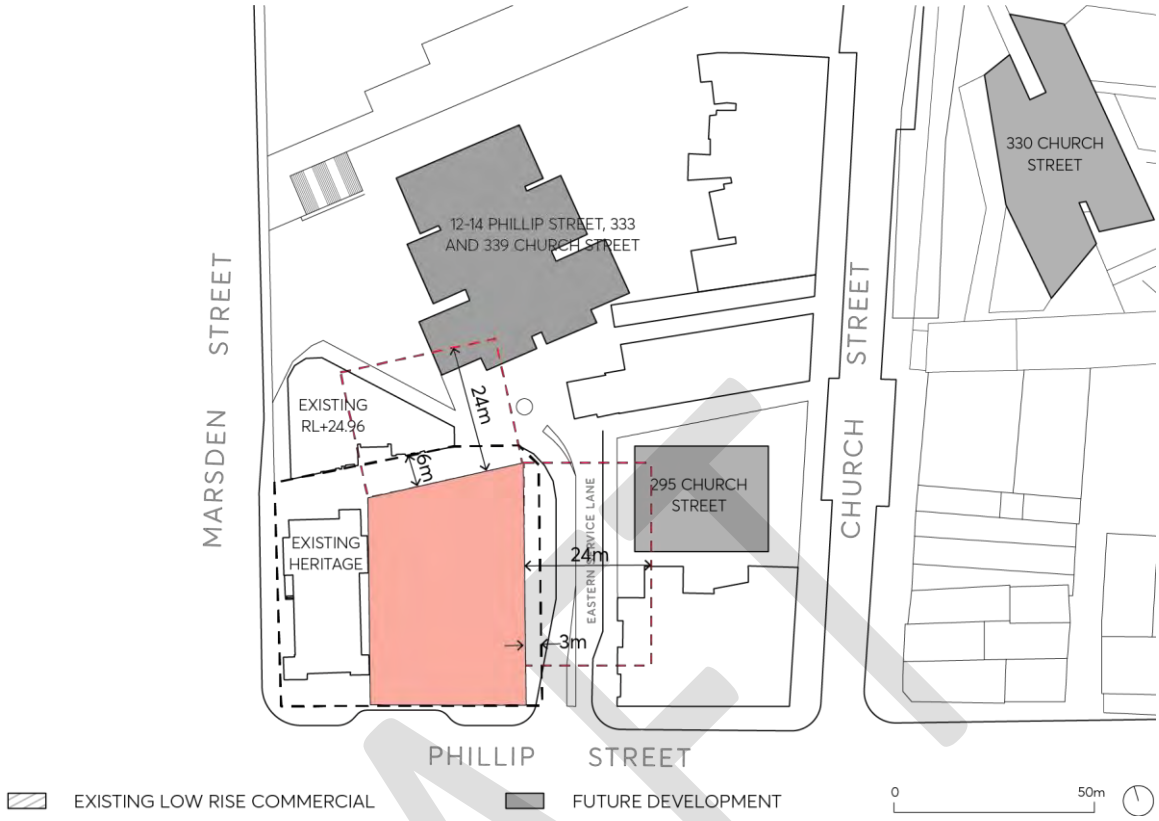


Figure 96.10.4.2.c – Setback and separations over 25m (Source: Woods Bagot 2016)

b) The built form should be generally consistent with the building envelopes shown in Figure 96.10.4.3 to Figure 96.10.4.10.

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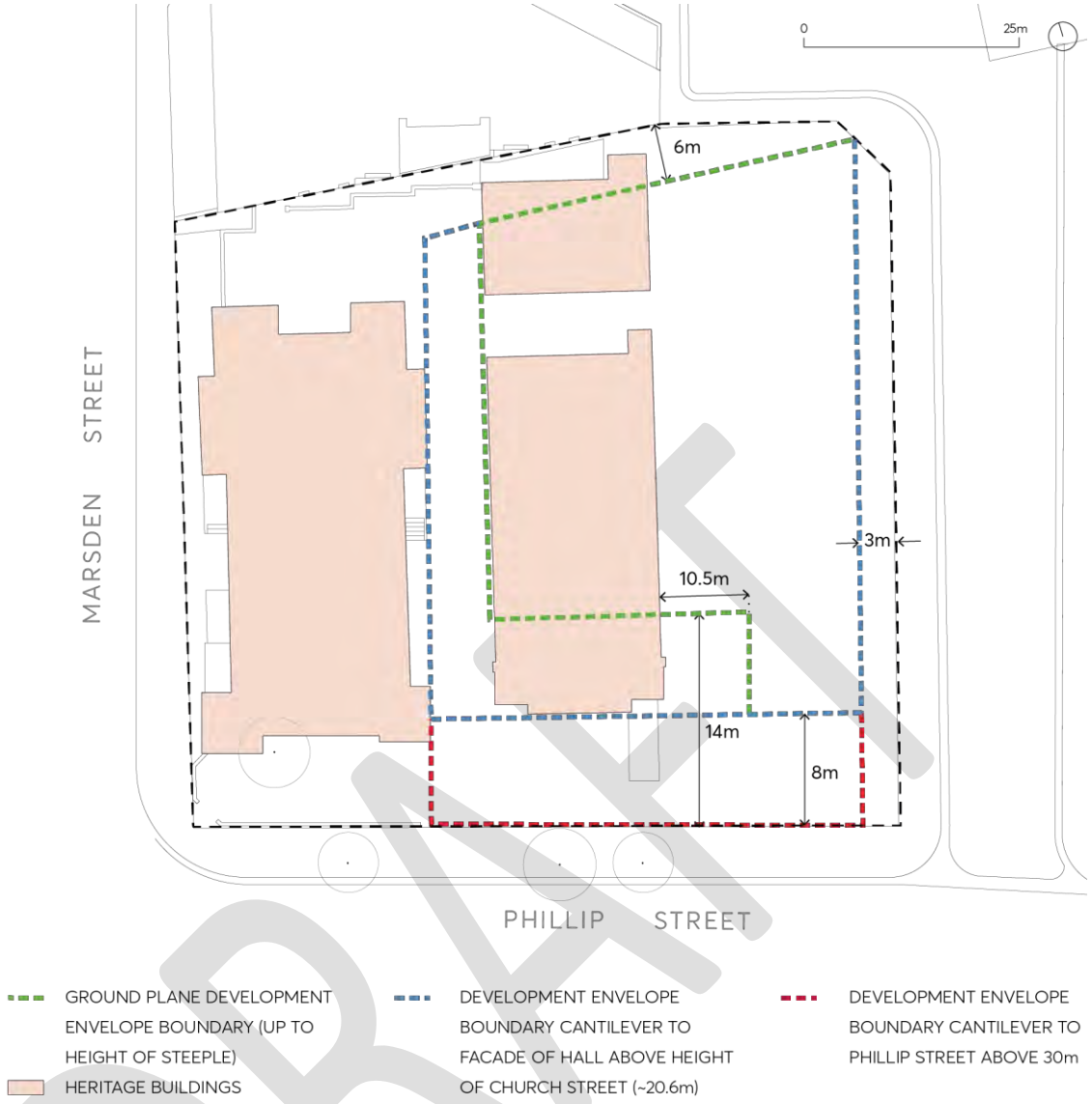


Figure 96.10.4.3 – Existing ground floor plans with building guidelines (Source: TKD Architects)

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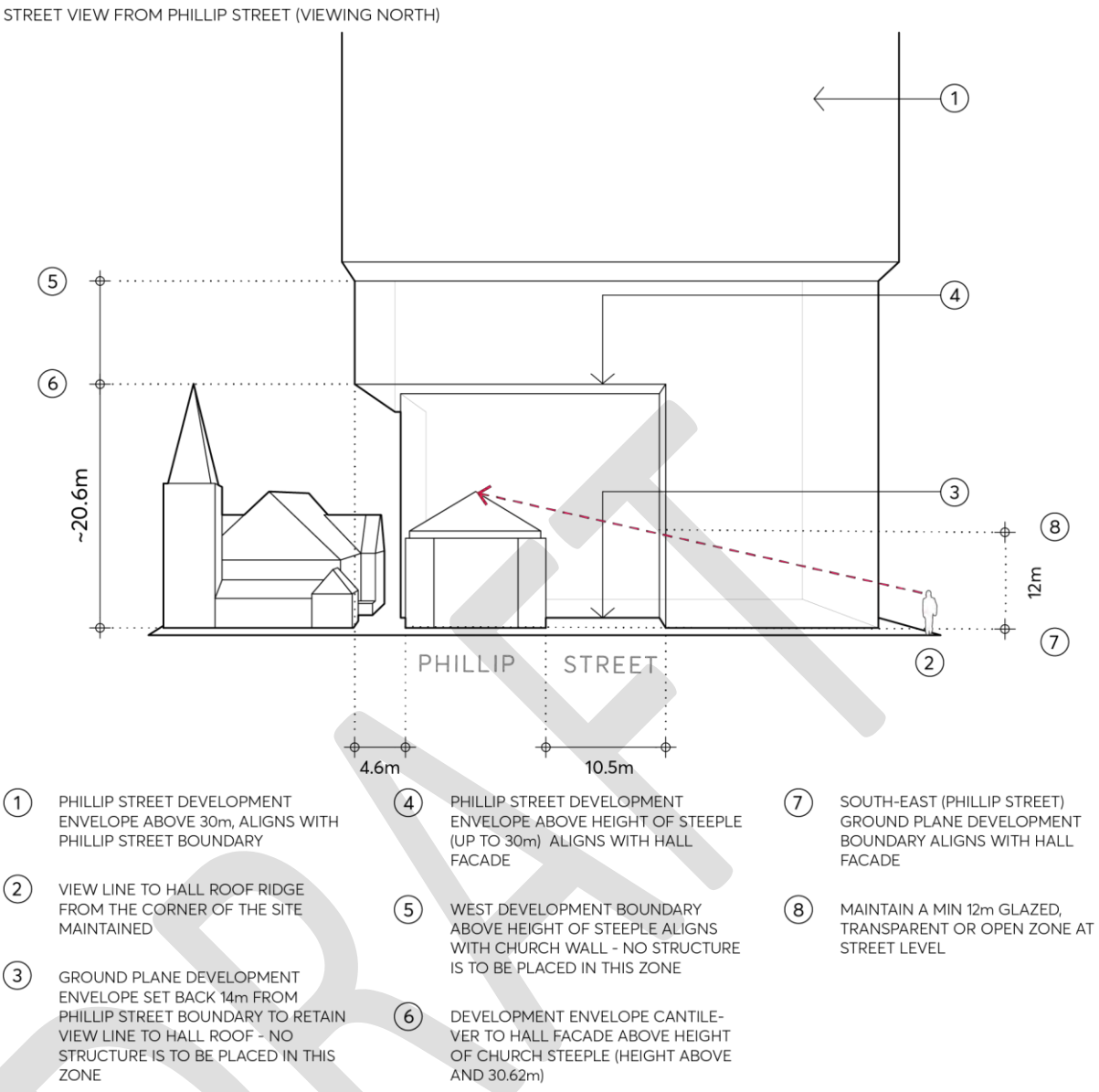


Figure 96.10.4.4 – Maximum building envelope – Ground plane from Phillip Street NTS (Source: TKD Architects)

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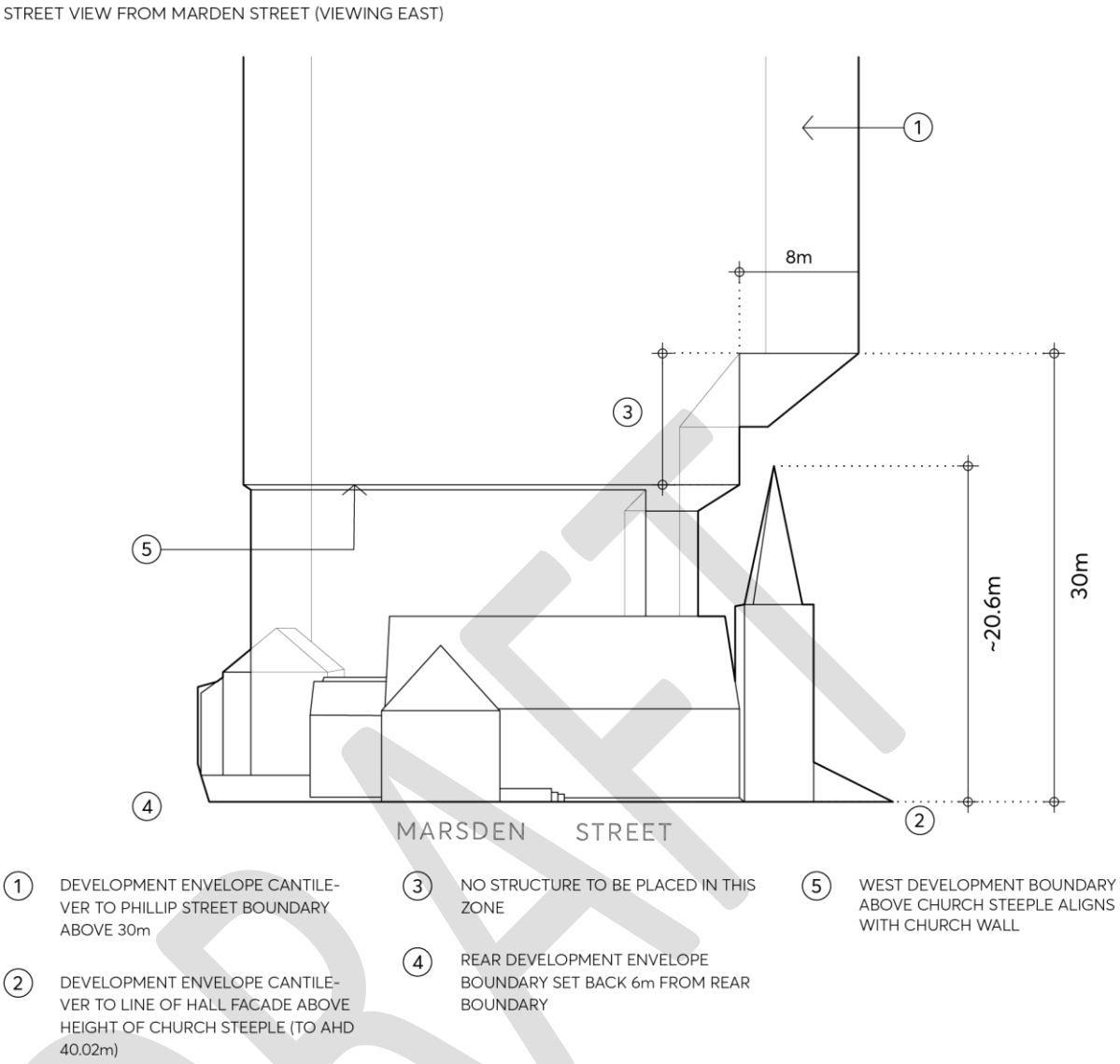
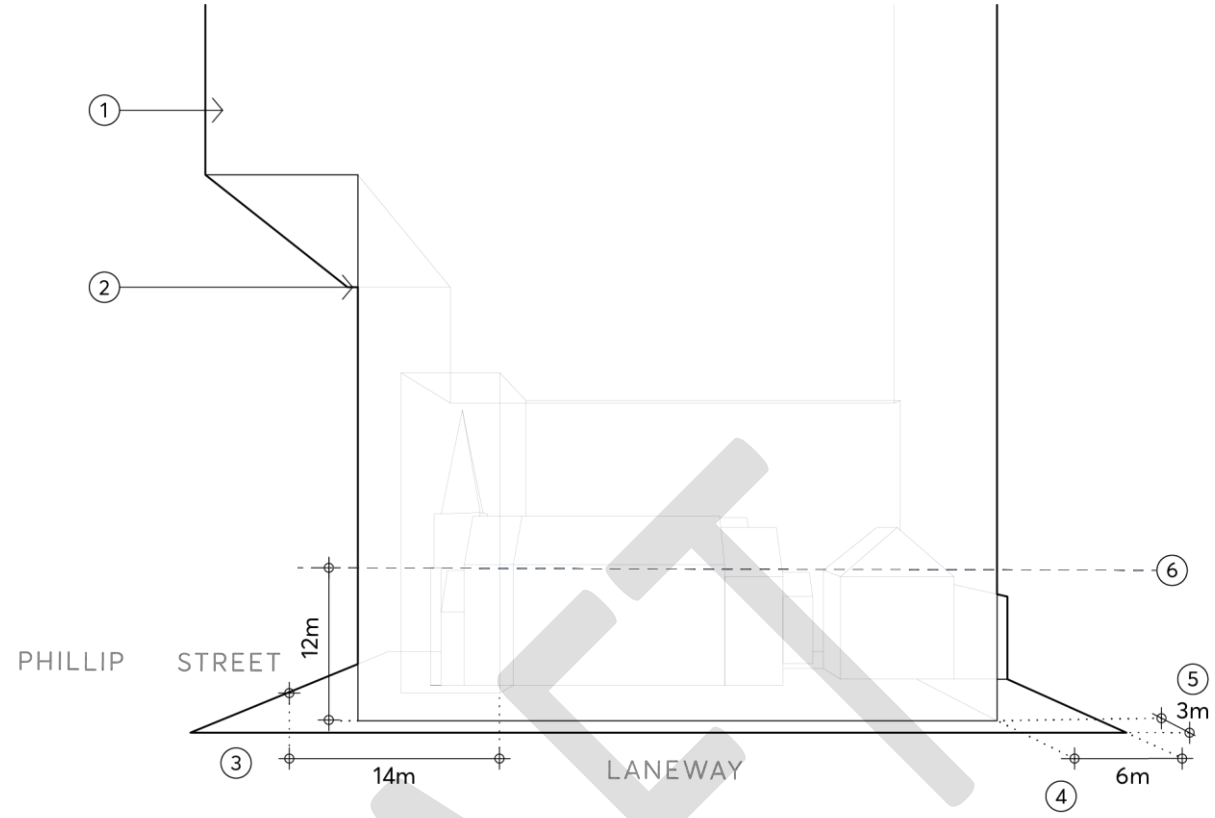


Figure ~~9~~6.10.4.5 – Maximum building envelope – Ground plane from Marsden Street NTS (Source: TKD Architects)

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1 DEVELOPMENT ENVELOPE CANTILEVER TO PHILLIP STREET BOUNDARY ABOVE 30m

2 DEVELOPMENT ENVELOPE CANTILEVER TO LINE OF HALL FACADE ABOVE HEIGHT OF CHURCH STEEPLE (HEIGHT TO AHD 40.02m) - NO STRUCTURE IS TO BE PLACED BENEATH THE CANTILEVERED ZONE

3 SOUTH-EAST (PHILLIP STREET) GROUND PLANE DEVELOPMENT BOUNDARY ALIGNS WITH HALL FACADE

4 REAR DEVELOPMENT ENVELOPE SET BACK 6m FROM BOUNDARY

5 EAST DEVELOPMENT ENVELOPE SET BACK 3m FROM PROPERTY BOUNDARY

6 MAINTAIN A MIN. 12m GLAZED, TRANSPARENT OR OPEN ZONE AT STREET LEVEL

Figure 96.10.4.6 – Maximum building envelope – Ground plane view from laneway (viewing west) (Source: TKD Architects)

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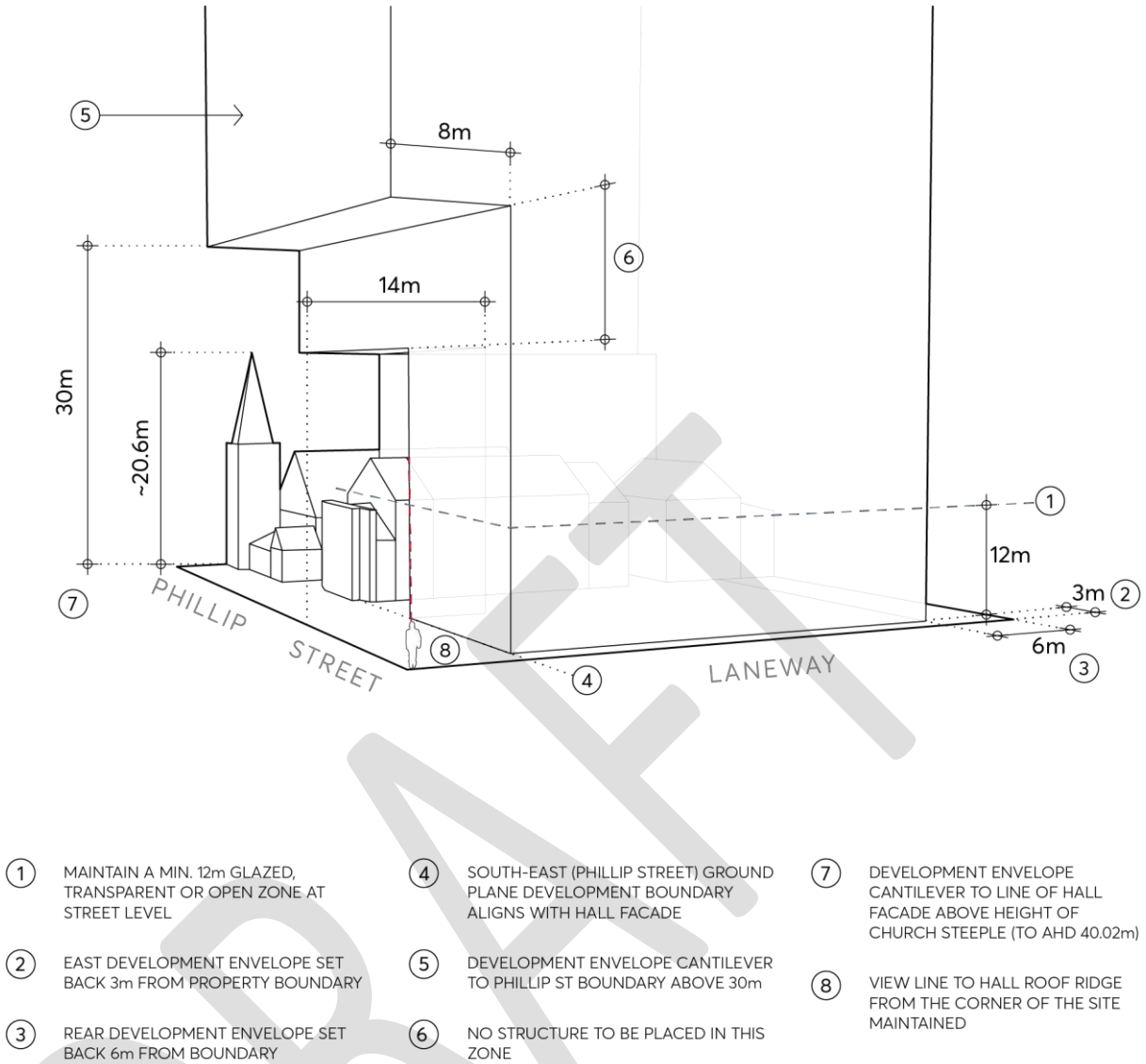


Figure ~~9~~6.10.4.7 – Maximum building envelope – Ground plane from corner Phillip Street and laneway (viewing north west) NTS (Source: TKD Architects)

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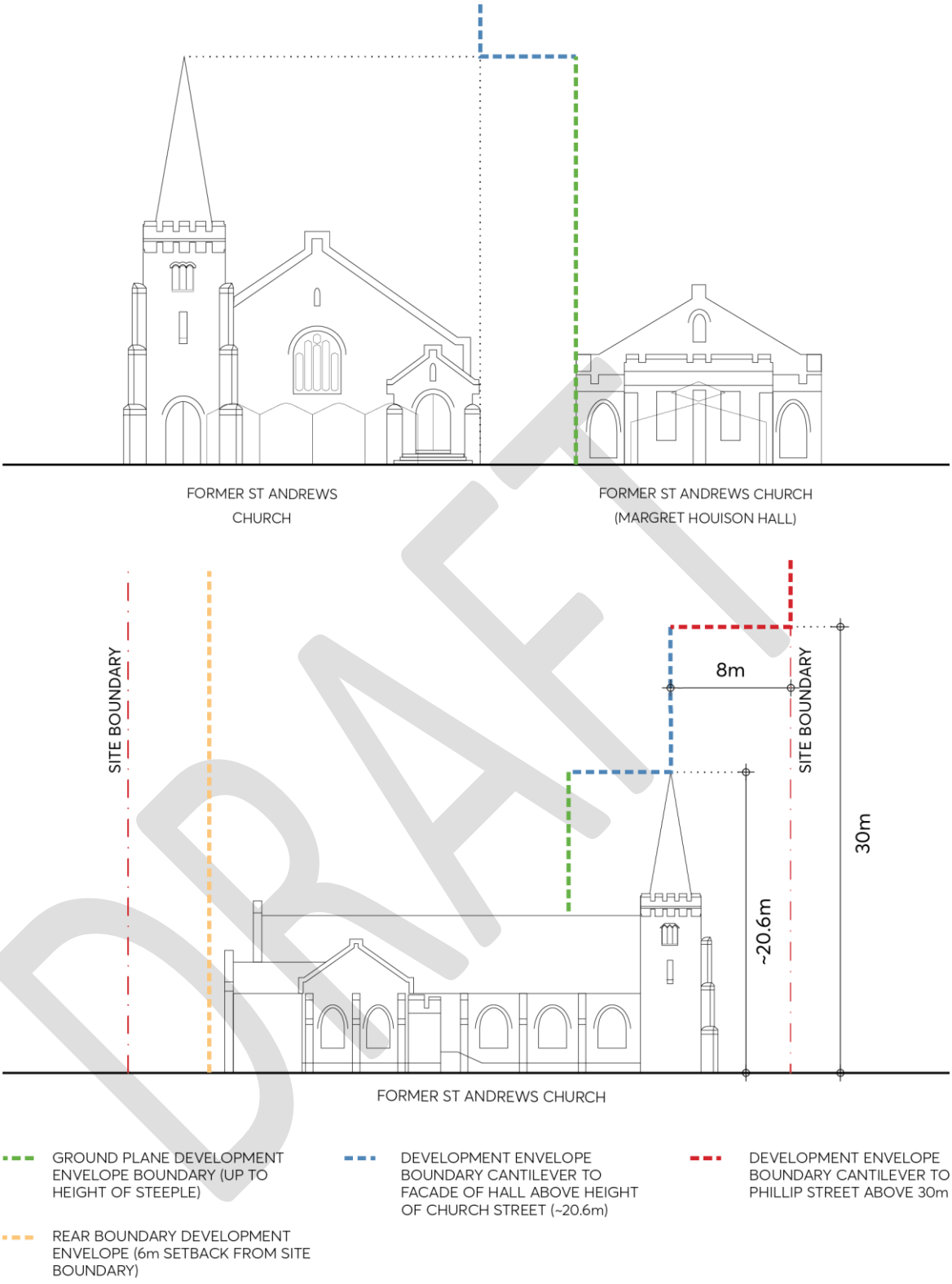
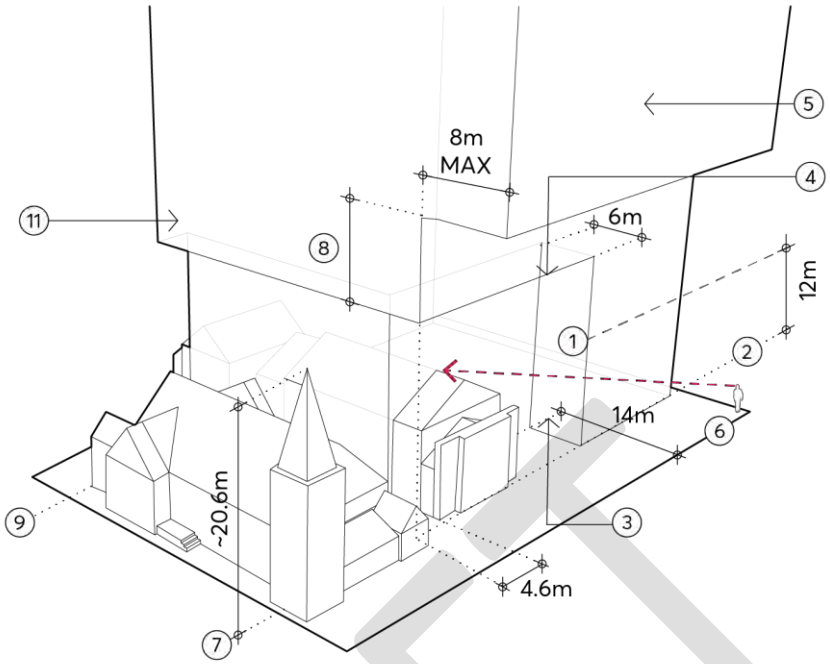


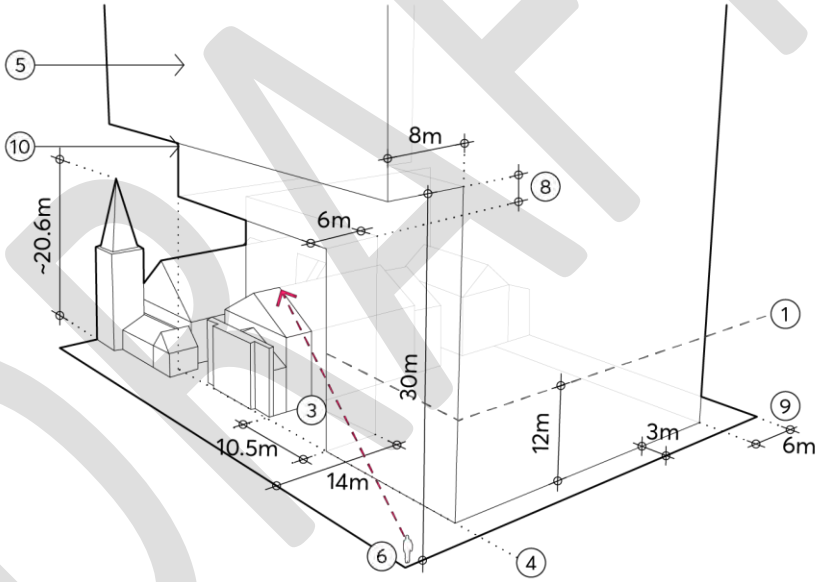
Figure ~~96~~.10.4.8 – Existing elevations with new building guidelines (Source: TKD Architects with base drawing from Paul Davies)

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AERIAL SOUTH-WEST CORNER



AERIAL SOUTH-EAST CORNER



1. MAINTAIN A MIN. 12m GLAZED, TRANSPARENT OR OPEN ZONE AT STREET LEVEL
2. SOUTH-EAST (PHILLIP STREET) GROUND PLANE DEVELOPMENT BOUNDARY ALIGNS WITH HALL FACADE
3. GROUND PLANE DEVELOPMENT ENVELOPE SET BACK 14m FROM PHILLIP STREET BOUNDARY TO PRESERVE VIEWS OF HALL ROOF - NO STUCTURE IS TO BE PLACED IN THIS ZONE
4. SOUTH (PHILLIP STREET) DEVELOPMENT ENVELOPE CANTILEVER ABOVE HEIGHT OF CHURCH STEEP ALIGNS WITH HALL FACADE
5. DEVELOPMENT ENVELOPE CANTILEVER TO PHILLIP STREET BOUNDARY ABOVE 30m
6. VIEW LINE TO HALL ROOF RIDGE FROM THE CORNER OF THE SITE MAINTAINED
7. DEVELOPMENT BOUNDARY CANTILEVER 14m FROM BOUNDARY ABOVE HEIGHT OF CHURCH STEEPLE (HEIGHT ABOVE AHD 30.62m)
8. NO STRUCTURE IS TO BE PLACED IN THIS ZONE
9. REAR DEVELOPMENT ENVELOPE SET BACK 6m FROM REAR BOUNDARY
10. DEVELOPMENT ENVELOPE CANTILEVER TO ALIGN WITH HALL FACADE ABOVE HEIGHT OF CHURCH STEEPLE (HEIGHT ABOVE AHD 30.62m)
11. WEST DEVELOPMENT BOUNDARY ABOVE HEIGHT OF CHURCH STEEPLE ALIGNS WITH CHURCH HALL

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Figure 96.10.4.9 – Maximum building envelope – Ground plane, south west and south east corner elevations NTS (Source: TKD Architects)

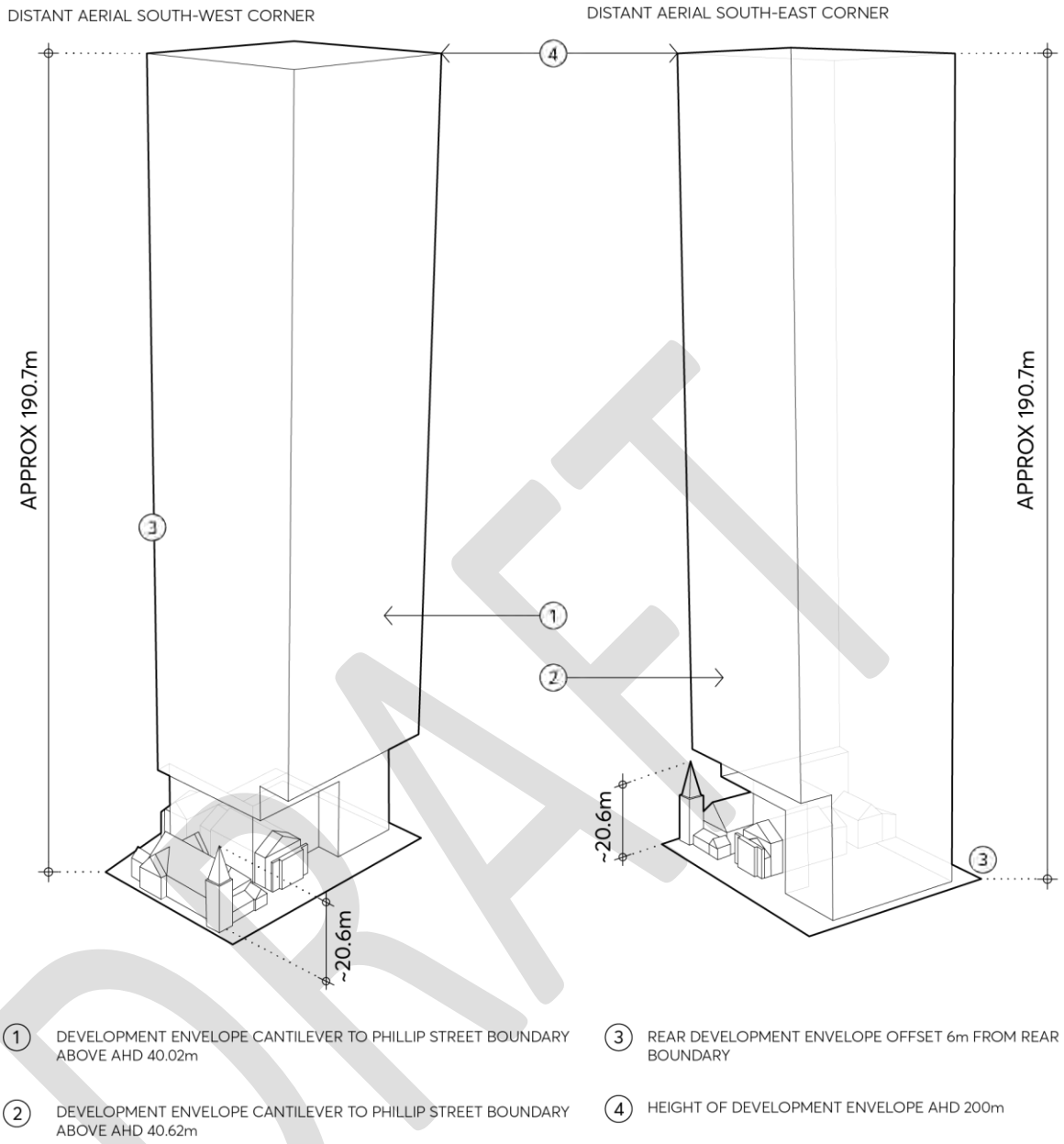


Figure ~~96~~.10.4.10 – Maximum building envelope south west and south east corner elevations (Source: TKD Architects)

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9.10.5 184-188 GEORGE STREET

This Section applies to land at 184-~~-~~188 George Street, Parramatta. The site comprises three allotments of land between George Street and the Parramatta River foreshore reserve as shown in Figure ~~9~~6.10.5.



Figure ~~9~~6.10.5 – Land application map

This Section is to be read in conjunction with other sections of this DCP as well as *Parramatta LEP 2023~~11~~*. If there is any inconsistency between this Section and other sections of the DCP, this Section prevails.

9.10.5.1 DESIRED FUTURE CHARACTER

Redevelopment of the site provides an appropriate relationship to the state significant heritage item known as 'Harrisford' to the west of the site. The future built form maximises the curtilage to 'Harrisford' and ensures that 'Harrisford' remains prominent in the George Street streetscape. Both podium and tower setbacks to 'Harrisford' are maximised to achieve this outcome as well as suitable setbacks to George Street.

A through site link adjacent the site's western boundary, provides a midblock connection between George Street and Parramatta River and creates an additional public interface to 'Harrisford'.

Future development provides an appropriate interface to the public domain along both George Street and Parramatta River. High quality articulated facades are provided on all elevations which give public domain interfaces to the street, the River foreshore, the through site link and any future building from the north-eastern and eastern approach into Parramatta ~~CBD~~ City Centre from Gasworks Bridge.

Future redevelopment provides an appropriate connection and transition to any future public promenade along the Parramatta River foreshore and enhances connection to the Parramatta Ferry Terminal.

Overshadowing impacts of any future development on the site on public open spaces includes the Robin Thomas Reserve and James Ruse Reserve are minimised.

An appropriate design response is provided to address the flood affectation of the land. Existing stormwater drainage through the site is appropriately relocated.

Site Objectives

O.01 To create a mixed use building with setbacks and articulation that are compatible with maintaining a strong streetscape presence for the adjoining heritage item 'Harrisford'.

O.02 To maximise the opportunities to expand the curtilage of 'Harrisford'.

O.03 To ensure the scale and proportions of the future building elements on the site are compatible with 'Harrisford'.

O.04 To provide a high quality built form as viewed from all elevations and recognising the potential prominence of the building from the public domain and the north–eastern gateway into the Parramatta ~~CBD~~City Centre.

O.05 To provide public domain elements including a pedestrian through site link, forecourt to the George Street frontage, and connection to a future public promenade along the Parramatta River foreshore.

O.06 To provide active ground floor uses to increase pedestrian activity and promote casual surveillance along George Street, Parramatta River foreshore and the through site link.

O.07 To minimise overshadowing impacts on public open spaces including Robin Thomas Reserve and James Ruse Reserve.

O.08 To appropriately address the level of flood affectation on the site and to manage stormwater flows between George Street and the foreshore reserve.

Controls

Public Domain

C.01 A new pedestrian through site link (link) is to be provided adjacent to the western side boundary of the site linking George Street and the Parramatta River foreshore. The link is to have a minimum width of 6 metres at its interface with Harrisford House and gradually reduce to a

minimum of 5 metres as per Figure 96.10.6.2. Any increase in the width of the ground level setback could be considered as part of any future architectural design excellence competition and subsequent development application.

C.02 The pedestrian link is to provide public access 24 hours per day, 7 days per week and may be the subject of land dedication to Council or an easement.

C.03 The pedestrian through site link is to be the subject of a Public Domain Plan and Alignment Plan and consistent with Parramatta Public Domain Guidelines (City Centres Lanes) and with the objectives of the Parramatta Laneways Policy. Finished treatment of the laneway should provide a high quality finish and incorporate pedestrian level lighting.

C.04 Future development should comply with the River Foreshore controls.

C.05 The finished levels of any future building and though site link are to provide an appropriate connection to the finished levels of 'Harrisford' and any future public promenade built along the Parramatta River foreshore edge. Careful consideration should also be given to flood planning requirements. The intent is to provide access that is as seamless as possible between all activated spaces and public domain areas.

C.06 The setback area/public forecourt to George Street is to be appropriately treated and activated.

C.07 Continuous active frontages are to include retail and commercial uses along the George Street frontage, the through site link and the interface with the Parramatta River foreshore reserve.

Heritage

C.08 Future development should maximise podium and tower setbacks to 'Harrisford'. Minimum setbacks are detailed in Figures 96.10.5.2 to 96.10.5.3 below. However any opportunity to increase both the podium and tower setbacks as they relate to 'Harrisford' could be considered as part of any future architectural design excellence competition and subsequent development application.

C.09 Building setbacks to George Street should maximise the prominence of 'Harrisford' in the George Street streetscape. Minimum setbacks are shown in Figures 96.10.5.2 to 96.10.5.3 below.

C.10 Requirements of the NSW Office of Environment and Heritage are to be addressed with respect to both Aboriginal and Archaeological heritage significance of the site.

C.11 Façade treatment and exterior finishes palette is to be approved by Council to ensure a suitable relationship to 'Harrisford'.

Building Form

Apartment Design

C.12 Future built form shall comply with the requirements of *State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development 2002* (SEPP 65) ~~(SEPP No 65 - Design Quality of Residential Apartment Development)~~ and the Apartment Design Guide prepared by the NSW Department of Planning.

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Building setbacks

C.13 Future built form should be consistent with the minimum building setbacks shown in Figures 96.10.5.2 and 96.10.5.3. Opportunity to increase the width of the through site link and the podium and tower setbacks as they relate to 'Harrisford' could be considered as part of any future architectural design excellence competition and subsequent development application.

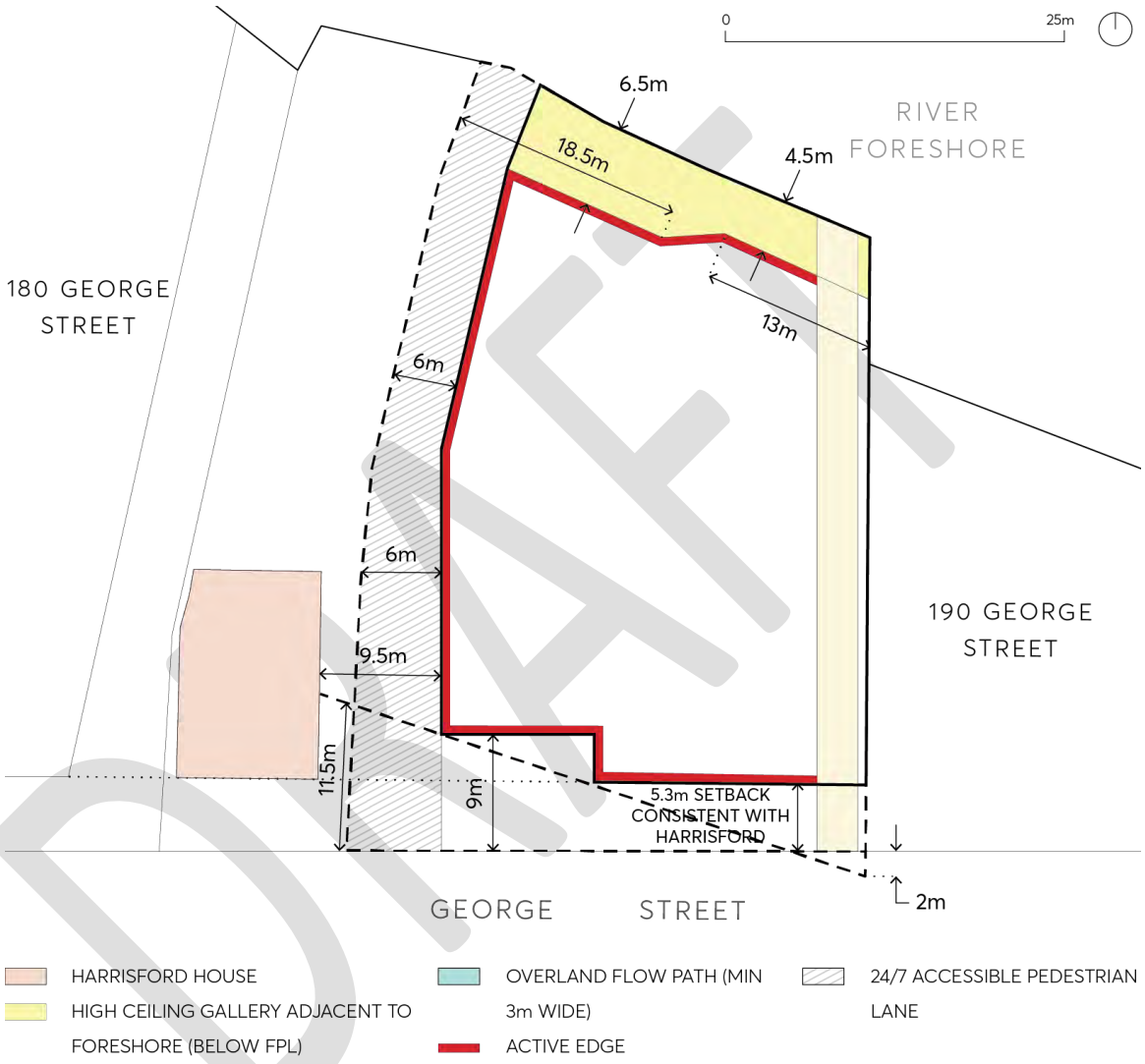


Figure 96.10.5.2 – Setbacks for ground floor

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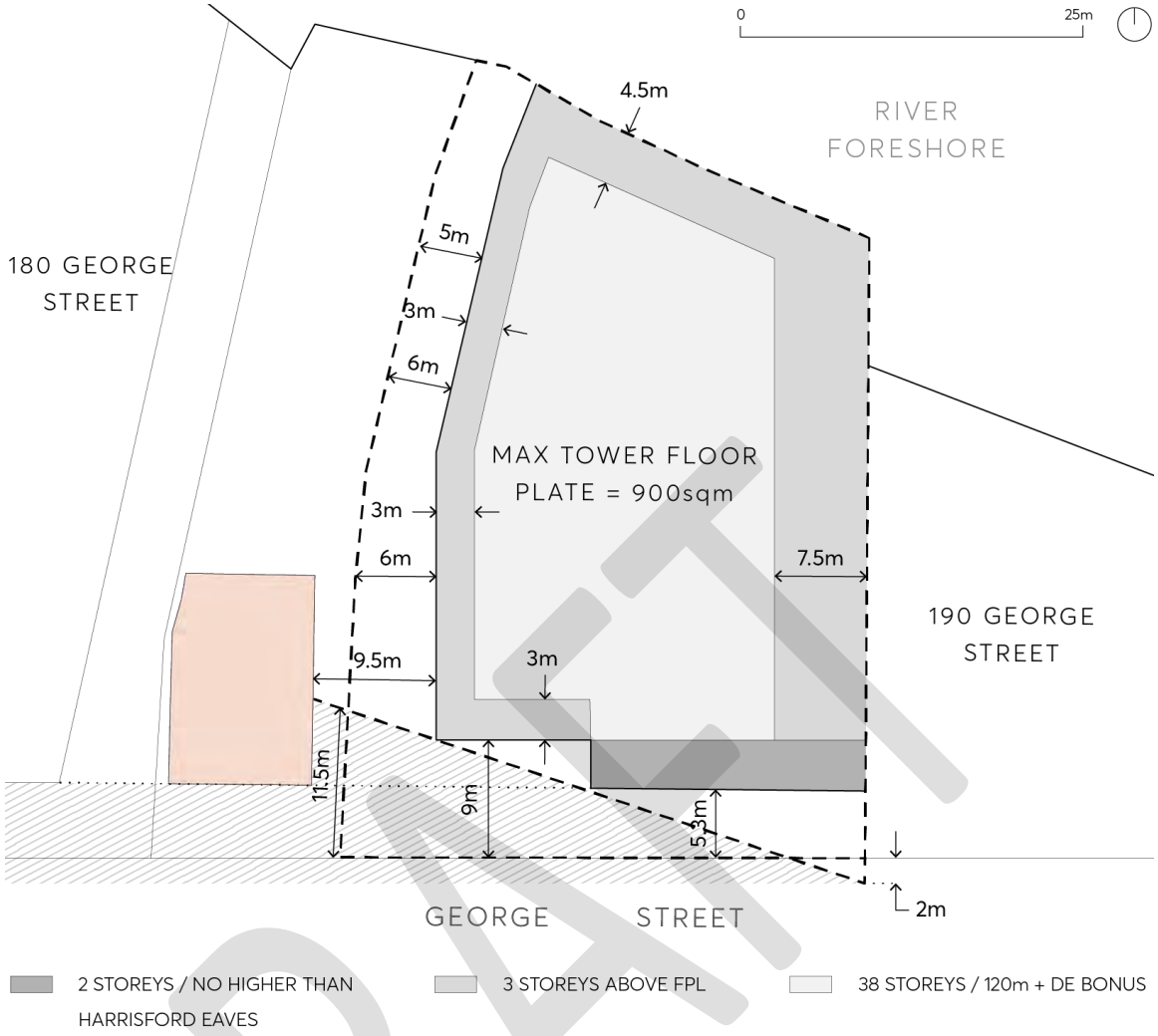


Figure ~~9~~6.10.5.3 – Setbacks for tower and podium

Scale of Podium

C.14 The podium height to George Street is to be two (2) to three (3) storeys in height. Should a third storey be proposed, exterior finishes and architectural treatments are to be applied to the George Street façade of the podium to give the appearance of two storeys to match the proportions of the Harrisford façade.

C.15 The podium height to the foreshore boundary is to be a maximum of three (3) to four (4) storeys in height. Development should achieve an appropriate pedestrian scale adjacent to any future public domain promenade.

Floor Plate

C.16 The tower component is to have a maximum floor plate of 900m^2 and is to include external walls and balconies.

Wind Mitigation

C.17 Future development should comply with Building Form and Wind Mitigation in PDCP 2023~~11 (version as at Amendment No 43)~~ and also have regard to the potential wind impact on any through site link.

Overshadowing Impacts

C.18 Development should seek to minimise the overshadowing impact of future development on public open spaces including Robin Thomas Reserve and James Ruse Reserve.

Flooding and Stormwater Management

C.19 Future development of the site is to meet the flooding controls contained within *Parramatta LEP 2023~~11~~*, this DCP and the Lower Parramatta River Floodplain Risk Management Plan (and other relevant legislation and/or guidelines). Also refer to any future flood planning controls relating to the ~~CBD~~ City Centre arising from the ~~CBD~~ City Centre Planning Framework.

C.20 Future redevelopment of the site may be required to relocate the existing Council owned stormwater drainage line, which traverses the site, to Council's satisfaction. Should the stormwater drainage line be required to be located, a new easement for drainage and overland flow path adjacent to the eastern side boundary is to be provided to meet this requirement. The relocated stormwater drainage line system will need to be designed to have a 1 in 20 year ARI design capacity. The overland flow path is to be designed to enable the 1 in 100 year overland flows to be safely conveyed.

C.21 Car parking on the site associated with future redevelopment is to address Council's flooding concerns.

C.22 The lower ground level must relate to the river foreshore and not present blank walls inaccessible undercroft areas as a result of the flood condition.

Vehicular Access

C.23 A combined vehicle entry/exit crossing is to be located in the south~~-~~east corner of the site with direct access to George Street. The finished levels and the location of the driveway are to be compatible with the engineering design requirements for an overland flow path and easement for drainage adjacent to the eastern side boundary.

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9.10.6 2-6 HASSALL STREET, PARRAMATTA

This Section applies to 2-6 Hassall Street, Parramatta which comprises three allotments with a single frontage to Hassall Street as shown in Figure 96.10.6.



Figure 96.10.6 – Land application map

This Section is to be read in conjunction with other Sections of Parramatta DCP 20231~~1~~ and the relevant provisions in *Parramatta LEP 20231~~1~~*. If there is any inconsistency between this Section and other parts of the DCP, this Section prevails.

This Section establishes objectives and controls to be interpreted during preparation and assessment of development applications and supports the objectives of the relevant provisions in *Parramatta LEP 20231~~1~~*.

9.10.6.1 DESIRED FUTURE CHARACTER

The redevelopment of the site into a premium-grade commercial building will contribute to the revitalisation of Hassall Street and will reinforce the character of the Parramatta City Centre as a centre for employment, business, and education.

The location of the site is within walking distance of the Parramatta Transport Interchange, providing significant employment opportunities and high levels of accessibility to future workers, in proximity to key services such as retail, entertainment and recreational facilities. The redevelopment of the site is intended to support the Parramatta ~~CBD~~ City Centre in its role as a Sydney's Central City Centre ~~CBD~~ and is to respond to the site's unique setting and heritage context including the adjoining Lancer Barracks and Commercial Hotel.

The development requires a design response which is sensitive to the adjoining heritage context whilst responding to the future envisaged scale of the City Centre~~CBD~~. The redevelopment of the site is required to establish an active street frontage to Hassall Street and encourage a high level of connectivity through the site.

Future redevelopment is to make provision for a through site link from Hassall Street to the Lancer Barracks, allowing potential future connectivity. The provision of a public access link will ensure a continuous public connection to the civic heart of the City Centre ~~CBD~~ and increase pedestrian access to the surrounding street network.

Site Objectives

O.01 Provide controls and a built form outcome consistent with the envisaged scale of the Parramatta City Centre~~CBD~~.

O.02 Increase high grade commercial floorspace on the site to strengthen Parramatta as Sydney's central City Centre~~CBD~~.

O.03 Protect heritage values of the locality by ensuring compatible design and setbacks and providing heritage through links to Lancer Barracks.

O.04 Facilitate higher density development on a strategic site in immediate proximity to the Parramatta Rail Station based on the principles of transit-oriented development.

O.05 To improve ground plane amenity along Hassall Street.

9.10.6.2 BUILDING FORM

The development provisions on building form in this section are intended to encourage high quality design for new buildings, balancing the character of Parramatta with innovation and creativity. The resulting built form and character of new development should contribute to an attractive public domain in central Parramatta and produce a desirable setting for its intended uses.

Objectives

O.01 To establish high quality architectural and urban design for buildings.

O.02 Provide a building envelope that is capable of achieving design excellence and a high performing building on a central City Centre ~~CBD~~ site.

O.03 Design buildings with a high level of environmental performance to encourage comfort and full occupation.

O.04 To provide appropriate articulation of building form that is responsive to street address, microclimate and pedestrian-orientated environment.

O.05 Development should be responsive to the unique scale and character of the heritage buildings around the precinct.

O.06 Development should main a consistent street wall alignment on the northern edge of Hassall Street.

O.07 Maintain adequate inter-tower separation from the NSW Police Headquarters building to the north-east.

Controls

C.01 Street Wall and Building Height

a) Figure ~~96~~.10.6.2 and Figure ~~96~~.10.6.3 illustrate the maximum permitted podium and tower heights for the development, including:

- A maximum street wall height of 3 storeys, to align with the parapet of the Commercial Hotel to the east.
- Above the podium, a 19 storey tower

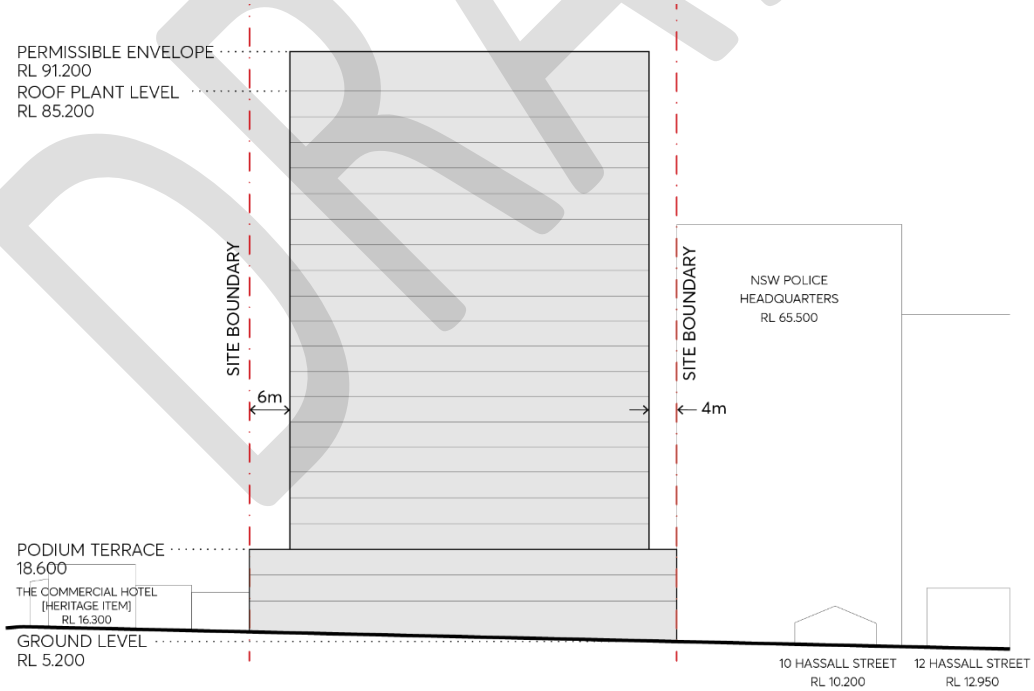


Figure ~~96~~.10.6.2 – Hassall Street (southern) elevation illustrating the maximum building envelope

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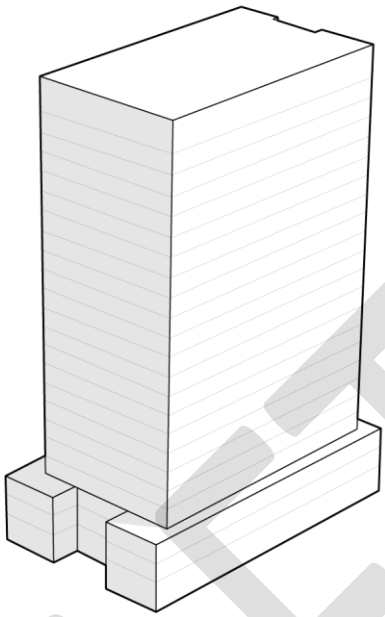


Figure 96.10.6.3 – Maximum Building Envelope (Isometric view)

C.02 Building Setbacks and Envelope

a) Future development setbacks should be consistent with the building setback controls shown in Figure 96.10.6.4.

b) Provide a 3 metre podium setback from Lancer Barracks to the north, and a 2 metre podium setback to the southern boundary (Hassall Street) to match the predominant street boundary alignment to the east and aligning with the ground level façade.

c) Provide zero setbacks to the east and west boundary for the podium.

d) Above the podium, the minimum tower setbacks are to be:

- 3 metres from the edge of the podium to the north (6 metres to the northern boundary)
- 3 metres from the east boundary (and podium edge)
- 6 metres to Hassall Street (4 metres from the edge of the podium to the south)
- 6 metres from the west boundary (and podium edge)

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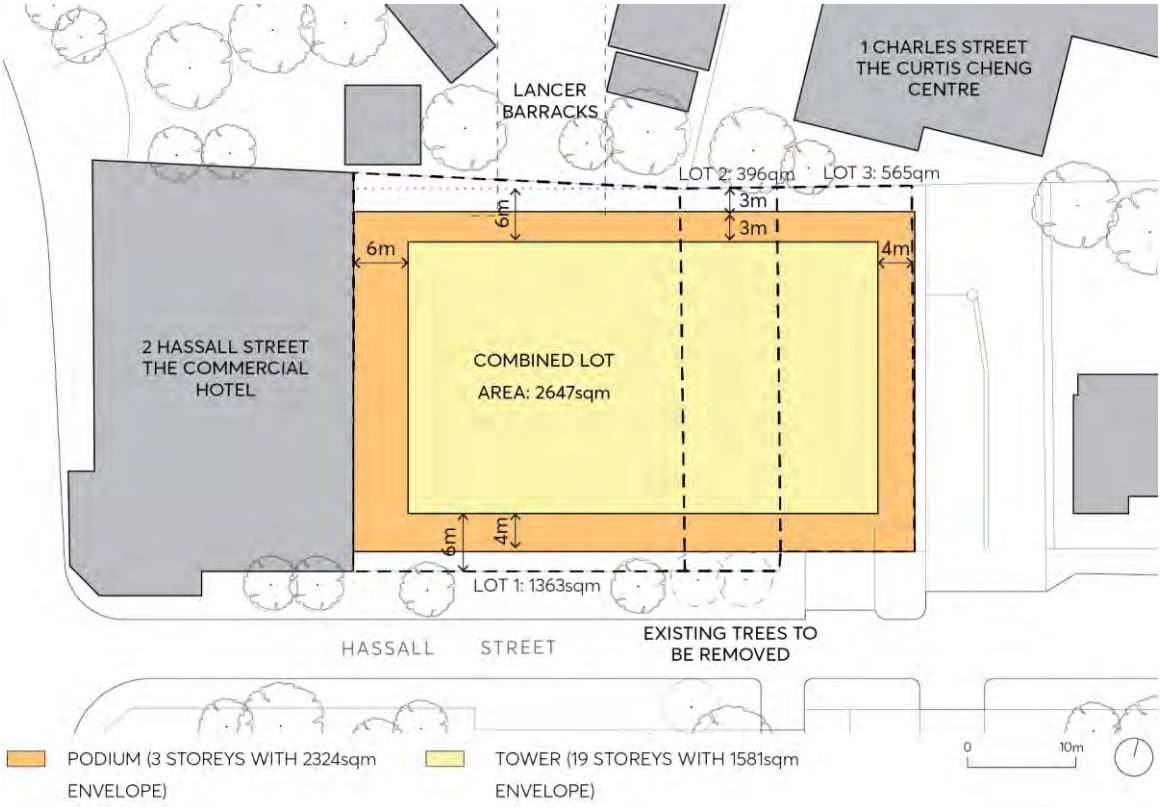


Figure 96.10.6.4 – Building setback control

C.03 Street Activation and Through Site Link

a) A high level of permeability through and around the site is to be achieved.

b) Ground level uses should activate the street frontage to Hassall Street.

c) A through site link should be created providing a connection between Hassall Street and the Lancer Barracks as shown in Figure 96.10.6.5 that is able to be accessed by the public (during daylight hours).

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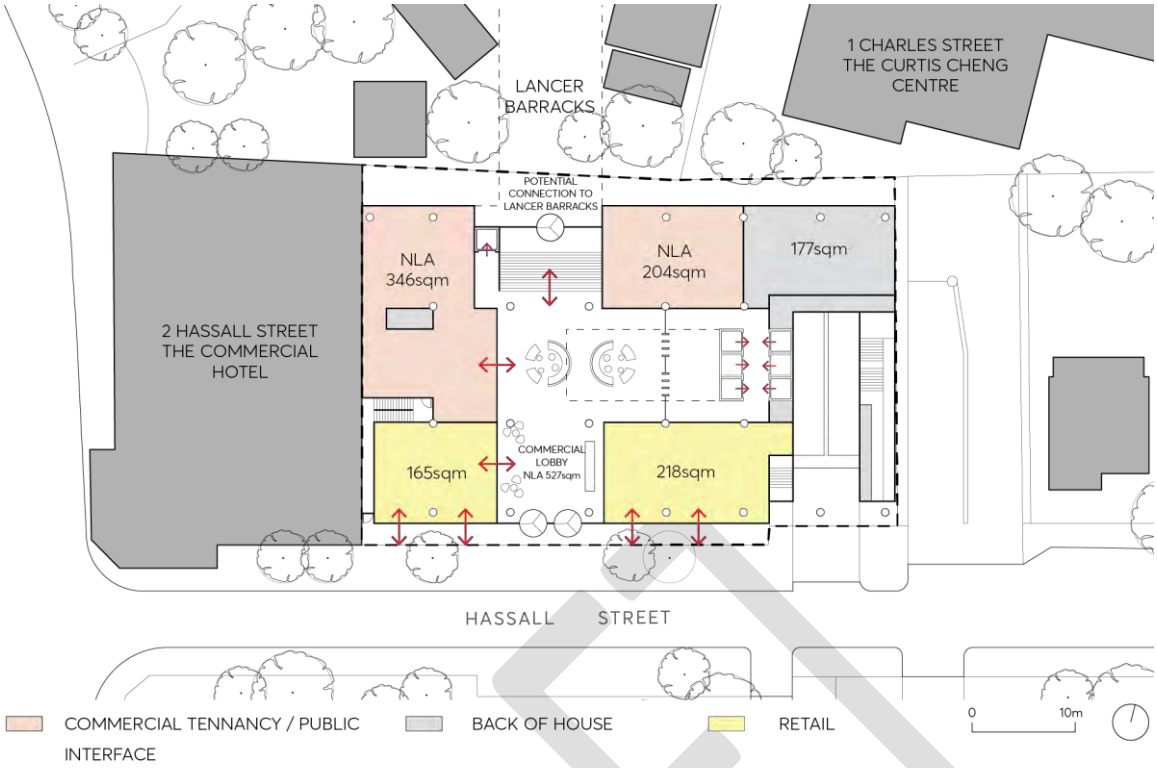


Figure 96.10.6.5 – Through Site Link (indicative sketch)

C.04 Vehicle Access and Parking

a) Vehicular access may be from the eastern portion of the Hassall Street frontage.

b) Development on the site is not permitted to exceed the car parking rate outlined below:

Commercial: If the **FSR > 3.5:1, M = (G x A) / (50 x T)**, where:

M = maximum number of parking spaces;

G = GFA of all office/business premises in the building (m^2);

A = Site Area (m^2); and

T = Total GFA of all buildings on the site (m^2).

C.05 Roof design

a) The roof design may consider a staggered profile and a varying skyline in order to better articulate and modulate the built form.

C.06 Landscaping

a) The setback on the northern boundary is to be used as a deep soil zone for new planting and tree roots protection zone for the existing tree on the adjacent site.

b) The 2 large palm trees on Hassall Street are relocated to the deep soil zone at the northern boundary.

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9.10.7 12A PARKES STREET

This Section applies to 12A Parkes Street, Harris Park (also known as 122 Wigram Street, Parramatta), as labelled in Figure 96.10.7.



Figure 96.10.7 – Land application map

This Section is to be read in conjunction with other Sections of Parramatta DCP 20231~~1~~ as well as the relevant provisions in *Parramatta LEP 20231~~1~~*. If there is any inconsistency between this Section and other Sections of this DCP, this Section prevails.

This Section establishes objectives and controls to be interpreted during preparation and assessment of development applications and supports the objectives of the relevant provisions in *Parramatta LEP 20231~~1~~*.

9.10.7.1 DESIRED FUTURE CHARACTER

Future development at 12A Parkes Street, Harris Park shall be designed to respond to the flood conditions of the site and the recommendations in the report Independent Flood Assessment Final Report for 12A Parkes Street, Harris Park (2018) prepared by Molino Stewart.

Site Objectives

O.01 To facilitate redevelopment of the site as a high-quality mixed use development.

O.02 To ensure the building interfaces positively with the public areas and contributes to an attractive public domain and desirable setting for its intended uses.

O.03 To ensure the design of the building addresses the local flood conditions and does not impede local overland flow paths.

O.04 To minimise the risk to life by ensuring appropriate safe areas within the building to shelter during a flood, and safe access from the building during a medical or fire emergency.

O.05 To allow uses and development on the site that are appropriate to the flood hazard.

Controls

Building Footprints and Uses

C.01 To maintain local flood conveyance between Parkes Street and the Clay Cliff Creek stormwater channel, development on the site must have a building footprint that is set back 9 metres from the Charles Street frontage and 1 metre from the Clay Cliff Creek stormwater channel.

C.02 Any cantilever tower element (excluding any structural support columns or similar) must have a minimum 4 metre clearance above the ground surface level of the overland flow path throughout the site to enable a landscaped open space or 'urban room' to be created.

C.03 The landscaped open space or urban room must:

- create a positive and safe experience for pedestrians,
- promote activity, connectivity and variety in the public domain,
- be designed having regard to aspect, height and proportions, and
- be designed at the same level as the street to facilitate step-less access and be flush with the public domain.

C.04 Development Application submission requirements must include architectural design details for the landscaped open space or urban room that:

- demonstrate consideration of the above requirements in C.02 and C.03,
- have regard for Parramatta Public Domain Guidelines, and
- are to the satisfaction of the Design Excellence Jury.

C.05 Permanent and temporary commercial or retail floor space or uses are not permitted below the 1% annual exceedance probability (AEP) flood level plus freeboard (500 mm) on any part of the site.

C.06 The habitable floors of all residential uses within the building must be above the probable maximum flood (PMF).

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C.07 'Sensitive Uses and Facilities' and 'Critical Utilities and Uses' as defined in Table 5.1.1.~~12.4.2.1.1~~ in Section ~~2.4.2~~5.1.1 – Flooding ~~Water Management~~ are not permitted within the building.

Building and Basement Design

C.08 To minimise the chance of a fire during a flood situation, the building must have a fire management system which meets the Australian Building Code Board (ABCB).

C.09 External fire doors must be located above the 1% annual exceedance probability (AEP) flood level plus freeboard (500 mm).

C.10 To prevent flood waters from entering the basement car park, a driveway crest at or above the flood planning level (1% AEP flood level plus 500 mm freeboard) including associated bund walls must be provided. Above this, at or near the crest of the driveway, a passive automatic flood barrier up to the probable maximum flood (PMF) must be installed. Flood doors and other measures must also be provided to ensure flood waters up to the PMF cannot enter the basements.

C.11 Wherever possible, critical services infrastructure that could be damaged by flooding such as electrical, lift, sewer and water are to be placed above the PMF level, or, where that cannot reasonably be achieved, effectively flood-proofed.

C.12 Development Application submission requirements must:

a) demonstrate that the building and basement will be protected from floodwaters up to the PMF, and

b) include evidence demonstrating why all or some of the critical infrastructure services cannot be located above the PMF and the floodproofing measures to be taken instead.

Areas of Refuge and Evacuation Routes

C.13 All building occupants (residents, workers and visitors) must have access to a safe area of refuge above the PMF where they can remain until the flood event has passed and any subsequent disruption after the flood has been rendered safe and serviceable. A safe area of refuge can be within a resident's own apartment, and or a communal area for workers, residents, and visitors.

C.14 A communal safe area of refuge must have:

- emergency electricity, clean water, food, ablutions and medical equipment including a first aid kit.

C.15 All safe areas of refuge (resident's own apartment or a communal area) must have:

a) fail-safe access from anywhere in the building (elevator access is not allowed) that is protected from floodwaters up to the PMF by suitable flood doors, flood gates and the like, and

b) fail-safe access to an exit/entry point located above the 1% AEP flood level plus 0.5m freeboard that enables people to exit the building during a fire and/or flood, and allows emergency service personnel to enter a building to attend to a medical emergency.

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C.16 The buildings exit/entry points located above the 1% AEP flood level plus 0.5 m freeboard, must enable a safe route above the 1% AEP from the site to a flood free location above the PMF.

C.17 Development Application submission requirements must include a Flood Emergency Response Plan (FERP) consistent with the FERP for the City Centre~~CBD~~. The FERP must outline:

a) both warning and evacuation measures for occupants in the building including the most appropriate 'safe areas' and 'safe evacuation routes';

b) measures to prevent evacuation from the site by private vehicle;

c) the most appropriate emergency response for flood and fire events that occur together;

d) a building flood emergency response plan, similar to a building fire evacuation drill, and measures to ensure this is tested at least annually; and

e) consultation undertaken with relevant state and local agencies in the preparation of the FERP.

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9.10.8 14-20 PARKES STREET, HARRIS PARK

This Section applies to land at 14-20 Parkes Street, Harris Park, as shown in Figure 96.10.8.



Figure 96.10.8 – Land application map

This Section is to be read in conjunction with other Sections of Parramatta DCP 20232311 and relevant provisions in *Parramatta LEP 20232311*. If there is any inconsistency between this Section and other Sections of the DCP, this Section prevails.

This Section establishes objectives and controls to be interpreted during preparation and assessment of development applications and supports the objectives of the LEP.

9.10.8.1 DESIRED FUTURE CHARACTER

Future development at 14-20 Parkes Street, Harris Park is designed to respond to the flood conditions of the site.

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Site Objectives

O.01 To ensure the design of the building addresses the local flood conditions and does not impede local overland flow paths.

O.02 To minimise the risk to life by ensuring appropriate safe areas within the building to shelter during a flood, and safe access from the building during a medical or fire emergency.

O.03 To allow uses and development on the site that are appropriate to the flood hazard.

O.04 To facilitate redevelopment of the site as a high-quality mixed use development.

O.05 To ensure the building interfaces positively with the public areas and contributes to an attractive public domain and desirable setting for its intended uses.

Controls

Building Footprint and Uses

C.01 To maintain local flood conveyance eastwards from Parkes St, Wigram Street and into the Clay Cliff Creek stormwater floodway, development on the site must have a building footprint that is setback a minimum of 6 metres from the top of the southern bank of the Clay Cliff Creek stormwater channel, and a greater amount for the north west corner of the building adjoining Wigram Street (channel wall) in accordance with Figure 96.10.8.2.

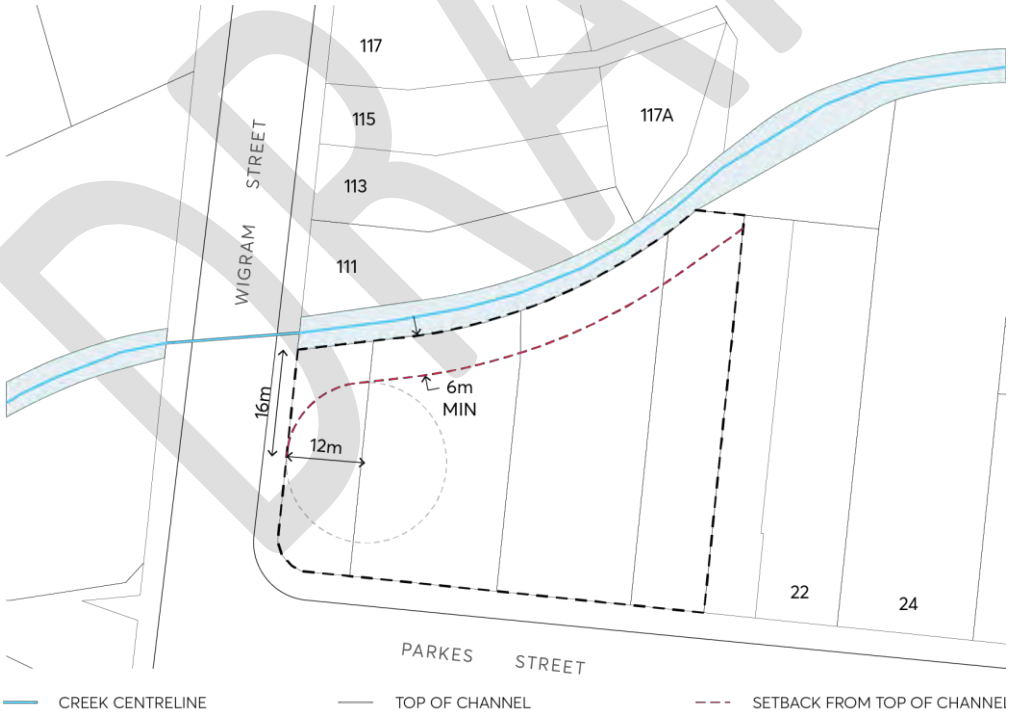


Figure 96.10.8.2 – Required floodway setbacks

C.02 Any cantilever building element (excluding any structural support columns or similar) must have a minimum 4 metre clearance above the ground surface level of the overland flow path throughout the site to enable a landscaped open space to be created. A minimum 4.5 metre

setback between the channel bank and the building must be maintained above this clearance height.

C.03 The landscaped open space must:

a) be designed for low intensity and low risk pedestrian activities, recognising this is a site of 'high hazard' flash flooding;

b) create a positive and safe experience for pedestrians;

c) promote activity, connectivity and variety in the public domain;

d) be designed having regard to aspect, height and proportions;

e) be designed in conjunction with street levels to facilitate step-less access; and

f) be provided with 'deep soil' and planted with appropriate tree and shrub species that are satisfactory to Council for this context.

C.04 Development Application submission requirements must include architectural design details for the landscaped open space and its interface with the building that:

a) demonstrate consideration of the above requirements in C.02 and C.03;

b) have regard to Parramatta Public Domain Guidelines;

c) have regard to the City of Parramatta's Council's Best Practice Urban Design in Flood Prone Areas;

d) have regard to the immediate flooding environment, and

e) are to the satisfaction of the Design Excellence Jury.

C.05 Permanent and temporary commercial or retail floor space or uses are not permitted below the Flood Planning Level, which is either the Council-adopted 1% AEP flood water surface level plus 0.5m freeboard, or the overland flow flood level as agreed by Council, whichever is the greater.

C.06 The habitable floors of all residential uses within the building must be above the Probable Maximum Flood (PMF) is adopted by Council for this site.

C.07 'Sensitive Uses and Facilities' and 'Critical Uses and Facilities,' as defined in Table ~~2.4.2.1.1~~5.1.1.1 in Section ~~2.4.2.~~5.1 – Water Management are not permitted within the building.

Building and Basement Design

C.08 To minimise the chance of a fire during a flood situation, the building must have a fire management system which meets the Australian Building Code Board (ABCB).

C.09 External fire doors must be located above the Flood Planning Level.

C.10 To prevent flood waters from entering the basement car park, a driveway crest at or above the Flood Planning Level including associated bund walls must be provided. Above this, at or near the crest of the driveway, automatic flood barriers must be installed that exclude floodwaters

up to the Probable Maximum Flood (PMF). Other measures such as flood doors must also be provided at all openings to the basement to exclude flood waters up to the PMF.

C.11 Wherever possible, critical services infrastructure that could be damaged by flooding such as electrical, lifts, sewer and water are to be placed above the PMF level, or, where that cannot reasonably be achieved, effectively flood proofed.

C.12 Development Application submission requirements must:

a) demonstrate that the building and basement will be protected from floodwaters up to the PMF;

b) include evidence demonstrating why all or some of the critical infrastructure services cannot be located above the PMF and the floodproofing measures to be taken instead.

Areas of Refuge and Evacuation Routes

C.13 All building occupants (residents, workers and visitors) must have access to a safe area of refuge or 'shelter in place') above the PMF where they can remain until the flood event has passed and any subsequent disruption after the flood has been rendered safe and serviceable. Residents may choose to remain in their own apartments as a safe area of refuge. A communal safe area(s) of refuge for residents, workers and visitors must also be provided and suitably equipped.

~~C.14 A communal safe area of refuge must have:~~

~~C.15~~C.14 A communal safe area of refuge must have: emergency electricity supply, clean water, food, personal washing facilities, medical equipment including a first aid kit, a battery-powered radio and relevant communications equipment.

~~C.16~~C.15 All safe areas of refuge (residents own apartment or a communal area) must have:

a) fail safe access from anywhere in the building including the basement (lift access is not allowed) that is protected from floodwaters up to the PMF by suitable flood doors, flood gates and the like; and

b) fail safe access to an exit/entry point located above the 1% AEP flood level plus 0.5m freeboard that enables people to exit the building during a fire and/or flood, and allows emergency service personnel to enter a building to attend to a medical emergency.

~~C.17~~C.16 Development Application submission requirements must include a Flood Emergency Response Plan (FERP) consistent with the FERP for the City Centre~~CBD~~. The FERP must outline:

a) both warning and evacuation measures for occupants in the building including the most appropriate 'safe areas' and 'safe evacuation routes';

b) measures to prevent evacuation from the site by private vehicle;

c) the most appropriate emergency response for flood and fire events that occur together;

d) a building flood emergency response plan, similar to a building fire evacuation drill, and measures to ensure this is tested at least annually; and

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e) consultation undertaken with relevant state and local agencies in the preparation of the FERP.

~~C.18~~C.17 The Building Management System and Plan for the development must include all necessary measures to maintain, test and operate the flood protection devices including flood gates, doors and barriers, flood sensors, flood refuges and FERP.

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9.10.9 55 AIRD STREET

This Section applies to land at 55 Aird Street, Parramatta (described as Lot 4 in DP310151) as shown in Figure 96.10.9.

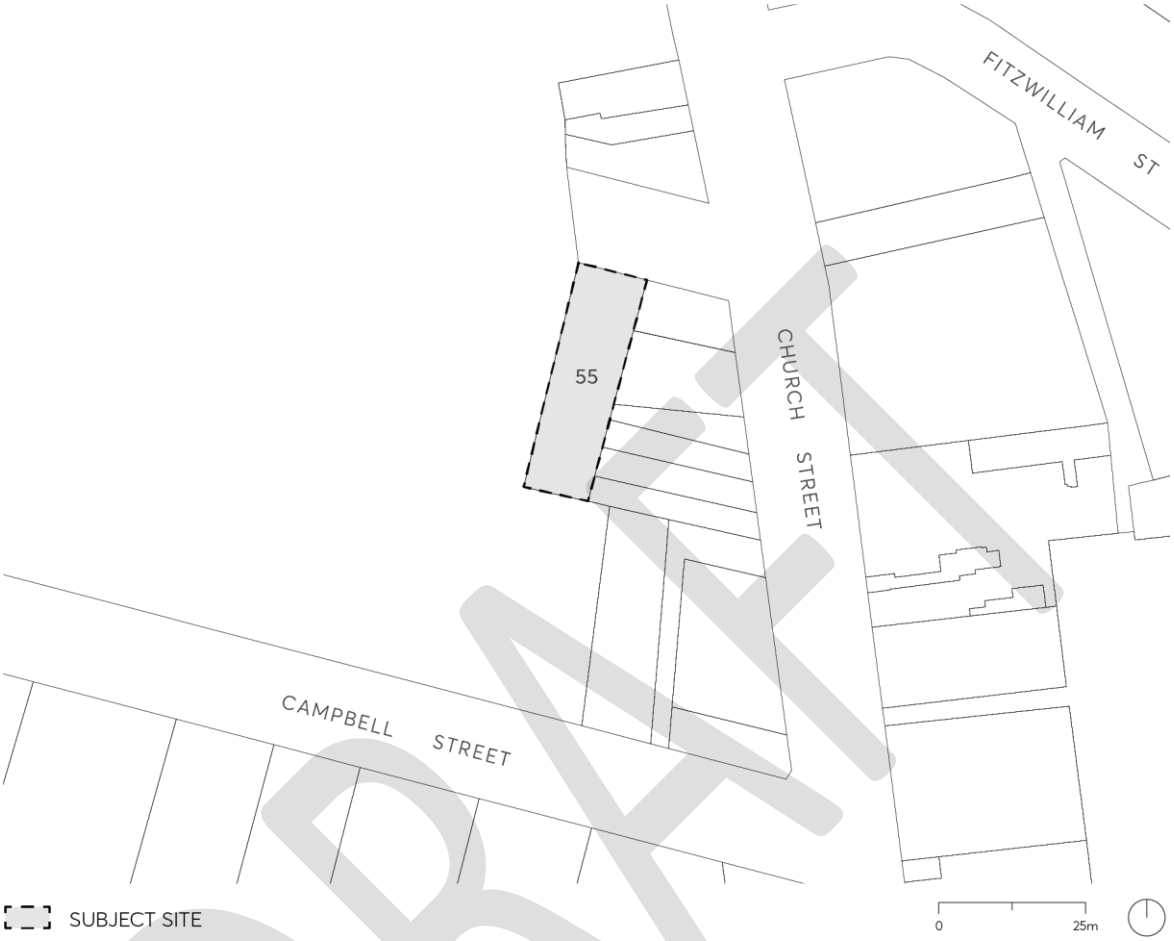


Figure 96.10.9 – Land application map

This Section is to be read in conjunction with other Sections of Parramatta DCP 20231~~1~~ and the relevant provisions in *Parramatta LEP 20231~~1~~*. If there is any inconsistency between this Section and other Sections of Parramatta DCP 20231~~1~~, this Section prevails.

This Section establishes objectives and controls to be interpreted during preparation and assessment of development applications and supports the objectives of the relevant provisions in *Parramatta LEP 20231~~1~~*.

Guiding Principles

P.01 Facilitate redevelopment of the site as a high~~-~~quality mixed use development to support the role of the Parramatta City Centre~~CBD~~.

P.02 Contribute to the public domain at ground level through an activated edge to Aird Street.

P.03 Design the street wall to create streets that are legible, comfortable, safe, functional and attractive.

P.04 Design the street wall to respond to existing built context.

P.05 Set back buildings above the street walls to allow daylight penetration, mitigate wind impacts, and enable views to the sky in streets and public places.

P.06 Design the tower to be elegantly proportioned and maximise its slenderness of form.

P.07 Protect amenity, daylight penetration, views to the sky and privacy between adjoining developments and minimise the negative impacts of buildings on the amenity of the public domain.

P.08 Design and select the materials of buildings and the public domain to contribute to a high quality, durable, and sustainable urban environment.

9.10.9.1 BUILDING ENVELOPES

Objectives

O.01 Reinforce the spatial definition of the streets.

O.02 Design the street walls with an appropriate human scale and sense of enclosure for the streets.

O.03 Protect daylight access at street level and permit views of sky from the streets by providing setbacks above street frontage height that promote separation between buildings.

O.04 Ensure that building form achieves comfortable public domain conditions for pedestrians, with adequate daylight, appropriate scale, and mitigation of wind effects of the tower building.

O.05 Ensure that the ground level interface provides shelter for pedestrians in the form of an awning.

O.06 Ensure that built form achieves contextual fit with adjacent buildings on Aird and Church Streets.

Controls

C.01 Building envelopes must be consistent with the minimum setbacks specified in Figure 96.10.9.2 if a Residential Development or Figure 96.10.9.3 if a Non-Residential Development.

C.02 The street wall must be built to the street boundary along its full frontage on Aird Street.

C.03 Above the street wall the recessed tower element must be set back a minimum of 3 metres from Aird St.

C.04 Setbacks must be measured perpendicular to the boundary to the outer faces of the buildings.

C.05 The height of the podium at Aird must relate to the existing adjacent building to the west and south.

C.06 Any blank walls are to be designed or treated to provide a high-quality finish of visual interest.

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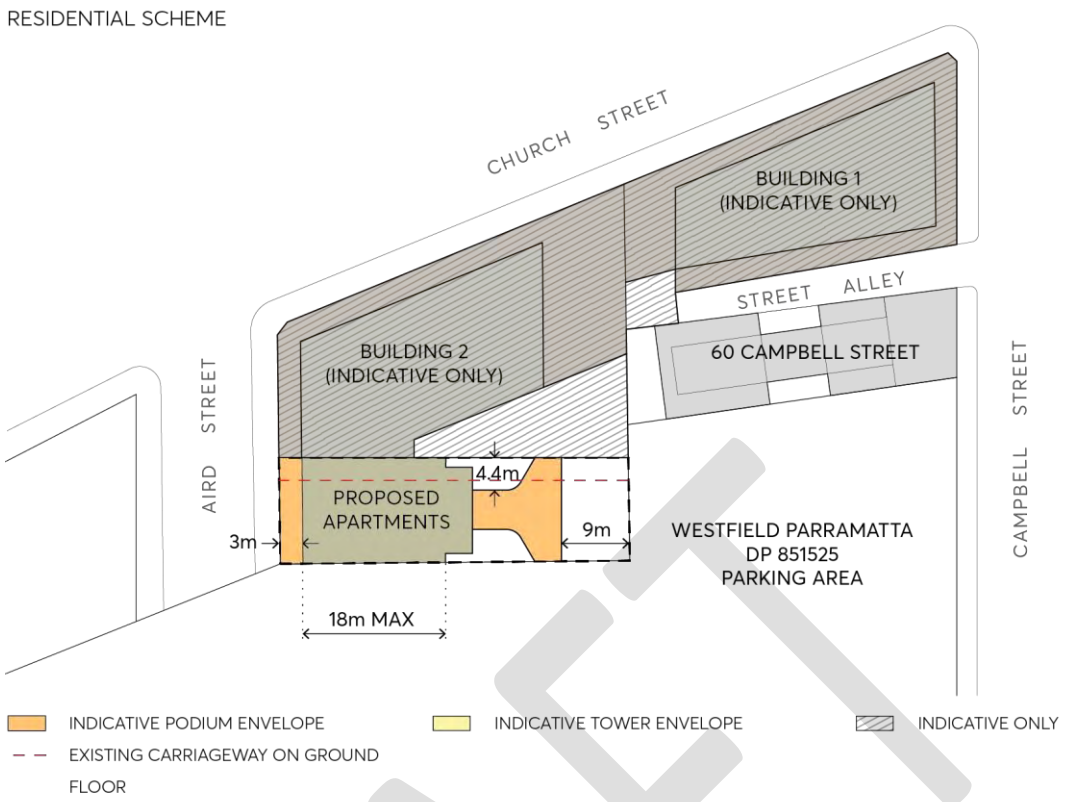


Figure 96.10.9.2 – Residential Scheme Building Envelope

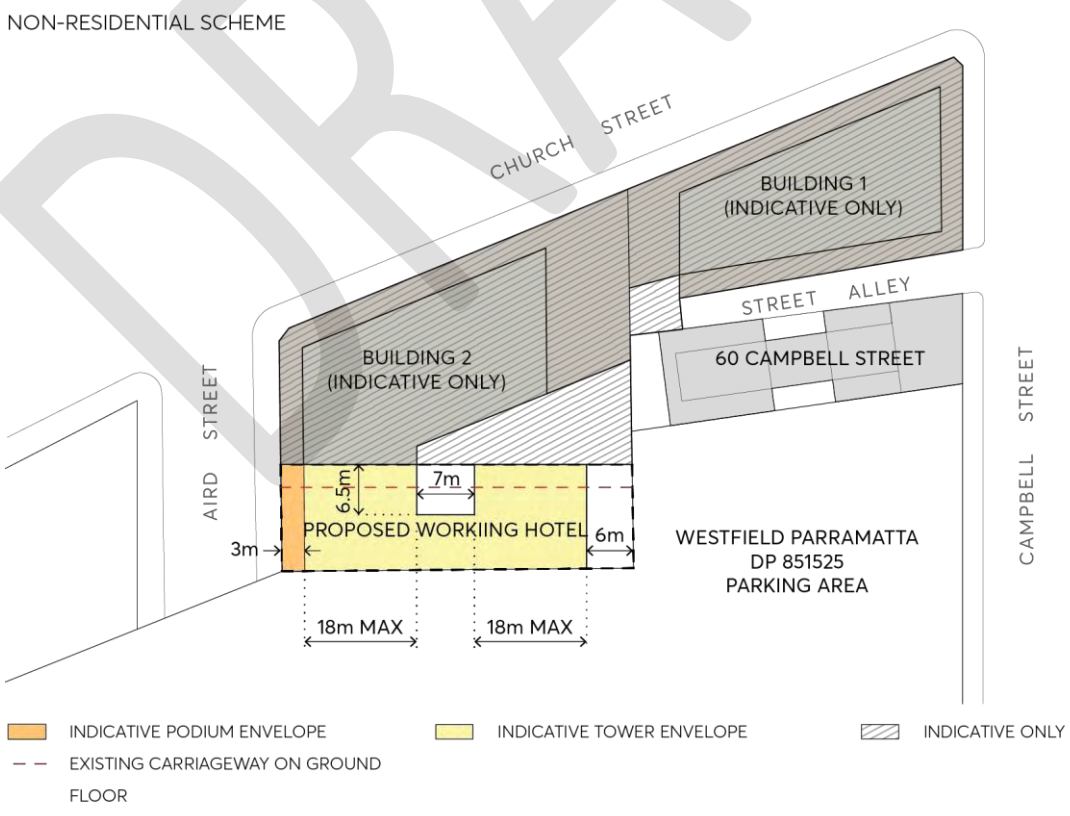


Figure 96.10.9.3 – Non-Residential Scheme Building Envelope

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Note – The site is burdened with a Right of Way along its eastern boundary which benefits sites at 129, 131, 135, 137 and 141 Church Street, Parramatta. Nothing within this Section seeks to amend the legal responsibilities of this easement.

9.10.9.2 STREET WALL DESIGN

Objectives

O.01 Define the space of the streets and articulate their edges.

O.02 Design the street walls to provide appropriate scale and detail.

O.03 Design the street walls to achieve fine grain modulation in the street.

O.04 Provide comfort and shelter for pedestrians.

O.05 Minimise large expanses of inactive frontage.

Controls

C.01 The podium street wall must:

a) ~~b~~Be modulated in vertical increments that relate to a fine grain subdivision pattern.

b) ~~b~~Be of masonry character with no lightweight panel construction.

c) ~~b~~Be articulated with depth, relief and shadow on the street façade. A minimum relief of 150mm between the masonry finish and glazing face must be achieved.

d) ~~u~~Utili~~s~~sze legible architectural elements and types - doors, windows, loggias, reveals, pilasters, ~~c~~sills, plinths, frame and infill, etc. - not necessarily expressed in a literal traditional manner.

e) ~~i~~Include semi-recessed awnings for pedestrian shelter.

f) ~~i~~Include a ground floor façade design which intensifies the walking experience with particular richness in detail.

C.02 Under crofts or disruptions of the street wall which expose the underside of the tower and amplify its presence on the street are not permitted.

9.10.9.3 THE GROUND FLOOR

Objectives

O.01 Provide for the amenity, interest, and liveliness of the pedestrian street environment.

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O.02 Ensure a positive experience for pedestrians with the necessary fine grain environment of the street.

O.03 Integrate an engaging street interface with the design of the public domain, taking account of the topography of the site.

O.04 Optimise the extent of active frontages in the public domain.

O.05 Ensure appropriate scale and proportion of foyers and lobbies in relation to site frontage.

O.06 Promote activity, connectivity, and variety in the public domain.

O.07 Contribute to the economic vitality of the ~~c~~City.

O.08 Ensure security measures do not inhibit passive surveillance on the street.

Controls

C.01 The ground floor frontage should have active uses.

C.02 Semi-recessed awnings must be provided.

C.03 Columns should not be located within the awning zone outside of the glazed frontage.

C.04 Glass awnings are not permitted.

C.05 The ground floor frontage must be designed in detail and the following must be incorporated in its design:

a) The ground floor levels and façade structure and rhythm must be designed to present a fine grain street frontage.

b) A nominal 500mm interface zone at the frontage should be set aside to create interest and variety in the streetscape, to be used for setbacks for entries, opening of windows, seating ledges, benches, and general articulation.

c) The frontage must have a high level of expressed detail and tactile material quality.

d) Fa~~c~~çades must be vertically articulated.

e) The modulation and articulation of the facade should include a well resolved meeting with the ground plane that also takes account of the slope. A horizontal plinth, integrated in the design, must be incorporated at the base of glazing to the footpath.

f) The frontage must take account of the need to provide a clear path of travel for disabled access.

g) Legible entrances must be formed in the frontage.

h) Fire escapes and services must be seamlessly incorporated into the frontage with quality materials.

C.06 Security doors or grilles must be designed to be:

a) ~~F~~fitted internally behind a shopfront;

b) ~~F~~fully retractable; and

c) ~~A~~a minimum 50% transparent when closed.

C.07 The frontage must provide for safety of the public and building occupants and not comprise of any unsafe deep recesses, such as entry lobbies.

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9.10.10 142-154 MACQUARIE STREET, 118 HARRIS STREET AND 135 GEORGE STREET

This Section of the DCP applies to the street block bound by George Street, Harris Street, Macquarie Street and Argus Lane, the subject site, as shown in Figure 96.10.10.

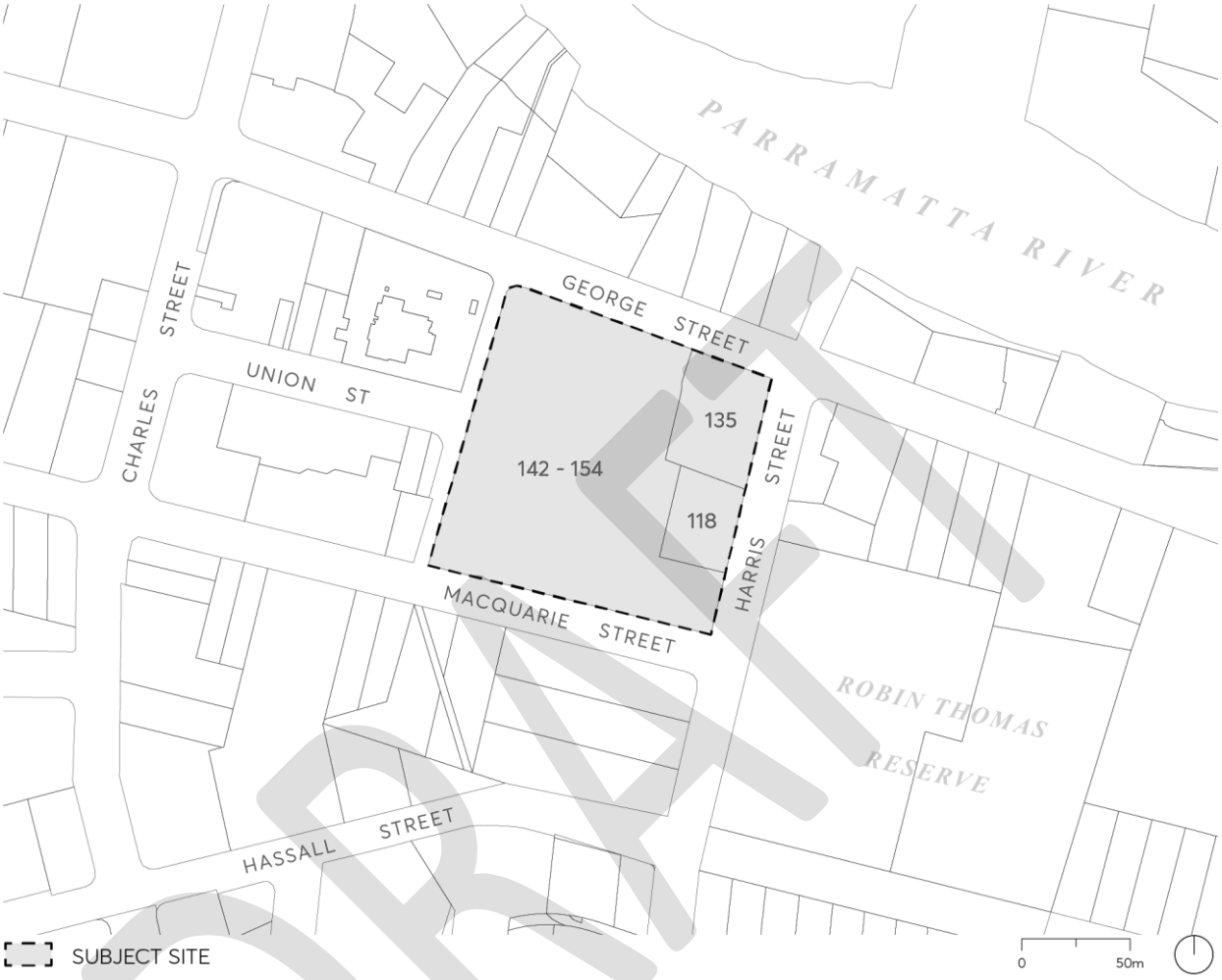


Figure 96.10.10 – Land application map

This Section must be read in conjunction with other Sections of this DCP and the *Parramatta LEP 20*2311. The aspects of this ~~Part~~ Section that relate to the former Cumberland Media site have been prepared in accordance with the winning design from Council's Design Excellence process (LA/353/2015), as per Division 3 Design excellence of *Parramatta LEP 20*2311.

This S~~s~~ection of the DCP provides principles, objectives and controls relating to: public domain; building form; access, parking and servicing; and sustainability, microclimate and water.

Where there is any inconsistency between this section and other S~~s~~ections of PDCP 2023~~11~~, this S~~s~~ection prevails.

Design Principles

The following design principles support the objectives and development controls for the site.

Relationship to Parramatta City Centre~~CBD~~:

P.01 To revitalise the eastern edge of the Parramatta City Centre ~~CBD~~ and create a new destination for the C~~c~~ity.

Architectural Design:

P.02 To create a high quality, high-density mixed-use development in Parramatta City Centre~~CBD~~.

P.03 To respond to the existing streetscape pattern and scale.

P.04 To mitigate wind impacts through design of towers and podiums.

P.05 To provide an accessible open space with separate plaza spaces activated by a variety of retail, cultural, community, entertainment, and commercial uses.

Landscape and Public Domain:

P.06 To support the amenity of the adjacent parklands and open space.

P.07 To improve the landscape character and quality of the public domain which adjoins the site.

P.08 To provide a high quality communal open space.

P.09 To minimise overshadowing impacts on the open space and heritage items.

Pedestrian Connectivity:

P.10 To improve connectivity in a north-south and east-west direction across the site and link a series of smaller public open spaces of different shapes and character.

P.11 To provide active street frontages to George Street and Macquarie Street.

P.12 To minimise traffic conflicts between pedestrians and vehicles on the site.

P.13 To integrate pedestrian linkages with the future Light Rail station.

History and Culture:

P.14 To respond to the history, heritage and archaeological values of the area and incorporate Aboriginal and environmental heritage into the future development through the built elements, streetscape, landscape design and interpretation on the site. The proposed master plan concept for the site is shown on Figures ~~9~~6.10.10.1 and ~~9~~6.10.10.2.

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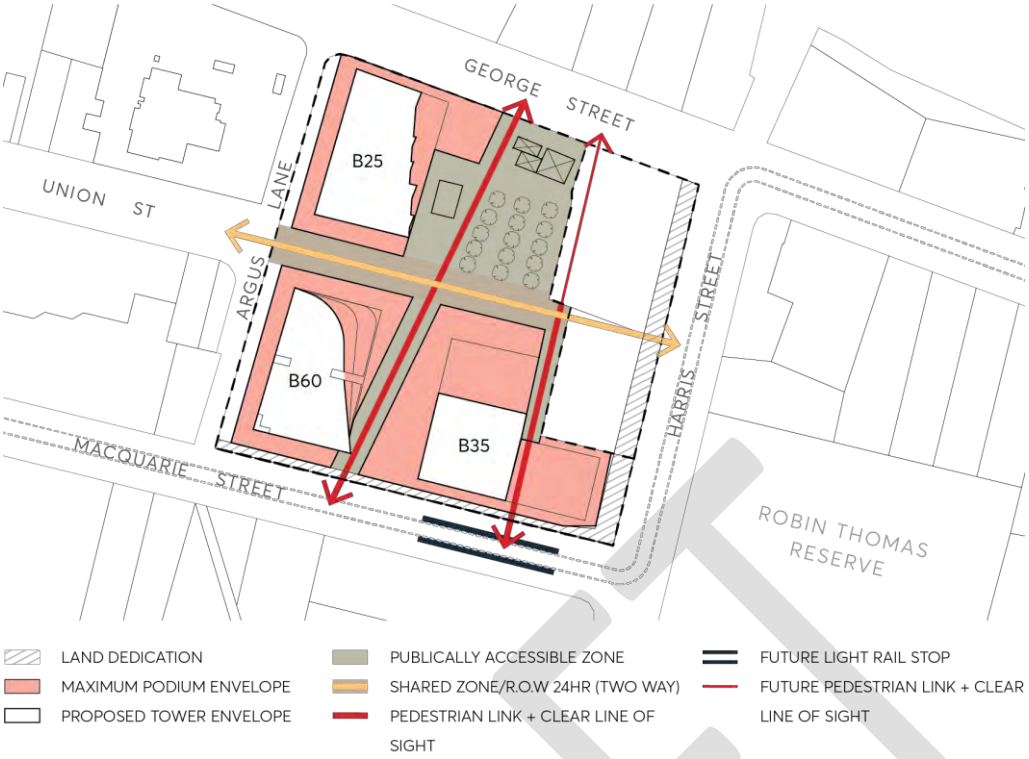


Figure 96.10.10.1 – Master plan diagram 1

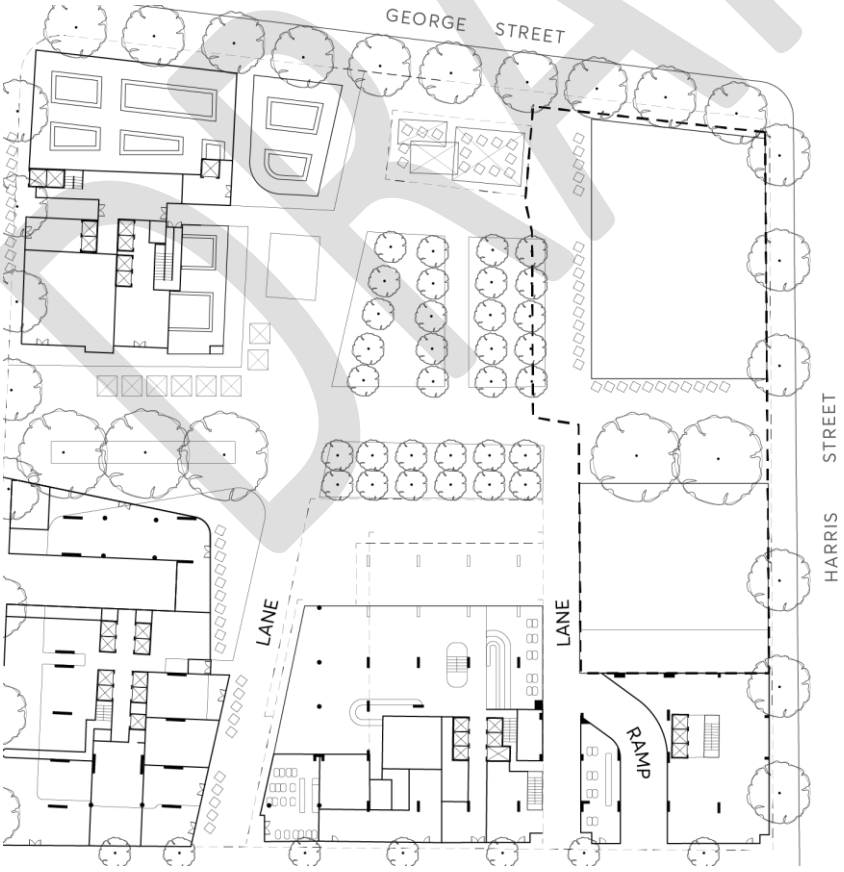


Figure 96.10.10.2 – Master plan diagram 2

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Plazas and Walkways

P.15 The publicly accessible plaza includes publicly accessible walkways and shared spaces within and around the site including streets, lanes and plazas which provide 24/7 access (to be delivered by a planning agreement).

Objectives

O.01 Enhance the public domain through improvements to the streets and lanes within and adjoining the site and the creation of publicly accessible plazas.

O.02 Respond to the existing and planned streets cape pattern and scale.

O.03 Provide active street frontages to George Street and Macquarie Street.

O.04 Provide a new publicly accessible open space which is activated by a variety of retail, cultural, community, entertainment, and commercial uses.

O.05 Provide heritage interpretation within the publicly accessible open space.

O.06 Improve connectivity in a north-south and east-west direction across the site and link a series of smaller public open spaces of different shapes and character.

O.07 Ensure a high level of pedestrian amenity, safety, and security through the inclusion of weather protection and lighting.

O.08 Address the new public place to the riverfront.

O.09 Ensure the Heritage Cottage Pavilion is activated.

O.10 Ensure that the plazas and walkways respond to the history, heritage, and archaeological values of the area.

Controls

C.01 New pedestrian walkways and plazas shall be provided in accordance with Figure 9~~6~~.10.10.3.

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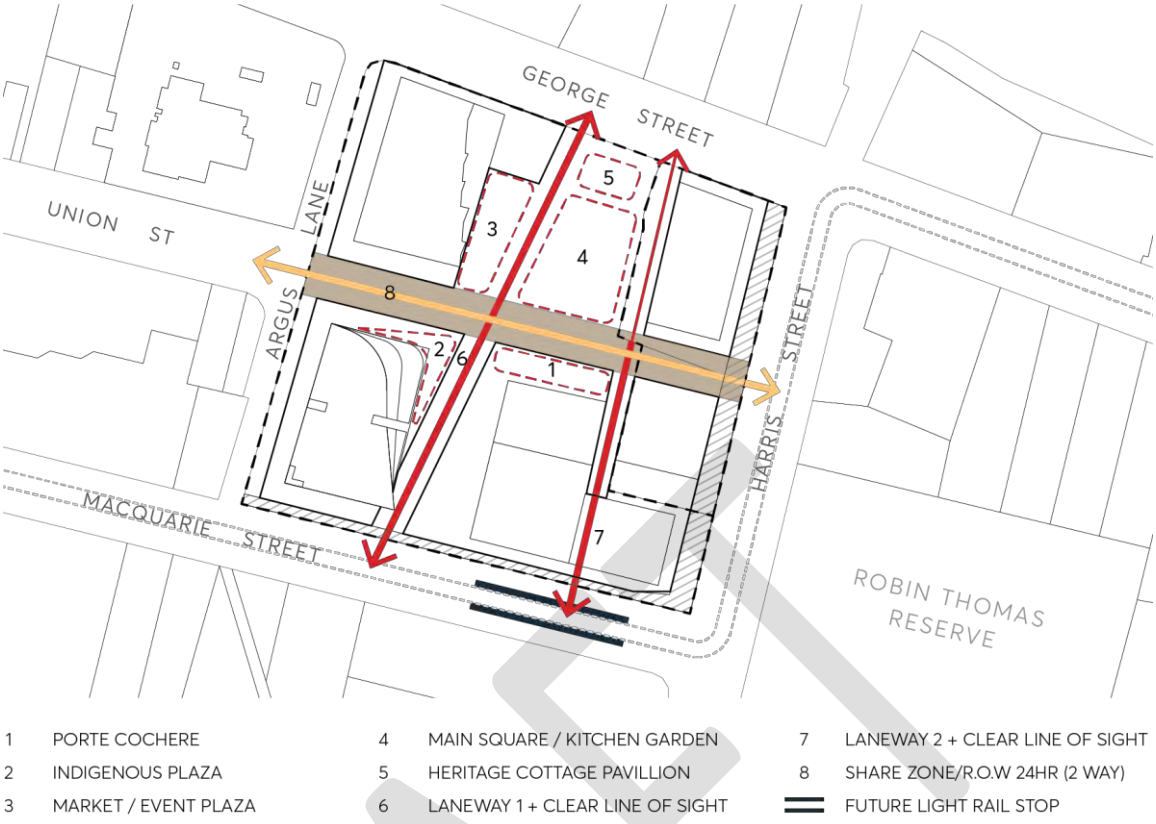


Figure ~~9~~6.10.10.3 – Open Space – Plazas, walkways and shareways

C.02 New pedestrian walkways, plazas and shareway are composed of the following areas:

a) Plaza area – minimum 2,500sqm (comprising Plazas 1 to 4)

b) Shareway – minimum 1,000sqm

c) Laneways – minimum 850sqm

The total area of the entire public open space to be provided is 4,400~~sq~~m^2.

C.03 Plaza 3 (Market/Events), 4 (Main Square/Kitchen Garden), 5 (Heritage Cottages Pavilion) are to receive a minimum of 2 hours of solar access between the hours of 10am and 3pm on June 21st to a minimum of 50% of the area.

C.04 The plazas and laneways are designed to celebrate the heritage and archaeological values of the site's history and location through high-~~-~~quality public domain design and on-~~-~~site interpretation, with consideration given to the themes in Figure ~~6~~9.10.10.3 (above) as well as the descriptions provided in the control table below. Alternate themes that link to the history and values of the site may also be considered (subject to Council's approval).

Public Domain Plaza	Use / Description
Plaza 3 – Market / Events	• Flexible event space in the plaza space adjoining the markets

	• Market Stalls and seating – grand market containing an eatery within the ground floor of Building 25 (B25). Flexible stalls and seats spill out into theopen space and towards the Laneway 1.
Plaza 4 – Main Square / Kitchen Garden	• Kitchen Garden - Contained within Heritage Lots 49 & 50.To provide edible gardens containing passive recreation space and supplies of produce to the kitchen garden restaurant (restaurant contained within B25 andserving the Convict Cottages).
Plaza 5 – Heritage Cottages Pavilion	• An open pavilion structure interpreting the convict cottages on Lots 48 & 49; acting as an educational tool. It also provides sheltered seating for the customers of the Kitchen Garden Restaurant.

C.05 A two storey under-croft is to be provided along Laneway 2 in the south east building to allow for a clean line of site as indicated in Figure 96.10.10.3.

C.06 A shareway as indicated in Figures 96.10.10.3 and 96.10.10.10 is to be provided, forming an active spine across the site. The minimum width of the shareway is 12 metres.

C.07 Continuous street frontage awnings are to be provided along building frontages and along active frontages to provide shade and shelter in accordance with Figure 96.10.10.5.

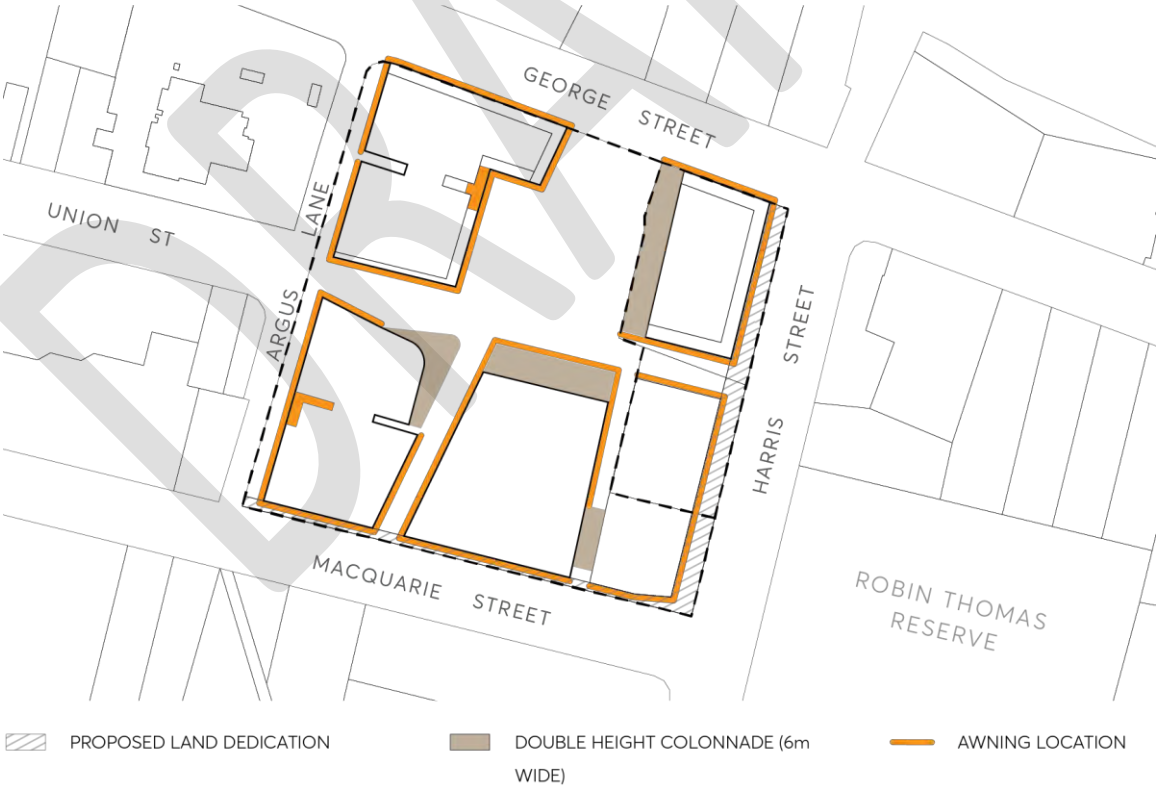


Figure 96.10.10.4 – Awning location for former Cumberland Media and Albion Hotel sites

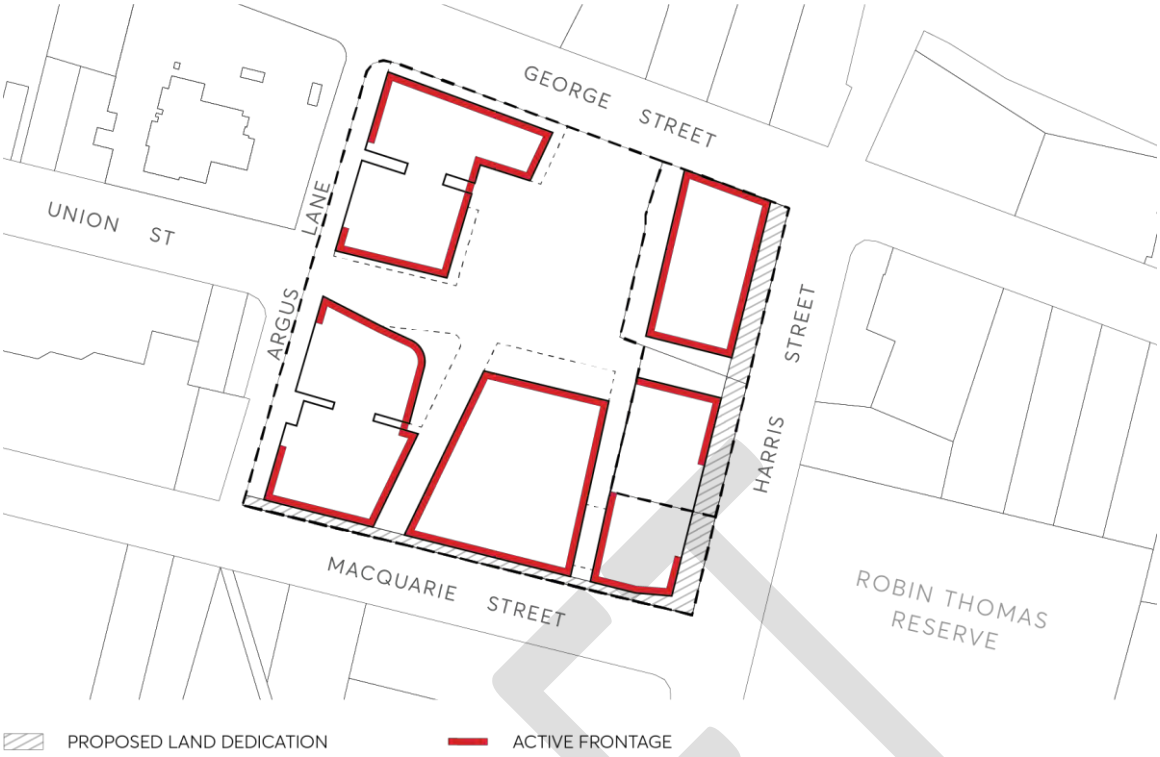


Figure 96.10.10.5 – Control diagram: Location of active edges and/or pedestrian entries for former Cumberland Media and Albion Hotel sites

C.08 Frontage, activation and entries:

a) The site is to provide active frontages on ground level along the public spaces as per Figure 96.10.10.5.

b) Access to residential and commercial uses above ground level is to be provided directly from plaza or ground level pedestrian walkway.

9.10.10.1 PRIVATE DOMAIN

The private domain comprises a series of spaces within the residential component of the development that are enjoyed by the development's future residents.

Objectives

O.01 To provide high-quality private open space and recreational facilities within the development, to meet the needs of future residents.

O.02 Accessible terraces are to provide opportunities to enhance its amenity for residents.

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Controls

C.01 The development is to provide private recreational facilities (a communal gymnasium and pool facility) to complement Robin Thomas Reserve and other local recreation facilities.

C.02 Each tower within the development must provide high quality communal open space. This is to be in the form of communal gardens or other alternate communal opens space facilities or by way of accessible roof terraces containing landscaped rooftop gardens and activity spaces/uses.

C.03 Activity spaces/uses are required to suit the orientation, height, proximity, and privacy of the differing levels. Rooftop gardens are to use locally native species.

9.10.10.2 BUILDING FORM

Objectives

O.01 Establish high quality architectural and urban design of the site.

O.02 Create three distinct built forms (towers) with heights varying from 25 storeys to 35 storeys to 60 storeys which transition within the site towards the park and the river.

O.03 Protect the amenity of adjacent parklands and open space, including existing trees in these areas, nearby schools, heritage items and surrounding urban areas by minimising overshadowing impacts.

O.04 Mitigate wind impacts through design of towers and podiums.

Controls

C.01 Building envelopes:

a) The heights (in storeys) of the podium and tower elements are to be consistent with Figures ~~9~~6.10.10.6 and ~~9~~6.10.10.7.

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Figure 96.10.10.6 – Height of buildings in storeys

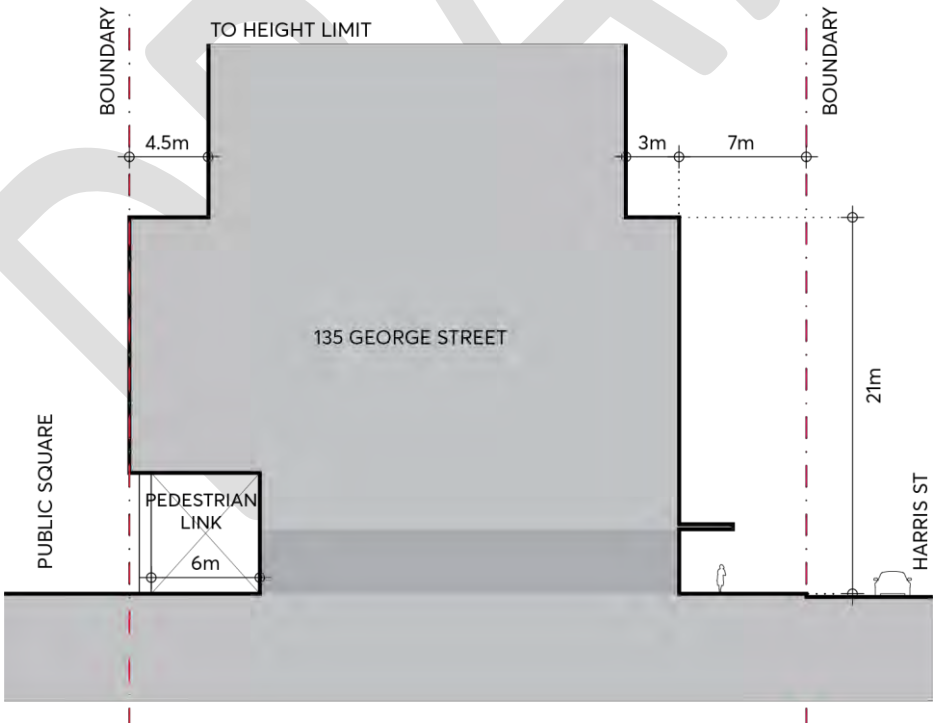


Figure 96.10.10.7 – Section showing double height colonnade and setbacks to tower at the corner of Harris and George Streets

b) The Heritage Cottages Pavilion is to have no internal and external walls (as it is an open pavilion structure and not part of the GFA of the development).

c) New building forms are to be consistent with dimensions of the street setbacks and above street setbacks as shown in Figures 96.10.10.8, 96.10.10.9 and 96.10.10.10.



Figure 96.10.10.8 – Control diagram: Setbacks to towers above podium

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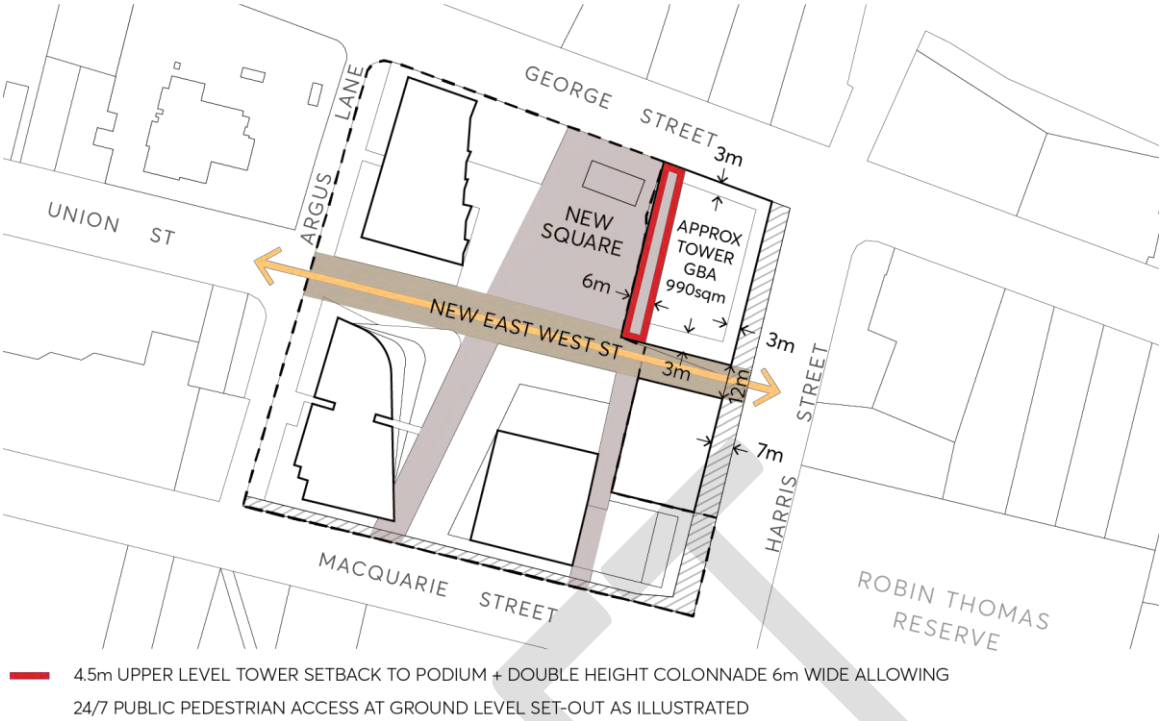


Figure 96.10.10.9 – Height of buildings in storeys and setbacks to towers over podium on former Albion Hotel Site

d) Residential towers should not exceed the maximum building floor plate of 950~~sq~~m^2.

e) The size of a podium floor plate is to be proportional to the height of each tower in order to achieve the effect of a slim tower form. Taller tower forms will require a larger floor plate and lower tower forms will require a smaller floor plate (refer to Figure 96.10.10.8).

C.02 Building podiums are to be consistent with the setbacks shown in Figure 96.10.10.10 and be predominantly non-residential in character.

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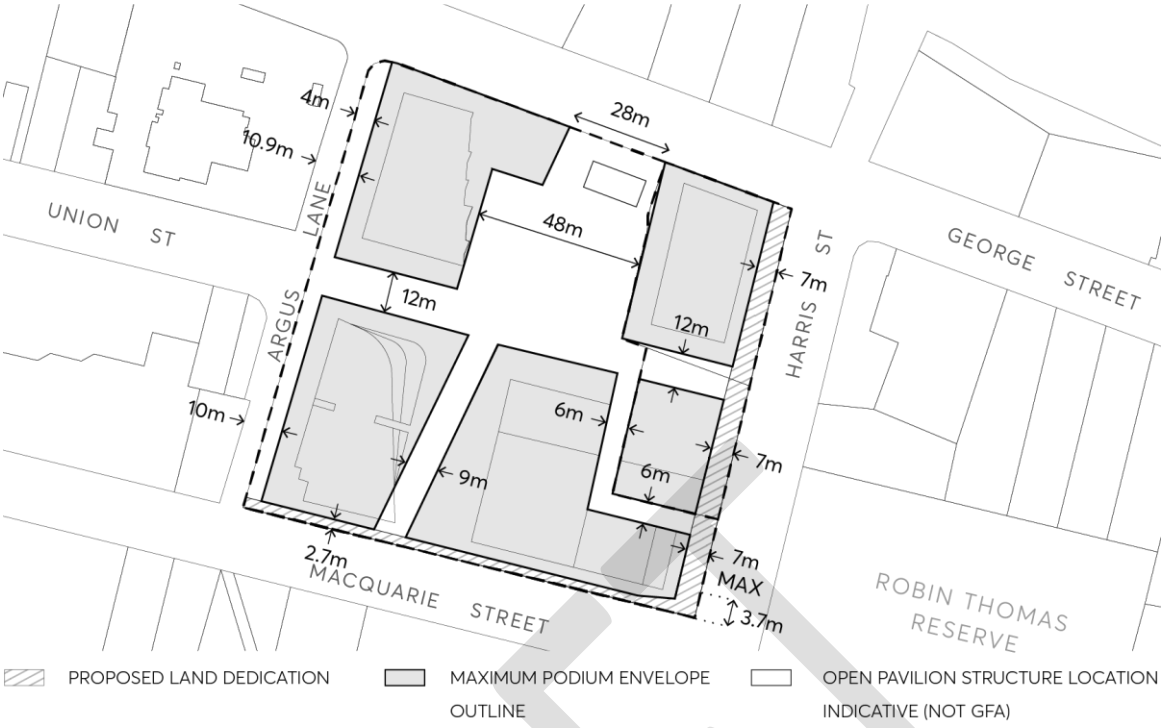


Figure 96.10.10.10 – Setbacks and separations at street level

9.10.10.3 ACCESS, PARKING AND SERVICING

Objectives

O.01 Connect the new network of spaces to Robin Thomas Reserve.

O.02 Provide access for vehicles to the site balanced with pedestrian amenity, access, and safety.

O.03 Improve traffic impacts by widening Argus Lane.

O.04 Minimise the number of vehicular access and service points along the active frontages in particular along George Street and Macquarie Street.

O.05 Provide high quality design of the vehicular access areas with high quality materials.

O.06 Ensure safety by minimising pedestrian and vehicular conflicts through lighting and signage.

O.07 Reduce the visual impact of above ground car parking.

O.08 Increase opportunities to use public transport, to cycle or walk to work.

O.09 Improved pedestrian connectivity through the site to the City Centre.

O.10 Ensure that the design of the development, below ground structures and basement is sympathetic to the archaeological heritage on the site and provides in situ retention of State Significant Archelogy on lot 46, 47, 48 and 49.

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Controls

C.01 Vehicular access and servicing:

a) Vehicular access and egress are to be provided in the locations shown on the Figure ~~9~~6.10.10.11.

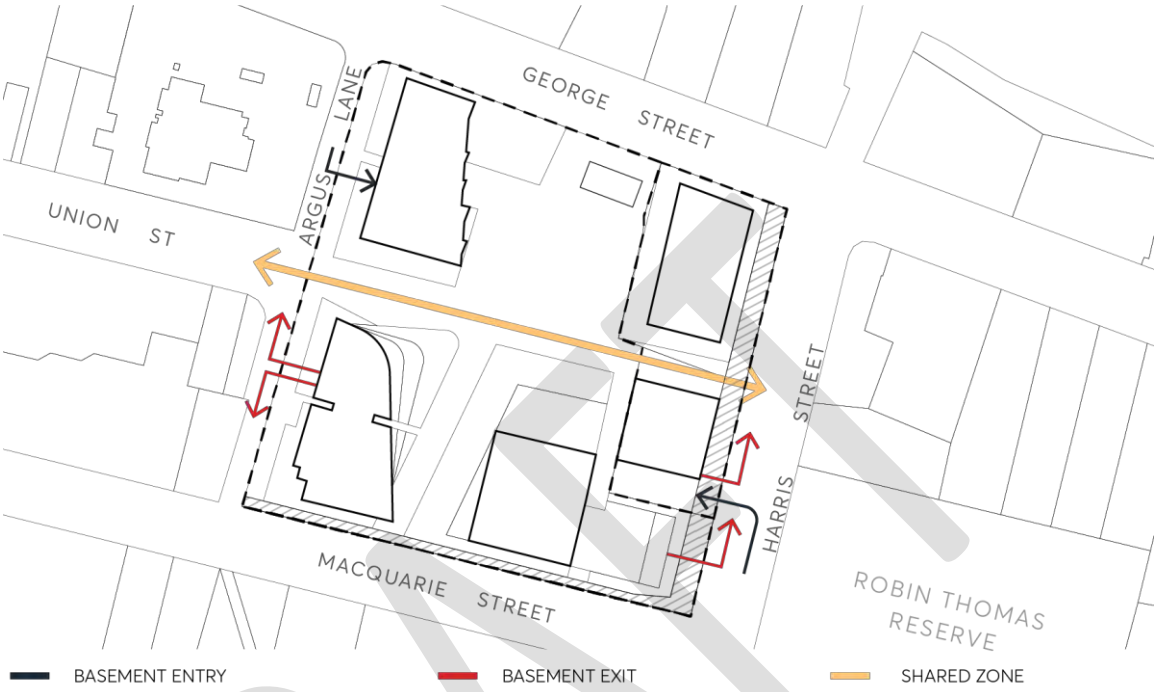


Figure ~~9~~6.10.10.11 – Vehicular Access and Servicing

b) Service vehicle access points and utilities are to be minimised along pedestrian routes and adjacent public open space.

c) A 12 metre wide two-way share way shall connect Argus lane and Harris Street for pedestrian and service vehicle access. The share way shall deny access to private vehicles except for emergency vehicles, vehicles associated with the hotel/serviced apartments (i.e. taxis and hotel deliveries) and loading/unloading during defined loading times. The development application shall address any temporary parking and loading/unloading arrangements to be implemented.

d) Entry to the share way via Harris Street shall not be permitted. The development application must outline the security measures that will be implemented to control access into the share way such as bollards.

e) Vehicular and service access widths are to be minimised and incorporated into the building design.

f) High quality design and materials are to be used for the security shutters into the car park and loading areas. Details of design and materials are to accompany the development application.

g) 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.

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h) Development application plans are to provide evidence of signage and urban design elements that reduce pedestrian and vehicle conflicts over the shared zones illustrated in Figure 96.10.1.10.

i) Provide facilities for cyclists such as parking, storage, and end of trip facilities for bicycles in accordance with the relevant sections of this DCP. Additional showers for office buildings and public bicycle racks located within the pedestrian walkways must also be provided to encourage the use of bicycles.

j) All loading and servicing provisions are to be made on site. The applicant is to prepare a Freight and Servicing Management Plan (FSMP) and a Loading Dock Management Plan (LDMP) in consultation with Transport for NSW which is to be endorsed by Transport for NSW prior to the issue of any construction certificate.

C.02 A Travel Plan consistent with Section 3.6.16.1.2 – Travel Plans of this DCP must accompany each Development Application stage with the last stage including a comprehensive Travel Plan for the entire development. In addition, the following is also required:

a) An annual survey to estimate the travel behaviour to and from the site and a review of the measures.

b) A copy of the Travel Plan must be available to Council on request.

Travel Plan:

A Travel Plan is a package of measures designed to reduce car trips and encourage the use of sustainable transport. Where a Travel Plan is required as a condition of development, it must be submitted to Council prior to the release of the Occupation Certificate.

If the future occupant(s) are known, then the Travel Plan must be prepared in co-operation with them. The condition of consent remains for the life of the development:

a) Development that contains 5,000sqm^2 of gross floor space or 50 or more employees must prepare a Travel Plan.

b) Travel Plan must 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 that is required
- Measures: a list of specific tools or actions to achieve the target.
- An annual survey to estimate the travel behaviour to and from the site and are view of the measures.

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

C.03 A community car share scheme is available for the future residents and is integrated into the development. Development application plans for the basement are to show car share car spaces.

C.04 Pedestrian movement controls:

a) Provide a series of pedestrian links allowing access from Macquarie Street to the main plaza and George Street and from Argus Lane to the Harris Street as shown on the Figure ~~96.9~~10.10.12.

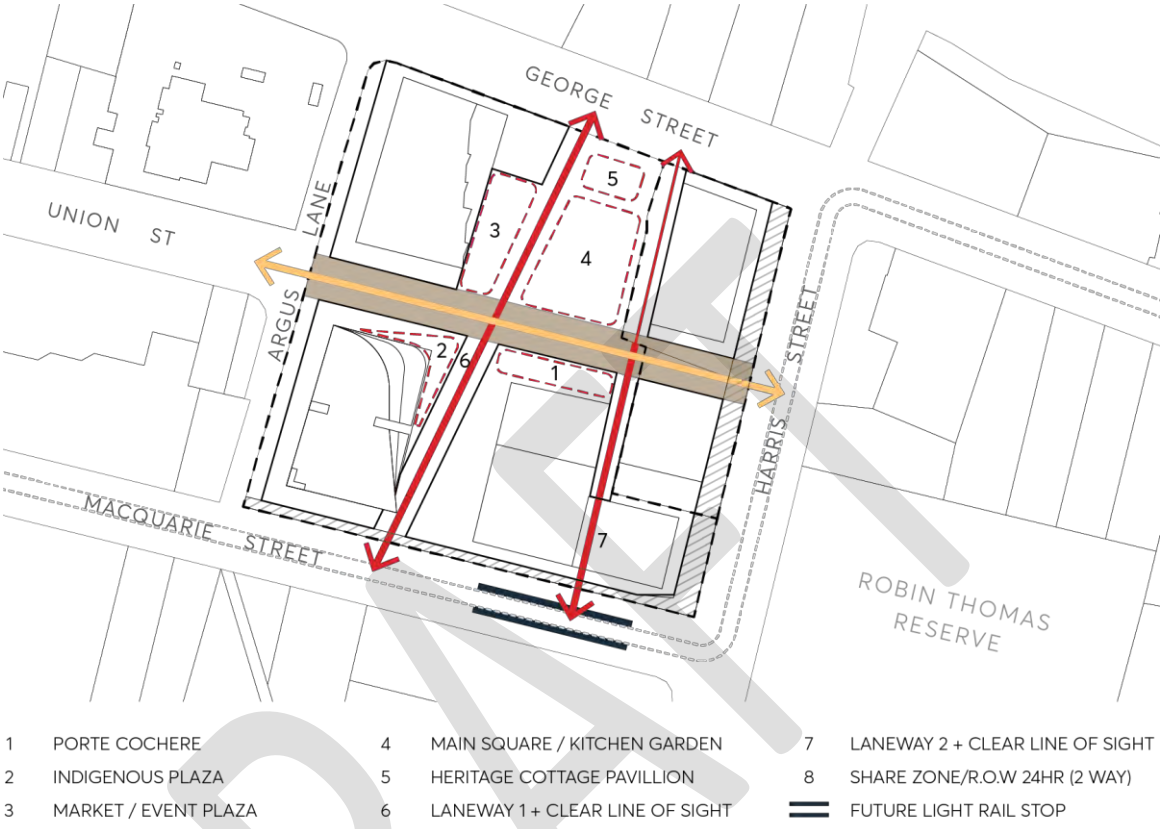


Figure ~~96~~.10.10.12 – Pedestrian links and shared zones

b) The pedestrian links are to be in accordance with the street level setback widths outlined in Figure ~~96~~.10.10.12 and the minimum width be no less than 6m.

C.05 Basement and below ground structure controls:

a) The basement line is not to extend further north (into the protected archaeological zone) than the existing sewer line shown in Figure ~~96~~.10.10.14 and shall be designed such that it will not result in adverse heritage impacts on the archaeology in Lots 46, 47, 48 and 49. This is to be demonstrated on the ~~d~~Development ~~a~~Application plans.

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Figure 96.10.10.13 – Control diagram: Protected archaeological zone and lots

b) Ensure that the basement and below ground structures and services allow for the in-situ retention of State Significant Archaeology in lots 46, 47, 48 and 49 in Figure 96.10.10.13. Ramp access and building lift cores are to be located south of the basement line, outside of the protected archaeological zone. This is to be demonstrated on the development application plans.

c) The design of the piling and foundations for building B25 shall ensure the retention of the archaeology in Lots 46, 47, 48 and 49 in-situ. All piles and structures must fall outside of a one-metre exclusion zone as shown in Figure 96.10.10.14. This is to be demonstrated on the ~~d~~Development ~~a~~Application plans.

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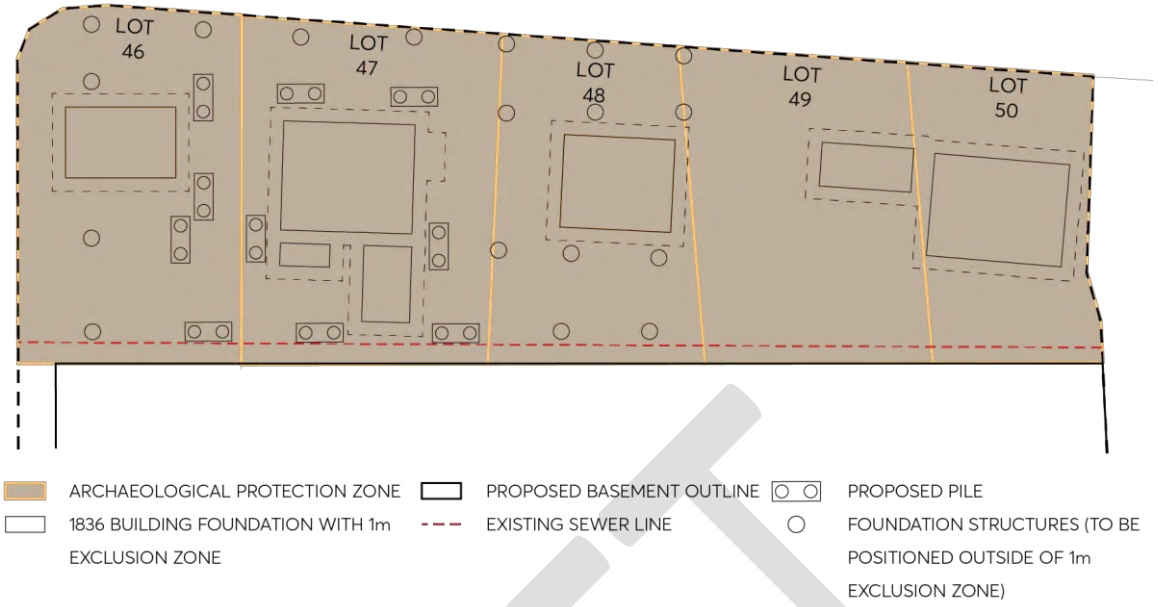


Figure 96.10.10.14 – Control diagram: Piles and structures in relation to archaeological exclusion zone

d) An application pursuant to Section 140 of the *Heritage Act 1977* is to be submitted with the development application that seeks consent for excavation or below ground works on the site.

9.10.10.4 SUSTAINABILITY, MICROCLIMATE AND WATER

Objectives

O.01 Use landscape design to respond to summer and winter climatic conditions and improve amenity for people using the open space.

O.02 Ensure the buildings are designed to minimise detrimental wind generation within public and private open spaces.

O.03 Implement the principles of water sensitive urban design into the design of the public domain.

O.04 Minimise reliance on mechanical ventilation through applying good climate design principles to building and public domain design.

Controls

C.01 Utilise best practice in water sensitive urban design (WSUD) elements for water management infrastructure in the design of the publicly accessible plaza to minimise water use (for e.g. grey water for irrigation and surrounding trees). Details are to be provided with the ~~d~~Development A~~a~~pplication.

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C.02 Drought tolerant planting is to be used for landscape planting in the public domain and private communal open spaces.

C.03 Water features within the plaza space (i.e. the civic reflection pond) shall make use of water harvested from the development.

C.04 Incorporate appropriate built form structures–/–shade structures to create appropriate microclimate in public domain areas, to ameliorate the temperature extremes of summer and winter.

C.05 For optimal internal amenity, the design of dwellings is to maximise sunlight access to private open spaces of the individual units, and communal areas of the building.

C.06 The design of buildings is to maximise natural/cross ventilation to individual units, corridors, and lobbies (including lift lobbies) within the development in accordance with the ADG.

C.07 Lobbies (including Llift lobbies) and corridors within all towers are to be designed to maximise use of natural light to reduce reliance on artificial lighting in accordance with the ADG.

C.08 Achieve a 5 Star Green Star Design and As-built rating for any commercial office or commercial hotel components. Evidence is provided by a Design Review certified rating from the Green Building Council of Australia at CC stage for any relevant building portion.

C.09 Consideration shall be given to the provision of solar hot water and solar photovoltaics within the development. Panels should be located to optimise orientation and efficiency and avoid areas that are overshadowed. If this cannot be achieved, evidence must be provided with the Development Application.

C.10 The provision of an on-site Central Energy Plant is to be considered in the design of the development. If this cannot be provided, alternative energy efficient mechanical systems must be incorporated into the development such as floor by floor condensers or centralised plant room for air-conditioning. Evidence must be provided with the Development Application.

9.10.10.5 FLOOD RISK MANAGEMENT

Objectives

O.01 To facilitate redevelopment of the site as a high–quality mixed use development.

O.02 To ensure the building interfaces positively with the public areas and contributes to an attractive public domain and desirable setting for its intended uses.

O.03 To ensure the design of the building addresses the local flood conditions and does not impede local overland flow paths.

O.04 To minimise the risk to life by ensuring appropriate safe areas within the building to shelter during a flood, and safe access from the building during a medical or fire emergency.

O.05 To allow uses and development on the site that are appropriate to the flood hazard.

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Controls

Building Footprint and Uses

C.01 All structures must have flood compatible building components below the PMF.

C.02 Residential lobbies must be located above the PMF, where access points to basement levels are provided in the residential lobby level.

C.03 All habitable rooms / floors must be above the 1% annual exceedance probability (AEP) flood level plus 0.5m freeboard.

Building and Basement Design

C.04 To minimise the chance of a fire during a flood situation, the building must have a fire management system which meets the Australian Building Code Board (ABCB).

C.05 External fire doors must be located above the 1% annual exceedance probability (AEP) flood level plus 0.5m freeboard.

C.06 To prevent flood waters from entering the basement car park, a driveway crest at or above the flood planning level (1% AEP flood level plus 0.5m freeboard) including associated bund walls must be provided. Above this, at or near the crest of the driveway, a passive automatic flood barrier up to the probable maximum flood (PMF) must be installed. Flood doors and other measures must also be provided to ensure flood waters up to the PMF cannot enter the basements.

C.07 Wherever possible, critical services infrastructure that could be damaged by flooding such as electrical, lift, sewer and water are to be placed above the PMF level, or, where that cannot reasonably be achieved, effectively floodproofed.

C.08 Development Application submission requirements must:

a) demonstrate that the building and basement will be protected from floodwaters up to the PMF; and

b) include evidence demonstrating why all or some of the critical infrastructure services cannot be located above the PMF and the floodproofing measures to be taken instead.

Areas of Refuge and Evacuation Routes

C.09 All building occupants (residents, workers, and visitors) must have access to a safe area of refuge above the PMF where they can remain until the flood event has passed and any subsequent disruption after the flood has been rendered safe and serviceable. A safe area of refuge can be within a resident's own apartment, and or a communal area for workers, residents, and visitors.

C.10 A communal safe area of refuge must have emergency electricity, clean water, food, ablutions, and medical equipment including a first aid kit.

C.11 All safe areas of refuge (resident's own apartment or a communal area) must have:

a) fail safe access from anywhere in the building (elevator access is not allowed) that is protected from floodwaters up to the PMF by suitable flood doors, flood gates and the like; and

b) fail safe access to an exit/entry point located above the 1% AEP flood level plus 0.5m freeboard that enables people to exit the building during a fire and/or flood, and allows emergency service personnel to enter a building to attend to a medical emergency.

C.12 The buildings exit/entry points located above the 1% AEP flood level plus 0.5m freeboard, must enable a safe route above the 1% AEP from the site to a flood free location above the PMF.

C.13 Development Application submission requirements must include a Flood Emergency Response Plan (FERP) consistent with the FERP for the City Centre~~CBD~~. The FERP must outline:

a) both warning and evacuation measures for occupants in the building including the most appropriate 'safe areas' and 'safe evacuation routes';

b) measures to prevent evacuation from the site by private vehicle;

c) the most appropriate emergency response for flood and fire events that occur together;

d) a building flood emergency response plan, similar to a building fire evacuation drill, and measures to ensure this is tested at least annually; and

e) consultation undertaken with relevant state and local agencies in the preparation of the FERP.

Applicable flood levels

C.14 The Applicant must make a 'Flood Enquiry' to Council to obtain adopted flood levels for the Parramatta River for this site.

C.15 Council may also require the Applicant to carry out an overland flow flood study of the rainfall catchment that directly affects this site.

C.16 The applicable 1% AEP flood level and the corresponding flood planning level will be the higher of the river and the overland flow flood levels.

C.17 The applicable PMF level will be that advised for the Parramatta River flood.

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9.10.11 33-34 MARION STREET

This Section applies to land at 33-43 Marion Street, Harris Park, as illustrated in Figure 96.10.11. The subject site comprises seven (7) allotments and totalling 2,367.5 ~~square~~ m^2 ~~etres~~. also shown in Figure 96.10.11.

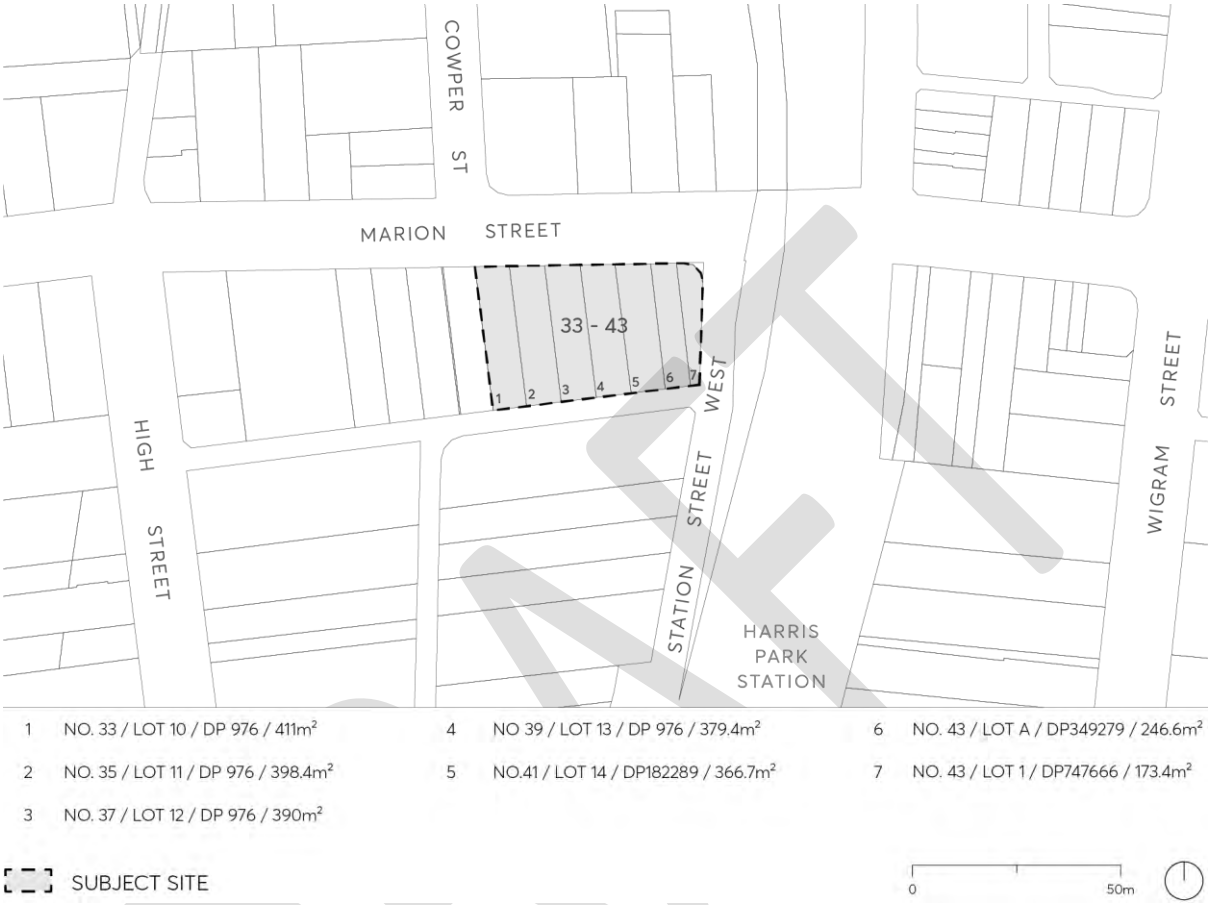


Figure 96.10.11 – Land application map

This Section must be read in conjunction with other sections of Parramatta DCP 20231~~1~~ and the relevant provisions within *Parramatta LEP 20231~~1~~*. If there is any inconsistency between this section and other sections of this DCP, this Section prevails.

This Section establishes relevant development controls for the built form and urban design objectives for subject site including setbacks, pedestrian and heritage interface, vehicular access and movement, and landscaping.

Re-development of this site will be subject to a design excellence competition process under Division 3, Part 7 Design excellence in *Parramatta LEP 20231~~1~~*. The scope of this brief will be informed by the urban design outcomes and principles identified by this DCP.

9.10.11.1 BUILT FORM OBJECTIVES

The site has two main frontages, with 62 metres to Marion Street and 35 metres to Station Street West. The site has a secondary frontage to the south to Peace Lane of 60 metres, and a 40 metre boundary to a heritage item to the west at 31 Marion Street.

The objectives have been developed to respond to the context of the site, and in doing so maximise the building interface with the two primary frontages, encourage permeability at the ground plane, and to manage the interface between existing and new development.

Objectives

O.01 To facilitate the provision of a mixed-use development on the site.

O.02 To provide an improved, pedestrian-friendly environment.

O.03 Activate ground floor space, particularly along Marion Street.

O.04 Ensure a suitable interface with adjoining heritage items.

O.05 Create a permeable ground plane through visual and physical connections and maximise permeability.

O.06 Ensure through-site links provide a high level of pedestrian amenity, safety, and security.

O.07 To provide for access and vehicular movements away from the two key active frontages along Marion Street and Station Street West.

Built Form Controls

Alignment

C.01 The site is to have a variable alignment to Marion St. Buildings located on the eastern portion shall be parallel to Marion Street. Buildings located on the western portion of the site are to be setback and align with the adjoining heritage item and be perpendicular to the subdivision pattern. Refer to Figure 96.0.11.2

Podium Setbacks

C.02 Minimum of 3 metres from northern boundary (eastern half of building) and a minimum of 6 metres (western half of building).

C.03 Minimum 6 metre setback to the east (Station Street West).

C.04 Minimum 4 metre setback to the south (Peace Lane).

C.05 Minimum 6 metre setback to the west (31 Marion Street).

Basement Setbacks, Planting and Ingress/eEgress

C.06 Eastern and western setbacks to be deep soil zones – no basement underneath.

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C.07 Vehicle entry to be located on the south of the site via Peace Lane.

C.08 Ingress and egress points must be contained within the envelope of the building.

Tower Setbacks ~~F~~from Boundary

C.09 Minimum 9 metres and variable to northern boundary (Marion Street).

C.10 Minimum 9 metres to the eastern boundary (Station Street West).

C.11 Minimum 6 metres to southern boundary (Peace Lane).

C.12 Minimum 12 metres to western boundary (31 Marion Street)

Built Form

C.13 Maximum tower building length of 45 metres.

C.14 Maximum tower building depth of 23 metres.

C.15 Maximum podium footprint of 1,565~~sq~~m^2.

C.16 Maximum tower footprint of 955~~sq~~m^2.

Public Domain

C.17 Tree planting is to be maximised across the site.

C.18 If awnings are provided, they are to be consistent with Parramatta Public Domain Guidelines.

C.19 Publicly accessible through-site link is to be provided along the western setback to 31 Marion Street.

C.20 The through-site link is to be legible, provide a clear path of travel, open to the sky, and well-lit at night.

C.21 3 metres of the northern and western setback are to be publicly accessible to allow for footpath widening.

C.22 Active frontages are to be provided on Marion Street and Station Street West.

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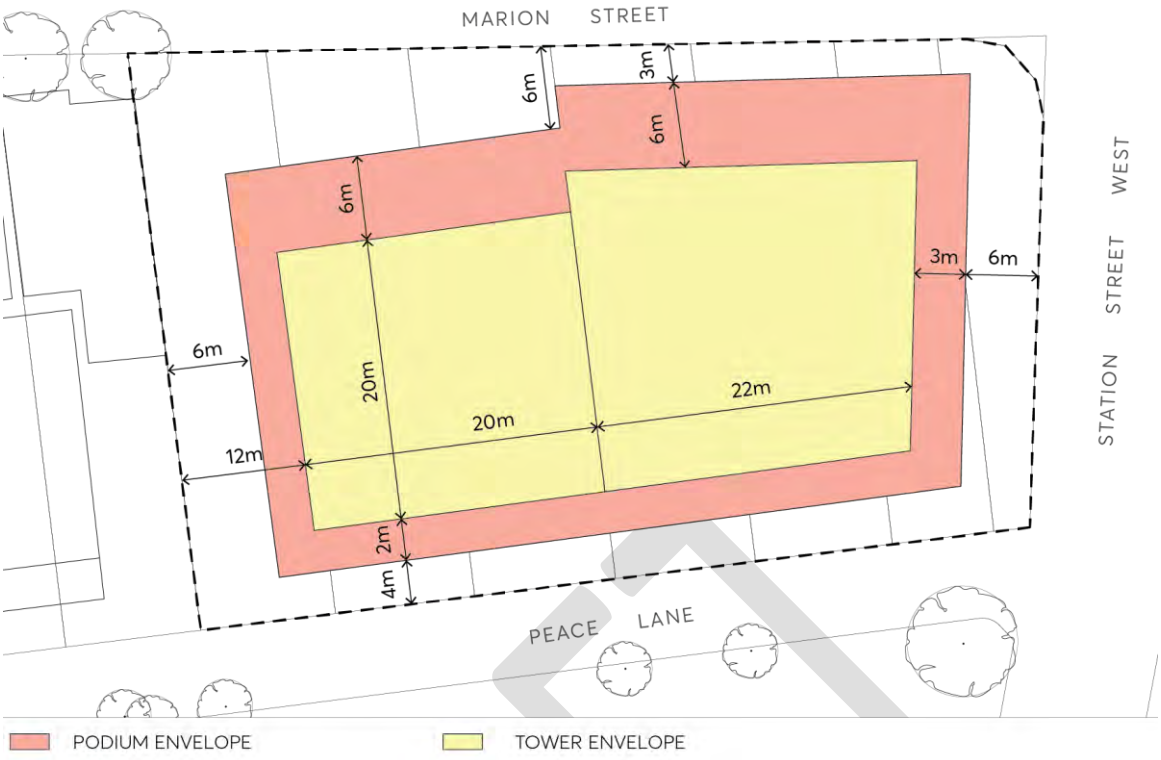


Figure 96.10.11.2 – Building alignment and setbacks

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9.10.12 2 O'CONNELL STREET, PARRAMATTA

This Section applies to land at 2 O'Connell Street, Parramatta, also known as 5 Aird Street (formally known as SP20716) as illustrated in Figure ~~9~~6.10.12.



Figure ~~9~~6.10.12 – Land application map

This Section is to be read in conjunction with other sections of this DCP and the relevant provisions within *Parramatta LEP 2023~~11~~*. If there is any inconsistency between this Section and other sections of this DCP, this section prevails.

This Section establishes objectives and controls to be interpreted during preparation and assessment of development applications and supports the objectives of the relevant provisions within *Parramatta LEP 2023~~11~~*.

Guiding Principles

P.01 Facilitate redevelopment of the site as a high~~-~~-quality mixed-use development to support the role of the Parramatta ~~CBD~~City Centre.

P.02 Contribute to the public domain at ground level through activated edges to Aird Street, O'Connell Street, and Campbell Street.

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P.03 Design the street walls to create streets that are legible, comfortable, safe, functional, and attractive.

P.04 Design the street walls to respond to existing built and heritage context.

P.05 Protect, frame, and enhance the axial view corridor from the entry gate to St John's cemetery along Aird Street.

P.06 Set back buildings above the street walls and side and rear boundaries to allow daylight penetration, mitigate wind impacts and enable views to the sky in streets and public places.

P.07 Design the tower to be elegantly proportioned and maximise its slenderness of form.

P.08 Protect amenity, daylight penetration, views to the sky and privacy between adjoining developments, and minimise the negative impacts of buildings on the amenity of the public domain.

P.09 Design and select the materials of buildings and the public domain to contribute to a high quality, durable, and sustainable urban environment.

P.10 Satisfy the standards of SEPP 65 and the Apartment Design Guide (ADG).

9.10.12.1 BUILDING ENVELOPES

Objectives

O.01 Reinforce the spatial definition of the streets.

O.02 Design the street walls with an appropriate human scale and sense of enclosure for the streets.

O.03 Ensure that the axial view corridors from the entry to St John's cemetery and along Aird Street are respected through the podium and recessed tower built form.

O.04 Protect daylight access at street level and permit views of sky from the streets by providing setbacks above street frontage height that promote separation between buildings.

O.05 Ensure that building form achieves comfortable public domain conditions for pedestrians, with adequate daylight, appropriate scale, and mitigation of wind effects of the tower building.

O.06 Ensure that the ground level interface provides shelter for pedestrians in the form of an awning as well as adequate space for street trees.

O.07 Ensure that built form achieves contextual fit with adjacent buildings on Aird and Campbell St.

O.08 Ensure that built form enables a healthy environment for street trees.

Controls

C.01 Building envelopes must be consistent with Figure 96.10.12.1.

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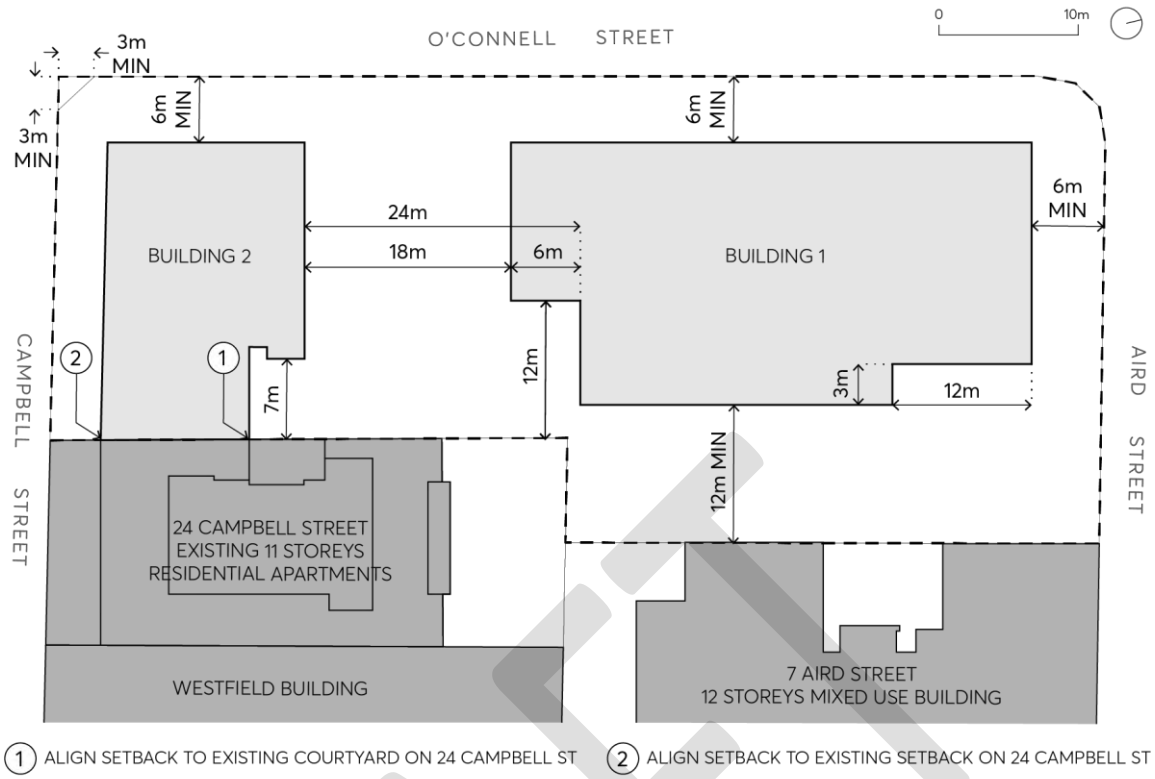


Figure 96.10.12.1 – Building Envelopes

C.02 The street wall must be built to the street boundary along its full frontage on Aird, O'Connell and Campbell Streets, except at Ground Level which must be set back 1.2m from the boundary, refer to Figure 96.10.12.2.

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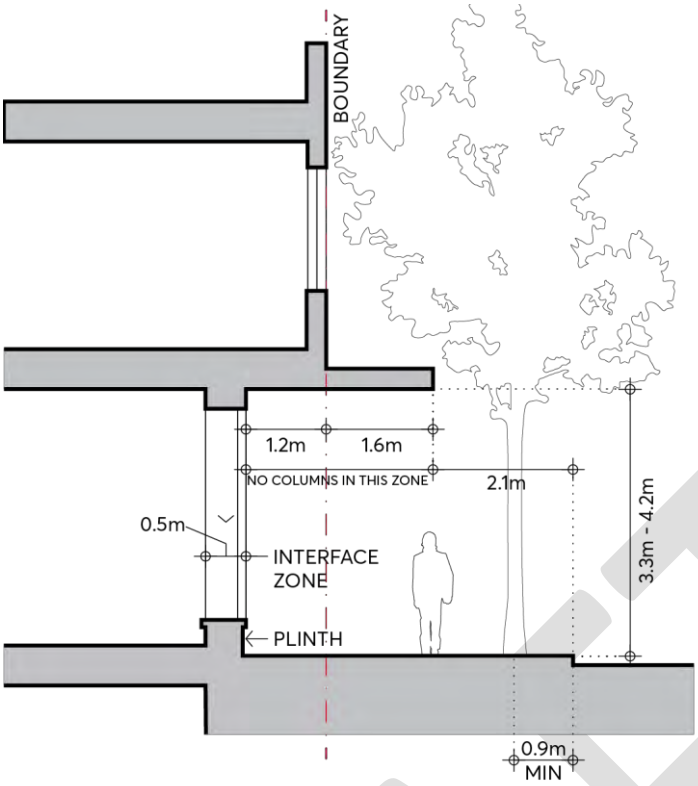


Figure ~~9~~6.10.12.2 – Street Section Aird St, O'Connell St and Campbell St

C.03 The street wall must incorporate a minimum splayed setback of 3 metres from the corner intersections for its full height.

C.04 Minor recesses in the street wall profile for modulation and articulation are permissible.

C.05 Above the street wall:

a) Building 1 must be set back a minimum of 6 metres on O'Connell St and Aird St.

b) Building 2 must be set back a minimum of 6 metres on O'Connell St and line up with the existing adjacent building to the ~~E~~east on 24 Campbell St.

C.06 Setbacks must be measured perpendicular to the boundary to the outer faces of the buildings.

C.07 The height of the street wall must be a minimum of 12.5 metres and a maximum of 21 metres from natural ground at footpath level. The height of the street wall at Aird and Campbell Streets must relate to the existing adjacent buildings.

C.08 Building 2 must be limited in height to 39 metres.

9.10.12.2 STREET WALL DESIGN

Objectives

O.01 Define the space of the streets and articulate their edges.

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O.02 Design the street walls to provide appropriate scale and detail.

O.03 Design the street walls to achieve fine grain modulation in the street.

O.04 Provide comfort and shelter for pedestrians.

O.05 Minimise large expanses of inactive frontage.

Controls

C.01 The street walls must:

a) ~~b~~Be modulated in vertical increments that relate to a fine grain subdivision pattern.

b) ~~b~~Be of predominantly masonry character with limited amounts of glass and no lightweight panel construction.

c) ~~b~~Be articulated with depth, relief and shadow on the street façade. A minimum relief of 150mm between the masonry finish and glazing face must be achieved.

d) ~~u~~Utilise legible architectural elements and types - doors, windows, loggias, reveals, pilasters, ~~c~~sills, plinths, frame and infill, etc. - not necessarily expressed in a literal traditional manner.

e) ~~i~~Include semi-recessed awnings for pedestrian shelter, refer to Figure ~~9~~6.10.12.2.

f) ~~l~~include a ground floor façade design which intensifies the walking experience with particular richness in detail, refer to The Ground Floor below.

C.02 Under crofts or disruptions of the street wall which expose the underside of the tower and amplify its presence on the street are not permitted.

9.10.12.3 THE GROUND FLOOR

Objectives

O.01 Provide for the amenity, interest, and liveliness of the pedestrian street environment.

O.02 Ensure a positive experience for pedestrians with the necessary fine grain environment of the street.

O.03 Integrate an engaging street interface with the design of the public domain, taking account of the topography of the site.

O.04 Optimise the extent of active frontages in the public domain.

O.05 Ensure appropriate scale and proportion of foyers and lobbies in relation to site frontage.

O.06 Promote activity, connectivity, and variety in the public domain.

O.07 Contribute to the economic vitality of the ~~c~~City.

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O.08 Ensure security measures do not inhibit passive surveillance on the street.

Controls

C.01 Active uses must fully occupy the ground floor frontage not taken up by services which should be minimised.

C.02 Any carparking or related functions on the ground floor frontage are not permitted.

C.03 The minimum depth of tenancy must be 4 metres, with an unobstructed view to a depth of 4 metres.

C.04 Foyers and lobbies must be a minimum of 3 metres and a maximum of 5 metres of the frontage width.

C.05 Semi-recessed awnings as well as street trees must be provided, refer to Figure 96.10.12.2.

C.06 The existing street trees adjoining the O'Connell Street frontage of the site are to be replaced with species identified within the Parramatta Public Domain Guidelines as part of an enhanced public domain adjoining this part of the site using Council's standard street tree pit details, available on request. Enhancement of the public domain also includes the upgrading of the footpath pavement identified within the Parramatta Public Domain Guidelines adjoining this part of the site.

C.07 The design of the Campbell St public domain and frontage must remove the existing split level footpath.

C.08 Columns must not be located within the awning zone outside of the glazed frontage.

C.09 Double height awnings are not permitted.

C.10 Glass awnings are not permitted.

C.11 The ground floor frontage must be designed in detail and the following must be incorporated in its design:

a) The ground floor levels and façade structure and rhythm must be designed to present a fine grain street frontage.

b) A nominal 500mm interface zone at the frontage must be set aside to create interest and variety in the streetscape, to be used for setbacks for entries, opening of windows, seating ledges, benches, and general articulation, refer Figure 96.10.12.2.

c) The frontage must have a high level of expressed detail and tactile material quality.

d) Façeades must be vertically articulated.

e) The modulation and articulation of the facade should include a well resolved meeting with the ground plane that also takes account of the slope. A horizontal plinth, integrated in the design, must be incorporated at the base of glazing to the footpath.

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f) The frontage must take account of the need to provide a clear path of travel for disabled access.

g) Legible entrances must be formed in the frontage.

h) Fire escapes and services must be seamlessly incorporated into the frontage with quality materials.

C.12 Security doors or grilles must be designed to be:

a) ~~F~~fitted internally behind a shopfront;

b) ~~F~~fully retractable; and

c) ~~A~~a minimum 50% transparent when closed.

C.13 Parking security grilles or doors must be aligned to the building edge.

C.14 The frontage must not have deep recesses for entry lobbies that compromise safety.

9.10.12.4 HERITAGE

Objectives

O.01 Ensure development demonstrates an appropriate transition to any heritage items or heritage conservation areas.

Controls

C.01 Development is to provide a transition in building height from the St Johns Anglican Cemetery to the tower structure through the use of podiums, awnings and other design features. A podium and awning that complies with control C0.7 under the heading "Building Envelopes" is considered to provide an appropriate transition for the purpose of this control.

9.10.12.5 MATERIALS

Objectives

O.01 Ensure the development does not compromise the amenity or safety of the public domain and surrounding building occupants.

Controls

C.01 Development is to comply with the controls relating to Building Exteriors and Section ~~9~~6.8 – Environmental Sustainability. In particular, materials selection is to minimise reflectivity and glare impacts.

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9.10.13 12 HASSALL STREET

This Section applies to land at 12 Hassall Street, Parramatta (formally described as Lot 156 DP1240854) as shown in Figure 96.10.15.



Figure 96.10.13 – Land application map

This Section is to be read in conjunction with other sections of this DCP and the relevant provisions within *Parramatta LEP 2023~~11~~*. If there is any inconsistency between this Section and other ~~s~~Sections of this DCP, this ~~s~~Section prevails.

This Section provides site-specific objectives and design controls to achieve development that is consistent with the desired future character.

9.10.13.1 DESIRED FUTURE CHARACTER

The location of the site is within a street that is undergoing transition to higher density development. The site is adjacent to the Police Headquarters building which includes a large void of the car parking ramps directly to the west and substantial building behind.

Future uses on this site have regard to the proximity and scale of the Police Headquarters building. The site is located within close proximity to Parramatta Railway Station and the Parramatta bus interchange and therefore supports the increased intensity of uses and encourages public transport usage to minimise private car dependency.

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The mixed use character complements the transitioning nature of the south-western area, within the Parramatta City Centre. The development of this site provides a mix of uses including retail, commercial and the opportunity for community facilities and residential.

The building form provides a 4 storey podium with a recessed tower above to reduce bulk and scale, provide articulation and concentrate building form to the west to maintain and enhance daylight to the future mixed use building and adjoining sites.

The building form provides an active street front along Hassall Street integrates with adjoining development.

Development complies with the objectives and controls set out below and any other relevant objectives and controls of this Section.

Objectives

Site Objectives

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

O.01 To respond to the role of Parramatta as Metropolitan Centre for the Central City District under the Central City District Plan.

O.02 To provide a mix of uses that support the role of the Parramatta City Centre reinforcing and complimenting the centre's core employment role.

O.03 To strengthen the built form relationship and provide appropriate development along the transitioning south-western edge of the Parramatta City Centre.

O.04 To contribute to the revitalisation of the Parramatta City Centre and to support activation of the public domain.

O.05 To encourage design excellence and high-quality built form.

O.06 To provide a safe, active, and landscaped public domain.

9.10.13.2 BUILDING FORM

The provisions in this ~~s~~Section are intended to encourage a high-quality mixed use building form that will complement the ~~c~~City ~~c~~Centre and support the centre's core employment role. A new building form should contribute to an active and improved public domain that will create a positive transition with existing development along the south-eastern edge of the Parramatta City Centre.

The building form is required to have a four storey podium at street level to define the street edge and narrow to a tower form above to maximise daylight and ensure the development and adjoining properties receive a high level of solar access.

Objectives

O.01 To provide an appropriate building scale that will provide appropriate setbacks to ensure a high level of amenity for future residents and adjoining sites.~~;~~

O.02 Create a street edge consistent with surrounding development and provide street definition.~~;~~

O.03 Ensure the building allows for appropriate setbacks to maintain high levels of solar access, maintain privacy and allow for view sharing~~; and~~.

O.04 Ensure that building form is appropriately articulated and modulated to minimise building bulk and scale.

Controls

Refer to Figures ~~9~~6.10.13.2 to ~~9~~6.10.13.4 which illustrate built form diagrams to support the setbacks outlined below.

Maximum Street Frontage Height

C.01 Maximum podium height of 4 storeys (15 metres), to match adjoining podium at 14 Hassall Street.

Maximum Tower Height

C.02 Maximum tower height of 61 storeys (192 metres).

Street Frontage Setbacks

C.03 The podium shall have a nil setback from Hassall Street.

Basement Setback

C.04 The basement carpark shall be setback from the northern boundary to provide opportunity for deep soil landscaping along the boundary.

Building Setbacks above Maximum Street Frontage Height

C.05 The tower shall have a minimum setback of 6 metres from Hassall Street.

C.06 ~~-~~Balconies are generally to be located within the building envelope, however may extend beyond the envelope to provide articulation to the building form.

C.07 Minor projections into the front building line setback for sun shading devices, entry awnings and building elements are permissible, but shall not extend further than 450mm.

Podium Side and Rear Setbacks

C.08 The podium shall have a flexible setback of between nil to 6 metres from the western boundary.

C.09 The podium shall have a minimum rear setback of 12 metres, variation to the rear setback to achieve a better urban design outcome may be considered.

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C.10 The podium shall have no setback from the eastern boundary.

Tower Side and Rear Setbacks

C.11 The tower shall have a minimum setback for 6 metres from the western boundary.

C.12 The tower shall be setback in accordance with the separation distance requirements of the Apartment Design Guide. The setbacks of the tower should ensure compliant solar access to the proposed units.

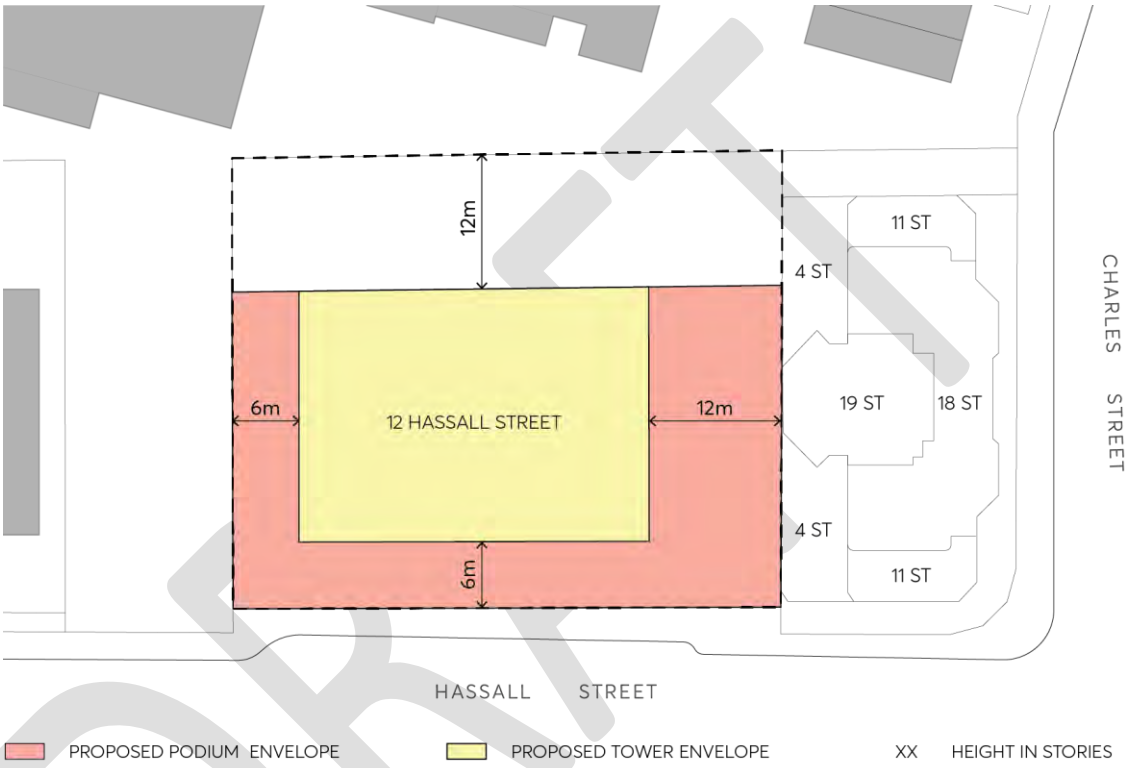


Figure ~~96~~.10.13.2 – Built form – setbacks and tower separations

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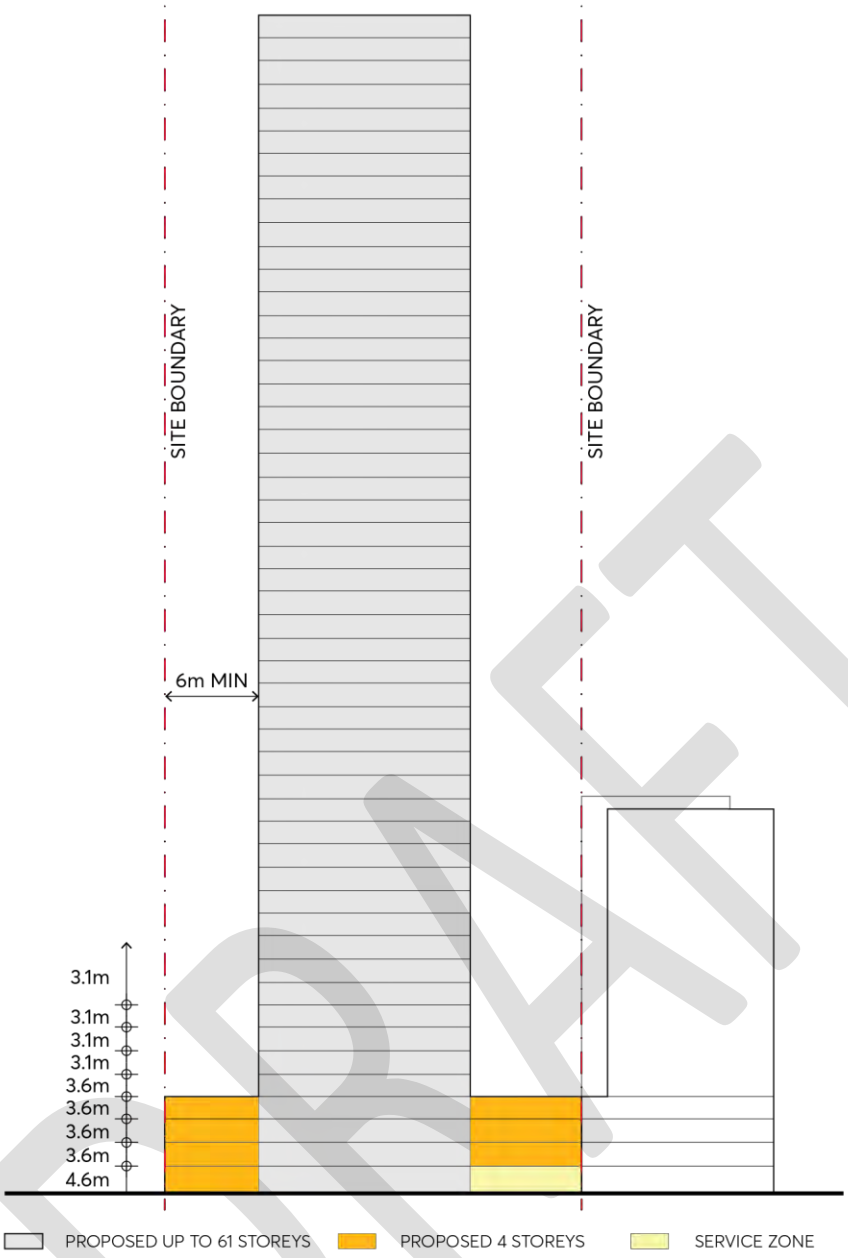


Figure 96.10.13.3 – Built form Elevation and floor to floor heights

9.10.13.3 MIXED USES

A mix of uses shall be provided with in the building to complement that character of the Parramatta City Centre. The podium shall contain a mix of retail, commercial and consideration be given to community uses that will assist in activating the ground level. Residential uses shall be located within the tower to maximise amenity for future residents.

Objectives

O.01 Activate the Hassall Street frontage to enhance public safety and increase pedestrian activity.

O.02 Minimise potential conflicts between uses.

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O.03 Ensure the position of each use will maximise residential amenity and support non-residential uses.

O.04 Ensure the building appropriately addresses and enhances the public domain.

Controls

C.01 Ground level shall contain a mix of retail, food, and drink premises and/or business premises.

C.02 Non-residential uses that activate the street shall be located along Hassall Street.

C.03 Community facilities are encouraged and where provided should be located within the podium.

C.04 The podium shall contain commercial floor space equivalent to a minimum of 1:1 floor space ratio.

C.05 Residential floor space shall be located within the tower to maximise solar access.

9.10.13.4 PUBLIC DOMAIN AND LANDSCAPING

The development will improve the public domain with non-residential uses located at ground level. Improved pedestrian amenity will activate Hassall Street and create a place where people will interact to support the non-residential core of the City Centre. The ground level will be designed to enhance the environment along Hassall Street and provide pedestrian movement around the site and into the site to access non-residential uses at ground level.

Objectives

O.01 To encourage pedestrian movement at street level along the street frontage to provide increased natural surveillance~~; and~~.

O.02 Improve the natural environment to create a pleasant and desirable place to attract pedestrians and residents.

Controls

C.01 Publicly accessible spaces should incorporate public art, seating and other facilities to enhance the space~~.~~;

C.02 The service zone shall be located adjacent to the eastern boundary to minimise conflict between vehicles and pedestrians, as shown in Figure ~~9~~6.10.13.4 below.

C.03 Street tree planting shall be provided along Hassall Street in accordance with the Parramatta City ~~s~~Street ~~t~~Tree ~~p~~Planting ~~p~~Policy.

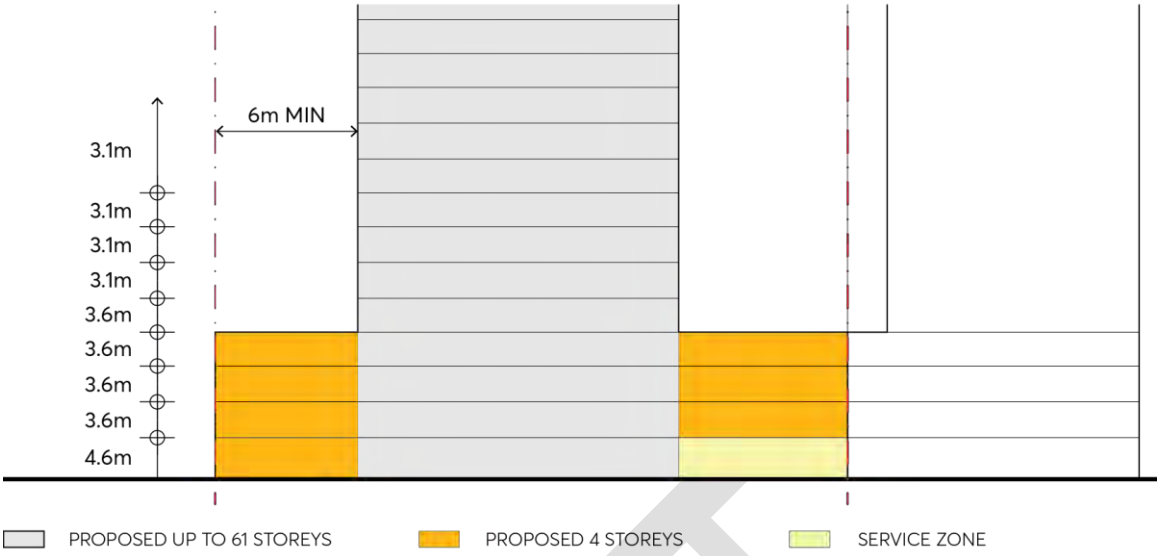


Figure 96.10.13.4 – Vertical view of the podium and service zone

9.10.13.5 CAR PARKING AND ACCESS

The access and movement throughout the site is characterised by both pedestrian and vehicular movement. It is vital to minimise conflict to maintain pedestrian safety.

Public and private access should be clearly defined and direction provided.

Objectives

O.01 Minimise conflict between pedestrians and vehicle movements.

O.02 Activate shared spaces and the public domain.

O.03 Provide alternate private access for future residents directly to private open space.

Controls

C.01 All vehicle/service vehicle access is to be via a driveway at the eastern end of the Hassall Street frontage.;

C.02 Vehicle and service access widths to be minimised and integrated into the building design without causing queuing of vehicles into the public domain.;

C.03 Car parking, loading and garbage areas are to be located within the basement levels.;

C.04 The shared area along the eastern boundary shall ensure that the vehicular and private pedestrian accesses are suitably separated to avoid conflict and maintain safety.;

C.05 Vehicles, including service vehicles, shall enter and exit the site in a forward direction.;

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C.06 All loading and servicing need are to be catered for on-site and not rely on the surrounding kerbside on Hassall Street~~; and.~~

C.07 The design and location of vehicular access should minimise potential impacts to the operation of traffic signals at the intersection of Hassall Street and Chares Street.

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9.10.14 20 MACQUARIE STREET

This Section applies to land at 20 Macquarie Street, Parramatta (formally described as Lot 1 DP 503651 and Lot 1 DP 501663) - the subject site - as illustrated in Figure 96.10.14.

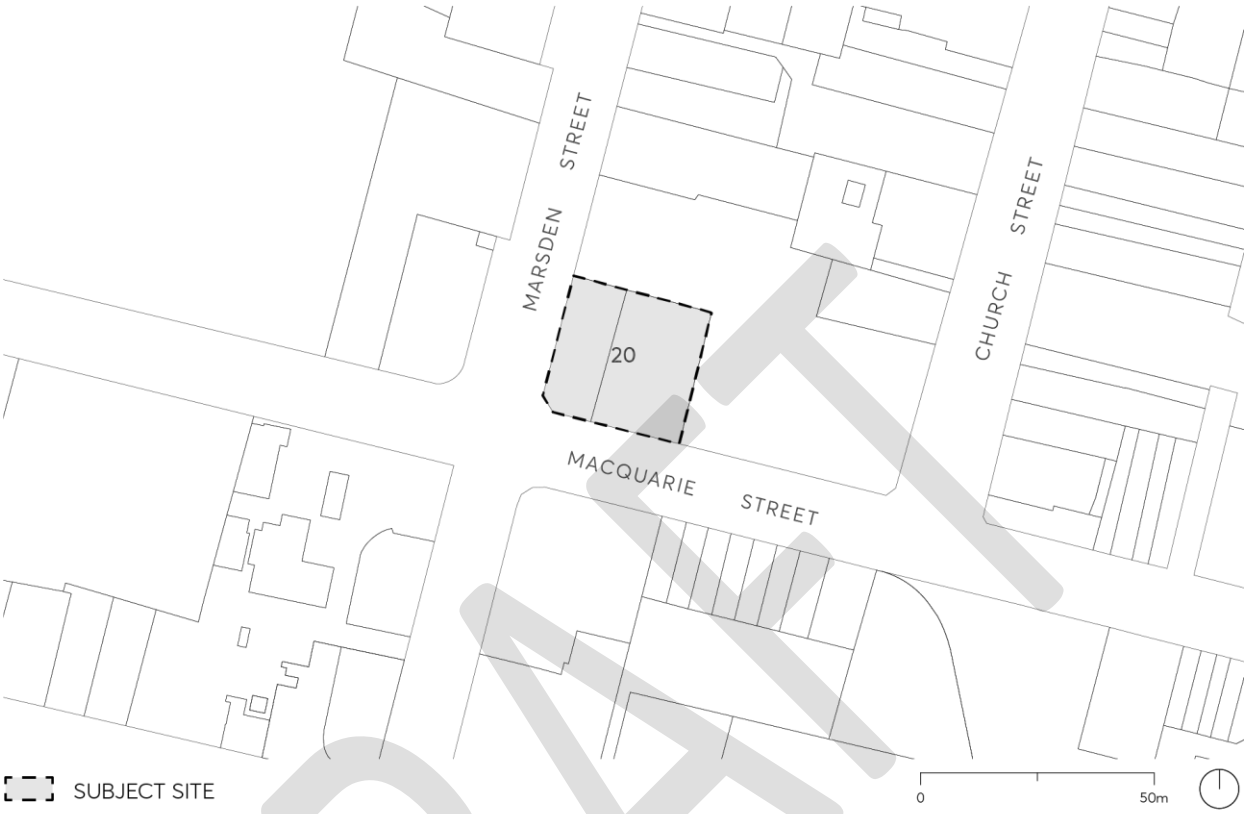


Figure 96.10.14 – Land application map

This Section is to be read in conjunction with other sections of this DCP and the relevant provisions within *Parramatta LEP 202311*. If there is any inconsistency between this Section and other sections of this DCP, this section prevails.

This part establishes site specific principles, objectives and controls to be interpreted during preparation and assessment of development applications for the site.

The yield anticipated for the site via Clause 7.430 in *Parramatta LEP 202311* comprises:

- Base FSR of 10:1.
- Maximum building height of 90 metres.
- Design Competition Bonus of 15% relating to Height and FSR to achieve 103.5m and FSR of 11.5:1.

Note – This is subject to Clause 7.75 Sun access provisions in *Parramatta LEP 2023Local Environmental Plan 2011*).

This Section sets relevant development controls for the form of the building, taking into account the anticipated yield in floor space. This bonus height and FSR will be achieved via Part 7, Division 3 Design excellence in *Parramatta LEP 202311* at the dDevelopment aApplication stage.

Options for Development

The following Desired Future Character, Built Form, Design and Massing, Land Uses, Traffic and Transport Objectives can be presented for two development options, the options include:

- **Option A** – Retail and commercial uses on the lower floors and hotel and commercial uses above with underground parking below.
- **Option B** – Retail and commercial uses on the lower floors and residential uses above with underground parking below.

OPTION A – RETAIL, COMMERCIAL USES ON THE LOWER FLOORS AND HOTEL AND COMMERCIAL USES ABOVE WITH UNDERGROUND PARKING BELOW.

9.10.14.1 DESIRED FUTURE CHARACTER

Future mixed use development is consistent with the NSW Government policies to facilitate a renewed Parramatta ~~CBD~~City Centre.

The mixed use character of development ~~is to~~ complements the Parramatta City Centre and provides a positive design outcome. The proposed mix of land uses includes retail, commercial uses on the lower floors and hotel and commercial uses above with underground parking below.

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

- Create a street wall which demonstrates design excellence and contributes to the design quality of space and streets in the City Centre;
- The street wall has been designed to provide a well-modulated pedestrian experience at street level. A smaller, more detailed scale is used in its articulation;
- The tower is designed to ensure solar protection to the key public spaces of Parramatta Square;
- Emphasis is placed on the corner position of the site compliant with this DCP section's objectives;
- The tower engages directly with the secondary street frontage;
- The development comprises a podium edge to Macquarie Street, with recessed tower form to minimise negative street amenity impacts, especially wind mitigation;
- Zero setback is provided to Marsden Street, with high quality (shingle) façade design to ameliorate negative street amenity impacts especially wind mitigation and quality design gestures is provided in the architectural skeleton;
- A Shingle Façade System is used to eliminate wind downdraft to Marsden Street;
- Incorporate a street wall and canopy to Macquarie Street;

- The ground floor facade is rich in variation and detail. Vertical relief in the façade os provided to maximise the walking experience, with awnings included and integrated in the design to provide adequate pedestrian shelter;
- The development provides an opportunity to attract a premier retailer to the high street, to transform Macquarie Street into a high-quality boulevard; and
- Development complies with the objectives and controls set out below and any other relevant objectives and controls of this DCP.

Site objectives

O.01 To provide a mix of uses that support the role of Parramatta ~~CBD~~ City Centre as Sydney's Central City.

O.02 To revitalise Macquarie Street and Marsden Street.

O.03 To encourage high quality built form outcomes and achieve design excellence.

O.04 To minimise adverse impacts on the amenity of adjoining uses.

O.05 To allow sunlight access to the key public spaces of Parramatta Square.

9.10.14.2 BUILT FORM, DESIGN AND MASSING

Objectives

O.01 To ensure that the built form:

- Responds positively to the subject site's location in relation to the Parramatta 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~~; and~~ ,
- Achieves usable and pleasant street and podium environment in terms of daylight and solar access, scale, and wind mitigation.
- Responds to the potential for future road widening on Marsden Street.

Controls

Street Frontage Heights

C.01 Maximum street wall height of 14 metres (3 storeys) fronting Macquarie Street.

Building Setbacks

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C.02 The minimum building setbacks are to be in accordance with the control table below:

	Minimum setback (m^2)
PODIUM	
All boundary (except Marsden Street)	0m for the first 3 storeys or any building up to 14m in height
Western boundary (Marsden Street)	
TOWER (UPPER LEVEL)	**COMMERCIAL**
Western boundary (Marsden Street)	2m
Eastern boundary	9m or 6m if criteria are met – see table below **
Northern boundary	6m
Southern boundary (Macquarie Street)	3m

Western boundary (Marsden Street) podium setback

C.03 The podium may overhang the 2 metres setback area, however, this will only be considered in the case that the proposed building satisfies the design excellence provisions within Part 7, Division 3 Design excellence in *Parramatta LEP 2023~~11~~* and complies with the 2 metres setback for a maximum of 4.2 metres above the finished level of the future footpath as per Figure ~~9~~6.10.14.4 ~~–~~: Section 2 through Marsden Street and Figure ~~9~~6.10.14.5 ~~–~~: Detailed Section through Marsden Street.

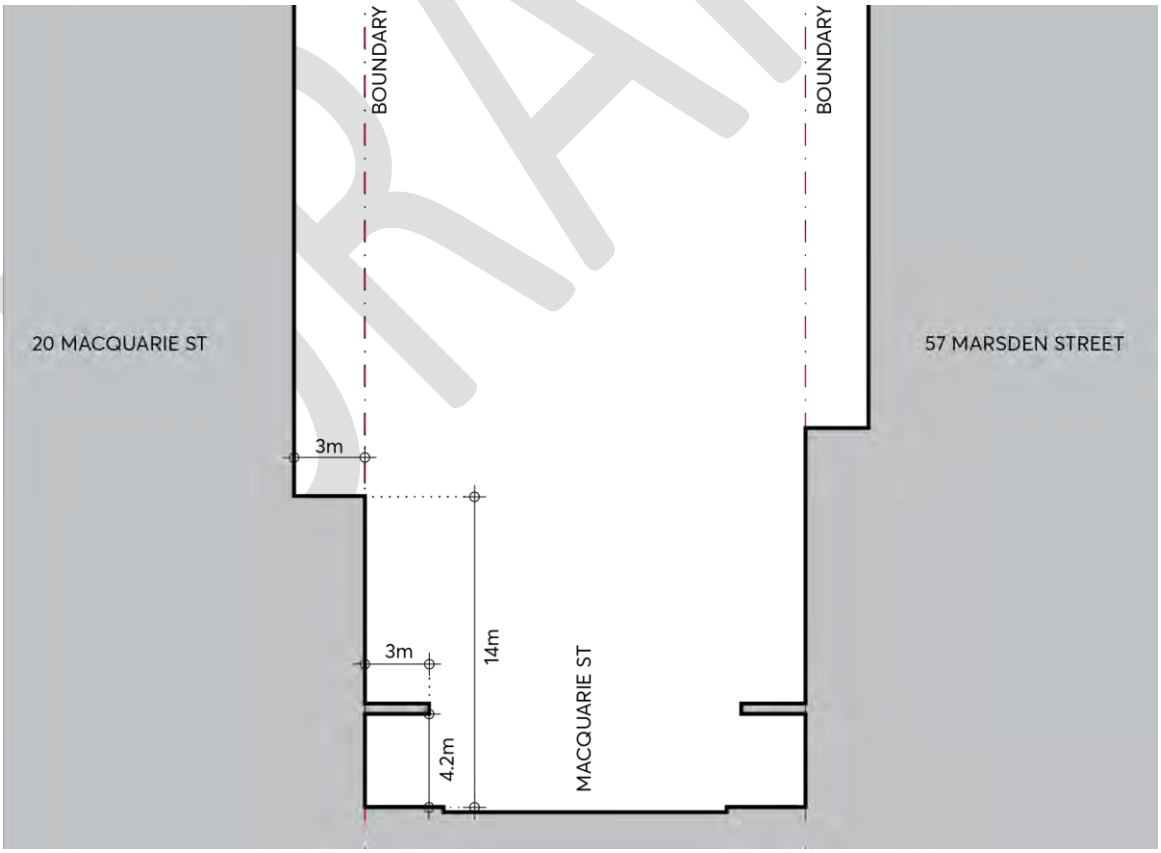


Figure ~~9~~6.10.14.2 – Section 1 through Macquarie Street

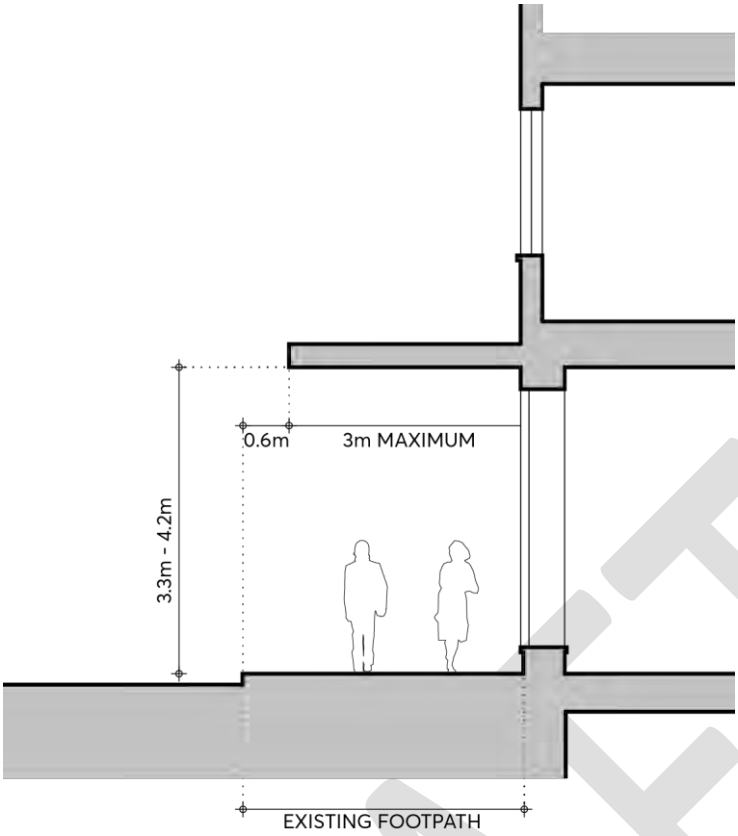


Figure 96.10.14.3 – Detailed Section through Macquarie Street

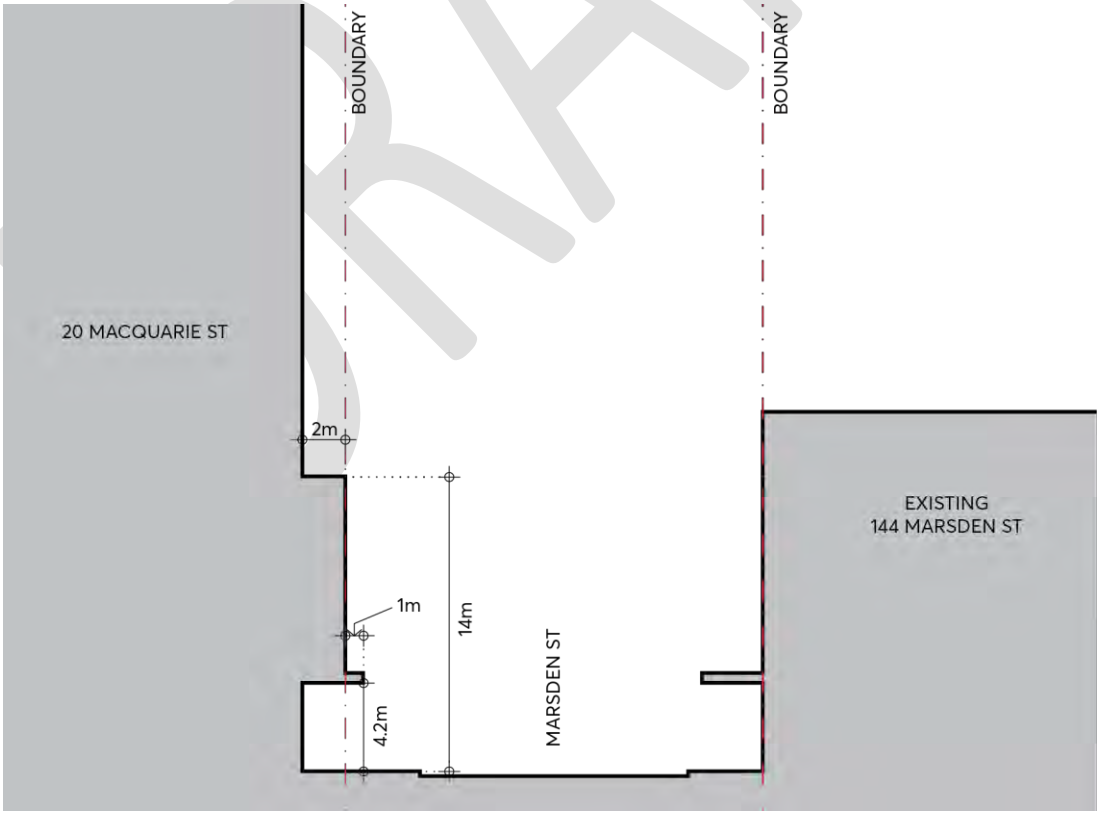


Figure 96.10.14.4 – Section 2 through Marsden Street

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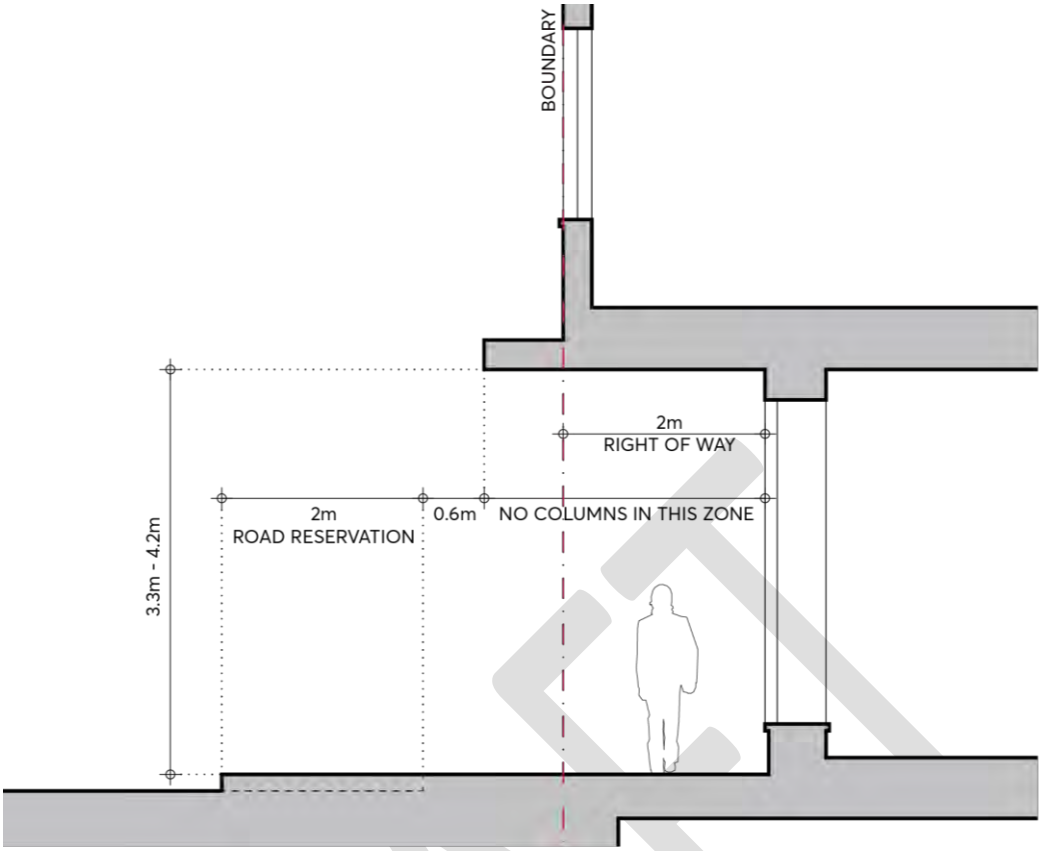


Figure ~~9~~6.10.14.5 – Detailed Section through Marsden Street

Tower (upper level) Eastern Boundary – 6 metre Minimum Setback Criteria

C.04 A lesser side setback on the eastern side boundary than 9 metres may be considered in the case that the proposed building satisfies the design excellence provisions within Part 7, Division 3 Design excellence of *Parramatta LEP 202311* and the following specific criteria in the control table below:

THEME	CONTROLS
Minimum side setback on the eastern boundary	The side setback is not less than 6 metres.
Minimum tower separation	The proposed tower is separated a distance of no less than 18m from any existing or proposed tower on the adjoining site to the east at 197 Church Street.
Public Domain Amenity	The proposed development ensures that the amenity of the public domain is retained and enhanced through adequate building separation such that: • Light can adequately penetrate between buildings. • Breezes can flow between buildings. • There are high quality and well-designed facades which can be seen and contribute to the visual amenity of the locality, the cityscape and beyond.

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THEME	CONTROLS
Design Quality	The proposed development achieves the highest level of design quality and design excellence such that it visually enhances the locality, the city scape and beyond.
Visual privacy	The proposed development achieves building separation to ensure reasonable levels of external and internal visual privacy.
Internal amenity	The proposed development achieves a high level of internal amenity and can provide adequate access to light and ventilation.
Heritage	The proposed development does not have an unreasonable impact on the heritage significance of the heritage listed shop adjoining at No. 197 Church Street, Parramatta.

Tower floor plate

C.05 The tower setbacks will accommodate a tower with a floorplate of approximately 750m² ~~square metres~~.

Building design

C.06 The street wall /podium is to be a separate architectural element, that is distinct and different in character from the tower element.

C.07 High quality design and materials are to be used for the security shutters into the car park and loading areas.

C.08 Should residential land uses be included, a vegetated rooftop terrace is to be provided in the podium that is usable taking into account solar access and wind mitigation.

C.09 Overshadowing is to be minimised within the area of Parramatta Square outlined in the blue hatched area of Parramatta Square identified as "No additional overshadowing" within the Sun Access Protection Map in *Parramatta LEP Plan 2023~~11~~*. The building shall be designed so that no single point of the area identified above is in shadow between 12.00pm and 2.00pm in mid-~~W~~winter.

9.10.14.3 LAND USES

Objectives

O.01 To provide for useable and functional floor space that can support the desired use, achieve internal spaces appropriate to their function and support the Parramatta City Centre.

Controls

C.01 The ground floor street frontage is used for active commercial uses.

C.02 Commercial/retail tenancies are of a sufficient size and layout to cater for their desired use and function.

9.10.14.4 TRAFFIC AND TRANSPORT

Objectives

O.01 To ensure adequate parking is provided on site.

O.02 To minimise pedestrian and vehicle conflict by locating vehicle access away from the Macquarie Street and Marsden Street intersection.

O.03 To ensure parking design is integrated into the design of the building.

Controls

C.01 Servicing, loading and set down/pick up activities are to be accommodated on site.

C.02 Car parking is to be provided in accordance with the rates of parking prescribed in ~~c~~Clause 7.16 in *Parramatta LEP 202~~3~~11*. Bicycle parking is to be provided in accordance with Section ~~3.6.~~26.3 – Bicycle Parking of this DCP.

OPTION B – RETAIL USES ON THE LOWER FLOORS AND RESIDENTIAL USES ABOVE WITH UNDERGROUND PARKING BELOW.

9.10.14.5 DESIRED FUTURE CHARACTER

Future mixed use development proposed at the site is consistent with the State Government policies to facilitate a renewed Parramatta ~~CBD~~City Centre.

The mixed use character of development complements the Parramatta City Centre and provides a positive design outcome. The proposed mix of land uses includes retail uses on the lower floors and residential uses above with underground parking below.

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

- ~~A~~a street wall is created which demonstrates design excellence and contributes to the design quality of space and streets in the City Centre;
- ~~T~~the street wall is to be designed to provide a well-modulated pedestrian experience at street level. A smaller, more detailed scale should be used in its articulation;
- ~~T~~the tower is to designed so as to ensure solar protection to the key public spaces of Parramatta Square.

- Eemphasise the corner position of the site compliant with the DCP objectives;
- Ccomprise a podium edge to Macquarie Street and Marsden Street, with recessed tower form to minimise negative street amenity impacts, especially wind mitigation;
- Tthe street wall to be designed to provide a well-modulated pedestrian experience at street level. A smaller, more detailed scale should be used in its articulation;
- Iincorporate a street wall and canopy to Macquarie Street;
- Gground floor facade to be rich in variation and detail. Vertical relief in the façade to maximise the walking experience, with awnings included and integrated in the design to provide adequate pedestrian shelter;
- pProvide an opportunity to attract a premier retailer to the high street, to transform Macquarie Street into a high-quality boulevard;
- Ddevelopment is to comply with SEPP 65; and
- Ddevelopment is to comply with the objectives and controls set out below and any other relevant objectives and controls of this Section.

Site objectives

O.01 To provide a mix of uses that support the role of Parramatta City Centre.

O.02 To revitalise Macquarie Street and Marsden Street.

O.03 To encourage high--quality built form outcomes and achieve design excellence.

O.04 To minimise adverse impacts on the amenity of adjoining uses.

9.10.14.6 BUILT FORM, DESIGN AND MASSING

Objectives

O.01 To ensure that the built form:

a) Rresponds positively to the sites location in relation to the cCity cCentre and the streetscape.

b) Hhas a positive and cohesive relationship with surrounding land and uses.

c) Hhas adequate separation to minimise visual bulk and to ensure adequate amenity within the site and to neighbouring development; and

d) Aachieves usable and pleasant street and podium environment in terms of daylight and solar access, scale, and wind mitigation.

e) Rresponds to the potential for future road widening on Marsden Street.

Controls

Street frontage heights

C.01 Maximum street wall height of 14 metres (3 storeys) fronting Macquarie Street and Marsden Street.

Building setbacks

C.02 The minimum building setbacks are to be in accordance with the control table below:

	Minimum setback (m)
Podium	
All boundary (except Marsden Street)	0m for the first 3 storeys or any building up to 14m in height
Western boundary (Marsden Street)	2m
Tower (upper level)	**Residential**
Western boundary (Marsden Street)	6m
Eastern boundary	12m
Northern boundary	6m
Southern boundary (Macquarie Street)	3m

Western boundary (Marsden Street) podium setback

C.03 The podium may overhang the 2 metres setback area, however, this will only be considered in the case that the proposed building satisfies the provisions in Part 7, Division 3 Design excellence in *Parramatta LEP 2023*~~11~~ and complies with the 2 metre setback for a maximum of 4.2 metre above the finished level of the future footpath as per Figures 9~~6~~.10.14.4 and 9~~6~~.10.14.5.

Tower floor plate

C.04 The tower setbacks will accommodate a tower with a floorplate of approximately 600 square metres.

Building design

C.05 The street wall-/podium is to be a separate architectural element, that is distinct and different in character from the tower element.

C.06 High-quality design and materials are to be used for the security shutters into the car park and loading areas.

C.07 To ensure a landscape courtyard in the podium that is usable taking into account solar access and wind mitigation.

9.10.14.7 LAND USES

Objectives

O.01 To provide for useable and functional floor space that can support the desired use, achieve internal spaces appropriate to their function and support the Parramatta City Centre.

Controls

C.01 The ground floor street frontage is used for active commercial uses.

C.02 Commercial/retail tenancies are of a sufficient size and layout to cater for their desired use and function.

9.10.14.8 TRAFFIC AND TRANSPORT

Objectives

O.01 To ensure adequate parking is provided on site.

O.02 To minimise pedestrian and vehicle conflict by locating vehicle access away from the Macquarie Street and Marsden Street intersection.

O.03 To ensure parking design is integrated into the design of the building.

Controls

C.01 Servicing, loading and set down/pick up activities are to be accommodated on site.

C.02 Car parking is to be provided in accordance with the rates of parking prescribed in Cclause 7.186 in *Parramatta LEP 202311*. Bicycle parking is to be provided in accordance with Section 3.6.26.3 – Bicycle Parking of this DCP.

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9.10.15 197 AND 207 CHURCH STREET AND 89 MARSDEN STREET

This Section applies to land at 197 and 207 Church Street and 89 Marsden Street, Parramatta (197 Church Street) as illustrated in Figure 96.10.15. The subject land is formally described as Lot 1 DP 710335 and Lot 1 DP 233150.



Figure 96.10.15 – Land application map

This Section is to be read in conjunction with other sections of this DCP as well as with the relevant provisions in *Parramatta LEP 20231*. If there is any inconsistency between this Section and other sSection of this DCP, this sSection prevails.

This Section establishes objectives and controls to be interpreted for the preparation and assessment of any development application for the subject site and supports the objectives of *Parramatta LEP 20231*.

9.10.15.1 DESIRED FUTURE CHARACTER

The site occupies a significant corner within the Parramatta City Centre. The intersection of Church Street and Macquarie Street has historically played a major role in Parramatta's life as a city. The Greater Sydney Commission's Central City District Plan envisages that this vicinity of the City Centre will continue to play an important role as the unifying heart of the Central River City.

The City of Parramatta Council also foresees *a future for Parramatta as a centre of excellence... This means forward planning, innovation and investment to ensure that public infrastructure and future development meets the needs of our residents, visitors and worker.* This includes the redevelopment in and around Parramatta Square, the connection with Centenary Square and the provision of new Civic Link between the Parramatta River and Parramatta Square.

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Future development at the subject site shall be designed to respond to the flood conditions of the site and surrounding roads.

Site Objectives

O.01 Capitalise on the site's strategic location within the Parramatta City Centre.

O.02 Facilitate the fine grain network of pedestrian links through the site.

O.03 Respect the heritage items on the site and the social significance of these items.

O.04 Ensure the built form outcome is appropriate, having regard to Council's and the community's vision for the Parramatta ~~CBD~~City Centre, and ensure the built form responds to the emerging built form context.

O.05 Ensure development provides built form articulation and an attractive composition of building elements with an appropriate relationship between buildings and streetscape.

O.06 Ensure building height is distributed across the site having regard for orientation and overshadowing.

O.07 Provide opportunities for an appropriate level of active ground floor uses to be accommodated to increase pedestrian activity and use of public domain areas.

O.08 Include stormwater management measures which appropriately address the level of flood affectation on the site and immediate surrounds.

O.09 Ensure the design of the building addresses the local flood conditions and does not impede local overland flow paths.

O.10 Minimise the risk to life by ensuring appropriate safe areas within the building to shelter during a flood, and safe access from the building during a medical or fire emergency.

O.11 Allow uses and development on the site that are appropriate to the flood hazard.

O.12 Facilitate redevelopment of the site as a high-quality mixed use development.

O.13 Ensure the building interfaces positively with the public areas and contributes to an attractive public domain and desirable setting for its intended uses.

9.10.15.2 BUILT FORM

The reference design is a guide to future development on the site and is based on a proposal that provides for two towers above a podium which will cover the entire site. The tower on the south and eastern part of the site comprises commercial floor space. The tower on the north-western part of the site (fronting Marsden Street) comprises hotel accommodation.

Retail floor space may be provided on the ground floor of the podium, as well as within a lower ground/basement level, which has been designed to accommodate a small format supermarket. Site

servicing (loading, unloading, waste collection) may also occur on basement level 1. Car parking will be located within basement levels accessed from Macquarie Street.

Objectives

The following design objectives are to be considered in relation to development on the site:

O.01 Towers are to be designed to ensure solar access to the key public space within Parramatta Square is maintained.

O.02 Activation of street frontages to Church Street, Macquarie Street and Marsden Street is to be provided.

O.03 Opportunities to connect with the development on 20-22 Macquarie Street at ground level to be considered.

O.04 The existing facade of the Murray Bros building along Church Street and Macquarie Street (including the awning) is to be retained. Access arrangements are to respect the heritage values of the facade.

O.05 Incorporate design features to eliminate wind downdrafts on Marsden and Macquarie Streets.

O.06 Provide awnings along all street frontages, where these can be incorporated without compromising heritage features.

O.07 Provide opportunities to accommodate a major retail tenant within the ground floor or lower ground floor areas.

Controls

C.01 The setbacks along Marsden Street are to be consistent with those shown in Figures 96.10.15.2 and 96.10.15.3.

C.02 The parapet wall along Marsden Street is to align with the parapet height of the Marsden Street frontage of the adjoining development on 20 Macquarie Street. Refer Figures 96.10.15.2 and 96.10.15.3.

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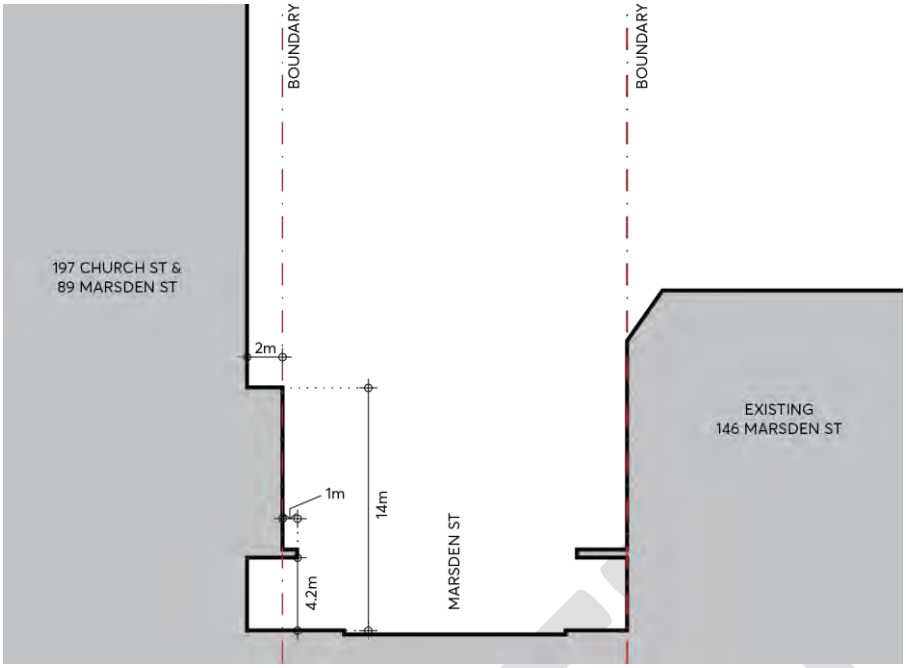


Figure 96.10.15.2 – Marsden Street Frontage – Setbacks to Podium and Tower

C.03 A zero setback to Macquarie Street for the podium, with the tower element being setback a minimum of 6 metres to Macquarie Street.

C.04 A zero setback to Church Street for the podium, with the tower element being setback a minimum of 12 metres from Church Street.

C.05 The separation between towers used for non-residential uses on the site shall be a minimum of 12 metres.

C.06 Setbacks to adjoining property boundaries will generally be a minimum of 6 metres for non-residential uses.

C.07 If residential uses are proposed, setbacks to adjoining property boundaries will be a minimum of 9 metres, and inter-building separation of 18 metres between residential uses and compliant with the design criteria specified in Part 2F of the Apartment Design Guide.

Note – The above controls are illustrated on the Site Reference Site Plan at Figure 96.10.15.4.

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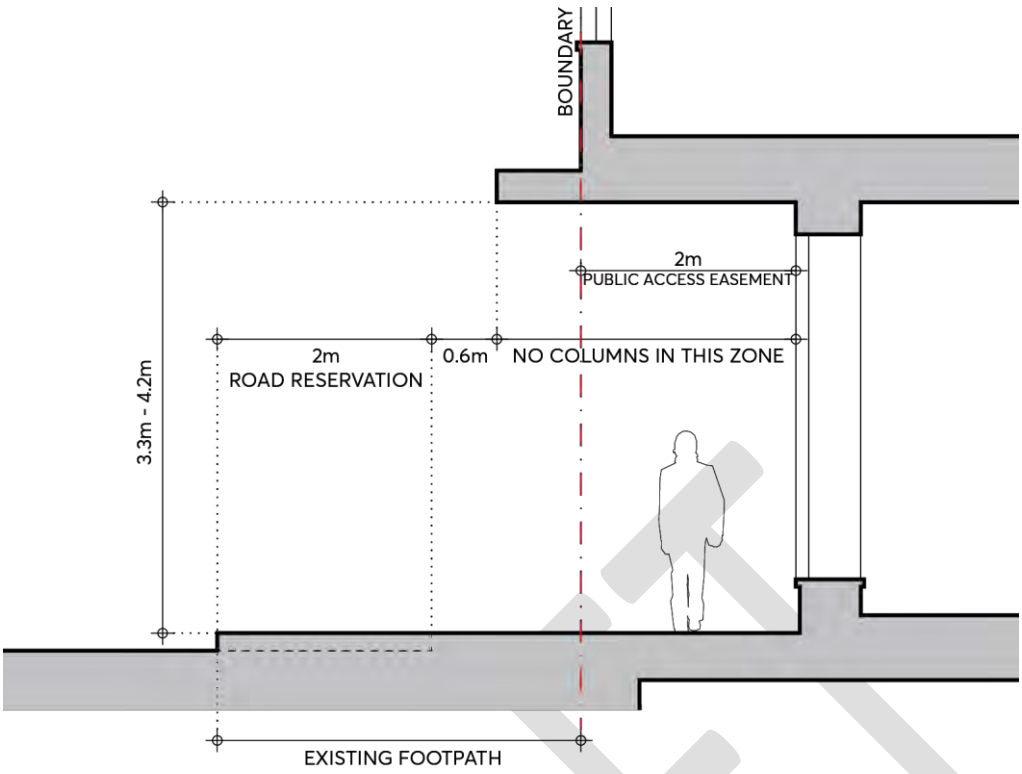


Figure 96.10.15.3 – Detailed Section through Marsden Street

9.10.15.3 PUBLIC DOMAIN

The fine grain 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 ~~c~~City ~~c~~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.

The site offers an opportunity to enhance the public domain by the provision of through-site pedestrian links to and from key destinations within the City Centre.

Objectives

The following design principles are to be considered in relation to public domain features within any future development:

O.01 Improve access within and through the City Centre by providing new through-site links.

O.02 Contribute meaningfully to the legibility of the pedestrian network.

O.03 Provide active frontages to through-site links.

O.04 Design through-site links having regard to pedestrian amenity and safety.

O.05 Design to separate vehicular entries from primary pedestrian thoroughfares.

Controls

C.01 A through-site pedestrian link from Church Street to Marsden Street is to be incorporated.

C.02 A through-site pedestrian link from Macquarie Street~~,~~ to the Church Street/Marsden Street through-site link is to be provided.

C.03 Arcades must be located in a mid-block position or where connections can be made between other public spaces as agreed with Council.

C.04 Arcades must not compromise, or take precedence over, the activation of adjacent streets.

C.05 Where possible, arcades must be aligned with existing arcades or laneways across blocks.

C.06 Arcades must provide clear access and sight lines from one end to the other and be designed so as to:

a) Be well-proportioned with a minimum width of 4 metres and minimum ceiling height of 4.5 metres.

b) Have a 1:20 maximum gradient.

c) Connect one public space to another in a clear and obvious way.

d) Act as a supplementary connection rather than a primary one.

e) Conform to the relevant controls relating to active ground floor frontage contained elsewhere in this Section.

Note – The above controls are illustrated on the Site Reference Site Plan at Figure ~~9~~6.10.15.4.

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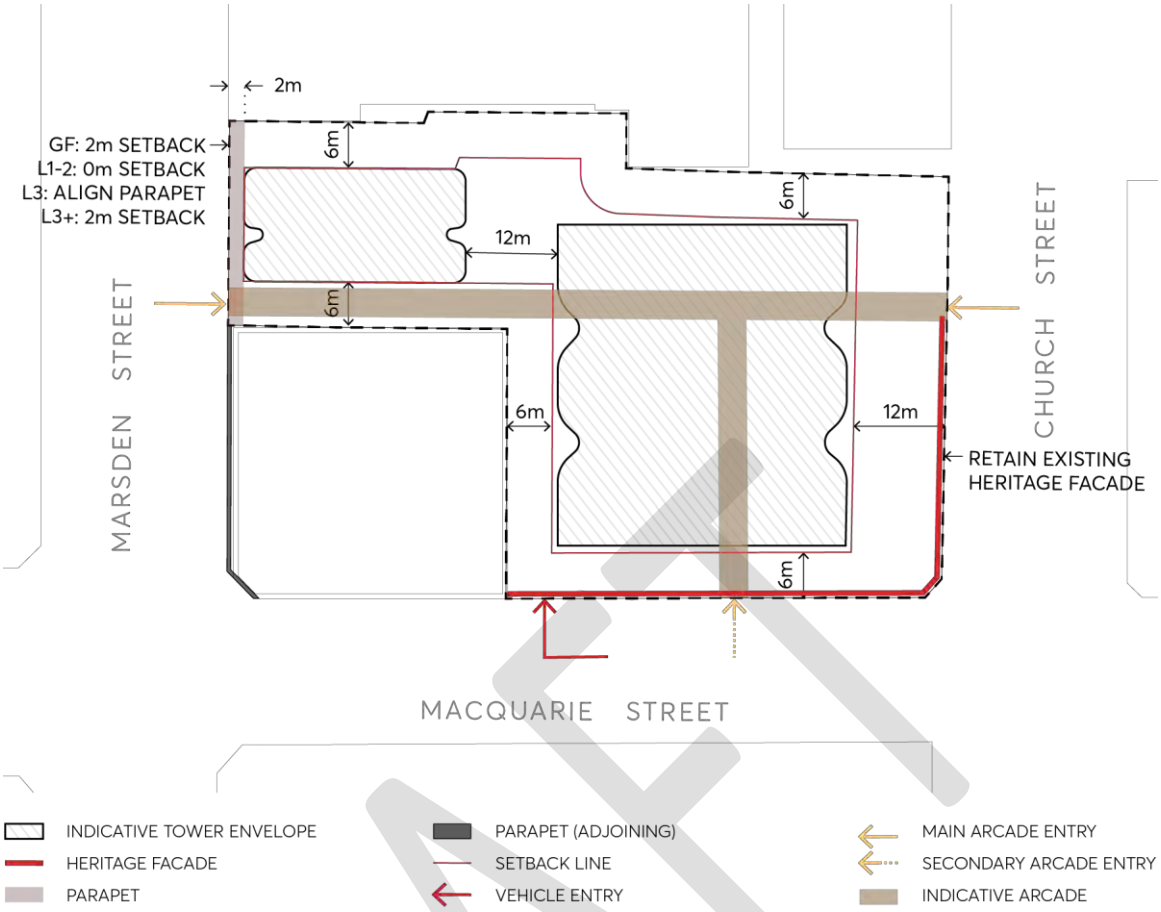


Figure 96.10.15.4 – Site Reference Plan and Footprint

9.10.15.4 TRAFFIC AND TRANSPORT

The site is ideally located to take advantage of existing and future public transport options including heavy rail and light rail. In light of this, a reduction in the provision of on-site car parking can be considered.

Objectives

O.01 Ensure adequate parking is provided.

O.02 Discourage reliance on private vehicles.

O.03 Minimise pedestrian and vehicle conflict and flooding impacts.

O.04 Ensure parking design is integrated with the design of the building.

Controls

C.01 Provide car parking, on site loading and bicycle parking in accordance with ~~Section 3.5.2~~Part 6 – Traffic and Transport of this DCP.

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C.02 Loading/unloading facilities are to be designed to facilitate efficient use of dock areas.

C.03 All loading and servicing parking, vehicle set down/pick up for point-to-point transport and bus/coach and bus/coach layover parking of adequate capacity to accommodate the demand of the development, is to be located within the site in accordance with the RTA Guide to Traffic Generating Developments.

Note – A control relating to vehicle access has not been included as access arrangements are still to be determined. However, Council's current policy position on this matter is to support vehicle access arrangements whereby vehicles enter from Macquarie Street and exit onto Marsden Street, noting the following:

a) This position should form the basis of assessment of this matter for any Design Competition or DA at the site.

b) The matter of vehicle access at the site will be re-exhibited as part of the draft Parramatta ~~CBD~~ City Centre DCP, or a DA at this site, whichever comes first.

9.10.15.5 HERITAGE

The site contains listed heritage items. There are also a number of heritage items in the vicinity of the site. There is also the potential for archaeological items to be found on the site.

Objectives

O.01 The existing facade of the Murray Bros building along Church Street and Macquarie Street (including the awning) is to be retained.

O.02 Opportunities to incorporate existing heritage fabric is to be considered.

O.03 Creation of new access arrangements will seek to minimise impacts on the heritage facade.

O.04 Acknowledge heritage items to the north of the site and across Church Street, the heritage view corridor along Church Street, and the broader context of Centenary Square.

O.05 Opportunities to conserve local and State significant archaeological items are to be considered.

Controls

C.01 The recommendations detailed in the Rappoport Heritage Consultants Statement of Heritage Impact dated March 2015 are to be incorporated during the detailed design.

C.02 An archaeological assessment will be prepared for the site and the recommendations of the assessment incorporated into the detailed design. This includes the conservation of local and State significant archaeology. Where this is not possible or practical, excavation, salvage, reuse and/or interpretation of the archaeology in accordance with an approved archaeological research design and excavation methodology is to occur.

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9.10.15.6 STREET WALL DESIGN

Objectives

O.01 Define the space of the streets and articulate their edges.

O.02 Design the street walls to provide appropriate scale and detail.

O.03 Design the street walls to achieve fine grain modulation in the street.

O.04 Provide comfort and shelter for pedestrians.

O.05 Minimise large expanses of inactive frontage.

Controls

C.01 The street walls must:

a) Be modulated in vertical increments that relate to the fine grain subdivision pattern of the surrounding context.

b) Be of predominantly masonry character with limited amounts of glass and no lightweight panel construction.

c) Be articulated with depth, relief and shadow on the street facade. A minimum relief of 150mm between the masonry finish and glazing face must be achieved.

d) Use legible architectural elements and types – doors, windows, loggias, reveals, pilasters, esills, plinths, frame and infill, etc – not necessarily expressed in a literal traditional manner.

e) Include semi-recessed awnings for pedestrian shelter (refer to Figure 96.10.15.3).

f) Include a ground floor facade design which intensifies the walking experience with particular richness in detail.

C.02 Under crofts or disruptions of the street wall which expose the underside of the tower and amplify its presence on the street are not permitted.

9.10.15.7 GROUND FLOOR

Objectives

O.01 Provide for the amenity, interest, and liveliness of the pedestrian street environment.

O.02 Ensure a positive experience for pedestrians with a fine grain environment of the street.

O.03 Integrate an engaging street interface with the design of the public domain, taking account of the context of the site.

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O.04 Optimise the extent of active frontages in the public domain.

O.05 Ensure appropriate scale and proportion of foyers and lobbies in relation to site frontage.

O.06 Promote activity, connectivity, and variety in the public domain.

O.07 Contribute to the economic vitality of the ~~c~~City.

O.08 Ensure security measures do not inhibit passive surveillance on the street.

Controls

C.01 The ground floor frontage should have active uses for a minimum of 70% of its length.

C.02 Semi-recessed awnings must be provided on Marsden Street frontage (refer to Figure ~~9~~6.10.15.3).

C.03 The public domain on O'Connell Street to acknowledge the needs of Parramatta Light Rail Stage 1.

C.04 Double height awnings are not permitted.

C.05 Glass awnings are not permitted.

C.06 The ground floor frontage must be designed in detail and the following must be incorporated in its design:

a) The ground floor levels, and facade structure and rhythm, must be designed to present a fine grain street frontage.

b) A nominal 500mm interface zone at the frontage should be set aside to create interest and variety in the streetscape, to be used for setbacks for entries, opening of windows, seating ledges, benches, and general articulation.

c) The frontage must have a high level of expressed detail and tactile material quality.

d) Facades must be vertically articulated.

e) The modulation and articulation of the facade should include a well resolved meeting with the ground plane that also takes account of the slope. A horizontal plinth integrated in the design must be incorporated at the base of glazing to the footpath.

f) The frontage must take account of the need to provide a clear path of travel for disabled access.

g) Legible entrances must be formed in the frontage.

h) Fire escapes and services must be seamlessly incorporated into the frontage with quality materials.

C.07 Security doors or grilles must be designed to be:

a) ~~F~~fitted internally behind a shopfront;

b) ~~F~~fully retractable; and

c) ~~A~~a minimum 50% transparent when closed.

C.08 Parking security grilles or doors must be recessed and aligned to the building edge.

C.09 The frontage must not have deep recesses for entry lobbies that compromise safety.

9.10.15.8 FLOOD MANAGEMENT

Objectives

O.01 Ensure the design of the building addresses the local flood conditions and does not impede local overland flow paths.

O.02 Minimise the risk to life by ensuring appropriate safe areas within the building to shelter during a flood, and safe access from the building during a medical or fire emergency.

O.03 Allow uses and development on the site that are appropriate to the flood hazard.

O.04 Facilitate redevelopment of the site as a high~~-~~quality mixed use development.

O.05 Ensure the building interfaces positively with the public areas and contributes to an attractive public domain and desirable setting for its intended uses.

Controls

Building Footprint and Uses

C.01 DA submission requirements must include architectural design details for the landscaped open space and its interface with the building that:

a) ~~H~~have regard to the immediate flooding environment, including flooding both from Parramatta River and from local overland flow~~;~~.

b) ~~H~~have regard to the Parramatta Public Domain Guidelines;

c) ~~H~~have regard to the City of Parramatta's Council's Document: Best Practice Urban Design in Flood Prone Areas~~;~~ and

d) ~~A~~are to the satisfaction of the Design Excellence Jury.

C.02 Any development application must be supported by an adequate overland flow flood study satisfactory to Council from which the 1% AEP flood levels for overland flow may be determined. The Flood Planning Level (FPL) is the higher of either the Council adopted 1% AEP flood water surface level plus 0.5m freeboard from Parramatta River flooding, or the overland flow flood level as agreed by Council, plus 0.5m freeboard. It is probable that the FPL will vary around the perimeter of the site corresponding to the various applicable 1% AEP flood levels at each location. The architectural design must reflect this variation.

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C.03 The habitable floors of all residential uses within the building must be above the Probable Maximum Flood (PMF) for Parramatta River flooding as adopted by Council for this site. No freeboard is required for the PMF.

C.04 'Sensitive Uses and Facilities' and 'Critical Uses and Facilities' as defined in Table ~~2.4.2.1.1~~5.1.1.1, Section ~~2.4.2~~5.1.1 ~~– Water Management~~Flooding of this DCP are not permitted within the building.

C.05 Basement car parking is discouraged but may be permitted subject to satisfying the requirements set out below.

C.06 Loading docks, garbage transfer areas, plant rooms, bicycle storage plus end of trip facilities, storage of low value items and other non-habitable uses may be permitted below the FPL subject to the following safeguards.

Building and Basement Design

C.07 To minimise the chance of a fire during a flood situation, the building must have a fire management system which meets the Australian Building Code Board (ABCB).

C.08 External fire doors must be located above the FPL.

C.09 The following details must be included as a minimum in the DA (Submission of this material will not necessarily result in Council approving basement car parking or the DA):

a) Demonstrate that high hazard floodwaters will not occur in a 1% AEP event in the area adjacent to the driveway.

b) The basement must be protected from the ingress of floodwater by passive measures at least up to the FPL. These measures are likely to include provision of a driveway crest at or above the FPL with associated wing / or bund walls to this level to prevent floodwaters flowing into the basement.

c) The basement must be protected from the ingress of floodwater via the driveway up to the Probable Maximum Flood (PMF) level for Parramatta River. These measures are likely to include provision of a self-triggering and self-powered flood gate at or near the driveway crest that reaches the level of the PMF, together with corresponding wing wall bunds etc. to the same PMF level.

d) The basement must be protected from the ingress of floodwater via stairwells and other openings up to the PMF level. These measures are likely to include a combination of a self-closing flood doors, flood gates and bund walls. Flood doors may be combined with fire doors.

e) Provision of flood-free escape stairs from the basement up to a place of refuge/ shelter in place within the building above the PMF level with adequate facilities for users during and after a flood.

f) Provision of adequate car parking for the disabled and an escape path that can be followed to safety.

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g) Submission of a comprehensive Flood Emergency Management Plan incorporating all of the above.

C.10 Wherever possible, critical services infrastructure that could be damaged by flooding such as electrical, lifts, sewer and water are to be placed above the PMF level, or, where that cannot reasonably be achieved, effectively floodproofed.

C.11 DA submission requirements must:

a) Demonstrate that the building and basement will be protected from floodwaters up to the PMF.~~;~~

b) Include evidence demonstrating why all or some of the critical infrastructure services cannot be located above the PMF and the floodproofing measures to be taken instead.

Areas of Refuge and Evacuation Routes

C.12 All building occupants (residents, workers and visitors) must have access to a safe area of refuge or 'shelter in place' above the PMF where they can remain until the flood event has passed and any subsequent disruption after the flood has been rendered safe and serviceable. Residents may choose to remain in their own apartments as a safe area of refuge. A communal safe area(s) of refuge for residents, workers and visitors must also be provided and suitably equipped.

C.13 A communal safe area of refuge must have emergency electricity supply, clean water, food, personal washing facilities, medical equipment including a first aid kit, a battery-powered radio and relevant communications equipment.

C.14 All safe areas of refuge (residents own apartment or a communal area) must have:

a) ~~F~~fail safe access from anywhere in the building including the basement (lift access is not allowed) that is protected from floodwaters up to the PMF by suitable flood doors, flood gates and the like; and

b) ~~F~~fail safe access to an exit/entry point located above the 1% AEP flood level plus 0.5m freeboard that enables people to exit the building during a fire and/or flood, and allows emergency service personnel to enter a building to attend to a medical emergency.

C.15 DA submission requirements must include a Flood Emergency Management Plan (FEMP) consistent with that for the City Centre. The FEMP must outline:

a) ~~B~~both warning and evacuation measures for occupants in the building including the most appropriate 'safe areas' and 'safe evacuation routes';

b) ~~M~~measures to prevent evacuation from the site by private vehicle;

c) ~~T~~the most appropriate emergency response for flood and fire events that occur together;

d) ~~A~~a building flood emergency management plan, similar to a building fire evacuation drill, and measures to ensure this is tested at least annually; and

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e) ~~C~~consultation undertaken with relevant state and local agencies in the preparation of the FEMP.

C.16 The Building Management System and Plan for the development must include all necessary measures to maintain, test and operate the flood protection devices including flood gates, doors and barriers, flood sensors, flood refuges and FEMP. Details of this will be required to support any DA.

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9.10.16 18-40 ANDERSON STREET

This Section applies to 18-40 Anderson Street, Parramatta. The site comprises Lot 20 DP792518 which flanks the western side of Jubilee Park as shown in Figure 96.10.16.



Figure 96.10.16 – Land application map

This Section must be read in conjunction with other sections of this DCP and the relevant provisions in *Parramatta LEP 2023~~11~~*. If there is any inconsistency between this Section and other ~~s~~Sections of this DCP, this Section prevails.

9.10.16.1 DESIRED FUTURE CHARACTER

The site is redeveloped into a high-quality mixed-use development with potential for hotel, residential and ground floor retail uses. Future development responds to the site's unique characteristics as a flood-prone site fronting Jubilee Park by providing appropriate stormwater and flooding management and minimising overshadowing to the park.

An improved public domain is a key component of future development. The site provides a pedestrian link along its eastern boundary with connection to Jubilee Park and a new public park for passive recreation, which will contribute to the walkability and amenity of the immediate locality.

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Site Objectives

O.01 To create a high-quality urban environment that provides a mix of uses including hotel, commercial and high density residential.

O.02 To allow for viable hotel and residential floor plates while ensuring that built form responds to site constraints related to flooding, overshadowing and tree protection.

O.03 To improve the quality and function of the public domain through provision of new pedestrian links and new park for passive recreation.

O.04 To minimise overshadowing to Jubilee Park.

O.05 To protect the mature fig trees in the northern portion of the site.

O.06 To encourage activation of the street and public domain.

O.07 To enable adequate flood conveyance and management while providing for the embellishment of portions of the Clay Cliff Creek corridor.

O.08 In the case that two vehicle crossings over the footpath to access basements and service areas are unavoidable, to create a place for pedestrian respite when negotiating the two vehicle crossings, that also accommodates street trees within the respite space, without impeding the view of oncoming traffic.

Site Controls

Public Domain and Landscaping

C.01 Provide a 3 metre-wide public pedestrian access path along the eastern boundary of the site as identified in Figure 96.10.16.2. The path should include a pedestrian bridge over Clay Cliff Creek connecting to Jubilee Park in the location identified in Figure 96.10.16.3.

C.02 Provide a public park in the south of the site as identified in Figure 96.10.16.2. The park should be designed to cater for passive recreation and to minimise flood flow obstructions. The park should also provide a continuous tree canopy between Jubilee Park and Anderson Street.

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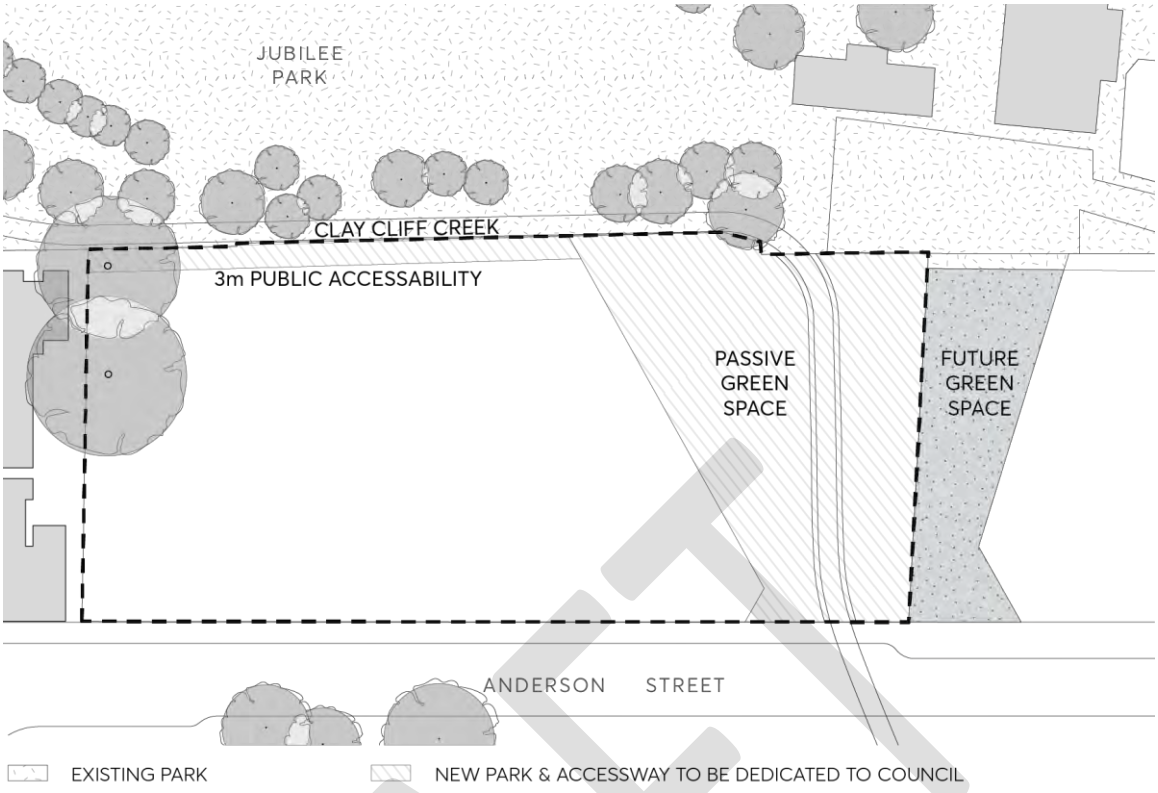


Figure ~~9~~6.10.16.2 – Public domain plan

C.03 Public pathways that are named with street signage, lighting and street address are to be provided along the Jubilee Park interface and the park to the south. Development should be designed to address, and provide an accessible and public interface to, the pedestrian access path and southern park identified in C.01 and C.02.

C.04 Landscaping is to reflect the level of solar access through the site. Shade tolerant species and permeable hard surfaces are to be used in heavily shaded areas.

C.05 Provide an active frontage along Anderson Street. Active frontage is defined as one or a combination of the following at street level:

a) Retail premises or business premises with entry from the street.

b) Active office uses, such as reception, if visible from the street.

c) Glazed lobby entries.

Areas for vehicular access are excluded from this requirement.

C.06 Minimise the extent of vehicular access presenting to the street. Access is to be limited to a porte-cochere and a single two way entry point off Anderson Street for both hotel and residential uses. The vehicular entry should be discrete and recessive. Façade materials should be applied to the interior of vehicular entries.

C.07 Design of the raised pedestrian lane and pedestrian connection as per Figure ~~9~~6.10.16.3 must meet the following requirements:

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a) Be raised above the 1% flood level, as per Council's Flood Engineers advice, using retaining walls design to withstand flood effects. Special consideration and horticultural advice should be applied when designing and constructing the footway within the Tree Protection Zone (TPZ) of the adjacent *Ficus* trees.

b) Align with building ground floor and provide for and ensure 24/7 safe public accessible access within the building during an emergency flood period.

c) Meet existing ground level using footway graded no steeper than 1:20 (V:H), steps and ramps should be avoided. The raised footway must provide access to existing ground level beyond the 1% flood extent, to allow emergency evacuation if required.

d) Design and material selection of the raised footway and associated hardware ie railings, be commensurate to a 24/7 publicly accessible space, to be of high quality and standard of finish, and that the building design compliment.

e) Lighting should be provided from the building and avoid light spill into the adjacent park spaces.

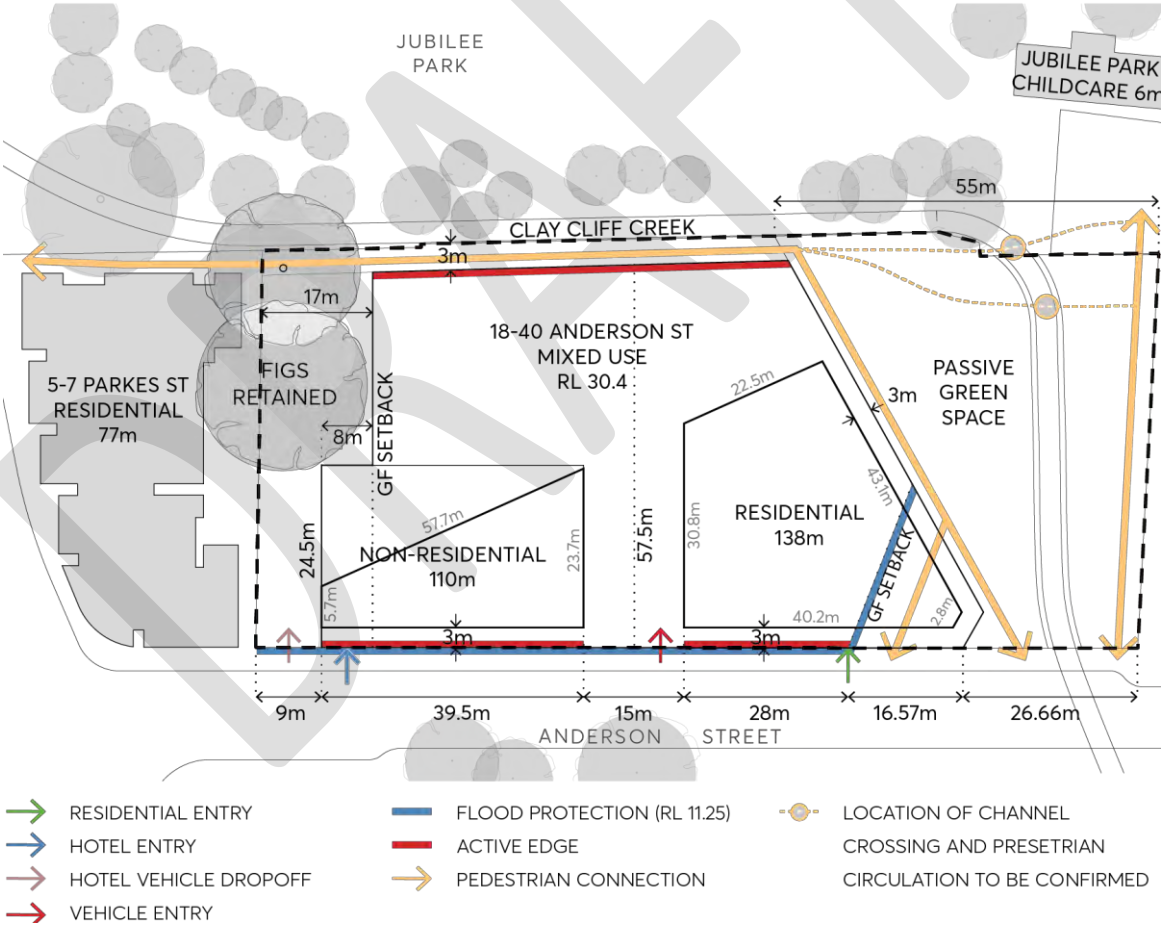


Figure 96.10.16.3 – Land use plan

C.08 Use of space within the setbacks associated with the Fig trees must ensure the long-term viability and sustainability of the fig trees. An Arboricultural Impact Assessment and Tree Protection Plan must be provided prior to any design, prior to construction and post

construction. The report must also include recommendations to reuse and transplant existing vegetation such as the palms.

C.09 If two vehicle crossings over the footpath to access basements and service areas are unavoidable, they must be separated and there should be sufficient space between the vehicle crossings so that:

a) ~~t~~The space between the vehicle crossings must be a minimum 4 metres to allow for the installation of CoP Street tree planting in StrataVault with Mass Planting detail, subject to Council advice.

b) This detail and surface finish of the tree pit may be modified to use a tree grate, subject to Council advice.~~;~~

c) ~~t~~The vehicle crossing must be installed as per Council Heavy Vehicle detail DS9 or DS45, subject to Council advice.~~;~~

d) ~~t~~The placement of the vehicle crossing should not impose on the overall dimensions and performance of the street tree(s) planter bed, subject to Council advice.

Building Envelope

C.10 Building heights must be consistent with the building envelopes in Figure ~~9~~6.10.16.4 to Figure ~~9~~6.10.16.9.

Note – additional height for the northern tower may be available through LEP provisions.

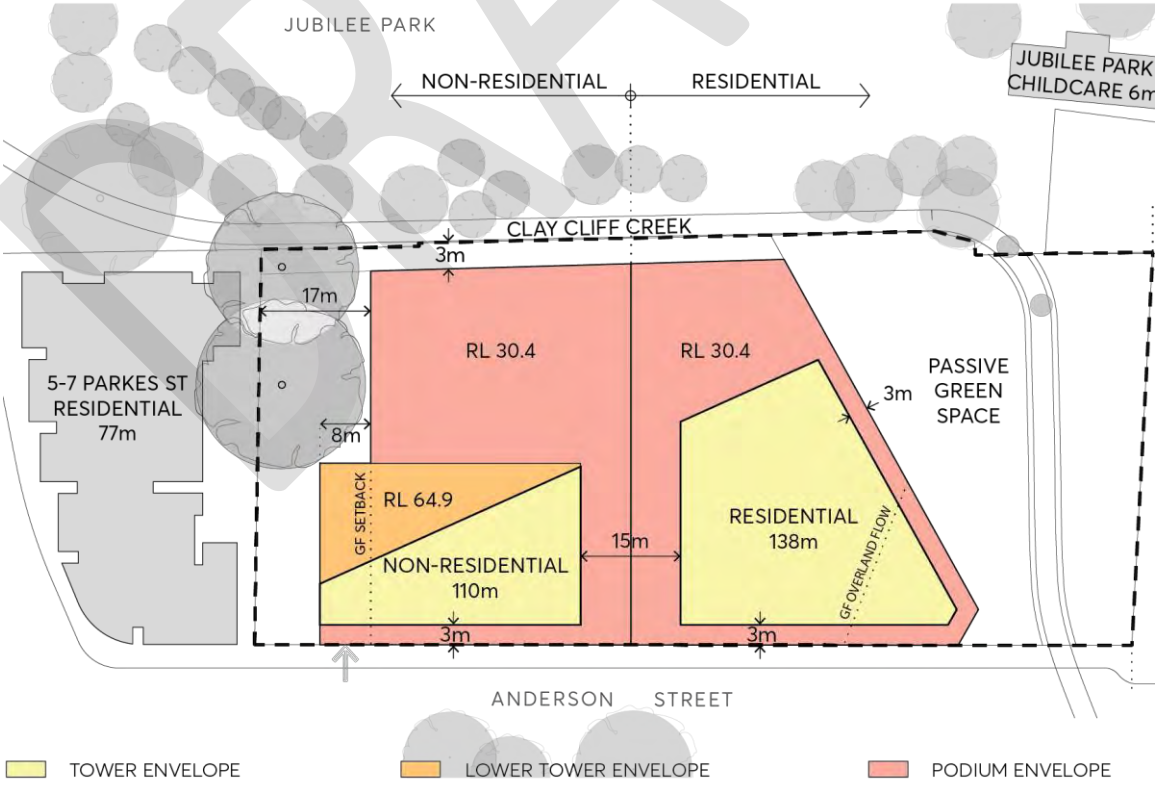


Figure ~~9~~6.10.16.4 – Building envelope plan

C.11 Building setbacks must be consistent with Figure 96.10.16.5 to Figure 96.10.19.10. Setbacks must be measured perpendicular to the boundary to the outer faces of the building including balconies, sunscreens, and the like.

C.12 Provide a podium to a maximum height of RL 30.4 and 0m setback along Anderson Street and the new southern park (subject to C.16), with a minimum 3 metre setback above the podium.

C.13 Provide a minimum 9 metres setback from the northern boundary for the northern tower and the western portion of the northern podium form as shown in Figure 96.10.16.5.

C.14 Provide a minimum 17 metres setback from the northern boundary for that part of the podium adjacent to the mature fig trees, as shown in Figure 96.10.16.4.

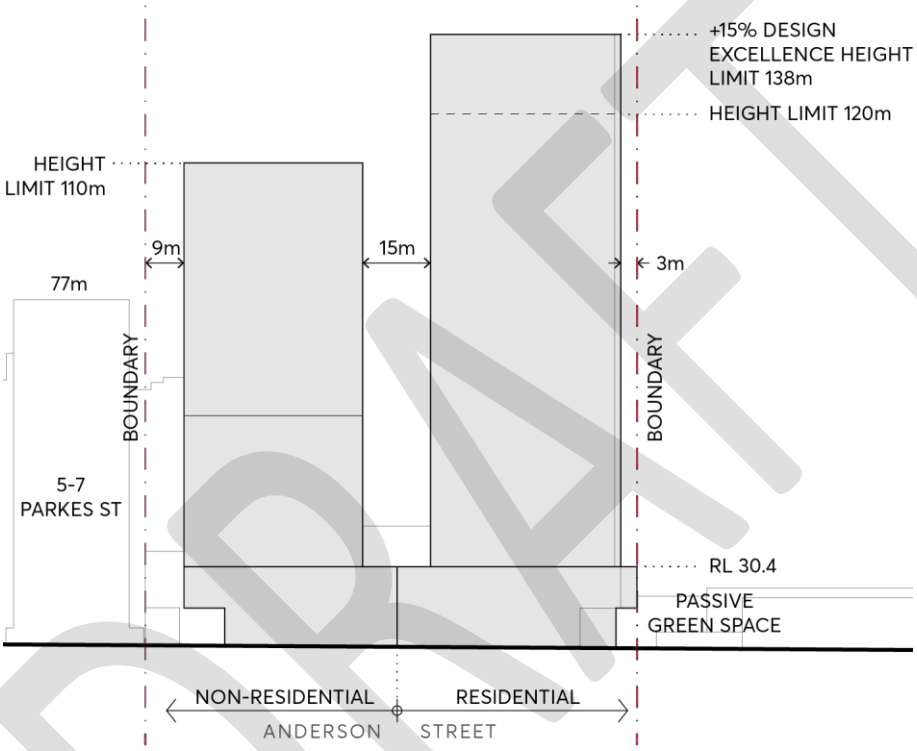


Figure 96.10.16.5 – Building envelope Anderson Street elevation

C.15 Provide a minimum 15 metres of building separation between the commercial and residential tower forms within the site so that tower buildings appear 'in the round' as shown in Figure 96.10.16.5. The 15 metres setback is based on the northern hotel tower not having primary sources of light and ventilation to habitable uses located on the southern façade. Should habitable uses accessing light and ventilation be proposed on both sides of this setback, a minimum inter building separation of 18 metres must be provided.

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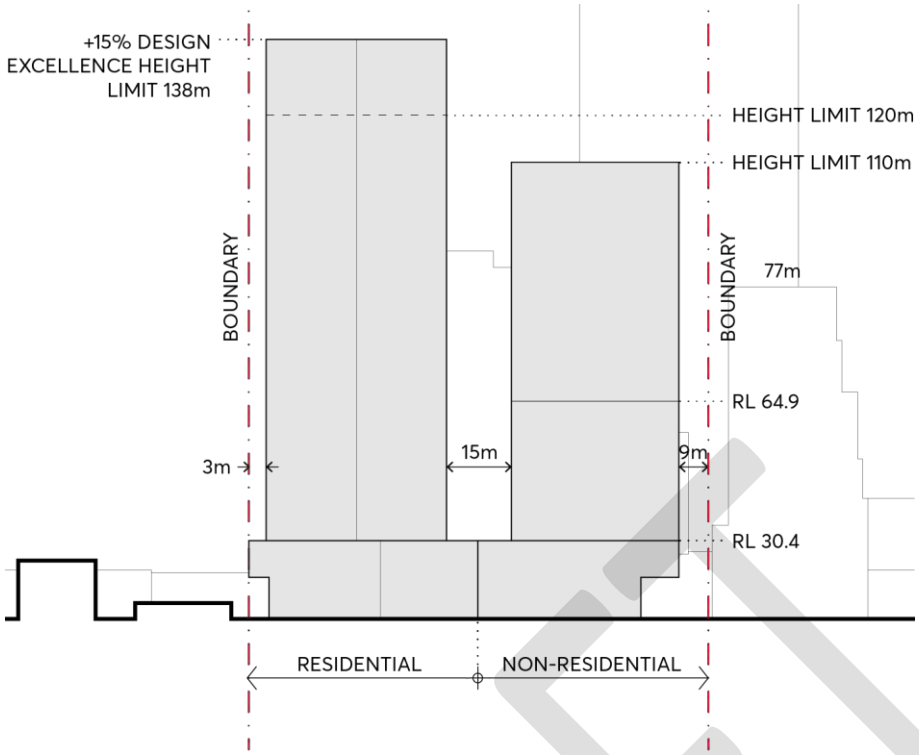


Figure 96.10.16.6 – Building envelope Jubilee Park elevation

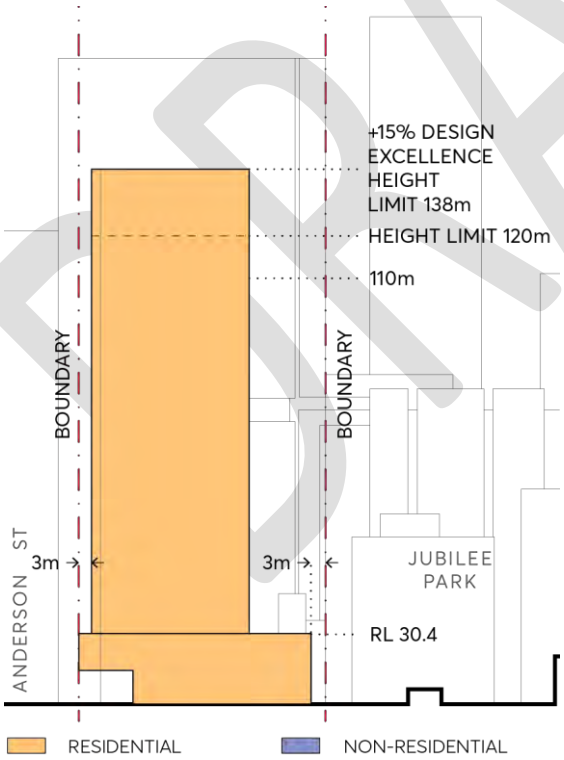


Figure 96.10.16.7 – Building envelope south elevation

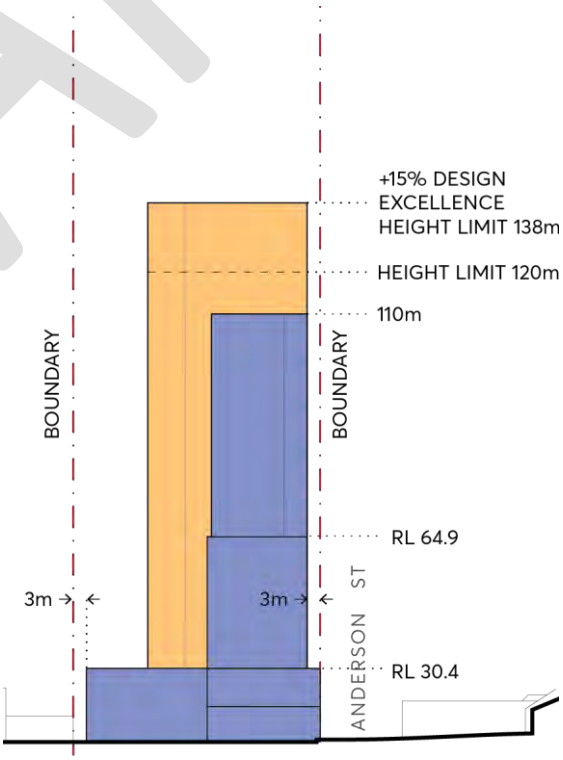


Figure 96.10.16.8 – Building envelope north elevation

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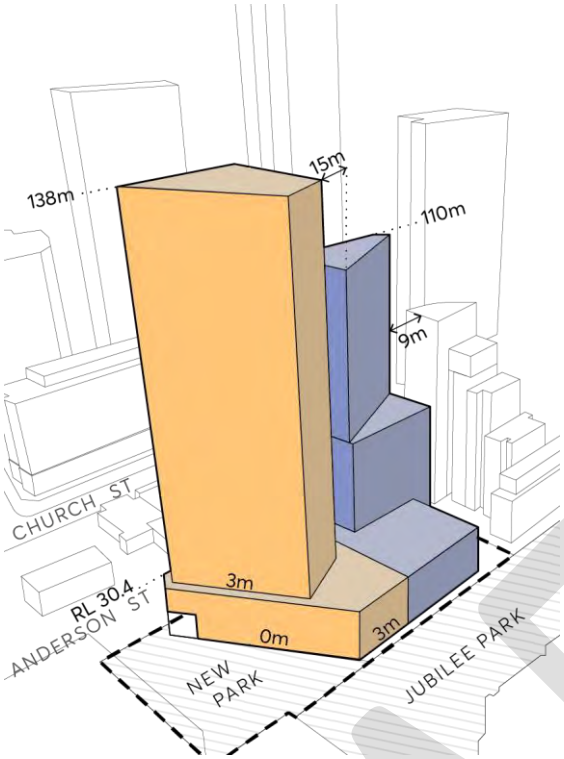


Figure 96.10.16.9 – Envelope perspective from south-east

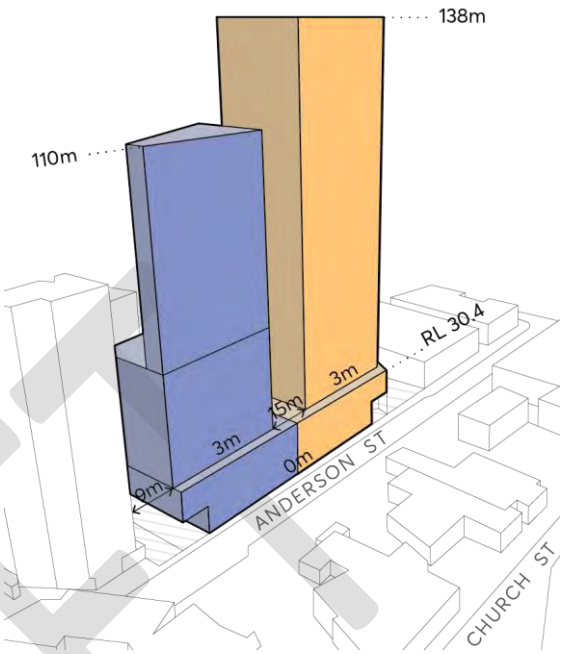


Figure 96.10.19.10 – Envelope perspective from north-west

C.16 Development in the area identified as '1' on Figure 96.10.16.11 must not cause any additional overshadowing, on 21 June in any year, to Jubilee Park (shown hatched grey) between 12:00 and 14:00.

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Figure 96.10.17.11 – Jubilee Park Sun Access Protection Map

Flooding and Stormwater Management

C.17 Implement measures to convey floodwaters in the Clay Cliff Creek Corridor through the property such that development causes minimal adverse flooding impacts on adjoining properties during the 1% AEP event compared to existing conditions.

C.18 Provide landscaping embellishments to the surroundings of Clay Cliff Creek on the eastern and southern sides of the development site and within the park in the southern end of the site in order to enhance the character of the creek environment. The landscaping should result in no adverse impacts on adjoining properties during the 1% AEP event compared to existing conditions.

C.19 In order to achieve minimal adverse flooding impacts on adjoining properties in Anderson Street during the 1% AEP event compared to existing conditions, development must have a ground floor that is set back from the southwest corner of the site generally in accordance with Figure 96.10.16.4 to Figure 96.10.16.10. Any cantilever element above the setback (excluding any structural support columns or similar) must have a minimum 4 metre clearance above the ground surface level of the overland flow path.

Parking and Access

C.20 A porte-cochere driveway entry may be provided if it is well integrated into the site layout and includes appropriate landscaping to improve the driveway's interface to the public domain.

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C.21 All areas for vehicle passenger set down/pick up, car parking, loading, deliveries and servicing shall be located within the boundaries of the site.

C.22 All vehicles, including service vehicles, shall enter and exit the site in a forward direction.

C.23 In addition to the porte-cochere, a single two-way entry point off Anderson Street is permitted to serve both hotel and residential uses.

Architectural Resolution

C.24 The northwest corner of the northern tower must be designed to recognise its prominent location at the viewpoint terminus for eastbound traffic along Great Western Highway. Emphasis should be placed on views to sky and visibility beyond as much as the building presentation. This aspect must be incorporated in any roof level signage if provided.

C.25 The setback area at ground level required under Control C.11 must be expressed architecturally as an "urban room" with a positive interface to the adjoining public domain.

C.26 A defined street wall with the towers set clearly back must be provided along all public interfaces to the east, south and west as per detailed sections shown in Figure 96.10.16.12, Figure 96.10.16.13 and Figure 96.10.16.14. This street wall must:

a) Be built to the street alignment at all levels along its full frontage except where identified for a porte cochere and flood conveyance.

b) Be modulated in vertical increments that relate to a traditional subdivision pattern.

c) Be of predominantly masonry character with limited amounts of glass and no lightweight panel construction.

d) Be articulated with depth, relief, and shadow on the street façade. A minimum relief of 150mm between the masonry finish and glazing face must be achieved.

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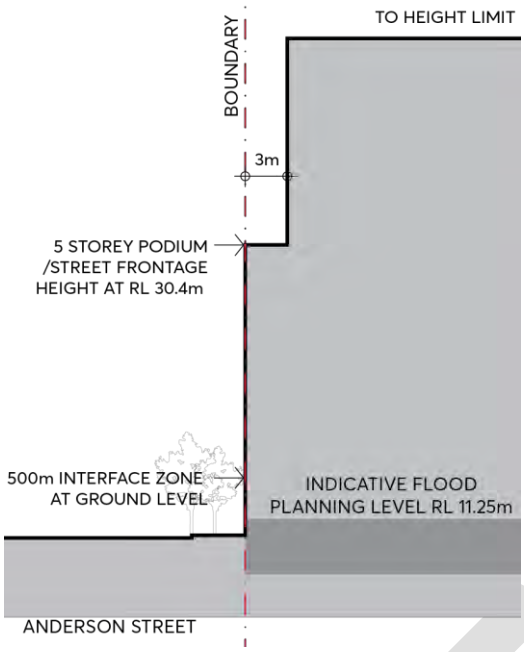


Figure 96.10.16.12 – Anderson Street (East) Street Wall

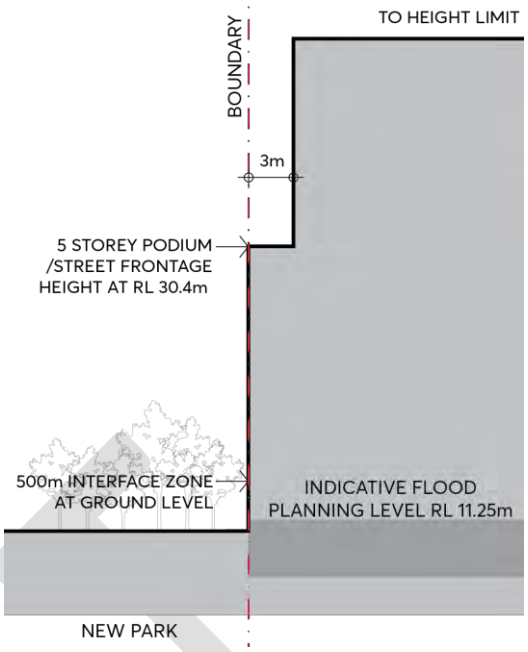


Figure 96.10.16.13 – New Park (South) Street Wall

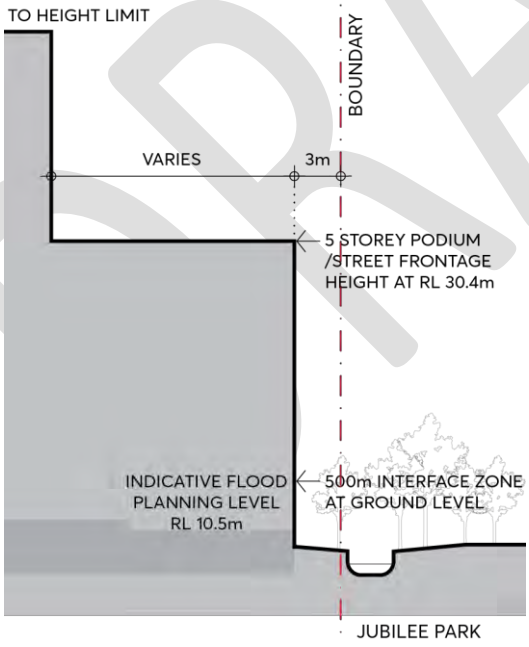


Figure 96.10.16.14 – Jubilee Park (West) Street Wall Indicative Flood Planning Level is 10.74m AHD

e) Utilise legible architectural elements and spatial types (doors, windows, loggias, reveals, pilasters, ~~c~~sills, plinths, frame and infill, etc.) not necessarily expressed in a literal traditional manner.

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f) Include a ground floor facade design which intensifies the walking experience with particular richness in detail.

C.27 Under crofts or other interruptions of the street wall which expose the underside of the tower and amplify its presence on the street are not permitted.

C.28 The active ground floor frontage must be considered in detail, and the following must be incorporated in its design:

a) A nominal 500mm interface zone at the frontage must be set aside to create interest and variety in the streetscape. This zone is for design elements such as setbacks for entries, opening of windows, seating ledges, benches and general articulation.

b) The facade must have a high level of expressed detail and tactile material quality.

c) The articulation of the facade must include a well resolved meeting with the ground that also takes account of any slope. A horizontal plinth, integrated in the design, must be incorporated at the base of glazing to the footpath.

d) Building entries should be clearly legible.

e) Fire escapes and service doors must be seamlessly incorporated into the facade with quality materials.

f) All required services must be incorporated in the design of the ground floor frontage at DA stage.

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9.10.17 89-91 GEORGE STREET

This Section applies to 89 to 91 George Street, Parramatta comprising two parcels of land fronting George Street, legally known as Lot 1 DP 505486 and Strata Plan 71180, as shown in Figure 96.10.17.



Figure 96.10.17 – Land application map

This Section is to be read in conjunction with other sections of this DCP and the relevant provisions in *Parramatta LEP 20231*. If there is any inconsistency between this Section and other sSections of the DCP, this sSection prevails.

9.10.17.1 DESIRED FUTURE CHARACTER

The redevelopment of the site delivers an A-grade commercial building. The design achieves an elegant tower that contributes to the revitalisation of George Street and reinforces the character of the Parramatta City Centre as a centre for employment, and business. The office tower in the heart of Parramatta's CBD City Centre will meet the needs of office space users to support the Parramatta City Centre in its role as a Sydney's Central Metropolitan Centre.

Redevelopment of the site provides an appropriate relationship to the state significant heritage item known as 'Perth House' to the west of the site whilst responding to the future envisaged scale of the City Centre. The sense of place comes from the significant heritage and culture characteristics of the local context, whilst retail services and public space amenity are critical to the success of the site and surrounding precinct.

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The redevelopment establishes an active street frontage to George Street. The design of the building at ground level embraces and enhances the setting of the heritage item and the special qualities of the adjacent streetscape context including the historic Fig tree and Olive tree. Convenient, vibrant, and high-quality retail spaces and publicly accessible spaces service the community in the building and in surrounding buildings.

Floor plates are designed to respect the heritage objectives and meet the needs of government and corporate tenancy workplace requirements. The workplace environment celebrates natural light, fresh air, indoor and outdoor space, worker flexibility, efficiency, comfort, and views of the greater Parramatta region. The design accommodates opportunities for bicycle parking and end of trip facilities.

9.10.17.2 HERITAGE

The subject site is does not comprise a listed heritage item on the *Parramatta LEP 2023~~11~~* or the State Heritage Register (SHR); however as identified in Figure ~~9~~6.10.17.2, it is located in the vicinity of a number of state and locally listed heritage items, including:

- Perth House, stables, carriageway (SHR no. 00155) - 85 George Street, Parramatta
- Moreton Bay Fig (heritage tree) (SHR no. 00155) – 85 George Street, Parramatta
- Convict Barracks Wall and Potential Archaeological Site (Item no. I717) – 80-100 Macquarie Street, Parramatta
- Convict Drain (Item no. I647) – George Street
- Arthur Phillip High School (Item no. I1720) at 175 Macquarie Street, Parramatta.
- Olive Tree (unidentified item subject to future investigation due to potential to be original planting) – 85 George Street, Parramatta.

Parramatta LEP 2023~~11~~ sets out the controls for development within the vicinity of heritage items.

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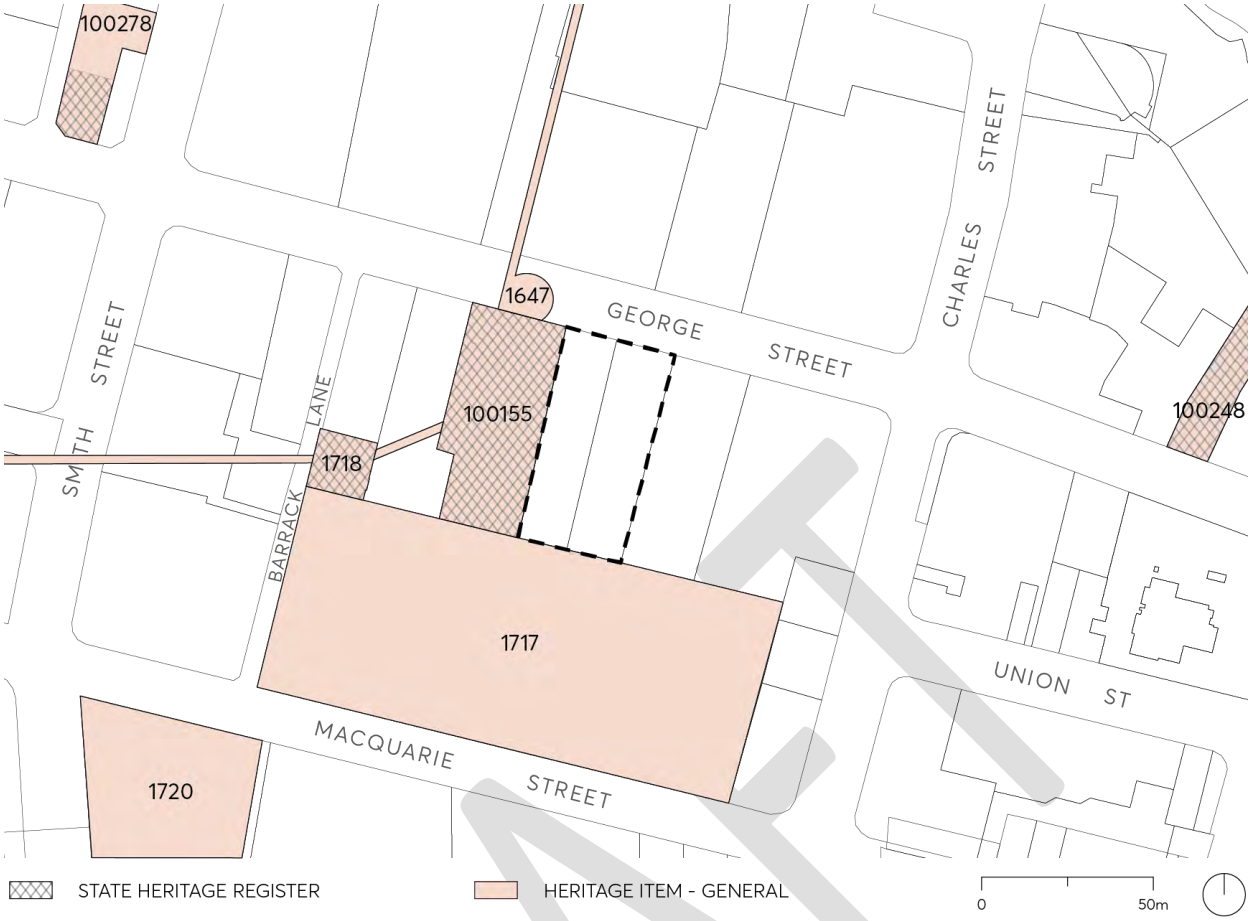


Figure 96.10.17.2 – State and local heritage items in the vicinity of the subject site

Objectives

O.02 Embrace the distinctive local context by recognising the contextual relationship with the surrounding heritage listed items through a scale and form that is contextually appropriate and for Perth House to be visually prominent when viewed against the podium of new development.

O.03 Conserve the heritage significance of 85 George and 80-100 Macquarie Street by respecting the heritage buildings and settings.

O.04 Ensure future development of the site limits its impact on the setting of nearby heritage items and allows Perth House to be visually prominent against the podium of new development.

O.05 To create a commercial building with setbacks and articulation that are compatible with maintaining a strong streetscape presence for the adjoining heritage item "Perth House".

Controls

C.01 The development should respond to and protect the significance of Perth House and identified trees, considerate of the heritage interface as shown in Figure 96.10.17.3 in the following ways:

a) Podium setbacks to the north (George Street) and west (Perth House – 85 George Street) should comply with the following design principles:

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i vViews from George Street to the eastern façade of Perth House should be maximised and enhanced by articulation and selection of materials and finishes; and

ii sSetbacks should maintain and enable continued maturity of the Olive Tree associated with Perth House.

b) The tower form should have a minimum 3 metre separation from the property boundary adjoining Perth House.;

c) The western façade of the podium is to be designed to respect the scale and maintain legibility of the eastern façade of Perth House through articulation and appropriate selection of materials and finishes.;

d) Subject to design excellence and environmental impact studies, the western façade of development should have vertical walls, with protrusions and recesses minimised to create a subdued and composed podium that allows Perth House to be visually prominent.;

e) Landscaping should generally be based on historic landscaping layouts and schemes, and should be used to enhance Perth house presentation.

f) Ground floor areas of the future building should provide a direct outlook to the Perth House curtilage, with visual clutter adjacent to Perth House minimised.; and

g) New buildings must incorporate interpretation of heritage significance of the place.

Note – Proponents are referred to 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).

C.02 Any proposal that includes the use of any part of the grounds of Perth House adjoining the site is to minimise impacts on heritage significance having regard to the principles of the Conservation Management Plan for Perth House.

C.03 Provide opportunities for views of Perth House from George Street (east) with the provision of a heritage view corridor along the frontage of the subject site to maintain the appreciation of the state heritage item and significant trees from the George Street.

C.04 The fig and olive trees listed as being of heritage significance on 85 George Street as well as existing trees that contribute to the setting of Perth House, must be retained and protected.

C.05 Materials, finishes and colours for the new development must be carefully selected to ensure that they will not be visually intrusive in the setting of Perth House.

C.06 Signage must be located so that it does not obscure Perth House or adversely affect its setting.

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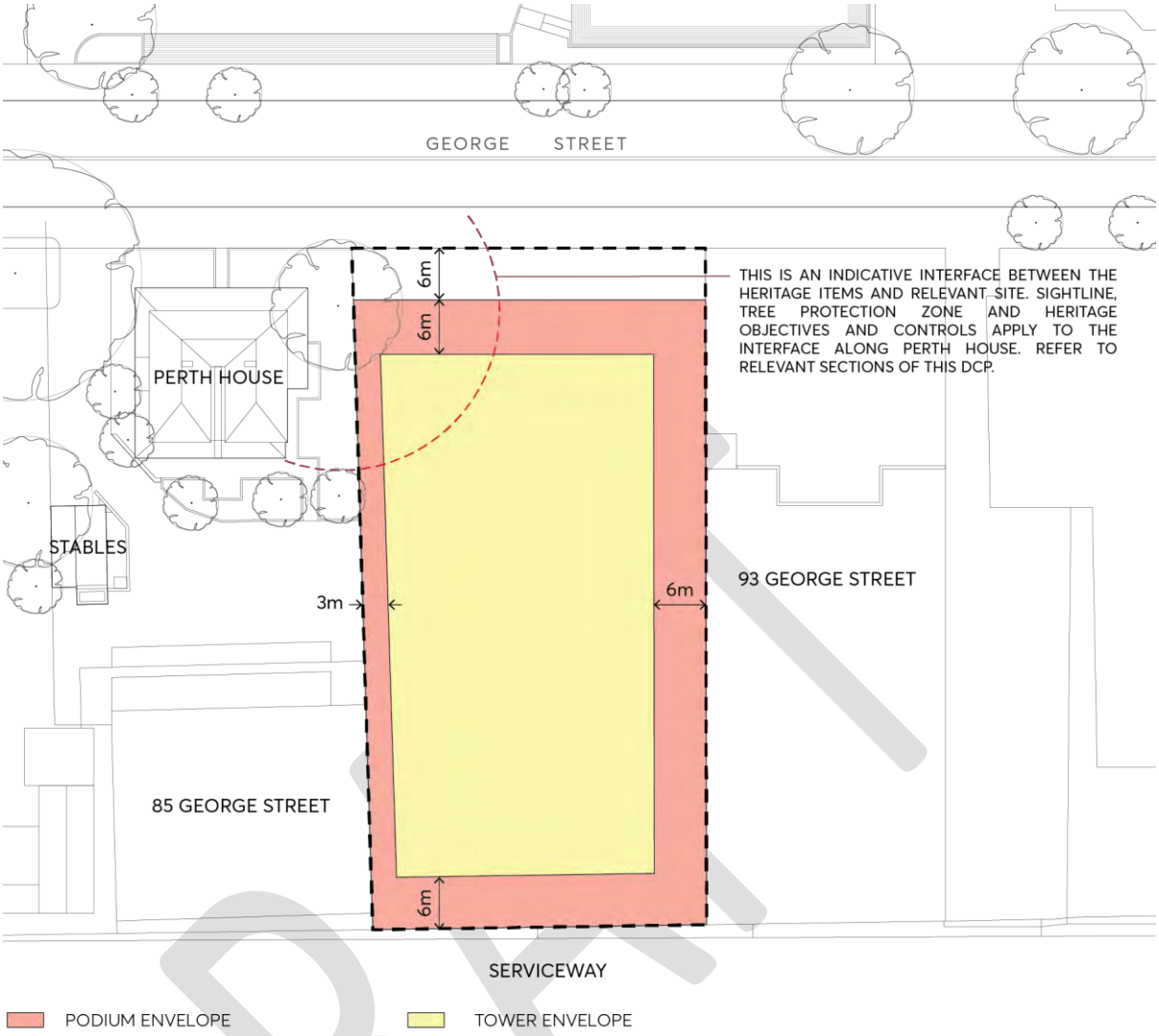


Figure 96.10.17.3 – Heritage Interface (Source: Fender Katsalidis Architects)

9.10.17.3 BUILT FORM

This section seeks to establish built form controls for the site to deliver a development which exhibits architectural design excellence and will positively contribute to the emerging and future character of the Parramatta City Centre. The urban form will enable commercial uses to support a thriving economic ~~c~~City ~~c~~Centre and promoting modern and flexible workplaces.

Objectives

O.01 Facilitate the redevelopment of the site to achieve a high-quality urban form which respects the heritage significance of adjoining sites and exhibits design excellence.

O.02 Establish the building envelope requirements for 87-91 George Street, Parramatta and facilitate designers as part of a future design excellence competition.

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O.03 The built form is to provide for flexible and efficient commercial floorplates suitable for achieving A grade office space without compromising the heritage objectives of the DCP controls.

O.04 Provide for a range of retail uses for the activation of the ground floor plane along George Street suitable for day and night-time activities.

O.05 Respond to the potential for future road widening and footpath construction within the George Street frontage.

Controls

C.01 Development should be in accordance with the identified Maximum Building Envelope Diagram as shown in Figures ~~9~~6.10.17.4 and ~~9~~6.10.17.5. The following setback requirements are applicable with consideration of the relevant design excellence and heritage objectives:

Podium Setbacks to be observed are:

- Zero Net Carbon in operation.
- 6 metres to the North (front) George Street Podium Setback
- 0 metres West (side) Podium Setback
- 0 metres East (side) Podium Setback
- 0 metres South (rear) Podium Setback
- Podium setbacks at the north-west corner will be subject to additional design controls relating to the interface with the adjacent heritage item and are to address the heritage objectives and controls within the DCP.

Tower Setbacks to be observed are:

- 12 metres to the North (front) George Street Tower Setback
- 3 metres West (side) Tower Setback
- 6 metres East (side) Tower Setback
- 6 metres South (rear) Tower Setback

C.02 The podium height is to be between 14 metres to 21 metres above the ground level.

C.03 The podium setbacks to the north (George Street) and west (Perth House – 85 George Street) should comply with the following design principles as shown in ~~9~~6.10.17.6:

a) Views from George Street to the eastern façade of Perth House should be maximised and enhanced by articulation and selection of materials and finishes.

b) Setbacks should maintain and enable continued maturity of the heritage protected Olive Tree associated with Perth House.

C.04 The new development is to provide suitable levels of solar access to 85 George Street.

C.05 Roof design is to make a positive contribution to the quality of the ~~CBD~~ City Centre skyline.

C.06 Opportunities for outdoor areas and terraces should be considered in order to enhance the amenity for future building occupants.

C.07 Future development should also have regard to the potential wind impact on George Street and publicly accessible areas on the site and adjoining properties.

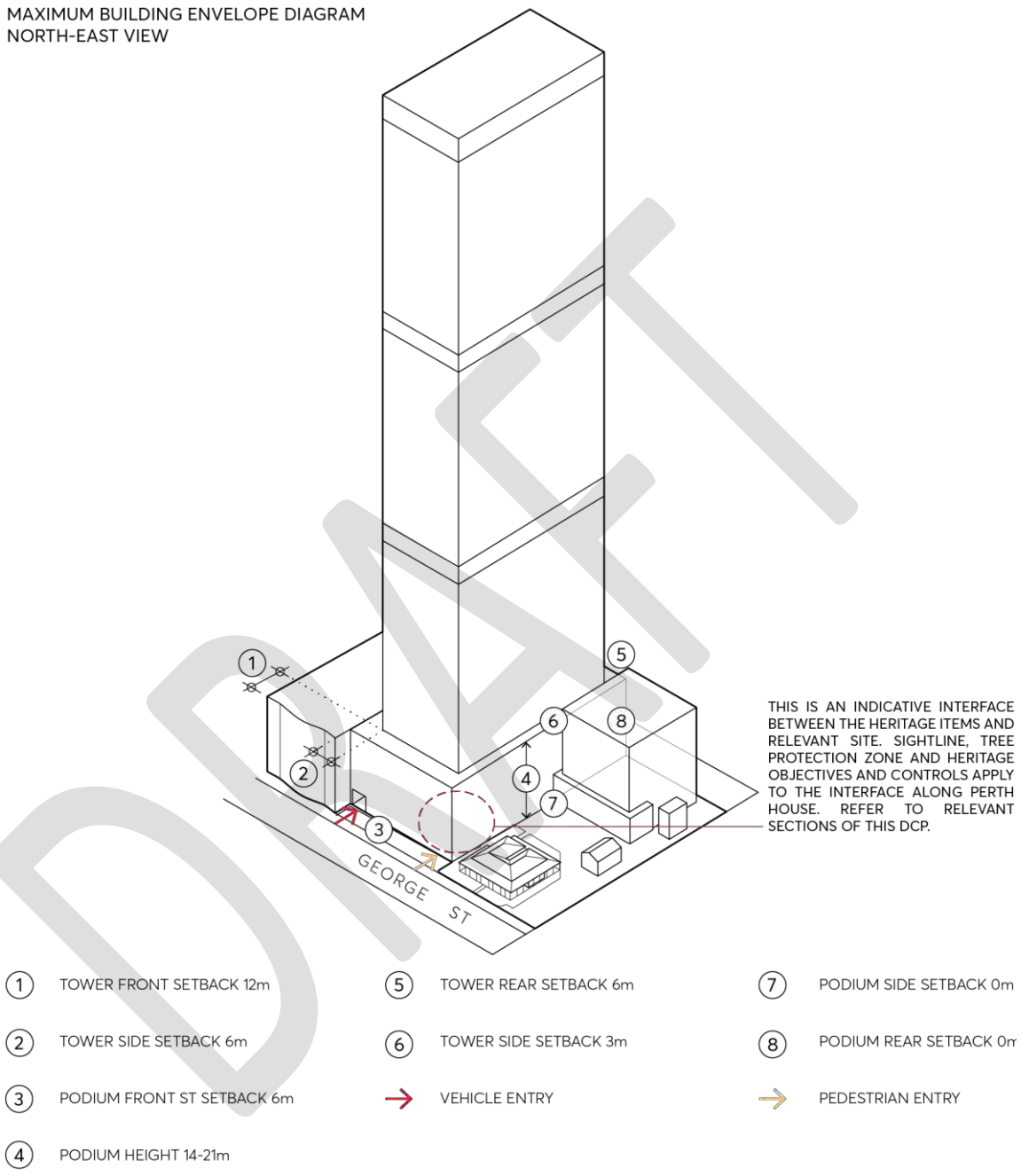


Figure 96.10.17.4 – Maximum Building Envelope Diagram, view from North East (Source: Fender Katsalidis Architects)

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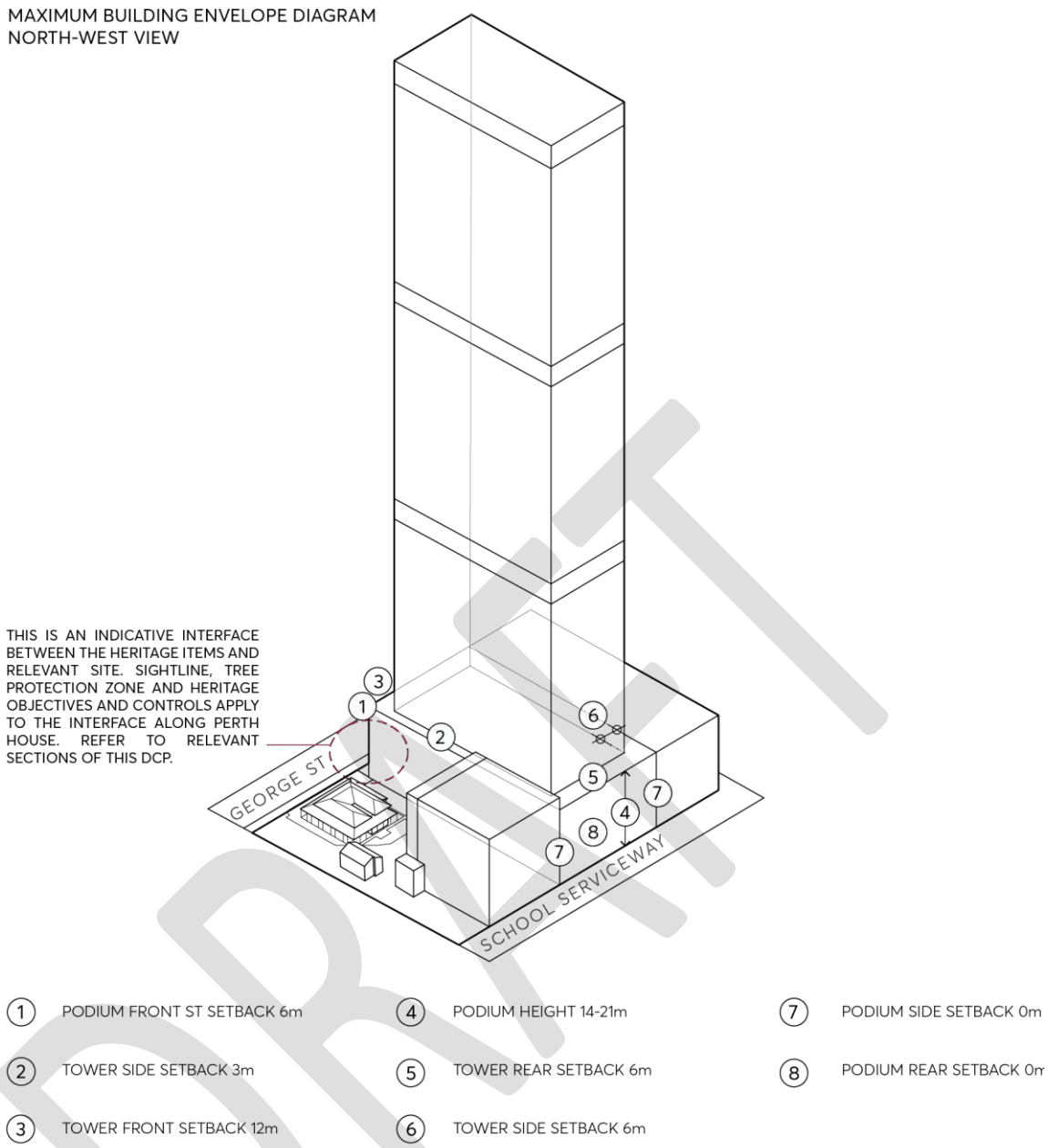


Figure 96.10.17.5 – Maximum Building Envelope Diagram, view from North West (Source: Fender Katsalidis Architects)

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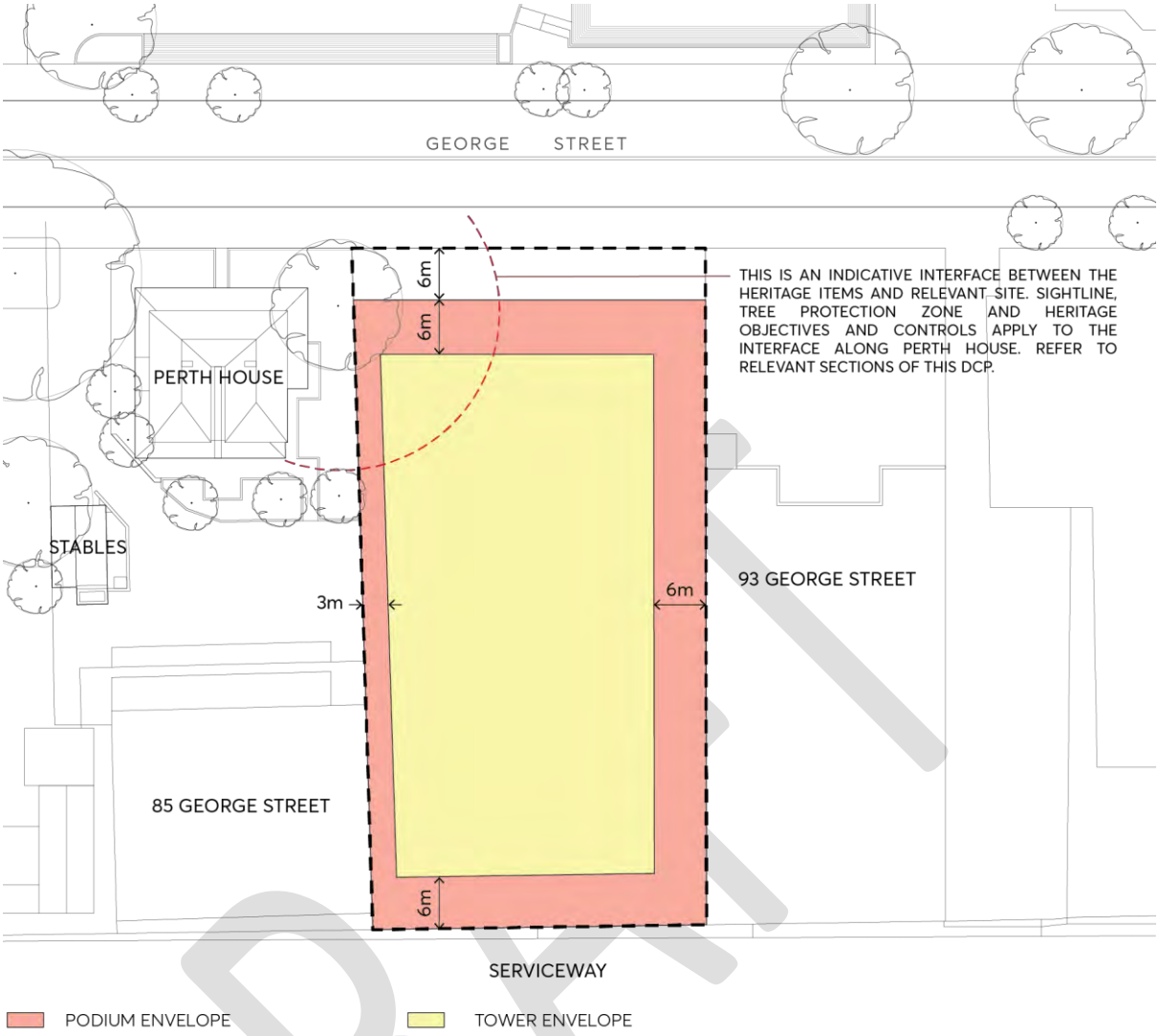


Figure 96.10.17.6 – Building Setback Control Diagram (Source: Fender Katsalidis Architects)

9.10.17.4 SUSTAINABILITY

This section seeks to deliver an ecological sustainable building which responds to the local climate conditions and seeks to combat the effects of the urban heat island affecting Western Sydney. This will implement a best practice sustainability approach based on recognised industry frameworks to deliver the ESD outcomes throughout the design, construction, commissioning, and occupation stages, that respond to the rapidly emerging consciousness of ESD principles both globally and locally.

Objectives

O.01 Deliver a commercial development that exhibits sustainable design practices and is a legacy for future generations.

O.02 The development should be resilient to the impacts of climate change and urban microclimate, including extreme heat, storm events, energy uncertainty, water scarcity and bushfires.

O.03 The design should seek to maximise the quality of the indoor environment and wellness for building occupants and visitors.

O.04 Building envelopes and façade articulation that are expressive and achieve high levels of solar protection and minimise reflected heat into public areas.

O.05 Evolve building design to best position the future asset to accommodate a pandemic environment

Controls

C.01 Development is to achieve the following best practice sustainability standards for the site, including:

- Zero Net Carbon in operation.
- 6 Star Green Star (Design and As Built) for commercial office buildings under Green Building Council of Australia (GBCA).
- 5.5 Star NABERS Energy Base Building Rating.
- 4 Star NABERS Water Base Building Rating.
- Resilience and flexibility of energy supply.
- Maximise natural ventilation, daylight and winter sun access.

C.02 The façade should be designed to minimise energy use by reducing heat gain while improving user comfort through glare control.

C.03 Design with a circular economy approach to minimise consumption of finite resources both during construction and for the lifecycle of the building. Such as:

- Minimising construction waste to landfill
- Selecting recycled materials or with low embodied carbon
- Dematerialising or reducing materials which do not add performance or functional value
- Introducing design initiatives to reduce operational waste.
- Designing energy and water efficient systems

C.04 Explore carbon positive pathways by relying on passive design strategies and exploring high efficiency solutions for building services, maximising the site's potential to integrate renewable energy systems and designing for a fully electrical building (not reliant on gas) and require tenants to deliver fitouts which do not utilise gas.

C.05 Implement socially sustainable and community engagement practices, following best practice guidelines of early and continued engagement.

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9.10.18 8-14 GREAT WESTERN HIGHWAY

This Section applies to land at 8-14 Great Western Highway, Parramatta and described as known as Lot 10 DP 1097949 and SP 8700, as illustrated in Figure 96.10.18.

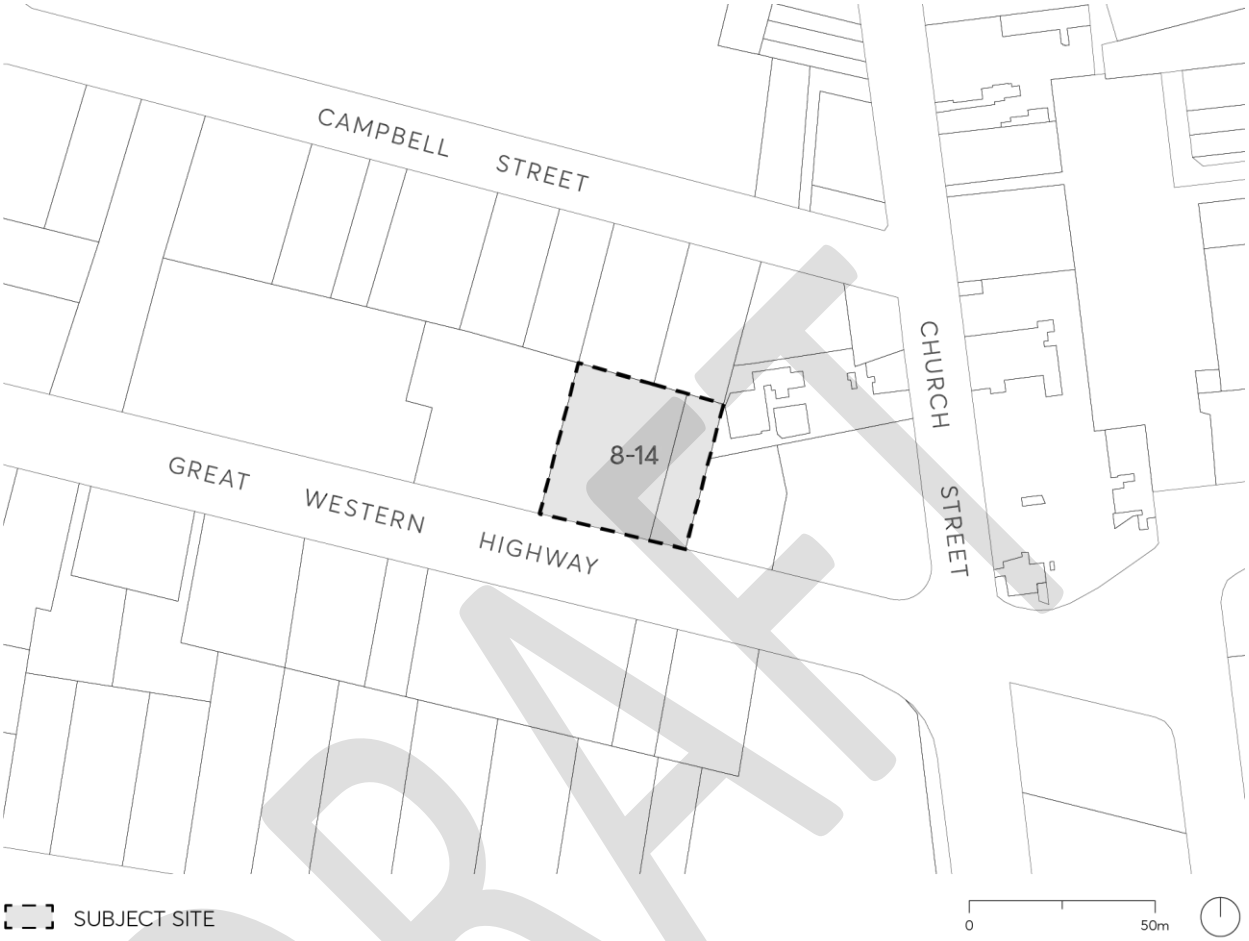


Figure 96.10.18 – Land application map

This Section must be read in conjunction with other sections of this DCP and the relevant provisions in *Parramatta LEP 202311*. If there is any inconsistency between this section and other sections of the DCP, this section prevails.

This Section establishes objectives and controls to be applied to the preparation and assessment of a development application for the site. It establishes development controls for the built form and urban design objectives for the subject site including building form and massing, setbacks, building separation, heritage interface, landscaping, and potential road widening and vehicular access requirements.

It should be noted that re-development of the site will be subject to a design excellence competition process under Part 7, Division 3 Design excellence in *Parramatta LEP 202311*. The scope of this brief will be informed by the urban design outcomes and principles of this Section.

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9.10.18.1 DESIRED FUTURE CHARACTER

The site is redeveloped into a high-quality, water and energy efficient, mixed-use development with residential and commercial uses, including ground floor retail uses which activates the site's frontage to the Great Western Highway. Future development aligns with the vision for the Parramatta City Centre which realises Parramatta as an urban and high-density and high-amenity ~~c~~City ~~c~~Centre.

This Section provides controls on the built form outcomes, vehicular access arrangements, heritage and landscape requirements. This Section recognises the site's location along the Great Western Highway as a major arterial road and seeks to ensure safe ingress and egress and maintain the efficient functioning of traffic along this road corridor.

Site Objectives

O.01 To facilitate the development of a mixed use building on the site which provides an activated street frontage, commercial floor space within a building podium, and a residential tower above.

O.02 Ensure that built form achieves contextual fit with adjacent buildings, both existing and future.

O.03 Protect and manage the impact of development on the public domain and neighbouring sites.

O.04 To ensure the nominated setback to the Great Western Highway can accommodate the potential for future road widening.

O.05 Provide vehicular access points and circulation that is safe and minimises impact to the operation of the intersection between Great Western Highway and Church Street.

O.06 Ensure that the building design is sympathetic to nearby heritage items and does not detract from their value.

O.07 Ensure that nearby heritage items are protected during the redevelopment of the subject site.

O.08 Require that any potential archaeology is managed in accordance with the requirements of Heritage NSW.

O.09 Provide deep-soil zones across the site to allow for adequate landscaping and allow for large tree plantings at the front and rear of the development.

O.10 Ensure that built form enables a healthy environment for street trees within the front setback.

9.10.18.2 BUILT FORM AND MASSING

Principles

P.01 To define built form and massing principles that achieve good urban design outcomes for the site context.

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P.02 Set back buildings above the street wall and side and rear boundaries to allow daylight penetration, mitigate wind impacts and enable views to the sky in streets and public places.

P.03 Design street walls to create streets that are legible, comfortable, safe, functional and attractive.

P.04 Design towers to be elegantly proportioned and maximise its slenderness of form.

Design Controls

Maximum Building Height

C.01 The building will present a commercial podium of 4 to 5 storeys to Great Western Highway with residential tower setback above.

Building alignment and setbacks

C.02 The building is to be aligned parallel with the Great Western Highway.

C.03 Street setbacks and street wall heights are to comply with Figure ~~96~~.10.18.2 and Figure ~~96~~.10.18.3, whereby development is to have a 6 metre setback at ground, and a 3 metre upper level setback for tower above.

C.04 The building (podium) setback is to have a 6 metre setback to the existing boundary with the Great Western Highway, 3 metre from the eastern boundary, 6 metre to the northern boundary and a 3 metre setback to the western boundary.

C.05 The basement is to be located wholly within the build footprint, with the exception of the western boundary and a portion of the northern boundary as shown in Figure ~~96~~.10.18.2. A nil setback is permitted at these locations for basement levels that generally marry with the ground floor level of the development on 18 – 20 Great Western Highway.

C.06 The 6 metre front setback is to be measured from the existing boundary in accordance with Figure ~~96~~.10.18.3. The front setback is to ensure adequate deep-soil planting, and where possible, the retention of existing trees. In the event of any future widening of Great Western Highway is required, the setting of the building is not required to change.

C.07 The residential tower above commercial podium is to be setback 9 metre from all existing site boundaries.

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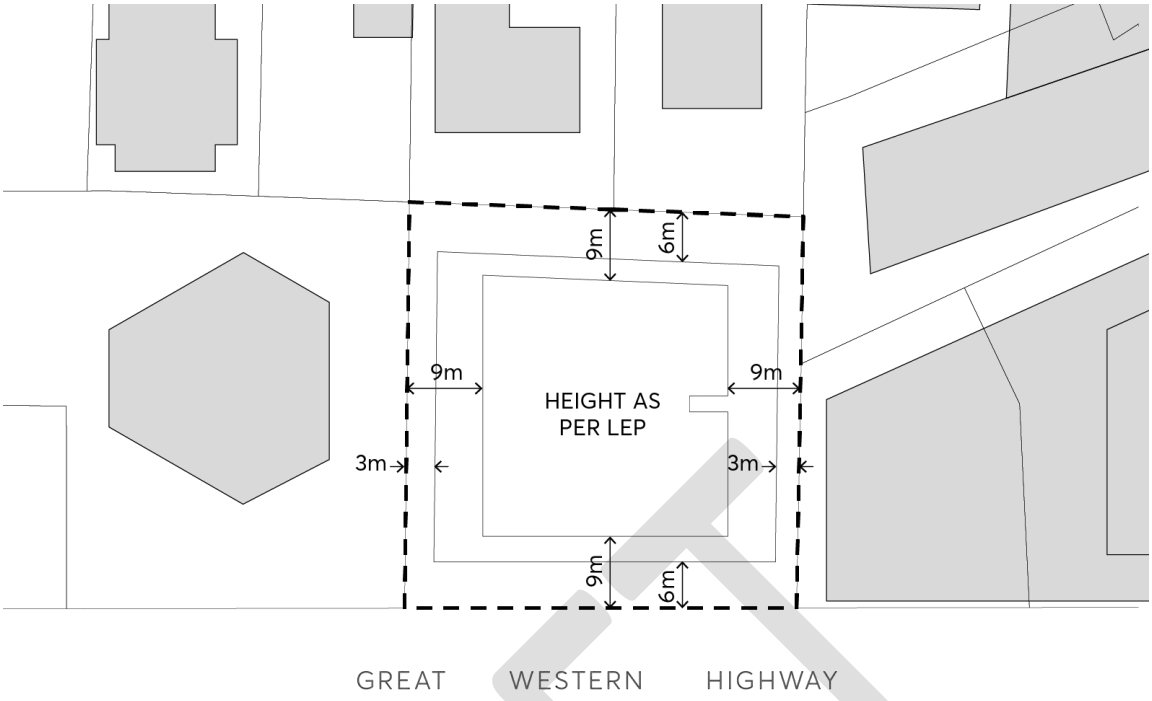


Figure 96.10.18.2 – Building alignment and setbacks

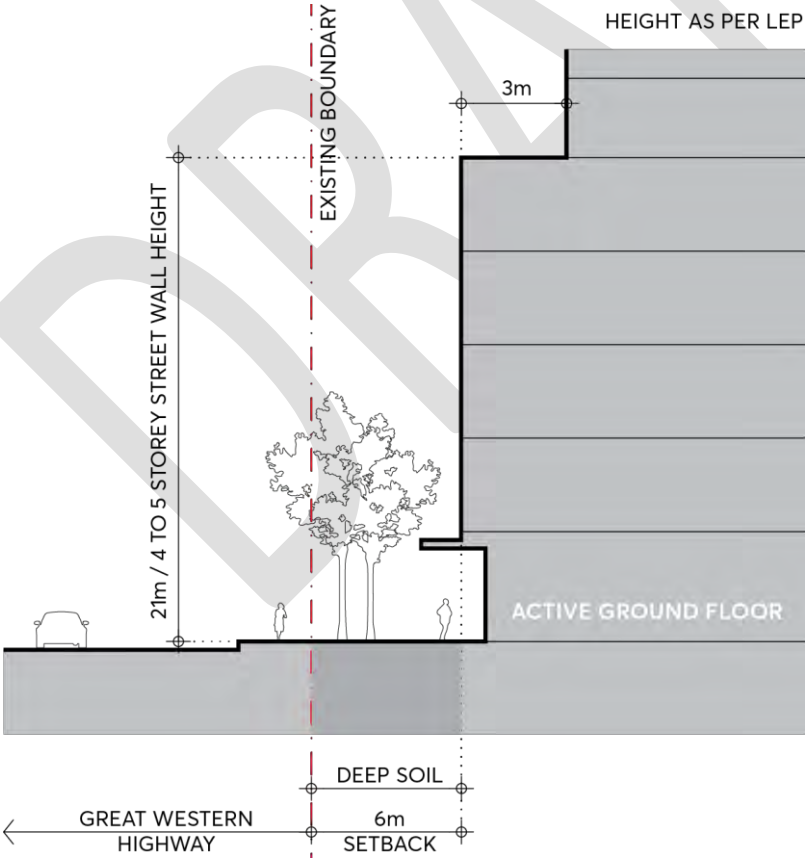


Figure 96.10.18.3 – Street Setbacks to Great Western Highway

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C.08 Future development must provide for a minimum building separation above street wall height of 18 metres, where separation distances must be apportioned equally between adjacent sites.

9.10.18.3 STREET WALL DESIGN AND GROUND FLOOR

C.01 The street walls must:

a) ~~b~~Be modulated vertically in increments that relates to a fine grain subdivision and negotiates any stepping in the ground floor level.

b) ~~b~~Be of predominantly masonry character with no lightweight panel construction or curtain walling.

c) ~~b~~Be articulated with depth, relief, and shadow on the street façade. A minimum relief of 150mm between the masonry finish and glazing face must be achieved.

d) U~~u~~tilise legible architectural elements and types - doors, windows, loggias, reveals, pilasters, sills, plinths, frame and infill, etc. - not necessarily expressed in a literal traditional manner.

e) I~~i~~nclude semi-recessed awnings for pedestrian shelter, in accordance with Figure 9~~6~~.10.18.5.

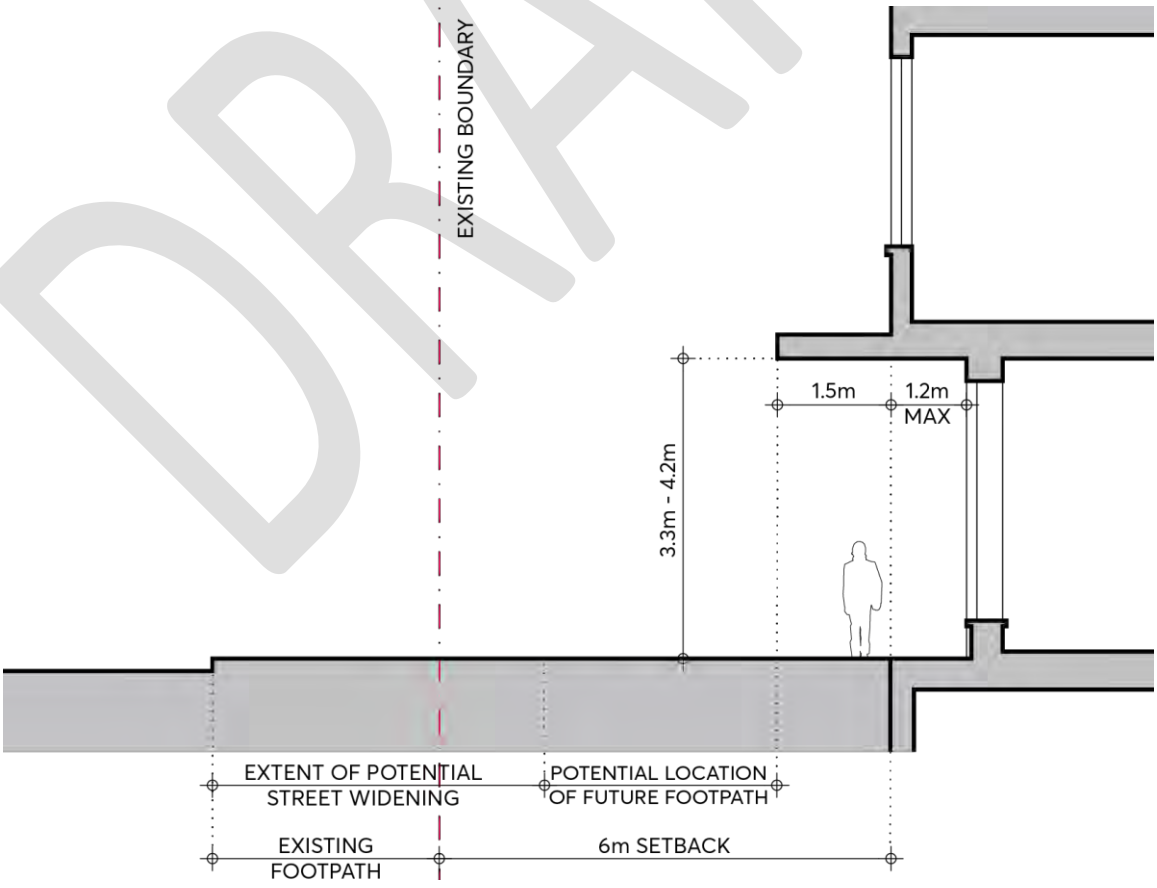


Figure 9~~6~~.10.18.4 – Ground Floor Interface Zone

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C.02 The active ground floor frontage must be considered in detail and the following must be incorporated in its design, as per Figure 96.10.18.4:

a) Active uses must fully occupy the ground floor frontage and not taken up by services.

b) A nominal 500mm interface zone at the frontage must be set aside to create interest and variety in the streetscape, to be used for setbacks for entries, opening of windows, seating ledges, benches, and general articulation.

c) The façade must have a high level of expressed detail and tactile material quality.

d) The articulation of the façade must include a well resolved meeting with the ground that also takes account of any slope. A horizontal plinth, integrated in the design, must be incorporated at the base of glazing to the natural ground level or footpath.

e) Design solutions need to maintain and reflect the levels of the existing footpath, incorporating a fine grain response that allows the ground floor tenancies to step with the sloping public domain.

9.10.18.4 ACCESS, PARKING AND SERVICING

Access control

C.01 Vehicular ingress and egress into the site must be provided near the site's western boundary so that the access point does not impact on the operation of the Great Western Highway and Church Street intersection (Figure 96.10.18.5 and Figure 96.10.18.6).

C.02 The driveway from the Great Western Highway must be a minimum of 12m wide and comply with Council's engineering standards.

C.03 All vehicles, including service vehicles, must enter and exit the site in a forward direction.

C.04 All areas for car parking, loading, deliveries and servicing shall be located within the boundaries of the site. A swept path analysis must demonstrate that the largest vehicle likely to access the site can safely and efficiently manoeuvre in these areas.

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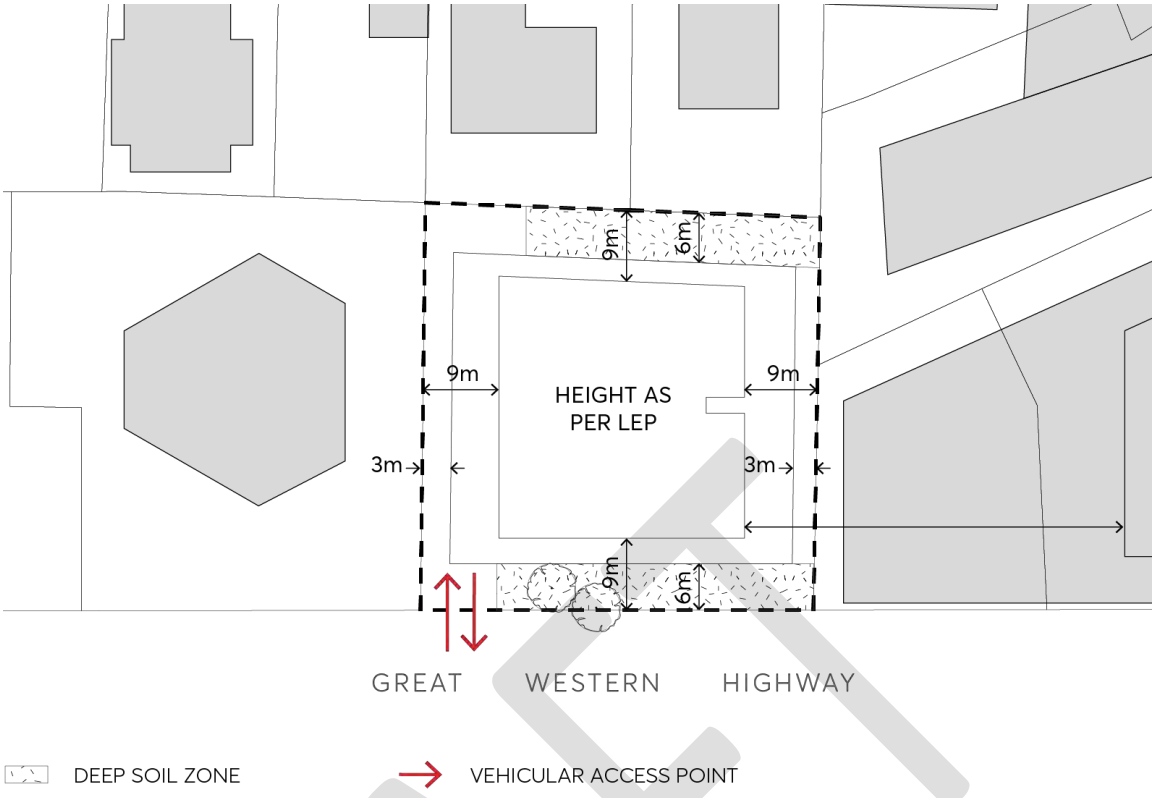


Figure 96.10.18.5 – Location of proposed vehicular access along the western site boundary and landscaping impact

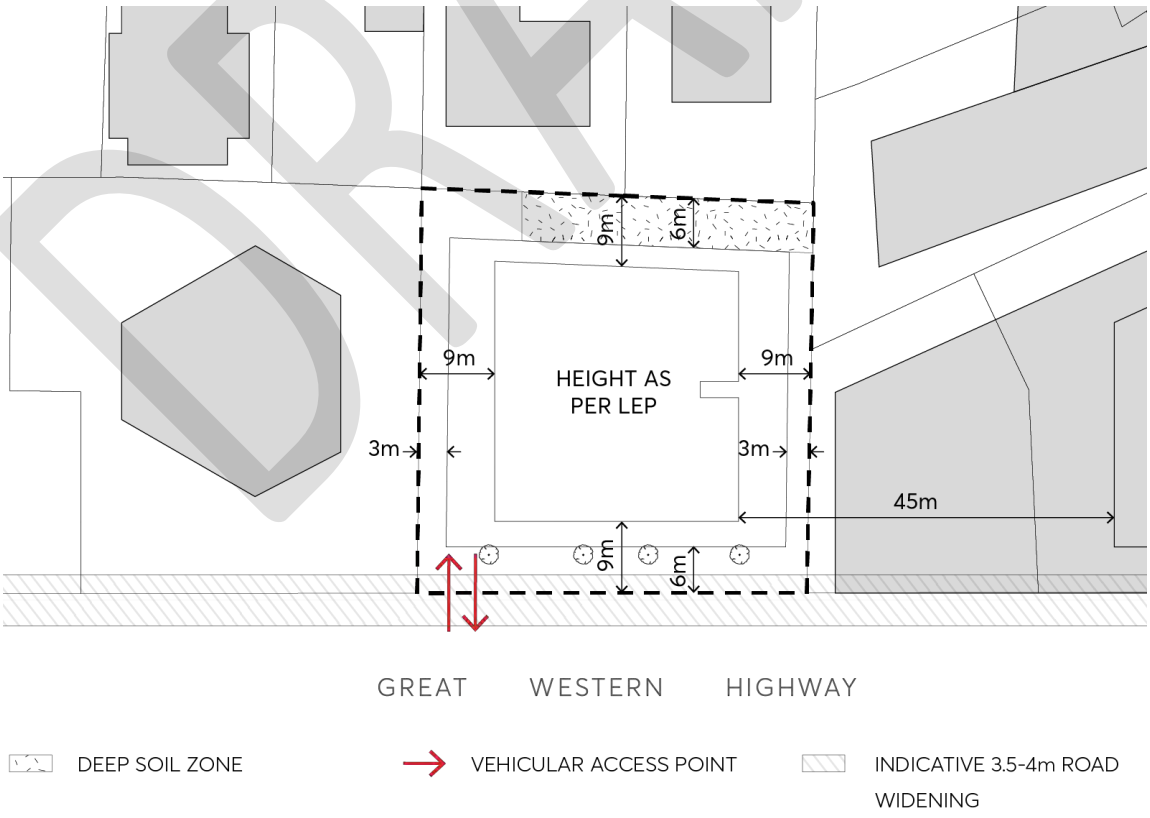


Figure 96.10.18.6 – Indicative extent of road widening on Great Western Highway and landscaping impact

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9.10.18.5 HERITAGE

The area subject to the proposal is located in vicinity of two State heritage listed items: Lennox House at 39 Campbell Street and Parramatta Masonic Centre at 47 Campbell Street. Part of the subject area (specifically No 8 Great Western Highway) is identified as being of local significance, and having moderate archaeological research potential.

Heritage controls

C.01 Any development on the site must be accompanied by a geotechnical report and a structural engineer's report, to assess impact of works on the suitability of grounds, and structural stability of the two adjacent heritage items during and after construction.

C.02 During any construction works, protection of significant fabric of the adjacent heritage items must be ensured and any damaged or weakened fabric repaired or reconstructed to Council's satisfaction.

C.03 An assessment of heritage impact, including models and photomontages, must be prepared and submitted with any development application, to ensure the buildings form, proportions, view lines, materials, colours and design respond to the heritage items.

C.04 Archaeological requirements must be confirmed with Heritage NSW, and evidence of their support provided to Council before determination of any Development Application.

9.10.18.6 LANDSCAPING

Landscaping controls

C.01 Deep-soil planting should be maximised at the front and rear setbacks the site, including tree planting.

C.02 Screen planting, tree pits and planter boxes may be provided along the side boundaries, but only in instances where it is not possible to provide deep-soil planting.

C.03 Existing trees located along the Great Western Highway within the site boundary are to be retained unless it is demonstrated that they are impacted the potential road widening or access driveways along this frontage.

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9.10.19 195 CHURCH STREET, 65-79 MACQUARIE STREET AND 38 AND 41-45 HUNTER STREET, PARRAMATTA

Section 9.10.19 of this DCP will contain the controls that apply to 195 Church Street, 65-79 Macquarie Street and 38 and 41-45 Hunter Street, Parramatta (known as the St John's Cathedral site).

The St John's Cathedral site is centrally located within the Parramatta City Centre with direct frontages to Macquarie Street to the north of approximately 44 metres, Church Street to the east of approximately 86 metres, the rail corridor to the south of approximately 24 metres and Hunter Street cul-de-sac to the west. The subject site is part of the finalised Parramatta LEP 2023 (Amendment No 1) which was finalised by the Department of Planning and Environment on 16 June 2023. It will be supported by a site-specific DCP, which will form Section 9.10.19 of this DCP.

The draft DCP does not contain any changes to the site-specific DCP controls for 195 Church Street, 65-79 Macquarie Street and 38 and 41-45 Hunter Street, Parramatta as adopted by Council. As part of the finalisation of the draft DCP, Council officers anticipate that there may be some minor administrative/drafting updates within Section 9.10.19 to ensure that the final DCP is consistent and up to date as required. These changes will not alter the intent or effect of any of the adopted planning provisions.

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PARRAMATTA CITY CENTRE – DEFERRED AREA A

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9B PARRAMATTA CITY CENTRE - DEFERRED AREA A

The controls in this ~~s~~Section of this~~the~~ DCP apply to development in the Parramatta City Centre Deferred Area A as identified on the Special Provisions Area Map in *Parramatta LEP 2023~~11 (Amendment No 56)~~* but exclude the Phillip Street block and the Park Edge Highly Sensitive Area as shown in Figure 9B~~4.3.3~~.1.

Refer to Section 9 – ~~Part 6~~ Parramatta City Centre for the controls affecting the area shown grey in Figure 9B~~4.3.3~~.1 below and Section 9~~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~~ 9 or other Section of the DCP except in the case of the site-~~-~~specific controls in Section 9B~~4.3.3~~.6, and in the case of the R2 Low Density Residential zoned land at 15 Albert Street.

The site known as Lot 5, DP795141 which constitutes part of the property known as 15 Albert Street, North Parramatta is zoned R2 Low Density Residential. The controls affecting this site are contained in Part 3 – Residential Development of this DCP.

The broad objectives for the Parramatta City Centre – Deferred Area are:

O.01 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.

O.02 To support the commercial core with surrounding mixed use development that reinforces and complements the centre's core employment role.

O.03 To ensure high-~~-~~quality design of buildings and public areas.

O.04 To activate the Parramatta River edge and the relationship of the river to the city.

O.05 To provide for the conservation and interpretation of Parramatta's heritage.

O.06 To improve the natural environment.

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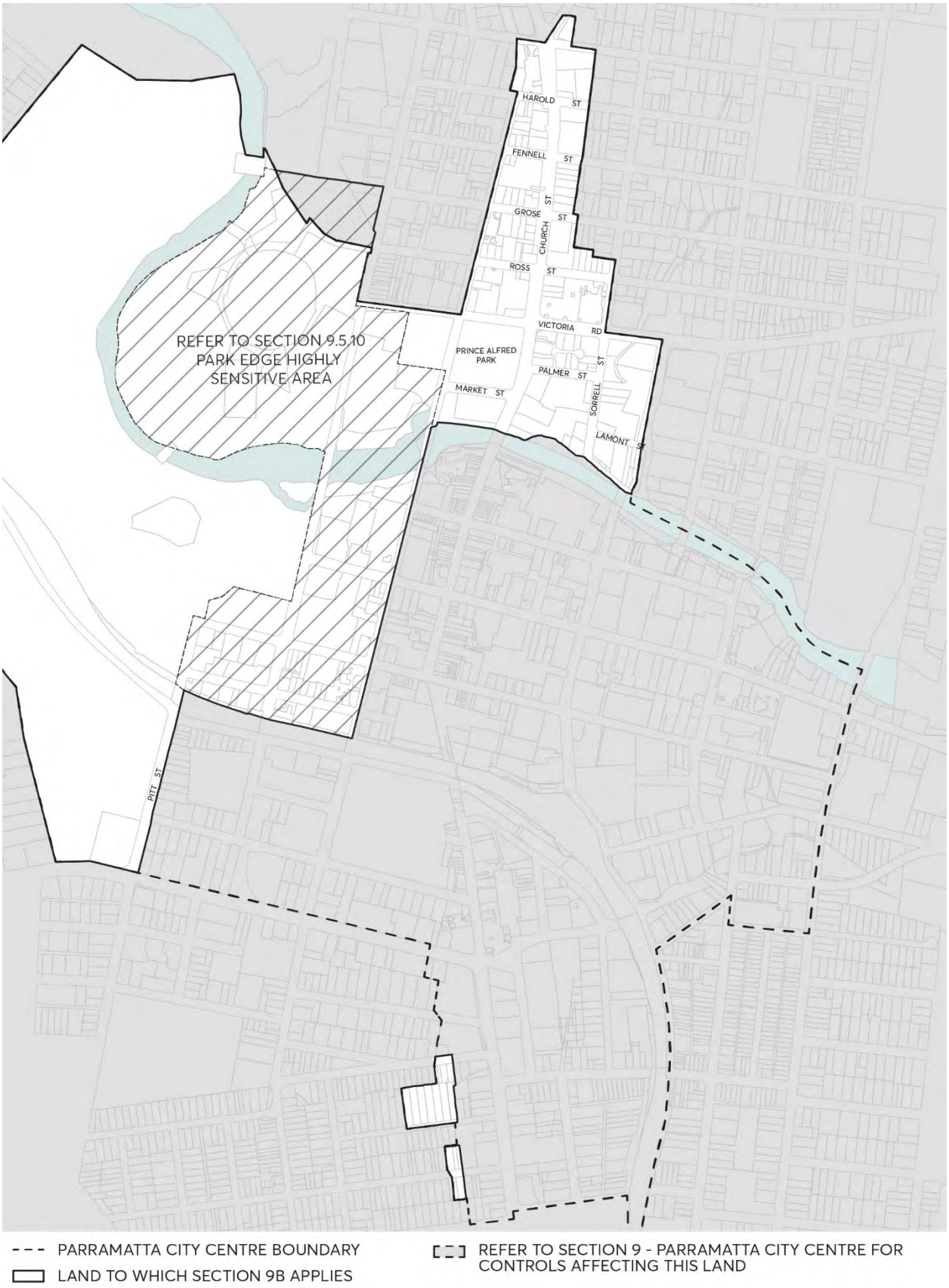


Figure 9B~~4.3.3~~.1 – Land Application Map – Parramatta City Centre Deferred Area

9B.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 9B4.3.3.1. 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 9B4.3.3.6 – 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.01 To establish appropriate scale, dimensions, form and separation of buildings.;

O.02 Achieve active street frontages with good physical and visual connections between buildings and the street.;

O.03 Define the public street so that it provides spaces that are legible, safe, comfortable, functional and attractive.;

O.04 Ensure building depth, bulk and separation allows for view sharing and protects amenity, daylight penetration and privacy between adjoining developments.;

O.05 Achieve an articulation and finish of building exteriors that contributes to a high-quality and sustainable urban environment.;

O.06 Protect and provide visual connections to the Parramatta River and parkland.

9B.1.1 MINIMUM BUILDING STREET FRONTAGE

Objectives

O.01 To ensure that visually, buildings have an appropriate overall horizontal proportion compared to their vertical proportions.

O.02 To ensure that vehicular access is reasonably spaced and separated along roads and lanes.

O.03 To provide appropriate dimensions for the design of car parking levels.

Controls

C.01 Development parcels are required to have at least one street frontage of 20m or more on land zoned E2B3 Commercial CoreCentre, MU1B4 Mixed Use or E3 Productivity SupportB5 Business Development.

C.02 Exceptions to the minimum building street frontage will be considered:

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

9B.1.2 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 Ddeferred Aarea 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.01 To provide street edges which reinforce, improve or support the hierarchy and character of specific city streets and lanes.

O.02 To ensure there are consistent street frontages with buildings having common alignments.

O.03 To present appropriate design responses to nearby development that complement the streetscape.

O.04 To create a clear transition between public and private space.

O.05 To assist in achieving visual privacy to apartments from the street.

O.06 To allow for street landscape character, where appropriate.

Controls

C.01 Comply with the street building alignment and front setbacks specified in Figures 9B4.3.3.1.2.1 and 9B4.3.3.1.2.

C.02 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 9B4.3.3.1.2.1.

C.03 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.04 Minor projections into front building lines and setbacks for sun shading devices, entry awnings and cornices are permissible. (See also Section 6B.1.7 – Building Exteriors).

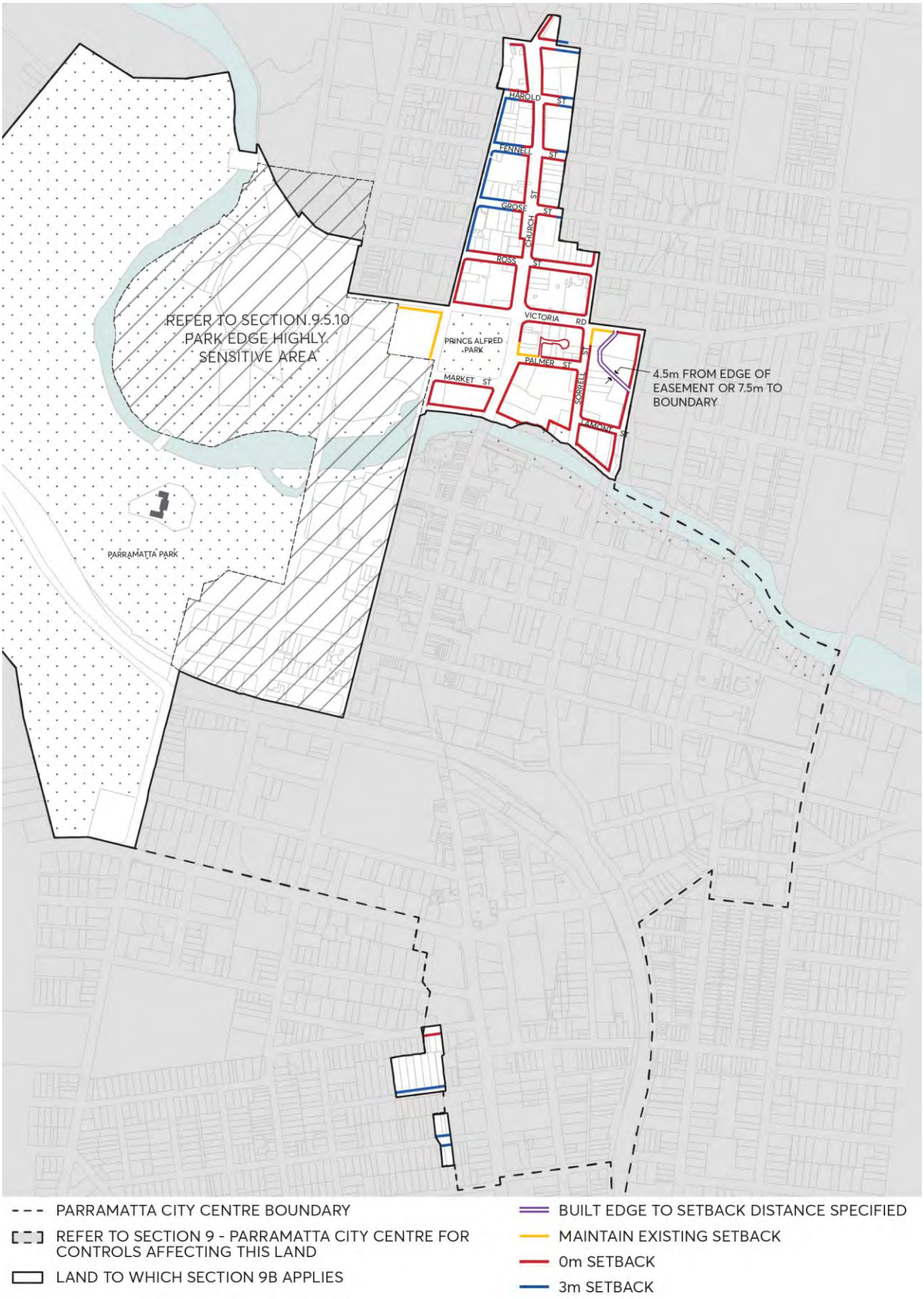


Figure 9B~~4.3.3~~.1.2.1 – Building Alignment and Front Setbacks (to streets, public domain and watercourses)

9B.1.3 STREET AND RIVER FRORNTAGE 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 thise DCP specify the required street and river frontage heights and the required upper level setbacks above.

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

Objectives

O.01 To strengthen the urban form of the City Centre Ddeferred aArea with consistent street wall heights.

O.02 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.03 To enhance the distinctive character of streets within Parramatta City Centre Ddeferred Aarea.

Controls

C.01 Buildings must comply with the relevant street and river frontage heights and upper level setbacks as shown ion Figures 4.3.3.9B.1.3 - 4.3.3.9B.1.6. Podium heights must not exceed both the number of storeys and the height in metres.

C.02 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.03 Corner sites may be built with no upper level setback to the secondary street edge for the first 45 metres within the same site/–amalgamation. This helps to articulate corners, generate feasible floor plates as well as allow corner towers to engage directly with the street and footpath. Refer to Figure 9B4.3.3.1.6.

C.04 The following take precedence in determining the primary and secondary street frontages:

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

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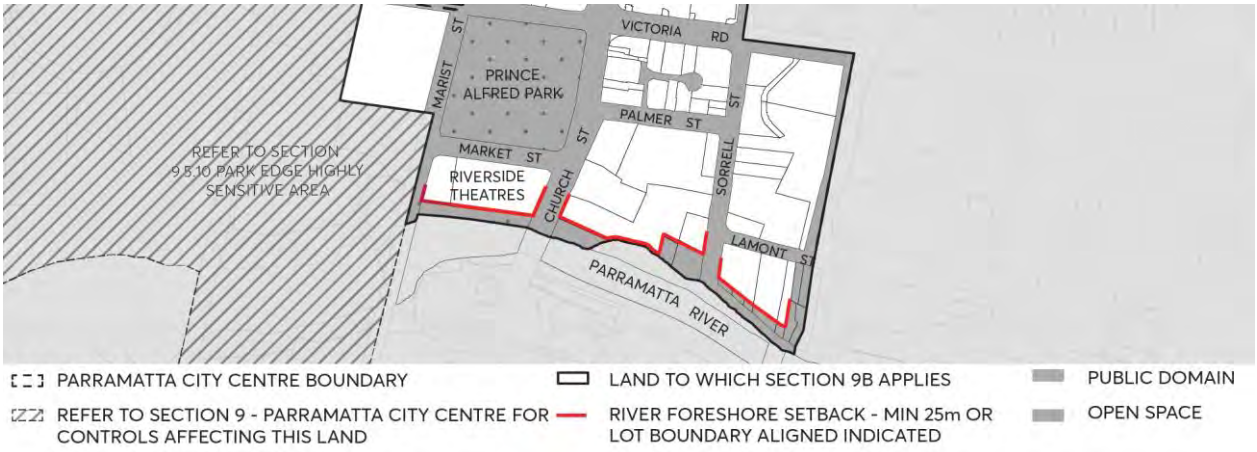


Figure 9B~~4.3.3~~.1.2 – River Foreshore Setbacks in part of the Deferred Area

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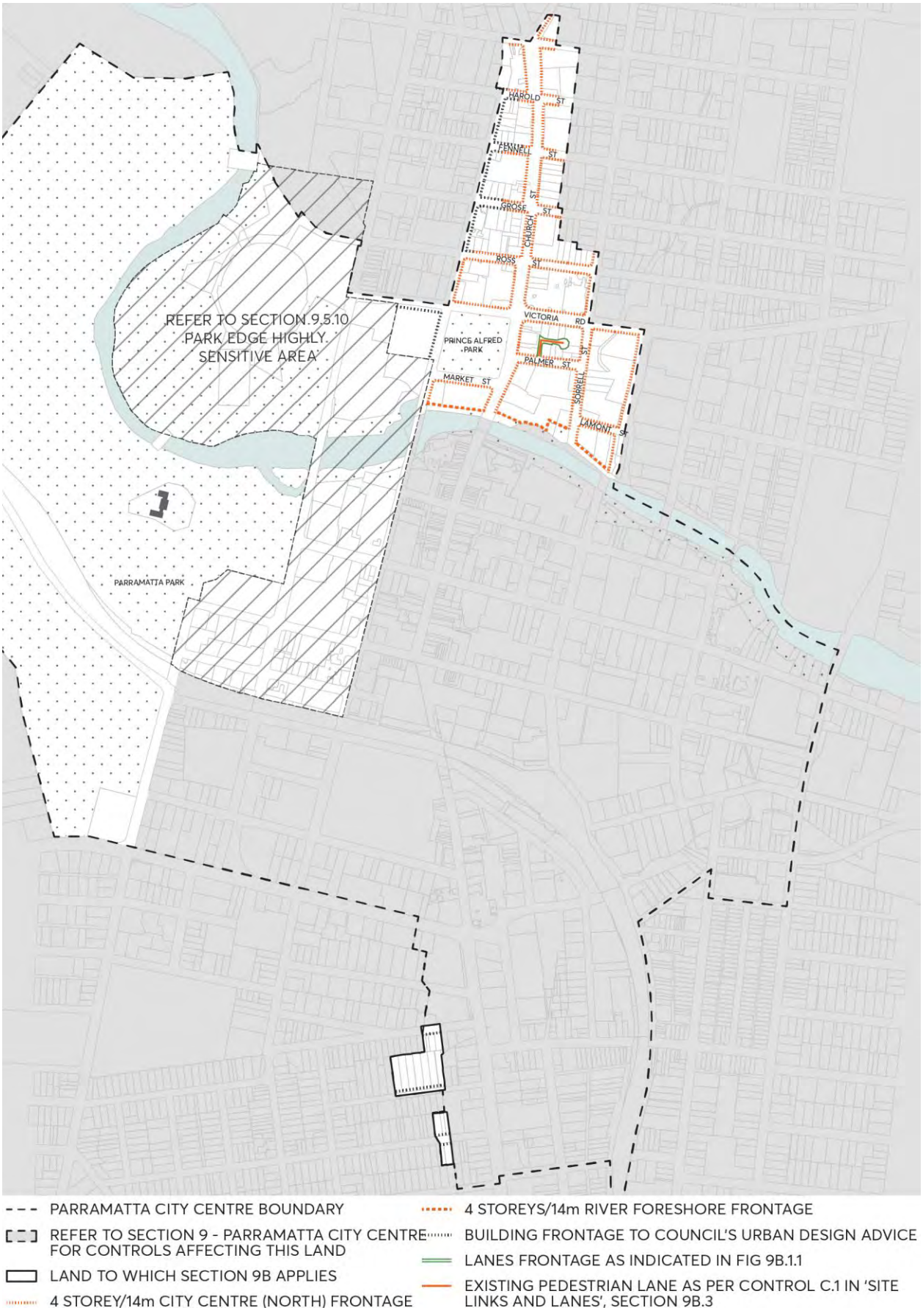


Figure 9B~~4.3.3~~.1.3 – Street / River Frontage Heights – Parramatta City Centre Deferred Area

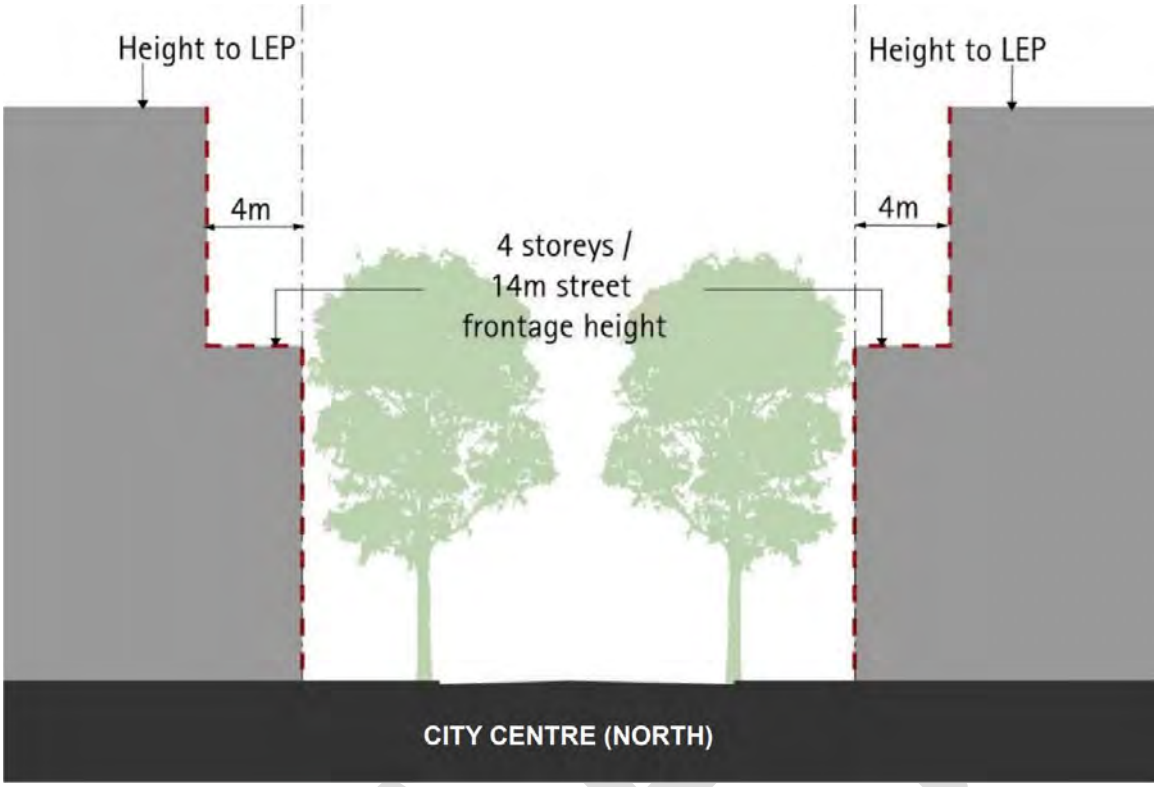


Figure 9B4.3.3.1.4 – Street Frontage Heights and Upper Level Setbacks City Centre (North)

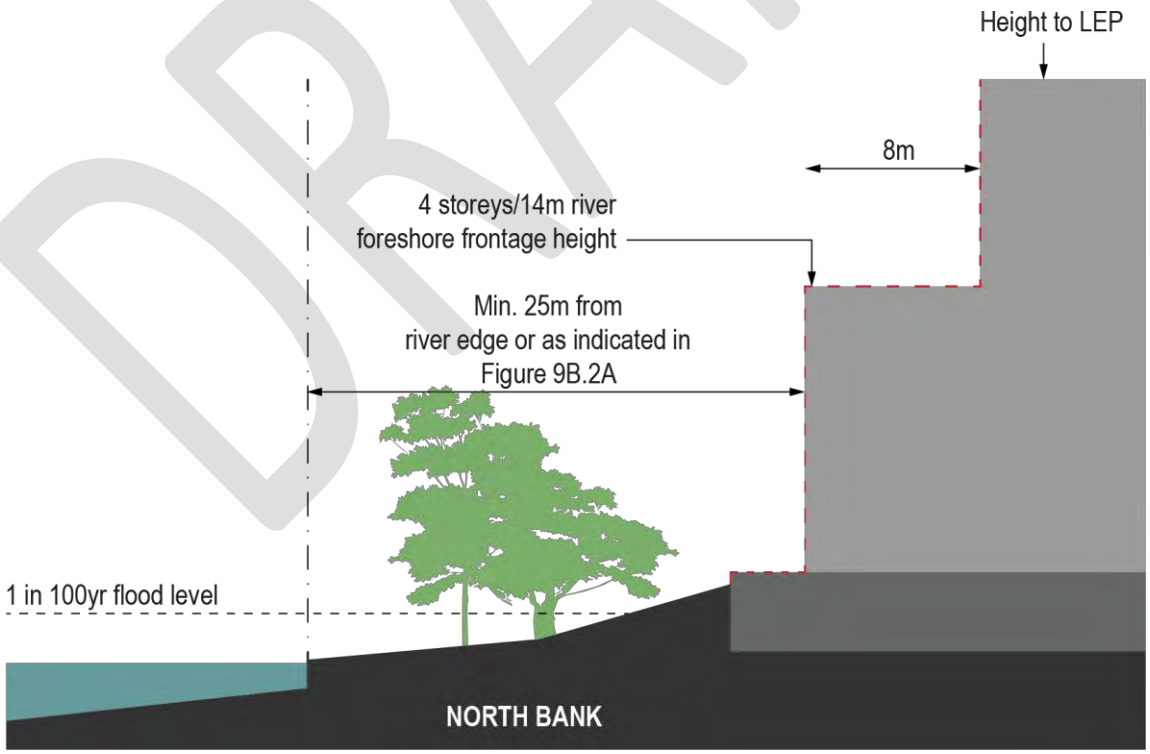


Figure 9B4.3.3.1.5 – River Frontage Heights and Upper Level Setbacks, River Foreshore

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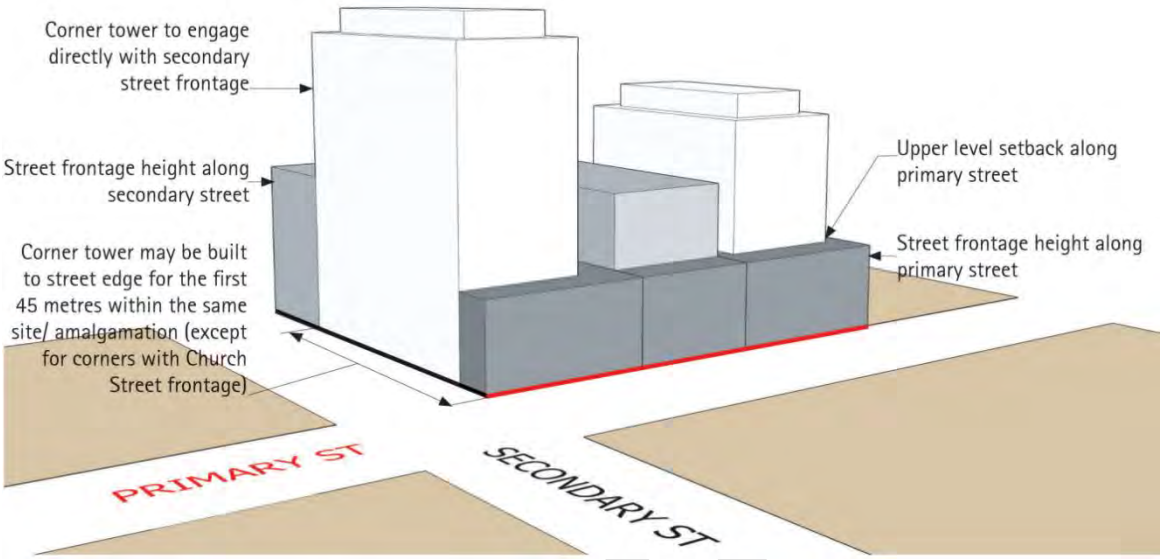


Figure 9B~~4.3.3~~.1.6 – Indicative Corner Condition with different Street Frontage Heights

9B.1.4 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.01 To promote the design and development of sustainable buildings.

O.02 To achieve living and working environments with good internal amenity and minimise the need for artificial heating, cooling, and lighting.

O.03 To provide viable and useable commercial floor space.

O.04 To achieve usable and pleasant streets and public domain at ground level by controlling the size of upper level of buildings.

O.05 To achieve a city skyline sympathetic to the topography and context.

O.06 To allow for view sharing and view corridors.

O.07 To reduce the apparent bulk and scale of buildings by breaking up expanses of building wall with modulation of form.

Controls

C.01 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.02 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.

9B.1.5 BULIDING SEPARATION

Objectives

O.01 To ensure an appropriate level of amenity for building occupants in terms of daylight, outlook, view sharing, ventilation, wind mitigation, and privacy.

O.02 To achieve usable and pleasant streets, lanes, parks, and public spaces in terms of wind mitigation, daylight, and solar access.

Controls

C.01 The minimum building setbacks from the side and rear property boundaries are illustrated in Figures ~~4.3.3.~~9B.1.7 and ~~4.3.3.~~9B.1.8 or to shared lanes in Figure 9B~~4.3.3.~~1.9.

C.02 Where permissible, side and rear boundaries are to be built to zero metres at lower levels of buildings.

C.03 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.04 Notwithstanding the controls in this Section, for residential development additional setbacks may be necessary to satisfy building separation, solar access and amenity requirements of *State Environmental Planning Policy 65 - Design Quality of Residential Apartment Development.*

C.05 Notwithstanding side setback controls, the podium should be built to the side boundaries (0 metres setback) where fronting the street.

C.06 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.07 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.

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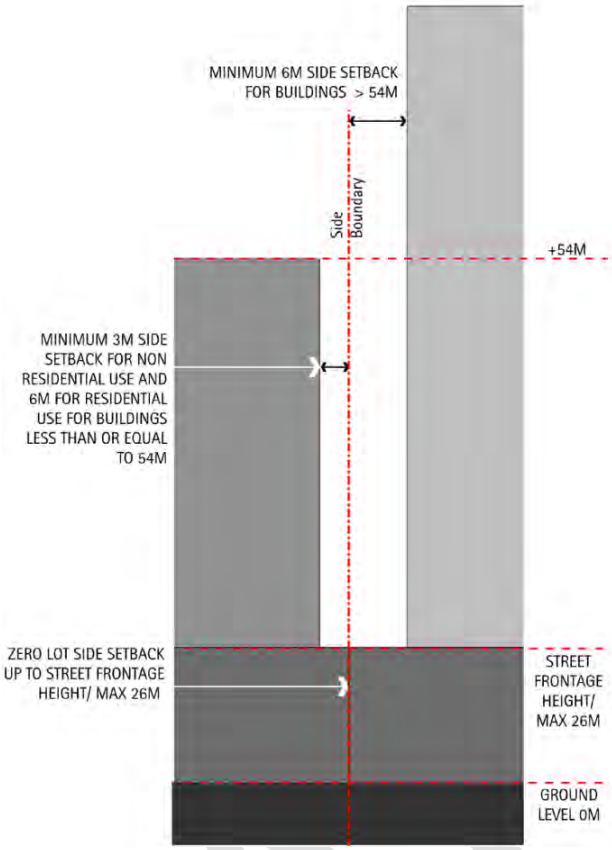


Figure 9B4.3.3.1.7 – Side Setback

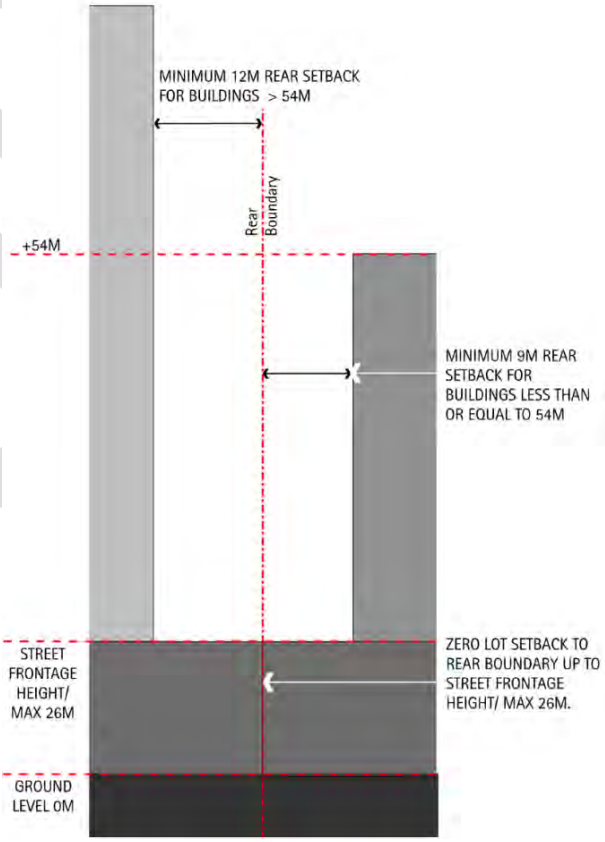


Figure 9B4.3.3.1.8 – Rear Setback

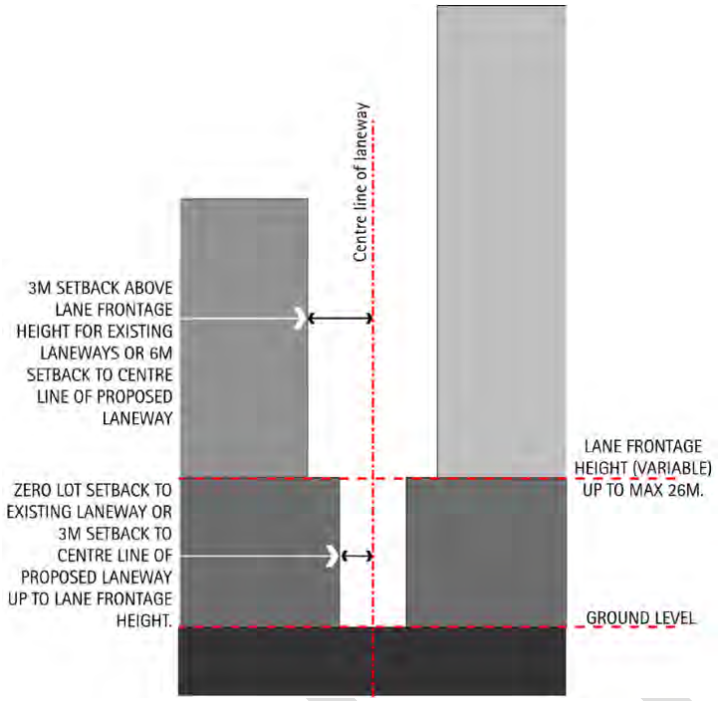


Figure 9B~~4.3.3~~.1.9 – Setback to shared lanes

9B.1.6 BUILDING FORM AND WIND MITIGATION

Objectives

O.01 To ensure that building form enables the achievement of nominated wind standards to maintain safe and comfortable conditions in the City Centre deferred area streets and lanes.

Controls

C.01 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.02 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 Deferred Area.
- Consider the shape, location and height of buildings to satisfy wind criteria for public safety and comfort at ground level.

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- Ensure useability of open terraces and balconies.

C.03 Wind Effects Report is to be submitted with the DA for all buildings greater than 32m in height.

C.04 For buildings over 50m in height, results of a wind tunnel test are to be included in the report.

9B.1.7 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 dDeferred Aarea:

O.01 Ccontribute positively to the streetscape and public domain by means of high-quality architecture and selection of appropriate materials and finishes.

O.02 Pprovide richness of detail and architectural interest especially at visually prominent parts of buildings such as lower levels and roof tops.

O.03 Ppresent appropriate design responses to nearby development that complement the streetscape.

O.04 Cclearly define the adjoining streets, street corners and public spaces and avoid ambiguous external spaces with poor pedestrian amenity and security.

O.05 Mmaintain a pedestrian scale in the articulation and detailing of the lower levels of the building.

O.06 Ccontribute to a visually interesting skyline.

O.07 Rrestrict the reflection of sunlight from buildings to surrounding areas and buildings.

Controls

C.01 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, and
- facade proportions including horizontal or vertical emphasis.

C.02 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.03 Articulate façades so that they address the street and add visual interest.

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C.04 External walls should be clad with high-quality and durable materials and finishes.

C.05 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.06 To assist articulation and visual interest, avoid large expanses of any single material.

C.07 Limit opaque or blank walls for ground floor uses to 30% of the building street frontage.

C.08 Maximise glazing for ground floor retail uses, but break glazing into sections to avoid large expanses of glass.

C.09 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, and
- 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.

9B.2 MIXED USE BUILDINGS

City Centre Deferred Area buildings provide for a variety of uses and activities that reinforce the character and function of the City Centre Deferred Area 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.01 To create active and lively streets with enhanced public safety by increasing activity in the public domain.

O.02 To minimise potential conflicts and achieve compatibility between different uses.

O.03 To ensure that the design of mixed-use buildings addresses residential amenity and supports commercial and retail uses.

O.04 To create legible and safe access and circulation in mixed use buildings.

O.05 To ensure that buildings address the public domain and the street.

Controls

C.01 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.02 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.03 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.04 Locate clearly demarcated residential entries directly from the public street.

C.05 Clearly separate and distinguish commercial and residential entries and vertical circulation.

C.06 Provide security access controls to all entrances into private areas, including car parks and internal courtyards.

C.07 Front buildings onto major streets with active uses.

C.08 Avoid the use of blank building walls at the ground level at street or lane frontages.

C.09 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.

9B.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 9B~~4.3.3~~.3.1). The public domain is also affected by the private domain - the design quality of adjoining buildings, overshadowing, the design and location of building entrances, setbacks and signage.

The pedestrian network is a key aspect of the public domain. The pedestrian amenity provisions in this Section are intended to achieve a high~~-~~ quality of urban design, pedestrian comfort and safety in the public spaces of the City Centre Deferred Area. 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 the~~a set of~~ Parramatta 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

Deferred Area and require the preparation for approval of an Alignments Plan and a Public Domain Plan.

Council's tree mapping in its Parramatta 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 Deferred Area developments should be appropriate for proposed building heights and City Centre Deferred Area micro-climates to mitigate the urban heat island effect.

9B.3.1 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 9B4.3.3.6 – Site Specific Controls which affect sites at 470 Church Street and 8 -12 Victoria Road and 2A Villiers Street.

Objectives

O.01 To improve access in the City Centre Deferred Aarea by providing new lanes and site links and enhancing existing links as redevelopment occurs.

O.02 To contribute to the legibility of the pedestrian network.

O.03 To ensure that site links have active frontages.

O.04 To provide for pedestrian amenity and safety.

O.05 To encourage removal of vehicular entries from primary street frontages.

O.06 To retain and further develop lanes and small spaces as useful and interesting pedestrian connections as well as for service access.

O.07 To implement Council's Parramatta City Centre Lanes Policy.

Controls

C.01 Through site links, arcades, shared ways and laneways are to be provided as shown in Figure 9B4.3.3.1.3 Street / River Frontage Heights (denoted by an orange line).

C.02 The design and finish of new site links is to be provided in accordance with Council's Parramatta Public Domain Guidelines.

C.03 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; and

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

C.04 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.05 Internal arcades will not be approved in preference to activation of an existing or required lane or site link.

C.06 Building address to lanes and site links shall create visual interest such as landscaping, awnings, paved finishes, and good lighting.

C.07 Shared lanes and vehicular lanes are to have a minimum width of 6m clear of all obstructions.

C.08 To provide interest in these spaces, public art installations are encouraged in lanes.

9B.3.2 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.01 To promote pedestrian activity and safety in the public domain.

O.02 To maximise active street and lane fronts in the City Centre Ddeferred Aarea.

O.03 To maximise active frontages to the river foreshore.

O.04 To define areas where active frontages are required.

Controls

Active Frontages for non-residential development

C.01 Active frontages are required throughout the City Centre Ddeferred Aarea 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.02 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 Parramatta Public Domain Guidelines and the requirement for an Alignments Plan).

C.03 Provide multiple entrances for large developments including an entrance on each street frontage.

C.04 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.05 Extend active frontages above ground floor level with uses and building design, which provide transparency, and visual contact with the public domain.

C.06 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.07 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.08 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.09 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.

9B.3.3 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.

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Objectives

O.01 To promote ease of access for pedestrians in streets and public places.

O.02 To promote 'Safer by Design' and crime prevention principles.

O.03 To encourage pedestrian circulation at street level.

O.04 To protect views and vistas along streets.

Controls

C.01 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.02 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.03 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.04 All underpasses are to have a minimum width of 5 metres clear of all fixed obstructions and a minimum ceiling height of 4 metres.

9B.3.4 AWNINGS

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

Objectives

O.01 To increase pedestrian amenity in areas of high pedestrian volume by providing protection from wet weather and sunlight with awnings.

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Controls

C.01 Continuous street frontage awnings are to be provided for all new developments as indicated in Figure 9B~~4.3.3~~.3.1.

C.02 New awnings must align with adjacent existing awnings and complement building facades.

C.03 Wrap awnings around corners where a building is sited on a street corner.

C.04 For streets, awning dimensions should generally be:

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

C.05 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.06 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.

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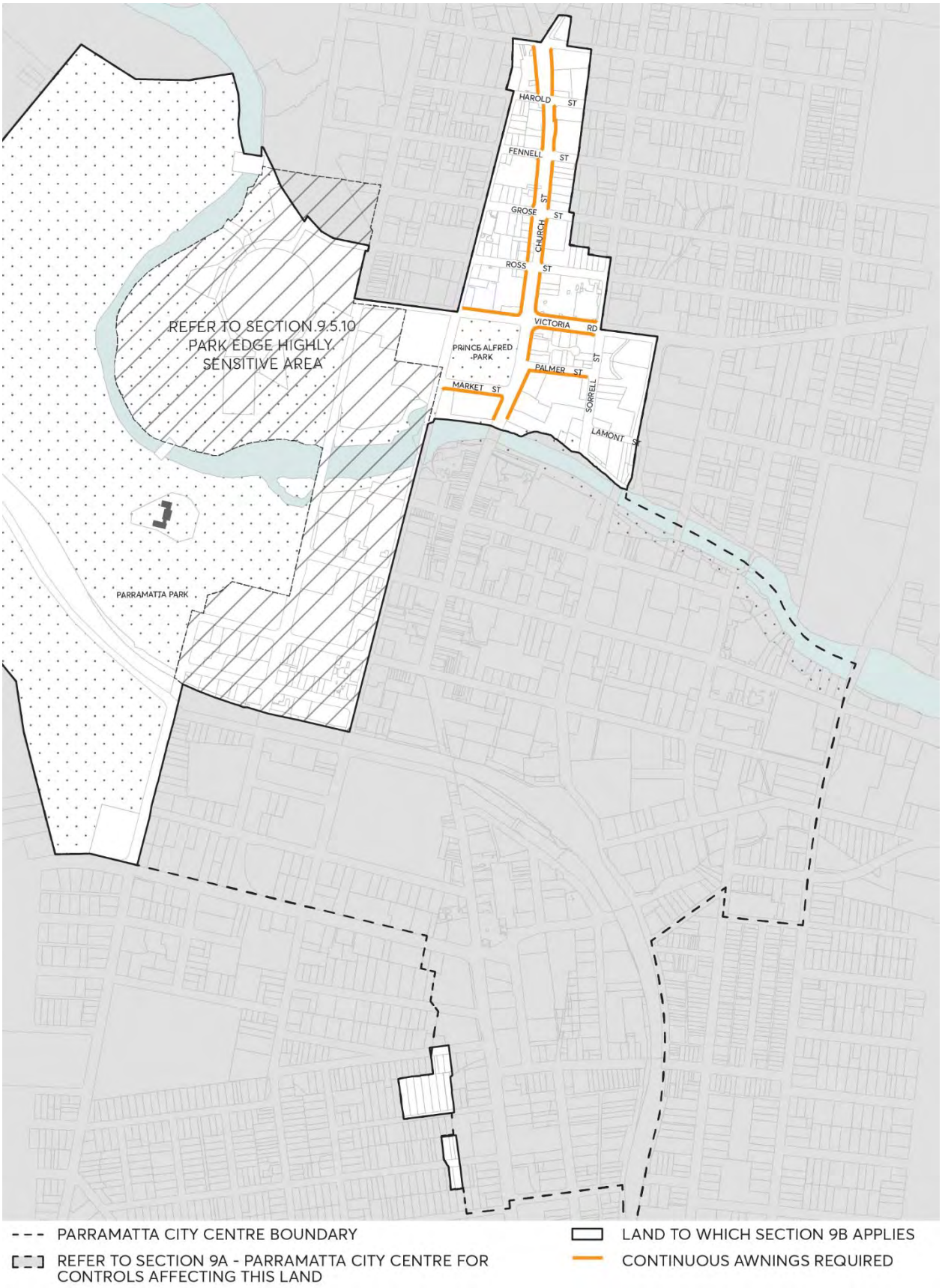


Figure 9B~~4.3.3~~.3.1 – Awnings

9B.3.5 COURTYARDS AND SQUARES

Objectives

O.01 To expand and enhance the public domain.

Controls

C.01 Integrate forecourts, squares and courtyards with through block links where appropriate.

C.02 Design forecourts, squares and courtyards to visually and physically extend the public domain.

C.03 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.04 It is preferred that courtyards and squares are the same level as the street to facilitate access and integration with the public domain.

C.05 Basement carparks should be contained predominantly within building footprints and allow for deep soil beneath forecourts and courtyards for large canopy tree planting.

Squares

C.06 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.

9B.4 ACCESS AND PARKING

9B.4.1 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.01 To make vehicle access to buildings more compatible with pedestrian movements and the public domain.

O.02 To ensure vehicle entry points are integrated into building design and contribute to high-quality architecture and streetscapes.

Controls

Location of Vehicle Access

C.01 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 9B~~4.3.3~~.4.1.

C.02 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.03 Where practicable, vehicle access is to be from lanes and minor streets rather than primary street fronts or streets with major pedestrian activity.

C.04 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.05 Vehicle access may not be required or may be denied to some heritage buildings.

Design of Vehicle Access

C.06 Vehicle access ramps parallel to the street frontage will not be permitted.

C.07 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.08 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.09 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.

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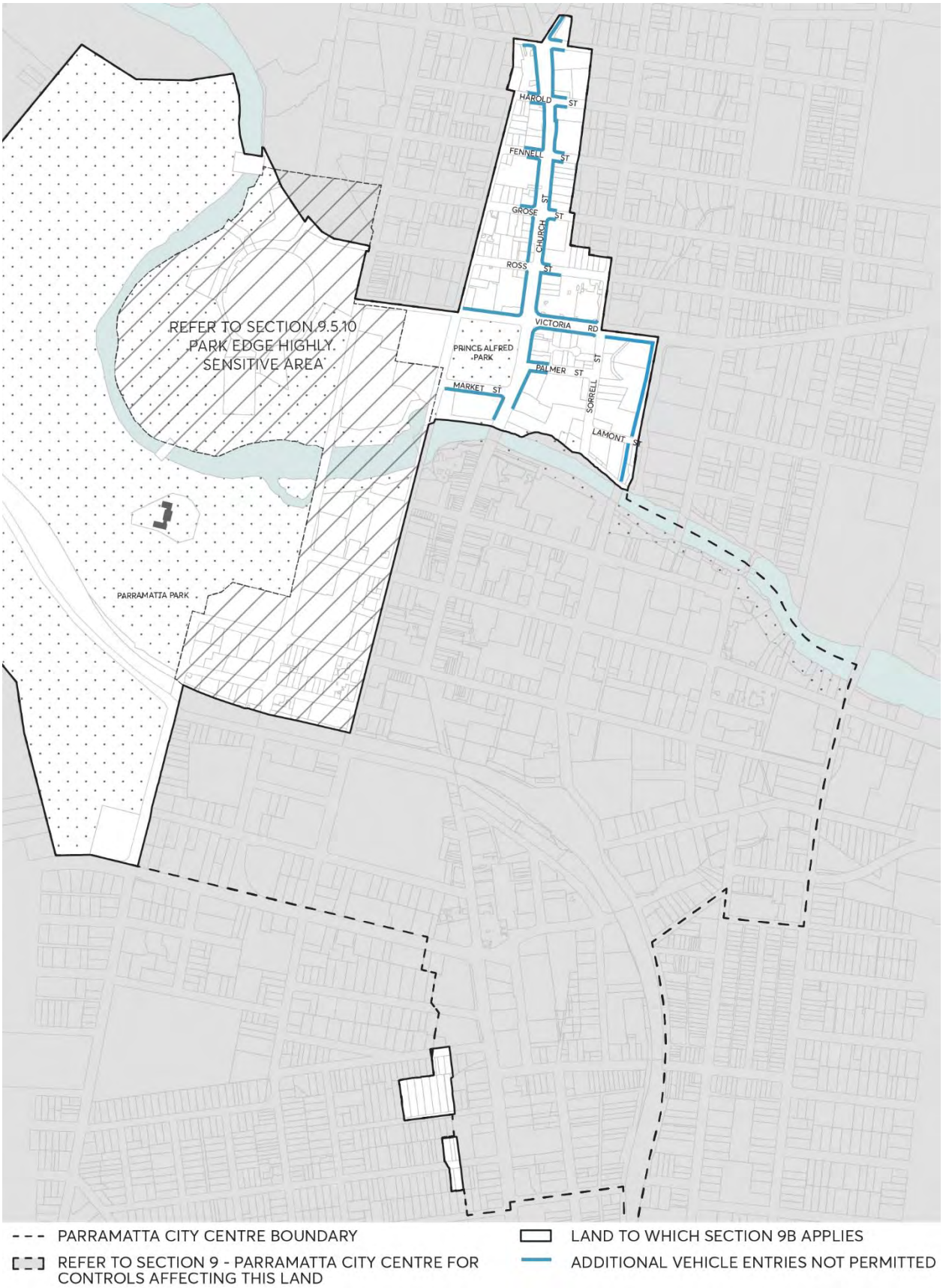


Figure 9B~~4.3.3~~.4.1 – Restrictions on Vehicle Entries

9B.4.2 PEDESTRIAN ACCESS AND MOBILITY

Objectives

O.01 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.02 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.01 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.02 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; and
- devices such as door handles which require two hands to operate.

C.03 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.04 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.05 The development must provide continuous paths of travel from all public roads and spaces as well as unimpeded internal access.

C.06 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.

9B.4.3 VEHICULAR DRIVEWAYS AND MANOEUVRING AREAS

Objectives

O.01 To minimise the impact of vehicle access points and driveway crossovers on streetscape amenity, pedestrian safety and the quality of the public domain by:

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

Controls

C.01 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.02 Vehicle access is to be designed to:

- ~~M~~minimise the visual impact on the street, site layout and the building façade design, and
- ~~i~~if located off a primary street frontage, integrated into the building design.

C.03 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.04 Separate and clearly differentiate pedestrian and vehicle access.

C.05 Locate vehicle access a minimum of 3 metres from pedestrian entrances.

C.06 Minimise the size and quantity and visual intrusion of vehicle access points.

C.07 Vehicular access may not ramp along boundary alignments edging the public domain, streets, lanes parks, water frontages and the like.

C.08 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.09 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).

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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
- ~~T~~the site has an access driveway longer than 15m.

9B.4.4 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 D~~d~~eferred A~~a~~rea are contained in Clause ~~7.3~~7.17 Car Parking of *Parramatta LEP 202~~3~~11*. These rates are maximums rates and are not to be exceeded.

9B.4.4.1 CAR PARKING RATES

Objectives

O.01 To facilitate an appropriate level of on-site parking provision in the City Centre Deferred Area to cater for a mix of development types.

O.02 To minimise the visual impact of on-site parking.

O.03 To provide adequate space for parking and manoeuvring of vehicles (including service vehicles and bicycles).

O.04 To recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking.

Controls

C.01 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.02 Consolidate basement car parking areas under building footprints to maximise the area available for deep soil planting beneath forecourts and courtyards.

C.03 Maximise the efficiency of car park design with predominantly orthogonal geometry and related to circulation and car space sizes.

C.04 Design parking structures which minimise reliance on artificial lighting and car exhaust ventilation.

C.05 Provide 1-2% readily accessible parking spaces, designed and appropriately signed for use by people with disabilities.

C.06 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.07 On-site parking must meet the relevant Australian Standard (AS 2890.1 2004 – Parking facilities, or as amended).

C.08 Provide marked pedestrian pathways to car parking areas with clear lines of sight and safe lighting especially at night.

Bicycle Parking

C.09 Make provision for secure bicycle parking in all public car parks and every building with onsite parking, in compliance with ~~Section 3.6.2~~Part 6 – Traffic and Transport of this DCP.

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

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

Parking for residential flat buildings

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

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

Parking for commercial developments and mixed use developments

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

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- 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; and
- 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.

9B.4.5 ABOVE GROUND CAR PARKING

Objectives

O.01 To provide car parking in an efficient and cost-effective manner.

O.02 Ensure the manner in which the car parking is provided maintains and improves the amenity, aesthetic quality and liveability of the public domain.

O.03 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.04 Design car parking to be energy efficient, well lit, safe, and attractive.

Controls

C.01 The preferred location of car parking in the Parramatta City Centre Ddeferred Aarea 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:

- Iis of high-quality design and will not have an adverse impact on the visual and acoustic amenity of neighbouring buildings and public domain.
- ils 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.Figure 9B.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.Figure 9B.4.3
- ils 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.Figure 9B.4.3. f

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- ~~h~~Has an access that will not have an unacceptable impact on streetscape or the public domain in accordance with ~~Figure 4.3.3.~~Figure 9B.4.1.
- ~~d~~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.
- ~~i~~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.
- ~~a~~Allows for the creation of mid-block connections and laneways as indicated on ~~Figure 4.3.3.~~Figure 9B.4.2.
- ~~i~~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.
- ~~n~~New access points to all parking (above and below ground) are to be limited in accordance ~~Figure 4.3.3.~~Figure 9B.4.2. New access points will be permitted from existing lanes or new lanes, which may be created as part of the development.
- ~~i~~If located on a roof top, is not open to the sky or visible from other buildings.
- ~~h~~Has a minimum floor to ceiling height, clear of obstruction, of 2.7 metres above ground level and 3.3m on ground level.

C.02 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.03 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.

9B.4.6 LEASING OF EXISTING SURPLUS COMMERCIAL CAR PARKING SPACES

Objectives

O.01 To facilitate the efficient use of under-occupied car parking spaces within existing commercial buildings in the City Centre Deferred Area.

O.02 To appropriately regulate and manage the use of City Centre Deferred Area parking spaces in a manner that responds to the changing demand for car parking over time.

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O.03 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 Deferred Area.

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 ~~e~~Clause ~~7.3~~7.17 of *Parramatta LEP 202311*.

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

The following criteria must be satisfied:

C.01 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.02 There is demand for take up of this car parking by other commercial enterprises within the City Centre Deferred Area A.

C.03 The car parking layout and circulation routes, both pedestrian and vehicular are safe and suitable.

C.04 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.

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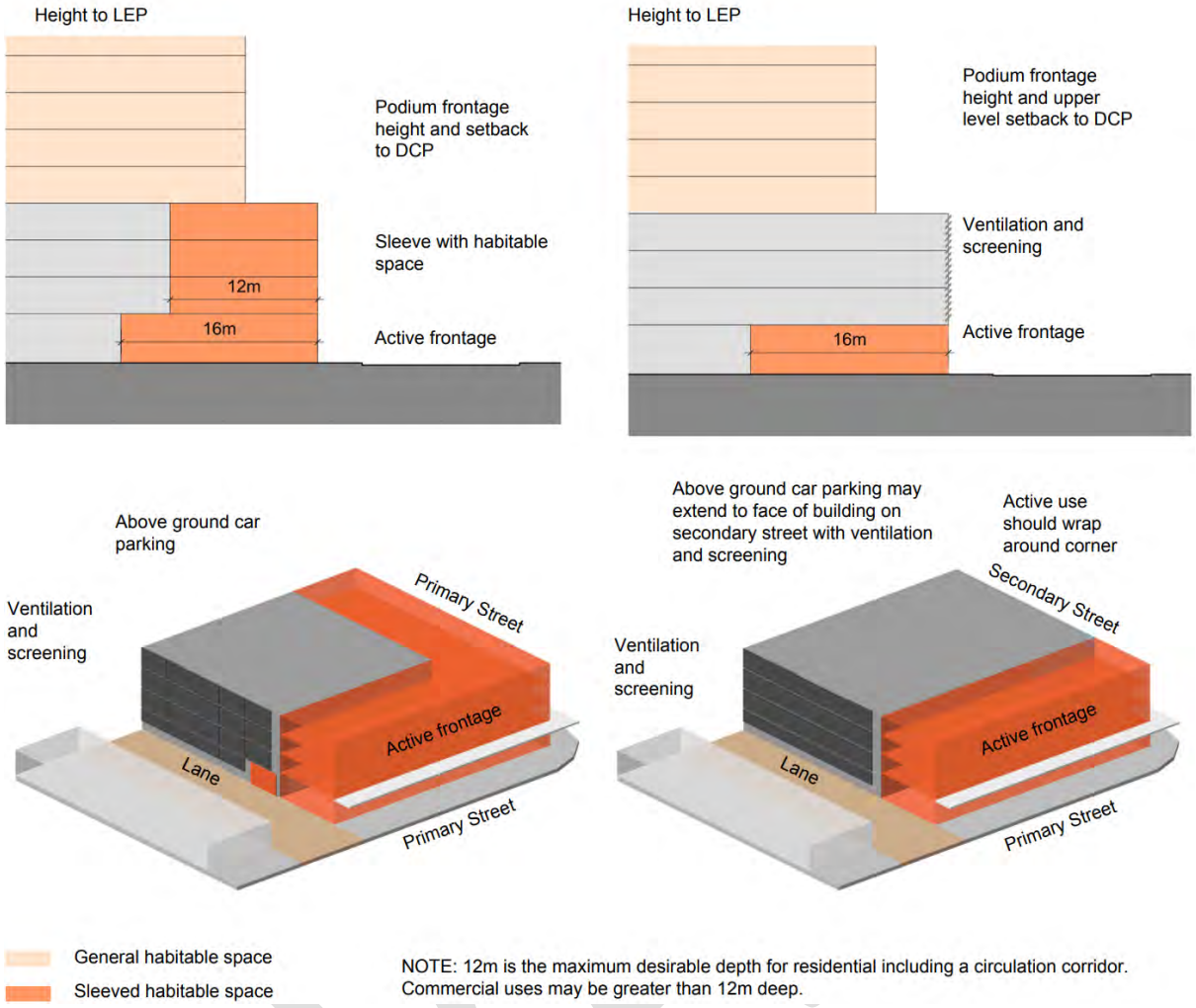


Figure 9B4.3.3.4.2 – Frontage Treatments for Above Ground Car parking

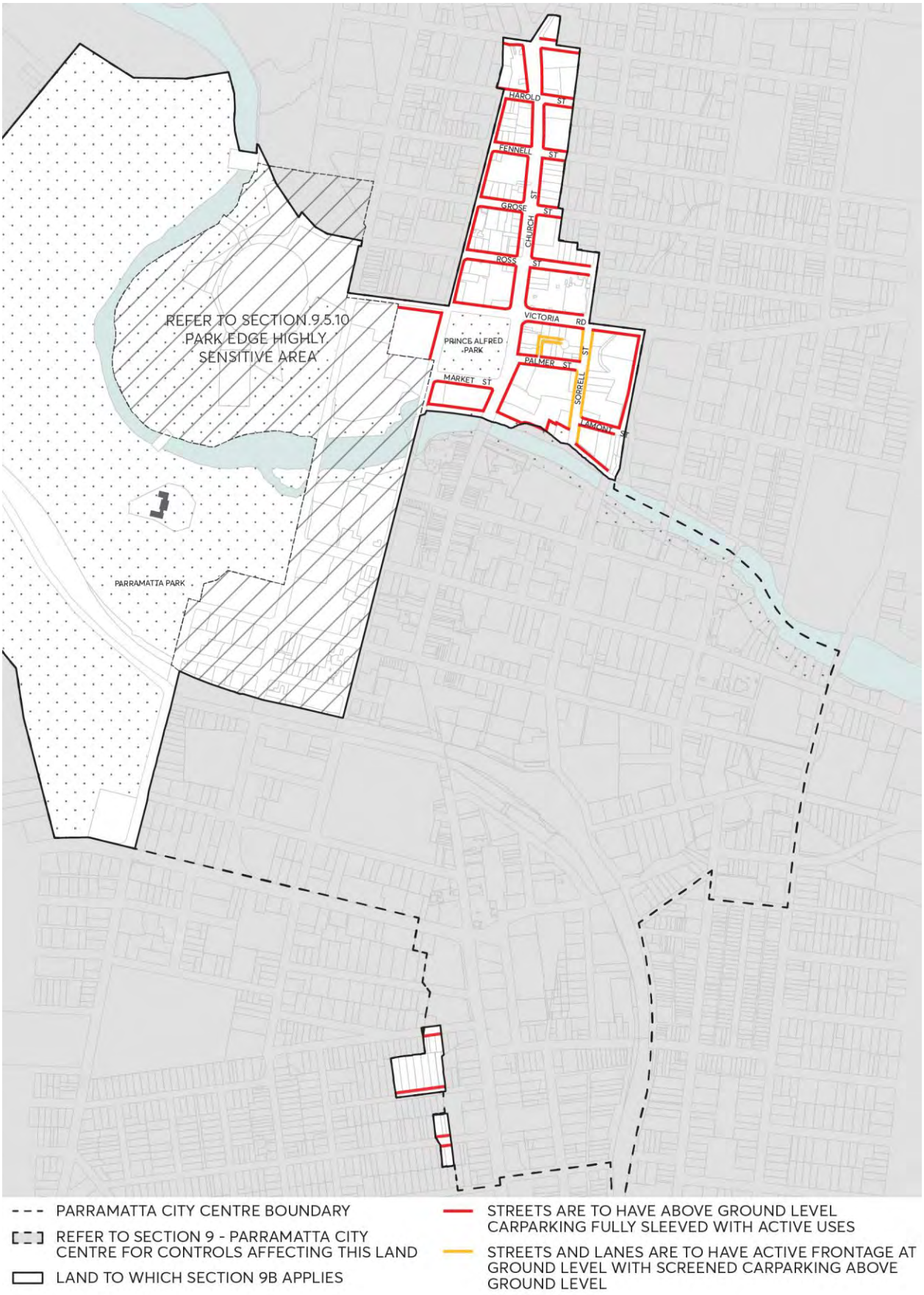


Figure 9B~~4.3.3~~.4.3 – Above Ground Carparking Frontage Treatments

9B.5 ENVIRONMENTAL MANAGEMENT

9B.5.1 LANDSCAPE DESIGN

Objectives

O.01 To ensure landscaping is integrated into the design of development within the deferred area.

O.02 To encourage well designed landscaping that ameliorates heat bank effects in the City Centre Ddeferred Aarea.

Controls

C.01 Commercial and retail developments are to incorporate planting in accessible outdoor spaces such as courtyards, forecourts, terraces and roofs.

C.02 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.03 Street trees are to be provided in the footpath in accordance with the street tree mapping in Council's Parramatta Public Domain Guidelines.

C.04 Landscaping of city buildings should consider the use of 'green walls' in appropriate locations.

C.05 Basement car parks should be contained predominantly within building footprints to allow for deep soil beneath forecourts and courtyards for canopy tree planting.

9B.5.2 PLANTING ON STRUCTURES

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

O.02 To encourage the establishment and healthy growth of landscaping in urban areas within the deferred area.

Controls

C.01 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.02 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.03 Provide sufficient soil depth and area to allow for plant establishment and growth. The following minimum standards are recommended:

~~Figure 4.3.3.6.1~~Table 9B.5.2.1 – Minimum soil depth for plant establishment

Plant type	Min soil depth	Min soil volume
Large trees (over 8m high)	1.3m	150m^3
Medium trees (2m to 8m high)	1.0m	35m^3
Small trees (up to 2m high)	800mm	9m^3
Shrubs and ground cover	500mm	N/A

9B.5.3 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.01 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.01 Buildings are encouraged to include a green roof component on the roof space.

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9B.5.4 ENERGY AND WATER EFFICIENT DESIGN

In addition to the objectives and principles in ~~section 3.2.4 Energy Efficient Design~~Section 5.4 – Environmental Performance the following ~~principles~~ objectives also apply to the City Centre Deferred Area A.

O.01 Residential developments with 4 or more floors should be built with energy and water saving technologies equivalent to a 5 Green Star Office Design.

O.02 Non-~~-~~residential developments should be designed to meet a minimum rating of 5 Green Star Office Design.

O.03 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.

9B.5.5 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.01 To increase the resilience of the City to interruptions in supply and during droughts by providing an alternative water supply to City buildings in the Deferred Area.

O.02 To defer the need to invest in new potable water supply infrastructure to supply future demand in the City.

O.03 To support the recycled water targets of the State Government's 'Metropolitan Water Plan'.

Controls

C.01 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.02 Use of building or precinct level water harvesting/treatment systems to reduce or eliminate non-potable water demand is encouraged.

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9B.6 SITE SPECIFIC CONTROLS

This Section includes objectives and controls for sites within the Parramatta City Centre – Deferred Area A as identified in Figure 9B~~4.3.3~~.6.1. These supplementary controls reinforce the desired qualities and patterns of built form for these sites.

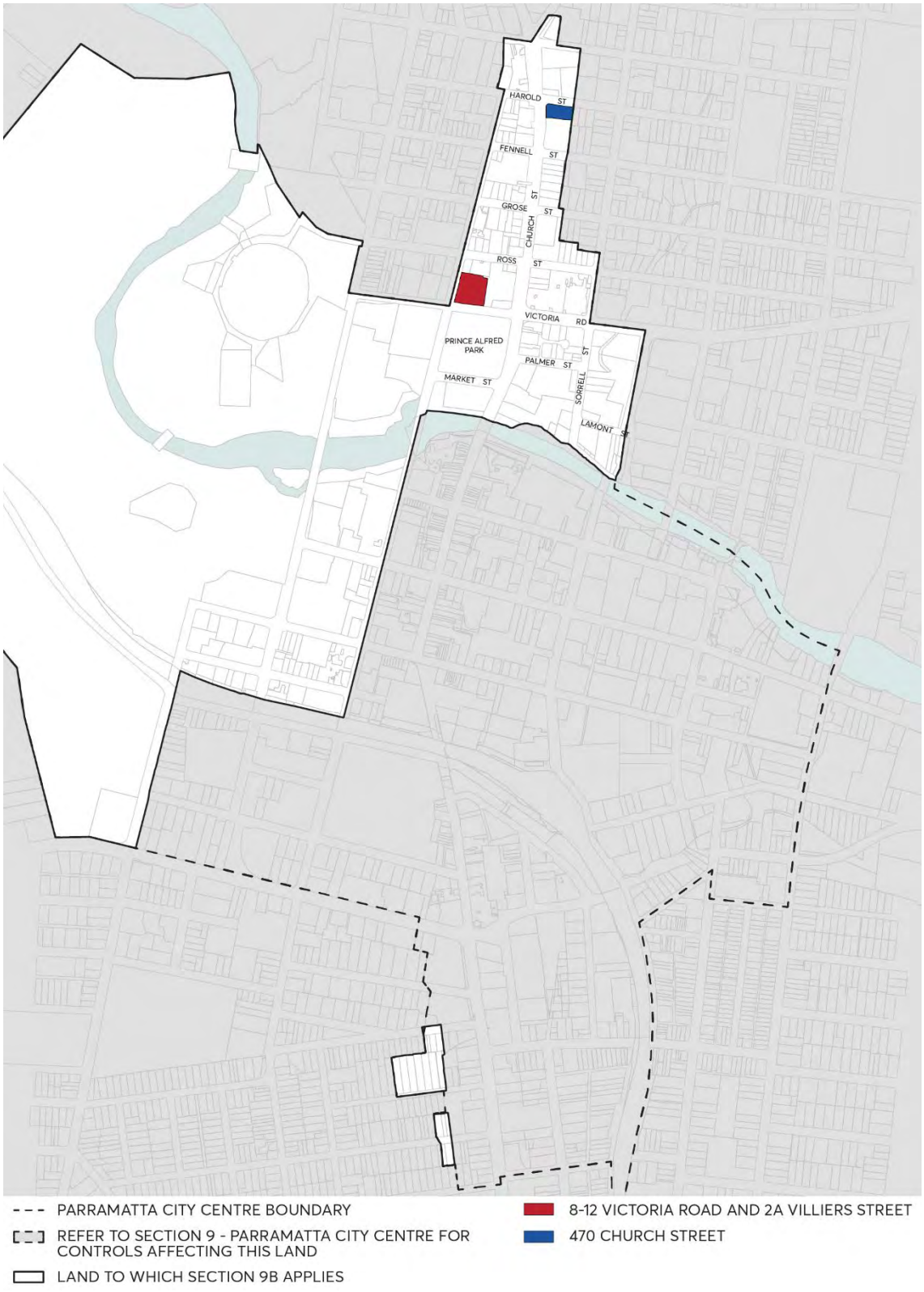


Figure 9B~~4.3.3~~.6.1 – Sites with site specific controls

9B.6.1 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 9B~~4.3.3~~.6.2.



Figure 9B~~4.3.3~~.6.2 – Land Application

9B.6.1.1 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 City Centre 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,

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providing a suitable frame and backdrop for Prince Alfred Park and minimising overshadowing of this park. Building articulation and modulation of the Victoria Road facade will ensure that the building suitably addresses the road and Prince Alfred Park.

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

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

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

Site Objectives

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

O.01 To provide for development that supports the growth of a vibrant precinct on the northern edge of the Parramatta City Centre –Deferred Area.

O.02 To encourage high-quality built form outcomes and achieve design excellence.

O.03 To minimise any adverse impacts on the amenity of adjoining heritage uses and in particular Prince Alfred Park.

O.04 To improve pedestrian connectivity between Victoria Road and Ross Street.

O.05 To provide for the establishment of non-residential uses on the Victoria Road and Villiers Street ground floor frontages of the site.

O.06 To provide for improved traffic flows on Villiers Street.

9B.6.1.2 BUILDING FORM AND MASSING

Objectives

O.01 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.02 To limit overshadowing impacts on Prince Alfred Park.

O.03 To ensure that the Victoria Road facade is of a civic scale with strong vertical articulation and fine grain.

O.04 To ensure that the Victoria Road frontage provides good pedestrian amenity by incorporating elements such as an open colonnade or continuous footpath awnings.

O.05 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.01 The distribution of building height across the site is to be in accordance with Figure 9B~~4.3.3~~.6.3, 9B~~4.3.3~~.6.4 and 9B~~4.3.3~~.6.5.

Street frontage heights

C.02 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 9B~~4.3.3~~.6.3, 9B~~4.3.3~~.6.4 and 9B~~4.3.3~~.6.5.

Building setbacks

C.03 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 9B~~4.3.3~~.6.3.

Building design

C.04 Buildings are to be designed with regard to nearby heritage items and to ensure sensitive consideration of colour, materials, and building articulation.

9B.6.1.3 TRAFFIC AND TRANSPORT

Site Objectives

O.01 To minimise pedestrian and vehicle conflict by limiting vehicle crossings in the public domain.

O.02 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.01 All vehicular access must only be provided along Villiers Street and be located as far as possible from Victoria Road.

C.02 A minimum 1m boundary setback is to be provided on Villiers Street, as shown in Figure 9B~~4.3.3~~.6.3.

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Figure ~~9B~~4.~~3.~~3.6.3 – Built Form Design Controls – Heights and Setbacks

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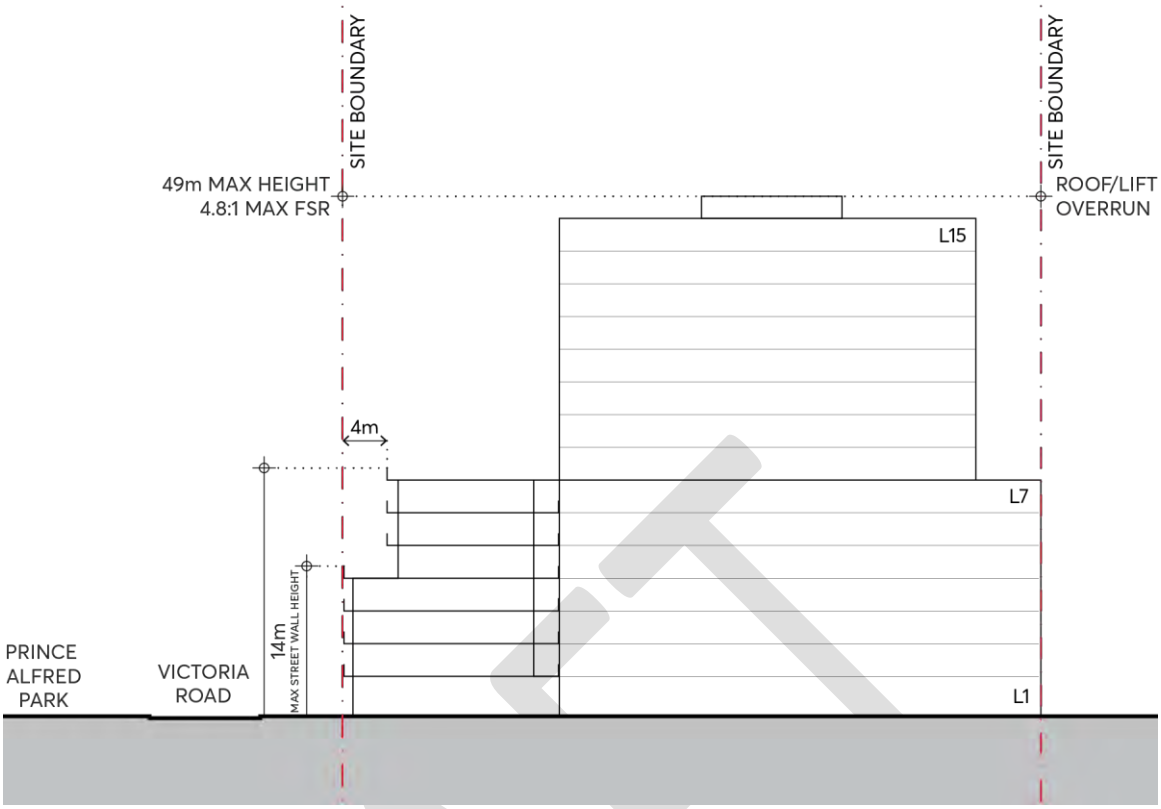


Figure 9B4.3.3.6.4 – North - South Section of Site Building Envelope

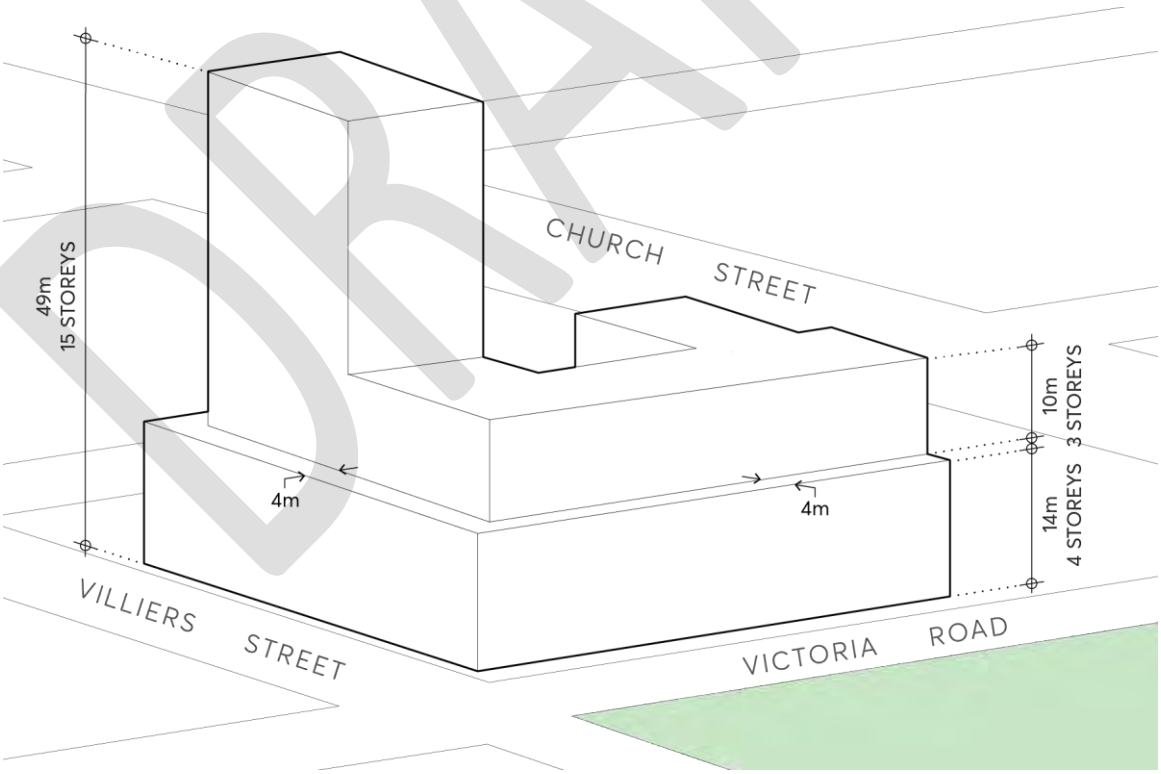


Figure 9B4.3.3.6.5 – Indicative Built Form

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9B.6.2 470 CHURCH STREET, PARRAMATTA

This Section applies to land at 470 Church Street, Parramatta legally known as Lot 1 DP 785930 within the Parramatta City Centre – Deferred Area A as illustrated in Figure 9B~~4.3.3~~.6.6 below.



Figure 9B~~4.3.3~~.6.6 – Land application

This Section is to be read in conjunction with other Parts of this DCP and the *Parramatta LEP 202~~11~~*. It establishes site specific principles, objectives and controls to be interpreted during preparation and assessment of Development Applications for the site.

9B.6.2.1 DESIRED FUTURE CHARACTER

Future mixed use development proposed at the site is consistent with the State Government policies to facilitate a renewed Parramatta City Centre. 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 City Centre (to the south of the site).

The mixed use character of development complements the Parramatta City Centre 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.

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Design Principles

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

P.01 Respond to the north facing frontage and generally east-west site with an appropriate built form that maximises solar access.

P.02 Create a podium and presentation to the street of design excellence which contributes to the design quality of space and streets in the City Centre Deferred Area.

P.03 Comprise a podium edge to the streets with recessed tower form. The podium is to be four storeys.

P.04 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.05 Ground floor façade 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.06 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.01 To provide a mix of uses that support the role of Parramatta City Centre and the Deferred Area.

O.02 To revitalisze Church Street and Harold Street.

O.03 To encourage high--quality built form outcomes and achieve design excellence.

O.04 To minimisze adverse impacts on the amenity of adjoining uses.

9B.6.2.2 BUILT FORM, DESIGN AND MASSING

Objectives

O.01 To ensure that the built form:

- Responds positively to the sites location in relation to the City Centre and the Deferred 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.

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Controls

Street Frontage Heights

C.01 Maximum street wall height of 14m (3-4 storeys) fronting Church and Harold Streets.

Building Setbacks

C.02 The minimum building setbacks are to be in accordance with the table below:

	Minimum setback (m2)
Podium	
Western boundary (Church Street) and northern 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.03 The reduced tower setback of 3m to Harold Street will accommodate a tower with a floorplate of approximately 650m^2.

Building Design

C.04 The street wall/podium is to be a separate architectural element, that is distinct and different in character from the tower element.

C.05 High-quality design and materials are to be used for the security shutters into the car park and loading areas.

C.06 To ensure landscape courtyard in the podium is usable taking into account solar access and wind mitigation.

9B.6.2.3 LAND USES

Objectives

O.01 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 and the Deferred Area.

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Controls

C.01 The ground floor street frontage is used for active commercial uses.

C.02 Commercial/retail tenancies are of a sufficient size and layout to cater for their desired use and function.

9B.6.2.4 TRAFFIC AND TRANSPORT

Objectives

O.01 To ensure adequate parking is provided on site.

O.02 To minimise pedestrian and vehicle conflict by locating vehicle access away from the Church Street intersection.

O.03 To ensure parking design is integrated into the design of the building.

Controls

C.01 Vehicle access is to be from Harold Street, at the eastern end of the site.

C.02 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.

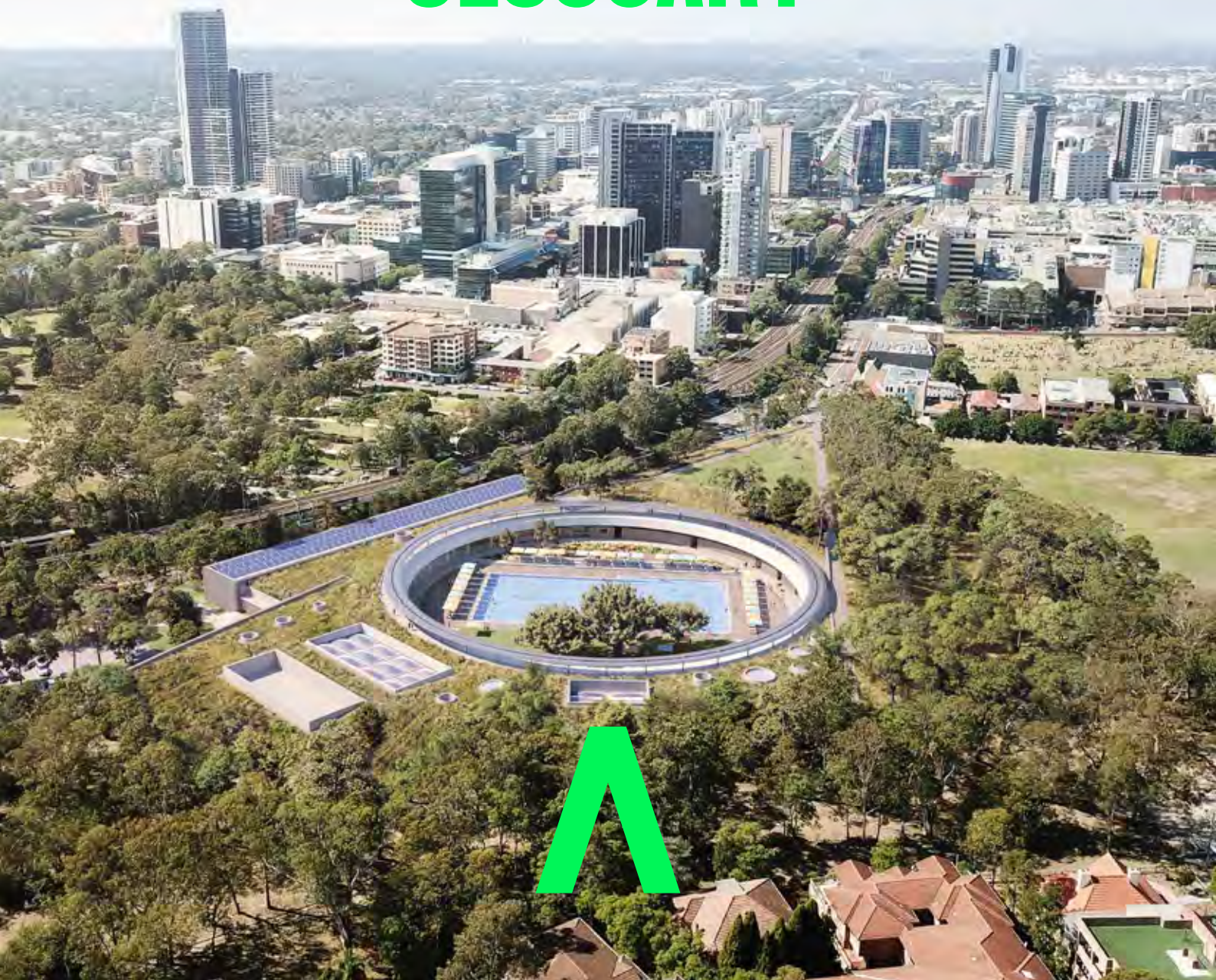
C.03 Car and bicycle parking is to be provided in accordance with the Parramatta City Centre Strategic Transport Study.

C.04 Investigate options to integrate vehicular access with the adjacent site at 23-27 Harold Street through one access point.

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PART 10

GLOSSARY



TERM	DESCRIPTION
Adequate Warning Systems, Signage and Exits	is where the following is provided: • an audible and visual alarm system which alerts occupants to the need to evacuate, sufficiently prior to likely inundation to allow for the safe evacuation of pedestrians and vehicles; • signage to identify the appropriate procedure and route to evacuate; and • exits which are located such that pedestrians evacuating any location during any flood do not have to travel through deeper water to reach a place of refuge above the 100 year flood away from the enclosed car parking.
Adverse flood impact	Flooding that adversely affects human safety, environmental impact/damage or the value or use of land, whether public or privately owned. Adverse flooding may result from a change in: • peak discharge • run-off volume • impervious area • rate of run-off, ie the travel time of stormwater run-off through the catchment
At-grade	Any form of parking provided either on the ground level of a building or at ground level outside a building.
Average Recurrence Interval (ARI)	The long term average number of years between of the occurrence of a flood as big as or larger than the selected event.
Balcony	Includes any porch, patio, covered deck or verandah, but does not include any deck area which is not provided with a roof.
Biodiversity	The different plants, animals and microorganisms, the genes they contain, and the ecosystems of which they are a part. The concept of biodiversity emphasises the inter-relatedness of the biological world, and encompasses the terrestrial, marine, and aquatic environments.
Building Sustainability Index (BASIX)	A web-based planning tool for the assessment of the potential performance of new residential development in terms of its efficiency in energy and water use. It enables the production of a rating for a project on the sustainability index and where the required targets are met, the issuing of a BASIX certificate which must be submitted with development applications and complying development certificates. BASIX is implemented under *State Environmental Planning Policy~~,~~ (Building Sustainability Index: BASIX) 2004*.
Building envelope	The three dimensional space within which a building can be built.
Building line or setback (has the same meaning as in the *Parramatta LEP 2023*)	The horizontal distance between the property boundary or other stated boundary (measured at 90 degrees from the boundary) and: • a building wall, or • the outside face of any balcony, deck or the like, or • the supporting posts of a carport or verandah roof, whichever distance is the shortest.

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TERM	DESCRIPTION
Catchment	The entire area of land drained by a river and its tributaries bounded by a defined ridge line.
Children's service	As defined in the *Children's Services Regulation 2004*.
Children's Services Regulation	Meaning *Children's Services Regulation 2004*.
Communal open space	An area on the site set aside for the purposes of providing deep soil zones, passive and active recreation areas and landscaping but does not include private open space.
Context	The broader setting of a place, the extent of which is influenced by the scale of development and the nature of surrounding land uses and patterns.
Concessional development	Definition in Table 5.1.1.1 – Land Use Category Definitions in Section 5.1.1 – Water Management.
Cultural trees	Trees that can be indigenous, native or exotic and are important for cultural reasons.
dBA	Decibels of the "A-scale"- a set frequency weighted scale of noise which allows for lack of sensitivity to the ear to sound at very high and very low frequencies.
Deep soil zone	A specified area of the development site, not covered by an impervious surface, that allows water on the site to infiltrate naturally to the groundwater and allows for the future provision of mature vegetation.
Design floor level	Meaning the minimum floor level that applies to the development. If the development is concessional, this level is determined based on what land use category would apply if it was not categorised as Concessional Development. The floor level standards specified for the relevant land use category (excluding Concessional Development) in the low flood risk precinct are to be applied.
Eco-industrial development	Where local businesses work together and with their community to reduce waste and pollution whilst increasing resource efficiencies and sharing.
Effective warning time	The time available after receiving advice of an impending flood and before the flood waters prevent appropriate flood response actions being undertaken. The effective warning time is typically used to move farm equipment, move stock, raise furniture, evacuate people and transport their possessions.
End of pipe	Stormwater quality controls that are designed to treat pollutants at the point of discharge rather than at source.
Façade	The major portion of the building that addresses the principal street frontage on the site upon which the building is located.
Fascia sign	A sign attached to the fascia or return of an awning.
Flood	A relatively high stream flow which overtops the natural or artificial banks in any part of a stream, river, estuary, lake or dam, and/or local over land flooding associated with major drainage as defined by the Floodplain Development Manual (FDM) before entering the water course. NOTE: Consistent with the FDM, this Policy does not apply in circumstances

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TERM	DESCRIPTION
	of local drainage inundation as defined in the FDM and determined by Council. Local drainage problems can generally be minimised by the adoption of urban building controls requiring a minimum difference between finished floor and ground levels.
Flood compatible building components	Meaning a combination of measures incorporated in the design and/or construction and alteration of individual buildings or structures subject to flooding, and the use of flood compatible materials for the reduction or elimination of flood damage.
Flood compatible materials	Include those materials used in building which are resistant to damage when inundated.
Flood education, awareness and readiness	• Flood education seeks to provide information to raise awareness of the flood problem so as to enable individuals to understand how to manage themselves and their property in response to flood warnings and in a flood event. It invokes a state of flood readiness. • Flood awareness is an appreciation of the likely effects of flooding and knowledge of the relevant flood warning, response and evacuation procedures. • Flood readiness is an ability to react within the effective warning time.
Flood evacuation strategy	Meaning the strategy for the evacuation of areas within effective warning time during periods of flood as specified within Council's Floodplain Risk Management Plan, the relevant State Emergency Services (SES) Flood Plan, by advice received from the SES or as determined in the assessment of individual proposals.
Flood risk	The potential danger to personal safety and potential damage to property resulting from flooding. The degree of risk varies with circumstances across the full range floods. Flood risk in the Floodplain Management Manual is divided into 3 types, existing, future and continuing risks. They are described below. • Existing flood risk is the risk a community is exposed to as a result of its location on the floodplain. • Future flood risk is the risk the community is exposed to as a result of new development on the floodplain. • Continuing flood risk is the risk a community is exposed to after floodplain management measures have been implemented.
Flood risk management plan or study	The catchment wide flood study prepared under the direction of the NSW Government Development Manual (2005) or previous versions, for the sustainable management of the floodplain including the management of existing flood risk, future flood risk and continuing flood risk.
Flood storage areas	Those parts of the floodplain that are important for the temporary storage of floodwaters during the passage of a flood. The extent and behaviour of flood storage areas may change with flood severity, and loss of flood storage can increase the severity of flood impacts by reducing the natural flood attenuation.

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TERM	DESCRIPTION
Flood prone land	Being synonymous with 'flood liable land' and 'floodplain' is the area of land which is subject to inundation by floods up to and including an extreme flood such as a probable maximum flood (PMF).
Floodway areas	Those areas of the floodplain where a significant discharge of water occurs during floods. They are often aligned with naturally defined channels. Floodways are areas that, even if only partially blocked, would cause a significant redistribution of flood flow, or significant increase in flood levels.
Flush wall sign	A sign which is attached to the wall of a building (other than the transom of a doorway or display window) and not projecting more than 300mm from the wall.
Freeboard	A factor of safety expressed as the height above the flood used to determine the design floor level or ground level. Freeboard provides a factor of safety to compensate for uncertainties in the estimation of flood levels across the floodplain, such as wave action, localised hydraulic behaviour and impacts that are specific event related, such as levee and embankment settlement, and other effects such as "greenhouse" and climate change.
Frontage	A boundary of a lot which abuts a road.
Gentrification	The redevelopment of existing housing stock with new housing forms, thus improving property values, but often displacing low-income residents and small businesses.
Gross floor area (has the same meaning as in the *Parramatta LEP 2023*)	The sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes: • the area of a mezzanine, and • habitable rooms in a basement or an attic, and • any shop, auditorium, cinema, and the like, in a basement or attic, but excludes: • any area for common vertical circulation, such as lifts and stairs, and • any basement: • storage, and • vehicular access, loading areas, garbage and services, and • plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and • car parking to meet any requirements of the consent authority (including access to that car parking), and • any space used for the loading or unloading of goods (including access to it), and • terraces and balconies with outer walls less than 1.4 metres high, and • voids above a floor at the level of a storey or storey above.
Ground level (existing) (has the same meaning as in	The existing level of a site at any point.

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TERM	DESCRIPTION
the *Parramatta LEP 2023*)	
Ground level (finished) (has the same meaning as in the *Parramatta LEP 2023*)	For any point on a site, the ground surface after completion of any earthworks (excluding any excavation for a basement, footings or the like) for which consent has been granted or that is exempt development.
Ground level (mean) (has the same meaning as in the *Parramatta LEP 2023*)	For any site on which a building is situated or proposed, one half of the sum of the highest and lowest levels at ground level (finished) of the outer surface of the external walls of the building.
Groundwater	All water that occurs below the land surface in aquifers.
Habitable floor area	in a residential situation: • a living or working area, such as a lounge room, dining room, rumpus room, kitchen, bedroom or workroom; • in an industrial or commercial situation • an area used for offices or to store valuable possessions • susceptible to flood damage in the event of a flood.
Habitable room	Any room used for normal domestic activities other than a bathroom, toilet, pantry, walk-in wardrobe, corridor, lobby, photographic darkroom, clothes drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods
Hazard	Source of potential harm or a situation with a potential to cause loss. In relation to this manual, the hazard is flooding which has the potential to cause harm or loss to the community.
Height of building (or building height) (has the same meaning as in the *Parramatta LEP 2023*)	The vertical distance between ground level (existing) at any point to the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.
High pollution risk	Development sites that are considered to have a potential to impact on the receiving water quality. The following sites have been determined as being 'high pollution risk'. • fast food, drive in or take away restaurants with an uncovered floor area greater than 100sqm • shopping centres on allotments greater than 1000sqm • service stations • car wash bays • industrial developments or industrial units • developments with uncovered car parking for more than 12 cars • medium density residential developments (units/villas/town houses) having an impermeable surface area greater than 1000m2 (not including roof area)

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TERM	DESCRIPTION
Illuminated Sign	A sign which is internally or externally lit by artificial lighting whether that lighting is integral or separate from the sign, including signs that have flashing or sequenced lighting, spotlighting, directional, projected or laser lighting.
Impervious surface	Surfaces which do not allow rainwater to penetrate into the underlying soil.
Indigenous species	A plant or animal species that occurs at a place within its historically known natural range and that forms part of the natural biological diversity of a place.
Indoor unencumbered space	Indoor unencumbered play space as defined in Clause 30 of the *Children's Services Regulation 2004*.
Isolated site	A site that has limitations on its future potential development because of its size and shape, proximity to other development and its ability to be consolidated with other properties for development purposes.
Landscaped area (has the same meaning as in the *Parramatta LEP 2023*)	A part of a site used for growing plants, grasses and trees, but does not include any building, structure or hard paved area. To measure landscaped open space: • impervious surfaces such as driveways, paved areas, roofed areas, carparking and stormwater structures, decks and the like and any area with a width or length of less than 2m are excluded • the water surface of swimming pools is included • landscaping is to be at ground level • the minimum soil depth of land that can be included as landscaped open space is 1m.
Legibility	The extent to which people can understand the layout of a place and find their way, including cues from three dimensional forms and patterns in the landscape.
Local drainage	Smaller scale problems in urban areas. They are outside the definition of major drainage in this glossary.
Local overland flooding	Inundation by local runoff rather than overbank discharge from a stream, river, estuary, lake or dam.
Mainstream flooding	Inundation of normally dry land occurring when water overflows the natural or artificial banks of a stream, river, estuary, lake or dam.
Major drainage	Council has discretion in determining whether urban drainage problems are associated with major or local drainage. Major drainage involves: • the floodplains of original watercourses (which may now be piped, channelised or diverted), or sloping areas where overland flows develop along alternative paths once system capacity is exceeded; and/or • water depths generally in excess of 0.3 metres (in the major system design storm as defined in the current version of Australian Rainfall and Runoff). These conditions may result in danger to personal safety and property damage to both premises and vehicles; and/or

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TERM	DESCRIPTION
	• major overland flowpaths through developed areas outside of defined drainage reserves; and/or • the potential to affect a number of buildings along the major flow path.
Multi dwelling housing (has the same meaning as in the *Parramatta LEP 2023*)	Multi dwelling housing (has the same meaning as in the *Parramatta LEP 2023*)
Native	Indigenous to Australia but not necessarily to the area.
Natural Channel Design (NCD)	Maintain the hydraulic conveyance requirements of engineered or affected channels while improving environmental values. NCD combines the disciplines of hydraulic engineering, fluvial geomorphology, in-stream and riparian ecology and community requirements. NCD involves the creation of channels with attributes of natural channels, including a meandering plan, pool and riffle zones, use of natural materials and riparian/floodplain vegetation.
Natural functions	Functions associated with water movement such as water flow distribution, volume and quality.
Natural ground level	Means the ground level of a site before any site works have been undertaken to alter the naturally occurring height and/or contours of the land.
Outdoor unencumbered space	Outdoor unencumbered play spaces as defined in clause 30 of the *Children's Services Regulation 2004*.
Parramatta LEP 2023	*Parramatta Local Environmental Plan 2023.*
Private open space	The portion of private land which serves as an extension of the dwelling to provide space for relaxation, dining, entertainment and recreation.
Probable Maximum Flood (PMF)	The largest flood that could conceivably occur at a particular location.
Public domain	Comprises the shared urban area and spaces, the structures that relate to those spaces and the infrastructure that supports and serves them (e.g. railway corridors, streetscapes, public car parks, parks and reserves, waterways and river systems).
Reliable access	Reliable access during a flood means the ability for people to safely evacuate an area subject to imminent flooding, having regard to the depth and velocity of flood waters, the suitability of the evacuation route, and without a need to travel through areas where water depths increase.
Risk	Meaning the chance of something happening that will have an impact. It is measured in terms of consequences and probability (likelihood). In the context of this plan, it is the likelihood of consequences arising from the interaction of floods, communities and the environment.
Robust	Refers to the durability of buildings and structures.
Site Emergency Response Flood	A management plan prepared in consultation with the State Emergency Services (SES) and approved by Council which demonstrates the means to

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TERM	DESCRIPTION
Plan	minimise the likelihood of flood damage, including demonstrated ability to move goods above flood level within the likely available flood warning time and a requirement for flood drills for larger commercial/industrial premises. This could be in the form of an individual Flood Plan.
Site Stormwater Management Plan (SSMP)	A plan identifying the potential impacts associated with stormwater run-off for a proposed development and providing a range of management strategies and appropriate measures for water quantity, water quality, water re-use and environmental concerns. SSMP needs to be developed in accordance with Council's Design and Development Guidelines and may form part of the development's overall Environmental Management Plan.
Spatial	The relationship of space.
Streetscape	The composition of elements in a street which create the urban form and includes elements such as building forms and styles, landscaping, street furniture, pavements etc.
Storey (has the same meaning as the *Parramatta LEP 2023*)	A storey is a space within a building that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but does not include: • space that contains only a lift shaft, stairway or meter room, or • A mezzanine, or • An attic.
Stormwater	Run-off from land during and after rain. Stormwater removes accumulated material including litter, soil, nutrient, pathogens, chemicals, pesticides, oils and grease.
Subfloor space	The space between the underside of a suspended floor and the ground.
Terrace Housing	Multi dwelling housing where all dwellings face and generally follow the alignment of one or more public roads.
The City	The area defined as the Parramatta Local Government Area
Top Hamper Sign	A sign attached to the transom of a doorway or display window of a building.
Under Awning Sign	A sign located below or otherwise supported from the underside of an awning.
Wall height	The vertical distance between the top of the eaves at the wall line (excluding dormer windows), parapet or flat roof (not including a chimney), whichever is the highest, and the natural ground level immediately below that point.
Waterway (has the same meaning as in the *Parramatta LEP 2023*)	The whole or any part of a watercourse, wetland, waterbody (artificial) or waterbody (natural). These individual terms are defined in the *Parramatta LEP 2023*.
Water Sensitive Urban Design (WSUD)	WSUD offers an alternative to the traditional conveyance approach to stormwater management. WSUD is a philosophy which aims to mitigate environmental impacts particularly on water quantity, water quality and receiving waterways, conventionally associated with urbanisation. Thus WSUD incorporates holistic management measures that take into account

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TERM	DESCRIPTION
	urban planning and design, social and environmental amenity of the urban landscape and stormwater management which are integrated with stormwater conveyance by reducing peak flows, protection of natural systems and water quality, stormwater reuse and water conserving landscaping.

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PART 11

APPENDICES

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APPENDIX 1 VIEWS AND VISTAS

A1.1 HARRIS PARK

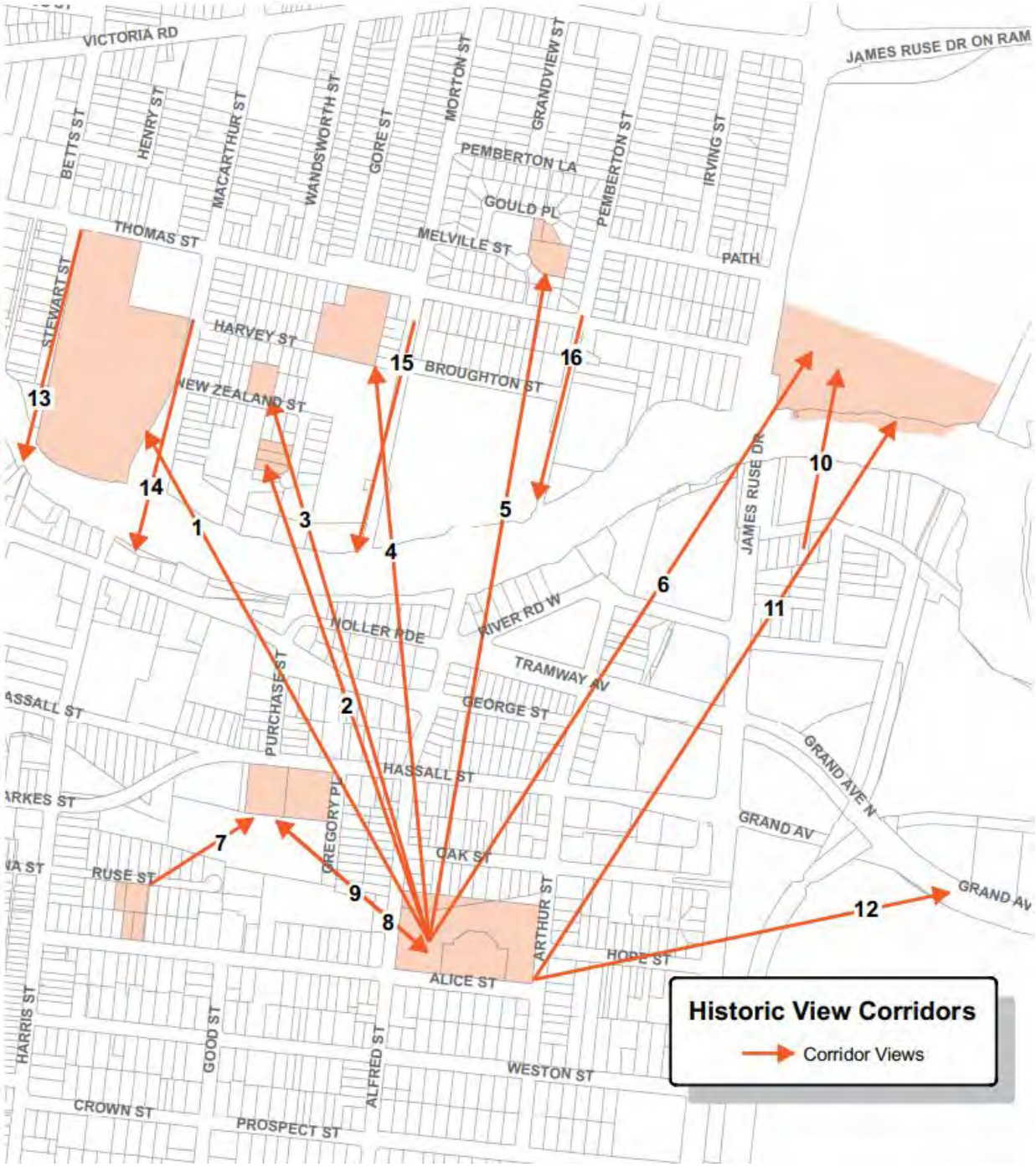


Figure A1.1.1 – Historic view corridors

Table A1.1.1 – Historic view corridors

View Number	Description	Significance
No. 1-5, 11 and 12 on views map	Views from Elizabeth Farm and Harris Park colonial precinct north to the ridgeline of hills, river basin (area bounded by Victoria Road, James Ruse Drive, Prospect and Harris Streets) to trees along river, former Newlands, trees of former Rangihou, Wavertree, Macarthur Girls High School, marked by tall tree plantings, including bunya and hoop pines, visible above surrounding suburban development.	Broadest panorama views in Parramatta, of hills to the north allowing appreciation, river valley landscape setting, the siting and interrelationships between key colonial farms and remnant early houses (marked by historic tall tree plantings of Elizabeth Farm, Newlands, Wavertree, Macarthur House, Rangihou). Also modern views of key historic farm plantings from major roads.
No. 6 and 10 on views map	Views of the former Female Orphan School/ UWS Rydalmere from southwest, from James Ruse Drive, Elizabeth Farm and Experiment Farm.	Views to a key heritage item, the former Female Orphan School, retention of historical visual connections to Elizabeth Farm and Experiment Farm.
No. 7 on views map	View from Experiment Farm northeast to trees of Hambledon Cottage.	Demonstrates interrelationship between two key colonial cottages.
No. 8 on views map	Views from Hambledon Cottage to trees of Elizabeth Farm.	Demonstrates interrelationship between master and servant, the Macarthur family and governess.
No. 9 on views map	Views from Elizabeth Farm to trees of Hambledon Cottage.	
No. 13-16 on views map	Views from riverbank ridge defined by Thomas Street, North Parramatta, looking south down Stewart, Macarthur, Morton and Pemberton Streets to tall tree plantings of Hambledon Cottage, Experiment Farm, Elizabeth Farm and ridgeline of Harris Park colonial precinct.	Retain modern views of landmark tree plantings from the riverbank edge.

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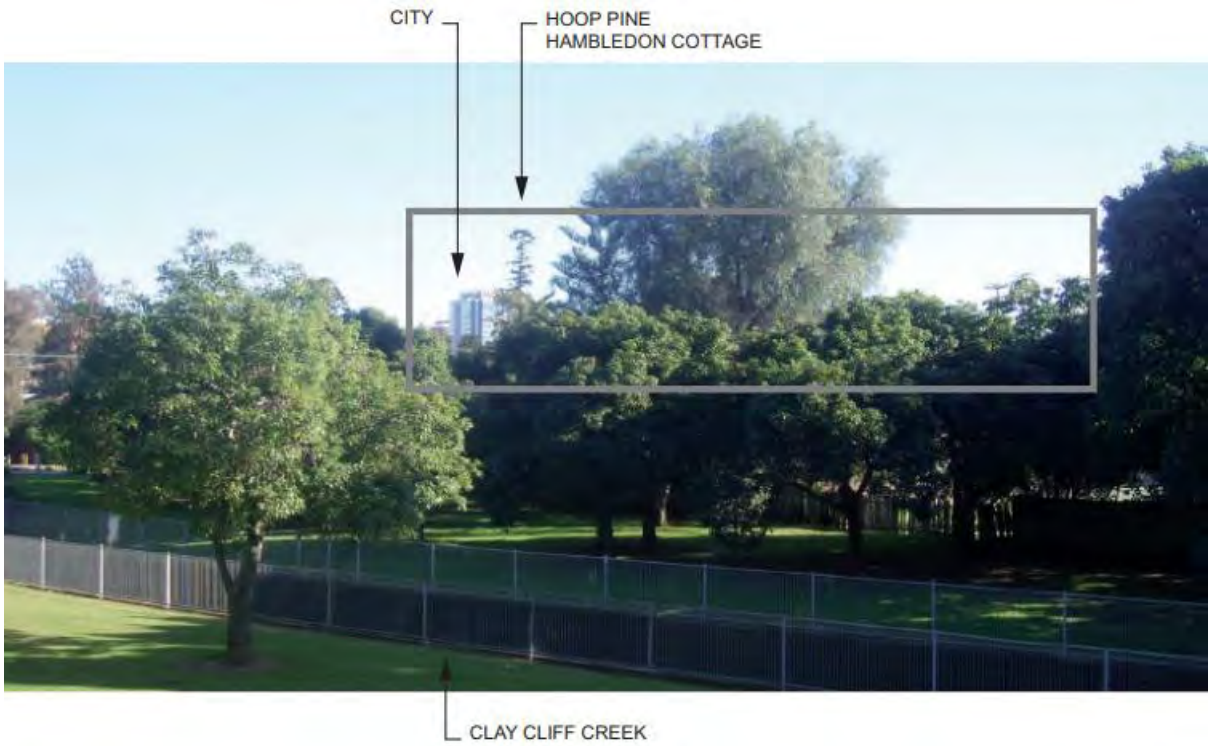


Figure A1.1.2 – View from north of Elizabeth Farm Reserve (outside garden fence) towards N/NNW; Clay Cliff Creek, city, trees of Hambledon Cottage

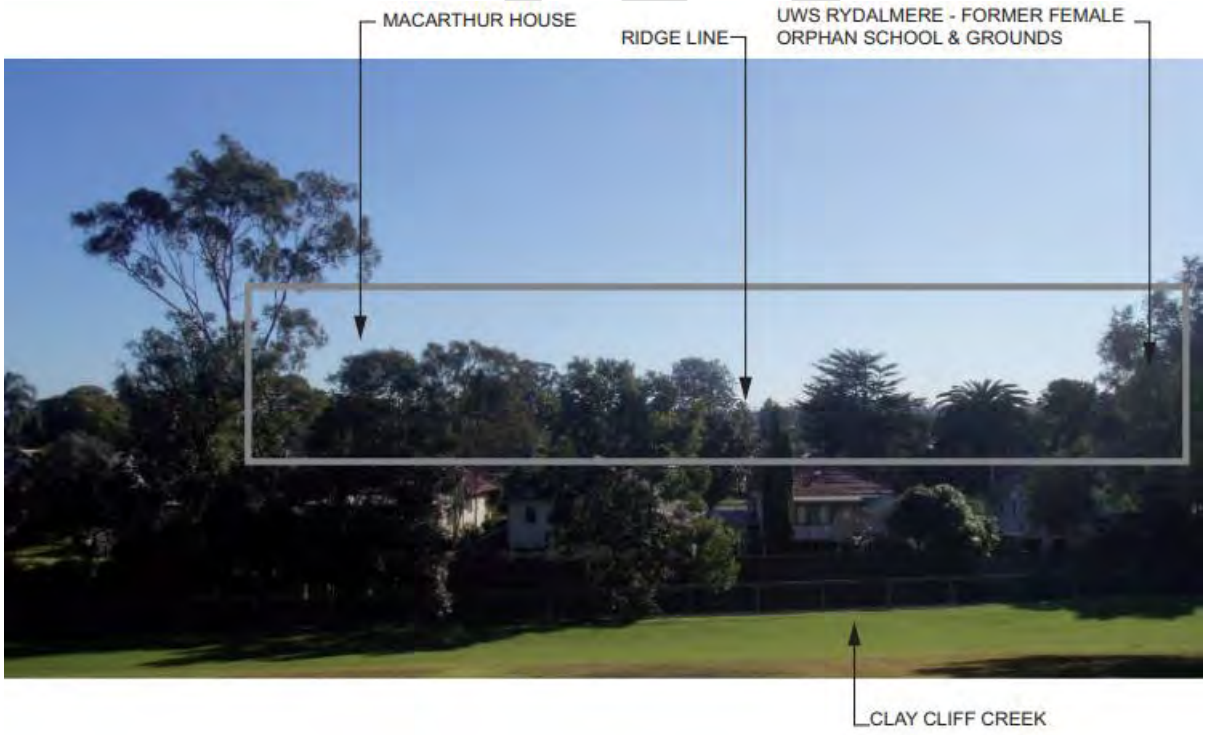


Figure A1.1.3 – View from north of Elizabeth Farm Reserve (outside garden fence) towards Clay Cliff Creek, trees along Parramatta River, Macarthur House & ridge line beyond.



Figure A1.1.4 – View from north of Elizabeth Farm Reserve (outside garden fence) towards Clay Cliff Creek, trees along Parramatta River, Macarthur house & ridge line beyond

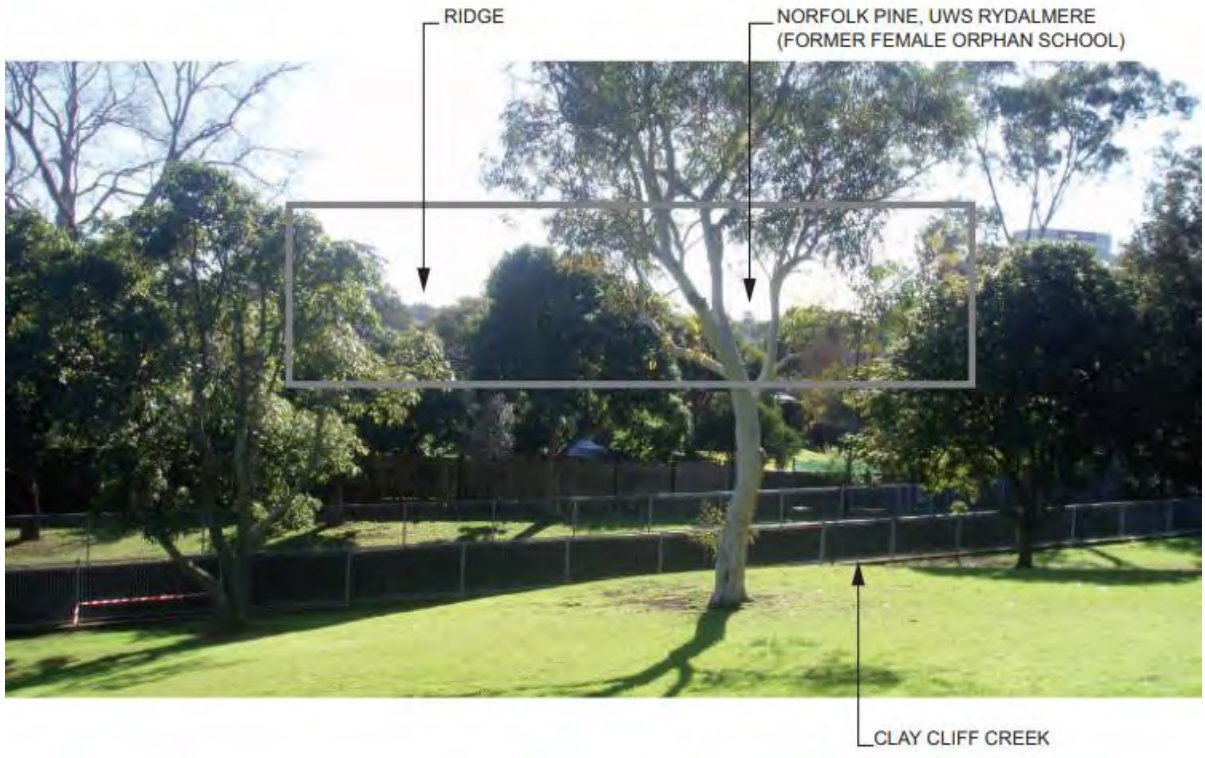


Figure A1.1.5 – View from north of Elizabeth Farm Reserve (outside garden fence) towards Clay Cliff Creek, trees along Parramatta River, Macarthur House & ridge line beyond

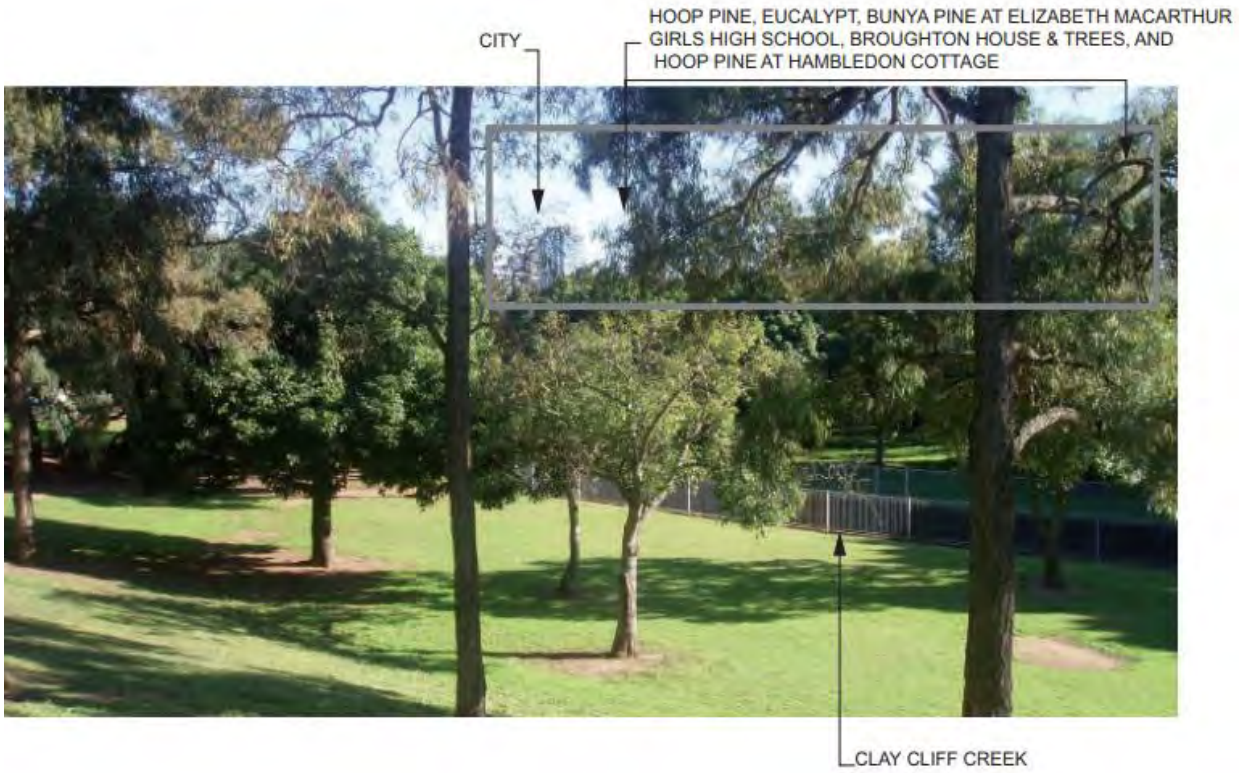


Figure A1.1.6 – View from north of Elizabeth Farm Reserve (outside garden fence) towards Clay Cliff Creek, city, trees of Hambledon Cottage, trees of Elizabeth Macarthur Girls High School (former grounds of Newlands), & trees of Brougton House (former Newlands).

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A1.2 OTHER SUBURBS

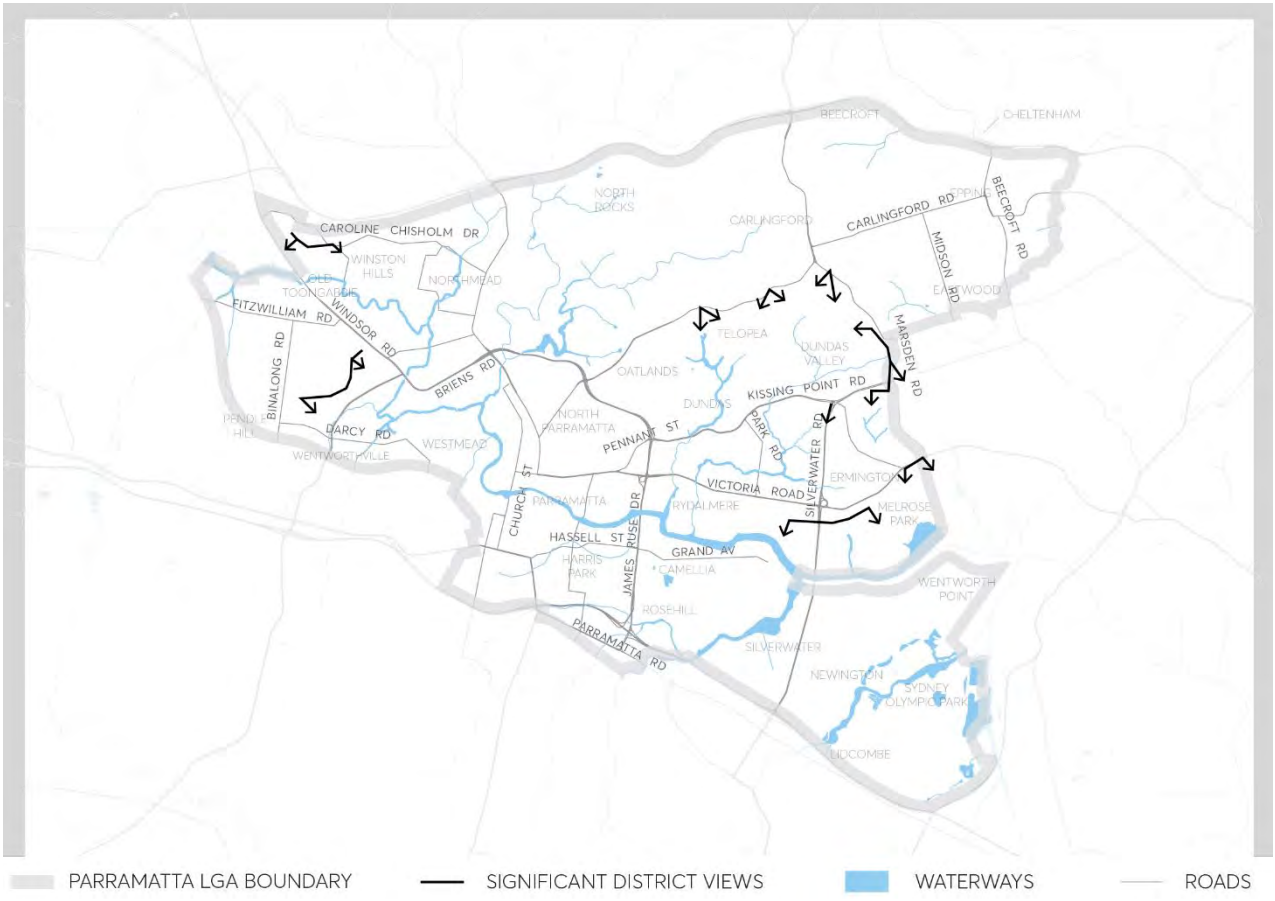


Figure A1.2.1 – Views and vistas

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Figure A1.2.2 – District view looking South, corner Bettington and Pennant Hills Road, Telopea



Figure A1.2.3 – Panoramic view of Camellia and Rydalmere looking South, corner Adderton and Pennant Hills Road, Telopea



Figure A1.2.4 – District view looking South West, Eric Mobbs Reserve, Mobbs Hill

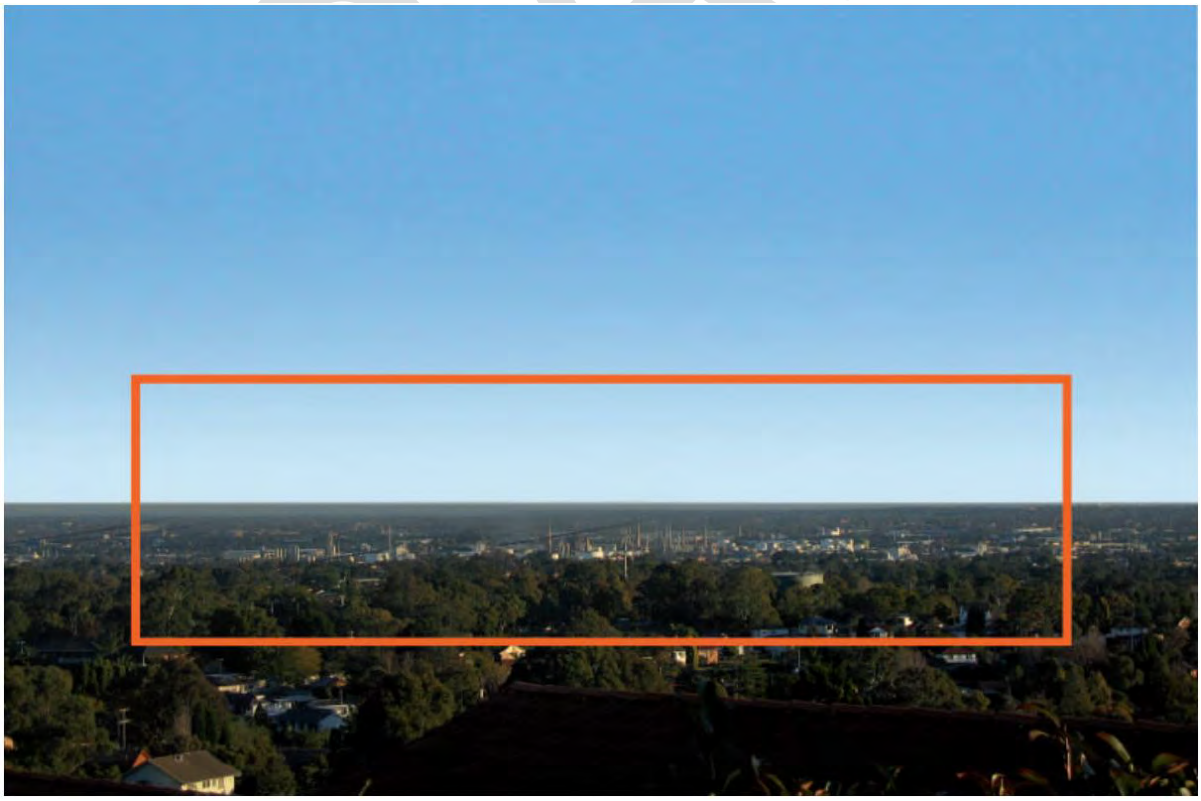


Figure A1.2.5 – Looking South West towards Camellia industrial area, Perry Street, Dundas



Figure A1.2.6 – Parramatta district view looking South towards Parramatta City Centre, Perry Street, Dundas



Figure A1.2.7 – Looking South towards the Homebush Olympic Centre, Marsden Road, Dundas



Figure A1.2.8 – Looking South East towards Sydney City, Victoria Road, Ermington

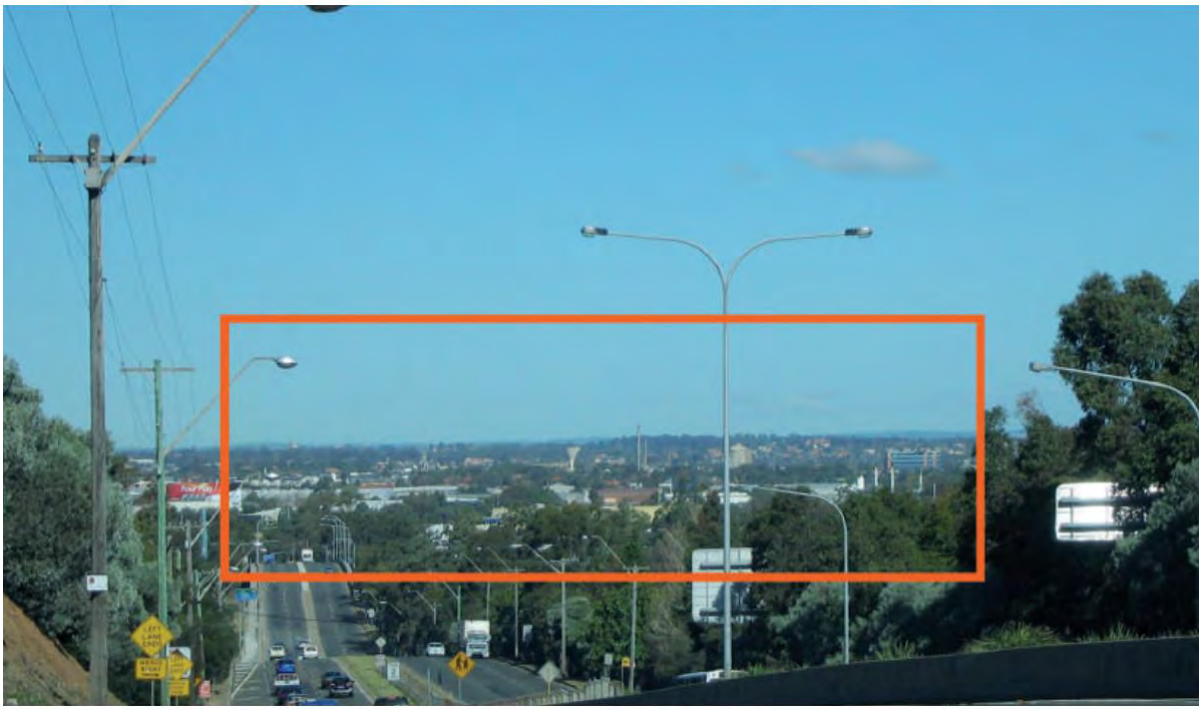


Figure A1.2.9 – Looking South towards the Homebush Olympic site, Silverwater Road, Ermington

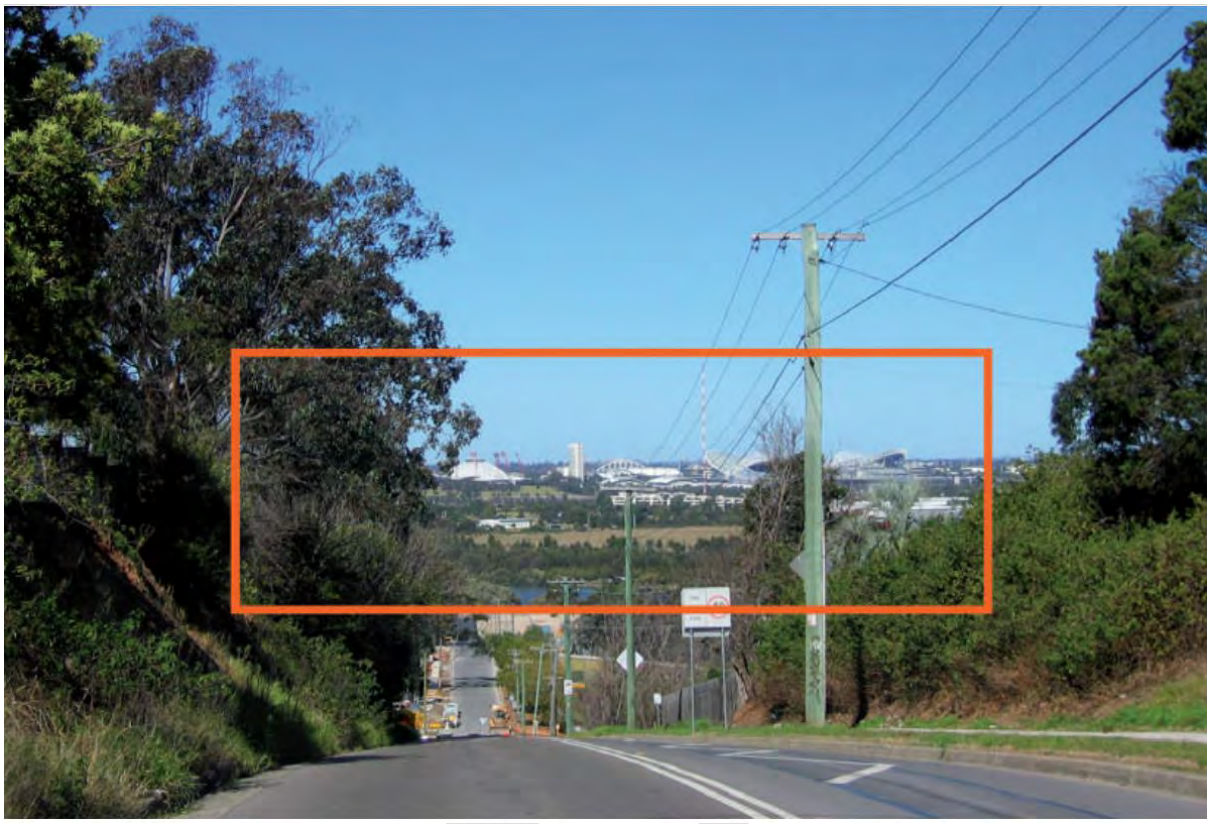


Figure A1.2.10 – Looking South towards the Homebush Olympic site, Spurway Street, Ermington



Figure A1.2.11 – Looking South towards the Homebush Olympic site, Coffey Street, Ermington



Figure A1.2.12 – Looking South towards Camellia industrial area, corner of Patricia and Gladys Street, Ermington



Figure A1.2.13 – Looking South East towards Sydney City, Constitution Road Wentworthville

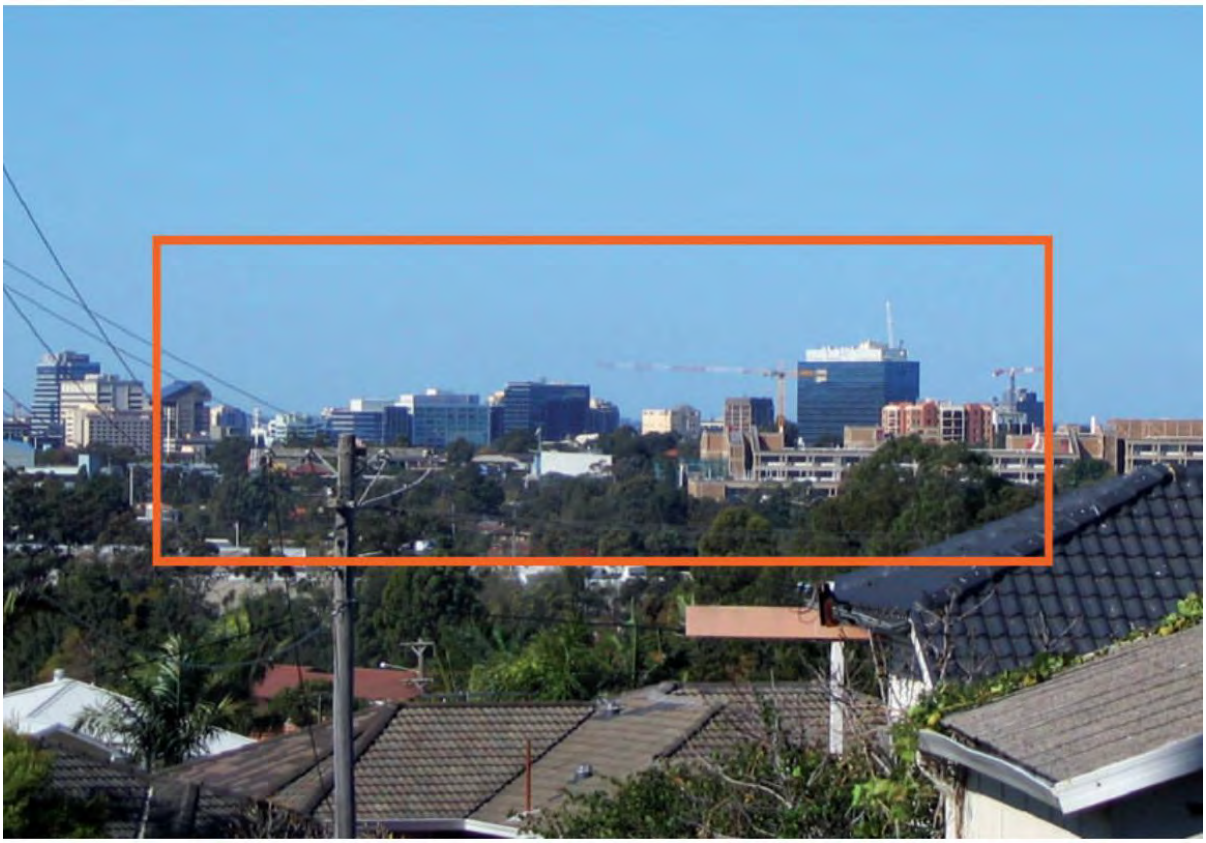


Figure A1.2.14 – Looking South East towards Parramatta City Centre, Wessex Lane, Wentworthville



Figure A1.2.15 – Looking South West towards Prospect Hill, Buckleys Road, Winston Hills



Figure A1.2.16 – Looking South East towards Parramatta City Centre, Buckleys Road, Winston Hills

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APPENDIX 2 WASTE MANAGEMENT

A2.1 WASTE MANAGEMENT GUIDELINES FOR NEW DEVELOPMENT APPLICATIONS

This guidelines document provides information of the waste management requirements for new ~~d~~Development ~~a~~Applications lodged with the City of Parramatta Council. The requirements set out in this guide are based on the objectives of Section~~Part~~ 5.5.9 – Waste Management of Parramatta Development Control Plan (DCP) 2023~~XX~~ and current best practice waste management recommendations.

1.0 INTRODUCTION

Purpose of the waste management guidelines

These guidelines provide information to assist planners, engineers, architects, and developers to incorporate suitable provisions for waste handling, storage and collection into the design of developments so as to achieve good waste management outcomes, while encouraging safe, easy and convenient services that preserve the reputation and amenity of the development.

In the case of large, complex developments, discussions with Council's Waste Team about appropriate waste management systems are strongly recommended prior to lodgement of the DA.

~~d~~Development ~~a~~Applications which involve demolition and/or the construction of new buildings must comply with the Performance Criteria at Attachment A and include a Waste Management Plan.

Waste management and the Development Application process

Waste management should be considered at the design and planning stage of a development.

Consideration of waste management at this early stage will ensure appropriate waste facilities are provided to meet the needs of the development. In addition, early planning will ensure costly design amendments are not required at a later stage, reducing delays in the assessment process.

General considerations

In selecting the appropriate waste management system for your development, it is important to consider the number of bins required and how all allocated bins will be stored within the development.

It is also essential to have a clear understanding of Council's servicing requirements to ensure bin storage areas and collection points are integrated into the overall development from the initial planning stages and can be serviced efficiently and effectively by Council.

It is essential you read the components of this guide that are relevant to your development type in selecting and designing a waste management system.

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2.0 DEMOLITION AND CONSTRUCTION

This ~~S~~section applies to applications that involve:

- d~~D~~emolition works; and/or
- c~~C~~onstruction works, including earthworks, alterations/additions to existing buildings.

Submission requirements

2..1 Applicants are required to complete ~~s~~Stages 1 and 2 of Council's Waste Management Plan Template. This plan must address:

- ~~E~~expected volumes and types of waste to be generated;
- ~~D~~details of how this waste will be re-used, recycled or disposed of~~. N~~(name and contact details for each receiving waste facility are required); and
- ~~D~~details of how waste will be managed on site during demolition and construction so that waste is adequately separated, stored and reused/recycled/disposed of~~. F~~(for example through staff training, requirement in contracts, signage, etc).

2.2 Applicants are required to submit plans with their application which show:

- ~~L~~location of areas where waste will be sorted for disposal or recycling;
- ~~L~~location of areas where waste and soil stock piles will be stored on site; and
- ~~A~~access path for vehicles removing waste from the site.

Development Controls

2.3 Documentation (such as receipts) for the transport and disposal of waste and recycling materials from the site must be retained. This documentation must be made available to Council on request to monitor compliance with the approved Waste Management Plan.

2.4 The removal and transport of asbestos containing materials must be conducted by an Environment Protection Authority (EPA) licensed contractor, and the materials must be disposed of at an appropriately licensed facility. These activities must be conducted in accordance with the requirements of SafeWork NSW, the *Protection of the Environment Operations (Waste) Regulation 2014* and EPA Waste Classification Guidelines 2014.

2.5 The *Protection of the Environment Operations (Waste) Regulation 2014* has requirements for waste transporters to record the movement of more than 100kg ~~kilograms~~ of asbestos waste or more than 10m^2 of asbestos sheeting. Transporters must use the online Waste Locate system. For more information see https://wastelocate.epa.nsw.gov.au/

2.6 Hazardous or intractable wastes arising from the demolition process shall be removed and disposed of in accordance with the requirements of SafeWork NSW, the EPA, and the provisions of the *Work Health and S~~s~~afety Act 2011, NSW Protection of the Environment and Operations Act 1997 (NSW)*, and the EPA~~'s~~ Waste Classification Guidelines 2014.

2.7 Any contaminated material to be removed from the site shall be disposed of to an EPA licensed land fill.

2.8 Stockpiles of topsoil, sand, aggregate, soil or other material are not to be located on any drainage line or easement, natural watercourse, footpath or roadway and shall be protected

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with adequate sediment controls.

3.0 DETACHED & SECONDARY DWELLINGS, DUAL OCCUPANCIES, AND MULTI-DWELLING HOUSING

This ~~S~~section applies to applications for:

- ~~N~~new single dwelling developments;
- ~~N~~new dual occupancy and secondary dwelling developments;
- ~~N~~new multi-dwelling housing (where 3 or more dwellings are on the same parcel of land, each with access at ground level including villas and town houses); and/or
- ~~A~~amendments to existing multi-dwelling housing developments that will significantly affect waste generation and/or management.

Submission requirements

3.1 Applicants are required to complete Stage 3 of Council's Waste Management Plan Template. This plan must address:

- ~~E~~expected volumes and types of waste to be generated (refer to Table A2.1 for standard waste generation rates);
- ~~D~~details of how this waste will be stored on site, including provisions for the separation of general waste, recycling, and food and garden organics;~~(~~ and
- ~~D~~details of how ongoing management of waste will be conducted (e.g. caretaker, tenant as part of lease agreement).

3.2 Applicants are required to submit plans with their application which show:

- Location of an indoor waste/recycling cupboard for each dwelling~~; and~~.
- Location, design of an on-site bin storage area and bin carting routes.~~,~~
- Identification of collection point, including path of travel for moving bins from storage area to collection point or vehicular access path to storage area (if on-property collection).

Development Controls

3.3 Each dwelling must be provided with an indoor waste/recycling cupboard that is large enough to accommodate a single day's waste and provides for the separation of garbage, food organics, and recycling.

3.4 For single detached dwellings, dual occupancies, and multi-dwelling housing with 6 or less dwellings, individual bin storage areas must be provided for each dwelling. These areas are to be capable of accommodating Council's waste, recycling, and food and garden organics waste bins and be located on the ground level with unobstructed access to the collection point.

3.5 For multi-dwelling housing developments containing 7 or more dwellings, a communal bin storage room is to be provided and is to be constructed to comply with all the relevant provisions of Council including:

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- ~~T~~the size being large enough to accommodate all waste generated on the premises with allowances for the separation of waste types (refer to Table A2.1 below for waste generation rates, and bin and room size requirements);
- ~~L~~located within 6.5 metres of the property boundary, with a carting route from the bin room to the kerb which is unobstructed, 1.2 metres wide, and with a grade no steeper than 1 in 8;
- ~~D~~designed so that there is easy access for residents and caretakers, including allowance for the manoeuvrability of bins including minimum aisle space of 1.2 metres.
- ~~F~~floor and wall surfaces that are smooth, even, and coved at all intersections, with the floor graded and drained to an approved drainage outlet connected to the sewer;
- ~~A~~a minimum roof clearance of 2.1 metres;
- ~~E~~enclosed, with a door;
- ~~T~~the provision of a water supply and tap to facilitate cleaning, with the outlet located in a position so that it cannot be damaged;
- ~~T~~the provision of lighting and ventilation (either natural or mechanical) in accordance with the Building Code of Australia;
- ~~T~~the provision of signage indicating the appropriate use of bins; and
- ~~D~~designed for the sole purposes of the storage of bins, and not as a utility room for gas meters, power boards or for the storage of other items.

Table A2.1.1 – Considerations for design of communal bin storage rooms for specific development types

Waste Generation Rates	General Waste = 80L/dwelling/wk Co-Mingled Recycling = 60L/dwelling/wk Food and Garden Organics = 5L/dwelling/wk		
Bin types to be used	7-30 dwellings: 240L bins (collected once per week) 31-80 dwellings: 240L bins (collected twice per week) 81-150 dwellings: 660L bins (collected twice per week) 150+ dwellings: 1100L bins (collected twice per week)		
Bin Dimensions (m^2)	**240L** Height: 1100mm Width: 580mm Depth: 735mm	**660L** Height: 1250mm Width: 1310mm Depth: 775mm	**1100L** Height: 1355mm Width: 1375mm Depth: 1075mm
Size of bin storage area	Sizing should be calculated using the number of bins x size of bins + space for manoeuvrability, with an additional allowance of 15% to allow for future modifications of services or changes to waste streams. Refer to Council's website for further guidance on determining the number and type of bins and service frequencies for your development. Please refer to the NSW EPA's *Better Practice Guide for Resource Recovery in Residential Developments 2019* for layouts of bin storage areas, and contact Council's Waste Team to discuss options for appropriate bin configurations.		

3.6 Council does not support the use of compactors with mobile garbage bins (MGBs) due to risks of damage to bins or excessive bin weights due to over-compaction.

3. 7 Where bins are to be placed on the kerb for collection, a suitable location must be provided that allows for bins to be presented with spacing of 30cm between bins and 1 metre from obstacles such as parked cars or trees, with a clearance of 3 metres between the top of the bin and overhead power lines.

3.8 Where bins are shared between residents a caretaker must be appointed who is responsible for managing waste. Strata by-laws are to include provisions for the proper management of waste on-site.

3.9 To avoid impact on pedestrian safety and traffic congestion during collection periods, only developments that contain 6 or less dwellings should present their bins for kerbside collection.

3.10 In the case where bins are not presented kerbside, Council's preference is that developments of up to 80 dwellings shall receive a collect and return service where bins are presented at an agreed collection point on-site and wheeled to the kerb for emptying by the contractor. For developments greater than 80 dwellings, on-site access by collection vehicles is required for bin collection, in which case, adequate and safe access must be provided for Council's Standard Waste Collection Vehicles as follows:

- ~~T~~the site must be designed to allow for a Heavy Rigid Vehicle to enter and exit the site in a forward direction and to adequately manoeuver once onsite, without the use of a turntable;
- ~~T~~the collection point should be located to minimise vehicle manoeuvring within the site;
- ~~T~~the route of travel for the waste vehicle is to be of sufficient strength and quality to support a Heavy Rigid Vehicle;
- ~~T~~the grades of entry and exit ramps and manoeuvrability (including turning circles) must not exceed the capabilities of the waste collection vehicle and are to comply with Australian Standard AS 2890.2 Parking Facilities: Off-Street Commercial Vehicle Facilities;
- ~~T~~transfer of an authorised easement restricted to the common property on the strata plan to provide indemnity against liabilities, losses, damages and other costs arising from the on property collection service provided;
- ~~M~~minimum height of the entry and vehicle route of travel is to be 4.5 metres to allow clearance for waste collection vehicles; and
- ~~I~~in some cases, universal access keys or lock boxes may need to be provided to enable access to waste collection areas.

Applicants should contact Council's Waste Team to confirm truck sizes and current servicing arrangements.

3.11 Dedicated areas for temporary storage of unwanted bulky items (e.g. cardboard, furniture, mattresses or appliances) are to be provided adjacent to waste storage rooms, and must be accessible to all residents. These areas are to be sized at $10m^2$ for up to and including 40 units, with an additional $2m^2$ for every extra 10 units, up to a maximum of $50m^2$.

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4.0 RESIDENTIAL FLAT BUILDINGS (INCLUDING MANOR HOUSES)

This section applies to applications for:

- bBuildings containing 3 or more dwellings, but does not include an attached dwelling or multi dwelling housing; and/or
- aAmendments to existing residential flat building (RFB) developments that will significantly affect waste generation and/or management.

Submission requirements

4.1 Applicants are required to complete Stage 3 of Council's Waste Management Plan Template. This plan must address:

- Expected volumes and types of waste to be generated (see Table A2.2 for standard waste generation rates).
- Details of how this waste will be stored on site, including provisions for the separation of waste, recycling, and food organics, and details of any garbage chutes-.
- Details of how ongoing management of waste will be conducted.

4.2 Applicants are required to submit plans with their application which show:

- Llocation of an indoor waste/recycling cupboard for each dwelling;
- Llocation and design of all communal waste storage area/s, capable of accommodating all waste generated on the premises (including bulky wastes);
- Llocation of any garbage chutes, compaction equipment, bin pulls or interim storage rooms;;
- Llocation of any service lifts used for the transport of wastes and recycling; and
- iidentification of collection point, including path of travel for moving bins from storage area to collection point or vehicular access path to storage area (if on-property collection).

Development Controls

4.3 Each unit must be provided with an indoor waste/recycling cupboard that is large enough to accommodate a single day's waste and provides for the separation of garbage, recycling and food organics.

4.4 All residential flat building developments are required to provide a communal bin storage room to accommodate all wastes and recyclables. Communal bin storage rooms shall be constructed to comply with all the relevant provisions of Council including:

- Tthe size being large enough to accommodate all waste generated on the premises, with allowances for the separation of waste types; (refer to Table A2.2 below for waste generation rates and bin sizes to be used in calculating floor areas for communal bin rooms);
- Llocated on the ground floor of the development or within 6.5 metres of the property boundary, with a carting route from the bin room to the collection point which is unobstructed, at least 1.2 metres wide, and with a grade no steeper than 1 in 8;

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- ~~D~~designed so that there is easy access for residents and caretakers, including allowance for the manoeuvrability of bins including minimum aisle space of 1.2 metres.
- ~~T~~the floor and wall surfaces that are smooth, even and coved at all intersections, with the floor graded and drained to an approved drainage outlet connected to the sewer;
- ~~A~~a minimum roof clearance of 2.1 metres;
- ~~E~~enclosed, with a door;
- ~~T~~the provision of a water supply and tap with the outlet located in a position so that it cannot be damaged;
- ~~T~~the provisions of lighting and ventilation (either natural or mechanical) in accordance with the Building Code of Australia;
- ~~T~~the provision of signage indicating the appropriate use of bins; and
- ~~D~~designed for the sole purposes of the storage of bins, and not as a utility room for gas meters, power boards or for the storage of other items.

Table A2.1.2 – Considerations for the design of communal bin storage rooms

Waste Generation Rates	General Waste = 80L/dwelling/wk Co-Mingled Recycling = 60L/dwelling/wk Food and Garden Organics = 5L/dwelling/wk		
Bin types to be used	7-30 dwellings: 240L bins (collected once per week) 31-80 dwellings: 240L bins (collected twice per week) 81-150 dwellings: 660L bins (collected twice per week) 150+ dwellings: 1100L bins (collected twice per week)		
Bin Dimensions (m^2)	**240L** Height: 1100mm Width: 580mm Depth: 735mm	**660L** Height: 1250mm Width: 1310mm Depth: 775mm	**1100L** Height: 1355mm Width: 1375mm Depth: 1075mm
Size of bin storage area	Sizing should be calculated using the number of bins x size of bins + space for manoeuvrability, with an additional allowance of 15% to allow for future modifications of services or changes to waste streams. Refer to Council's website for further guidance on determining the number and type of bins and service frequencies for your development. Please refer to the NSW EPA's *Better Practice Guide for Resource Recovery in Residential Developments 2019* for layouts of bin storage areas, and contact Council's Waste Team to discuss options for appropriate bin configurations.		

4.5 For developments of less than 5 storeys, the movement of waste to the communal bin storage room can be made the responsibility of the residents.

4.6 For developments with 5 or more storeys, the movement of waste to the communal bin storage room is be achieved through either:

- provision of an interim waste storage room on each floor (the size of which must accommodate at least two 240L bins and one 80L bin) for the storage of garbage, recycling and food wastes, with a caretaker appointed to transport material from the interim rooms to the communal storage room via a service lift; or~~OR~~

- installation of a chute system to transport garbage to the communal storage room and the provision of interim rooms on each floor (the size of which must accommodate at least one 240L bin and one 80L bin) for storage of recycling and food wastes, with a caretaker appointed to transport recycling and food wastes from the interim rooms to the communal storage room.

4.7 For developments which incorporate a waste chute system, the chute system must adhere to the following specifications:

- The waste chute system will provide a chute for garbage only (note. Chutes are not suitable for recycling due to the risk of glass breakage or blockage of the chute by cardboard).
- Chute openings are to be provided on each residential level of the development in an accessible and easily identifiable location, with signage outlining their proper use.
- The chute is to be designed to minimise noise and fire risks by being cylindrical in section and having a diameter of at least 500mm. The chute is to be completely enclosed in a fire-rated shaft and constructed in accordance with the Building Code of Australia.
- The chute is to terminate in a garbage room and discharge directly into a receptacle/bin that prevents spillage and overflow. The waste chute service room must be located directly under where the chute terminates.
- A site caretaker/manager will be required to transfer all bins from the chute service room to the agreed waste bin storage area ready for collection.

4.8 Council does not support the use of compactors with mobile garbage bins (MGBs) due to risks of damage to bins or excessive bin weights due to over-compaction. For larger developments, applicants are encouraged to contact Council to discuss the use of compactor systems with static bins.

4.9 Dedicated areas for temporary storage of unwanted bulky items (eg. cardboard, furniture or appliances) are to be provided adjacent to waste storage rooms and must be accessible to all residents. These areas are to be sized at $10m^2$ for up to and including 40 units, with an additional $2m^2$ for every extra 10 units, up to a maximum of $50m^2$.

4.10 To avoid impact on pedestrian safety and traffic congestion during collection periods, only developments that contain 6 or less dwellings should present their bins for kerbside collection.

4.11 Where bins are to be placed on the kerb for collection, a suitable location must be provided that allows for bins to be presented with spacing of 30cm between bins and 1 metre from obstacles such as parked cars or trees, with a clearance of 3 metres between the top of the bin and overhead power lines.

4.12 In the case where bins are not presented kerbside, Council's preference is that developments of up to 80 dwellings shall receive a collect and return service, where bins are presented at an agreed collection point on-site and wheeled to the kerb for emptying by a contractor. Developments of 81 or more dwellings receive on-site collections via a loading dock.

4.13 Where on-site access is required for bin collection, adequate and safe access must be provided for Council's Standard Waste Collection Vehicles from a loading dock as follows:

- The site must be designed to allow for Heavy Rigid Vehicles to enter and exit the site in a forward direction and to adequately manoeuvre once onsite, without the use of a turntable.
- The collection point should be located to minimise vehicle manoeuvring within the site.

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- The route of travel for the waste vehicle is to be of sufficient strength and quality to support a Heavy Rigid Vehicle.;
- The minimum height of the entry and vehicle route of travel is to be 4.5 metres to allow clearance for waste collection vehicles.;
- The grades of entry and exit ramps and manoeuvrability (including turning circles) must not exceed the capabilities of the waste collection vehicle and are to comply with Australian Standard AS 2890.2 Parking Facilities: Off-Street Commercial Vehicle Facilities.;
- Transfer of an authorised easement restricted to the common property on the strata plan to provide indemnity against liabilities, losses, damages and other costs arising from the on property collection service provided.;
- In some cases, universal access keys or lock boxes may need to be provided to enable access to waste collection areas.

Applicants should contact Council's Waste Services Team to confirm truck sizes and advise of current servicing arrangements.

4.14 A caretaker must be appointed who is responsible for managing waste, and strata by-laws are to include provisions for the proper management of wastes on-site.

5.0 MIXED USE DEVELOPMENTS

This section applies to applications for:

- mMixed use developments comprising a combination of residential and commercial units (or two or more different land uses) within the one development, including shop-top housing; and/or
- aAmendments to existing mixed use developments and shop-top housing that will affect waste generation and/or management.

Submission requirements

5. 1 Applicants are required to complete Stage 3 of Council's Waste Management Plan Template. This plan must address:

- Eexpected volumes and types of waste to be generated;
- Ddetails of how waste will be stored on site, including provisions for the separation of waste recycling, and food organics, and details of any garbage chutes or waste infrastructure/equipment; and
- Ddetails of how ongoing management of waste will be conducted.

5.2 Applicants are required to submit plans with their application which show:

- Llocation of an indoor waste/recycling cupboard for each dwelling;
- Llocation and design of all waste storage areas to accommodate the different wastes generated on the premises;
- Llocation of any garbage chutes, waste infrastructure/equipment, bin pulls or interim storage rooms;
- Llocation of any service lifts used for waste/recycling transport; and

- ~~I~~identification of collection point, including path of travel for moving bins from storage area to collection point, or vehicular access path to storage area (if on-property collection).

Development Controls

In addition to the requirements set out for multi-dwelling housing and residential flat buildings, the following submission requirements apply to applications for mixed use developments:

5.3 Separate waste facilities must be provided for residential and commercial tenants. These are to be designed and located so that the residential tenants cannot access the commercial waste facilities and vice versa.

5.4 A caretaker must be appointed to manage the separate residential and commercial waste facilities and ensure ongoing management of the development.

5.5 Waste management for the residential dwellings must comply with the requirements as outlined in Section 4.0 for residential flat buildings.

5.6 Each commercial unit must be provided with a clearly defined storage area that is of a size that easily accommodates all waste and recycling generated from that unit for at least one day. Waste management for commercial units must comply with the requirements for commercial developments outlined in Sections 6.0 – 11.0.

6.0 ALL COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

This ~~S~~section applies to applications for:

- ~~A~~all new commercial and industrial developments; and/or
- ~~A~~amendments to existing commercial and industrial developments that will affect waste generation and/or management.

Submission requirements

6.1 Applicants are required to complete Stage 3 of Council's Waste Management Plan Template. This plan must address:

- Expected volumes and types of waste to be generated from use of the site.;
- Details of how this waste will be stored on site, including provisions for the separation of waste types, and details of any specialised waste services (e.g. disposal of trade waste or hazardous waste).;
- Details of how ongoing management of waste will be conducted, including arrangements for the ongoing maintenance and cleaning of the bins, frequency of collections for the various waste streams, and proposed measures to minimise any negative impacts on public amenity and neighbouring properties.;
- Nomination of the waste contractor to provide waste collection service.

6.2 Applicants are required to submit plans with their application which show:

- Location of indoor waste/recycling receptacles on the premises.;
- Location and design of the designated waste storage area/s, capable of accommodating all waste generated on the premises and allowing for separation of waste types.;

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- Location of any grease traps;
- Location of collection point, including path of travel for moving bins from storage area to collection point or vehicular access path to storage area;
- Location of waste collection areas.

Development Controls

6.3 A waste storage room/s must be provided on the premises and shall be constructed to comply with all the relevant provisions of Council including:

- The size being large enough to accommodate all waste generated on the premises, with allowances for the separation and/or compaction of different waste types;
- Designed and sited so as to not adversely impact on the amenity of the development;
- Be located on either the ground floor or basement;
- Floor and wall surfaces that are smooth, even surface, and coved at all intersections with the floors graded and drained to an approved drainage outlet connected to the sewer;
- A minimum roof clearance of 2.1 metres;
- The provision of water supply and tap to facilitate cleaning, with the outlet located in a position so that it cannot be damaged;
- Ventilated (either natural or mechanical) in accordance with the Building Code of Australia;
- The provision of signage indicating the appropriate use of bins;
- Designed for the sole for the purposes of the storage of bins, and not as a utility room for gas meters, power boards or for the storage of other items.

6.4 Where on-site access is required for bin collection, and Council's waste service contractor is to be used, adequate and safe access must be provided for Council's standard waste collection vehicles as follows:

- The site must be designed to allow Heavy Rigid Vehicles to enter and exit the site in a forward direction and to adequately manoeuvre once onsite;
- The route of travel for the waste vehicle is to be of sufficient strength and quality to support a Heavy Rigid Vehicle;
- The grades of entry and exit ramps and manoeuvrability (including turning circles) must not exceed the capabilities of the waste collection vehicle and are to comply with Australian Standard AS 2890.2 Parking Facilities: Off-Street Commercial Vehicle Facilities;
- Transfer of an authorised easement restricted to the common property on the strata plan to provide indemnity against liabilities, losses, damages and other costs arising from the on property collection service provided;
- The minimum clearances must be 4.5m for Heavy Rigid Vehicles (HRV).

6.5 Applicants should contact Council's Waste Team to confirm truck sizes and advise of current servicing arrangements.

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7.0 FOOD BUSINESS

This ~~S~~section applies to applications for:

- ~~N~~new food business, including, but not limited to restaurants, cafes, supermarkets, butchers, fish shops, packaged food outlets, and canteens; and/or
- ~~A~~amendments to existing food businesses that will affect waste generation and/or management.

Development Controls

In addition to the requirements set out for 'All Commercial Developments', the following requirements apply to applications for food businesses:

7.1 Design, construction and fit out of all waste facilities must comply with Australian Standard AS 4674 – 2004 Design, Construction and Fit-out of Food Premises.

7.2 A grease trap must be provided for all premises, except for temporary premises and those only providing pre-packaged food. The grease trap must be located away from food preparation, storage and packaging areas. Access to the grease trap for emptying must not be through these areas. A trade waste agreement with Sydney Water must be acquired before discharge of any waste water to the sewer system, including grease trap waste.

7.3 A garbage storage area or designated garbage room is to be provided on the premises and must be capable of accommodating all waste generated on the premises for at least one day.

7.4 If an external garbage storage area is to be provided, it must be:

- provided with a hose tap connected to a water supply;
- paved with an impervious material; and
- graded and drained to an approved waste disposal system.

7.5 If a designated garbage room is to be provided, it must be:

- provided with a hose tap connected to a water supply;
- consist of impervious floors and walls;
- be coved at the intersection of the floor and walls;
- graded and drained to floor waste connected to sewer;
- sufficiently ventilated and well lit; and
- proofed against pests.

7.6 If the premises produces more than 50L per day of meat, fish or poultry waste, waste must be collected daily or stored in a refrigerated garbage room until collection.

7.7 If the premises is to produce waste cooking oil, an appropriate private waste contractor is to be engaged for its collection. A bunded, covered area is to be provided on the premises for the storage of waste oil.

7.8 Garbage must be removed with sufficient frequency so as to avoid nuisance from pests and odours with bins regularly being cleaned in an area that drains to sewer.

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8.0 HEALTHCARE FACILITIES AND SKIN PENETRATION FACILITIES

This ~~S~~section applies to applications for:

- ~~N~~new healthcare facilities and premises where skin penetration activities are to be conducted, including but not limited to dentists, medical centres, tattoo parlours and beauty salons; and/or
- ~~A~~amendments to existing healthcare and skin penetration facilities that will affect waste generation and/or management.

Development Controls

In addition to the requirements set out in~~for~~ ~~'~~Section 8.0 – All Commercial and Industrial Developments~~'~~, the following requirements apply to applications for healthcare and skin penetration businesses:

8.1 Waste facilities and management practices for healthcare facilities are to comply with NSW Health publication ~~"~~Clinical and Related Waste Management for Health Services~~"~~ (2017).

8.2 Waste facilities and management for skin penetration premises are to comply with the requirements set out in the *Public Health Act 2010, Public Health Regulation 2012.*

8.3 A designated waste storage room is to be provided on the premises. The room must be:

- provided with a hose tap connected to a water supply;
- consisted of rigid impervious flooring;
- inaccessible to the public and secured with a lockable door;
- graded and drained to floor waste connected to sewer;
- sufficiently ventilated and well lit;
- proofed against pests; and
- designed to allow for segregation of waste into correct streams.

8.2.4 All waste receptacles, including bins and sharps containers, must be inaccessible to the public and sealed when not in use. Waste receptacles must be appropriately lined and bags of waste must be tied closed before being placed in bins for collection.

8.2.5 Garbage chutes are not permitted to be installed or used for the transport of waste in healthcare or skin penetration premises.

8.2.6 A sufficient number of waste receptacles must be provided on the premises to accommodate the volume and type of waste generated. If sharps are to be used on the premises, a designated sharps container must be provided and serviced by an appropriately licensed sharps waste contractor. Details of the private waste contractor must be provided to Council as part of the ~~w~~Waste ~~m~~Management ~~p~~Plan.

8.2.7 Hazardous waste, including sharps and clinical waste (bulk body fluids and blood, material containing blood, etc), is not permitted to be disposed of through the general waste stream. Council cannot receive hazardous waste and therefore an appropriately licensed private contractor must be engaged to provide this service. Details of the private waste contractor must be provided to Council as part of the ~~w~~Waste ~~m~~Management ~~p~~Plan.

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9.0 CENTRE-BASED CHILD CARE FACILITIES

This ~~S~~section applies to applications for:

- ~~N~~new centre-based child care facilities; and/or
- ~~A~~amendments to existing child care facilities that will affect waste generation and/or management.

Development Controls

In addition to the requirements set out in Section 8.0 – ~~for '~~All Commercial and Industrial Developments~~'~~, the following submission requirements apply to applications for child care facilities:

9.1 Garbage and recycling bins must be located so that they do not negatively impact on outdoor play spaces and neighbouring properties.

9.2 Waste collections must occur at least once per week or more, depending on the bin size combinations agreed upon.

10.0 BOARDING HOUSES

This ~~S~~section applies to applications for:

- ~~N~~new Boarding House developments; and/or
- ~~A~~amendments to existing boarding house developments that will affect waste generation and/or management.

Development Controls

In addition to the requirements set out in Section 8.0 –~~for '~~All Commercial and Industrial Developments~~'~~, the following submission requirements apply to applications for boarding houses:

10.1 Communal garbage and recycling facilities are to be provided within the development site. The waste storage area must be suitably enclosed, screened from view from the street, and located behind the front setback line. Facilities to cleanse storage containers on site are to be provided.

10.2 Waste storage areas shall be provided in an accessible location, and must achieve at grade access to the street for collection.

10.3 New boarding houses and the intensification of existing boarding houses must comply with the design principles in Part 3 – Residential Development of this DCP and must submit a Waste Management Plan with the ~~d~~Development ~~a~~Application.

10.4 At minimum waste storage must be provided at the following rate:

- Class 1(b) buildings (up to 12 residents) must provide two 240 litre waste bins; and two 240 litre recycling bins; and one 240 litre green waste bin, or the equivalent capacity
- Class 3 buildings (over 12 residents or 300m^2) must provide waste storage in accordance with requirements for Class1(b) buildings, for up to 12 residents, with an additional capacity of 40 litres waste storage and 40 litres recycling storage per person over 12 persons.

10.5 Provision of additional green waste bins will be determined on the size and nature of outdoor areas

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11.0 SEX SERVICES PREMISES AND RESTRICTED PREMISES

This ~~S~~section applies to applications for:

- Sex services premises, restricted premises and businesses and entertainment premises providing adult entertainment; and/or
- Amendments to sex services premises, restricted premises and businesses and entertainment premises providing adult entertainment that will affect waste generation and/or management.

Development Controls

In addition to the requirements set out for 'All Commercial Developments', the following submission requirements apply to applications for sex services premises or restricted premises:

11.1 A designated waste storage room is to be provided on the premises. The room must be:

- provided with a hose tap connected to a water supply;
- consisted of rigid impervious flooring;
- inaccessible to the public and secured with a lockable door;
- graded and drained to floor waste connected to sewer;
- sufficiently ventilated and well lit;
- proofed against pests; and
- designed to allow for segregation of waste into correct streams.

11.2 If contaminated sharps, (eg needles) are used in a brothel, then non-reusable sharps containers which comply with Australian Standard–AS 4031 should be provided for their disposal.

11.3 All waste receptacles, including bins and sharps containers, must be inaccessible to the public and sealed when not in use. Waste receptacles must be appropriately lined and bags of waste must be tied closed before being placed in bins for collection.

11.4 There should be provision for disposal of used condoms, dams, gloves, soiled tissues and the like in the rooms where sexual services are provided to clients. Bins for these items are to be enclosed.

11.5 A sufficient number of waste receptacles must be provided on the premises to accommodate the volume and type of waste generated. If sharps are to be used on the premises, a designated sharps container must be provided and serviced by an appropriately licensed sharps waste contractor. Details of the private waste contractor must be provided to Council as part of the ~~w~~Waste ~~m~~Management ~~p~~Plan.

11.6 Hazardous waste, including sharps and clinical waste (bulk body fluids and blood, material containing blood, etc.), is not permitted to be disposed of through the general waste stream. Council cannot receive hazardous waste and therefore an appropriately licensed private contractor must be engaged to provide this service. Details of the private waste contractor must be provided to Council as part of the ~~w~~Waste ~~m~~Management ~~p~~Plan.

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Further information

For further information please contact Council's Ceustomer ~~s~~Service ~~c~~Centre on 9806 5050 and ask for either:

- Council's Environmental Health Team- if your enquiry is directly related to waste information required in your application.
- Council's Waste and Sustainability Team – if your enquiry is about waste services offered by Council.

References

1. *Better Practice Guide for Resource Recovery in Residential Developments*, NSW Environment Protection Authority, 2019

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Attachment A: Performance criteria by development type

Performance Criteria	Development Type							
Storage		Subdivision with engineering works	Demolition	Single dwellings, semi-detached and dual occupancy	Multi-unit dwellings, residential flat buildings	Mixed Use Development	Business Use	Industrial Use
Stockpile	Siting to take account of environmental factors, e.g. slope, drainage, location of waterways and native vegetation	✓	✓	✓	✓	✓	✓	✓
	Facilitate on-site source separation	✓	✓	✓	✓	✓	✓	✓
	Facilitate re-use of materials on-site	✓	✓	✓	✓	✓	✓	✓
	The establishment and maintenance of a resource recovery system and the completion of a waste stream analysis to identify waste materials that have the potential to be reduced, reused or recycled							✓
Site Waste Bins	Provide sufficient space for storage of waste and recyclables on-site	✓	✓	✓	✓	✓	✓	✓
	Facilitate on-site source separation	✓	✓	✓	✓	✓	✓	✓
	Facilitate re-use of materials on-site	✓	✓	✓	✓	✓	✓	✓
	Design and locate so as to be accessible and useable			✓	✓	✓	✓	✓
	Design and locate to cater for change of use				✓	✓	✓	✓
On Site Waste Area	Locate an onsite waste/ recycling storage area for each dwelling that is of sufficient size to accommodate the required number of Council waste, recycling, and food and garden waste bins			✓	✓	✓	✓	✓
	Multiple or communal storage rooms are required where the development is 8 or more dwellings or where the site characteristics warrant				✓	✓	✓	✓
	Locate waste compaction equipment where proposed				✓	✓	✓	✓
	Waste storage area is to be easily accessible and have unobstructed access to Council's usual collection point			✓	✓	✓	✓	✓

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Performance Criteria	Development Type							
Storage		Subdivision with engineering works	Demolition	Single dwellings, semi-detached and dual occupancy	Multi-unit dwellings, residential flat buildings	Mixed Use Development	Business Use	Industrial Use
	Locate waste containers in a suitable location so as to complement the design of the development			✓	✓	✓	✓	✓
	Locate waste areas so to avoid vandalism, nuisance and adverse visual impacts on residents, neighbours and the streetscape			✓	✓	✓	✓	✓
	Provide access to a cold water supply for the cleaning of bins and the waste storage area(s). Wastewater is to be discharged to the sewer				✓	✓	✓	✓
	Allow space for signs and educational material to be displayed in waste storage areas				✓	✓	✓	✓
	Provide area(s) for storage of bulky waste (eg. Clean up materials) and adequate servicing				✓	✓	✓	✓
Waste cupboard	Provide an indoor waste cupboard or sufficient space within the kitchen (or an alternate location) for the interim storage of waste, recyclables, and food waste for each dwelling/unit			✓	✓	✓	✓	✓
Collection Point	Identify a sufficiently sized kerbside collection point for the collection and emptying of Council's waste, recycling and food and garden organics bins. The collection point should not impede up on traffic and pedestrian safety			✓	✓	✓	✓	✓
	Ensure the bin transfer route to the collection point does not exceed a grade of 1:14 where bin sizes are less than 360L and 1:30 grade for greater than 360L.			✓	✓	✓	✓	✓
	Provide Council with onsite demolition and construction waste receipts to confirm which facility received the material for recycling or disposing	✓	✓	✓	✓	✓	✓	✓
	On-property collection by Council (private			✓	✓	✓	✓	✓

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Performance Criteria	Development Type							
Storage		Subdivision with engineering works	Demolition	Single dwellings, semi-detached and dual occupancy	Multi-unit dwellings, residential flat buildings	Mixed Use Development	Business Use	Industrial Use
	roads or basements) will require transfer of an authorised easement restricted to the common property on the strata plan. Minimum requirements for basement heights, ramp grades, turning circles and access apply							

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WASTE MANAGEMENT PLAN TEMPLATE

12.0 DEMOLITION, CONSTRUCTION AND USE OF PREMISES

The applicable sections of this table must be completed and submitted with your Development Application.

Completing this table will assist you in identifying the type of waste that will be generated and will advise Council of how you intend to reuse, recycle, or dispose of the waste.

Please refer to the City of Parramatta's Waste Management Guidelines for new Development Applications for new applications for the specific requirements for your type of application. This can be downloaded from Council's website. Guidance on determining bin size and service arrangements for different residential development is also available on Council's website.

If you choose to provide an alternative ~~w~~Waste ~~m~~Management ~~p~~Plan to the attached template please ensure all of the required information is addressed. Failure to provide all the required

information may lead to further information being requested and a hold up in the final decision of your application.

The information provided will be assessed against the ~~City of~~ Parramatta ~~Council's~~ Development Control Plan (DCP) 2023~~XX~~.

If space is insufficient, please provide attachments.

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WASTE MANAGEMENT PLAN FOR DEMOLITION, CONSTRUCTION AND USE OF PREMISES

Outline of proposal

Site Address

Applicant's name ~~and~~

Applicant's Address

Phone

Mobile

Email

Building and any other structures on site

Brief description of proposal

The details provided on these forms, plans and attached documents are the intentions of managing waste relating to this project.

Name

Signature

Date

13.0 DEMOLITION AND CONSTRUCTION

Council is seeking to reduce the quantity of waste and encourage the recycling of waste generated by demolition and construction works. Applicants should seek to demonstrate project management which seeks to:

1. Re-use excavated material on-site and disposal of any excess to an approved site.;
2. Mulch and re-use green waste on-site as appropriate, or recycle off-site.;
3. Re-use bricks, tiles and concrete on-site as appropriate, or recycle off-site.;
4. Return plasterboard waste to supplier for recycling.;
5. Re-use framing timber on site or recycle off-site.;
6. Recycle windows, doors and joinery off-site.;
7. Dispose of all asbestos, hazardous and/or intractable wastes in accordance with WorkCover Authority and EPA requirements.;
8. Recycle plumbing, fittings and metal elements off-site.;
9. Order the right quantities of materials and make use of prefabrication of materials where possible.
10. Re-use formwork.;
11. Provide careful source separation of off-cuts to facilitate re-use, resale or recycling.

How to estimate quantities of waste

There are many simple techniques to estimate volumes of construction and demolition waste. The information below can be used as a guide by builders, developers & homeowners when completing a ~~w~~Waste ~~m~~Management ~~p~~Plan:

To estimate ~~Y~~your ~~W~~waste:

1. Quantify materials for the project.;
2. Use margin normally allowed in ordering.;
3. Copy the amount of waste into your ~~w~~Waste ~~m~~Management ~~p~~Plan.

When estimating waste the following percentages are building 'rule of thumb' and relate to renovations and small home building:

Estimated waste percentages

Material	Waste as a percent of the total material ordered
Timber	5-7%
Plasterboard	5-20%
Concrete	3-5%
Bricks	5-10%
Tiles	2-5%

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Converting volume into Tonnes: A Guide for conversions

Material	Conversion
Timber	0.5 tonnes per m3
Concrete	2.4 tonne per m3
Bricks	1.0 tonne per m3
Tiles	0.75 tonne per m3
Steel	2.4 tonne per m3

To improve/provide more reliable figures:

- Compare your projected waste quantities with actual waste produced.;
- Conduct waste audits of current projects.;
- Note waste generated and disposal methods.;
- Look at past waste disposal receipts.;
- Record this information to help estimate future ~~w~~Waste ~~m~~Management ~~p~~Plans.;
- On a ~~w~~Waste ~~m~~Management ~~p~~Plan amounts of waste may be stated in – m2 or m3 or tonnes (t).

IMPORTANT

- The following tables should be completed by applicants proposing any demolition or construction work including the change of use, fit-out as well as alterations and additions of existing premises.
- The location of temporary waste storage areas and soil stockpiles during demolition and construction are to be shown on the submitted plans.
- Vehicle access to and from the site must be shown on the submitted plans.
- Stage 3~~three~~ – Design of ~~f~~Facilities (Use of Site) should be completed by all applicants including change of use, fit-out as well as alterations and additions.

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14.0 STAGE ONE – DEMOLITION

To be completed for proposal involving demolition:

Materials on-site		Destination		
		Reuse & Recycling		Disposal
Type of material	Estimated Volume (m^3) or Area (m^2) or weight (tonnes)	On-Site Specify how materials will be reused or recycled on-site	Off-Site Specify the contractor and recycling outlet	Specify the contractor and landfill site
*Bricks** **Example only*	*$2m^3$ **	*Clean and reuse for footings**	*Broken bricks sent by XYZ demolishers to ABC Recycling company (including address and contact number)**	*Nil to landfill** *or sent by XYZ demolishers to ABC Recycling company (including address and contact number)**
Excavation material				
Green waste				
Bricks				
Tiles				
Concrete				
Timber				
Plasterboard				

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Materials on-site		Destination		
		Reuse & Recycling		Disposal
Type of material	Estimated Volume (m^3) or Area (m^2) or weight (tonnes)	On-Site Specify how materials will be reused or recycled on-site	Off-Site Specify the contractor and recycling outlet	Specify the contractor and landfill site
Metals				
Asbestos				
Other waste				

How will waste be separated and/or stored onsite for reuse and recycling? How will site operations be managed to ensure minimal waste creation and maximum reuse and recycling?

(e.g. Staff training, selected deconstruction v. straight demolition, waste management requirements stipulated in contracts with sub-contractors, on-going checks by site supervisors, separate area set aside for sorted wastes, clear signage for waste areas etc.).

Note: Details of the site area to be used for on-site separation, treatment and storage (including weather protection) should be provided on plan drawings accompanying your application.

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15.0 STAGE TWO – CONSTRUCTION

To be completed for proposals involving construction:

Materials on-site		Destination		
		Reuse & Recycling		Disposal
Type of material	Estimated Volume (m^3) or Area (m^2) or weight (tonnes)	On-Site Specify how materials will be reused or recycled on-site	Off-Site Specify the contractor and recycling outlet	Specify the contractor and landfill site
*Bricks**	*$2m^3$ **	*Clean and reuse for footings**	*Broken bricks sent by XYZ demolishers to ABC Recycling company (including address and contact number)**	*Nil to landfill** *or sent by XYZ demolishers to ABC Recycling company (including address and contact number)**
**Example only*				
Excavation material				
Green waste				
Bricks				
Tiles				
Concrete				
Timber				
Plasterboard				

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Metals				
Asbestos				
Other waste				

How will waste be separated and/or stored onsite for reuse and recycling? How will site operations be managed to ensure minimal waste creation and maximum reuse and recycling?

(e.g. ~~S~~staff training, selected deconstruction v. straight demolition, waste management requirements stipulated in contracts with sub-contractors, on-going checks by site supervisors, separate area set aside for sorted wastes, clear signage for waste areas etc.)

Note: Details of the site area to be used for on-site separation, treatment and storage (including weather protection) should be provided on plan drawings accompanying your application.

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16.0 STAGE THREE – DESIGN OF FACILITIES (USE OF SITE)

To be completed for all proposals including change of use, fit out as well as alterations and additions

- Applicants should refer to Councils Waste Management Guidelines for New Development Applications for specific requirements related to the type of development proposed. This is available on Councils website.
- Guidance on determining bin size and service arrangements for different sizes of residential development is also available on Council's website.
- In the case of change of use, fit out as well as alterations and additions, if the proposal involves existing waste management practices then full details of current methods are to be provided.
- All proposals are to show the waste storage areas on plan drawings which should accompany your application.

Design of facilities (Use of site)

Type of waste to be generated	Expected volume per week, number and size of bins	Proposed on-site storage and treatment facilities	Destination and contractor
Please specify. e.g. glass, paper, food waste, green waste, compost etc.	Volume (Litres – L)	For example: waste storage room, garbage chute, compaction equipment	For example: Recycling, landfill by council or private contractor (include name of contractor)
*Non-recyclable** **Example only*	*480L/week* *2 x 240 L bins**	*Waste storage room**	*Landfill and recycling collected by XXX Collection company**

Describe how you intend to ensure on-going management of waste on-site (e.g. lease conditions, caretaker, strata manger) as well as provide details of how the bin store area complies with councils bin storage area requirements relevant to the type of proposed development.

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17.0 FINAL CHECK

Please read and tick the box to ensure all required information has been provided

1. ☐ Have you checked the waste requirements for the proposed type of development in Council's document 'Waste Management Guidelines for New Development Applications' and provided all of the required information?

2. ☐ Have you completed the relevant sections to your application of the above Waste Management Plan template or provided an alternative Waste Management Plan addressing the required information?

3. ☐ Have you shown use of site waste storage areas, garbage chutes, bin pulls and compaction equipment on plans accompanying this application?

4. ☐ Have you shown the location of temporary waste storage areas, soil stock piles and vehicle entry/exit points during construction and demolition on the plans accompanying this application?

5. ☐ Have you shown the waste collection vehicle access to the collection point on-site (if applicable) on the plans accompanying this application?

6. ☐ Have you shown the pathway taken to move the bins to and from the on street collection point and the location of the on street collection point on the plans accompanying this application?

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APPENDIX 3 HERITAGE INFORMATION: TERMS, RESPONSIBILITIES AND PROCEDURES

A3.1 TERMS AND DEFINITIONS

Heritage

The word heritage means different things to different people. One of the best definitions of heritage at a broad level is 'those things that we value now, which we wish to retain for future generations. In the context of this plan, it means places that relate to the European and Indigenous history of Parramatta.

Conservation

Conservation means caring for what you have and includes such activities as maintenance, restoration and, where necessary, reconstruction. It also includes providing an appropriate use for the place, providing for its long term security, and maintaining an appropriate setting.

Conservation of our heritage is in part an acknowledgment that pleasant environments make good financial sense: they attract investment and increase land value. Old buildings, parks and gardens, old trees, and subdivision patterns all make a contribution in this regard.

Heritage listing

Lists of places that are considered to have heritage significance are held by several different bodies, including the National Trust, the State Government, and the Commonwealth Government. However, when we refer to a place being 'heritage listed' in this plan, we mean that it is listed in the *Parramatta Local Environmental Plan (LEP) 2023*. If you want to check whether your property is heritage listed, you need to check the *Parramatta LEP 2023*. You need to determine whether it is listed individually as a heritage item, or is within a conservation area. In very few cases, you may find that your property is also listed on the State Heritage Register, or protected by an Interim Heritage Order made under the *NSW Heritage Act 1977*. You should contact Council to determine whether this is the case, or you may contact Heritage NSW.

Information about all of the heritage items that are listed in *Parramatta LEP 2023* can be found on the State Heritage Inventory, which can be accessed through the website of Heritage NSW at https://www.environment.nsw.gov.au/topics/heritage. You will find information about the history of the property, and why it is considered to be significant. This information can also be obtained from Council.

The following terms have the same meaning as in the *Parramatta LEP 2023*:

- Heritage conservation area
- Heritage conservation management plan
- Heritage impact statement
- Heritage item
- Heritage significance
- Maintenance
- Place of Aboriginal heritage significance
- Relic

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A3.2 COUNCIL'S ROLE

Legal framework

The *Local Government Act NSW 1993* provides a mandate for, and in fact confers a responsibility on, all ~~L~~local ~~C~~councils in NSW to 'properly manage, develop, protect, restore, enhance and conserve the environment of the area for which it is responsible'. The *Parramatta LEP 2023* identifies heritage items and heritage conservation areas, and includes provisions which are designed to provide legal protection for listed sites and to clarify the procedures involved when considering development. These provisions are standard provisions used by most local ~~C~~councils in NSW, and are similar to provisions which apply elsewhere in Australia.

Council's approach to heritage management

Council is committed to protecting ~~Parramatta's~~ the City's heritage as a major element in its present day identity, and to integrating its conservation into its day-today planning decisions. It is important to note that heritage listing does not mean that heritage items or buildings within heritage conservation areas cannot be modernised, altered, or developed. It simply means that such changes need to be considered more carefully and that applicants need to consult with Council before plans proceed too far.

Restrictions that apply within conservation areas are more flexible than those affecting heritage items. Many properties will be 'contributory', but others will 'neutral' or even 'intrusive' in terms of the contribution they make to the values of the area. Development on such properties will be considered on a case-by-case basis, with the aim being to maintain the character and 'heritage significance' of the area as a whole.

The guidelines for each of the conservation areas include a list of buildings which are considered 'contributory'. Council will generally be cautious about approving changes which destroy original parts of a heritage-listed building, particularly where such changes would be readily visible from the street. New work will not be approved which is unsympathetic to the character and heritage significance of a heritage item or a conservation area. It is highly unlikely that Council will give permission to demolish a heritage item, and applications to demolish~~tion~~ will also be considered very cautiously within conservation areas.

A3.3 THE DEVELOPMENT APPROVAL PROCESS

General

Where work is being considered to a heritage listed property, then the process of getting approval from Council will in many ways be the same as for other properties. However, there are some important differences. Applicants need to consider proposed changes more carefully, and may be required to follow some additional steps in the approval process. There may be a requirement to submit an application for minor work. A Heritage Impact Statement will almost certainly be requested by Council in order to help it decide whether to approve the proposed work. In a few cases referrals to other authorities may be required.

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Minor work

Council has the authority to ask for a Development Application (DA) for almost any type of work that is likely to affect the external appearance or the structure of a heritage-listed building. However there are certain types of work that do not concern Council and where it is not necessary to make any sort of application. This would include most minor maintenance work, and almost any interior work that does not affect the structure of the building.

There are minor types of work where Council may have some concerns, but where it is possible for Council to give approval without a DA being required. Examples would include replacing roof gutters, a new fence, or repainting a house in a new colour scheme. For this type of work, you will need to complete a Heritage Minor Works Applications. If the proposal is not acceptable to Council, a DA will be requested. If owners are unsure whether an application is required for proposed work, they should contact Council to seek clarification.

Heritage Impact Statement

If a DA is being submitted for work that is likely to affect a heritage-listed property, additional information in the form of a Heritage Impact Statement will be required. A Heritage Impact Statement should:

- clarify why the building is significant,
- describe what the impact will be of the proposed work, and
- explain what measures have been taken to minimise that impact.

The detail required in a Heritage Impact Statement varies depending on the situation. For a typical situation such as renovations and extensions to a heritage-listed house of local significance, it may be only a page or two long. In other situations much more detail may be required. The Heritage Impact Statements must be prepared in accordance with Guidelines published by Heritage NSW. These Guidelines are available from Council.

Referrals to other authorities

If a property is on the State Heritage Register, or if it is subject to an Interim Heritage Order under the *Heritage Act 1979*, then a referral is required to Heritage NSW as part of the approval process. This applies in very few cases. For almost all privately owned heritage-listed properties in ~~Parramatta~~the City, Council has the full responsibility for all decision-making, and no referrals are required.

Demolition

It is possible under certain circumstances for Council to give consent to demolish a heritage item or a building in a conservation area. Such demolition, even if it is partial demolition, must be subject to a Development Application. Council will consider not just the outside appearance of the building and whether or not it looks run down. Council will weigh up the heritage significance of the property, its contribution to the history and identity of its street and neighbourhood, and its importance to ~~Parramatta~~ the City as a whole. The loss of any one heritage property identified in the Heritage Study will reduce the heritage value of ~~Parramatta~~ the City as a whole, so Council is unlikely to approve demolition unless the property is incapable of reasonable use or would be too costly to make usable.

A3.4 BENEFITS AND INCENTIVES

Introduction

If you are the owner of a heritage-listed property, you are contributing towards preserving our heritage. There are other positive aspects to a property being heritage listed which are often overlooked, including the following:

- Assistance with DA fees
- Financial assistance through the Local Heritage Fund
- Planning concessions in relation to allowable uses
- Possible reductions in council rates and land tax.

Assistance with DA fees

Council has a scheme in place which offers assistance in two ways:

- A rebate of 10% on the cost of the DA fee may be paid when a Statement of Heritage Impact is required,
- An amount equal to the entire DA fee may be reimbursed in cases where the application is required only because the building or place is heritage listed.

Owners proposing renovations and extensions to their properties will find that Council will probably require a DA whether or not the property is heritage-listed. The key difference with a heritage-listed property is that applicants are required to provide extra information in the form of a 'Statement of Heritage Impact'. In such cases, applicants may apply for a rebate of 10% on the cost of the DA fee to help offset the effort of preparing the Statement of Heritage Impact. In some cases, a DA may be required by Council for minor work to a heritage- listed property, when in normal circumstances a DA would not be required. An example of this would be a proposal for a new front fence. Council would almost certainly require a DA to make sure the proposed new fence is appropriate, but applicants may apply to be reimbursed for an amount equal to the entire DA fee. This scheme only applies to work on privately-owned residential properties.

Local heritage fund

The aim of the Local Heritage Fund is to assist with appropriate conservation work to privately owned heritage items in ~~Parramatta~~the City. Council can provide direct financial assistance of up to $2,500 as varied by Council from time to time for each project. Funding guidelines and an application form are available on request from Council.

Planning concessions

In certain circumstances, Council may allow a building listed as a heritage item to be used for a use which would not normally be allowed in the zone. For example, it may be possible for Council to give consent for a house to be used as small commercial offices or a gallery, or for a warehouse to be converted to flats. It is important to note that Council will only consider issuing such a consent as a measure of last resort, and where it is satisfied that the retention of the building depends on the granting of the consent. The applicant must also meet a number of other tests, including showing that

the amenity of the area will not be affected. Details are set out in Clause 5.10 of the *Parramatta LEP 2023*.

Rates and land tax

Reductions in rates and land tax will only apply in very few cases, but it may be worth investigating for those who are eligible. Rates reductions are not offered by Council for heritage- listed properties. However, if a property is listed as a heritage item or is within a conservation area, the Valuer-General will automatically calculate an artificial reduction in the value of the property. This will have the effect of reducing your Council rates, since the calculation of those rates is based on the value of the property as provided by the Valuer-General. For some properties, this can represent a significant saving over time.

Property owners do not pay land tax on their principle place of residence. However, owners who are paying land tax on an investment property that is heritage-listed can apply for a reduction in land tax. It is important to remember that in this case, there is no automatic reduction; owners must apply to obtain the reduction. A letter needs to be obtained from Council confirming the status of the property in terms of heritage listing, and then an application made to the Office of State Revenue.

Additional information regarding heritage related development can be found on the City of Parramatta website https://www.cityofparramatta.nsw.gov.au/business-development/heritage-conservation.

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A3.5 SOLAR ENERGY SYSTEM GUIDELINES

This guideline document provides information of the solar energy system requirements for new ~~d~~Development ~~a~~Applications lodged with the City of Parramatta Council. The requirements set out in this guide support the solar energy system provisions in Part 7 – Heritage and Archaeology of Parramatta Development Control Plan (DCP) 2023~~XX~~ and current best practice solar energy system recommendations.

1.0 GENERAL HERITAGE PRINCIPLES FOR SOLAR ENERGY SYSTEM INSTALLATION (PANELS ARRAY AND EQUIPMENT)

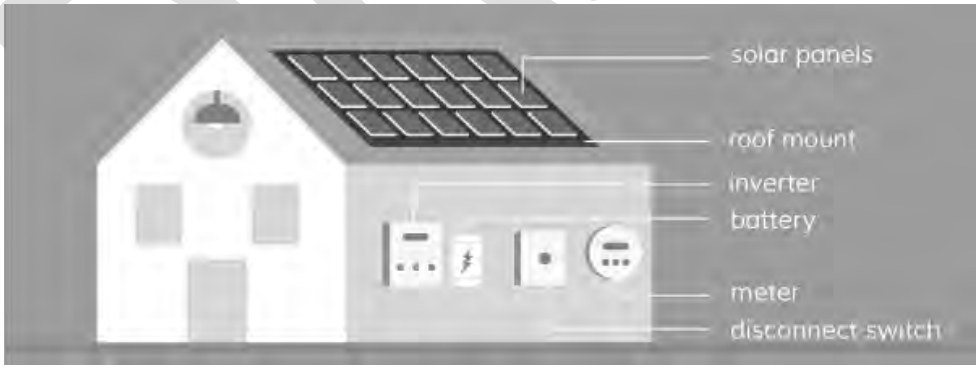
~~The City of Parramatta~~Council encourages the sensitive installation of solar energy systems (~~S~~solar panels and equipment) on heritage items and within conservation areas as long the proposal protects heritage values and maintains the integrity, the significance, and the character of the area.

Solar Energy System installation does not qualify for an exemption, heritage minor works (HMW) application or local heritage fund (LHF) application.

Before any work is carried out, applicants will need to submit a ~~d~~Development ~~a~~Application (DA) and obtain consent to install the solar energy system (PV panels and associated equipment) in heritage conservation areas, special character areas and on LEP's heritage listed items.

What is a solar energy system?

Solar energy systems include a few key components: a solar array (collection of multiple solar panels), racking and mounting equipment, inverters, a disconnect switch, and, optionally, a solar battery. The system convert sunlight captured through photovoltaic cells within a solar array located over existing roofs into electrical energy. This energy converted in electricity can be stored in batteries.

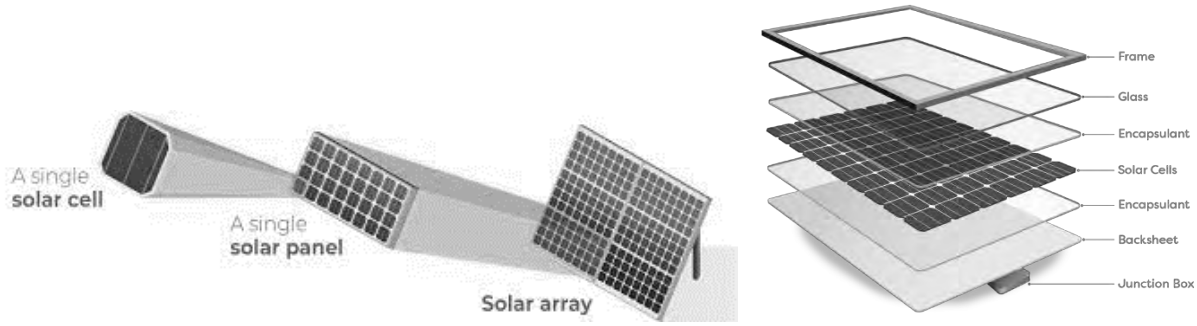


Source: https://news.energysage.com/solar-panel-setup-what-you-need-to-know/

What are solar photovoltaic panels?

Solar panels are aluminium framed and encapsulated photovoltaic cells assembled over a back sheet and protected by tempered glass. Each panel requires a junction box as part of a photovoltaic (PV)

electricity generating system which also includes fixings, conduit and other equipment like inverters and batteries.



Source: https://www.cleanenergyreviews.info/blog/solar-panel-components-construction

2.0 INSTALLATION REQUIREMENTS

GENERAL INSTALLATION REQUIREMENTS FOR THE SOLAR ENERGY SYSTEM (PHOTOVOLTAIC PANELS AND ARRAY)

Refer to Table A3.5.1 for prescriptive measures to ensure the appropriate installation of solar energy systems are applied.

Table A3.5.1 – Requirements for photovoltaic panels and arrays

	Requirement
Solar photovoltaic panels alignment	Mount solar panels with one edge parallel to the slope of the roof face (i.e., the panels must not be crooked to the slope of the roof face).
Solar photovoltaic panels roof edges projection	Solar panels do not extend over the edges of the roof plane and are not located within 300mm of the ridge(s) of the roof.
Solar photovoltaic panels maximum height	Solar panels are mounted at the same angle as the roof plane and protrude no more than 250mm above the roof plane unless the low visibility of solar panel location would allow up to 1000 mm protrusion over the roof plane (e.g., rear addition skillion roofs with slope of less than 15 degrees).
Solar photovoltaic panels unsuitable locations	Solar panels are not to be located on primary street facing verandah or dormer roofs.
Solar photovoltaic panels visibility	Only solar panels and associated fixings and clips are visible from adjacent streets and parks – this means conduit and other equipment like inverters do not protrude from under the panels and that mounting rails are trimmed to the extent of the panels and clips.
Solar photovoltaic panels position and minimum setback:	If solar panels protrude more than 0.5m from the attached roof plane, they are located at least 1m from any property boundary.
Solar photovoltaic panels patterns and arrangements	Solar panels are to be arranged in orderly rows with consistent offsets from the roof edges; and solar panels on roof planes containing parapets, dormer windows, skylights and chimneys must be arranged in a symmetrical pattern on the roof plane.

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INSTALLATION REQUIREMENT FOR SOLAR ENERGY SYSTEM EQUIPMENT (INVERTER, METERS, AND BATTERIES)

Refer to Table A3.5.2 for prescriptive measures to ensure the appropriate installation of solar energy system equipment are applied.

Table A3.5.2 – Requirements for inverter, meters, and batteries

	Requirement
Solar energy system equipment location	Equipment associated with a solar energy system, may be installed on building walls. Batteries, meters, and inverters: must not be installed on a wall facing the primary street but may be installed on the side walls of a front verandah.
Solar energy system equipment position	Where associated equipment is located on a wall facing the primary street it must not cover building features like windows or decorative elements and must be installed neatly.

3.0 SUBMISSION REQUIREMENTS

Why is a DA required?

Development consent is required under *Parramatta Local Environmental Plan 2023*~~11~~ (and LEP's of amalgamated sites and conservation areas), to satisfied that the solar energy system proposed would be suitable and meet the objectives of protecting local heritage, its significance and character without adversely affect the heritage items and conservation areas.

The roofscapes and streetscapes of most conservation areas are very important to their character and to the overall public domain presentation of significant and heritage listed Items. The requirements of obtaining a DA consent for solar energy system installation is to ensure that the proposal will not substantially disrupt the form and character of roofs especially if the solar panels and equipment would be visible and impact the roof and the streetscape.

As a general heritage principle, installations on rear roofs are a preferred, applicants are encouraged to consider alternatives if those are available to locate the solar energy systems at the rear of the property (e.g., over the roof of approved extension, alteration, and additions).

Owners are encouraged to check the planning controls that may apply to surrounding land when considering where to locate their solar panels to avoid that future nearby development will result in cast shadows over the photovoltaic solar panels.

Works associated with solar system installation and that require significant external structural alterations such the removal of roof elements, chimneys, capping, parapet walls will not be supported in heritage perspectives.

Installation of solar panels and associated equipment within a heritage conservation area and/or buildings listed as a heritage item should be avoid on:

- Slate or timber shingled roofs.
- Primary street facing roofs that are visible from the primary street, have a slope of more than 15 degrees and are in front of the main ridge of the roof.

Supporting documentation to be provided with the ~~d~~Development ~~a~~Application submissions for solar energy system:

- ~~A scale plan or~~
- A scale plan or an aerial photograph showing the location and arrangement of the proposed solar panels.~~;~~
- Statement of Environmental Effects (SEE).
- A brief Statement of Heritage Impact noting the specific installation details of angle and maximum height of the panels protruding above the roof plane and the proposed location of associated equipment like inverters, meters, etc.

Solar energy system suppliers may be able to provide this information, however the heritage consultant should provide recommendation and heritage advise and/or mitigation measures to be adopted in accordance and compliance with the controls and with the objectives to achieve a reasonable or suitable visual and physical cumulative impact.

Applicants are required to ensure that the proposal is consistent with:

1. **Legislation and building code:** all building works are carried out in accordance with any applicable legislation, codes etc. (for example the Building Code of Australia).
2. **Accessibility for installation and maintenance**: sufficient clear access paths around solar panels is accounted to allow for maintenance of the roof (at least 300mm clearance around the solar panels from boundaries and obstructions like dormer windows).
3. **Roof coverage and panels number**: the number of solar panel and the roof coverage in solar panels is appropriate to the scale and bulk envelope of the building.
4. **Visibility colours and design patterns**: Photovoltaic panels generally are commercially available in three types of solar panel cells: polycrystalline, monocrystalline, and thin film. In heritage perspective solar photovoltaic panels design should be visually recessive in colour and pattern, particularly where they are visible from the street, dark grey/ black (avoid prominent silver banding patterns).

DRAFT

DRAFT FOR COUNCIL ENDORSEMENT > JULY 2023

DEVELOPMENT CONTROL PLAN > 2023



PARRAMATTA

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CITY OF PARRAMATTA

NOTICE OF COUNCIL MEETING

PUBLIC AGENDA

An Ordinary Meeting of City of Parramatta Council will be held in PHIVE (COUNCIL CHAMBER) at 5 PARRAMATTA SQUARE, PARRAMATTA on Monday, 28 August 2023 at 6:30PM.

ATTACHMENT 2

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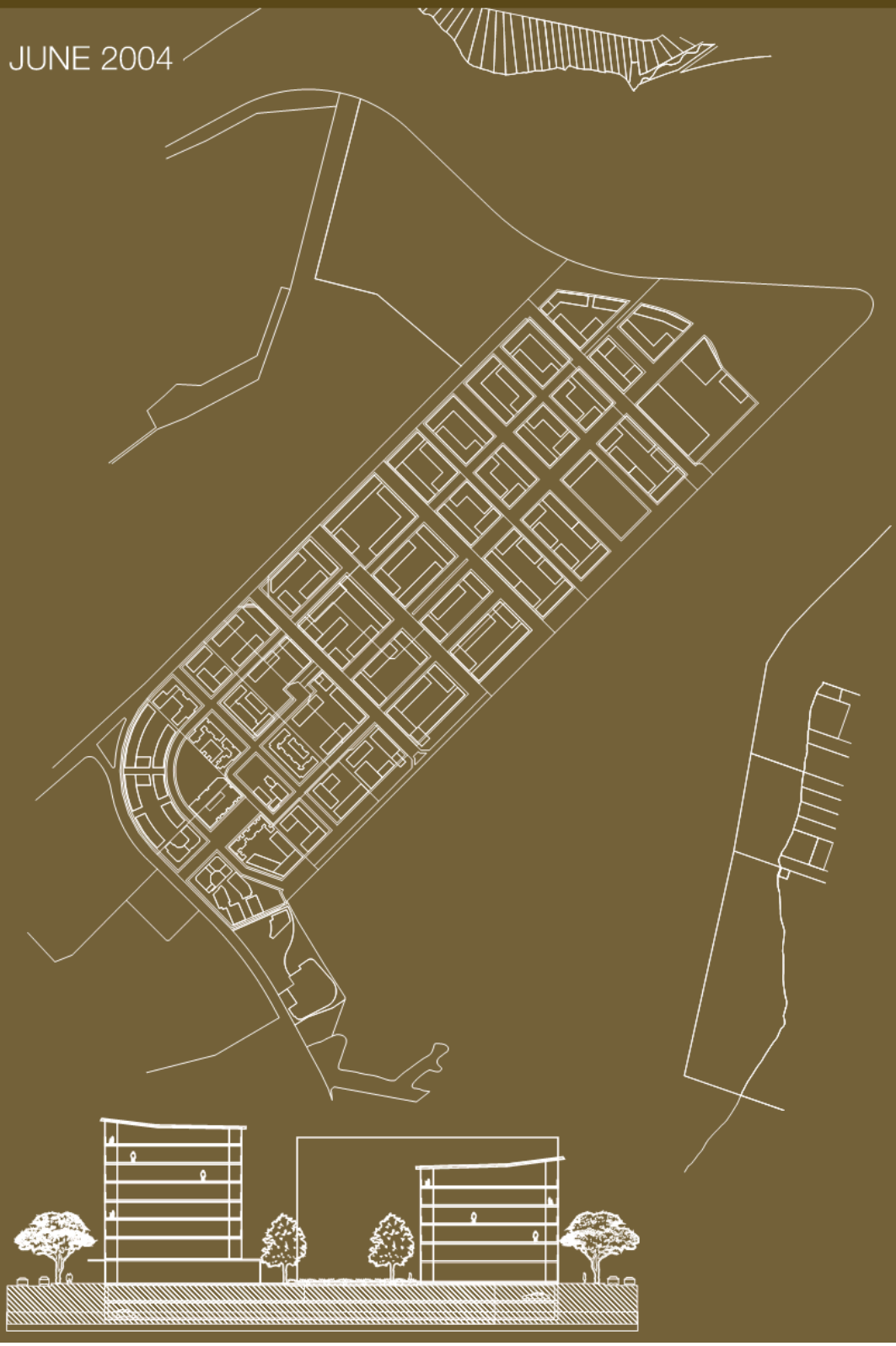
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DCP

Department of
Infrastructure, Planning and Natural Resources

urban design ADVISORY SERVICE

JUNE 2004



The City of Parramatta Council (Council) resolved on 28 November 2022 to place the draft Parramatta 'Harmonisation' Development Control Plan (DCP) on public exhibition.

In addition, Council also endorsed administrative 'non-policy' changes to the stand-alone DCPs for Wentworth Point and Homebush Bay West which did not form part of the Harmonisation DCP (see Council Report from 28 November 2022 for more information). These amendments are proposed as part of the Land Use Planning Harmonisation Framework project and include:

- Replacing references to the former Auburn City Council (which is referenced as the consent authority) to the City of Parramatta.
- Replacing references to the Auburn LEP which have been superseded by the new Parramatta LEP 2023.
- Transferring controls referenced within the Auburn DCP (which will be superseded by the implementation of the new Parramatta DCP) that relate to parking and loading, adaptable housing units and water management into Wentworth Point DCP to retain the existing policy framework for the precinct.
- Other changes as needed to retain existing policy.

These administrative 'non-policy' changes have now been exhibited as part of the public exhibition process of the Parramatta 'Harmonisation' Development Control Plan. The stand-alone DCPs will be forwarded to the Department of Planning and Environment to finalise the proposed changes.

Prepared by
Urban Design Advisory Service

For
Department of Infrastructure,
Planning and Natural Resources

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Planning and Natural Resources

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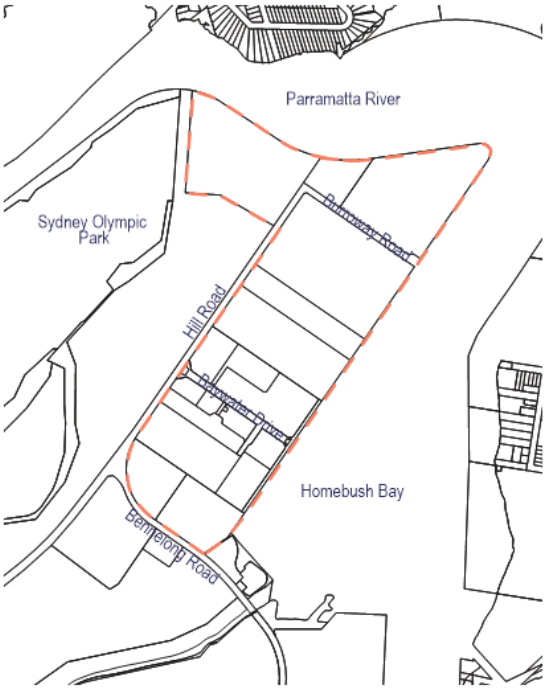
1.1 INTRODUCTION

The Homebush Bay West precinct is an area of marked change. Much of the peninsula is land reclaimed for the industrial uses which have characterised the precinct for the last 50 years. The 1999 Homebush Bay Development Control Plan established a broad direction for the urban structure and design controls which identified the site as suitable for a mix of uses including residential and commercial. After the staging of the 2000 Olympic Games and with the continuing development of Sydney Olympic Park as a regional recreational resource, the Department of Infrastructure, Planning and Natural Resources (DIPNR) acknowledged the need to review that document.

The Urban Design Advisory Service (UDAS) was commissioned to prepare a Structural Design Framework and a new precinct Development Control Plan (DCP). The Environmental Partnership was commissioned to prepare a Public Domain Manual. The Structural Design Framework establishes the key principles for coherent, whole of place development of the whole precinct. It forms a background document to the DCP and the Public Domain Manual. The Public Domain Manual forms volume 2 of the DCP and is required to be considered in the design of public domain elements.

All three documents have been developed through extensive consultation with stakeholders, including state government agencies, local government representatives, and property owners. The controls laid down in this DCP have been developed through extensive site analysis and built form testing.

Development proposals which are deemed to comply with this DCP may waive the requirement for a masterplan.



1.2 CITATION

This plan may be cited as the '**Homebush Bay West 4DevelopmentControlPlan2004**'

1.3 LAND COVERED BY THIS DCP

This DCP applies to the precinct known as Homebush Bay West, being generally bounded by Bennelong Road, Hill Road, Homebush Bay and Parramatta River, as identified in ~~Sydney Regional Environmental Plan No. 24 – Homebush Bay Area~~ State Environmental Planning Policy (Precincts - Central River City) 2021. The precinct covers an area of approximately 63.85 hectares excluding existing public roads.

1.4 INTERPRETATION

Terms in this DCP generally have the meaning ascribed to them in the Environmental Planning and Assessment Act 1979 and the ~~Sydney Regional Environmental Plan No. 24 – Homebush Bay Area~~ State Environmental Planning Policy (Precincts - Central River City) 2021. Where the meaning of terms differ, definitions are included in the Glossary.

PART 1 – PRELIMINARY

1.5 AIMS AND PURPOSE OF THIS DCP

This DCP provides more detail than the ~~Sydney Regional Enviromental Plan No. 24 – Homebush Bay Area~~ State Environmental Planning Policy (Precincts - Central River City) 2021. The aim is to guide integrated development of the peninsula within an urban framework which is well connected and accessible, provides for a range of land uses and building forms, is clearly laid out and robust enough to support future change. Over time the precinct has the capacity to become a lively, well used and vibrant urban neighbourhood which benefits from and contributes to the high quality and amenity of its location and setting.

1.6 HOW TO USE THIS DCP

The DCP, including the Public Domain Manual which forms Volume 2 of the DCP, is required to be considered in the design of all development and the public domain in the Homebush Bay Precinct.

Each level of control, as outlined in Parts 2, 3 and 4 of this DCP, must be read and understood to guide any development proposal in the study area.

1.6.1 Understanding the background/urban structure [Part- 2 of this DCP]

Part 2 of this DCP contains a summary analysis of the study area, including opportunities and constraints, guiding principles and proposed urban strategies. It is intended to show how the primary controls in Part 3, and the street-based controls in Part 4, are underpinned.

After considering the relationship between the development site and its broader urban context, use Part 3 of this DCP to determine the controls which apply generally to all sites within the study area.

1.6.2 Using the general controls [Part 3 of this DCP]

This part outlines controls which apply generally to all sites within the area. It is divided into four sections: public domain systems, streets, public open space, and built form.

1 **Identify the site** in relation to any identified transport routes, and the waterfront and review the controls for these systems.

2 **Review the street and open space controls** for any existing streets and to help determine the scale of built form for any planned future streets within the site. Ensure that streetscape design is related to the role of the street within the street hierarchy, and that it is integrated with the building uses and massing.

3 **Review the primary built form controls which apply to ALL sites within the precinct.**
These controls include building height, building depth, building separation, street setbacks, building articulation and density.

4 When the urban structure, formed by streets, spaces and buildings, has been determined, use Part 4 of the DCP to **guide the detailed design** of the development proposal.

1.6.3 Using the detailed design guidelines [Part 4 of this DCP]

This part provides detailed information and guidance on best practice urban design criteria and how they can be applied to buildings. Use the information in this part to guide building design in relation to the following:

- Site configuration
- Site amenity
- Site access
- Building configuration
- Building amenity
- Building form
- Building performance

Following a review of the detailed design guidelines, commence the preparation of the site analysis and development of the design proposal.

1.7 PREPARING A SITE ANALYSIS

A site analysis is necessary to ensure that the development is of high quality, sensitive to its environment and positively contributes to its context. A thorough site analysis will ensure that site layout and building design addresses existing and possible future opportunities and constraints of both the principal site and its surrounds. **This site analysis needs to be linked with the Design Framework principles for the whole peninsula.** Within the indicative massing envelopes, there are numerous ways in which a building design can be resolved.

An analysis of the site and context is a fundamental stage of the design process, and should support many key design decisions relating to the proposal. The site analysis may assist in minimising issues relating to noise, overshadowing, community safety, access, views, privacy, energy consumption and waste generation.

Site analysis and design comprises three inter-related parts. Look at the site and its surroundings, to see what is existing. This will require **mapping** the qualities and characteristic of the site and its local context. Then, develop a series of **design principles**, which in turn should lead to, and inform a number of **design responses**, any of which may be appropriate.

The Applicant must demonstrate to the consent authority that the site analysis has been utilised in preparing the design for the site and that due consideration has been given to the opportunities and constraints identified. The analysis may then be used to critically assess the success of the proposal in its response to the features of the site and its context.

A site analysis drawing must be based on a survey drawing produced by a qualified surveyor and contain a reference number and date. Site analysis should include plan and section drawings of the existing features of the site, at the same scale as the site and landscape plan, together with appropriate written material. Information required in a site analysis may include but is not limited to:

- site dimensions

- site area
- north point
- location of site in relation to shops, community facilities and transport
- form and character of adjacent and opposite buildings in the streetscape, including both sides of any street that the development fronts
- location and use of any existing buildings or built features on the site
- location and important characteristics of adjacent public, communal and private open space
- location, use, overall height (in storeys and metres) and important parapet/ datum lines of adjacent buildings
- location and height of existing windows and balconies on adjacent properties location, height and characteristics of adjacent walls and fences
- location of major trees on site and on adjacent properties
- street trees, identified by size, botanical and common names
- topography, showing spot levels and contours 0.5 metre intervals for the site, adjoining streets and land adjoining the site
- views to and from the site
- prevailing winds
- orientation and overshadowing of the site and adjoining properties by neighbouring structures and trees
- geotechnical characteristics of the site and suitability of development
- pedestrian and vehicular access points (existing and proposed)
- location of utility services, including electricity poles, stormwater drainage lines, natural drainage, kerb crossings and easements
- significant noise sources on and in the vicinity of the site, particularly significant noise, odour or pollution sources.
- assessment of site contamination, proposed remediation strategy and a statement from a recognised expert that the site can be remediated and made suitable for the proposed uses
- street frontage features including poles, trees, kerb crossovers, bus stops and other services
- characteristics of, and distance to any nearby public open space
- information on any nearby bushland or environmentally sensitive land

1.8 PRE-DEVELOPMENT APPLICATION PROCESS

Discussions with the consent authority are encouraged at an early stage in the development proposal process to discuss and agree the overall design approach before a detailed building design is developed. The intent is to have the locality analysis available so that parameters can be agreed rather than providing the analysis only at the DA stage, thus saving time and costs associated with revisions and major modifications.

The Homebush Bay (western foreshore) development assessment protocoal for State signficant development encourages ~~Auburn~~ City of Parramatta Council involvement at pre-DA and DA stages. (See also 1.10 below)

For pre-development application discussions, the proposal is usually in sketch form, showing the broad design strategies for the site layout and building mass and illustrating the design issues, such as the internal layout of the building, its adjoining private and public open spaces and the opportunities and constraints of the local context. Design options may be appropriate to illustrate a variety of solutions for discussion, particularly on large or difficult sites.

Where development will be staged, it is still important that planning for the whole site, not just the subejct areas, is undertaken. This will enable a more informed assessment of the particular stage in the context of the completed development.

1.9 PRE-DEVELOPMENT APPLICATION SUBMISSION REQUIREMENTS

For applications to the consent authority, a list of all material recommended for submission at pre-DA stage is given below:

1.9.1 Scale - Local

Submission - Local context sketch plan - 1:5000 showing:

- the site to be developed
- significant local features such as water courses, heritage items, buildings and construction areas
- existing buildings, shopping and employment areas
- traffic and road patterns, pedestrian routes and public transport nodes
- parks, community facilities and open space
- existing development controls

Submission - Streetscape elevations - 1:200 or 1:500

- photographs for at least 50m in both directions, or the three adjacent properties in both directions, whichever is the lesser
- for sites with multiple street addresses, photographs should be prepared for each separate address
- properties opposite the site should also be documented in the same manner

Submission - Aerial photograph - 1:1000 or 1:2000

- Aerial photographs of site and context, in colour

PART 1 – PRELIMINARY

1.9.2 Scale - Site
Submission - Existing site plan - 1:500
showing:

- site boundaries
- spot levels and 1 metre contours
- existing significant vegetation , built and topographic features
- location and height of adjacent buildings, their window locations and private open space.

Submission - Analysis - 1:500

- A drawn and written explanation of the local and site constraints and opportunities revealed through the above documentation.

Submission - Sketch concept plan - 1:500
showing:

- the indicative footprint of the proposal
- site entry points
- areas of communal open space and private open space
- indicative ground plane treatment, indicative locations of planting and deep soil zones
- any proposed site amalgamation or subdivision.

1.9.3 Scale - Building
Submission - Building organisation sketch - 1:200 or 1:500
showing:

- the general location and size of vertical and horizontal circulation of lifts
- communal facilities
- servicing points
- indicative apartment location, size and orientation.

Submission - Sketch building mass elevations - 1:500 or 1:200
showing:

- basic massing of the proposal in the context of the three adjacent properties in each direction, or 50m in each direction, whichever is more appropriate, on each elevation.
- the components of the elevations (base, middle, top; primary elements) in a diagrammatic form
- building separation along the street
- the profile of any existing buildings

Submission - Sketch sections - 1:500 or 1:200
showing:

- the proposal and adjacent buildings
- the relationship of the proposal to the ground plane, streets and open spaces

Submission - Image board
showing images of precedents relevant to the proposal including:

- entry treatments
- materials used
- design of balconies
- use of landscape elements
- courtyard spaces

Submission - Schedule

- Indicative density/number of apartments or shops, etc

Submission - Brief statement

- An explanation of the proposal in terms of the 10 design quality principles set out in Part 2 of State Environmental Planning Policy No. 65

1.10 DEVELOPMENT APPLICATION PROCESS

The Applicant is encouraged to have pre-lodgement meetings with the consent authority prior to lodgement of the DA [Development Application].Once the required number of pre-lodgment meetings have been conducted, the Applicant can proceed with the lodgement of the DA (The application fee is to be confirmed with the consent authority prior to DA lodgement).

The following will be considered by the consent authority when determining Development Applications:

- Section 68 of the Local Government Act 1993 and Clause 12 of the Local Government [Approvals] Regulation;
- Section ~~79c~~ 4.15 of the Environmental Planning and Assess ment Act 1979;
- Relevant ~~SREPs~~ SEPPs and DCPs;
- Council Policies and Guidelines;
- Submissions received from the public;
- ~~Auburn Council Section 94 plans~~ City of Parramatta (Outside Parramatta CBD) Contributions Plan 2021;
- Sydney Olympic Park Authority Act 2001
- relevant determinations of the Land and Environment Court; and
- approved masterplans.

A protocol is in place to ensure that the interests of both State Government and ~~Auburn~~ City of Parramatta Council are adequately addressed in the assessment process and development outcomes, and must be adhered to. The Homebush Bay (western foreshore) Development Assessment Protocol for State Significant Development provides for Council involvement at pre-DA stage and throughout the Development Application process.

Applicants within the Sydney Olympic Development Area (which includes Homebush Bay West) are required to notify the Sydney Olympic Park Authority in writing of their intention to lodge a development application for major sites of not less than 10,000 m2 or resulting in not less than 20,000 m2 of built space.

Transport and traffic modelling is necessary to determine development impacts both within and beyond the peninsula, and is envisaged as a process involving contributions from all developers.

1.11 DEVELOPMENT APPLICATION SUBMISSION REQUIREMENTS

A list of all material to be submitted by the Applicant at DA stage has been given below.

1.11.1 Scale - Local

Submission - Local context sketch plan - 1:5000
showing:

- the site to be developed
- significant local features, parks and open space, heritage items and buildings
- existing buildings on site
- traffic and road patterns, pedestrian routes, bus stops and train stations
- shopping and employment areas and community facilities
- significant natural features and water courses, conservation areas, sensitive
- natural areas and their setbacks

Submission - Streetscape elevations

- Drawings or photomontage for at least 50m in both directions, or the adjacent three properties in both directions, whichever is more appropriate.
- For sites with multiple street addresses, photographs should be prepared for each separate address.
- Properties opposite the site should also be documented.

Submission - Aerial photograph - 1:1000 or 1:2000

- Aerial photographs of site and context, in colour.

1.11.2 Scale - Site

Submission - Existing site plan - 1:500
showing:

- site boundaries
- spot levels and 1 metre contours
- existing significant vegetation, built and landscape features
- location and height of adjacent buildings, their window locations and private open space.

Submission - Existing site sections - 1:500 or 1:200
showing:

- at least 50m beyond the site in 2 directions, or showing three adjacent properties in either direction, whichever is more appropriate.
- building heights
- existing vegetation.

Submission - Analysis - 1:500

- A drawn and written explanation of the local and site constraints that demonstrates the opportunities and constraints of the site supporting the broad site planning principles and design decisions, and responding to reports relating to traffic, site drainage, daylight access, environmental design, etc.

Submission - Site plan - 1:500
showing:

- the indicative footprint of the proposal
- site entry points and areas of communal open space
- private open space, indicative locations of planting
- indicative ground plane treatment and deep soil zones
- any proposed site amalgamation of subdivision.

Submission - Shadow diagrams
showing:

- solar access to the site and adjacent properties at summer solstice (Dec 21), winter solstice (June 21) and the equinox (March and September 21) at 9.00am, 12.00 midday, 3.00pm and 6.00pm.
- shadows across key elevations
- shadows cast by approved and/or existing development.

Submission - Landscape plan - 1:200 or 1:500
accurately showing:

- building footprint of the proposal
- proposed site entries
- ramps, stairs and retaining wall levels
- lines of fencing, security and access points
- built elements (pergolas, walls, planters, water features)
- details of public, communal and private open space
- trees to remain and proposed trees/planting including species and size. Trees to be removed shown dotted
- deep soil zones and/or adequate soil depth for planting on structures
- detailed ground plane treatment with general materials and finishes
- indicated site lighting.

Submission - Terrain model

- An electronic model of the site at an appropriate scale demonstrating the existing and propsed RLs for the subject site and all other sites within the precinct. The model should include the RLs for the Millenium Marker, Hill Road and Burroway Road. The purpose of the terrain model is to assess how proposed ground levels relate to adjacent sites and to the peninsula as a whole.

1.11.3 Scale - Building

Submission - Floor plans - 1:100 or 1:200
showing:

- apartment layouts, corridors, lifts and stairs
- pedestrian accessibility and entries
- vehicle and service access
- parking
- communal facilities, services
- fenestrations, balconies etc.

PART 1 – PRELIMINARY

Submission - Elevations - 1:100 or 1:200
showing:

- height and key datum lines
- building length and articulation
- the composition of the façade
- roof design
- existing buildings on the site
- building entries (pedestrian, vehicular and service)- profile of buildings on three adjacent properties in each direction or for 50m in each direction, whichever is most appropriate.

Submissions - Sections - 1:100 or 1:200
showing:

- adjacent buildings
- the relationship of the proposal to the ground plane, the street and open spaces
- the location and treatment of car parking
- building separation within the development and between neighbouring buildings
- ceiling heights.

Submission - Materials and finishes board
showing:

- representative materials, samples and colours of the proposal.

Submission - Photomontages

- Photomontages or similar rendering or perspective drawings illustrating the proposal in its context.

Submission - Schedules
schedules on a floor by floor basis providing information on:

- density of development
- number of apartments and aspect
- apartment sizes
- apartment types

Submission - Statement of Environmental Effects

- In written form, a table of description of the compliance of the development proposal with the objectives and controls laid down in this DCP.
- A written explanation of the proposal's response to the 10 design quality principles set out in Part 2 of SEPP 65.

Submission - Architectural Models - 1:100 or 1:200
Architectural models are required:

1. In residential development where the proposed development has a value of work exceeding $600,000.00 or a minimum of 6 dwellings (single storey developments excluded).
2. In commercial development where the proposed development has a value of work exceeding $2 million.

Models are to show:

- development on adjoining land (at least 3 adjacent properties in each direction and on the opposite side of the road), in block form
- architectural details of proposed development
- materials and finishes used
- landscaping details

1.12 RELATIONSHIP TO OTHER DOCUMENTS

This DCP should be read in conjunction with the provisions of the EP&A Act 1979, ~~SEPP 56 - Sydney Harbour Foreshores and Tributaries~~ SEPP (Biodiversity and Conservation) 2021, and of ~~SREP 24 - Homebush Bay Development Area~~ SEPP (Precincts - Central River City) 2021. ~~SREP 24~~ SEPP (Precincts - Central River City) 2021 contains land use objectives and controls for the precinct, and requires that Master Plans be in place prior to lodging a Development Application. The relevant instruments which apply can be confirmed by obtaining a Section ~~149~~ 10.7 Certificate. The onus is on any prospective Applicant to check with if there are any additional or updated documents relevant to Homebush Bay West that should be considered when making a development application.

This DCP repeals the Homebush Bay Waterfront DCP (1999). Should there be any inconsistency between the provisions of this DCP and any other Development Control Plan, Policy or Code, the provisions of this DCP shall prevail, unless otherwise stated.

Masterplans prepared under ~~SEPP 56~~ SEPP (Biodiversity and Conservation) 2021 or ~~SREP 24~~ SEPP (Precincts - Central River City) 2021 are required to be consistent with the provisions of this DCP.

SEPP 65 – Design of Residential Flat Buildings, and the associated Residential Flat Design Code, apply to residential development within the precinct. The detailed design guidelines in this DCP supersede those in the Design Code where there is an inconsistency.

The controls in this DCP are derived from the design guidelines in the Structural Design Framework (July 2003) and supersede them.

1.13 THE CONSENT AUTHORITY

Subject to the nature and scale of development, consent may be either by ~~Auburn~~ City of Parramatta Council or by the Minister for Infrastructure and Planning. Applicants are advised to refer to the relevant environmental planning instruments at the time of lodgment to confirm the appropriate authority.

1.14 ADOPTION OF THIS DCP

This Plan was adopted by the Director General of the Department of Infrastructure, Planning and Natural Resources on 3rd September 20004 and came into effect on 28th September 2004.

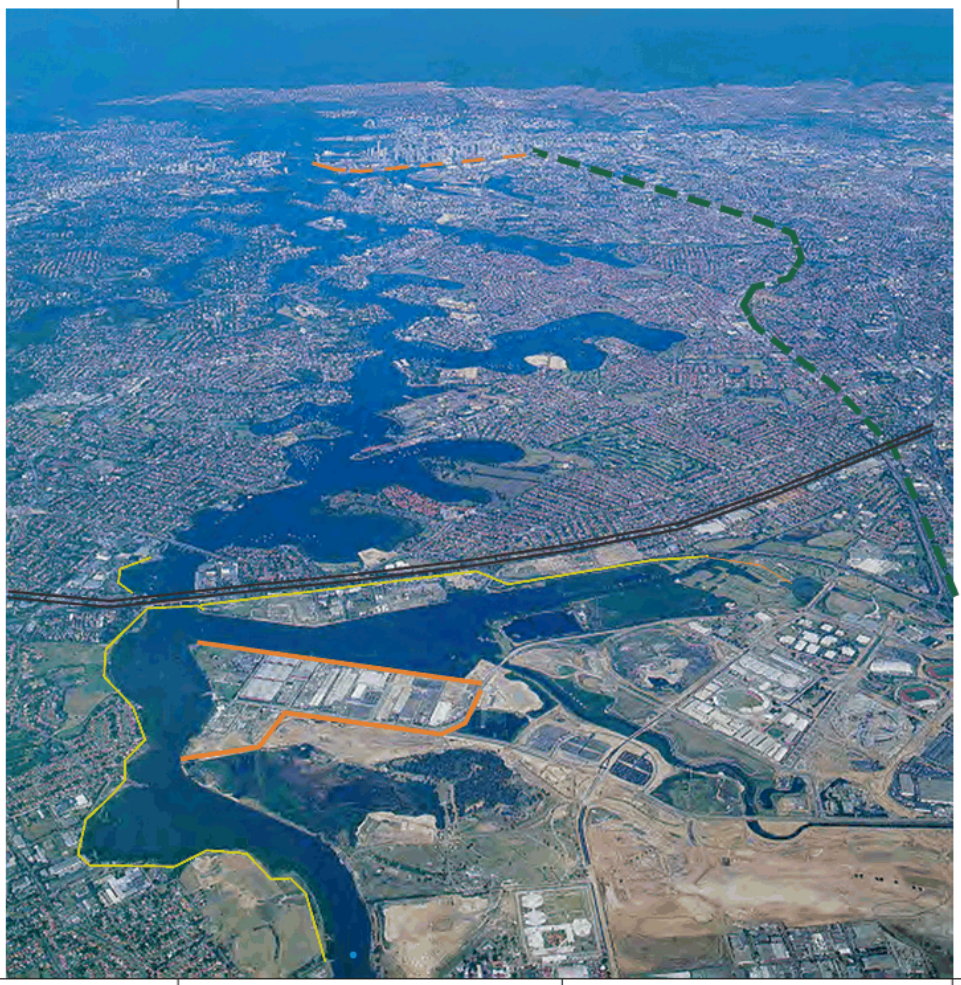
PART 2 **BACKGROUND**

2.0 Introduction

The Homebush Bay West peninsula is strategically located near the geographic heart of metropolitan Sydney. It is poised to take advantage of its position adjacent to Sydney Olympic Park, with myriad recreational opportunities offered by the Park facilities as well as by the Parramatta River and Homebush Bay. The area is highly visible, though historically not physically well connected, from the northern shores of the river (Meadowbank), the eastern side of Homebush Bay (Rhodes peninsula), and from within the Parklands.

The DCP area forms the northern and eastern part of the peninsula. The area is bounded by Parramatta River to the north, the shore of Homebush Bay to the east, generally by Hill Road to the west (extending west to transmission line bordering Sydney Olympic Parklands) and Bennelong Road to the south.

Homebush Bay West is adjacent to the Sydney Olympic Parklands and connected to them by existing pedestrian and cycle access. This strong relationship is embodied and enhanced in the principles underpinning the Structural Design Framework and in the guidelines and controls in this DCP.

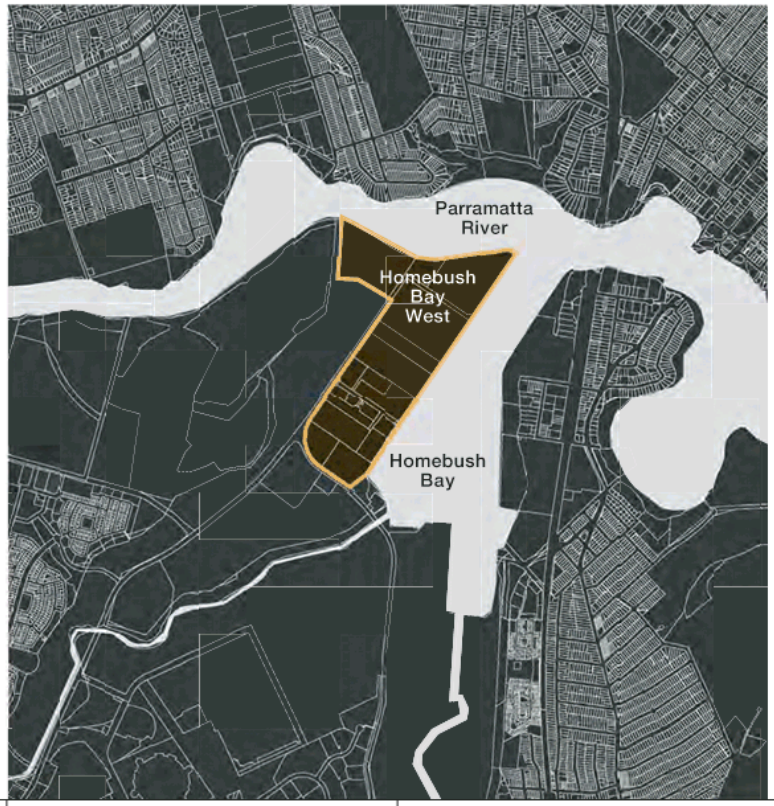


PART 2 **BACKGROUND**

2.1 Regional Context

Homebush Bay West is a peninsula isolated from other developed areas by its water and parkland edges: Parramatta River and Homebush Way, and Sydney Olympic Parklands and Millenium Park. It is not well linked to existing services, neighbourhoods or public transport infrastructure, having only one road connection into the precinct. However, its proximity to regional open space, the water, and to Rhodes peninsula, contribute to its potential to sustain residential development. In particular, a physical connection across Homebush Bay linking to Rhodes Rail Station would enable and encourage use of rail transport for residents commuting to work and for visitors to the precinct and the Parklands.

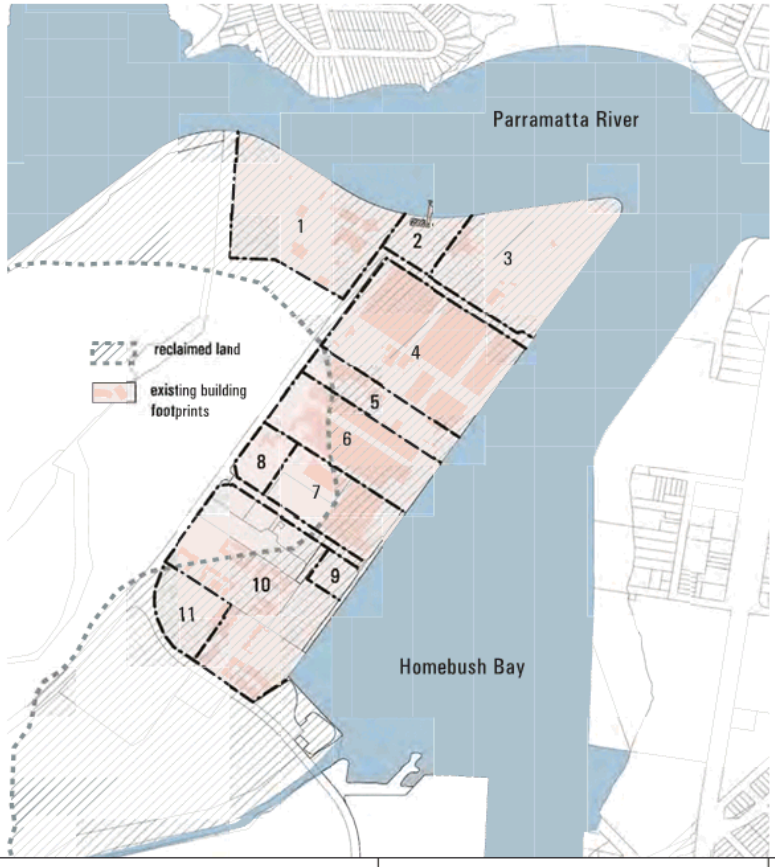
Some residential development has been undertaken at the southern end of the peninsula.. The existing low scale industrial development is visually relatively unobtrusive. The peninsula includes waterfront lands in the ownership of two authorities: Sydney Olympic Park Authority and NSW Waterways. The existing Water Reclamation and Management System (WRAMS) may be extended to new developments around Sydney Olympic Park, including Homebush Bay West. There is an opportunity for an integrated approach to managing the waterway.



2.2.1 DEVELOPMENT PARCELS & STAGING

Homebush Bay West was created as a new precinct during the 1930s for industrial uses. Subsequent subdivision was into large, regular parcels running from the water's edge to Hill Road, constructed to access the site. Today, new residential development is beginning to create a new character for the precinct, particularly at the southern end of the peninsula, and is breaking up the large scale established by the existing industrial, warehousing and service uses. Land ownership changes have resulted in a series of subdivisions and new amalgmations, but the size and shape of the development parcels still lend themselves to an efficient street and block structure oriented to the lot boundaries.

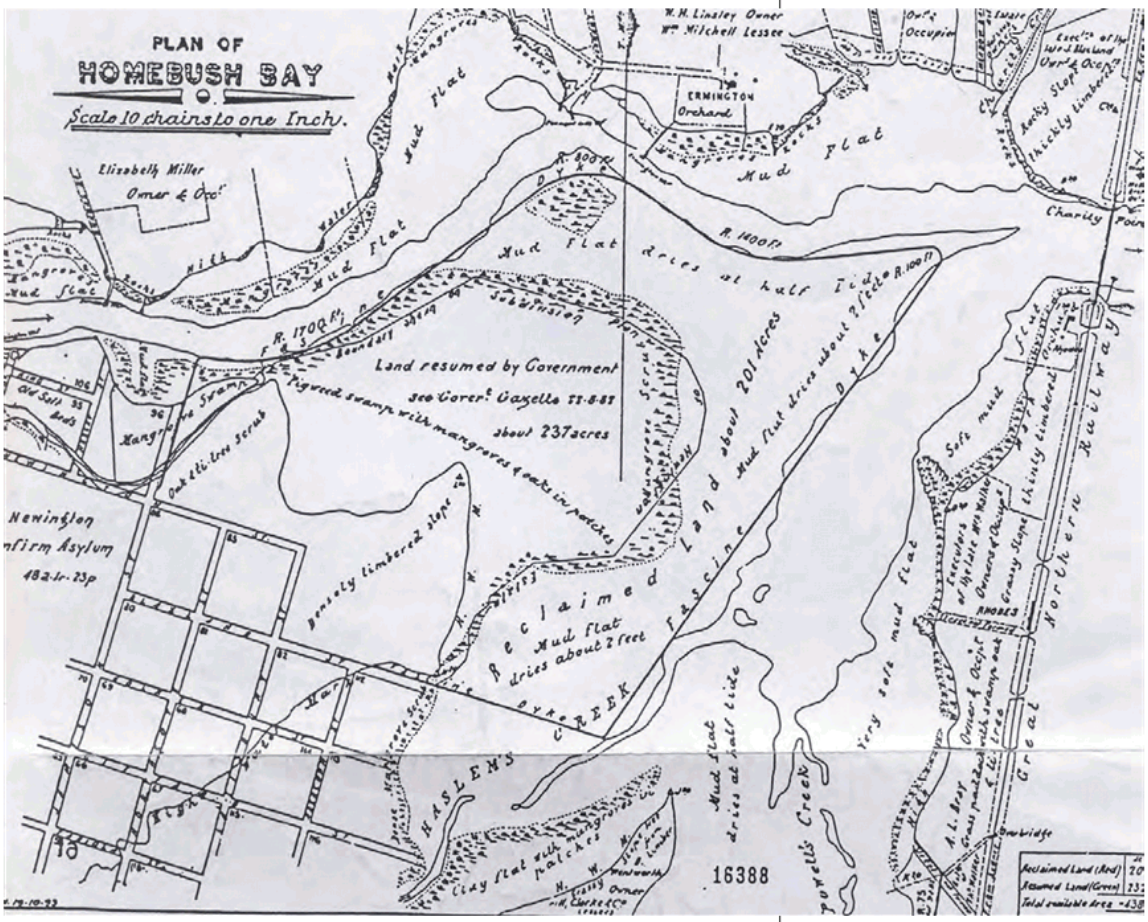
The development parcels shown take ownership and leasing arrangements into account. Floor space and open space controls in Section 3.4.1 of this DCP are calculated on the basis of these development parcels, except where existing development or approvals, or particular constraints due to parcel size or shape, require that the provision of floor space and open space be calculated for an amalgamated area (for example parcels 8,9,10 and 11 together make up precinct F). Where there are existing developments or approvals, development of parcel is not constrained, so long as it can be demonstrated that the overall (amalgamated) controls are supported.



PART 2 **BACKGROUND**

2.2.2 RECLAIMED LAND

Reclamation has significantly extended and 'regularised' the shoreline of the original peninsula. Almost all of the Homebush Bay West peninsula is on reclaimed land and as such is subject to particular geotechnical constraints which affect the siting and massing of buildings, particularly in regard to basement car parking. Reclamation of Rhodes peninsula in the same period and for the same uses as Homebush has created long, straight edges to Homebush Bay which give it a unique character. The edge condition is a particular challenge to the principle of contributing to public amenity through foreshore promenade design.



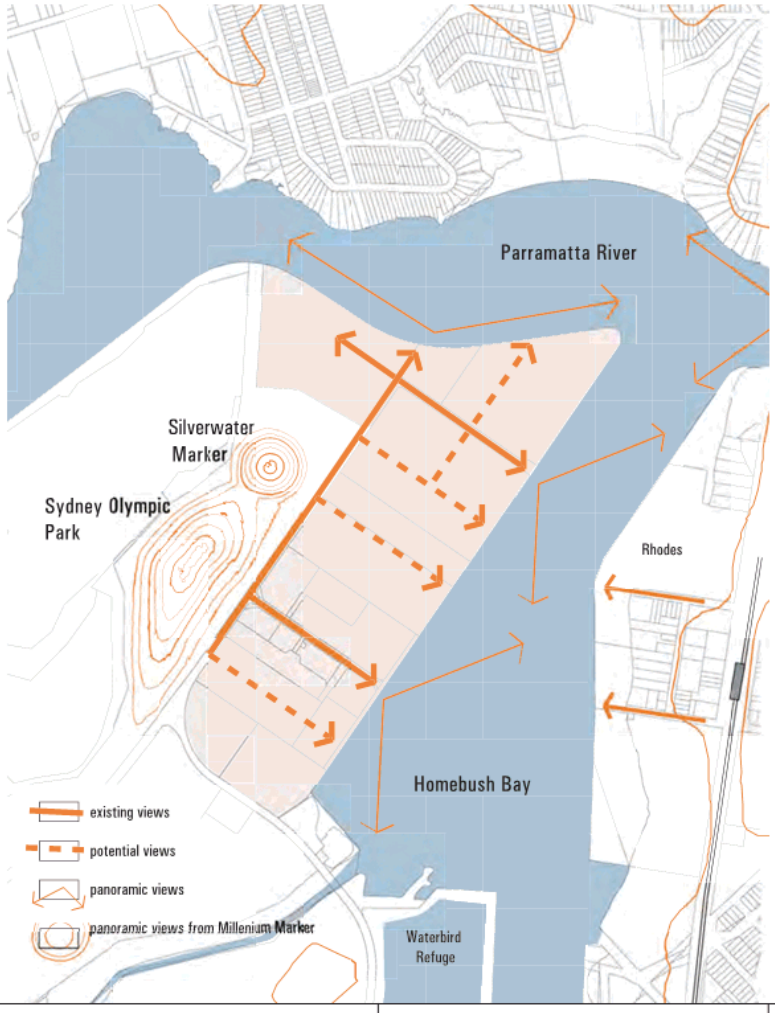
This 1893 plan provided by the Waterways Authority anticipates the eventual reclamation of Homebush Bay West by over 50 years.

2.2.3 TOPOGRAPHY AND VIEWS

The topography of the precinct is flat, with the water table little more than 800mm below ground level. Although the flatness of the land reduces the visual impact of the water, there are striking views: across the bay to Rhodes (mangroves, foreshore park and point park) along east-west streets; south to the green edge of Bicentennial Park and the Waterbird Refuge, and the barge hulks: and north to the shores of Parramatta River from Hill Road. The existing road pattern consists of a few long straight streets which allow distant views to the water and opposite shores, and enable people to orient themselves in relation to the area context. This characteristic is one of the strongest contributors to a unique 'sense of place' at Homebush Bay West.

The construction of the Millenium Marker for the Sydney 2000 Olympics has provided a new western edge to the precinct as well as an opportunity for panoramic views out and over Hombush Bay and Sydney Olympic Parklands.

Important views towards the precinct also include from the John Wotton rail bridge over Parramatta River, from Rhodes peninsula, from the water (including public ferry) and from Meadowbank on the northern shores of the river.



PART 2 **BACKGROUND**

2.2 Local Context

2.2.4 PUBLIC OPEN SPACE

The open space network is typically made up of open space along the river foreshores, particularly on headlands and in flood plains associated with river and creek systems. A regional cycle / pedestrian route runs along the northern bank of the river and crosses to the Rhodes peninsula via a dedicated lane on the railway bridge. The precinct is adjacent to a regionally significant area of environmentally sensitive open space, the Sydney Olympic Parklands, with the potential for strong links with significant public open spaces at Sydney Olympic Park. There is provision for continuous pedestrian and cycle access along the foreshore, linking the Parklands with Bicentennial Park.

While surrounded by a rich and varied open space experience, the historic uses within the precinct have not been suited to any open space provision except for road access. The exception is Wentworth Park, which while artifically constructed nevertheless echoes the typology of other point parks on the foreshores of Sydney Harbour.



2.2.5 EXISTING SITE FEATURES

The site is dominated visually by constructed rather than 'natural' features: the Millenium Marker, the transmission line, the radio masts (particularly at Wentworth Point), and most of all the 1.2 kilometre straight built edge to the Bay. West of the ferry wharf the built edge is softened by mangroves as the precinct gives way to the Wanngal Wetlands of Sydney Olympic Parklands. The subdivision pattern which is an important component of the cultural history of the site is reflected in the few existing streets. There are few significant trees. The intended continuous foreshore promenade and cycleway exists in part.



PART 2 BACKGROUND

2.3 DCP Objectives

The Homebush Bay West DCP establishes objectives and controls for new development to deliver an attractive, appropriate, high amenity and high quality environment for residents, workers and visitors. The DCP also acknowledges the visual and physical impacts of this precinct on the bay and the river, on Rhodes Peninsula and surrounding foreshores, and on Sydney Olympic Parklands, and is concerned to integrate new development in the public and private domains with its wider context.

A Structural Design Framework (SDF) was prepared as a background document to this DCP. The SDF addresses structural planning, urban design and development issues for the precinct as a whole. It was prepared in consultation with all landholders and sets out key principles for the urban structure: land uses, streets and blocks, public open spaces and built form.

The SDF and DCP conform to the requirements of SEPP ~~56~~ (Biodiversity and Conservation) 2021 and the planning objectives of ~~SREP 24~~ SEPP (Precincts - Central River City) 2021.

2.3.1 IDENTITY –
Create an identifiable character for Homebush Bay West

i Retain and enhance views to water, opposite shores and ridges, including vistas along existing and future major east-west streets to the Bay and Rhodes, views from within the precinct north to Parramatta River, west to the Sydney Olympic Parklands and south to the wetlands and Powells Creek

ii Optimise the waterfront location by providing continuous foreshore access and links to open space within and surrounding the precinct

iii Design streets and public open spaces appropriate to the conditions of the site, particularly in relation to the waterfront, and to the uses

iv Retain and enhance the key elements of the urban structure: existing streets, established trees, the formed eastern edge of the peninsula, and the maritime focus to Parramatta River

v Build on the structure formed by the site's industrial character by aligning new streets with a grid formed by the subdivision pattern and the Hill Road and waterfront edges

vi Acknowledge the visual primacy of the waterfront by stepping building heights down from Hill Road to the water

vii Retain and enhance Wentworth Park as a public park typical of other point parks on Sydney Harbour

viii Design building heights and massing to enable views to the Millenium Mound as a backdrop to the precinct, and to protect views from within Sydney Olympic Parklands (ie. to the east) to the Mound as the highest element on the horizon.

2.3.2 LAND USES –
Accommodate and locate appropriately a range and mix of uses within Homebush Bay West

i Create a maritime precinct with boating and associated commercial and retail uses north of Burroway Street

ii Provide two neighbourhood nodes including commercial, retail and community uses: one associated with the transport interchange and maritime precinct; and a smaller one in the southern part of the precinct.

iii Provide small scale retail and leisure uses adjoining and opposite foreshore parks and plazas, including cafes / outdoor dining, clubs, boatsheds and facilities for water-related recreational activities

iv Provide for active ground floor uses on major east-west streets through flexible building design

v Provide adequate local open space for precinct residents and workers, and encourage use of regional open space within Sydney Olympic Parklands.

2.3.3 STREET AND BLOCK STRUCTURE –
Create a street and block structure that optimises legibility, permeability and efficiency

i Lay out streets to support the underlying subdivision pattern by aligning east-west streets with property boundaries and north-south streets perpendicular to them

ii Strengthen Hill Road as the major connector between the water and Sydney Olympic Park and an urban edge to the parkland areas

iii Design a street hierarchy that clearly distinguishes between the role and scale of major and secondary streets, to orient people within the precinct

iv Design the major east-west boulevards as 'green fingers' to help break down the scale of the precinct

v Provide a major north-south street that creates a new opportunity to link the interior of the precinct to the river visually and physically

vi Locate streets to capitalise on and enhance views to the Bay, the river and other surrounding areas, and any landmark features (including the Millenium Marker)

vii Encourage multiple movement choices for people, cyclists and vehicles by optimising the connectivity of the street network and minimising dead end streets

viii Optimise the accessibility of the foreshore promenade by connecting it with trafficked streets and pedestrian and cycle ways

ix Design block size and shape to increase permeability for pedestrians and cyclists, by generally limiting their length to 150 metres. On major streets where a continuous street frontage is required to contribute to commercial and retail activity and blocks are longer, provide through-block pedestrian links at maximum 100 metre intervals.

x Optimise the number of north-facing apartments by orienting blocks east-west; that is, with their longer dimension to the north.

xi Design streets to accommodate a mixture of transport modes, including pedestrians, cycles, buses where relevant, and moving and parked vehicles.

2.3.4 OPEN SPACE NETWORK –
Create a network of public open spaces that is strongly linked to Sydney Olympic Parklands, the foreshore edge and the water, and provides for a range of recreational activities

i Enhance the waterfront character of Homebush Bay West by designing the setback to the waterfront to allow for a variety of spaces and uses, including water-related uses

ii Protect and enhance the amenity of foreshore access by linking the foreshore promenade to streets, urban plazas and pocket parks

iii Contribute to the regional open space network by providing continuous pedestrian and cycle access linking Homebush Bay West to Sdyney Olympic Parklands, Bicentennial Park and existing foreshore access routes

iv Contribute to the regional pattern of point parks on the harbour and river foreshores by retaining Wentworth Park as public open space

v Offer a range of opportunities for recreation and relaxation, and to give 'breathing space' within urban areas, by providing a range of open spaces, including a park at Wentworth Point, three local parks spaced throughout the peninsula, and pocket parks and plazas

vi Design major east-west streets as generously planted boulevards which frame views to the water and create 'green fingers' linking the foreshore and water-related activities to the interior of the precinct.

vii Establish the importance of the foreshore promenade by designing it as 'one place', with a character established by tree and materials selection which is consistent with landscape initiatives for the wider context of the Sydney Harbour Foreshores

viii Provide a sequence of spaces along the promenade that each relate to a major east-west street and provide an activity focus at the water's edge

ix Design streets, parks and plazas with high amenity and high quality.

2.3.5 ACCESSIBILITY –
Increase and enhance the opportunities for pedestrians and cyclists to access the precinct and to move safely and comfortably within the public domain

i Consolidate publicly accessible facilities including any new community uses within the vicinity of the ferry / bus interchange

ii Create a maritime precinct with associated commercial and retail uses north of Burroway Street, linked to the foreshore and open space network

iii Create a neighbourhood node including commercial, retail and community uses in the southern part of the precinct

iv Design streets to accommodate a future bus route through the centre of the precinct

v Minimise the potential for conflicts between vehicles, pedestrians and cyclists through the design of footpaths, bicycle lanes, through block links, streetscape design, medians and kerb ramps, and by minimising the number of vehicular crossings over footpaths.

vi Encourage activity in and surveillance of streets by providing for active ground floor uses on major east-west streets

vii Locate and design buildings to provide passive surveillance of all public spaces

viii Provide publicly accessible facilities and small scale retail adjoining and opposite foreshore parks and plazas, including cafes / outdoor dining and facilities for recreational activities relating to the water

ix Provide a pedestrian and cycle bridge between Homebush Bay West and Rhodes Peninsula subject to determination in transport studies and appropriate funding arrangements.

2.3.6 ENVIRONMENTALLY SUSTAINABLE DESIGN –
Incorporate ESD principles into all stages of design, including the design of public spaces, block and site layout and built form

i Design blocks to deliver efficient subdivision and optimise north orientation for buildings, to minimise overshadowing and the negative impacts of wind on the public domain, to mitigate the visual impact of large scale development on Homebush Bay, and to define and appropriately frame parks and plazas

ii Control the quality of water entering Homebush Bay through the use of integrated water management strategies

iii Conserve water by minimising stormwater runoff, planting appropriate indigenous species with low irrigation needs, matching water quality with its intended use and using water saving devices

iv Promote ecological outcomes including shade and habitat by dedicating a significant proportion of the waterfront setback to riparian planting with a mix of species

v Control potential impacts on air quality by minimising car dependency, encouraging pedestrian and cycle movement and promoting the use of public transport

vi Minimise energy consumption by designing for daylight access and natural ventilation, passive heating and cooling and alternative energy sources

vii Retain the embodied energy in buildings by designing them as 'long life loose fit' that can be readily adapted for changing uses and are easily maintained.

viii Minimise resource depletion by selecting environmentally sustainable building materials in both the public and private domains, and by providing facilities for recycling

PART 2 **BACKGROUND**

2.3 DCP Objectives

2.3.7 BUILT FORM –
Provide sensitive and high quality architectural and landscape design that contributes positively to the character of the public domain

i Distribute and design built form to define and enhance the spatial quality of streets, open spaces and the foreshore by aligning buildings to streets and to the edges of parks and plazas

ii Optimise sun access to streets and to public open spaces by minimising building bulk, ensuring adequate building separation, and orienting built form appropriately

iii Encourage high quality landscape design of public spaces, of the interface between public spaces and private development, and within new development

iv Encourage high quality architectural design of all new development

v Promote a series of public open spaces related to the waterfront setting which provide a high level of amenity for users, an attractive setting for adjoining development, and which visually and spatially link the public domain of Homebush Bay West with its context, including the foreshore of Rhodes Peninsula

vi Enhance the visibility and usability of foreshore public space both from within the precinct and from the water by designing the termination of major east-west streets as parks or plazas connecting to the foreshore promenade and water-related activity nodes.

2.3.8 HOUSING CHOICE –
Support opportunities for a diverse community by promoting workplace and housing choice

i Encourage long life loose fit buildings with a high level of adaptability over time as uses change, particularly on major east-west streets

ii Accommodate changing needs of the resident population by designing flexible apartment layouts

iii Provide accessible working and living environments for people with disabilities, older people and for prams and strollers

2.3.9 RESIDENTIAL AMENITY –
Provide a high level of residential amenity, including outdoor spaces as well as within apartments.

i Support the amenity and privacy needs of their occupants by providing apartments of appropriate size and configuration

ii Optimise the number of apartments, their living spaces and private outdoor spaces which benefit from sun access

iii provide attractive and comfortable communal open space areas by designing them to accommodate a range of different uses and be easily accessed from buildings

iv Integrate planting in internal courtyard areas with podium structures to optimise opportunities for large trees for shade, outlook and privacy

v Promote privacy from the street, particularly for ground floor apartments, by providing landscaped garden spaces within the setback zone.

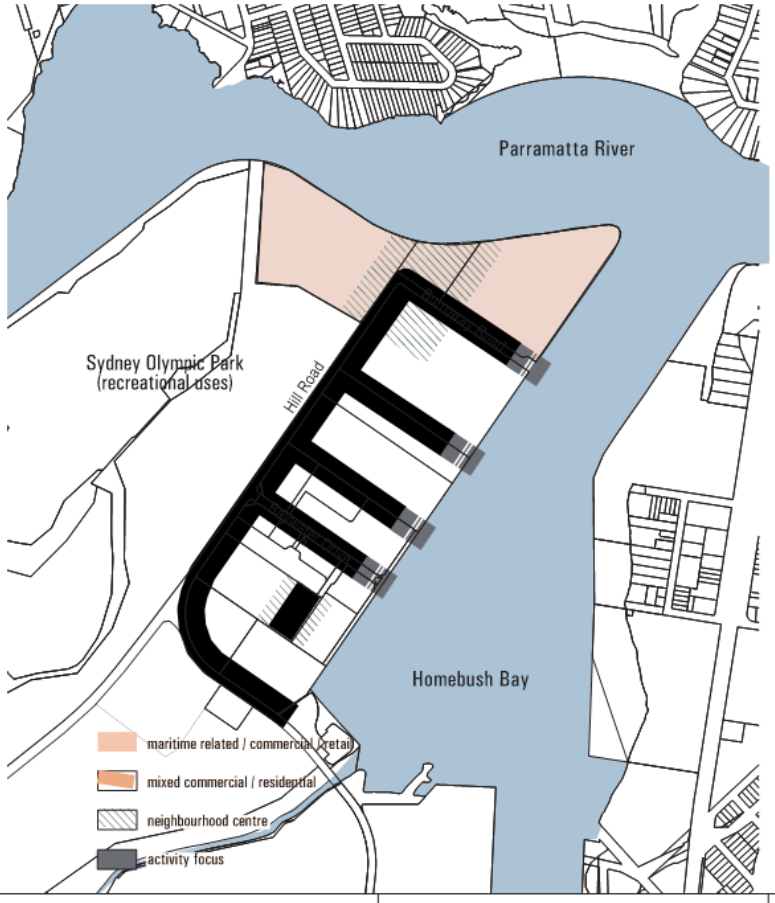
2.4.1 LAND USES

Homebush Bay West is uniquely placed to provide a high quality, high amenity environment with strong connections to the water and water-related uses. The Structural Design Framework acknowledges the increasing pressure of Sydney's growing population for accommodation within the metropolitan area by providing for higher residential densities. The SDF also supports the potential for the precinct to become an active and well used destination in its own right.

A maritime precinct on Waterways land at the northern tip of the peninsula may include retail and commercial-related maritime as well as boating uses and an educational facility on the eastern part of the Waterways site. Major roads will support a mix of commercial and residential uses, particularly ground floor commercial / retail uses. The termination of major east-west streets at the foreshore offers the potential for focal activity areas for leisure and / or outdoor uses. Where water access for small non-motorised craft is permitted along the foreshore, it is to be located in line with the major east-west streets.

An existing commercial zone within the southern part of the precinct will be supplemented by a neighbourhood centre focussed around the ferry terminal / bus interchange. Mixed commercial, retail and community uses, together with the water-related uses, will provide an attractive destination for recreational users of the precinct as well as servicing residents and workers.

The impact of surrounding land uses and potential conflicts between uses in the DCP area are important considerations for any new development.



PART 2 **BACKGROUND**

2.4 Design Framework Principles

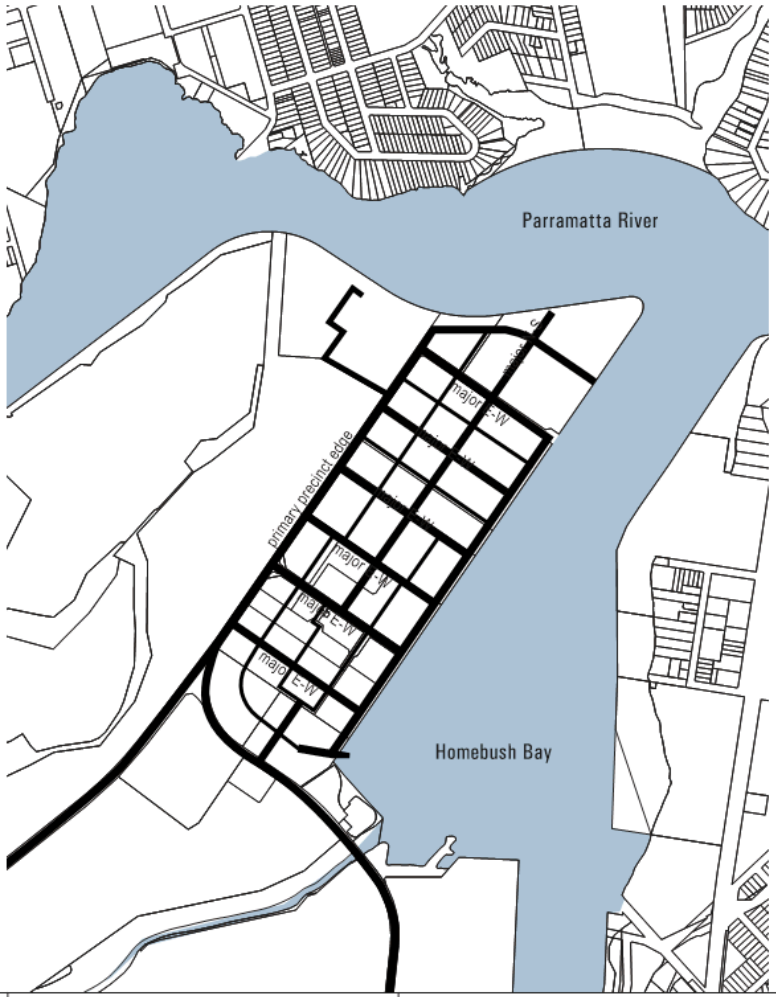
2.4.2 STREETS AND BLOCKS

The Structural Design Framework establishes an efficient and functional street and block structure with a well connected, legible and fine urban grain. Where possible, blocks are designed with the long side oriented north (along the east-west streets) to optimise solar access to buildings. Block sizes are to be optimal for their intended use.

New streets on the boundaries of major landholdings should be wholly within a boundary to facilitate staged development, except where adjoining owners jointly propose otherwise

The street hierarchy distinguishes between major and secondary streets. Major streets are wider, with more diverse uses encouraged and greater building height permitted. Secondary streets are narrower, with residential uses and lower building heights. All streets are publicly accessible.

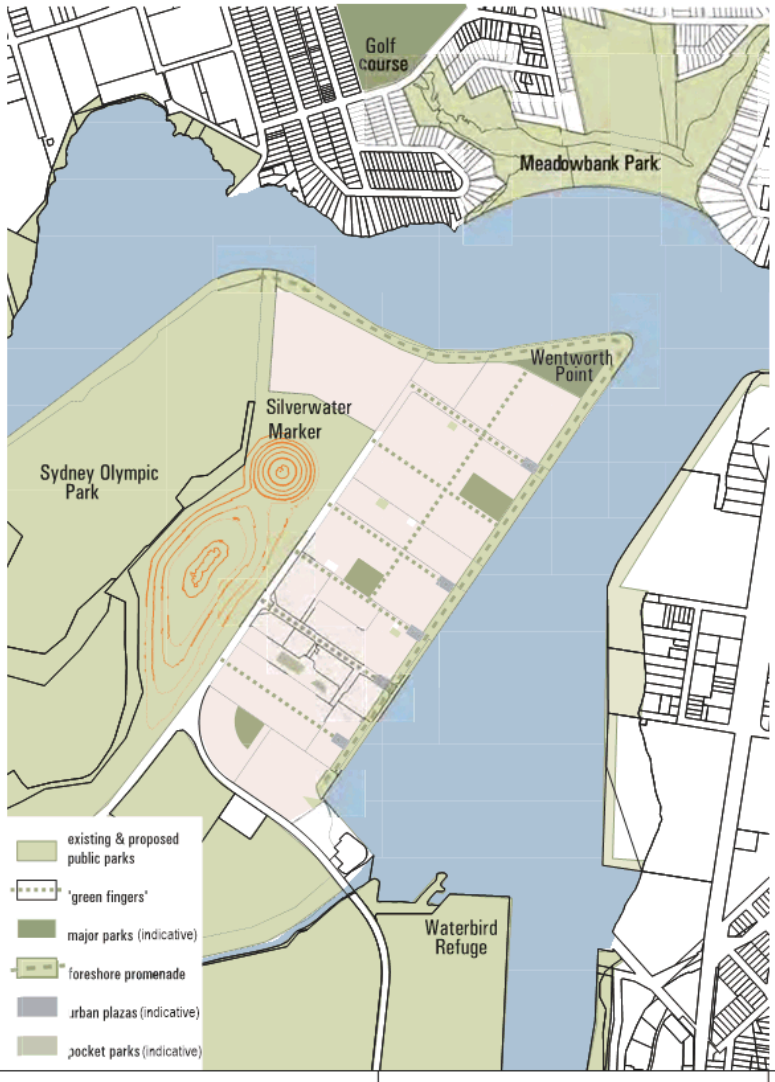
See Section 3.2 Street Hierarchy.



2.4.3 OPEN SPACE NETWORK

The precinct is surrounded by recreational open space and by water. This setting contributes to its unique character. Continuous foreshore access for walking and cycling will connect the precinct to Sydney Olympic Parklands. Additional future walking / cycle paths within the Parklands will enhance an already high level of amenity for users of the precinct and its surrounds. There is a richness and diversity of open space in the immediate vicinity, from foreshore walks to elevated views (from the Millenium Marker), to woodlands and wetlands. The waterways also constitute part of the open space network, used for recreational boating and fishing.

Within the precinct, increased density will require increased amenity, in the form of 'breathing space' for new development. Public open spaces are proposed along the promenade and in the form of medium-large parks, pocket parks and plazas. The open space should be distributed and designed to be used by as many people as possible. Pocket parks are encouraged to increase the amenity of areas within the precinct which are more than 200 metres from the water.



PART 2 **BACKGROUND**

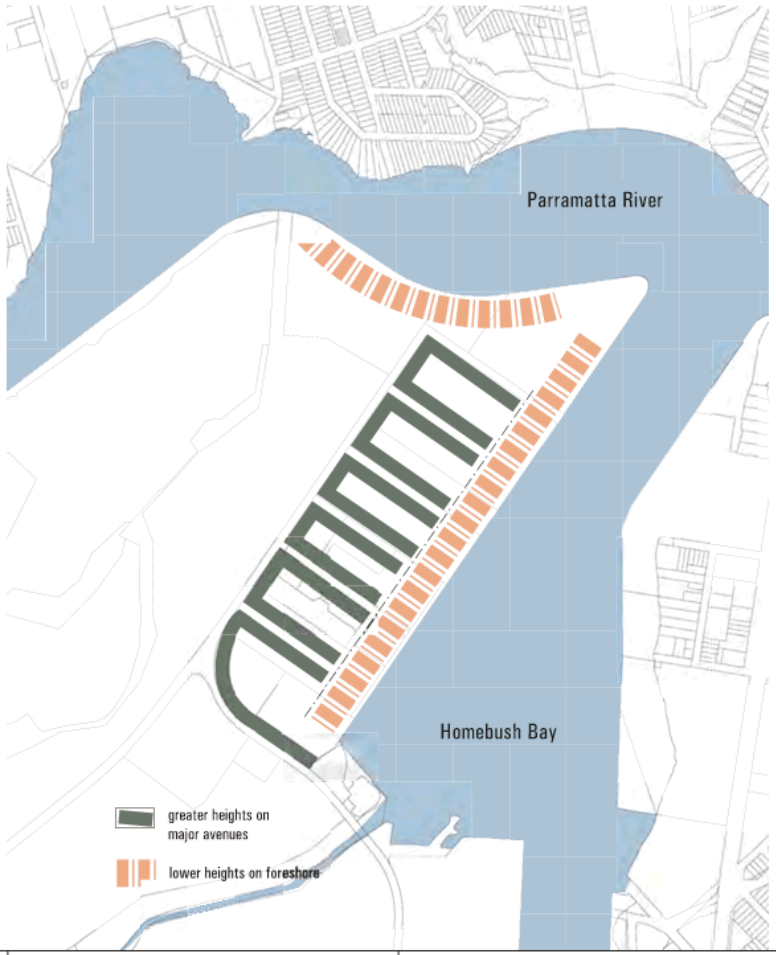
2.4 Design Framework Principles

2.4.4 BUILDING HEIGHT AND MASSING

A key principle in the Structural Design Framework is that building heights relate to the street hierarchy and to broad design principles for the Sydney Harbour foreshore. Higher buildings on major streets are appropriate for the intended function, width, and design of these streets. This approach is also closely related to the principle of minimising the visual impact of built form from the waterfront. Higher buildings, associated with major streets in the hierarchy, are ranged perpendicular, not parallel, with the waterfront in order to break up building massing and to frame views along these east-west streets from and to the water, and from the water and Rhodes Peninsula to the Millenium Marker.

A transition in height to lower buildings on the foreshore is important to give the waterfront visual prominence, to allow for view sharing, and to retain a pedestrian scale for the foreshore promenade and associated public spaces.

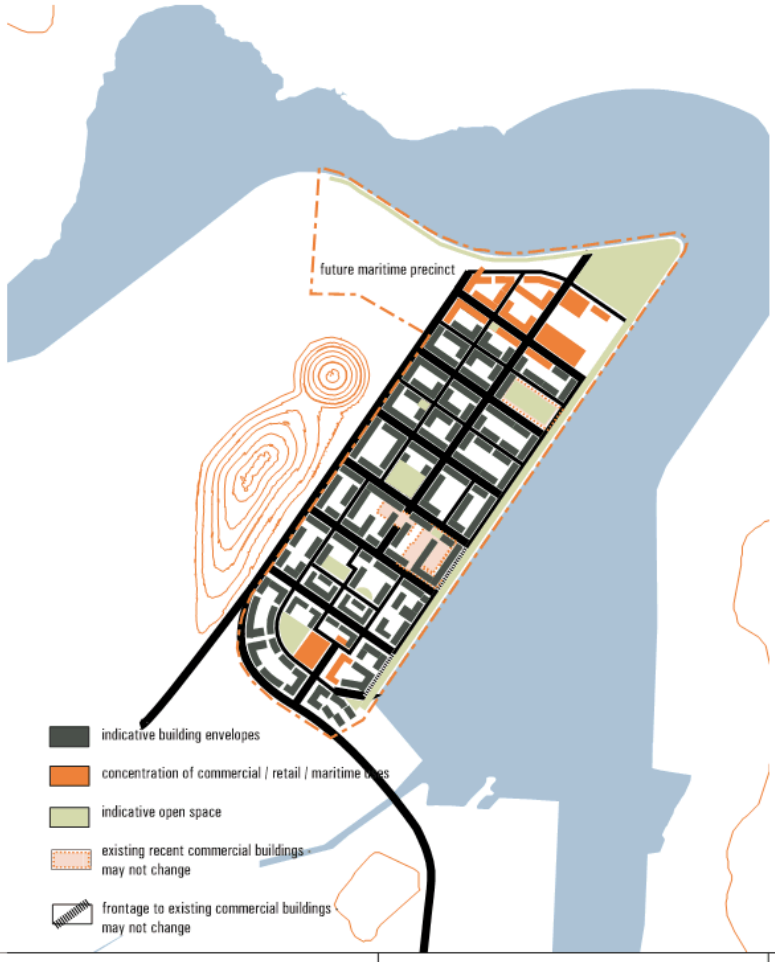
The size, shape and orientation of blocks is important in providing for built form which contributes to the public domain and ensures high amenity for the private domain. Indicative blocks shown on the SDF have been developed and tested in relation to parking needs, pedestrian access, the desired spatial relationship of buildings and the public domain, building separation, solar access and views.



2.4.5 PRECINCT STRUCTURE

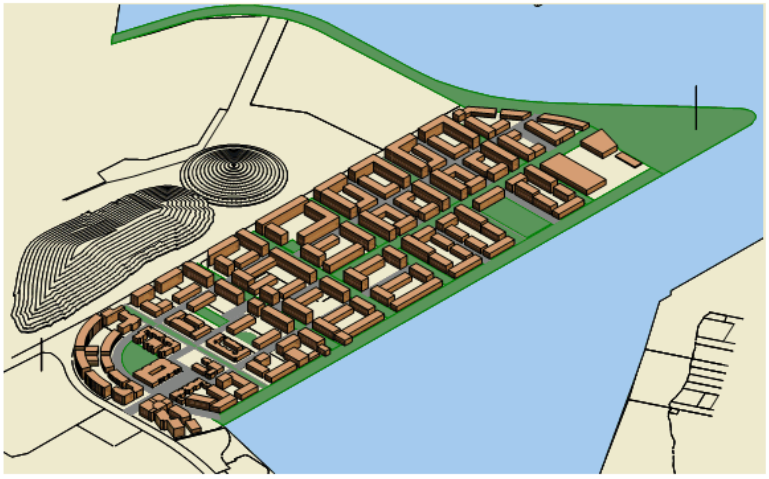
In summary the Design Framework has the following key structuring elements:

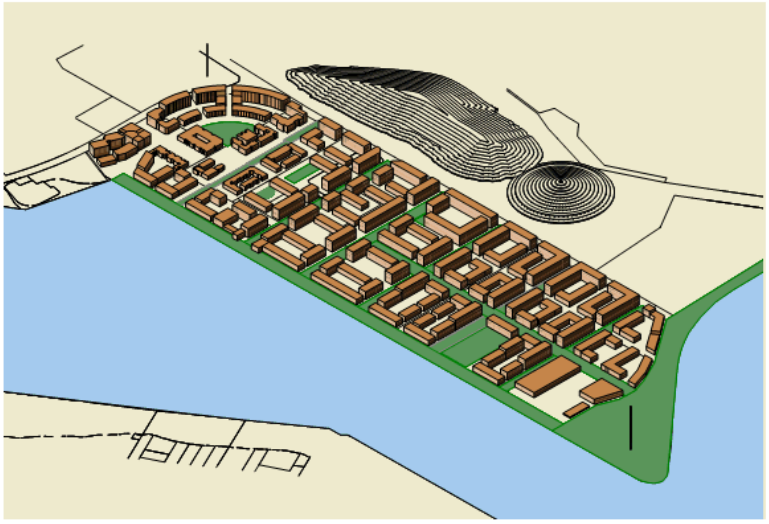
- An **open space network** based on clear and accessible connections between foreshore promenade, foreshore parks and plazas, major 'green' streets, and linear parks, pocket parks and urban plazas within the precinct
- A **street hierarchy** which establishes a major spine / edge, major east-west streets connecting to the water, a significant north-south street, and secondary streets.
- A **foreshore street** which may be discontinuous along the waterfront but which links into the street system as loop roads
- **Streetscape design** which reflects the street hierarchy and character
- Two **neighbourhood centres** to serve the new residential community: a minor activity focus in the south of the peninsula and a major neighbourhood centre at the north, optimising the relationship with the river
- **Built form** which has higher buildings on major streets, and a transition to lower building heights on the foreshore
- Building alignment to street frontages to create internal open spaces and adequate **building separation** for sun access, privacy and view sharing



PART 2 **BACKGROUND**

2.4 Design Framework Principles





These envelope massing diagrams do not represent actual buildings. They show the broad principles of a perimeter block approach; higher buildings along Hill Road and on major streets running east-west to the water; and green fingers connecting these streets to park and promenade.

The location of new streets is indicative. There may be 4-6 major east-west streets distributed along the pensinsula.

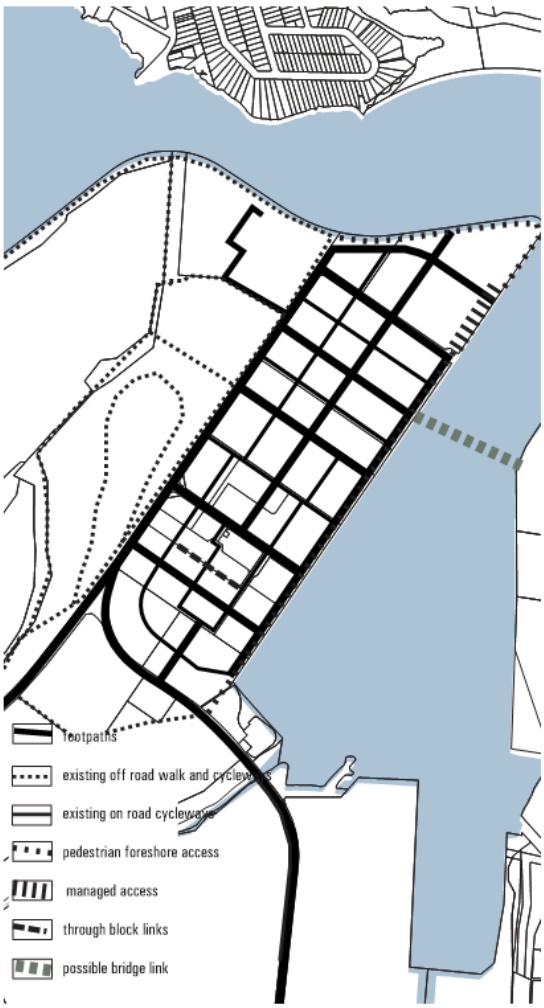
PART 3 **PRECINCT CONTROLS**

3.1 Public domain systems

This section of the DCP should be read in conjunction with the Public Domain Manual, which supports the strategies and controls in this document. The Manual has been prepared to help guide implementation of improvements with a coordinated set of design and material principles for key public domain elements.

3.1.1 PEDESTRIAN NETWORK

The flatness of the topography means that the whole precinct is potentially easily accessible by foot, bicycle, with wheelchairs or strollers. The proposed street hierarchy and block structure provides clear visual and physical connections, and clear and inviting links to the waterfront from within the precinct. There is potential to link Homebush Bay West with the regional public transport system by way of a pedestrian and cycle bridge across Homebush Bay. This would create access to the Rhodes Railway station, and to other services, within 5 minutes' walk from the Homebush waterfront and 10 minutes' walk from the ferry. Conversely, this connection would also put the recreational and commercial facilities of Homebush Bay West within a walk of the Rhodes peninsula. The pedestrian network should be legible and well connected, offer high amenity and quality design, be safe and secure, and be accessible to everyone.



Performance criteria

i Provide a continuous pedestrian network through the precinct, along streets and through open spaces, conencted with and including the foreshore promenade

ii Optimise the number of possible journeys between destinations with an efficient and regular block layout

iii Enhance connections to the regional pedestrian network by linking to the Sydney Olympic Parklands path system at the north western foreshore boundary of the precinct, and to the Bicentennial Park path system and Powells Creek at the southern end of the peninsula foreshore

iv Provide a continuous foreshore promenade. Implement management strategies consistent with masterplan conditions to minimise potential conflicts between continuous pedestrian access and boat movement between dry stack area and the Bay within the maritime precinct

v Provide a clear alternative route for those times when continuous foreshore access is interrupted

vi Locate a pedestrian / cycle bridge linking Homebush Bay West and Rhodes peninsula as indicated on the plan

vii Locate pedestrian crossings to support pedestrian movement between destinations

viii Consider pedestrian movement when designing major building entries and through-block links

ix Provide paved footpaths in accordance with the street design guidelines in the Public Domain Manual

x Ensure that publicly accessible parks and plazas are contiguous with and fully accessible from pedestrian routes

xi Provide pedestrian routes which benefit from high levels of casual surveillance (overlooking from buildings, from the water, from adjacent well-trafficked areas)

xii Provide clear and direct pedestrian routes by designing them with good lines of sight to minimise concealment

xiii Design appropriate lighting for publicly accessible areas for their level of night-time use.

xiii Provide kerb ramps at all intersections in accordance with the Public Domain Manual.

PART 3 **PRECINCT CONTROLS**

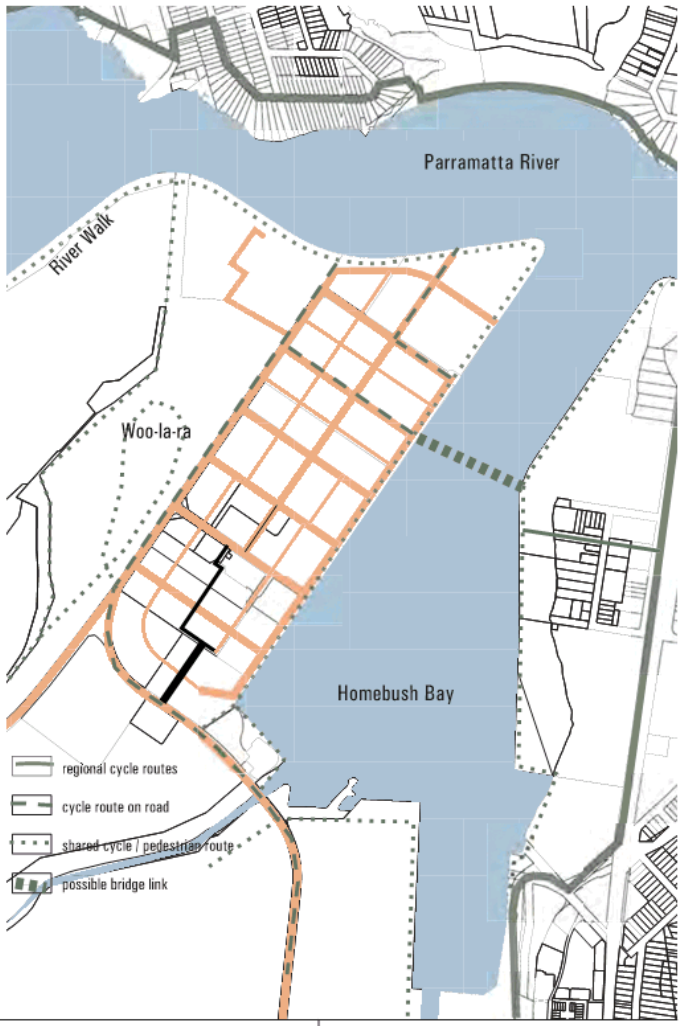
3.1 Public domain systems

3.1.2 CYCLE NETWORK

The cycle network at Homebush Bay West will provide links to existing regional cycle routes. It will extend and enhance the recreational network within the Sydney Olympic Parklands by completing a missing foreshore link between Sydney Olympic Parklands and Bicentennial Park with a dedicated cycle and pedestrian way. The foreshore cycleway will attract significant use and requires to be designed to a suitably high standard of amenity and appearance to represent Homebush Bay West to its visitors. At the northern tip of the peninsula the dedicated cycle route will travel along Burroway Road and around the outside edge of the boat yard to reconnect to the foreshore on Parramatta River. This is because of potential conflict with water-related uses within the maritime precinct and the need to control foreshore access at certain times.

Cycle use is encouraged. A well designed cycle network increases the convenience of access to neighbourhood facilities within an area as well as to services and facilities outside it. All public streets should be designed for safe and convenient cycle access. Dedicated cycle lanes will be provided on Hill Road, the primary vehicular entry to the precinct. There are connections for both cycles and pedestrians from Hill Road to pathways within Sydney Olympic Parklands.

There is potential to link Homebush Bay West with the regional public transport system by way of a pedestrian and cycle bridge across Homebush Bay.



Performance criteria

i Provide a cycle network through the streets

ii Provide dedicated cycle lanes along Hill Road in both directions

iii Design intersections and crossings along dedicated cycle routes that prioritise cyclists' safety and convenience

iv Provide a recreational shared pedestrian and cycle path along the foreshore promenade at a minimum width of 3.5 metres

v Connect the foreshore cycle path to cycleways within the Sydney Olympic Parklands and enhance access to the connection at the southern end of the peninsula

vi Provide a road cycle lane on the major east-west street from Hill Road to link with the proposed pedestrian bridge

vii Separate cycle and pedestrian routes through Wentworth Park

viii Provide lockable bicycle storage at neighbourhood / maritime centres and in publicly accessible facilities including at the waterfront

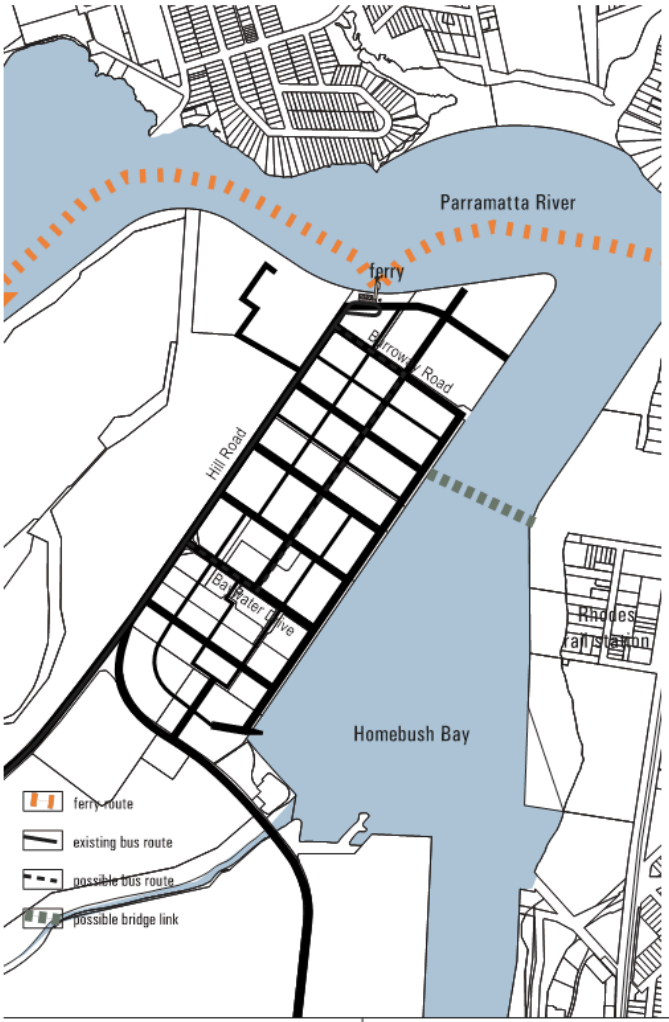
ix Design cycle paths and parking to minimum Austroads design standards

PART 3 PRECINCT CONTROLS

3.1 Public domain systems

3.1.3 PUBLIC TRANSPORT

Homebush Bay West is served by bus and ferry services. It is isolated from the regional rail network, with the closest rail station (by road) at Sydney Olympic Park. The Rhodes rail station across Homebush Bay is within 800 metres of the Homebush ferry stop, though currently unconnected to it. Connecting the two peninsulas by way of a pedestrian and cycle bridge across Homebush Bay would signifcantly improve access to the Rhodes Railway station, and to other services for pedestrians and cyclists. Increased use of the train would in turn reduce the reliance on the road network and thus on car dependency. The proposed road network provides the opportunity to extend the bus route into and through the precinct. The major north-south street should be designed to accommodate this route.



Performance criteria

i Provide convenient pedestrian connections to the Homebush ferry wharf and bus interchange from streets and through public open space

ii Locate bus stops at or near activity nodes, including the two neighbourhood / commercial centres and to serve major pedestrian / cycle entries to the Parklands from Hill Road

iii Enhance the amenity and safety of the interchange by providing shelter, seating, lighting and signage

iv Design subdivision layouts and building designs that encourage and are supportive of walking, cycling and the use of public transport

v Consider travel demand management mechanisms and features that will minimise the demand for travel and the use of cars, including:

- parking requirements designed to discourage car use in areas with good public transport access
- provision of adequate end-trip facilities for cyclists (such as secure bicycle storage and shower facilities in commercial buildings)
- suitable provision for taxis

vi Ensure designated streets for proposed bus route are designed for adequte turning by buses

vii Provide a pedestrian / cycle bridge located generally in the area and on the alignment illustrated.

PART 3 **GENERAL CONTROLS**

3.1 Public domain systems

3.1.4 VEHICLE NETWORK AND PARKING

The street hierarchy establishes a convenient and legible vehicle network which distributes traffic appropriately through the precinct. The most heavily trafficked streets are Hill Road (precinct entry) and the major east-west streets while a network of secondary streets serves residential uses and provides a choice of routes through the precinct. Streets should accommodate the level of parking suitable for their use and for their proximity to public transport nodes, activity centres and the foreshore.

Performance criteria

i Support the principles of permeability and legibility for vehicles, cyclists and pedestrians which are embodied in the Structural Design Framework street and block layout

ii Provide at least one major east-west street within each major landholding to break up the large scale of the precinct and enable streetscape treatment which makes different areas distinct and legible

iii Provide vehicle access to the foreshore, including foreshore streets and areas of parking where possible

iv Ensure that the street network offers a choice of routes and promotes good circulation, by minimising discontinuities and dead ends

v Provide for public car parking on streets or within buildings, except for limited parking associated with boating activity within the maritime precinct.

vi Where areas of parking are proposed on Hill Road, limit them to areas where they relate to pedestrian entry points to Sydney Olympic Parklands.

vii Provide a high level of amenity and quality streetscape design, including planting of street trees, consistent with convenient vehicle access, parking and turning.

viii Refer to Section 3.2 for detailed design guidelines for streets

3.1.5 LAND AND WATER CONNECTIONS

The Homebush Bay West foreshore extends for 1.2 kilometres in a straight line. As part of a wider pedestrian and cycle network it offers recreational opportunities for people to access and appreciate the peninsula and its setting on the harbour in a variety of ways. The importance of the relationship between the land and water can be strengthened by locating and designing interface areas along the foreshore that optimise access and water-related activity for the users of those spaces. The sequence of these areas will serve to break up the long unbroken edge both visually and experientially. Riparian plantings provide habitat and corridors for avifauna. Vegetation overhanging the water creates habitat for fish and other aquatic organisms. Habitat sea walls maximise the potential for colonisation by intertidal species.

The Structural Design Framework established principles for terminating major east-west streets with plazas at the foreshore: these streets and associated public spaces form 'green fingers' which connect the Bay with Sydney Olympic Parklands. While there are opportunities for people to experience the water all along the foreshore, priority should be given to aligning any viewing decks, pontoons or jetties on axis with these green streets and contiguous with plaza spaces to further reinforce the street hierarchy and enhance the water-park connections.

Performance criteria

i Provide opportunities for land-water interface at the end of major east-west streets.

ii Design activity nodes and recreational areas to consider views from the water and opposite shores.

iii Provide a range of public open space types:
- promenade
- waterfront riparian vegetation area
- point park
- urban plazas and pocket parks
- three larger parks, two of minimum 2000m^2 and one of minimum 1000m^2

iv Integrate water management into the design of foreshore spaces.

v Design sea walls to absorb wave energy and to maximise the habitat for the greatest possible range of local intertidal organisms.

vi Refer to the Public Domain Manual for specific character guidelines and controls for

foreshore areas.

3.1.6 LANDSCAPE

The landscape of Homebush Bay West will contribute positively to the vitality, amenity and attractiveness of the precinct. The design of streets and spaces should support the structuring principles of street hierarchy and streetscape character. Streets and spaces that provide an inviting, generous character that responds to the physical context of park and water will facilitate and encourage community use of the public domain. In particular, landscape treatment of the public domain should redress the general lack of a 'green' identity throughout the precinct.

Tree planting enhances the functional and visual amenity of the public domain and can ameliorate microclimate conditions through the provision of summer shade and winter sun. Lower level planting can enhance the layout and function of open spaces and assist in screening poor views. Simple, robust and bold street tree and open space planting is proposed to create a consistent and recognisable identity. Reinforcing major east-west streets with significant boulevard planting will create green fingers through the precinct to the water which will also help break up the scale and massing of future built form.

Performance criteria

i Design and manage the public domain and adjoining uses to recognise, facilitate and encourage active use of the public space at appropriate times.

ii Provide a landscape framework which reflects the different scale and function of public streets. and functions by using species and spacing in accordance with the street sections in Section 3.2 of this DCP and Section DF of the Public Domain Manual.

iii Contribute to a sense of identity for the precinct as a whole by recognising and reflecting the linear and generally flat quality of the peninsula.

iv Provide visual continuity with the context by:

- designing and selecting materials that complement other areas, particularly foreshore areas, in Homebush Bay
- planning vegetation to complement the habitat qualities of the adjoining Millenium Parklands.

v Enhance the amenity of footpaths by designing street layouts and selecting trees to recognise seasonal shade and solar access needs.

vi Within waterfront setbacks, dedicate minimum 30% of the 30 metre setback to riparian planting for ecological outcomes. Elsewhere, limit lower level planting to plazas and parks and to the central median of east-west streets.

vii Optimise sustainable selection and deployment of materials, management of waste and stormwater in the public domain, and biodiversity benefits of plant selection.

Refer to Sections 2.2.6 and 4 of the Public Domain Manual.

viii Design and construct streets to create conditions favourable to tree planting and for the long term health of trees in accordance with the Public Domain Manual.

3.1.7 PUBLIC DOMAIN ELEMENTS

The design of the public domain is critical to providing a high quality of amenity for people using streets, parks and open spaces, as well as to providing an attractive and appropriate setting for new development. The elements form a 'family' of integrated products and materials which will reinforce the vision for the public domain:

> *Public domain in Homebush Bay West responds to and facilitates community uses, activities and experiences through development of a legible framework of stimulating spaces that reinforce local and regional linkages incorporating sustainable and coordinated design in complement to the bay and park context. (from the Public Domain Manual)*

Performance criteria

Footpath / pedestrian area pavement

i Provide a hard wearing, cost effective and practically maintainable surface that reinforces the continuity of public domain access and is compatible with the context of Homebush, Sydney Olympic Parklands and Millenium Park.

ii Provide a hierarchy of pavement surfaces reflecting the pedestrian significance of different public spaces

Vehicular pavement

iii Provide a safe and hard wearing surface for vehicle movements

iv For shared vehicle / pedestrian zones, provide a suitable surface that denotes shared priority

Kerbs and gutters

v Apply a standard kerb and gutter treatment over the whole precinct to provide consistency in defining the pedestrian / vehicular junction of roads and footpaths

Street and park furniture

vi Select furniture which is robust, easily maintained, coordinated, and appropriate to its context. The Public Domain Manual nominates a palette established in the Homebush Parklands Elements for use through the Millenium Parklands and non-urban core areas of Sydney Olympic Park.

vii Locate furniture as part of a coordinated design scheme for the public domain component in question, according to principles set out in Section 4 of the Public Domain Manual.

Lighting

viii Provide vehicular street lighting to RTA and Austroads standards as specified in the Public Domain Manual.

ix Provide an appropriate level of pedestrian lighting to ensure security and contribute to the legibility of streets and through block links.

x Coordinate pedestrian lighting in streets throughout the precinct.

xi Design lighting for path accessways through parks in response to the level of use and safety considerations.

xii Minimise the impact of lighting on residential dwellings.

PART 3 **GENERAL CONTROLS**

3.1 Public domain systems

xiii Design lighting to highlight public art elements and significant trees in individual plazas or parks, and provide for lighting major avenues for special events or festivals.

Fences, barriers and level changes

xiv Reinforce connectivity and maximise visual continuity by minimising the use of fences and barriers.

xv Optimise opportunities to use the sea wall edge for seating, while also providing 'gaps' for viewing by wheelchair users.

Signage

xvi Locate information signage in accordance with the Parklands Elements Manual to include orientation, circulation, destination, regulation and interpretive signs.

xvii Use street signage in accordance with ~~Auburn~~ City of Parramatta Council's requirements for public streets.

3.1.8 SERVICES INFRASTRUCTURE AND STORMWATER MANAGEMENT

Services provision can have a significant impact on the quality of the street environment. The immediate appearance of services or service lids is often exacerbated by damage to road and footpath pavements caused when random authorities' works are carried out. Services and infrastructure elements should be integrated with the design of the public domain to reduce maintenance and the cost of repairs.

The design of streets and parks can have a role in controlling and improving the quality of stormwater entering Homebush Bay.

Performance criteria

Services infrastructure

i Reduce visual intrusion and enhance aerial amenity for street trees by undergrounding overhead services to major street corridors

ii Integrate undergrounding of services and infrastructure in new development

iii Minimise the impact of service corridors and service access covers by:

- Liasing with service authorities to determine renewal or amplification requirements and incorporating these works into programming prior to pavement renewal
- providing common texture and shape to electricity service covers (i.e. during upgrade projects)
- providing lids to Telstra pits with paving infill to match adjoining pavement

Stormwater drainage

iv Integrate stormwater drainage with streetscape design by

- providing a common theme to all stormwater inlet sump and channel lids / grates to paved areas
- connecting rooftop downpipe to underground stormwater in public domain upgrade works
- incorporating natural disposal and surface drainage techniques, including porous paving, where possible to urban spaces and open spaces
- incorporating water sensitive urban design and technology to treatment of road stormwater runoff
- incorporating porous pavements and onsite detention to off-street at-grade carpark areas to reduce urban stormwater runoff

Stormwater Management

v Enable water to re-enter the groundwater system by designing the central medians of major east-west streets and the major north-south street (northern zones) as infiltration zones for road runoff

vi Protect the aquatic habitat of Homebush Bay from de-oxygenisation by preventing leaf transport from deciduous trees during autumn months.

vii Provide for re-use of water, for example by incorporating a water body capable of inflitration or slow release detention in major plaza spaces.

PART 3 **GENERAL CONTROLS**

3.2 Streets

STREET HIERARCHY

A clear and legible street hierarchy promotes ease of access and orientation. The street and block layout developed in the Structural Design Framework will provide strong east-west visual and physical connections from the major Hill Road 'spine' to the water, together with a network of secondary streets and pedestrian and cycle paths throughout the precinct.

All primary and secondary streets shall be dedicated public roads, and roads, kerbs and footpaths shall be built to ~~Auburn~~ City of Parramatta Council standards.

Primary streets

Hill Road is the western edge and primary vehicular entry to the precinct. Major east-west streets (existing and new) link Hill Road with the waterfront. Each major landholding provides at least one major east-west street to optimise the number of breaks in built form presentation to the waterfront and the potential for tree planting in the public domain. A new major north-south street parallel with the waterfront is designed as a wide street with a generous median to create a view corridor north to Parramatta River.

Secondary streets

The secondary streets connect the primary streets and enable a wider range of travel choices, particularly for pedestrians and cyclists. Secondary east-west streets may also connect to the foreshore. A foreshore street is encouraged to link major east-west streets and increase the opportunities for waterfront access, including limited provision of parking. This street may be discontinuous.

Foreshore street and promenade

The benefit of a foreshore street in providing a more public feel and higher level of activity to the foreshore needs to be balanced with retaining a functional, comfortable and appropriately vegetated promenade. Each major landholding should provide, at a minimum, a loop road which allows public vehicular access to and along the waterfront.

3.2.1 HILL ROAD



Hill Road is edged to the west by the Sydney Olympic Parklands and Millenium Marker. Its straightness and length enable orienting views of Meadowbank on the north side of Parramatta River, and in the other direction back to the Olympic site. There is potential to build on these views by creating a more direct visual link to the water at the ferry / bus interchange.

Though it has a standard 20 metre road reserve, Hill Road has a large apparent scale due to low buildings on one side only, set back 15 metres from the street. Change in building use from industrial to mixed used will mean a reduction in the setback to 8 metres. This, together with a larger scale of building, will reduce the scale of the street. The street design therefore aims to retain the openness which is an important characteristic of Hill Road. Detailed design of Hill Road should take account of Sydney Olympic Park objectives for its public open spaces and for the regional role of the Olympic Parklands.

Hill Road has an important role as the main entry to the Homebush Bay West precinct and has the potential for a greater component of commercial uses in its land use mix.

Uses
Mixed: focus commercial uses close to northern neighbourhood centre and at intersections with major east-west streets

Height
max 8 storeys

Street setbacks
8 metres

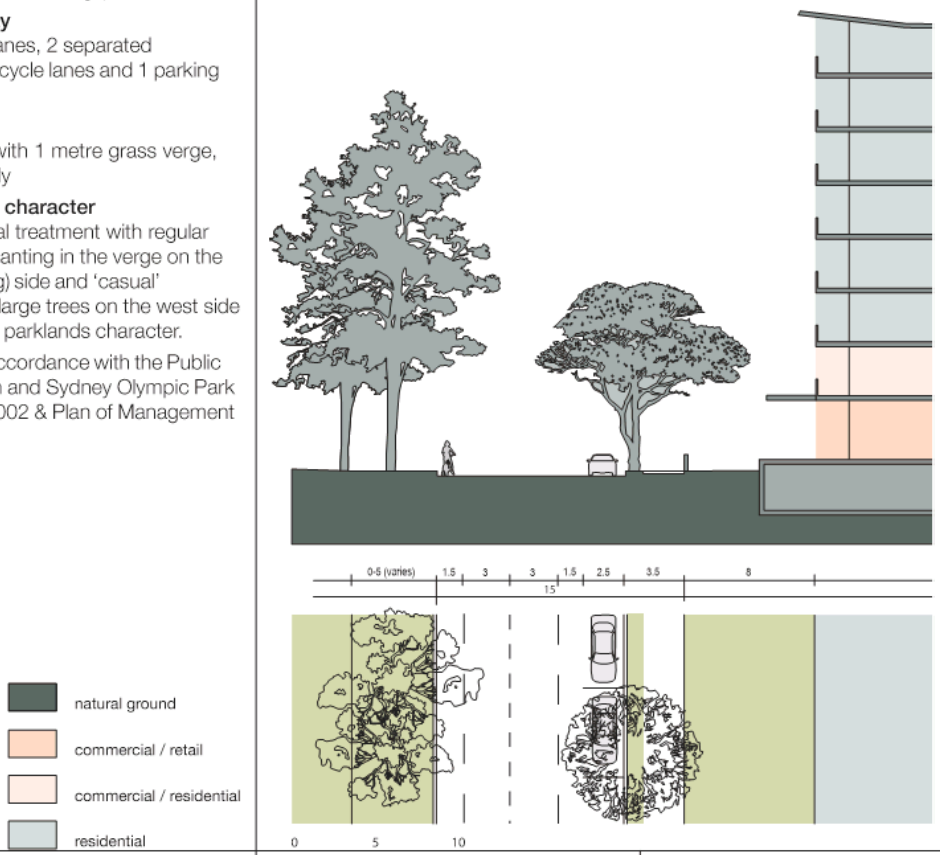
Right of Way (ROW)
15-20 metres (varies to accommodate extended parkland edge)

Carriageway
2 travelling lanes, 2 separated dedicated bicycle lanes and 1 parking lane

Footpath
3.5 metres with 1 metre grass verge, east side only

Landscape character
Asymmetrical treatment with regular street tree planting in the verge on the east (building) side and 'casual' plantings of large trees on the west side to reflect the parklands character.

Species in accordance with the Public Domain Plan and Sydney Olympic Park Parklands 2002 & Plan of Management



PART 3 **GENERAL CONTROLS**

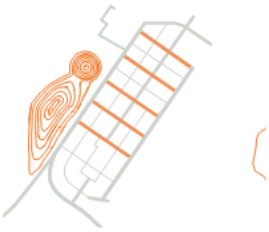
3.2 Streets

3.2.2 MAJOR EAST-WEST STREETS

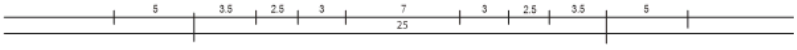
East-west streets link the park and the bay and are critical to the open space network and precinct character. These major streets will be 'green fingers', with significant street trees to create avenues which are highly visible from the water and from Hill Road. With Hill Road, these streets will be primary streets in the hierarchy. Their importance will be reinforced by taller buildings, creating strong edges to the public domain. Towards the water a transition in height to lower scale buildings on the foreshore will reduce the visual dominance of new development.

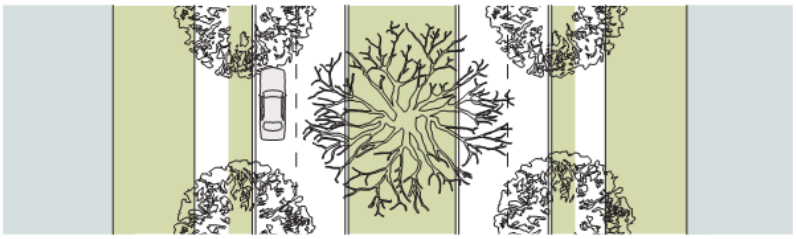
Major east-west streets will have a critical role in connecting the vehicle, cycle and pedestrian open space network. They will link to the foreshore road and promenade, and, in future, to a proposed pedestrian bridge to Rhodes.

Major through streets will help orient the resident, worker and visitor by providing views to the bay and opposite shores. They are important to 'break up' the large scale of the precinct as a whole, and each one is likely to become identified with a smaller sub-precinct or neighbourhood. To reflect neighbourhood character and create a sense of identity, the use of different landscape treatment for each major street is recommended.









Uses
Mixed: ground floor commercial required in designated neighbourhood centres (see 2.4.1 Uses principles and 3.4.6 Density and uses controls)

Height
- max 8 storeys to within one block (approximately 100 metres) of the waterfront;
- 6 storeys with 2-storey pop-ups in the final block before the waterfront;
- 4 storeys on the waterfront.

Street setbacks
5 metres

ROW
25 metres (min)

Carriageway
1 travelling lane and 1 parking lane in each direction

On-street bicycle lane on the street linking into the pedestrian bridge

A wide median

Footpaths
3.5 metres with 1 – 1.5 metre grass verge, both sides

Landscape character
A boulevard treatment, with trees in verges on both sides of the street and in the median. Consideration should be given to differentiating east-west streets from each other, for example by using different species in each median.

Species in accordance with the Public Domain Plan

natural ground
commercial / retail
commercial / residential
residential

3.2.3 MAJOR NORTH-SOUTH STREET – NORTH OF BURROWAY ROAD

There is a unique opportunity to create a green link of generous width through the precinct north to Parramatta River, connecting Billbergia and Waterways land to the water both visually and physically. This new street will also connect the maritime precinct with residential neighbourhoods within Homebush Bay West.

North of Burroway Road, this relatively short stretch of street is close to both the proposed neighbourhood centre and maritime precinct. Because this part of the peninsula is likely to become a destination in its own right, this street is designed with more capacity for on-street parking, to serve recreational and water-based activity users as well as people shopping and visiting.



Uses
Residential

Height
max 6 storeys

Street setbacks
3-4 metres (can vary)

ROW
25 metres (min)

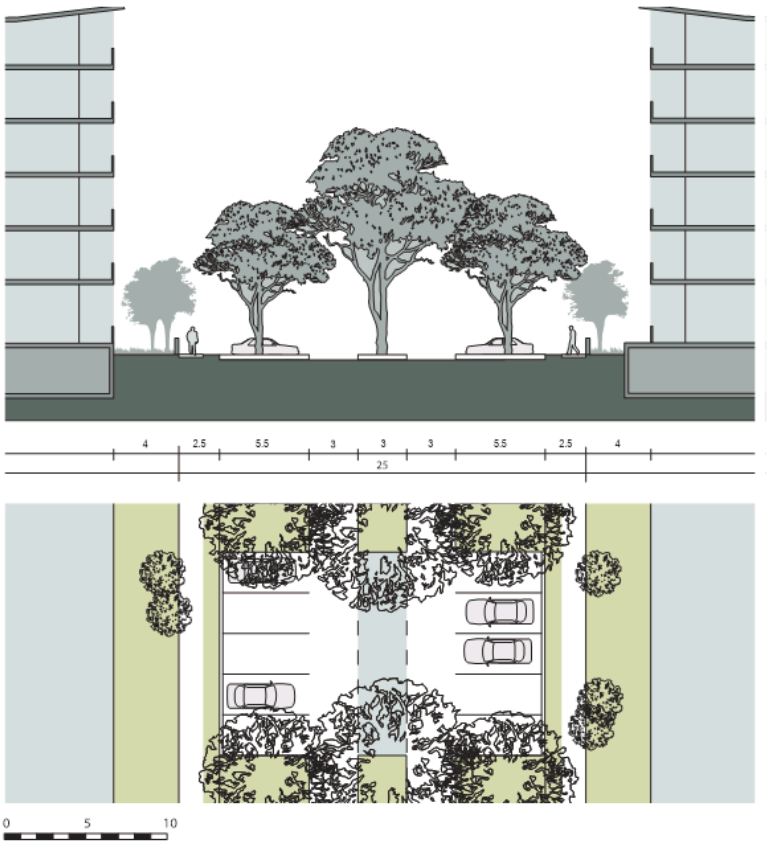
Carriageway
1 travelling lane and 1 angle-parking lane in each direction

Narrow median, treated in two ways: for planting and to enable vehicle manoeuvring when car parking

Footpaths
2.5 metres with 1 metre grass verge

Landscape character
Trees are planted in and break up parking bays on both sides of the street, and are also located along the median, at approximately 15 metre spacing. Tree species in the median may differ from the edge species.

Species in accordance with the Public Domain Plan



PART 3 **GENERAL CONTROLS**

3.2 Streets

3.2.4 MAJOR NORTH-SOUTH STREET – SOUTH OF BURROWAY ROAD

There is a unique opportunity to create a link through the precinct north to Parramatta River, connecting the land parcels on each side of Burroway Road to each and to the water both visually and physically. This new street will also connect the maritime precinct with residential neighbourhoods within Homebush Bay West. South of Burroway Road, there is less requirement for on-street parking. This allows for a generous median which functions as a linear park.

The location and extent of the major north-south street is not 'fixed' except through the above mentioned sites. It is indicated to continue as far as Baywater Drive to reflect the potential future continuous alignment. South of Baywater Drive there is potential to link to the approved street structure and continue further south into the precinct.



Uses
Residential

Height
max 6 storeys

Street setbacks
3-4 metres (can vary)

ROW
25 metres (min)

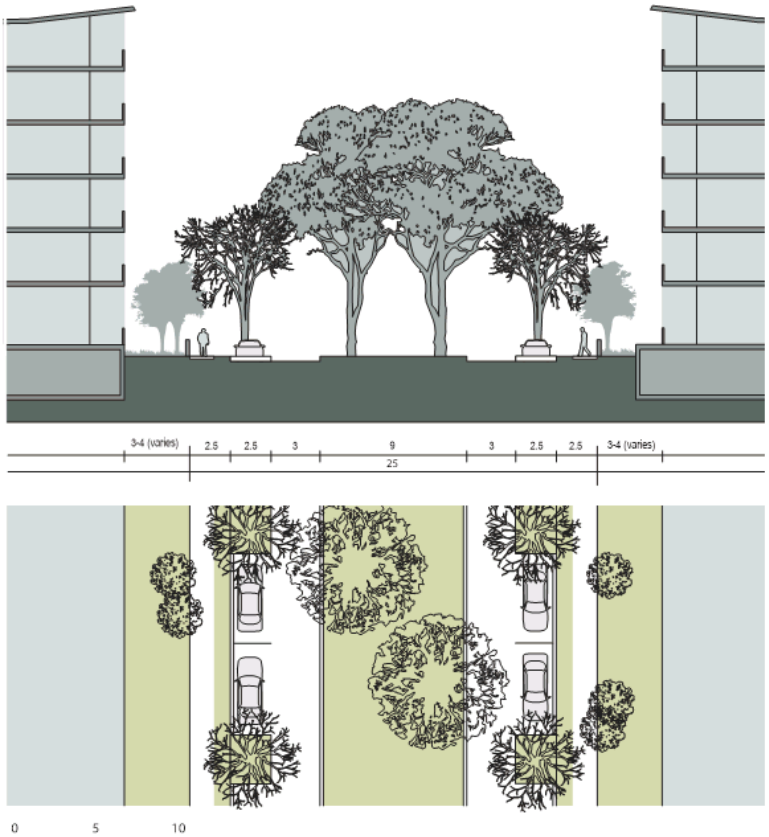
Carriageway
1 travelling lane and 1 parallel parking lane in each direction

Wide median / linear park

Footpaths
2.5 – 5 metres to accommodate parking extensions, 1 metre grass verge

Landscape character
Trees are planted in and break up parking bays on both sides of the street at approximately 15 metre spacing. The median is planted with large trees, spaced irregularly, and potentially with drifts of native grasses.

Species in accordance with the Public Domain Plan



3.2.5 SECONDARY EAST-WEST STREETS



Secondary streets help define an accessible and legible urban structure by breaking up the large land parcels between major east-west streets in smaller blocks. These streets are intended to have a pleasant, pedestrian-scale character and are therefore designed at a lower scale to reflect their role in the street hierarchy. Road widths are narrower to slow traffic and contribute to pedestrian amenity; building heights are lower, and parking is provided on one side only of the street and interspersed with street trees. These streets may run all the way from Hill Road to the foreshore but they do not need to do so.

The diagram represents Stromboli Strait in the southern part of the preinct as a secondary street in response to the existing built form scale. Stromboli Strait is a 25m wide street and may be treated as a major east-west street (See 3.2.2 for built form controls for major east-west streets).

Uses
Residential

Height
max 4 storeys

Street setbacks
3 metres

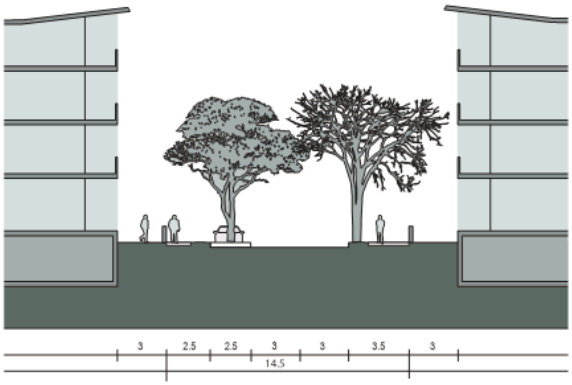
ROW
14.5 metres (min)

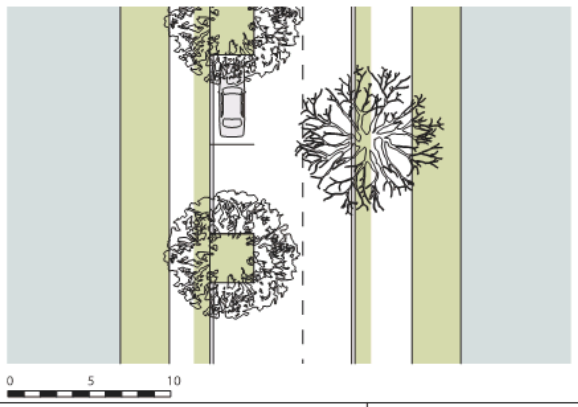
Carriageway
2 travel lanes and 1 parking lane

Footpaths
2.5 – 3.5 metres with 1 metre grass verge – 5 metres to accommodate parking extensions

Landscape character
An asymmetrical planting scheme is proposed in response to the street orientation, which results in different sun conditions for the north and south sides of the street and impacts on the growth pattern of deciduous trees.. A different species of tree is used on each side of the street. Evergreen trees break up parking bays on the north side at approximately 15 metre spacing. On the south side deciduous trees are planted at the same spacing but offset, with centres between the parking bays.

Species in accordance with the Public Domain Plan





PART 3 **GENERAL CONTROLS**

3.2 Streets

3.2.6 SECONDARY NORTH-SOUTH STREETS

Secondary streets help define an accessible and legible urban structure by breaking up the large land parcels between Hill Road, the major north-south road and the foreshore road into smaller blocks. These streets are intended to have a pleasant, pedestrian-scale character and are therefore designed at a lower scale to reflect their role in the street hierarchy. Road widths are narrower to slow traffic and contribute to pedestrian amenity; building heights are lower, and parking is interspersed with street trees.



Uses
Residential

Height
max 4 storeys

Street setbacks
3 metres

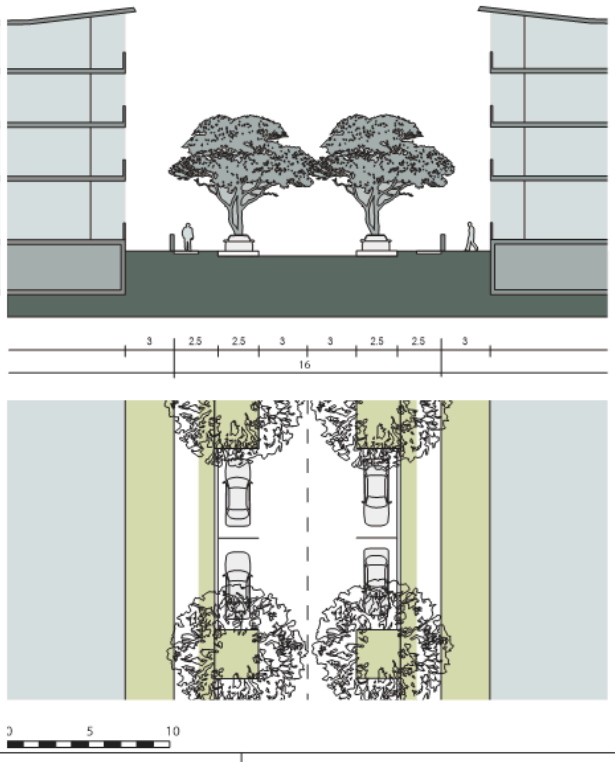
ROW
14.5 metres (min)

Carriageway
2 travel lanes and 1 parking lane *or* 2 travel lanes and 2 parking lanes

Footpaths
2.5 metres with 1 metre grass verge – 5 metres to accommodate parking extension

Landscape character and requirements
Street trees are planted in parking bays at intervals of 2 parking spaces to provide shade for footpaths and to visually narrow the street.

Species in accordance with the Public Domain Plan



3.2.7 FORESHORE STREET – ONE WAY



Uses
Mixed, predominantly residential

Height
4 storeys

Waterfront setbacks
30 metres

Street setbacks
can vary from zero for commercial / retail / leisure (cafe/dining) uses at the end of major east-west streets to minimum 3 metres for residential

ROW
8.5 – 10 metres

Carriageway
1 travel lane and 1 parking lane on the west side

Footpath
3 metres with 1 metre grass verge

Landscape character and requirements
Street trees in the verge on the west side of the street are planted at approximately 15 metre spacing

30% of 30 metre waterfront setback is to be dedicated to riparian planting for ecological outcomes. Riparian planting is to be located as far as possible to the property boundary but may extend to the promenade verge.

Vegetation overhanging the waterway is to be provided along the foreshore in clumps, having a width of between 1–2 metres, length of no less than 10 metres and spacing at 40 metre centres.

Planting is to support structural diversity, provide a continuous vegetated linkage and use native species in accordance with the Public Domain Plan.

The one-way foreshore road allows for vehicular traffic to loop around waterfront blocks, adjacent to the foreshore linear park (see 3.3.2: Foreshore linear parks and 3.3.3: Foreshore plaza, linear park and loop road). It may be discontinuous in that provides access to, along part of, and away from the foreshore. Each major landholding should provide a foreshore street.

The one-way foreshore street offers opportunities for vehicle access and limited parking on the waterfront. It is narrow in width to emphasise the predominance of the pedestrian environment and to optimise the extent of the promenade and associated public open space, and acts as a buffer between the private domain and the public domain. The scale of buildings on the foreshore street is low to enable a transition from higher development within the precinct, reducing the apparent scale of buildings along the waterfront. This principle is consistent with overall design principles for Sydney Harbour.



PART 3 **GENERAL CONTROLS**

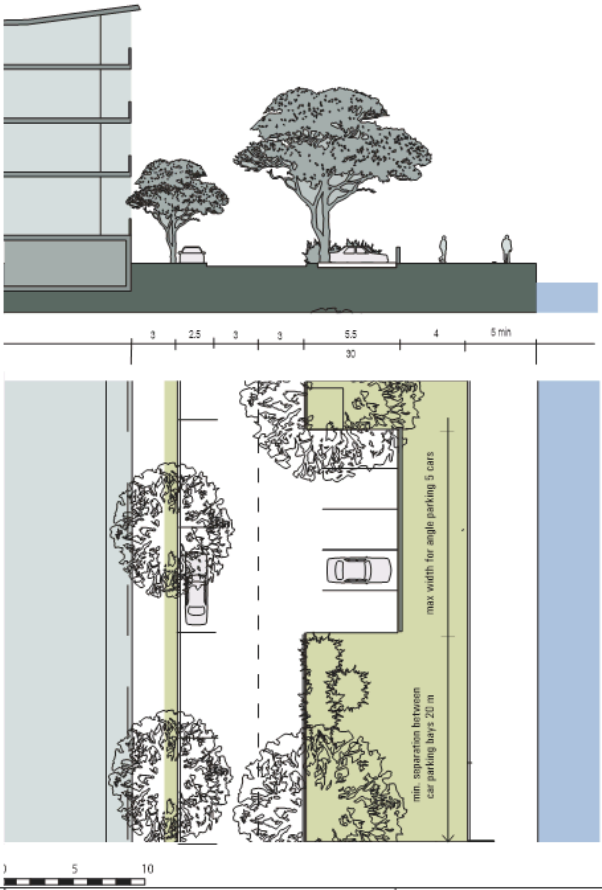
3.2 Streets

3.2.8 FORESHORE STREET – TWO WAY

A continuous two-way foreshore street running the length of the promenade is the preferred design solution. However, the street may be discontinuous where the design outcome is satisfactory to the consent authority; that is, it may form part of a loop road running along the promenade. Each major landholding should provide a forehore street.

The two-way foreshore street offers opportunities for vehicle access and parking on the waterfront. It is narrow in width to emphasise the predominance of the pedestrian environment and to optimise the extent of the promenade and associated public open space, and acts as a buffer between the private domain and the public domain. The scale of buildings on the foreshore street is low to enable a transition from higher development within the precinct, reducing the apparent scale of buildings along the waterfront. This principle is consistent with overall design principles for Sydney Harbour developed by the Sydney Harbour Foreshores Committee.





Uses
Mixed, predominantly residential

Height
4 storeys

Waterfront setbacks
generally 30 metres from waterfront except at the termination of major east-west streets where the setback is 20 metres (see p. 46: Foreshore plaza, linear park and loop road)

Street setbacks
can vary from zero to 3 metres.

ROW
11.5 metres for new development

(existing ROW for the Waterfront and Harbourside developments is 10m)

Carriageway
2 travel lanes and 1 parking lane on the west side, with angle parking bays (max. 5 cars) interspersed with linear park on the east (waterfront) side.

Footpaths
3 metres with 1 metre grass verge

Landscape character and requirements
Street trees in the verge on the west side of the street are planted at approximately 15 metre spacing

30% of 30 metre waterfront setback is to be dedicated to riparian planting for ecological outcomes. Riparian planting is to be located as far as possible to the property boundary but may extend to the promenade verge.

Vegetation overhanging the waterway is to be provided along the foreshore in clumps, having a width of between 1–2 metres, length of no less than 10 metres and spacing at 40 metre centres.

Planting is to support structural diversity, provide a continuous vegetated linkage and use native species in accordance with the Public Domain Plan.

3.3 Public open spaces

Public open space plays an important role in meeting recreational and social needs. Public open space at Homebush Bay West should include continuous foreshore access and pedestrian and cycle connections throughout the area and to Sydney Olympic Parklands. Public space should also be clearly distinguished from private space, and designed to encourage equitable access and use by the community. Significant public spaces should be associated with the waterfront and the primary streets. To provide adequate amenity for the future residential community, appropriate public space suitable for structured use (active recreation) should be provided. Local open space areas should each serve a catchment of approximately 400–500 metres' walking distance of residences.

The waterfront is the most significant public space element for Homebush Bay West. The relationship of the peninsula to the Parramatta River and Homebush Bay is what gives the precinct its unique character. Whether treated as a road or as a promenade and linear park, the foreshore offers opportunities for recreation, leisure, views, and 'breathing space' which can enhance the area's amenity.

The foreshore has the potential to unify the whole precinct and to link it more strongly with the regional parklands adjacent to it. The relationship between major east-west streets and the foreshore is particularly important, and parks and plazas at the termination of those streets will contribute to the attractiveness and encourage more activity at the waterfront.

Edge treatments to the foreshore comprising areas for planting, seating etc, whether in a road or park condition, should be designed not to compromise the amenity of the pedestrian & cycle access. In these instances the promenade will be widened.

Public open space is to be provided at a minimum 10% of each precinct site area, and includes:

- a point park at Wentworth Point, of approximately 4.8 hectares including foreshore promenade
- three parks distributed evenly through the precinct, including one park on the waterfront for active recreation. Parks at the north and south to have minimum area of 2000m2 each; park in the middle of the precinct to be minimum 1000m2 (areas reflect constraints due to ownership patterns)
- a 20-metre wide promenade and foreshore street
- foreshore parks or plazas terminating major east-west streets and linked to the promenade
- pocket parks or plazas.

The location of these open spaces, with the exception of Wentworth Point Park, is indicative.

All public open space within the precinct, with the exception of the foreshore promenade, is to be dedicated to ~~Auburn~~ City of Parramatta Council, and embellishment works undertaken by the applicant. An easement is also required to be created in favour of Council to ensure continuous public access to the foreshore promenade.

PART 3 **GENERAL CONTROLS**

3.3 Public open spaces

3.3.1 FORESHORE PLAZAS

Open spaces at the termination of major east-west streets create a focus for greater activity at intervals along the waterfront. Plazas may be framed by buildings which extend beyond the general foreshore building line to 20 metres from the waterfront. These spaces are not overly large (in the order of 30 – 45 metres square), to both create a pedestrian scale environment and to enable a range of activities in the space itself and associated with buildings (eg cafes with outdoor dining).

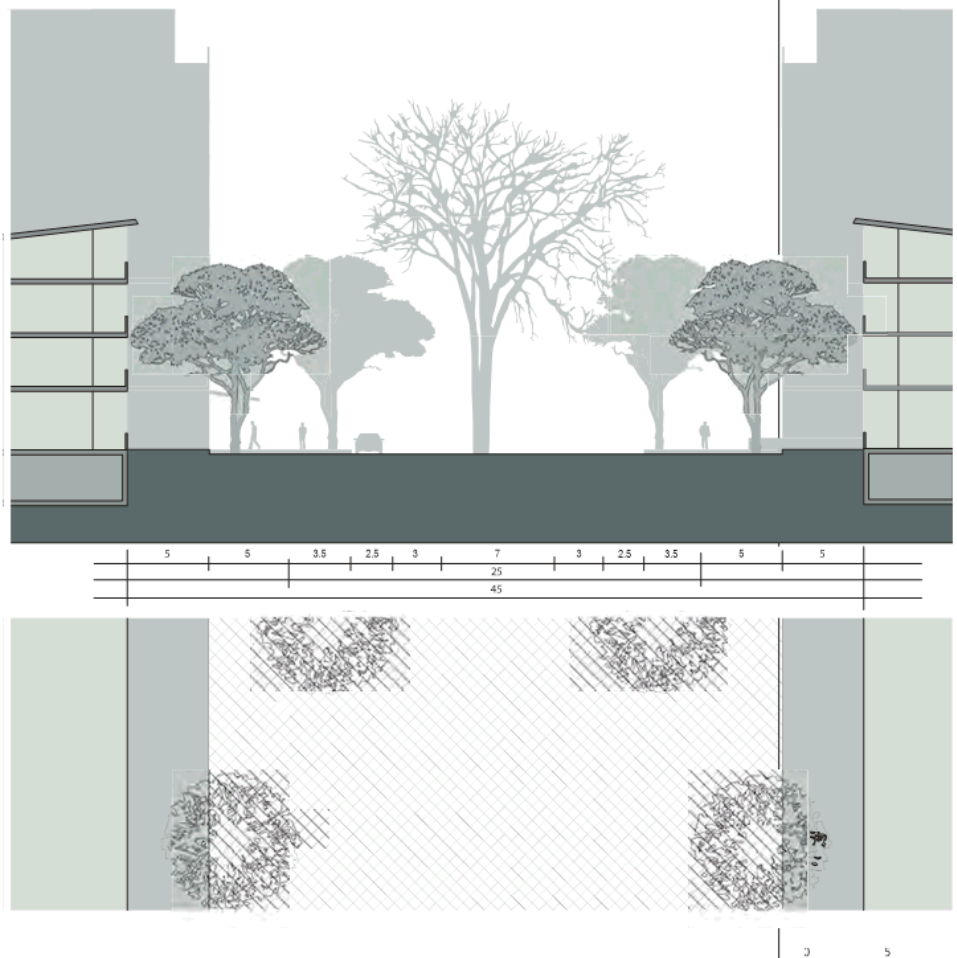


Uses
Mixed with emphasis on restaurant / café and small scale neighbourhood retail.

Height
4 storeys with 2 storey pop-ups ONLY on the building alignment to the major east-west street

Setbacks
variable – buildings lining the plaza may be set back an additional 5+ metres from the predominant building line along major east-west streets

Landscape character
Median and street tree planting is continued into the plaza open space. The design of these spaces and the arrangement of trees may vary, to give each space a different character.



3.3.2 FORESHORE LINEAR PARKS



Green spaces along the foreshore will provide an attractive and amenable setting for new development. Linear parks are associated with the foreshore promenade and enhance the quantum and useability of waterfront public open space. They are generous enough in width for large canopy tree planting and for a range of recreation activities.

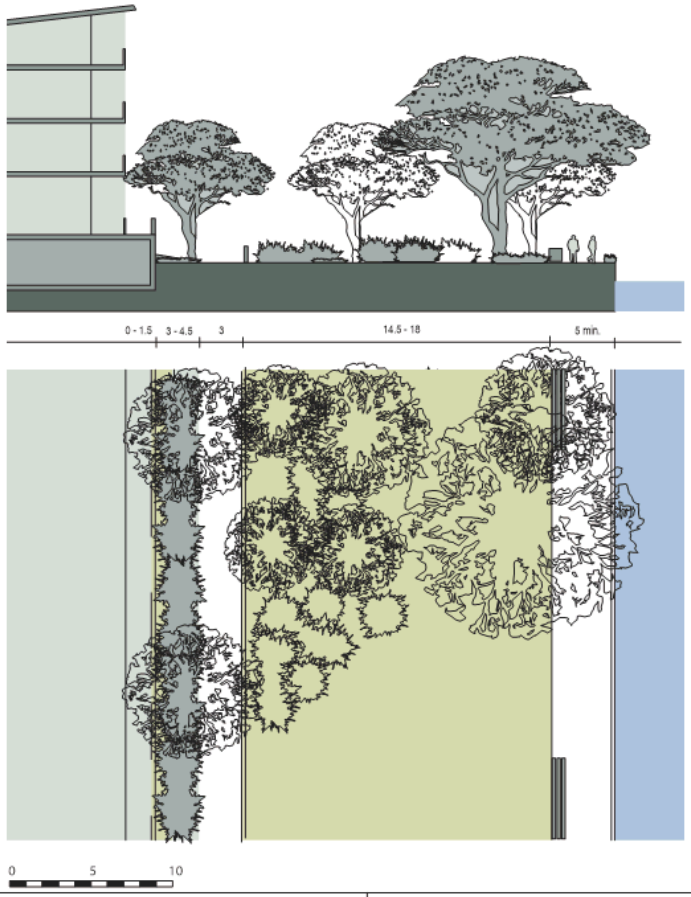
Land dedicated for public access

A continuous public accessway is required at the waterfront within a 20 metre minimum width dedicated open space.

Landscape character and requirements

Plantings of landmark trees at generally 30 metre spacings will create a consistent structure appropriate to the scale of the built form. Large trees will break up the visual dominance of new development to the waterfront and will provide shade for users of the public domain. The trees will also contribute to a sense of the promenade and precinct as 'one place'. Within this structure, detailed promenade and park design is to fulfil the general design principles and requirements of the Public Domain Manual.

30% of 30 metre waterfront setback is to be dedicated to riparian planting for ecological outcomes. Riparian planting is to be located as far as possible to the property boundary but may extend to the promenade verge. Vegetation overhanging the waterway is to be provided along the foreshore in clumps, having a width of between 1–2 metres, length of no less than 10 metres and spacing at 40 metre centres. Planting is to support structural diversity, provide a continuous vegetated linkage and use native species in accordance with the Public Domain Plan.



PART 3 **GENERAL CONTROLS**

3.3 Public open spaces

3.3.3 FORESHORE PLAZA, LINEAR PARK AND LOOP ROAD

Where an east-west street continues in one direction along the waterfront and then loops back into the precinct, there are opportunities to combine the characteristics of the urban plaza and the linear park. (see also major east-west streets; foreshore street (1) one-way; and foreshore plazas). Different waterfront setbacks allow a strong relationship between the plaza and the building adjoining it. This condition is most successful in the orientation shown, where both plaza and building have good sun access and views to the north and east. At least one publicly accessible loop road should be provided for each major landholding.

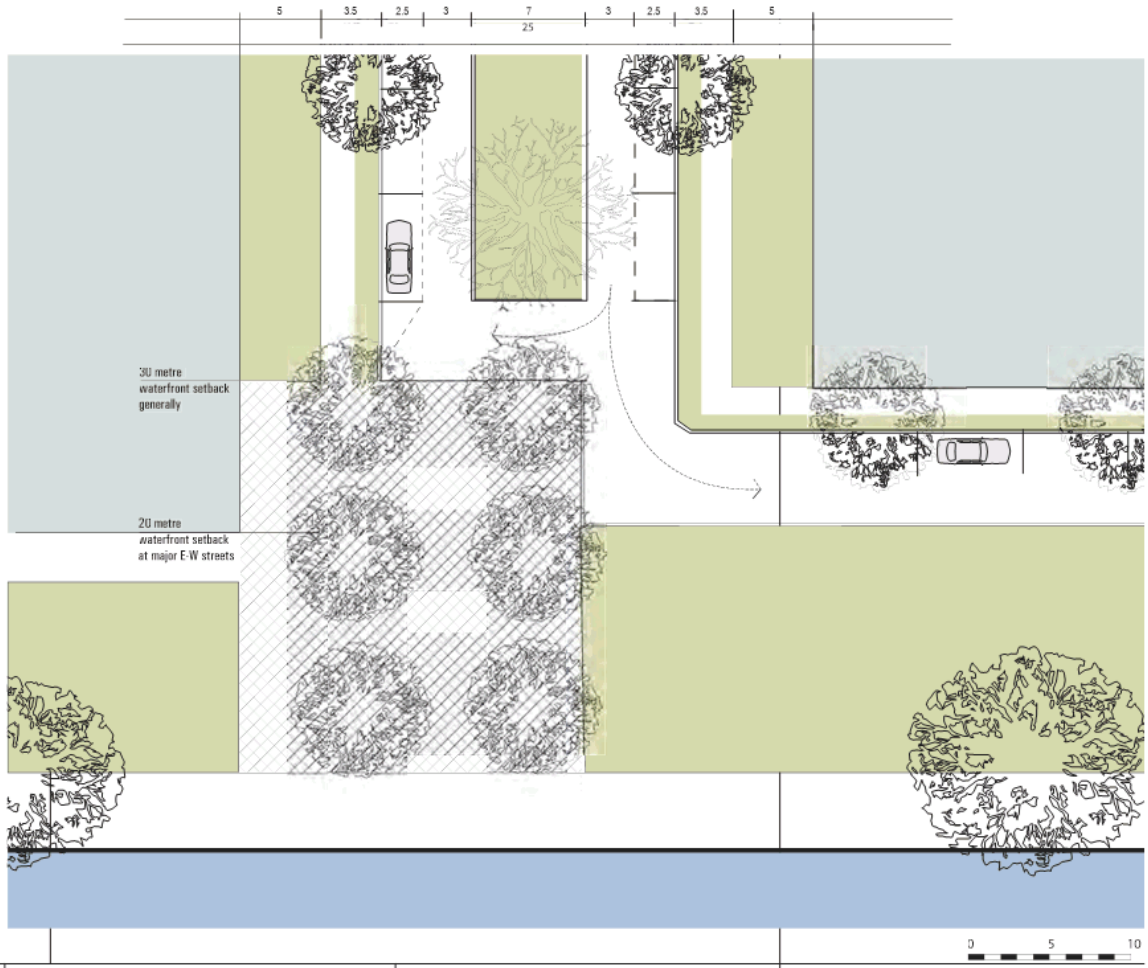


Waterfront setbacks

The design solution illustrated is for a 30 metre setback with one-way foreshore road, and a 20 metre setback for pedestrian / cycle access. The 20 metre setback is only permissible at the termination of major east-west streets to a maximum extent of 25 metres.

Landscape requirements

30% of 30 metre waterfront setback is to be dedicated to riparian planting for ecological outcomes. Riparian planting is to be located as far as possible to the property boundary but may extend to the promenade verge. Vegetation overhanging the waterway is to be provided along the foreshore in clumps, having a width of between 1–2 metres, length of no less than 10 metres and spacing at 40 metre centres. Planting is to support structural diversity, provide a continuous vegetated linkage and use native species in accordance with the Public Domain Plan.



3.3.4 PARKS, POCKET PARKS AND URBAN PLAZAS

The peninsula is rich in recreational opportunities. The Sydney Olympic Parklands which surround the area are of regional significance and comprise active and pasive recreation facilities including walking and cycling tracks, areas for play and picnics, ccess to world-class sporting facilities. Within Homebush Bay West itself a range of parks will be provided. Two large parks are proposed, one a point park at Wentworth Point, and the other a large regular-shaped park south of Burroway Road. Both parks are adjacent to the waterfront and connected to the foreshore promenade.

Small parks and plazas should be located throughout the precinct to provide as many recreational opportunities for as many people as possible. They should vary in size to provide diversity in function and character and should be designed to relate to pedestrian routes and to maximise through pedestrian traffic and use. Spaces which are located at street terminations and junctions have the most potential to be well used and to be integrated with built form. Maximising publicly accessible frontage contributes positively to open space visibility and useability.

One large park will be located at Wentworth Point. A local park is proposed south of Burroway Road. Both are adjacent to the waterfront and connected to the foreshore road and promenade. Two more local parks should be provided within the precinct, one north and one south of Baywater Drive.

See Section 2.4.3 for public open space principles, location of the large parks, and indicative location of pocket parks and plazas. Refer to Sections 3.4 and 3.5 of the Public Domain Manual for detailed implementation outcomes and design principles.

Large parks
Uses

Various, including structured and unstructured play, and for both local and district users

Access

Clear access maximised to adjoining public streets and pedestrian / cycle accessways. Continuous access along / from foreshore promenade. Wentworth Park to provide pedestrian access (paths) through the park to the foreshore and to adjoining streets

Character

Green; uncluttered and informal; safe and comfortable; respond to maritime / riverine precinct identity

Pocket parks
Uses

Various, including structured and unstructured play

Access

Clear access over wide frontage, with minimum 30% of edge condition adjoining public streets and pedestrian / cycle access

Character

Shady and green; uncluttered and informal; safe and comfortable; respond to maritime / riverine precinct identity.

Plazas and squares
Uses

Public; day and evening; flexible

Access

Clear integrated access with adjoining spaces and buildings

Character

Robust maritime; simple and uncluttered; shady but urban

PART 3 GENERAL CONTROLS

3.4 Built form

3.4.1 LAND USES AND DENSITY

Land uses relate to the Design Framework principles which in turn support the desired future urban structure for the place. Commercial, retail and some neighbourhood uses (which may include provision for active public space) are to be located in the southern part of the peninsula, away from the waterfront. This will provide a concentration of uses to serve the immediate residential area. A larger neighbourhood centre wil be located around the key intersection of Hill Road and Burroway Road, encompassing the ferry terminal / transport interchange, supporting the maritime precinct, and providing for a mix of uses as above and including community uses. This neighbourhood centre is a key element in the urban structure and is ideally located to be visible and visitable from the river. Future development of the western portion of the NSW Waterways site will build on and support this neighbourhood centre. Consideration should be given to a school in this area.

Floor space controls reflect the land use requirements, and other principles illustrated in the Design Framework (see Section 2.4) to distribute building mass on Hill Road and along major east-west streets, creating a gradual transition in scale to the waterfront, and enabling views to Bay and River to be shared. The floor space areas are further subject to traffic modelling requirements to test the cumulative impacts of increased density and traffic movements both immediately on Hill and Bennelong Roads, and on intersections and roads beyond the peninsula, which make up the gateways to the Homebush Bay West precinct.

Objectives

- To provide for a neighbourhood focus at the south of the peninsula and a larger neighbourhood centre focussed around the ferry terminal and the intersection of Hill Road and Burroway Road, which include non-residential uses
- To provide activity areas of small scale retail, outdoor dining and water-related uses along the foreshore
- To ensure that development does not exceed the optimum capacity of the develompent site and the precinct as a whole
- To allow adequate public open space to be provided and distributed throughout the peninsula (see Section 3.3)
- To recognise the constraints and opportunities for individual development parcels due to their location, size or shape
- To support peninsula objectives for a clear, well connected and walkable street layout and efficient block structure.



Controls

i Provide floor space and public open space for each precinct in accordance with the table below and in the locations specified in the DCP Objectives (Section 2.3) and Design Framework (Section 2.4). See the Glossary for definitions.

ii The provision of covenanted space for community uses within neighbourhood centres may be offset against residential floor space.

Precinct	Site area (m2)	Total allowable floor space maximum	Commercial / maritime / educational floor space minimum	Retail / café / dining associated with waterfront minimum	Residential floor space maximum	Public open space minimum
A	203,482	264,527	29,115	300	11,882	49,800
B	109,730	142,649	3,165	100	139,384	10,973
C	31,946	41,530	0	100	41,430	3,195
D	62,375	81,087	405	200	80,482	6,237
E	50,753	65,979	330	100	65,549	5,075
F	182,186	236,842	2,000	200	234,642	18,219
TOTAL	**640,473**	**832,615**	**35,015**	**1,000**	**573,369**	**93,499**

3.4.2 BUILDING HEIGHT

Height is an important control because it has a major impact on the physical and visual amenity of Homebush Bay West and the surrounding waterways and parklands. Height controls respond to agreed principles developed in the Structural Design Framework to minimise the visual impact of built form seen from the water, to relate the size and scale of buildings to the size and uses of streets, and to constrain a 'wall' of built form parallel to the Bay edge. Lower buildings are distributed on the foreshore, while taller buildings are located along major east-west streets and on the Hill Road precinct edge. Heights are expressed as storeys to accommodate a range of floor to ceiling heights for different uses.

Objectives

- To ensure future development responds to the desired future character of streets and the precinct as a whole
- To control the impact of new development on Sydney Harbour at Homebush Bay
- To enable view sharing
- To protect the amenity of the foreshore promenade and contiguous public open space
- To protect views from within Sydney Olympic Parklands to the Millenium Marker, such that it retains its visual dominance on the horizon

Controls

i Height in storeys is calculated from the finished footpath level of the adjoining street. Where constraints on underground car parking result in a raised ground level for the site AND for its surrounding streets, height is understood to relate to that new ground level. See

ii The maximum overall height for any building, inclusive of lift overruns, services, or any other roof extrusions, is AHD 29; that is, the height of the Millenium Marker

iii 'Ground level' as it refers to storeys means the lowest habitable floor of a building, which may be elevated a maximum of 1.2 metres above finished footpath level over a non-habitable sub-basement podium.

Performance criteria

iv Scale development appropriately to conform to the urban form principles in the Structural Design Framework by complying with the following height requirements for street types and widths:

- Hill Road (east side only) 8 storeys
- Major east-west streets (including Baywater Drive and Burroway Road) 8 storeys generally, ranging down to 4 storeys at the foreshore edge
- Major north-south street 6 storeys
- Secondary streets 4 storeys
- Foreshore edge within 30 metres of the waterfront (west side only) 4 storeys
- Those portions of street-edging buildings which 'return' into a block 4 storeys

v Building heights are to achieve built form outcomes that reinforce quality urban and building design

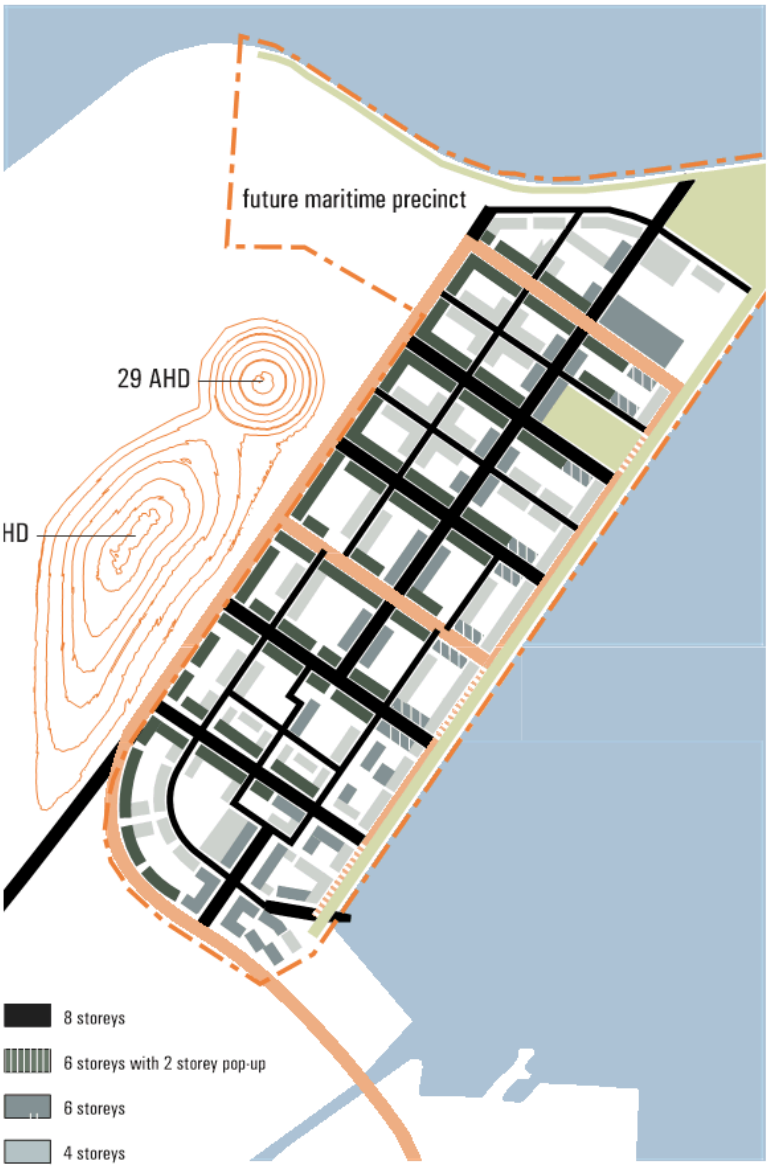
vi Optimise accessibility by providing entrances to ground floor commercial and retail uses that are level with the adjoining footpath, where possible

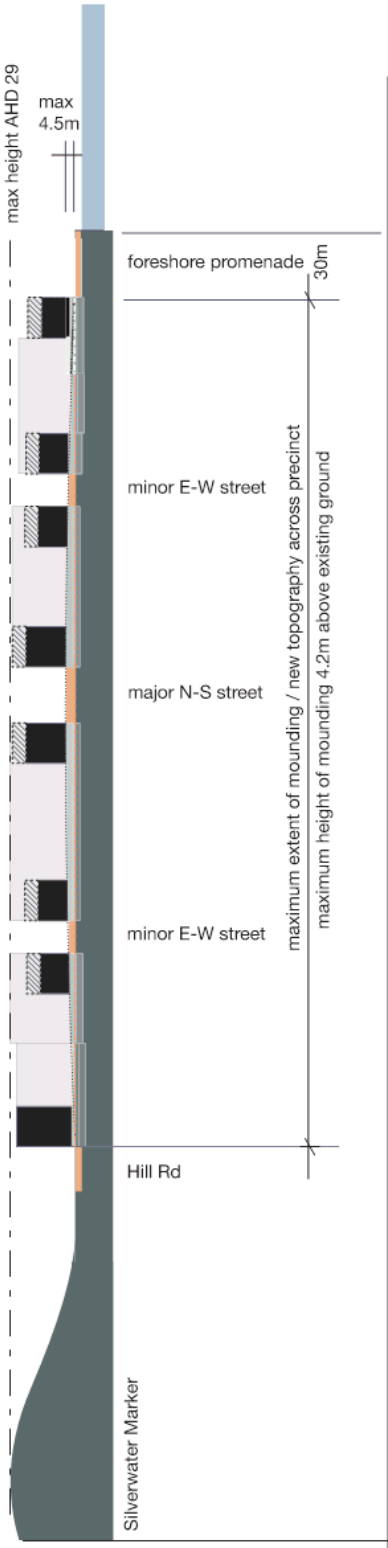
PART 3 **GENERAL CONTROLS**

3.4 Built form

vii To enable modulation of the skyline and provide for design flexibility within developments while still maintaining a consistent datum appropriate to the street hierarchy and relationship to the water, building heights may be varied as follows:

- buildings of 8 storeys may not be varied
- buildings of 6 storeys may be varied by up to 2 additional storeys whose gross floor area is no more than 8% of the total gross floor area of the building
- buildings of 4 storeys may be varied by up to 2 additional storeys whose gross floor area is no more than 10% of the total gross floor area of the building





3.4.3 TOPOGRAPHY AND SITE INTEGRATION

Reclamation of land to form the Homebush Bay West peninsula has resulted in a characteristic flat topography, with the Millenium Marker as a backdrop. The flatness of the precinct allows for long views towards surrounding areas including Rhodes and Meadowbank. There are also views of the water in Homebush Bay.

The design of development in relation to adjacent sites, and to non-adjacent sites where the Structural Design Framework envisages continous street connections through the peninsula, is very important. There are key urban form principles relating to the scale and massing of the precinct, the importance of direct visual and physical connections to the foreshore, and the significance of the Millenium Marker and Sydney Olympic Parklands.

Some changes to the topography (for example by raising ground levels of streets or development sites) are possible where they can be demonstrated not to compromise the desired urban outcome. The intent is to enable sufficient car parking for sites constrained by the high water table, thus facilitating new development, not to provide density bonuses or excessive building heights.

An integrated approach is encouraged across development sites, as a 'whole-of-precinct' design solution.

Objectives

- To ensure future development responds to the desired future character of streets and the precinct as a whole
- To ensure that topography unifies the precinct as 'one place' rather than creates divided sites at different levels
- To encourage adjacent landowners to consider a joint master plan for sites affected by proposed level changes.
- To create a 'ridge road' in keeping with the Harbour context

Controls

i The extent of ground level changes is delineated by existing public streets and the 30 metre setback to the foreshore; that is, they may not be raised to create an 'edge' to these spaces

ii Where topography has already been altered on streets, as at Baywater Road, this profile may be continued across into the adjacent development precinct.

iii The ground level across the whole area may be raised by a maximum of 4.5 metres where parking is wholly underground (that is, no sub-basement parking) or 3 metres where there is sub-basement parking. Sub-basement parking may protrude above ground to a maximum height of 1.5 m metres.

Performance Criteria

iv Consider the continuation of any changes in ground level across adjacent sites when proposing changes to the topography

v Locate roads, not buildings, on the highest part(s) of the new ground level to optimise the directness of visual and physical connections to the water and surrounding shores.

streets

existing ground level

extent of new ground level

max height datum on north-south streets

max height absolute on major east-west streets

max height over part only of building (see Section 3.4.2 vii)

PART 3 **GENERAL CONTROLS**

3.4 Built form

3.4.4 BUILDING DEPTH

The depth of a building has a significant impact on amenity for its occupants. In general, narrow cross section buildings improve the amenity of working and residential environments. They also minimise the apparent building bulk, enable views between buildings and create more slender silhouettes against the sky. Building depth is related to use. Mixed use buildings may have wider commercial / retail floors combined with narrower residential floors.

Objectives

- To enable view sharing from apartments and views of the sky from the public domain
- To optimise residential amenity in terms of natural ventilation and daylight access to internal spaces
- To provide for dual aspect apartments.

Performance criteria

i Provide opportunities for cross ventilation and daylight access by limiting the depth of residential building envelopes to 22m (maximum 18m glassline to glassline)

ii Maximise cross ventilation and daylight access by providing a minimum of 50% of apartments with openings in two or more external walls of different orientation

iii Optimise the environmental amenity for single aspect apartments by orienting them predominantly north, east or west

iv Promote sustainable practices for commercial floors by limiting their depth above podium level to 25m

3.4.5 BUILDING SEPARATION

The spatial relationship of buildings is an important determinant of urban form and relates to the legible scale of an area. Buildings which are too close together also impact on residential amenity, compromising visual and acoustic privacy and daylight access to apartments and to private and shared open spaces. Building separation should increase in proportion to building height.

Objectives

- To ensure that new development is scaled to support the desired precinct character, with built form distributed to enable views through the precinct to the water and surrounding hills
- To provide visual and acoustic privacy for residents in new development and in any existing development
- To control overshadowing of adjacent properties and private or shared open space
- To allow for the provision of open space of suitable size and proportions for recreational use by building occupants
- To provide open space areas within blocks for landscaping, including tree planting, where site conditions allow.

Performance criteria

i For buildings up to 4 storeys, provide:
12 metres between habitable rooms / balcony edges
9 metres between habitable rooms / balcony edges and non-habitable rooms
6 metres between non-habitable rooms

ii For buildings of 5 – 8 storeys, provide:
18 metres between habitable rooms / balcony edges
13 metres between habitable rooms / balcony edges and non-habitable rooms
9 metres between non-habitable rooms

iii Design buildings at the intersections of Hill Road and major east-west streets with minimum building separation at podium level to create a street wall, urban character

iv Where an upper level setback creates a terrace, apply the building separation control for the storey below.

PART 3 **GENERAL CONTROLS**

3.4 Built form

3.4.6 STREET SETBACKS

Street setbacks establish the front building line. Together with height controls, street setbacks create the proportions of the street and contribute to the character of the public domain. They also create opportunities to enhance the building setting by providing for landscape areas and individual entries to ground floor apartments. In the Homebush Bay West precinct, street setbacks are also critical to providing the required area of deep soil zones. This is because site conditions and constraints on the provision of basement parking mean that in most cases there is little or no opportunity for deep soil zones in the interior of blocks. Street setbacks are measured from the street boundary to the outside face of the building.

Objectives

- To establish the spatial proportions of streets in accordance with the urban form / street hierarchy principles
- To reinforce the threshold between public and private space by providing a transition from the street to the building
- To achieve visual privacy to apartments from the street
- To provide sufficient space for lobbies or foyers, and for individual ground floor apartments
- To support streetscape objectives by allowing for a landscaped setting for buildings

Performance criteria

i Create an urban character, provide consistent street edge definition and enhance the potential for retail and street fronting activities, by:

- establishing street setbacks on Hill Road and major east-west streets (excluding foreshore plaza areas) as build-to lines for a minimum 70% of the length of the building façade.
- This excludes the top two floors, which may be set back from the build-to line.

ii For buildings on Hill Road, provide an 8 metre street setback

iii For buildings on major east-west streets, provide a 5 metre setback

iv Support the linear park character envisaged for the major north-south street by providing a minimum 4 metre setback

iv Create a residential character for buildings on secondary streets by providing a minimum 3 metre setback

vi Protect the amenity and public space character of the foreshore by providing a minimum 30 metre setback to the waterfront, except at the termination of east west streets where a 20 metre setback is allowed to a maximum extent of 25 metres

vii Where variable height in excess of the height controls is permitted (see 3.4.2 Heights above), maintain the overall height datum established for streets by providing minimum 3 metre setbacks to the topmost level(s) of the building

viii Contribute to building expression, environmental design solutions, and opportunities for activating the street, by allowing balconies and ground floor terraces to extend forward of the street setback line by a maximum of 600mm in accordance with 3.4.6 Building Articulation below.

3.4.7 BUILDING ARTICULATION

Building articulation is the three dimensional modelling of a façade. Articulation zones allow for the expression of building entries, awnings, façade modulation, as well as private open space in the form of balconies and ground level courtyards. They enable building expression to extend to the maximum allowable building depth while maintaining optimal plan depth for cross ventilation and natural light penetration.

Objectives

- To provide modelled building facades appropriately scaled for the building use and desired street character
- To provide usable private external spaces which are integrated with internal spaces
- To ensure buildings respond to environmental conditions such as noise, sun, wind and views
- To provide for casual surveillance of public spaces
- To establish the relationship of the building – its entries and openings – with the street.

Performance criteria

i Balconies and ground floor terraces may extend forward of the street setback line by a maximum of 600mm across a maximum 50% of the building frontage.

ii Enhance an active street environment and promote a sense of individual ownership, by providing individual entry to at least 75% of all ground floor apartments.

Iii Balance opportunities for overlooking of streets and for attractive outlooks with considerations of visual and acoustic privacy, for example by:

- orienting private open space towards the street, Homebush Bay and Parramatta River
- using noise barriers and privacy screens

iv Optimise amenity and comfort for residents by designing building articulation elements appropriate to the building orientation, for example vertical or horizontal sun shading devices.

PART 3 **GENERAL CONTROLS**

3.4 Built form

PART 4 **DETAILED DESIGN GUIDELINES**

4.0 Using the Detailed Design Guidelines

INTRODUCTION

This part of the document outlines design objectives and performance criteria that guide the detailed resolution of buildings. These performance criteria are an additional layer of controls to the primary controls in Part 3 of this document.

OBJECTIVES

These outline the design intention/intentions. Diagrams have been included to assist in communicating the design objectives. It must be demonstrated that a development seeks to achieve all the design objectives outlined in this section.

PERFORMANCE CRITERIA

The performance criteria demonstrate ways in which the objectives may be achieved, and these may not be applicable to every site. These criteria directly relate to the urban framework principles and the precinct-wide controls outlined in Part 3. All development applications will be reviewed against the performance criteria outlined below.

PART 4 **DETAILED DESIGN GUIDELINES**

4.1 Site Configuration

4.1.1 DEEP SOIL ZONES

Deep soil zones are areas of natural ground with relatively natural soil profiles retained within a development. Deep soil zones have important environmental benefits, which include promoting healthy growth of large trees with large canopies, protecting existing mature trees and allowing infiltration of rain water to the water table and reduction of stormwater runoff.

On many sites on the peninsula filling with demolition material or other imported material reclamation has resulted in a soil profile which is not natural. While these conditions may not be ideal for plant growth, it is still possible to achieve healthy vegetation growth through careful analysis of soil conditions, appropriate soil treatments and careful plant selection. Building up the soil depth to create a new ground level to accommodate parking (essentially filling around car park structures) is an opportunity to provide good quality soil in front setbacks to support water infiltration and the growth of mature trees.



Car parking should be located under the building footprint and within internal couryards to promote continuous deep soil zones around the outside of blocks, in the front setbacks of the development.

Objectives

- To assist with management of the water table.
- To assist with management of water quality.
- To improve the amenity of developments through the retention and/or planting of large and medium size trees.

Performance Criteria

i A minimum of 15 percent of the private open space area of a site is to be a deep soil zone. Where there is no capacity for water infiltration, stormwater treatment measures must be integrated with the design of the residential flat building.

ii Optimise the provision of consolidated deep soil zones by locating basement and sub-basement car parking within the building footprint so as not to extend into street setback zones.

iii Optimise the extent of deep soil zones beyond the site boundaries by locating them contiguous with the deep soil zones of adjacent properties.

iv Promote landscape health by supporting a rich variety of vegetation type and size.

v Increase the permeability of paved areas by limiting the area of paving and/or using pervious paving materials.

4.1.2 FENCES AND WALLS



A picket and pillar fence defines the street boundary, clearly demarcating 'public' and 'private' space.



Materials and planting are combined in a good ratio of solid to void, to enhance visual amenity of the street, whilst ensuring privacy and security to the residents.

Fences and walls include all built vertical landscaping elements designed to define boundaries between one space and the next or to rationalise a change in level. The design of fences and walls has an impact on the real and perceived safety and security of residents as well as on the amenity of the public domain and the identity of the residential apartment development.

Objectives

- To define the edges between public and private land.
- To define the boundaries between areas within the development having different functions or owners.
- To provide privacy and security.
- To contribute positively to the public domain.

Performance Criteria

i Clearly delineate the private and public domain without compromising safety and security by:

- designing fences and walls which provide privacy and security while not eliminating views, outlook, light and air
- limiting the length and height of retaining walls along street frontages.

ii Contribute to the amenity, beauty and useability of private and communal open spaces by incorporating some of the following in the design of fences and walls:

- benches and seats
- planter boxes
- pergolas and trellises
- barbeques
- water features
- composting boxes and worm farms.

iii Retain and enhance the amenity of the public domain by:

- avoiding the use of continuous lengths of blank walls at street level
- using planting to soften the edges of any raised terraces to the street, such as over sub basement car parking, and reduce their apparent scale
- where sub basement car parking creates a raised terrace (up to 1.2 metres higher than footpath level) for residential development to the street, ensuring that any fencing to the terrace is maximum 50% solid to transparent

iv Select durable materials, which are easily cleaned and are graffiti resistant.

PART 4 DETAILED DESIGN GUIDELINES

4.1 Site Configuration

4.1.3 LANDSCAPE DESIGN

Landscape design includes the planning, design, construction and maintenance of all utility, open space and garden areas. It is fundamental to the design of residential flat development. Together, landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for occupants and the adjoining public domain. As such, it should not be generated by left-over spaces resulting from building siting and location.

Landscape design builds on the existing site's natural and cultural features to contribute to a development's positive relationship to its context and site. Landscape design should optimise useability, privacy and social opportunity, equitable access and respect for neighbours' amenity. It should also provide for practical establishment and long-term management.



The site's topography has been used to create a series of smaller more intimate spaces using retaining walls and planter beds, which step down across the site.

Objectives

- To add value to residents' quality of life within the development in the forms of privacy, outlook and views.
- To provide habitat for native indigenous plants and animals.
- To improve stormwater quality and reduce quantity.
- To improve the microclimate and solar performance within the development.
- To improve urban air quality.
- To provide a pleasant outlook.

Performance Criteria

i Improve the amenity of open space with landscape design which:

- provides appropriate shade from trees or structures
- provides accessible routes through the space and between buildings
- screens cars, communal drying areas, swimming pools and the courtyards of ground floor units
- allows for locating art works where they can be viewed by users of open space and/or from within apartments.

ii Contribute to streetscape character and the amenity of the public domain by:

- relating landscape design to the desired proportions and character of the streetscape
- using planting and landscape elements appropriate to the scale of the development
- mediating between and visually softening the bulk of large development for the person on the street.

iii Improve the energy and solar efficiency of dwellings and the microclimate of private open spaces. Planting design solutions include:

- trees for shading low-angle sun on the eastern and western sides of a dwelling
- trees that do not cast a shadow over solar collectors at any time of the year
- deciduous trees for shading of windows and open space areas in summer
- locating evergreen trees well away from the building to permit the winter sun access
- varying heights of different species of trees and shrubs to shade walls and windows
- locating pergolas on balconies and courtyards to create shaded areas in summer and private areas for outdoor living
- locating plants appropriately in relation to their size at maturity.



The detailing of the courtyard edge allows a visual connection between the street and the communal space, while clearly defining public and private realms.

iv Design landscape which contributes to the site's particular and positive characteristics by:

- planting communal private space with native vegetation, species selection as per Sydney Olympic Park Parklands 2020 & Plan of Management
- enhancing habitat and ecology
- retaining and incorporating trees, shrubs and ground covers endemic to the area, where appropriate
- retaining and incorporating changes of level, visual markers, views and any significant site elements.

v Contribute to water and stormwater efficiency by integrating landscape design with water and stormwater management, for example, by:

– using plants with low water demand to reduce mains consumption
– using plants with low fertiliser requirements
– using plants with high water demand, where appropriate, to reduce run off from the site
– utilising permeable surfaces
– using water features
– incorporating wetland filter systems.

vi Provide a sufficient depth of soil above paving slabs to enable growth of mature trees.

vii Minimise maintenance by using robust landscape elements.

viii See 4.1.5 Planting on structures for minimum soil depths on roofs for trees, shrubs and groundcover planting.

PART 4 DETAILED DESIGN GUIDELINES

4.1 Site Configuration

4.1.4 PRIVATE OPEN SPACE

Open space is breathing space for residential flat development. It may be 'semi-public' (accessible and useable at certain times by the general public), communal (shared by all residents of a development) or private (associated with a single dwelling and for the exclusive use of the occupants). The primary function of open space is to provide amenity in the form of:

- landscape design
- daylight access to apartments
- visual privacy
- opportunities for recreation and social activities
- water cycle management

Objectives

- To provide residents with passive and active recreational opportunities.
- To provide an area on site that enables soft landscaping and deep soil planting.
- To ensure that communal open space is consolidated, configured and designed to be useable and attractive.
- To provide a pleasant outlook.

Performance Criteria

i Provide communal open space at a minimum of 25 percent of the site area (excluding roads). Where developments are unable to achieve the recommended communal open space, they must demonstrate that residential amenity is provided in the form of increased private open space and/or in a contribution to public open space.

ii communal open space may be provided on a podium or roof(s) in a mixed-use building with commercial and/or retail on the ground floor

iii Facilitate the use of communal open space for the desired range of activities by:

- locating it in relation to buildings to optimise solar access to apartments
- consolidating open space on the site into recognisable areas with reasonable space, facilities and landscape
- designing size and dimensions to allow for the 'program' of uses it will contain
- minimising overshadowing
- carefully locating ventilation duct outlets from basement car parks.

iv Provide a minimum area of 25m2 private open space for each apartment at ground level or similar space on a structure, including balconies, such as on a podium or car park; the minimum dimension in one direction is four metres (see Balconies for private open space requirements for above-ground and above-podium dwellings).

v Provide private open space for each apartment capable of enhancing residential amenity, in the form of:

- balcony, deck, terrace, garden, yard, courtyard and/or roof terrace. Where the primary private open space is a balcony, see Balconies.

vi Locate open space to increase the potential for residential amenity by designing apartment buildings which:

- are sited to allow for landscape design
- are sited to optimise daylight access in winter and shade in summer
- have a pleasant outlook
- have increased visual privacy between apartments

vii Provide environmental benefits including habitat for native fauna, native vegetation and mature trees, a pleasant microclimate, rainwater percolation and outdoor drying area.



A central courtyard with mature trees, lawn and a swimming pool provides a pleasant microclimate from surrounding apartments in a dense environment.



The pool provides an informal meeting place and passive recreational areas for residents.

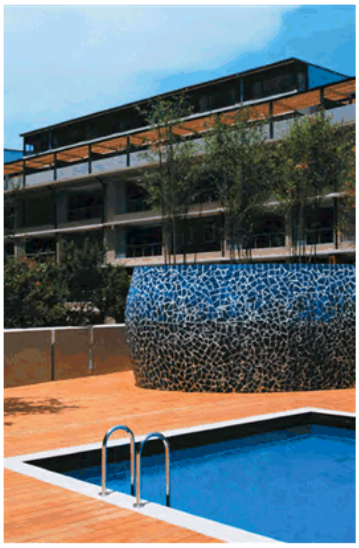


Courtyard gardens provide private open space for residents within a larger common landscaped space.

4.1.5 PLANTING ON STRUCTURES



Shade trees and planters enclose a small courtyard and provides intimacy within a larger communal open space.



Sculptural planters provide adeqaute depth for small trees and visually enhance the design of adjacent spaces.

Constraints on the location of car parking structures due to water table conditions mean that open space and courtyards are most likely to be provided on podium structures. The plants in these areas are grown in total containment with artificial soils, drainage and irrigation and are subject to a range of environmental stresses that affect their health and vigour, and ultimately their survival. Quality landscape design and open space amenity relies in part on the quality and health of plants.

Objectives

- To contribute to the quality and amenity of communal open space on roof tops, podiums and internal courtyards
- To encourage the establishment and healthy growth of trees in urban areas

Performance Criteria

i 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 and irrigation methods
- providing appropriate drainage.

ii Design planters to support the appropriate soil depth and plant selection by:
- ensuring planter proportions accommodate the largest volume of soil possible and minimum soil depths of 1.5 metres to ensure tree growth
- providing square or rectangular planting areas rather than narrow linear areas.

iii Increase minimum soil depths in accordance with:
- the mix of plants in a planter for example where trees are planted in association with shrubs, groundcovers and grass
- the level of landscape management, particularly the frequency of irrigation
- anchorage requirements of large and medium trees
- soil type and quality.

iv Recommended minimum standards for a range of plant sizes, excluding drainage requirements, are:

· Large trees such as figs (canopy diameter of up to 16 metres at maturity)
- minimum soil volume 150 cubic metres
- minimum soil depth 1.3 metre
- minimum soil area 10 metre x 10 metre area or equivalent

· Medium trees (8 metre canopy diameter at maturity)
- minimum soil volume 35 cubic metres
- minimum soil depth 1 metre
- approximate soil area 6 metre x 6 metre or equivalent

· Small trees (4 metre canopy diameter at maturity)
- minimum soil volume 9 cubic metres
- minimum soil depth 800mm
- approximate soil area 3.5 metre x 3.5 metre or equivalent

· Shrubs
- minimum soil depths 500-600mm

· Ground cover
- minimum soil depths 300-450mm

· Turf
- minimum soil depths 100-300mm

PART 4 DETAILED DESIGN GUIDELINES

4.1 Site Configuration

4.1.6 STORMWATER MANAGEMENT

Stormwater is the run off from buildings and the paved areas surrounding them. The design and implementation of appropriate management practices during construction, and during the life of the building, can reduce the potentially significant impact of development upon natural waterways. Water sensitive urban design seeks to minimise impacts on the total water cycle by reducing the stormwater discharge rate and protecting stormwater quality. Effective stormwater management supports the stability of the water table.

Stormwater management is critical in the environs of Homebush Bay.

Objectives

- To minimise the impacts of residential flat development and associated infrastructure on the health and amenity of Parramatta River, Homebush Bay and associated waterways.
- To preserve existing topographic and natural features, including watercourses and wetlands.
- To minimise the discharge of sediment and other pollutants to the urban stormwater drainage system during construction activity.

Performance Criteria

i Reduce the volume impact of stormwater on infrastructure by retaining it on site. Design solutions may include:

- minimising impervious areas by using pervious or open pavement materials
- retaining runoff from roofs and balconies in water features as part of landscape design or for reuse for activities such as toilet flushing, car washing and garden watering
- landscape design incorporating appropriate vegetation
- minimising formal drainage systems (pipes) with vegetated flowpaths (grass swales), infiltration or biofiltration trenches and subsoil collection systems in saline areas
- water pollution control ponds or constructed wetlands on larger developments.

ii Optimise deep soil zones. All development must address the potential for deep soil zones (see Deep Soil Zones).

iii On dense urban sites where there is no potential for deep soil zones to contribute to stormwater management, seek alternative solutions. Structural stormwater treatment measures may be used including:

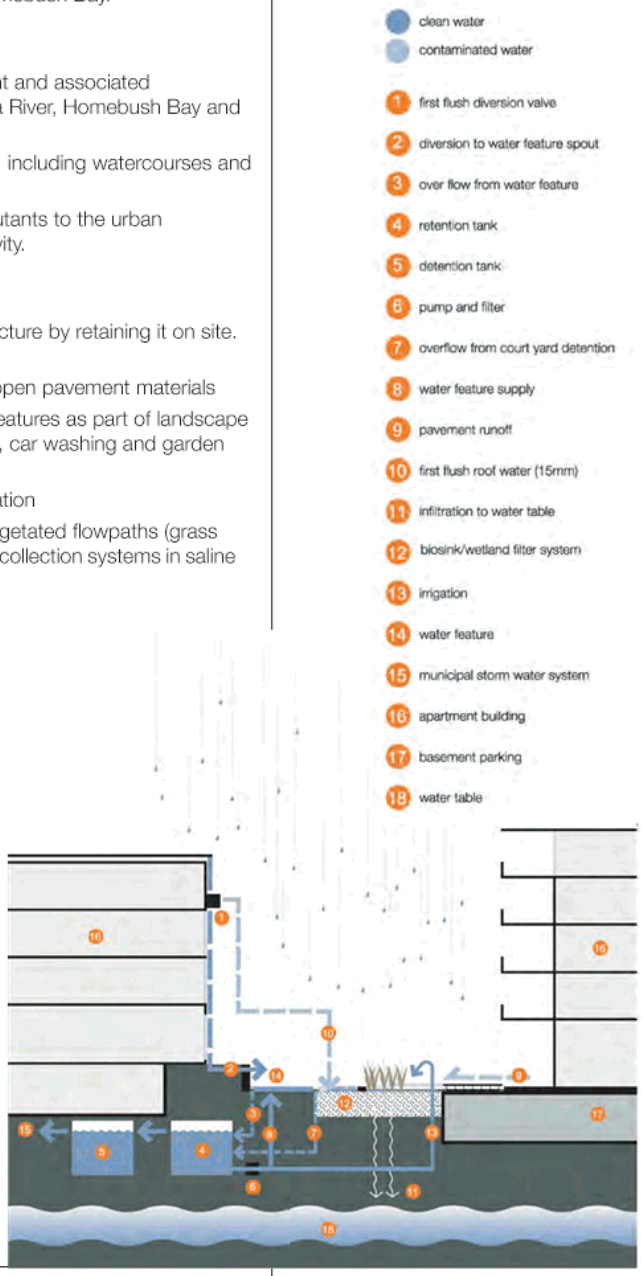
- litter or gross pollutant traps to capture leaves, sediment and litter
- on-site detention storage.

iv Protect stormwater quality by providing for:

- sediment filters, traps or basins for hard surfaces
- treatment of stormwater collected in sediment traps on soils containing dispersive clays.

v Reduce the need for expensive sediment trapping techniques by controlling erosion, for example by:

- landscape design incorporating appropriate vegetation
- stable (non-eroding) flowpaths conveying water at non-erosive velocities.



4.1.7 WIND

Strong prevailing north-easterly as well as southerly winds affect the precinct. There is a potential conflict between capitalising on views and solar access, and managing the impacts of north-easterly winds.

Objectives

- To minimise the impact of wind exposure within public and private open space
- To enable residential dwellings to benefit from ventilating breezes
- To maximise the comfort of the foreshore promenade
- To ensure buildings do not create adverse wind conditions for the Olympic Archery Centre.

Performance criteria

i Site and design development to avoid unsafe and uncomfortable winds at pedestrian level in public areas and private open spaces, for example through appropriate orientation and / or screening of seating areas, balcony, terrace and courtyard spaces.

ii Maximum allowable wind velocities are:
- 13 metres per second in streets, parks and public places
- 16 metres per second in all other areas.

iii Provide a Wind Effects Study with all development over 4 storeys in height

iv Ameliorate the effects of wind on the foreshore promenade by configuring landscape elements and incorporating refuge areas off the main promenade.

PART 4 **DETAILED DESIGN GUIDELINES**

4.1 Site Configuration

4.1.8 GEOTECHNICAL SUITABILITY AND CONTAMINATION

Most of the Homebush Bay West precinct is reclaimed land. There are specific constraints on new development arising from the proximity of the water table to the existing ground level (c. 800mm). See Section 4.3.2 Parking. Water-related activity associated with the promenade and foreshore spaces is also currently constrained by contaminated sediments over the whole Bay, in particular the eastern edge. Remediation over time is envisaged to make the Bay safe for passive use by residents and visitors.

Objectives

- To ensure that development sites are suitable for the proposed development use or can be remediated to a level suitable for that use
- To take into account issues relevant to the whole Homebush Bay area, including the disturbance of aquatic sediments

Performance criteria

i Provide a report by a qualified geotechnical engineer establishing that the site of the proposed development is suitable for that development having regard to its groundwater conditions.

ii Provide a report by a qualified contamination consultant indicating that the site is suitable for the proposed use or that remediation options are available to reduce contaminant concentrations to a level appropriate for the proposed land use.

The report fully documents the site investigation process undertaken which includes:

Stage 1 - Preliminary Investigations

Stage 2 - Detailed Investigations

Stage 3 - Remedial Action Plan (if remediation is required)

as outlined in Section 3.4 of *Managing Land Contamination* and Draft Guidelines prepared by DUAP and EPA, August 1998

iii Provide documenation of the process used to ensure fill is clean and contamination free

4.1.9 ELECTRO-MAGNETIC RADIATION

A medium wave (AM) antenna operated by Harbour Radio Pty Ltd (2GB) was located on Wentworth Point in 1937. There are seven aerials within a 2.7km radius of the antenna due to the favourable broadcasting and 'salt marsh' earthing conditions over the Homebush Bay area, two of which are near the southern boundary of the precinct.

Continuation of the AM radio use of the site has significant implications for the exposure fooprint and for future development in the area. Careful consideration must be given to this issue and its potential effects on any development proposals.

Objectives

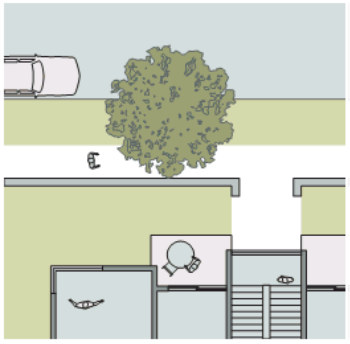
- To enable development of the Homebush Bay West precinct for residential, commercial, recreational and community uses
- To recognise the issues associated with continued use of the site for AM radio broadcasting.

Performance criteria

i Applicants are required to demonstrate that development proposals have carefuly considered potential health and interference impacts from the AM radio towers. Further advice and guidance may be obtained from the relevant Commonwealth regulatory bodies including the Australian Broadcasting Authority.

ii Building design and siting responds appropriately to any constraints and / or impacts identified, for example, appropriate shielding of electronic and telephonic cables.

4.2.1 SAFETY AND SECURITY



Windows, balconies and front doors address the street, provide surveillance and make both the street and the apartment building more



Landscape lighting, common stairwell lighting and projected internal lighting increases safety within the common areas in the development

The built environment has an impact on perceptions of safety and security, as well as on the actual opportunities for crime. A development which provides safe ground level entry and exit during all times of the day and night will minimise opportunities for crime. Design for safety works by enabling casual surveillance, reinforcing territory, controlling access and managing space.

Objectives

- To ensure that residential flat developments are safe and secure for residents and visitors.
- To contribute to the safety of the public domain.

Performance Criteria

i Carry out a formal crime risk assessment in accordance with NSW Police 'Safer by Design' protocols for all residential developments of more than 20 new dwellings, and for the mixed use maritime precinct around Wentworth Point. Crime risk assessment is to extend beyond the site boundaries to include the relationship of the building to public open space areas.

ii Reinforce the development boundary to strengthen the distinction between public and private space. This can be actual or symbolic and may include:

- employing a level change at the site and/or building threshold
- signage which is clear and easy to understand
- entry awnings
- fences, walls and gates
- change of material in paving between the street and the development.

iii Optimise the visibility, functionality and safety of building entrances by:

- orienting entrances towards the public street
- providing clear lines of sight between entrances, foyers and the street
- providing direct entry to ground level apartments from the street rather than through a common foyer
- providing direct and well-lit access between car parks and dwellings, between car parks and lift lobbies and to all unit entrances.

iv Improve the opportunities for casual surveillance by:

- orienting living areas with views over public or communal open spaces, where possible
- using bay windows and balconies, which protrude beyond the building line and enable a wider angle of vision to the street
- using corner windows, which provide oblique views of the street
- avoiding high walls around and parking structures which obstruct views
- providing casual views of common internal areas, such as lobbies and foyers, hallways, recreation areas and car parks.

v Minimise opportunities for concealment by:

- avoiding blind or dark alcoves near lifts and stairwells, at the entrance and within indoor carparks, along corridors and walkways
- providing well-lit routes throughout the development
- providing appropriate levels of illumination for all common areas
- providing graded illumination to car parks and illuminating entrances higher than the minimum acceptable standard.

PART 4 **DETAILED DESIGN GUIDELINES**

4.2 Site Amenity

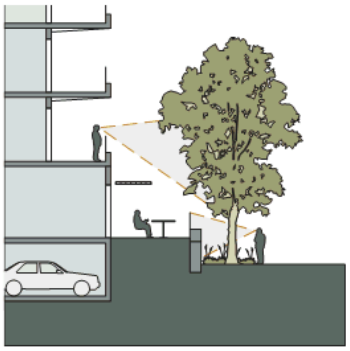
vi Control access to the development by:

- making apartments inaccessible from the balconies, roofs and windows of neighbouring buildings
- separating the residential component of a development's car parking from any other building use and controlling car park access from public and common areas
- providing direct and secure access from car parks to apartment lobbies for residents
- providing separate access for residents in mixed-use buildings
- providing an audio or video intercom system at the entry or in the lobby for visitors to communicate with residents
- providing key card access for residents.

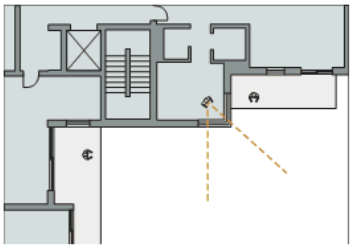


Projecting bay windows increases surveillance along the street

4.2.2 VISUAL PRIVACY



A change in level, retaining walls, and vegetation, define a boundary between private open space and communal open space.



Locating circulation cores at the re-entrant (internal) corners of buildings can improve separation and privacy between apartments.



Building elements provide privacy between spaces, pergolas limit overlooking, solid walls and sliding screens limit horizontal views.

Visual privacy protects residents' ability to carry out private functions within all rooms and private open spaces without compromising views, outlook, ventilation and solar access or the functioning of internal and external spaces. It relates to the adjacent context, site configuration, topography, the scale of the development and the layout of the apartments.

Degrees of privacy are influenced by a number of factors such as:

- the nature of activities in different areas
- the times and frequency of use of the spaces
- occupants' expectations of privacy and their ability to control overlooking with screening devices.

Objectives

- To provide reasonable levels of visual privacy externally and internally, during the day and at night.
- To maximise outlook and views to the public domain from principal rooms and private open spaces without compromising visual privacy.

Performance Criteria

i Locate and orient new development to maximise visual privacy between buildings on site and adjacent buildings by:

- providing adequate building separation
- employing appropriate rear and site setbacks

ii Design building layouts to minimise direct overlooking of rooms and private open spaces adjacent to apartments by:

- locating balconies to screen other balconies and any ground level private open space
- separating communal open space, common areas and access routes through the development from the windows of rooms, particularly habitable rooms
- changing the level between ground floor apartments with their associated private open space, and the public domain or communal open space (see Ground Floor Apartments).

iii Use detailed site and building design elements to increase privacy without compromising access to light and air. Design detailing may include:

- offset windows of apartments in new development and adjacent development windows
- sill heights set at minimum 1.2m above floor level
- recessed balconies and/or vertical fins between adjacent balconies
- solid or semi-solid balustrades to balconies
- louvres or screen panels to windows and/or balconies
- fixed obscure glazing
- appropriate fencing
- vegetation as a screen between spaces
- incorporating planter boxes into walls or balustrades to increase the visual separation between areas
- utilising pergolas or shading devises to limit overlooking of lower apartments or private open space.

PART 4 **DETAILED DESIGN GUIDELINES**

4.3 Site Access

4.3.1 BUILDING ENTRY

Entrances define the threshold between the public street and private areas within the building. They may lead into a common entry or directly into the private space of an apartment from the street. Building entries provide a public presence and interface within the public domain thereby contributing to the identity of a residential development.

Objectives

- To create entrances which provide a desirable residential identity for the development.
- To orient the visitor.
- To contribute positively to the streetscape and building façade design.

Performance Criteria

i Improve the presentation of the development to the street by:
- locating entries so that they relate to the existing street and subdivision pattern, street tree planting and pedestrian access network
- designing the entry as a clearly identifiable element of the building in the street
- utilising multiple entries—main entry plus private ground floor apartment entries—where it is desirable to activate the street edge or reinforce a rhythm or entry along a street.

ii Provide as direct a physical and visual connection as possible between the street and the entry.

iii Achieve clear lines of transition between the public street, the shared private, circulation spaces and the apartment unit.

iv Ensure equal access for all

v Provide safe and secure access. Design solutions include:
- avoid ambiguous and publicly accessible small spaces in entry areas
- provide a clear line of sight between one circulation space and the next
- provide sheltered, well lit and highly visible spaces to enter the building, meet and collect mail.

vi Generally provide separate entries from the street for:
- pedestrians and cars
- different uses, for example, for residential and commercial users in a mixed-use development
- ground floor apartments, where applicable (see Ground Floor Apartments).

vii Design entries and associated circulation space of an adequate size to allow movement of furniture between public and private spaces.

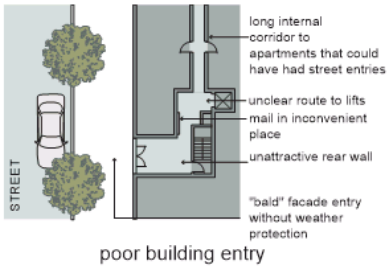
viii Provide and design mailboxes to be convenient for residents and not to clutter the appearance of the development from the street. Design solutions include:
- locating them adjacent to the major entrance and integrated into a wall, where possible
- setting them at 90 degrees to the street, rather than along the front boundary.



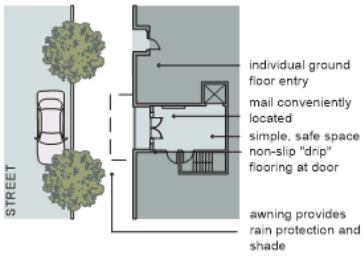
Multiple private entries along a street can activate the street and create visual interest.



The facade of this building distinguishes the residential entry from the commercial shop fronts with a vertical element.



poor building entry



well designed building entry

4.3.2 PARKING

Accommodating parking on site, underground and on-grade, has a significant impact on the site layout, landscape design, deep soil zones and stormwater management. It also has the potential to impact on the urban form. The amount of parking provided is related to the size of the development, and parking provision must also be considered in relation to the local context.

There are particular constraints in the Homebush Bay West precinct on provision of car parking in underground structures. Due to the geotechnical conditions, excavation is limited to one level of basement parking and on some sites to 800mm below existing ground. This necessitates site design which locates the parking above ground within perimiter blocks to form podium structures (see diagram 1 below).

An integrated approach across one or more large development sites is encouraged where it is proposed to raise the ground level to provide a new ground level with car parking under and habitable floors above (see 3.4.3 Topography and Site Integration for controls for the extent of permissable ground level changes. See also diagram 2 below).

Objectives

- To minimise car dependency for commuting and recreational transport use and to promote alternative means of transport-public transport, bicycling, and walking.
- To provide adequate car parking for the building's users and visitors, depending on building type and proximity to public transport.
- To integrate the location and design of car parking with the design of the site and the building.

Performance Criteria

i Determine the appropriate car parking space requirements in relation to the development's proximity to public transport, shopping and recreational facilities, the density of the development and the local area and the site's ability to accommodate car parking.

ii Limit the number of visitor parking spaces, particularly in small developments where the impact on landscape and open space is significant.

iii Give preference to underground parking, whenever possible. Design considerations include:

- retaining and optimising the consolidated areas of deep soil zones (in this case, including the street setbacks forming continuous deep soil zones around the outside of a block)
- facilitating natural ventilation to basement and sub-basement car parking areas, where possible
- integrating ventilation grills or screening devices of carpark openings into the façade design and landscape design
- providing a logical and efficient structural grid. There may be a larger floor area for basement car parking than for upper floors above ground. Upper floors, particularly in slender residential buildings, do not have to replicate basement car parking widths.

iv A basement podium does not protrude more than 1.2 metres above ground level.

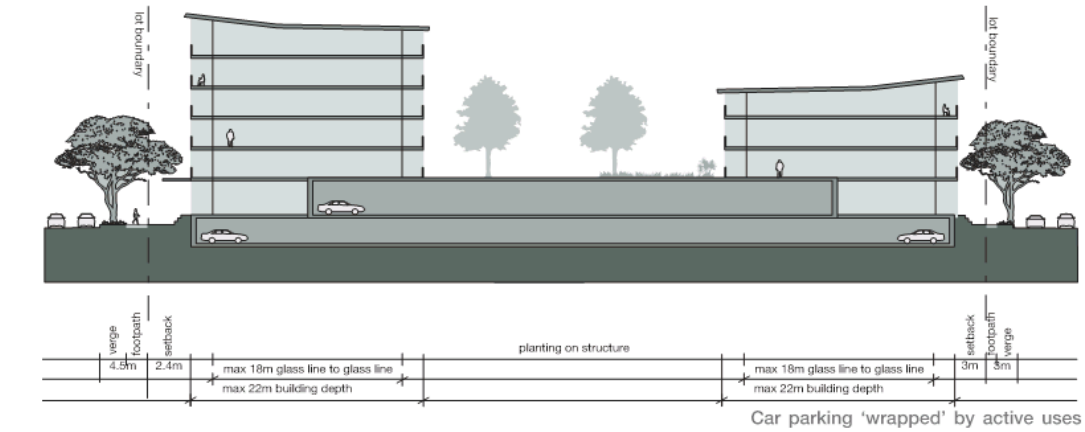
v Where above ground enclosed parking cannot be avoided, ensure the design of the development mitigates any negative impact on streetscape and street amenity by:

- integrating the car park, including vehicle entries, into the overall façade design, for example, by using appropriate proportions and façade details
- 'wrapping' the car parks with other uses, for example, retail and commercial along street edges with parking behind.

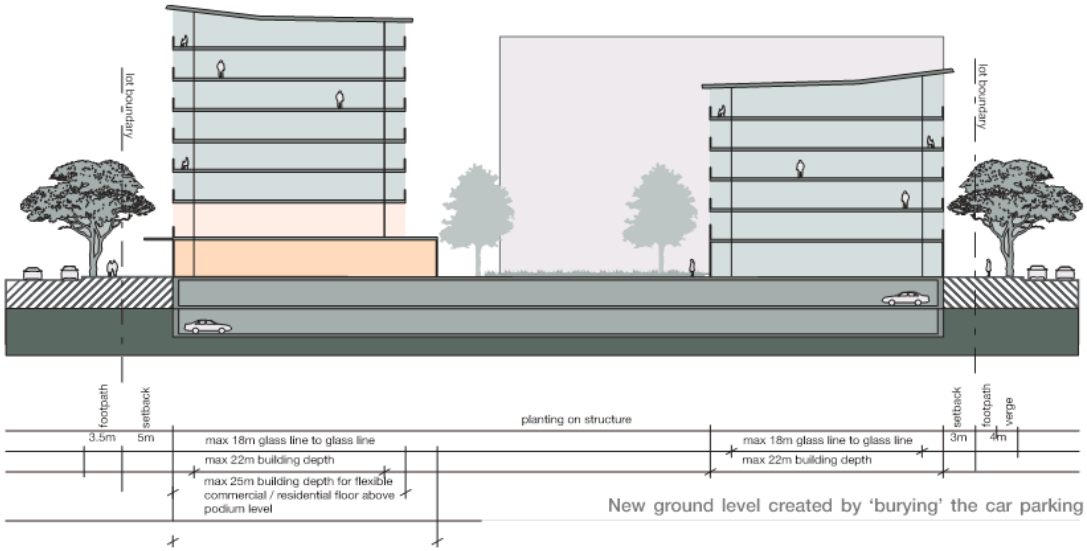
vi Provide bicycle parking which is easily accessible from ground level and from apartments. Provide a combination of secured and chained bicycle storage.

PART 4 **DETAILED DESIGN GUIDELINES**

4.3 Site Access



Car parking 'wrapped' by active uses



New ground level created by 'burying' the car parking

vii Provide residential car parking in accordance with the following requirements:

- Generally provide a minimum of 1 space per dwelling.

Dwelling type	*Maximum car spaces per dwelling*
studio	none
I bedroom	1.0
2 bedroom	1.5
3 bedroom	2
visitors	.2

- The consent authority may permit variations to the above maximum rates on the basis of a Transport and Traffic Management Plan which meets their approval

viii Non-residential parking controls for Precinct A are excluded from this DCP and addressed through the precinct masterplan.

ix Provide car parking for convenience retail as follows:

- employees: 2 spaces per tenancy
- patrons: gross floor area under 100m^2, managed on-street parking; gross floor area over 100m^2, 1 space per 40m^2

x Provide car parking for cafes and restaurants as follows:

- employees: 2 spaces per tenancy
- patrons: 15 spaces per 100m^2 (as per RTA Traffic Generating Guidelines)
- this may be a combination of on-street and on-site parking if appropriate management arrangements are agreed with the consent authority and/or ~~Auburn~~ City of Parramatta Council.

xi Provide 1 car parking space per 60 sq.m gross leasable floor area of commercial office development

xii Provide motorbike parking at the rate of 1 space per 25 car parking spaces.

xiii Provide secure bicycle parking in all residential developments in accordance with these requirements:

Dwelling type	*Minimum bicycle spaces per dwelling*
studio	none
I bedroom	none
2 bedroom	0.5
3 bedroom	0.5
visitors	1 per 15 dwellings

xiv Provide bicycle parking for commercial office development at the rate of:

- 1 bicycle space per 300 m^2 gross leasable floor area
- 1 visitor space per 2500 m^2 of gross leasable floor area

4.3.3 PEDESTRIAN ACCESS



A safe pedestrian pathway mediates between private building entries and on-grade car parking.

Design for pedestrians focuses on delivering high quality, safe and pleasant walking environments. It is person-centred rather than vehicle-centred. Pedestrian access should also be equitable access, which provides a barrier-free environment where all people who live in and visit the development can enjoy the public domain, and can access apartments and communal use areas in residential developments.

Objectives

- To promote residential flat development which is well connected to the street and contributes to the accessibility of the public domain.
- To ensure that residents, including users of strollers and wheelchairs and people with bicycles, are able to reach and enter their apartment and use communal areas via minimum grade ramps, paths, accessways or lifts.

Performance Criteria

i Utilise the site and its planning to optimise accessibility to the development.

ii Separate and clearly distinguish between pedestrian accessways and vehicle accessways.

iii Consider the provision of public through-site pedestrian accessways in large development sites.

iv Provide high quality accessible routes to public and semi-public areas of the building and the site, including major entries, lobbies, communal open space, site facilities, parking areas, public streets and internal roads.

v Promote equity by:

- ensuring the main building entrance is accessible for all from the street and from car parking areas
- integrating ramps into the overall building and landscape design.

vi Design ground floor apartments to be accessible from the street, where applicable, and to their associated private open space

vii Provide barrier free access to at least 20 percent of dwellings in the development.

viii Demonstrate that adaptable apartments can be converted.

PART 4 DETAILED DESIGN GUIDELINES

4.3 Site Access

4.3.4 VEHICLE ACCESS

Vehicle access is the ability for cars and maintenance and service vehicles to access the development. The location, type and design of vehicle access points to a development will have significant impacts on the streetscape, the site layout and the building façade design. It is important that vehicle access is integrated with site planning from the earliest stages to balance any potential conflicts with streetscape requirements and traffic patterns and to minimise potential conflicts with pedestrians.

Objectives

- To integrate adequate car parking and servicing access without compromising street character, landscape or pedestrian amenity and safety.
- To encourage the active use of street frontages.

Performance Criteria

i Vehicular access is discouraged from Hill Road and from major east-west streets. Access is to be provided from secondary streets where possible

ii Ensure that pedestrian safety is maintained by minimising potential pedestrian/ vehicle conflicts. Design approaches include:

- limiting the width of driveways to a maximum of 6 metres
- limiting the number of vehicle access points
- ensuring clear site lines at pedestrian and vehicle crossings
- utilising traffic calming devices
- separating and clearly distinguishing between pedestrian and vehicular accessways.

iii Ensure adequate separation distances between vehicular entries and street intersections.

iv Optimise the opportunities for active street frontages and streetscape design by:

- making vehicle access points as narrow as possible
- consolidating vehicle access within sites under single body corporate ownership
- locating car park entry and access from secondary streets and lanes.

v Improve the appearance of car parking and service vehicle entries, for example, by:

- locating or screening garbage collection, loading and servicing areas visually away from the street.
- setting back or recessing car park entries from the main façade line
- providing security doors to carpark entries to avoid blank 'holes' in facades; or
- where doors are not provided, ensuring that the visible interior of the carpark is incorporated into the façade design and material selection and that building services are concealed
- returning the façade material into the carpark entry recess for the extent visible from the street as a minimum.



A safe pedestrian pathway mediates between private building entries and on-grade car parking.

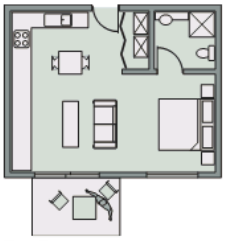


This elevation treats the car park entry as part of the whole elevation. It narrows the width of the entry and defines an opening in proportion to the other facade elements.



On this small site on a steep terrain, the entry and exit driveways are split to maintain a consistent scale of facade openings.

4.4.1 APARTMENT LAYOUT



Studio apartment

The internal layout of an apartment establishes the spatial arrangement of rooms, the circulation between rooms, and the degrees of privacy for each room. In addition, the layout directly impacts the quality of residential amenity, such as access to daylight and natural ventilation, and the assurance of acoustic and visual privacy. The apartment layout also includes private open space.

Objectives

- To ensure that apartment layouts are efficient and provide high standards of residential amenity.
- To maximise the environmental performance of apartments.

Performance Criteria

i Provide apartments with the following amenity standards as a minimum:
- single-aspect apartments are limited in depth to 8 metres.
- the back of a kitchen is no more than 8 metres from a window.
- The width of cross-over or cross-through apartments over 15 metres deep is 4 metres or greater to avoid deep narrow apartment layouts.

ii Ensure apartment layouts are resilient and adaptable over time, for example by:
- accommodating a variety of furniture arrangements
- providing for a range of activities and privacy levels between different spaces within the apartment
- utilising flexible room sizes and proportions or open plans
- ensuring circulation by stairs, corridors and through rooms is planned as efficiently as possible, thereby increasing the amount of floor space in rooms.

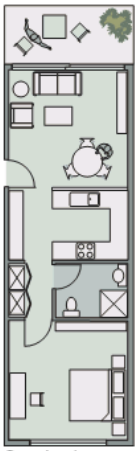
iii Design apartment layouts which respond to the natural environment and optimise site opportunities, by:
- providing private open space in the form of a balcony, a terrace, a courtyard or a garden for every apartment
- orienting main living spaces toward the primary outlook and aspect and away from neighbouring noise sources or windows
- locating main living spaces adjacent to main private open space
- locating habitable rooms, and where possible kitchens and bathrooms, on the external face of the buildings, thereby maximising the number of rooms with windows

iv Maximise opportunities to facilitate natural ventilation and to capitalise on natural daylight, for example by providing:
- corner apartments
- cross-over or cross-through apartments
- split-level or maisonette apartments
- shallow, single-aspect apartments

v Avoid locating kitchen as part of the main circulation spaces of an apartment, such as a hallway or entry space.

vi Include adequate storage space in apartment

vii Ensure apartment layouts and dimensions facilitate furniture removal and placement.



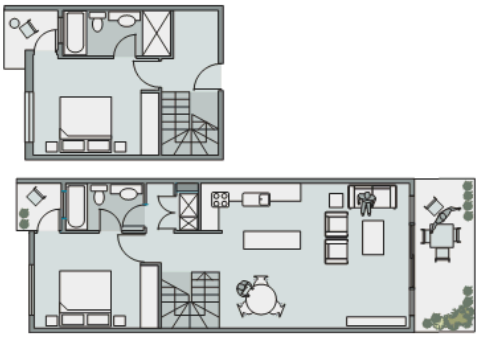
One-bedroom cross-through apartment

PART 4 **DETAILED DESIGN GUIDELINES**

4.4 Building Configuration



One bedroom single aspect apartment



Two bedroom cross over apartment



One bedroom maisonette/loft apartment



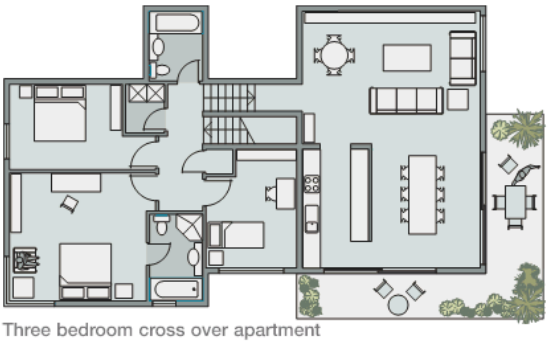
Two bedroom corner apartment with study



Two bedroom corner apartment



Two bedroom cross through apartment



Three bedroom cross over apartment

4.4.2 APARTMENT MIX AND AFFORDABILITY

A mix of apartment types provides housing choice and supports equitable housing access. By accommodating a range of household types, a mix of apartments can ensure apartment buildings support the needs of society now and in the future. This is particularly important because apartment buildings form a significant and often permanent part of the urban fabric.

Objectives

- To provide a diversity of apartments types, which cater for different household requirements now and in the future.
- To provide equitable access to new housing

Performance Criteria

i Provide a variety of apartment types between studio-, one-, two-, three- and three plus-bedroom apartments.

ii Locate a mix of accessible one-, two- and three-bedroom apartments on the ground level for people with disabilities, elderly people and families with children.

iii Optimise the number of accessible and adaptable apartments. See 4.4.5 Flexibility

PART 4 **DETAILED DESIGN GUIDELINES**

4.4 Building Configuration

4.4.3 BALCONIES

Balconies are outdoor rooms, which enhance the amenity and lifestyle choices of apartment residents. They provide private open space, extend the living spaces of the apartment and capitalise on the temperate climate. Balconies are also important architectural elements, contributing to the form and articulation of apartment buildings.

Objectives

- To provide all apartments with private open space.
- To ensure balconies are functional and responsive to the environment thereby promoting the enjoyment of outdoor living for apartment residents.
- To ensure that balconies are integrated into the overall architectural form and detail of residential flat buildings.
- To contribute to the safety and liveliness of the street by allowing for casual overlooking and address.

Performance Criteria

i Where other private open space is not provided, provide at least one primary balcony. The combined area of private open space is a minimum of 12% of the dwelling floor space.

ii Primary balconies for one-bedroom apartments are to have a minimum depth of 2 metres and a minimum area of 8 m2. Primary balconies for two- and three-bedroom apartments are to have a minimum depth of 2.4 metres and a minimum area of 10m2.

- Developments which seek to vary from the minimum standards must provide scale plans of balcony with furniture layout to confirm adequate, useable space.

iii Primary balconies are to be:

- located adjacent to the main living areas, such as living room, dining room or kitchen to extend the dwelling living space
- proportioned to be functional and promote indoor/outdoor living. A dining table and two to four chairs should fit on the majority of balconies in any development. Consider supplying a tap and gas point.

iv Consider secondary balconies, including Juliet balconies or operable walls with balustrades, for additional amenity and choice:

- in larger apartments
- adjacent to bedrooms
- for clothes drying; these should be screened from the public domain.

v Design and detail balconies in response to the local climate and context thereby increasing the usefulness of balconies. This may be achieved by:

- locating balconies facing predominantly north, east or west to optimise solar access and views to Parramatta River, Homebush Bay West and Sydney Olympic Park
- utilising sun screens, pergolas, shutters and operable walls to control sunlight and wind
- providing balconies with operable screens, Juliet balconies or operable walls/ sliding doors with a balustrade in special locations where noise or high winds prohibit other solutions—along rail corridors, on busy roads or in tower buildings
- choosing cantilevered balconies, partially cantilevered balconies and/or recessed balconies in response to requirements for daylight, wind, acoustic privacy and visual privacy
- ensuring balconies are not so deep that they prevent sunlight entering the apartment below.



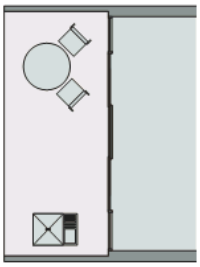
Balconies allow for privacy while at the same time giving a view and surveillance over the street they face.



Ensure that balconies have enough depth to accomodate a table and chairs.



The detailed design of these partially solid balustrades, sun shades and privacy screens contribute to the overall facade composition of the building.

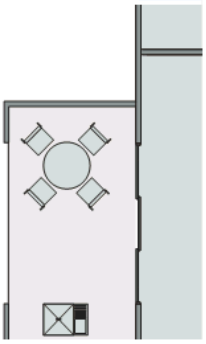


A 2m deep balcony can comfortably accomodate a table and two chairs.

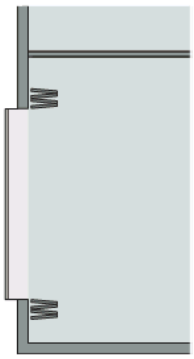
vi Design balustrades to allow views and casual surveillance of the street while providing for safety and visual privacy. Design considerations may include:

- detailing balustrades using a proportion of solid to transparent materials to address site lines from the street, public domain or adjacent development. Full glass balustrades do not provide privacy for the balcony or the apartment's interior, especially at night
- detailing balustrades and providing screening from the public, for example, for a person seated looking at a view, clothes drying areas, bicycle storage or air conditioning units.

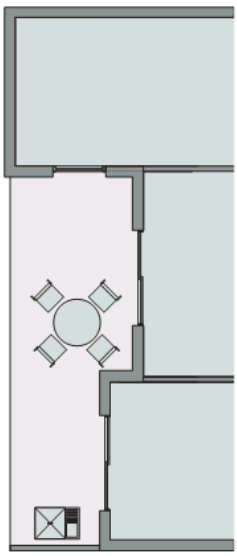
vii Coordinate and integrate building services, such as drainage pipes, with overall façade and balcony design, for example, drainage pipes under balconies are often visible from below in taller buildings and negatively impact the overall façade appearance.



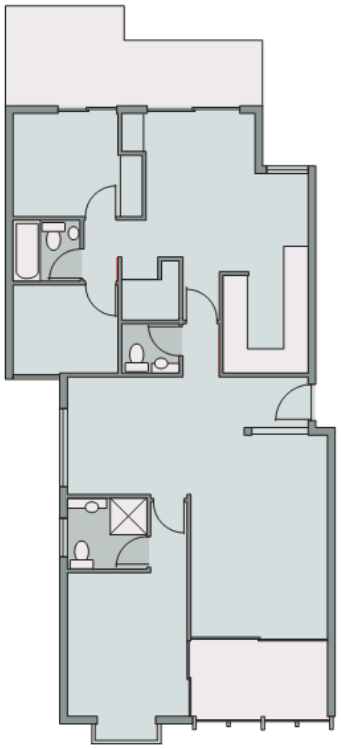
A 2.4 m deep balcony is required to comfortably accomodate a table and four chairs.



Operable walls may be appropriate iwhere there is limited space available.



Balconies with access from mutiple rooms improve the amenity of an apartment.



This three bedroom apartment has two balconies which provide a choice of outdoor private space and the potential for greater privacy and amenity for residents

PART 4 DETAILED DESIGN GUIDELINES

4.4 Building Configuration

4.4.4 CEILING HEIGHTS

Ceiling heights are measured from finished floor to finished ceiling level. Ceiling heights are design elements for defining the three-dimensional space of an apartment, in conjunction with walls and floors. Well designed and appropriately defined ceilings ensure quality residential amenity and create spatial interest and hierarchy in apartments.

Objectives

- To increase the sense of space in apartments and provide well proportioned rooms.
- To promote the penetration of daylight into the depths of the apartment.
- To contribute to flexibility of use.
- To achieve quality interior spaces while considering the external building form requirements.

Guidelines

i Minimum dimensions are measured from finished floor level (FFL) to finished ceiling level (FCL) are:

- in mixed use buildings along Hill Road and major east-west streets: 3.6 metre minimum for ground floor retail or commercial and 3.3 metre minimum for first floor residential, retail or commercial to promote future flexibility of use
- in residential buildings on primary north-south street and on secondary streets: 3.3 metre minimum for ground floor to promote future flexibility of use; 2.7 metre minimum for all habitable rooms on all other floors; 2.4 metre minimum for all non-habitable rooms.
- for two storey units, 2.4 metre minimum for second storey if 50 percent or more of the apartment has 2.7 metre minimum ceiling heights
- for two-storey units with a two storey void space, 2.4 metre minimum

ii Double height spaces with mezzanines count as two storeys

iii Use ceiling design to:

- define a spatial hierarchy between areas of an apartment using double height spaces, raked ceilings, changes in ceiling heights and/or the location of bulkheads
- enable well proportioned rooms: for example, smaller rooms often feel larger and more spacious when ceilings are higher
- maximise heights in habitable rooms by stacking wet areas from floor to floor. This ensures that services and their bulkheads are located above bathroom and storage areas rather than habitable spaces
- promote the use of ceiling fans for cooling and heating distribution.

iv Facilitate better access to natural light by using ceiling heights which:

- promote the use of taller windows, highlight windows and fan lights. This is particularly important for apartments with limited light access, such as ground floor units and apartments with deep floor plans
- enable the effectiveness of light shelves in enhancing daylight distribution into deep interiors.

v Developments which seek to vary the recommended ceiling heights must demonstrate that apartments will receive satisfactory daylight (eg. shallow apartments with large amount of window area).

vi Coordinate internal ceiling heights and slab levels with external height requirements and key datum lines. External building elements requiring coordination may include:

- datum lines set by the Structural Design Framework
- exterior awing levels or colonnade heights

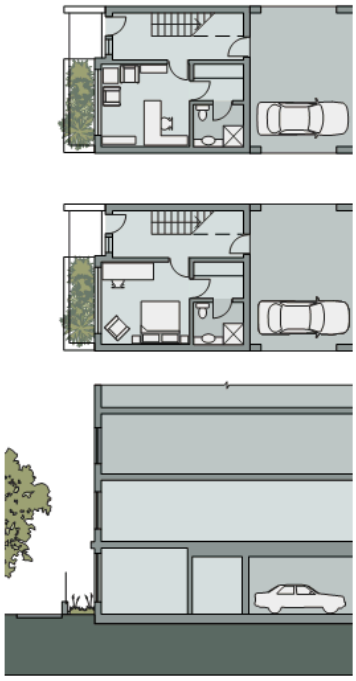


Variation in height of different floors adds to the articulation/visual quality of the building.



The double height in this apartment spatially unifies the two floor levels, creating a pleasant well-lit living area.

4.4.5 FLEXIBILITY



Locating a bedroom with an ensuite on the ground floor of this 2-storey apartment facilitates a variety of uses:
1. Small business
2. Third bedroom
3. Shared housing for independent adults
4. Housing for an older person or person with a mobility disability

Flexible apartment design ensures that buildings can accommodate a wider range of inhabitants and their changing lifestyle needs, such as:

- household structure changes: single, couple, family, extended family
- live/work housing arrangements
- changing mobility and access needs
- future changes in use: residential to commercial office.

Objectives

- To encourage housing which meets the broadest range possible of occupants' needs, including people who are ageing and people with disabilities.
- To promote 'long life loose fit' buildings, which can accommodate whole or partial changes of use.
- To encourage adaptive re-use.
- To save the embodied energy expended in building demolition.

Performance Criteria

i. Provide robust building configurations which utilise multiple entries and circulation cores, especially in larger buildings over 15 metres long, for example with:
   - thin building cross sections suitable for either residential or commercial uses
   - a mix of apartment types
   - higher ceilings on the ground floor and first floor
   - separate entries for the ground floor level and the upper levels
   - sliding and/or movable wall systems.

ii Provide a multi-use space with kitchenette within each development to be available for the use of residents.

iii Provide apartment layouts which accommodate the changing use of rooms. Design solutions may include:
   - windows in all habitable rooms as many non-habitable rooms as possible
   - adequate room sizes or open-plan apartments
   - dual master-bedroom apartments, which can support two independent adults living together or a live/work situation.

iv Utilise structural systems, which support a degree of future change in building use or configuration. Design solutions may include:
   - a structural grid which accommodates car parking dimensions, retail, commercial and residential uses vertically throughout the building
   - aligning structural walls, columns and services cores between floor levels
   - minimising of internal structural walls
   - higher floor to floor dimensions on the ground floor and possibly the first floor
   - knock-out panels between apartments to allow two adjacent apartments to be amalgamated.

v Design all commercial / retail components of mixed use buildings to comply with AS1428-2001

vi Promote accessibility and adaptability by :
   - providing a minimum of 20% of all apartments that comply with AS4299-1995 *Adaptable housing Class B*
   - providing a minimum of 75% visitable apartments within each development; that is, where the living room is accessible
   - optimising pedestrian mobility and access to communal private space
   - designing developments to meet AS3661 *Slip-Resistant Surface Standard* for pedestrian areas
   - ensuring wheelchair accessibility between designated dwelilngs, the street and all common facilities

PART 4 DETAILED DESIGN GUIDELINES

4.4 Building Configuration

4.4.6 GROUND FLOOR APARTMENTS

Ground floor apartments offer the potential for direct access from the street and on-grade private landscape areas and provide opportunities for the apartment building and its landscape to respond to the streetscape and the public domain at the pedestrian scale. Where apartment entries are accessible from the street they also support housing choice by offering housing choice to older people, people with disabilities and families with small children. Ground floor apartments extend the lifestyle choices available in apartment buildings by facilitating activities, such as gardening, play and pet ownership. Ground floor apartments include apartments directly above a sub-basement parking level.

Objectives

- To contribute to residential streetscape character and to create active safe streets.
- To increase the housing and lifestyle choices available in apartment buildings.
- To ensure that ground floor apartments achieve good amenity

Performance Criteria

i Design front gardens or terraces to contribute to the spatial and visual structure of the street while maintaining privacy for apartment occupants. This can be achieved by:

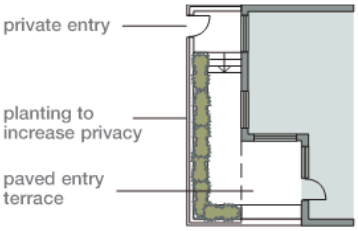
- animating the street edge and creating more pedestrian activity by optimising individual entries for ground floor apartments.
- providing appropriate fencing, balustrades, window sill heights, lighting and/ or landscaping to meet privacy and safety requirements of occupants while contributing to a pleasant streetscape
- increasing street surveillance with doors and windows facing onto the street.
- utilising a maximum 1.5 metre change in level from the street to the private garden or terrace to minimise sight lines from the streets into the apartment

ii Promote housing choice by:

- providing private gardens or terraces which are directly accessible from the main living spaces of the apartment and support a variety of activities
- maximising the number of accessible and visitable apartments on the ground floor
- supporting a change or partial change in use, such as a home offices accessible from the street

iii Increase opportunities for solar access in ground floor units, particularly in denser areas by:

- proving higher ceilings and taller windows
- choosing trees and shrubs which provide solar access in winter and shade in summer





This private entry is raised above ground to provide and to facilitate car park ventilation. Planting along the terrace edge contributes to a quality streetscape.



Street level picket fencing with planting provides screening to car park

4.4.7 HOME OFFICES



Mount Street Walk, Pyrmont – home offices on the ground floor and residential uses above

A home office is a small work place forming part of a dwelling, with a gross floor space limit of 30 square metres, which involves not more than two workers (one of whom is a permanent resident of the dwelling), with no traffic or parking implications, and no interference with the amenity of the neighbourhood.

Objectives

- To promote economic growth in the town centre.
- To promote an active and safe neighbourhood by promoting 24-hour use of the area.
- To promote transport initiatives by reducing travel time and cost, which in turn creates a cleaner environment.
- To enable tax deduction advantages by clearly identifying a home-business area.
- To improve personal and property security.
- To promote casual surveillance of the street.
- To promote opportunities for less mobile people to make economic progress.
- To promote a diverse workforce in terms of age and mobility, as well as people from culturally and linguistically diverse backgrounds.

Performance Criteria

i. Home offices are not allowed to conduct business which involves the registration of the building under the Factories, Shops and Industries Act 1962.

ii. Home offices are to have no traffic or parking implications on the neighbourhood/ street.

iii. Home offices are to seek to minimise conflict with domestic activities.

iv. Home offices are to have the flexibility of being able to convert to become part of the residence.

v. Home offices are to have a clearly identifiable area, ideally designed to close-off from the rest of the dwelling for purposes of safety, security and privacy.

vi. The work activity is not to interfere with the amenity of the neighbourhood by reason of emisison of noise, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, waste, water, waste products, grit, oil, or otherwise.

vii. Home offices are to have:

- adequate storage areas,
- separate business phone/fax,
- large mailbox suitable for business mail
- any special utility services needed (eg separate power metering)

viii. Home offices are not allowed to display any goods in a window or otherwise.

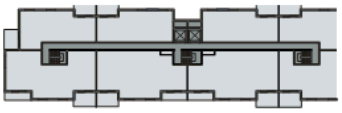
ix. Home offices are not allowed to exhibit any notice, advertisement or sign, other than a notice, sign or advertisement exhibited on the dwelling house or dwelling to indicate the name and occupation only of the resident.

PART 4 **DETAILED DESIGN GUIDELINES**

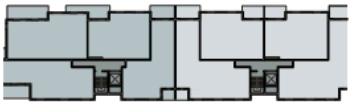
4.4 Building Configuration

4.4.8 INTERNAL CIRCULATION

Lobbies, stairs, lifts and corridors make up the common circulation spaces within a building. Important design considerations include safety, amenity and durability. In addition, the location, proportion, extent and frequency of these elements have a direct relationship with the building's form, layout and articulation.



Conventional practice locates single aspect units along a double loaded corridor.



Better practice uses multiple cores to support more dual aspect apartments with better daylight access and cross-ventilation.



The use of multiple lift and stair cores promotes more entries along the street and can help to 'break up' a long building facade.

Objectives

- To facilitate quality apartment layouts, such as dual aspect apartments.
- To contribute positively to the form and articulation of the building façade and its relationship to the urban environment.
- To create safe and pleasant spaces for the circulation of people and their personal possessions.
- To encourage interaction and recognition between residents to contribute to a sense of community and improve perceptions of safety.

Performance Criteria

i Increase amenity and safety in circulation spaces by:

- providing generous corridor widths and ceiling heights, particularly in lobbies, outside lifts and apartment entry doors
- providing appropriate levels of lighting, including the use of natural daylight, where possible
- minimising corridor lengths to give short, clear sight lines
- avoiding tight corners
- providing legible signage noting apartment numbers, common areas and general directional finding
- providing adequate ventilation.

ii Support better apartment building layouts by:

- designing buildings with multiple cores which increase the number of entries along a street, increase the number of vertical circulation points, and give more articulation to the facade
- limiting the number of units off a circulation core on a single level.

iii Where units are arranged off a double-loaded corridor, the number of units accessible from a single core/corridor is limited to eight, except where:

- developments can demonstrate the achievement of the desired streetscape character and entry response
- where developments can demonstrate a high level of amenity for common lobbies, corridors and units.

iv Articulate longer corridors. Design solutions may include:

- changing the direction or width of a corridor
- utilising a series of foyer areas
- providing windows along or at the end of a corridor.

v Minimise maintenance and maintain durability by using robust materials in common circulation areas.

4.4.9 STORAGE

Providing storage space for items ancillary to people's living needs is particularly important in residential developments where the size of dwellings and their configuration are constrained. Storage is conventionally calculated on an apartment by apartment basis, proportional to the size of the apartment.

Objectives

- To provide adequate storage for everyday household items within easy access of the apartment.
- To provide storage for sporting, leisure, fitness and hobby equipment.

Performance Criteria

i Provide storage facilities accessible from hall or living areas, in addition to kitchen cupboards and bedroom wardrobes, at a minimum:

- studio apartments $6m^3$
- one-bedroom apartments $6m^3$
- two-bedroom apartments $8m^3$
- three plus bedroom apartments $10m^3$

This storage is to be excluded from FSR calculations.

ii Locate storage conveniently for apartments. Options include providing:

- at least 50 percent of the required storage within each apartment and accessible from either the hall or living area. Storage within apartments is best provided as cupboards accessible from entries and hallways and/or from under internal stairs
- dedicated storage rooms on each floor within the development, which can be leased by residents as required
- dedicated and/or leasable storage in internal or basement car parks. Leasing storage provides choice and minimises the impact of storage on housing affordability.

iii Provide storage suitable for the needs of residents in the local area and able to accommodate larger items, such as:

- boating-related equipment
- surfing equipment
- bicycles.

Bicycle storage should be a combination of secured and chained storage located in convenient and visible locations.

iv Ensure that storage separated from apartments is secure for individual use.

v Where basement storage is provided:

- ensure that it does not compromise natural ventilation in car parks or create potential conflicts with fire regulations
- exclude it from FSR calculations.

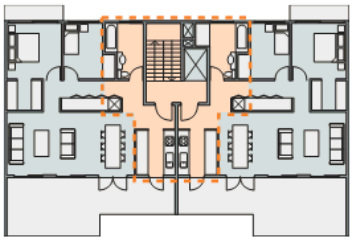
vi Consider providing additional storage in smaller apartments in the form of built-in cupboards to promote a more efficient use of small spaces.

PART 4 **DETAILED DESIGN GUIDELINES**

4.5 Building Amenity

4.5.1 ACOUSTIC PRIVACY

Acoustic privacy is a measure of sound insulation between apartments and between external and internal spaces. Designing for acoustic privacy relates to the location and separation of buildings within a development and the arrangement of apartments and internal spaces within apartments.



This apartment layout locates living spaces away from noise sources such as the lift and stairs. Quiet bedrooms are also located separate from main living areas.

Objective

- To ensure a high level of amenity by protecting the privacy of residents within residential flat buildings both within the apartments and in private open spaces.

Performance Criteria

i Utilise the site and building layout to maximise the potential for acoustic privacy by providing adequate building separation within the development and from neighbouring buildings

ii MInimum building separations are:

– up to 4 storeys /12 metres	12 metres between habitable rooms / balconies
	9 metres between habitable/balconies and non-habitable rooms
	6 metres between non-habitable rooms
– 5 to 8 storeys /	18 metres between habitable rooms/balconies
12 metres to 25 metres	13 metres between habitable rooms/balconies and non-habitable rooms
	9 metres between non-habitable rooms

iii Arrange apartments within a development to minimise noise transition between flats by:

- locating busy, noisy areas next to each other and quieter areas next to other quiet areas, for example, living rooms with living rooms, bedrooms with bedrooms
- using storage or circulation zones within an apartment to buffer noise from adjacent apartments, mechanical services or corridors and lobby areas
- minimising the amount of party (shared) walls with other apartments.

iv Design the internal apartment layout to separate noisier spaces from quieter spaces by:

- grouping uses within an apartment—bedrooms with bedrooms and service areas like kitchen, bathroom, laundry together.

v Resolve conflicts between noise, outlook and views by using design measures including:

- double glazing
- operable screened balconies
- continuous walls to ground level courtyards where they do not conflict with streetscape or other amenity requirements.

vi Reduce noise transmission from common corridors or outside the building by providing seals at entry doors.

vii Provide a detailed noise and vibration impact assessment report for residential buildings affected by surrounding uses.

4.5.2 DAYLIGHT ACCESS



A combination of louvres provides shading for different times of the day.

Daylight consists of skylight-diffuse light from the sky-and sunlight-direct beam radiation from the sun. It changes with the time of day, season, and weather conditions. This variability contributes to the pleasant environments in which to live and work. Within an apartment, daylighting reduces reliance on artificial light, improving energy efficiency and residential amenity.

Objectives

- To ensure that daylight access is provided to all habitable rooms and encouraged in all other areas of residential flat development.
- To provide adequate ambient lighting and minimise the need for artificial lighting during daylight hours.
- To provide residents with the ability to adjust the quantity of daylight to suit their needs.

Performance Criteria

i Orient new residential flat development to optimise northern aspect.

ii For 1-2 storey developments, provide living rooms and principal ground level open spaces with at least 2 hours sunlight between 9.00 am and 3.00 pm in mid-winter;

iii For 3 or more storey developments, provide at least 75% of residential apartments with at least 2 hours of sunlight to living rooms and private open spaces between 9.00 am and 3.00 pm in mid-winter. Design opportunities include:

- using skylights, clerestory windows and fanlights to supplement daylight access
- providing two-storey and mezzanine, ground floor apartments to facilitate daylight access to living rooms and private open spaces on the ground level
- limiting the depth of single aspect apartments
- providing single aspect, single-storey apartments with northerly or easterly aspect
- locating living areas to the north and service areas to the south and west of the development
- using light shelves to reflect light into deeper apartments.



Sun shading is an integral component of the building form and facade design.

iii Limit the number of single-aspect apartments with a southerly aspect (SW–SE) to a maximum of 10 percent of the total units proposed. Developments which seek to vary from the minimum standards must demonstrate how site constraints and orientation prohibit the achievement of these standards and address energy efficiency.

iv Design for shading and glare control, particularly in summer, by:

- using shading devices, such as eaves, awnings, colonnades, balconies, pergolas, external louvres and planting
- optimising the number of north-facing living spaces
- providing external horizontal shading to north-facing windows
- providing vertical shading to east or west windows
- using high performance glass but minimising external glare off windows:
- avoiding reflective films
- using a glass reflectance below 20 percent
- considering reduced tint glass.

v The use of lightwells as a primary source of daylight in habitable rooms is prohibited. Where they are used, they are to be fully open to the sky and their dimensions relate to building separation.

vi No more than 50% of the public domain (excluding streets) and communal space areas are overshadowed between 10.00 am and 2.00 pm between 21st April and 21st August. Provide appropriate shading in summer.

vii Shadow diagrams showing the impact of a proposal on adjacent residential developments and their private open space will be required.

PART 4 **DETAILED DESIGN GUIDELINES**

4.5 Building Amenity

4.5.3 NATURAL VENTILATION

Natural ventilation is the circulation of sufficient volumes of fresh air through an apartment to create a comfortable indoor environment. Designing for natural ventilation exercises sustainable practice by responding to the local climate and by reducing or eliminating the need for mechanical ventilation. To achieve natural ventilation the design concept must address the building's orientation, the apartment's configuration and the external building envelope.

Objectives

- To ensure that apartments are designed to provide all habitable rooms with direct access to fresh air and to assist in promoting thermal comfort for occupants.
- To provide natural ventilation in non-habitable rooms, where possible.
- To reduce energy consumption by minimising the use of mechanical ventilation, particularly air conditioning.

Performance Criteria

i Plan the site to promote and guide natural breezes by:
- orienting buildings to maximise the use of prevailing winds
- locating vegetation to direct breezes and cool air as it flows across the site
- selecting planting or trees that do not inhibit airflow.

ii Limit residential building depth to 18 metres glass line to line line to support natural ventilation.

iii Utilise the building layout and section to increase potential for natural ventilation, by:
- providing dual aspect apartments, eg. cross through and corner apartments
- facilitating convective currents by designing units which draw cool air in at lower levels and allow warm air to escape at higher levels, for example, maisonette apartments and two-storey apartments.

iv Design the internal apartment layout to promote natural ventilation by:
- minimising interruptions in air flow through an apartment. The more corners or rooms airflow must negotiate, the less effective the natural ventilation
- grouping rooms with similar usage together, for example, keeping living spaces together and sleeping spaces together. This allows the apartment to be compartmentalised for efficient summer cooling or winter heating

v A minimum of 60% of residential apartments are to be naturally ventilated

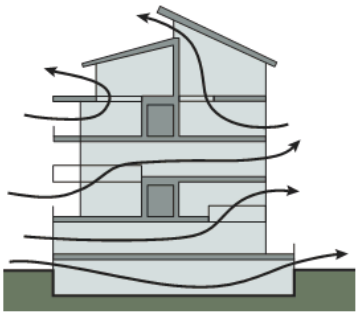
vi A minimum of 25% of kitchens within a development are to be naturally ventilated

vii Select doors and operable windows to maximise natural ventilation opportunities established by the apartment layout. Design solutions may include:
- locating small windows on the windward side and larger windows on the leeward side of the building thereby utilising air pressure to draw air through the apartment
- using higher level casement or sash windows, clerestory windows or operable fanlight windows—including above internal doors—to facilitate convective currents. This is particularly important in apartments with only one aspect
- selecting windows which occupants can reconfigure to funnel breezes into the apartment, like vertical louvred, casement windows and externally opening doors.

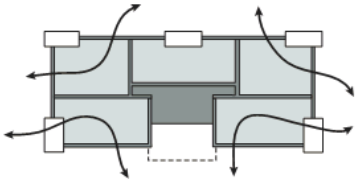
v Coordinate design for natural ventilation with passive solar design techniques

vi Explore innovative technologies to naturally ventilate internal building areas or rooms—such as bathrooms, laundries and underground carparks—for example with stack effect ventilation or solar chimneys.

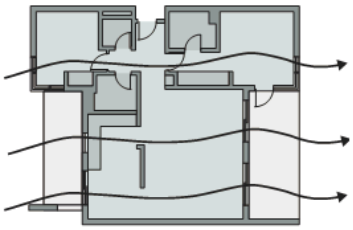
vii Developments which seek to vary from the minimum standards must demonstrate how natural ventilation can be satisfactorily achieved, particularly in relation to habitable rooms.



Good cross-ventilation can be achieved with the following:
1. Cross-over apartments
2. Maisonette apartments
3. Semi-basement car parks



Corner apartments achieve effective natural ventilation by drawing air through windows with different orientations. This layout works well in upper floor apartments.



This cross-through layout allows for air flow directly from one side of the apartment to the other

4.6.1 AWNINGS AND SIGNAGE



Well-designed awnings create interest in the streetscape and give pedestrians protection from the weather.


Signage contributes to the building's image from a distance.



Signage gives identity to the building entry and provides legibility for visitors.

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 thereby contributing to the identity of a development.

Signage is an important consideration in the design of residential flat buildings located in mixed-use areas. Where signage is required for business identification its design should be compatible with the scale and proportions of the development without obscuring or dominating important views. Signage and advertising should communicate clearly and effectively, contributing to the desired streetscape character rather than creating visual clutter.

Objectives

- To provide shelter for public streets
- To support and encourage pedestrian movement associated with retail uses.
- To ensure signage is in keeping with desired streetscape character and with the development in scale, detail and overall design.

Performance Criteria

Awnings

i Encourage pedestrian activity on streets by providing awnings to retail strips,
  – complement the height, depth and form of the desired character or existing pattern of awnings
  – provide sufficient protection for sun and rain.

ii Contribute to the legibility of the development and amenity of the public domain by locating local awnings over residential building entries.

iii Enhance safety for pedestrians by providing under-awning lighting.

iv New awnings are to follow the general alignment of existing awnings in the street.

v Provide continuous awnings at areas of high pedestrian activity, particularly where there are ground floor commercial and/or retail uses: corners of Hill Road and major east-west streets; and corners of major east west streets and the primary north-south street). Awnings are also to be provided to buildings fronting pedestrian plazas at the termination of major east-west streets.

vi Awning height is to be in the range 3.2 - 4.2 metres (clear soffit height) and the awning face is to be horizontal.

vi All awnings are to comply with State Environmental Planning Policy No 64 (SEPP 64) - Advertising and Signage.

Signage

i Signage is to be integrated with the design of the development by responding to scale, proportions and architectural detailing.

ii Signage is to provide clear and legible way-finding for residents and visitors.

iii Under-awning signage is limited to one sign per residential building plus one sign per commercial or retail tenancy.

iii Signage on blinds is not permitted

iv Conceal or integrate the light source to any illuminated signage within the sign. Illuminated signage is only permitted where it does not compromise residential amenity.

v All signage is to comply with State Environmental Planning Policy No 64 (SEPP 64) - Advertising and Signage.

PART 4 DETAILED DESIGN GUIDELINES

4.6 Building Form

4.6.2 FACADES

Facades are the public face of buildings. A building facade is a streetscape element, whose architectural quality contributes to the character and design of the public domain. High architectural quality requires the appropriate composition of building elements, textures, materials and colours and reflects the use, internal design and structure of a development.

The composition and detailing of the building façade has an impact on its apparent scale as well as its appearance. The pattern or rhythm established by the proportions of the façade, the modulation of the external walls, the design of façade elements, their materials and their detailing are all important considerations.

Objectives

- To promote high architectural quality in buildings.
- To ensure that new developments have facades which define and enhance the public domain and desired street character.
- To ensure that building elements are integrated into the overall building form and façade design.

Performance Criteria

i Consider the relationship between the whole building form and the façade and/or building elements. Columns, beams, floor slabs, balconies, window opening and fenestrations, doors, balustrades, roof forms and parapets are elements which can be revealed or concealed and organised into simple or complex patterns.

ii Compose facades with an appropriate scale, rhythm and proportion which respond to the building's use and the desired contextual character, for example by:

- defining a base, middle and top related to the overall proportion of the building
- expressing key datum lines using cornices, change in materials or building setback
- expressing building layout or structure, such as vertical bays or party wall divisions
- expressing the variation in floor to floor height, particularly at ower levels
- articulating building entries with awnings, porticos, recesses, blade walls and projecting bays
- selecting balcony types which respond to the street context, building orientation and residential amenity and will create different façade profiles
- detailing balustrades to reflect the type and location of the balcony and its relationship to the façade detail and materials
- using a variety of window types to create a rhythm or express the building uses, for example, a living room versus a bathroom
- incorporating architectural features which give human scale to the design of the building at street level, including entrances, awnings, colonnades, pergolas and fences
- using recessed balconies and deep windows to create articulation and define shadows, thereby adding visual depth to the façade.

iii Design facades to reflect the orientation of the site using elements such as sun shading, light shelves and bay windows as environmental controls, depending on the façade orientation.

iv Express important corners by giving visual prominence to parts of the façade, for example, a change in building articulation, material or colour, roof expression or increased height.

v Coordinate and integrate building services, such as drainage pipes, with overall façade and balcony design.

vi Coordinate security grills/screens, ventilation louvres and carpark entry doors with the overall façade design.

vii Integrate the design of garage entries with the building facade design, locating them on secondary streets where possible.



This facade has a strong balance of horizontal and vertical framing elements with sunscreen and balustrade infill components



This facade has a distinct base, middle and top, and uses materials sympathetic to the local context



Rectilinear elements, clearly defined volumes and a change of materials create visual interest on this facade



The rhythm of single height and double height apartments can be read on this facade. Strong modelling in the vertical and horizonal planes expresses the building's structure and layout

4.6.3 ROOF DESIGN



The feature roof line of this building gives it a strong identity.

The roof is an important architectural element for the overall composition and expression of a building. The shape and form of a roof and its associated elements responds to the environment and the context. Quality roof design responds to various viewpoints within the local context, such as the roofscape observed from adjacent taller buildings and the silhouette viewed from the street below. In some areas the roof forms part of a distant view and sits within a larger skyline.

Objectives

- To provide quality roof designs, which contribute to the overall design and performance of residential flat buildings.
- To integrate the design of the roof into the overall facade, building composition and desired contextual response.
- To increase the longevity of the building through weather protection.



This modern version of the attic contributes to a dynamic and vibrant roofscape at night time.

Performance Criteria

i Relate roof design to the desired built form. Some design solutions may include:
- articulating the roof, or breaking down its massing on large buildings, to minimise the apparent bulk or to relate to a context of smaller building forms
- using a similar roof pitch or material to adjacent buildings, particularly in existing special character areas or heritage conservation areas. Avoid directly copying the elements and detail of single family houses in larger flat buildings; this often results in inappropriate proportion, scale and detail for residential flat buildings
- minimising the expression of roof forms gives prominence to a strong horizontal datum in the adjacent context, such as an existing parapet line
- using special roof features ,which relate to the desired character of an area, to express important corners.

ii Design the roof to relate to the size and scale of the building, the building elevations and 3D building form. This includes the design of any parapet or terminating elements and the selection of root materials.

iii Design roofs to respond to the orientation of the site, for example, by using eaves and skillion roofs to respond to sun access.

iv Minimise the visual intrusiveness of service elements by integrating them into the design of the roof. These elements include lift over-runs, service plants, chimneys, vent stacks, telecommunication infrastructures, gutters, downpipes and signage.

v Support the use of roofs for quality open space in denser urban areas by
- providing space and appropriate building systems to support the desired landscape design (see Landscape Design and Open Space)
- incorporating shade structures and wind screens to encourage open space use
- ensuring open space is accessible.

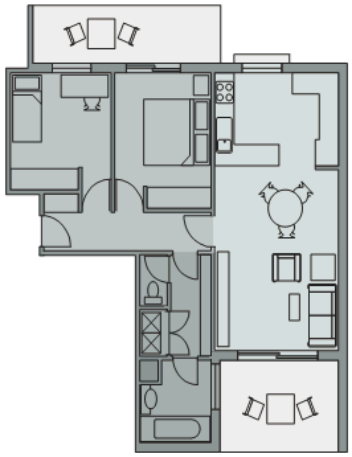
vi Facilitate the use or future use of the roof for sustainable functions, for example:
- allow rainwater tanks for water conservation
- orient and angle roof surfaces suitable for photovoltaic applications
- allow for future innovative design solutions, such as water features or green roofs.

PART 4 **DETAILED DESIGN GUIDELINES**

4.7 Building Performance

4.7.1 ENERGY EFFICIENCY

The ability of buildings to optimise thermal performance, thermal comfort and daylighting will contribute to the energy efficiency of buildings, provide increased amenity to occupants and reduce greenhouse emissions and, with them, the cost of supplying energy.



This illustration shows how a plan can be organised into separable heating and cooling zones.

Objectives

- To reduce the necessity for mechanical heating and cooling.
- To reduce reliance on fossil fuels.
- To minimise greenhouse gas emissions.
- To support and promote renewable energy initiatives
- To use natural climatic advantages of the coastal location such as cooling summer breezes, and exposure to unobstructed winter sunlight
- To provide a suitable environment for proposed uses, having regard to wind impacts and noise
- To ensure that land is geotechnically suitable for development and can be feasibly remediated of any contaminants to a level adequate for the proposed use.

Performance Criteria

i Incorporate passive solar design techniques to optimise heat storage in winter and heat transfer in summer by:

- maximising thermal mass in floor and walls in northern rooms of dwelling/ building
- polishing concrete floors and/or using tiles or timber floors rather than carpets
- limiting the number of single aspect apartments with a southerly aspect (SW–SE) to a maximum of 10 percent of the total units proposed
- insulating roof/ceiling to R2.0, external walls to R1.0 and the floor—including separation from basement car parking—to R1.0
- minimising the overshadowing of any solar collectors.

ii Improve the control of space heating and cooling by:

- designing heating/cooling systems to target only those spaces which require heating or cooling, not the whole apartment
- designing apartments so that entries open into lobbies or vestibules and are isolated from living areas by doorways
- allowing for adjustable awnings and blinds to be attached to the outside of windows to keep the heat out in summer
- providing gas bayonets to living areas, where gas is available
- providing reversible ceiling fans for improving air movement in summer and for distributing heated air in winter.

iii Provide or plan for future installation of solar collectors and photovoltaic panels, for example by:

- designing the roof so that solar collectors and photovoltaic panels can be mounted parallel to the roof plane
- locating trees where they will not shade existing or planned solar and photovoltaic installations.

iv Improve the efficiency of hot water systems by

- insulating a hot water system or systems with a Greenhouse Score of 3.5 or greater and which suits the needs of the development and/or individual dwellings
- installing water-saving devices, such as flow regulators, AAA (or higher) rated shower heads and tap aerators.

v Reduce reliance on artificial lighting by:

- providing a mix of lighting fixtures, including dimmable lighting, to provide for a range of activities in different rooms
- designing to allow for different possibilities for lighting the room, for example, low background lighting supplemented by task or effect lighting for use as required
- using separate switches for special purpose lighting
- using high efficiency lighting, such as compact fluorescent, for common areas
- using motion detectors for common areas, lighting doorways and entrances, outdoor security lighting and car parks

vi Maximise the efficiency of household appliances by:

- selecting an energy source with minimum greenhouse emissions
- installing high efficiency refrigerators/freezers, clothes washers and dishwashers
- providing areas for clothes to be dried through natural ventilation

vii Provide an Energy Peformance Report from a suitably qualified consultant to accompany any development application for a new building. Nathers 4.5 star rating should be achieved to 80% of all residential apartments and commercial offices

viii Use the NSW Government's sustainability assessment tool, BASIX, from such time as it is implemented for the residential housing types in the DCP precinct area, as an additional rating system, to be achieved to 80% of all residential apartments.

PART 4 **DETAILED DESIGN GUIDELINES**

4.7 Building Performance

4.7.2 MAINTENANCE

Detailed design and material selection support long-term maintenance of buildings. On-going maintenance ensures the longevity of quality architectural and landscape design, sustains and increases the value of property and minimises the life-cycle cost of a development to owners.

Objective

- To ensure long life and ease of maintenance for the development.

Performance Criteria

i Design windows to enable cleaning from inside the building, where possible.

ii Select manually operated systems, such as blinds, sunshades, pergolas and curtains in preference to mechanical systems.

iii Incorporate and integrate building maintenance systems into the design of the building form, roof and façade.

iv Select durable materials, which are easily cleaned and are graffiti resistant.

v Select appropriate landscape elements and vegetation and provide appropriate irrigation systems (see Landscape Design).

vi For developments with communal open space, provide a garden maintenance and storage area, which is efficient and convenient to use and is connected to water and drainage.

4.7.3 WASTE MANAGEMENT

The minimisation and management of waste from buildings can contribute to the visual and physical amenity of the building as well as limiting potentially harmful impacts on the environment. Minimising waste is relevant to all stages of the building's life cycle, from construction to demolition. It also includes the way in which waste is stored and collected.

Objectives

- To avoid the generation of waste through design, material selection and building practices.
- To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction of the development.To encourage waste minimisation, including source separation, reuse and recycling.
- To ensure efficient storage and collection of waste and quality design of facilities.

Performance Criteria

i Incorporate existing built elements into new work, where possible.

ii Recycle and reuse demolished materials, where possible.

iii Specify building materials that can be reused and recycled at the end of their life.

iv Integrate waste management processes into all stages of the project, including the design stage.

v Support waste management during the design stage by:

- specifying modestly for the project needs
- reducing waste by utilising the standard product/component sizes of the materials to be used
- incorporating durability, adaptability and ease of future services upgrades.

vi Prepare a waste management plan for green and putrescible waste, garbage, glass, containers and paper.

vii Locate storage areas for rubbish bins away from the front of the development where they have a significant negative impact on the streetscape, on the visual presentation of the building entry and on the amenity of residents, building users and pedestrians.

viii Provide every dwelling with a waste cupboard or temporary storage area of sufficient size to hold a single day's waste and to enable source separation.

ix Incorporate on-site composting, where possible, in self contained composting units on balconies or as part of the shared site facilities.

x Supply waste management plans with any Development Application as required by the NSW Waste Board.

PART 4 **DETAILED DESIGN GUIDELINES**

4.7 Building Performance

4.7.4 WATER CONSERVATION

Water is our most precious resource. Building design can contribute to environmental sustainability by integrating measures for improved water efficiency. Water can be conserved in two ways: by reducing water demand from the mains and by re-using water which would otherwise be lost as run off or waste water.

Objectives

- To reduce mains consumption of potable water.
- To reduce the quantity of urban stormwater run off.
- To encourage integrated water management, that is, capturing stormwater and/or rainwater and storing on site for both external and internal use.

Performance Criteria

i Use AAA (or higher) rated appliances to minimise water use.

ii Encourage the use of rainwater tanks.

iii Collect, store and use rainwater on site for non-potable purposes. This may be used for car washing, watering the garden, toilet flushing and washing machines. Once treated, rainwater can also be used for potable supply. Consider the recycling of grey water for toilet flushing or for garden uses.

iv All development is to be connected to the Homebush Bay Water Reclamation and Management System (WRAMS). To facilitate connection to WRAMS, provide correctly sized dual water reticulation systems, appropriate dual supply plumbing, and toilet flushing and irrigation connections.

v Incorporate local indigenous native vegetation in landscape design.

vi Avoid the use of lead- or bitument-based paints on roofs, as rainwater cannot be collected from them. Normal guttering is sufficient for water collections provided that it is kept clear of leaves and debris.

vii Provide spring return taps for all public amenities.

4.8 PUBLIC ART AND DESIGN



Spaces which are well designed, with high amenity and regard for safety and security issues, are attractive to use and can enliven the public domain



Public art contributes to the unique character of places. When local artists are used it can also create a feeling of community for residents and workers in the locality.

Public art includes art and design elements, installations, fixtures and treatments that enhance public environments and buildings. These may include:

- Paving design
- Lighting design
- Sculpture
- Fencing design
- Decorative elements as part of architectural and engineering work
- Landscape and planting work with specially designed elements and
- Temporary or ephemeral work.

Objectives

- To celebrate local heritage and culture
- To explore community cultural identity
- To instigate the feeling of 'community' in the town centre
- To articulate the nature and special qualities of the town in the public domain

Performance Criteria

i. Artworks are to be integrated into broader development and planning.

ii. Art and design that enhances the pedestrian experience are to be encouraged.

iii. Projects that develop cultural themes that are relevant to the locality and its community are to be encouraged.

iv. Public art is to be used to help define important spaces in the locality.

v. Stand-alone projects that fail to address the locality and its culture, are to be avoided.

vi. Elements such as seating, paving, bus shelters and other street furniture, whilst being functional, are to be visually appealing and of a high design quality.

PART 4 **DETAILED DESIGN GUIDELINES**

GLOSSARY

Acoustic privacy	a measure of sound insulation between apartments, between apartments and communal areas, and between external and internal spaces
Accessible housing	housing that is designed and built to accommodate the needs of occupants with mobility impairment (Australian Standard 1428: Design for Access & Mobility Series)
Adaptable housing	housing that is designed and built to accommodate future changes to suit occupants with mobility impairment or life cycle needs (Australian Standard 4299: Adaptable Housing)
Affordable Housing	housing for low to moderate income households. Affordable housing is usually required to be financially viable based on a ratio of housing costs to income.
Amenity	the 'liveability' or quality of a place which makes it pleasant and agreeable to be in for individuals and the community. Amenity is important in both the public and private domain and includes the enjoyment of sunlight, views, privacy and quiet.
Articulation zone	Articulation is the three dimensional modelling of the building. The articulation zone is the area of three dimensional modelling at the periphery of the building, including any changes in facade alignment, balconies, bay windows and sun shading devices.
AS 1428	Australian Standard 1428: Design for Access and Mobility Series
AS 4299	Australian Standard 4299: Adaptable Housing
BCA	Building Code of Australia
Build to line	a front setback expressed as a required distance from the street edge of the building envelope. In urban areas the build to line often corresponds to a zero front setback, to establish a consistent streetscape.
Building line	the line formed by the main external face of the building, excluding any balcony or bay window projections
Building envelope	the area within which a building can be built, represented in plan and section.
Communal open space	open space within a residential development that is not public and not allocated to an individual dwelling but is shared for the recreation and relaxation of all residents
Core	vertical circulation (eg lift, stairs)
Cross over apartments	apartments with two opposite aspects and with a change in level between one side of the building and the other
Cross through apartments	apartments on one level with two opposite aspects
Datum or datum line	a significant point or line in space established by the existing or desired context, often defined as an Australian Height Datum. For example, the top of significant trees or the cornice of a heritage building
Deck	an external platform, usually elevated, located alongside and accessible from an interior space and often made of timber

GLOSSARY

Deep soil zone soft landscaping above unimpeded deep soil, not including permeable paving

Double loaded corridor corridor with apartments off both sides, generally associated with single aspect apartments

Dual aspect apartment apartments which have at least two major external walls facing in different directions, including corner, cross over and cross through apartments

Ecologically Sustainable Design (ESD)

The Commonwealth Government National Strategy for Ecologically Sustainable Development describes ESD as: "Using, conserving and enhancing the community's resources so that ecological processes, on which life depends, are maintained, and the total quality of life, now and in the future, can be increased." Design principles include preserving ecosystems and biodiversity and minimising resource use and waste, by adopting energy efficient practices.

Façade the external face of a building

Floor space the sum of the areas of each floor of a building, measured from the inside face of external enclosing walls and 1400mm above each floor level.

It includes:

- habitable space below ground (auditoria, cinemas, supermarkets)
- retail space (cafés) associated with main entrance and/or lobby.

It excludes:

- main building entrances and associated foyers and lobbies
- common vertical circulation (stairs and lifts)
- non-habitable areas of the buildng which do not protrude more than 1.2 metres above ground level that are used for the purposes of:
  - car, coach and bicycle parking
  - space for loading and unloading of goods
  - waste management and storage areas
- one level of above-ground car parking entirely contained within a perimeter building, as an internal podium or courtyard, where all the uses 'wrapping' the parking are active and have a street address.
- plant rooms and vertical mechanical services and ducting
- communal recreational areas in residential buildings up to 5% of the total floor area of the building
- balconies, including those enclosed by operable screening devices
- the void space above double height spaces.

GLOSSARY

Glass line	inside face of windows on the external walls of a building
Ground level	both the existing level of the site before development, and any new ground level resulting from changes to the topography to accommodate car parking ONLY when such changes are approved for a whole development site
Habitable room	any room or area used for normal domestic activities, including living, dining, family, lounge, bedrooms, study, kitchen, sun room and play room
Internal Courtyard	communal space at ground level or above a structure (eg. podium), formed by the building and enclosed on 3 or more sides and open to the sky
Juliet balcony	small projecting balcony, generally ornamental or only large enough for one person standing
Lightwell	a shaft for air or light, enclosed on all sides or which has the potential to be enclosed by future adjoining development, and either open to the sky or glazed
Light shelves	Reflective horizontal elements fixed to window openings which improve the amenity of deeper spaces by 'bouncing' light towards the back of the room
Long life loose fit	buildings which can accommodate a range of existing and future uses
Maisonette apartment	a two-storey apartment, where the storeys are vertically stacked
Mezzanine	the second storey of an apartment, fully or partially open to a void (double height) space shared by both storeys
Mixed use	a combination of residential, commercial, retail and community uses
Natural ventilation	ventilation by natural airflow, unassisted by mechanical means, through doors, operable windows and louvres
Non-habitable room	spaces of a specialised nature not occupied frequently or for extended periods, including bathrooms, toilets, pantries, walk-in wardrobes, corridors, lobbies, photographic darkrooms and clothes drying rooms
On-grade	on ground level (not on a building structure)
Open plan	apartment layouts where spaces are not divided into discrete rooms, but are open and connected to allow flexibility of use (typically living, dining, kitchen and study areas)
Open space	Public open space is space which is accessible to the public and useable at all times, day or night. 'Semi-public' open space is accessible and useable at certain times by the general public. Communal open space is private and shared, for the use of residents or tenants of a development. Private open space is associated with a single dwelling and is for the exclusive use of its occupants.
Operable screening device	sliding, folding or retractable elements on a building designed to provide shade, privacy, and protection from natural elements.

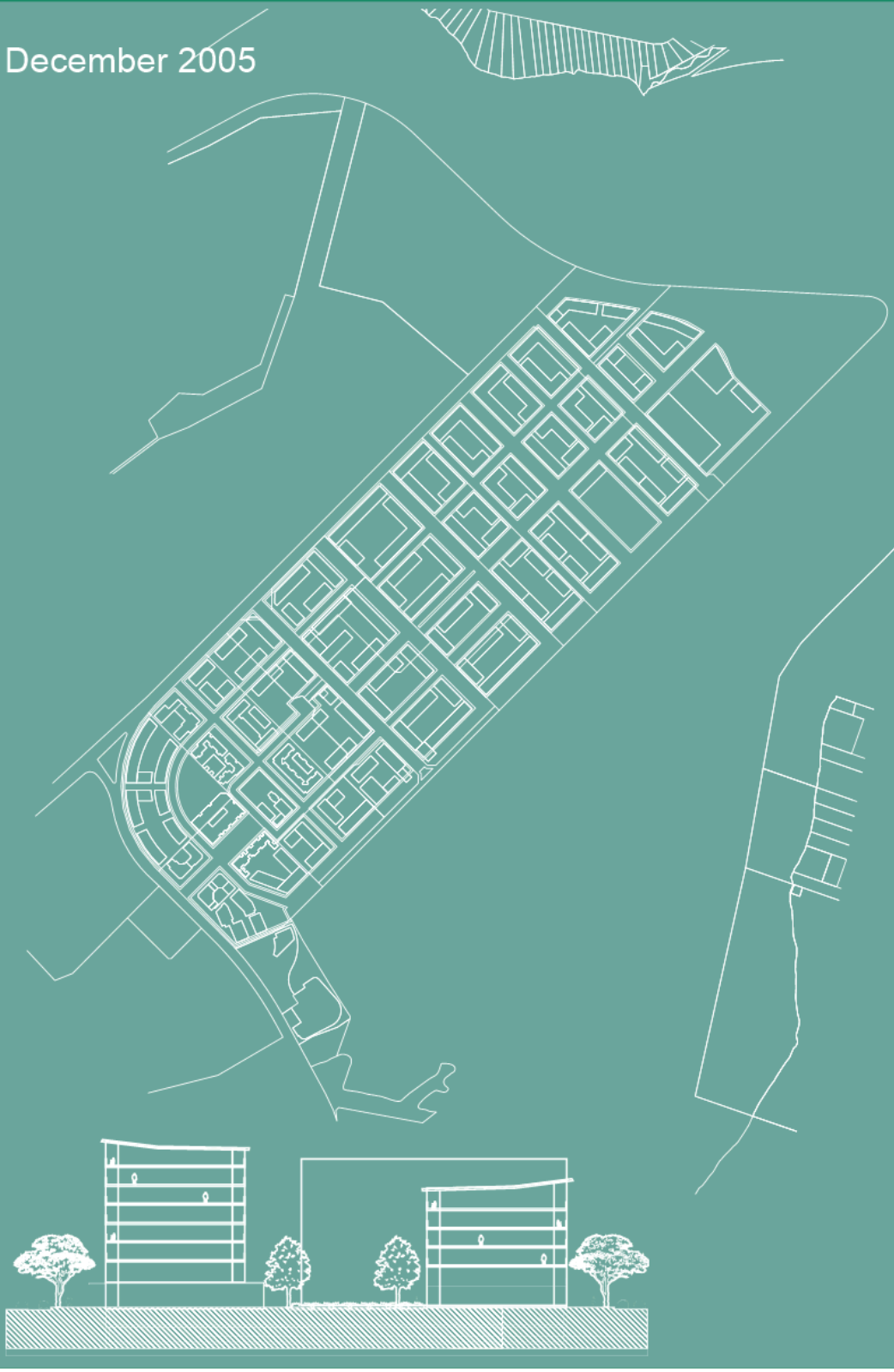
GLOSSARY

Operable walls	internal walls which can be moved, for example by sliding, folding, or pivoting, to allow for different room configurations
Passive solar design	Design that provides cooling in summer and warming in winter by controlling sun access. Building location, orientation, materials choice and the design of openings can all contribute to optimising thermal comfort for residents throughout the changing climate of the year.
Potable water	water which conforms to Australian Standards for drinking quality
Private courtyard	private open space which may be on a structure (eg. podium, parking deck) or at ground level
Setbacks	Side setbacks are measured from the side site boundary to the outside face of the building Street setbacks are parallel to the street boundary and are measured to the outside face of the front of the building
Stack ventilation / solar chimney	air convection resulting from hot air being pushed up and out by colder denser air which is drawn in at a lower level
Storey	a level in a development. This includes attic spaces with habitable rooms. It does not include space used for car parking, laundries or storeroom if the ceiling above the space is not more than 1200mm (measured from the lowest point on the development site) above ground level
Terrace (outdoor area)	an unroofed and usually paved area connected to an apartment and accessible from at least one room. May be on-grade or on a structure (podium)
Underground	below ground level or less than 1.2 metres above ground level

DCP Volume 2

Department of Planning

December 2005



Homebush Bay West
PUBLIC DOMAIN MANUAL

Note. The City of Parramatta Council (Council) resolved on 28 November 2022 to place the draft Parramatta 'Harmonisation' Development Control Plan (DCP) on public exhibition.

In addition, Council also endorsed administrative 'non-policy' changes to the stand-alone DCPs for Wentworth Point and Homebush Bay West which did not form part of the Harmonisation DCP (see Council Report from 28 November 2022 for more information). These amendments are proposed as part of the Land Use Planning Harmonisation Framework project and include:

- Replacing references to the former Auburn City Council (which is referenced as the consent authority) to the City of Parramatta.
- Replacing references to the Auburn LEP which will be superseded by the new Parramatta LEP 2023.
- Transferring controls referenced within the Auburn DCP (which will be superseded by the implementation of the new Parramatta DCP) that relate to parking and loading, adaptable housing units and water management into Wentworth Point DCP to retain the existing policy framework for the precinct.
- Other changes as needed to retain existing policy.

These administrative 'non-policy' changes have now been exhibited as part of the public exhibition process of the Parramatta 'Harmonisation' Development Control Plan. The stand-alone DCPs will be forwarded to the Department of Planning and Environment to finalise the proposed changes.

Prepared by Environmental Partnership (NSW) Pty Ltd
in conjunction with NSW Department of Planning,
Sydney Olympic Park Authority and NSW Maritime

For the Director General, NSW Department of Planning

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F Furniture Guidelines
L Lighting Guidelines
PL Planting Guidelines
FBL Fences / Barriers / Level Changes Guidelines
S Signage Guidelines
IN Services and Infrastructures Guidelines

introduction 1

1.1 What is the Public Domain Manual?

This Manual has been prepared to provide those responsible for the implementation of improvements to the "Public Domain" through the Homebush Bay West area with a coordinated set of design and material principles upon which improvement works can be developed. The manual supports the Homebush Bay West Urban Design and Structural Design Framework and Development Control Plan as the key planning policies for the redevelopment area. Public Domain Guidelines (refer Section 5.0) are based on a series of design and materials principles (refer Sections 3.0 - 4.0) which identify a hierarchy of materials and design treatments for the components of public domain through Homebush Bay West.

The design principles and guidelines provide general design and materials directions upon which detailed design should be developed for individual sites.

1.2 Public Domain in Homebush Bay West

Public Domain can be defined as ' the publicly owned and usable network of urban spaces including streets, squares, and open spaces" (*South Sydney Public Domain Manual*). Design for the Public Domain includes consideration of the relationship of built form (architecture) and infrastructure as significant shapers and determinants of the quality of the public domain environment.

The Public Domain Implementation Guidelines (Section 5.0) aim to ensure that the various components that help shape urban spaces including:

- pavements;
- kerbs and gutters;
- furniture;
- street trees and planting;
- lighting and signage;
- services and infrastructure; and
- vehicular and pedestrian access routes

are coordinated and integrated in a manner that is sustainable, functionally efficient, aesthetically pleasing, and safe. The Homebush Bay West Public Domain Manual integrates appropriate components and principles from related public domain strategies including the Sydney Olympic Park Urban Elements and Parkland Elements Design Manuals, ~~the Auburn Parks Infrastructure Manual,~~ and ~~the Renewing~~ Section K17 - Rhodes West Special Precinct of the City of Canada Bay DCP 2022.

1.3 Format of the Manual

The manual is arranged as described on the diagram opposite.

1.4 Using the Manual

To provide for quick reference to the design information and materials required for a specific public domain project, a design and materials matrix has been provided (refer Section 4.4)

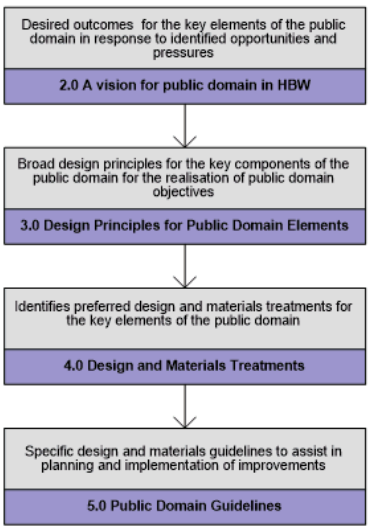
The matrix cross references design and material guidelines for each of the components of the public domain as described in sections 3.0 and 4.0:

- **Foreshore promenade** *foreshore public walkway and parkland*
- **Streets** *the hierarchy of streetscapes*
- **Plazas and Squares** *urban spaces at road terminations and other nodal locations*
- **Open Space** *parkland open space areas*

References to guidelines are provided under specific headings relevant to urban design / improvement projects including pavements, kerbs / gutters, furniture, planting fencing / barriers, and signage.



Above: the Homebush Bay West study area



Above: format of the manual

1 introduction

1.5 Glossary of terms

The area of public domain planning and controls has a range of terms which have specific meaning and which have been used through this manual.

The following list identifies the definitions applying to the terminology used in this document.

component	identifiable aspect of the public domain to which varied function, usage, visual character, and public domain role can be identified. - may include the bay foreshore promenade, streets, plazas / squares, and parks.
DDA	Disabilities Discrimination Act - identifies requirements for equality of access for all potential users of public domain
element	the items which comprise the fabric of the public domain and which may vary between public domain components - may include paving, furniture, planting.
HBW	Homebush Bay West
PE ...	Public domain guideline as per Parkland Elements Manual for Homebush Bay
SOPA	Sydney Olympic Park Authority
UE	Public domain guideline as per Urban Elements Manual for Homebush Bay

1.6 Public Domain Management and Maintenance

Successful and enduring public domain is a function of not only design, materials, and programme of usage, but also effective maintenance and upkeep.

At the time of finalisation of this document ongoing management and maintenance arrangements and responsibilities for the Homebush Bay West Precinct had not been confirmed.

However key issues for the ongoing management authority to address will include:

- ongoing establishment maintenance of all street tree plantings and planted areas (weed management, irrigation, prunning management)
- paving cleaning on street trading areas (in particular) and unit paved areas generally
- rubbish management
- programme of events for foreshore promenade
- review of design / development proposals for compliance with DCP and Public Domain Plan

It is noted that irrigation provision to landscaped areas shall be made through integration with to the WRAMS water management system at Homebush.

Ultimately the responsibilities for public domain management and maintenance through Homebush Bay West should reside with the body or authority who is best equipped to plan and implement management and maintenance regimes in coordination with those implemented through Sydney Olympic Park and ~~Auburn~~ City of Parramatta Council area.

1.7 The Homebush Bay West Draft Structural Design Framework

The arrangement of public domain spaces in Homebush Bay West is to be significantly shaped and determined by the Structural Design Framework and Development Control Plan.

The Public Domain Manual builds upon these strategies in providing principles for the planning and design of public domain areas, and should be read in conjunction with these documents.

The plan extract below from the Development Control Plan identifies the proposed structure of the urban redevelopment of Homebush Bay West defining key components of the public domain which are referred to in this document.



a vision for public domain 2

2.1 Generally

The way in which public domain is appreciated by the community is determined by the sum of the parts which shape and comprise the public domain. Community perceptions are influenced by a variety of factors relating to ease and functionality of use, quality of facilities, and design and visual fabric. It is important that principles for individual components of the public domain are based on a clear understanding of the overall vision for the use and appearance of public areas.

The Homebush Bay West (HBW) Public Domain Workshop held on 11th March 2003 at Department of Infrastructure, Planning, and Natural Resources (DIPNR) involved a range of stakeholders in the HBW precinct including land owners / developers and their design teams, Government authorities (including the previous Auburn Council, Sydney Olympic Park Authority, and Waterways Authority).

The workshop was asked to discuss the key considerations for public domain policy and strategy development. This question was aimed at helping shape an overall vision for public domain in HBW. A summary of the workshop discussions is provided in the appendix.

The Draft Public Domain Manual was publicly exhibited as part of the Homebush Bay West Structure Plan, and documents received from public authorities in addition to private stakeholders with an interest in the precinct.

The finalisation of this document during 2005 has taken into account these comments in resolving final design principles. This process has involved direct inputs from the Sydney Olympic Park Authority and NSW Maritime.





Several workshop forums have been held by DIPNR to review foreshore public domain outcomes in urban renewal projects

the vision

The following vision was developed through consideration and distillation of the workshop outcomes:

" that public domain in Homebush Bay West responds to and facilitates community uses, activities, and experiences through development of a legible framework of stimulating spaces that reinforce local and regional linkages and incorporate sustainable and coordinated design in compliment to the bay and park contexts".

2.2 Public domain strategies

The public domain strategies define broad guiding directions that inform the development of design and materials principles, and provide an assessment benchmark for these principles (along with ongoing guideline and detailed design development) through Homebush Bay West.

The strategies respond to the outcomes of the stakeholder workshop along with related urban design directions to provide a coordinated framework for the development precinct.

A general discussion of factors is provided, along with a proposed strategy statement, and key words which should be considered in development of planning, design and management responses.

2 a vision for public domain







Activation of public domain through facilitating and legitimating public use is a key strategy for Homebush Bay West

2.2.1 Activation

The workshop forum identified that the fundamental requirement for public domain development and management was the provision and facilitation of "active" public space. The level of activity primarily relates to how the space is perceived by a potential user. To encourage public use and become "active", public areas must be clearly identified as part of the public domain.

This is achieved partly through an appropriate level of continuity in design and materials theme, but also through the proportions / scale of the space in relation to adjoining uses. Public areas and access enclosed between other strongly private uses (eg residential) are usually of less value for public use and activity.

In addition to the scale and proportions of public domain, the treatment of the edges to adjoining uses is also important in achieving an "inviting" public space. Many existing public foreshore accessways to residential development are not successful due to a highly "privatised" character eg: continuing the design and materials identity of adjoining residential spaces and development.

The facilitation of safe and secure open spaces is also important in encouraging active usage. Sensible design, maintenance of adequate visibility and sight lines, appropriate lighting strategies, and of an adequate level of use all contribute to a safe and secure public domain environment.

Finally the management of the public domain in realising public activity is important. The knowledge that the space may / will provide for high levels of usage and potentially generate noise and other impacts must be considered in the design of the space and of adjoining private open space and built form.

Strategy:

Public domain, adjoining uses and edges to adjoining uses to be designed and managed to recognise, facilitate, and encourage active use of the public space. Adjoining uses and edges to be designed in coordination with and consideration of, the design and **intended / potential usage** of public spaces.

Key Words for planning, design, and management

active	interactive	safe
enlivened and fun	public attraction	supports water use
inclusive	people friendly	generous space

2.2.2 Legibility

Legibility is of particular relevance to the street pattern of the urban development. The principle of a hierarchial street network is central to the Homebush Bay West Structural Design Framework. The treatment of streetscapes should reinforce the hierarchy in terms of public domain elements including paving, street trees, and street furniture.

Whilst this may mean variations to certain elements through the hierarchy, streets and other public domain areas should maintain appropriate "threads" of continuity between them.

Strategy:

Design and materials treatments to reinforce the Structural Design Framework street hierarchy and open space network. At the same time design should maintain a level of continuity in identity through all public domain areas reinforcing these areas as publicly accessible and usable spaces, part of the common public domain.

Key Words for planning, design, and management

accessible	easy to navigate	safe
enlivened	inviting	scale







Continuity of public domain treatments and materials and design identity can contribute to legibility







Streetscapes and open spaces will play a role in providing connectivity of access and identity

2.2.3 Connectivity

Connectivity is a critical factor for Homebush Bay West through both the street and path access systems and in ecological terms for improvement and maintenance of biodiversity values and to provide links between key open spaces.

Connectivity must be considered at several levels.

- At the broad level: connections to areas and facilities beyond Homebush Bay West.
- At the local level: the pattern of spaces,

  and at the detailed level the function, design, and materials treatments of the space.

Clear and logical connections have a strong parallel to the strategy of legibility as outlined previously, in which the pattern of public domain spaces must be able to be understood by its users. The aim is to create through the pattern (and the detail of spaces within it), a recognisable identity that will encourage familiarity and comfort in use of these spaces.

Habitat connectivity needs to be provided through linkages of structually diverse native vegetation stands that include the range of herbs, grasses, shrubs, understorey and tree species representing native plant species that used to occur in the vicinity. Design of open space should seek a contiguous linkage where ever practicable by planting with suitable native species within any gaps to provide habitat.

Strategy:

The structure of public domain to provide a clear and identifiable pattern of public spaces which are linked through functional design, clear and articulated way finding signage, and materials treatments to provide continuity and flow of the public domain.

Connections to adjoining public areas and features to be considered and facilitated includes Sydney Olympic Park, Homebush Bay, the Powells Creek corridor, Homebush Ferry Wharf and Wentworth Point Park, and the Rhodes peninsular.

Public domain through the precinct must also reinforce linkages between the "park" and the "bay".

The junctions or intersections of public domain components should develop nodal places of special interest, to both reinforce changes in direction and orientation and cater for varied uses and higher usage intensity.

Key Words for planning, design, and management

relationships movement shared access / flexibility
habitat

a vision for public domain 2

2.2.4 Character and Identity

It is essential that the public domain of Homebush Bay West develop a public domain identity that builds upon its physical, cultural, and social characteristics. The broad, flat nature of the landscape and its industrial past suggests that public domain should be simple and robust in its design and materials.

Sydney Olympic Parklands, and recent residential developments on the "Payce Properties" lands (in the south of the precinct), have pursued a benchmark of quality in design and materials. For public domain in Homebush Bay West, identity should provide a degree of linkage to this context whilst recognising ongoing, maintenance and management capabilities / resources and the relationship of the precinct to adjoining habitats.

Planning for the public domain can facilitate a balance of continuity and diversity that maintains legibility, whilst at the same time providing visual interest and necessay differentiation.

Character of public domain in Homebush Bay West should also reflect the principal role of the precinct as a residential neighbourhood, and facilitate a sense of place and community.

Strategy:

Public domain development to reflect the clear, linear grid development pattern established in the Structural Design Framework, and provide a simple, robust, and sustainable character for public domain spaces.

This should be reflected in uncomplicated, broad, and generous design structure and patterns formed by the configuration of spaces, layout, materials, and colours of paving, and the layout and structure of tree and understorey planting.

Design solutions should recognise the linear, flat nature of the precinct and provide responses that provide definition to spaces in a logical sequence that contributes to the identity of the site (eg. Park to Bay).

The development of the public domain should redress the lack of an existing "green" identity through the post industrial precinct. This may be established through the development of simple, robust, and bold street tree and open space planting approach that affords significant and recognisable visual and recreational amenity.

Key Words for planning, design, and management

generally flat	post industrial	residential community
linear & straight edged	land reclamation	destination







Character and identity are shaped by the cultural and physical characteristics of the site, the planning, design, and materials fabric developed, and the community usage and spirit that evolve.

2 a vision for public domain







The public domain of Sydney Olympic Park provides a general identity of quality and generous scale for users.

2.2.5 Context

Recognition of the context of the precinct in relation to adjoining uses, facilities, and communities is a fundamental requirement of public domain planning and implementation. Materials selections and use should have regard for broader visual connections where applicable, and should also recognise the physical requirements of a waterfront site of future high usage. Design should also consider the flat and exposed nature of the site and resulting wind and solar exposure.

Provision of facilities and experiences within the public domain should also consider context. Such planning should compliment facilties provision in other local public domain areas whilst optimising the physical and visual opportunities posed by this site.

The reclamation and industrial history of the site has significantly altered the site's vegetation character. Publlic domain should seek to enhance Homebush Bay West's relationship with the natural context (past and existing of the Bay and Sydney Olympic Parklands.

Strategy:

Public domain to encourage a range of uses and facilities that compliment other local natural areas, urban development, and public domain.

Design and materials selection to maintain continuity with district access links, whilst allowing diversity and interest to be pursued to appropriate components of the public domain (eg plazas courtyards).

Public domain spaces to incorporate collective and individual opportunities for narrative or 'story telling' relevant to the Homebush Bay area through design and material treatments.

Vegetation planning should compliment habitat values of the adjoining Sydney Olympic Parklands, and enhance where possible waterfront habitat values to the bay.

Revegetation and restoration of riparian areas is to be strategically located to the foreshore to facilitate biodiversity connectivity between adjoining areas supporting ecological values. These foreshore areas should be located and designed to provide habitat opportunities in their own right.

Key Words for planning, design, and management

Sydney Olympic Park Complementary Powells Creek
Homebush Bay

2.2.6 Climate management

Stakeholders at the Workshop Forum identified the inherent microclimatic conditions of the flat and exposed Homebush Bay West precinct. These harsh conditions make it essential that planning and design of public domain aim to mitigate the impacts of wind and solar exposure (particularly of the Foreshore Promenade) on public use and comfort.

Strategy:

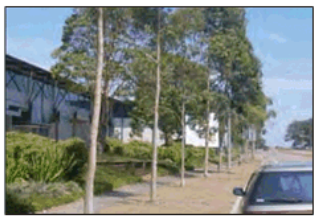
Public domain planning and design to recognise the influence of south to north-west wind exposure of the foreshore promenade through configuration of landscape elements and incorporation of refuge areas within the main promenade.

Street tree layout and selection to recognise seasonal shade / solar access needs for provision of amenity to street footpaths.

Architecture to consider potential role of street tree planting to north south streets in ameliorating summer heat loadings to west facing facades.

Key Words for planning, design, and management

Seasonal amenity Wind protection Balance



Native street tree planting has been employed throughout Sydney Olympic Park and the Newington Development. Native tree planting should be extended through the Homebush Bay West precinct as a fundamental principle





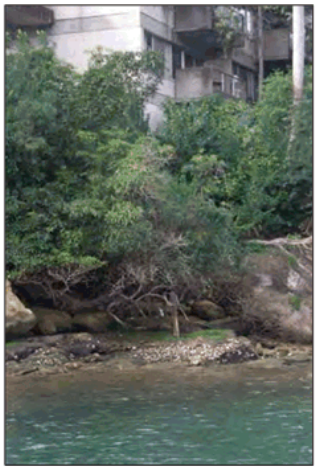
Planting in the public domain is a significant tool in ameliorating climatic conditions for both external spaces and built form



Vegetation overhanging the water edge is critical to quality aquatic habitat example - Duck River



Sea wall edges should optimise the incorporation of niches and ledges that can enhance aquatic habitat



Examples:
Retention / reestablishment of sections of natural foreshore junctions incorporating riparian vegetation is the optimum outcome in terms of habitat values

2.2.7 Sustainability

The planning, design, and ongoing management of the Sydney Olympic Park and Sydney Olympic Parklands precincts have addressed sustainability as a key principle. Whilst this principle should be of fundamental application to all urban developments, it is particularly relevant given the location of Homebush Bay West between these benchmark urban precincts.

The selection and deployment of materials, management of waste and stormwater in the public domain, biodiversity benefits of plant selections, and control and management of human uses and activities are all factors that should be recognised in the planning and design processes.

Strategy:

A visible sustainable design practice is a priority of the public domain program. Design and deployment of materials should address the minimisation of the use of construction materials and products that deplete non-renewable natural resources, have high embodied energy values (in production), or create unreasonable or unnecessary pollution or other harm to the environment in their supply and / or production,

Where possible recycled materials should be used in public domain works including concrete, base course material for pavements, and landscape soils, planting mixes, and mulches.

Where possible use porous pavement surfaces to soft landscape finishes through open space to maximise infiltration, assist ground water recharge.

The Water Recycling and Maintenance System (WRAMS) project offers the opportunity for use of recycled water for public domain irrigation purposes.

Water sensitive design strategies such as median strip infiltration, and biofiltration will be pursued to median strip situations on streetscapes.

The selection of plant material through the public domain must respond to functional and aesthetic criteria whilst maximising use of site indigenous plant material to improve habitat integrity. Such plant material should preferably be propagated from locally sourced cuttings or seed stock, a process that can be facilitated through the Millennium Parklands for a number of species.

In addition planting schemes to the waterfront (the foreshore promenade) should aim to redress the loss of overhanging foreshore vegetation which is critical to healthy aquatic habitat.

The sustainable design treatments will aim to **promote** awareness of natural systems and values in the area and as such must be visible and understandable to the community. As such public domain should integrate coordinated interpretative measures including signage and public art that evaluate the public about the environmental strategies in place.

Key Words for planning, design, and management

Visible Practical Maintainable
Systems

design principles 3

3.1 Generally

Design Principles are provided for each of the public domain components in Homebush Bay West.

The principles are provided as a basis and reference for the development of public domain design and materials solutions. The principles also establish the framework for the detailed Public Domain Guidelines contained in Section 5.0.

Principles are set out under generic headings relevant to the public domain component.

The principles for public domain components encompass several general goals:

- planning and design to facilitate and encourage community usage of public domain areas in particular to foreshore locations.
- a simple range of public domain design and materials approaches to enhance continuity and cost effectiveness / practicality for implementation and maintenance.
- sustainable design and materials strategies to be applied to all public domain areas.
- maximise compliance of public domain design and materials treatments with Disabilities Discrimination Act (DDA) requirements for universal access.

The principles are formatted as listed:

Vision
broad objectives for public domain planning.

Desired outcomes for design / implementation
specific objectives for key aspects of the planning, design, and implementation of the public domain component as identified through the stakeholder workshop.

Issues to be addressed
issues to be addressed through this document and in ongoing design development.

Design Principles
principals to be followed in planning, design, implementation, and maintenance / management of public domain components.









Examples:
The foreshore should balance enhancement of biodiversity values with an active public space that recognises the history of the area

3.2 Foreshore promenade

Vision:

Foreshore promenade to provide an uncomplicated and accessible setting for a range of land and water based public activities within a unified landscape setting complementing extending adjoining natural environments.

Desired outcomes for design / implementation

Usage

- legitimised public usage and enjoyment of the waterfront that is not compromised by adjoining private domain
- facilitate the use of the foreshore as a celebration space
- incorporate both active and quieter spaces
- water access and contact
- encourage relationships with publicly active building frontages (eg retail, food)
- interactions with, and interpretations of the natural environment, including aquatic habitat, riparian areas and parks
- approximately 1/3rd of the foreshore revegetated to 'riparian areas'

Accessibility

- diversity of access to foreshore (including vehicles) that will optimise the level of usage and activity
- appropriate access to water for local use (eg canoes, kayaks)
- appropriate level of parking to service regional users and activate foreshore that does not compromise visual or recreational values
- promenade to have shared pedestrian / cycle role
- legible and functional pedestrian / cycle links to Sydney Olympic Parklands, Powells Creek corridor, and Rhodes Peninsular
- appropriate night lighting for night use avoiding unreasonable impacts on residential amenity
- way finding signage to local and regional destinations and routes
- managed or restricted access to areas of enhanced native vegetation as required

Place / character

- develop / promote the foreshore as being a destination for the local and regional community
- design and character should develop both continuity and diversity / variation in appropriate balance
- the promenade should have a water / bay focus - potential interpretation of pre reclamation shoreline, if it lies within foreshore open space
- public art should be incorporated as design element influencing overall design - not merely as an overlay / installation
- sustainable and appropriate recreational use to be supported through facilities
- distinct areas or spaces delineated for structurally diverse native vegetation

Design

- water land interface (seawall) to be considered as key design element
- integration of recreational water access to seawall design
- effective treatment of public / private interface to minimise impacts on residential views and amenity whilst ensuring an inviting and functional public foreshore
- adequate width of public foreshore open space adequate to facilitate public use
- integration of restored riparian areas with recreation, visual and infrastructure requirements, along with building architectural design to foreshore road as a coordinated holistic process.

Landscape

- consistent provision of large scale shade trees
- recognition of "whole of bay" landscape / visual setting viewed from water - reinforce relationship to Rhodes Peninsular
- advanced / mature landscape implementation
- recognise ecological connectivity as a landscape design principle
- soften the visual impact of development with structurally diverse native vegetation

Biodiversity

- Enhance terrestrial and aquatic habitats to provide for a diversity of native flora and fauna
- promote a diversity of vegetative structure: native grasses and ground covers, shrubs, understorey and canopy species
- provide a diversity of habitat opportunities including: shelter, food resources, and corridor enhancement
- provision of natural ecological function/ processes where possible including infiltration, natural shorelines.

Issues to be addressed

- balancing of environmental objectives with development requirements and constraints
- variation between existing foreshore design approach and materials to promenade implemented to "Waterfront" site and "Cycle and Carriage" site
- recognition of existing urban or "man made" character of seawall edge to reclaimed land
- implications of potentially staged implementation on function of promenade,
- implications of potentially staged implementation on continuity of design, materials, and construction quality
- provide significant riparian vegetation.





Pyrmont Waterfront:
The foreshore promenade is to be the focal public domain space of Homebush Bay West - providing a place for activity, rest, and viewing

3 design principles

Design Principles

Usage

1 provide for legitimised public usage and enjoyment of the waterfront that is not compromised by adjoining private domain and private uses

2 recognise active public function of foreshore promenade in design of adjoining foreshore residential and commercial development

3 facilitate the use of the foreshore as a celebration space through incorporation of larger gathering / event spaces off or adjoining the main promenade

4 incorporate both active and quieter spaces

5 provide for a variety of water access and contact

6 develop / promote the foreshore as being a destination for the local and regional public through provision of facilities optimising the intrinsic qualities of the foreshore (ie. views to Rhodes / up bay, water contact and access, linkages to Sydney Olympic Parklands)

7 provide for habitat connectivity between Millennium Parklands, Haslam Creek, and Bicentennial Park in the form of contiguous vegetated strips or linked pocket parks

Accessibility

8 provide level , shared pedestrian and cycle access (3.5 minimum width) located to landward edge of promenade for through cycle and pedestrian / jogging access to full length of promenade

9 provide informal / meandering walkway to seawall edge for pedestrian access only - integrate variations in alignment and surface treatments (eg. decking) to discourage high speed cycle use

10 provide clear, continuous linkage from promenade south to Powells Creek Corridor and to Sydney Olympic Parklands (via archery centre)

11 provide water access points at strategic / coordinated locations - ensure equal access to water access points

12 provide water escape points to seawall (eg ladders) at required intervals

Place

13 character of foreshore promenade should provide both continuity in design theme, materials (paving, planting, and furniture) to reinforce foreshore north - south linkage whilst also incorporating potential for diversity and variation in spaces adjoining the promenade

14 incorporate public art as a formative design influence to the foreshore promenade space - provide public art elements reflecting coordinated themes

15 potential interpretation of land / water interface (eg. reclamation, pre-existing bay landscape) in public art elements to promenade

Design / Materials

16 provide simple coordinated materials theme to the promenade generally

- asphalt pavement to shared cycle / pedestrian path and foreshore path nodes
- timber decking adjoining seawall and Forest / Riparian planting zones to increase extent and quality of soil zone
- simplified foreshore edge treatment - timber (or concrete) seating edge as per SOPA Urban / Parklands Elements Manuals (note: do not continue existing lighting bollards beyond Payce site)
- open and accessible edge of foreshore pedestrian promenade to adjoining grassed areas
- pedestrian light elements located on one alignment - pedestrian pole top light as per (SOPA Urban Elements Manual) at required intervals

17 provide "plaza" spaces at junctions of the promenade with major east west streets (refer 3.4 Plazas and Squares) providing a variety of seating / shade options and design treatments with specific design theme

18 provide habitat "niches" and / or edges to seawall intertidal zone to encourage aquatic habitat where repair or construction is carried out

19 provide seating through both furniture seat elements and incidental seating (eg. walls)

design principles 3

Landscape

20 provide nodal planting of significant foreshore tree planting (Port Jackson Fig - *Ficus rubiginosa*) adjoining squares

21 provide Riparian Vegetation Nodes at regular intervals to achieve a target ratio of **30%** minimum planted edge to the promenade waterfront. Incorporate defined edges to control access to these areas.

22 water edge and riparian vegetation to be structurally diverse consisting of native tree canopy, understorey, shrubs and ground cover species

23 minimise edge to area ratios of the restored riparian areas and riparian pockets

24 foreshore native tree planting to overhang water where possible

25 provide for connectivity between the Millenium Parklands and the Haslams Creek, Bicentennial Park. This can be in the form of contiguous vegetated strip or numerous 'pocket parks'

26 public art should be incorporated as design element influencing overall design - not merely as an overlay / installation

Refer to indicative plans and sections on the following pages.

Foreshore Promenade

Vegetation species

- Water edge overhanging planting:
  Trees:
  - *Eucalyptus robusta* (Swamp Mahogany)

  Understorey:
  - *Banksia integrifolia* (Coastal Banksia)
  - *Melaleuca styphelioides* (Prickly Leafed Paperbark)

  Shrubs:
  - *Banksia spinulosa*
  - *Banksia robur*
  - *Bauera rubioides*
  - *Hakea salicifolia*
  - *Leptospermum juniperinum*

  Groundcovers:
  - *Lomandra longifolia cv Tanika*
  - *Juncus krausii*
  - *Poa labilliardi (Sydney Fine Leaf Form)*

- Vegetation overhanging the waterway is to be provided along the foreshore in beds, having a width of not less than 1-2 metres, length of no less than 10 metres and spacing at minimum 40 metre centres

- Turpentine / Ironbark Forest nodes:
  - Trees, understorey, shrubs and groundcovers to reflect the Turpentine Ironbark Forest vegetation community
  - Alternate species can be selected from the Sydney Olympic Park Authority Planting Strategy

- Signature tree planting to foreshore plazas / squares:
  - *Ficus rubiginosa* (Port Jackson Fig)

- Foreshore street tree planting
  - *Angophora costata* (Sydney Red Gum)

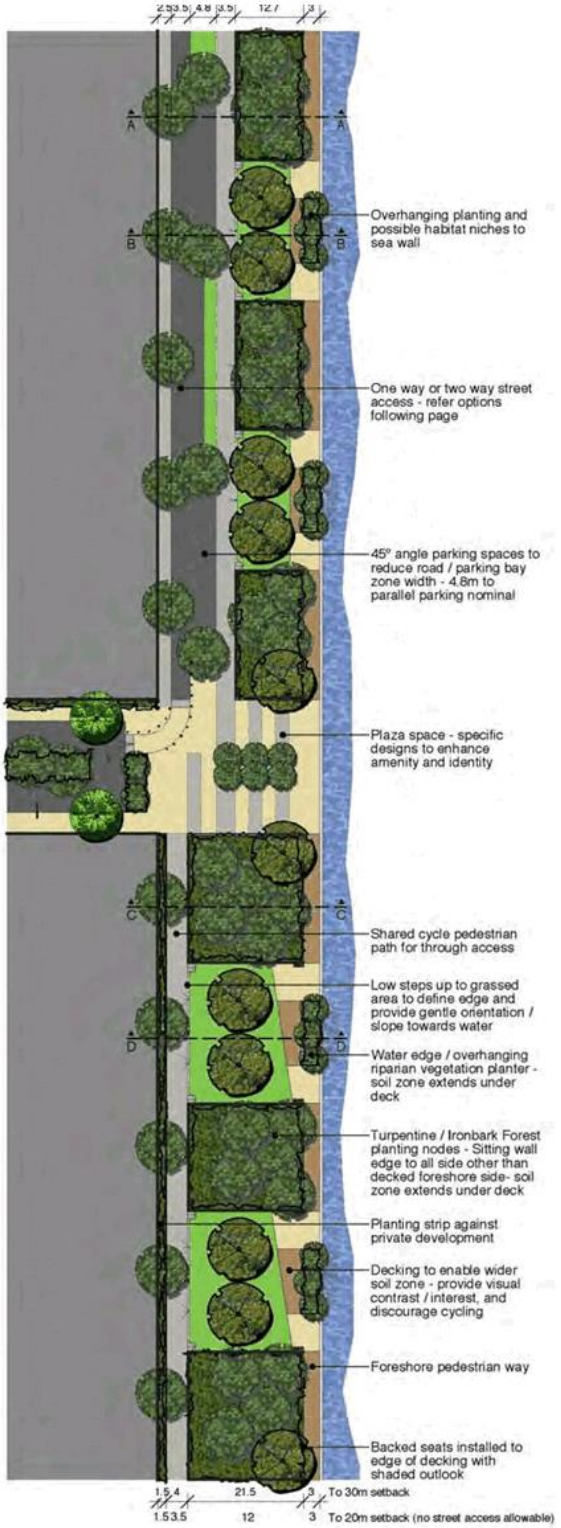
Surface Finishes

- Asphalt path to accessways
- Timber decking (eg. 150x50 mm plantation hardwood) to foreshore pedestrian way
- Large format exposed aggregate unit pavement to plazas / squares

3 design principles

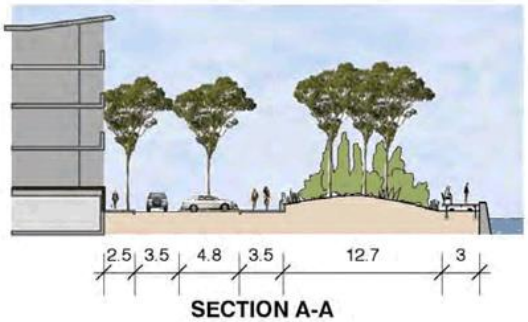


Building setback may be reduced to 20 metres (to a maximum length of 25 metres) at the termination of major East / West streets
NOT PREFERRED OPTION

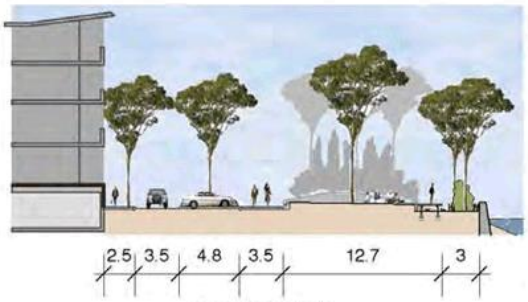


PREFERRED OPTION

Foreshore Promenade



SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

3 design principles





6 Foreshore street

Foreshore Promenade with Street Access

Usage

1 residential and commercial building entries to address the street

Accessibility

2 provide for high level of pedestrian amenity to all streets (tree planting, attractive / trafficable pavements

3 provide for clear line of travel along building frontage / property line to met DDA requirements

4 enhance pedestrian crossing points at junctions with east west streets

Place / Character

5 streetscapes to be attractive and inviting environments to the public

6 street character to compliment foreshore promenade park character - native evergreen tree planting to west (building) side offset with foreshore park Fig plantings to provide enframed views from residential frontages

Design

7 built form design to recognise (and be coordinated with) landscape design of foreshore promenade to facilitate residential view management integrated with landscape design

8 consistency in design and materials treatments to secondary east west streets

9 provide for year round pedestrian amenity

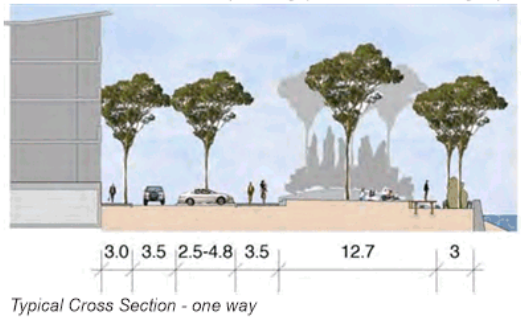
10 3.0 metre wide linear footpath to west side of street - evergreen tree planting in grassed verge to footpath

Landscape / materials

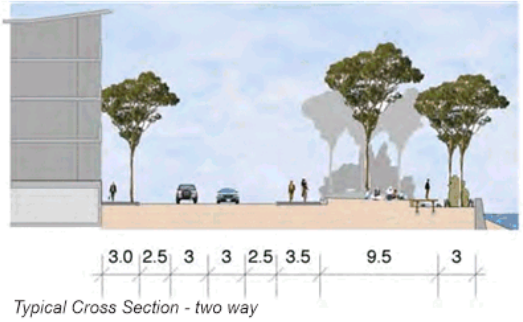
11 Materials palette:

- concrete kerb
- exposed aggregate / honed insitu concrete footpath
- *Angophora costata* (Sydney Red Gum) tree planting to west side of street
- no seats or bins to Foreshore Street - facilities provided on foreshore promenade

12 single arm traffic lighting / banner poles setout to footpath grassed verge - between street tree planting (refer UE - L3 for light pole)

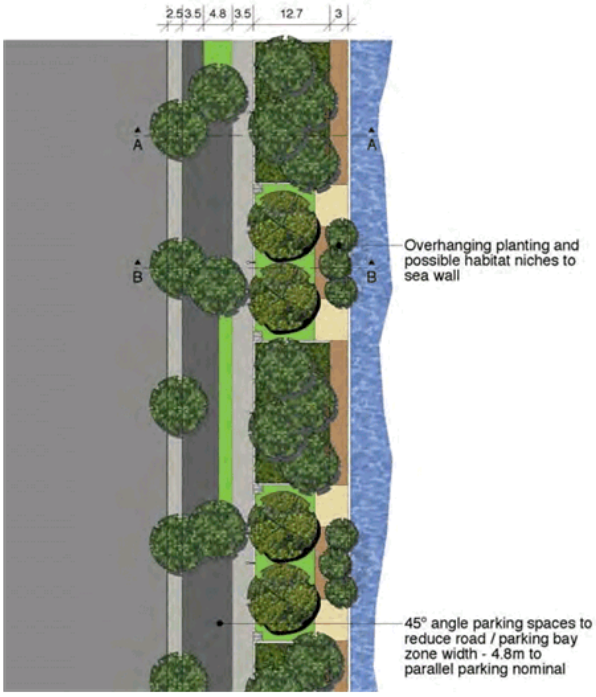


Typical Cross Section - one way

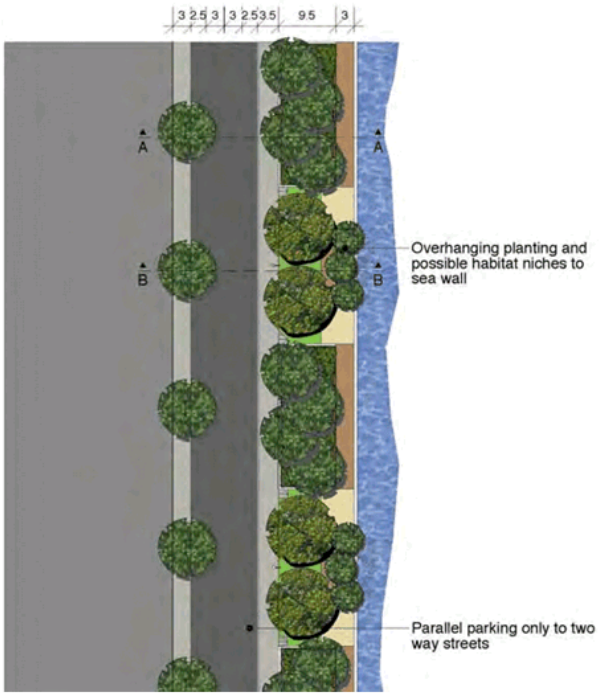


Typical Cross Section - two way

design principles



Typical Plan - oneway



Typical Plan - two way

Foreshore Promenade with Street Access

Tree species

- Riparian Nodes
  Refer 3.2 Foreshore Promenade
- Foreshore street tree planting
  - *Angophora costata* (Sydney Red Gum)

Surface Finishes

- Asphalt path to accessways
- Timber decking (eg. 150x50 mm plantation hardwood) to foreshore pedestrian way

3 design principles







Streets in addition to having a primary vehicular movement role are also highly important pedestrian corridors. This should be reflected in the level of pedestrian amenity provided

3.3 Streets

Vision:

Streets should provide a legible, public domain that responds to the physical context of park (west) and water (east), reinforcing pedestrian and cycle linkages both locally and regionally.
The streetscape should provide an inviting, generous character that optimises year round and day / night usage in a framework of robust quality and sustainable design and materials.

Desired outcomes for design / implementation

Planning / structure

- clear and legible hierarchy and pattern of streets - easy to navigate
- reinforce visual / pedestrian / cycle links between park and water
- street pattern accessible to regional street network
- potential public street adjoining foreshore to enhance access to, and public character of - foreshore open space
- building alignment and articulation to reinforce street corridors

Usage

- encourage relationships with publicly active building frontages (eg retail, food)

Accessibility

- provide for a high level of pedestrian amenity relative to the street hierarchy
- optimise pedestrian amenity to areas of public building frontage (eg retail, commercial, service activities)
- provide clear line of travel adjoining property line / building alignment to meet DDA requirements
- integrate cycle access within road corridors as part of overall cycle access network
- appropriate night lighting that provides for night use limiting impacts on residential amenity

Place / Character

- streetscapes to be attractive and inviting environments for the public
- continuity and diversity / applied in variation in appropriate balance
- street types should have different "feel" or identity to enhance legibility
- quality character of streetscape environment to enhance amenity and identity

Design

- consistency in design and materials treatments to apply at appropriate level across street types, and at detailed level to specific street types
- provide for year round pedestrian amenity and public usage
- reinforce pedestrian priority where practical / appropriate
- effective treatment of public / private interface to minimise impacts on residential amenity whilst ensuring an inviting and functional public streetscape
- interaction between residential frontages and street to be encouraged
- provide rest areas / refuges off the main pedestrian through routes
- public art and sustainability themes reflected in street footpaths
- street corridors to optimise water sensitive design principles where appropriate
- tree planting to be employed to reduce spatial scale of statistics and related vehicle speeds

Landscape / materials

- simple robust palette of materials
- hierarchy of materials treatments to reflect street pattern
- streetscape design to be reflected in - and influence built form design
- shady tree lined avenues to be provided - potentially move species as part of interpretative strategy
- materials selection and use to consider minimisation of maintenance
- street tree selection to integrate indigenous species as practical
- advanced / mature landscape implementation

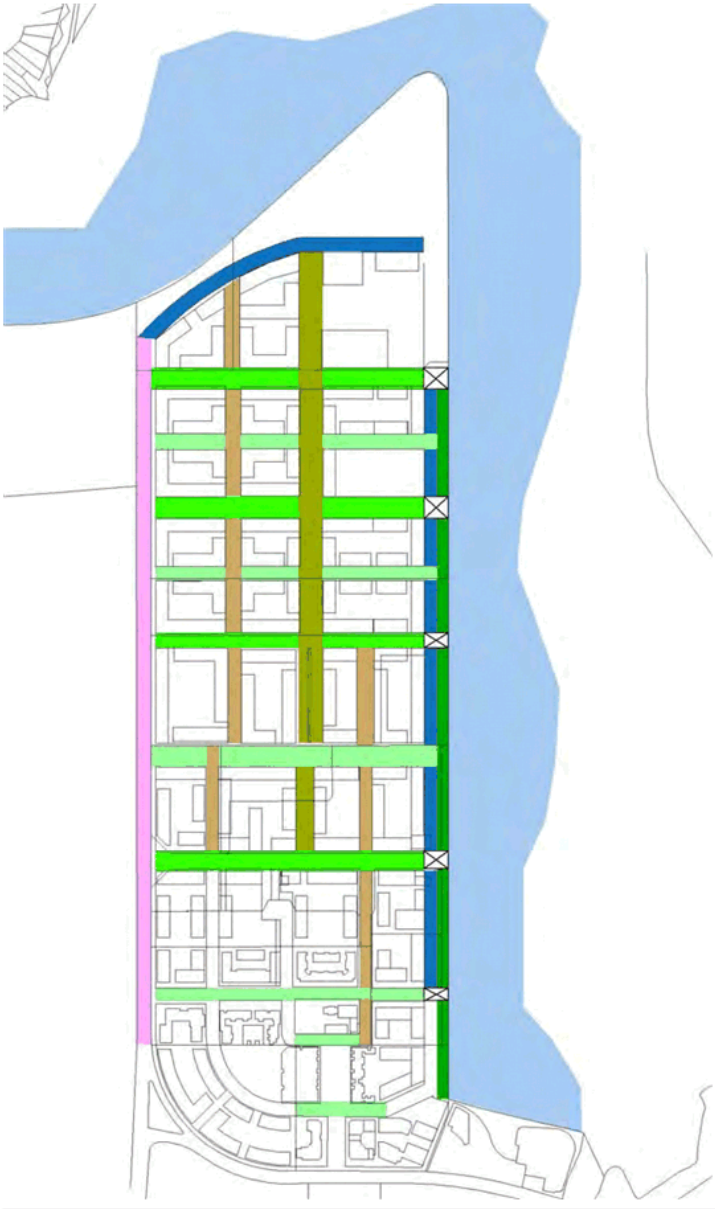
design principles 3

Issues to be addressed

- where built form does not define public / private domain interface - resolution of extent of design and materials treatments can be problematic.
- resolution / treatment of services and infrastructure
- responsibilities for ongoing management / maintenance of streets and compatibility of treatments with resources / capabilities

Homebush Bay West - Street Hierarchy

The plan below outlines the street hierarchy as developed by the Homebush Bay West Structural Design Framework, and identifies recommended street tree species as listed in the design principles for the street types.



KEY

- Foreshore promenade
  - Ficus rubiginosa (adjoining plazas / squares)
  - Banksia integrifolia
  - Eucalyptus robusta
  - Melaleuca stypheloides
  - Turpentine / Ironbark Forest nodes
- Major East West Streets
  - Mixed site indigenous and native tree, shrub and groundcover planting
  - Pyrus ussuriensis (to footpaths)
- Secondary East West Streets
  - Fraxinus griffithii (north side)
  - Eucalyptus haemastoma (south side)
- Major North South Streets
  - Corymbia maculata
  - Pyrus ussuriensis
- Secondary North South Streets
  - Eucalyptus haemastoma (to footpaths / kerb islands)
- Foreshore Road
  - Angophora costata (to footpaths / kerb islands)
- Hill Road
  - Corymbia maculata (to footpaths, median and park edge)
- Plaza at junction of Major East West Street and Foreshore promenade.
  - Planting integrated with Foreshore Promenade species range

3 design principles







Design Principles

Generally

1. street network to comply with the Homebush Bay West Structural Design Framework
2. Bus stop to streets should comply with Bus Stop Style Guide Infrastructure, Shelters and Lighting - refer to www.sta@nsw.gov.au

Foreshore Road

Refer to Section 3.2 Foreshore Promenade with Street Access (page 22) for the design of new foreshore roads.

1 Major East West Streets

Usage

1.1 Encourage retail / commercial activity to street frontages

1.2 residential building entries to address the street

1.3 provide for outdoor seating / trading areas to major east west streets adjoining kerbline (to maintain clear line of pedestrian travel against building frontage)

Accessibility

1.4 provide for high level of pedestrian amenity to all streets (tree planting, attractive / trafficable pavements

1.5 provide for clear line of travel along building frontage to met DDA requirements

1.6 optimise pedestrian amenity to areas of public building frontage (eg retail, commercial, service activities)

1.7 reinforce link between waterfront promenade and Sydney Olympic Parklands through continuity of clear access and optimisation of visual line of sight

1.8 optimise pedestrian crossing amenity at Hill Road junctions to reinforce linkages between Sydney Olympic Parklands and Bay

Place / Character

1.9 streetscapes to be attractive and inviting environments to the public

1.10 develop street character relative to the street hierarchy:

wide boulevard landscape character - major pedestrian link / on street trading provided to south side of street reinforcing park to water corridor.

Design

1.11 consistency in design and materials treatments to major East West Streets

1.12 provide for year round pedestrian amenity and public usage

1.13 quality pedestrian unit pavement from building line to kerb

1.14 provide for habitat connectivity between Millenium Parklands and Homebush Bay

1.15 central green corridor planting reinforcing east west access and visual link

1.16 kerbside deciduous tree planting to footpaths in tree pits to facilitate winter solar access, and reinforce urban boulevard character

1.17 reinforce pedestrian priority across driveways through continuation of footpath pavement material with appropriate tactile warning pavement markers

1.18 promote infiltration to central median with biofiltration capability to filter road runoff

1.19 integrate public art themes and environmental/ heritage interpretation into footpath pavements as part of a coordinated approach.

Landscape / materials

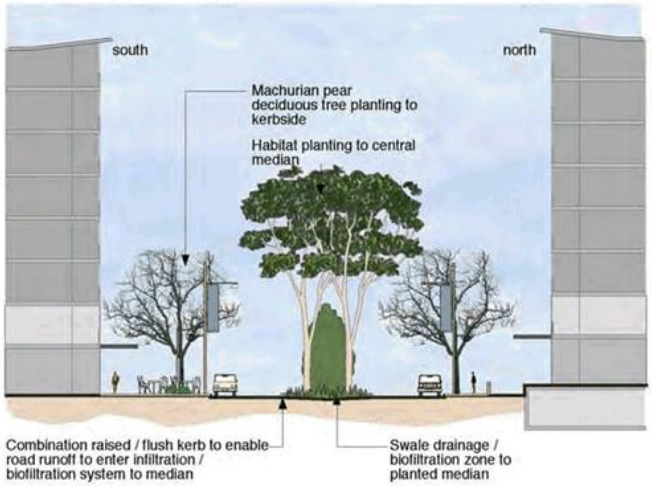
1.20 Materials palette:

- concrete kerb
- exposed aggregate concrete unit pavement footpath
- seating and bin furniture set out in coordinated layout with paving and street tree planting pattern

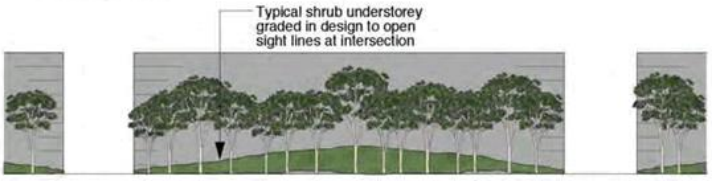
1.21 integrated street and pedestrian lighting / banner poles setout in coordination with footpath pavement, tree planting and furniture design (refer UE - L7 for lightpole)

design principles

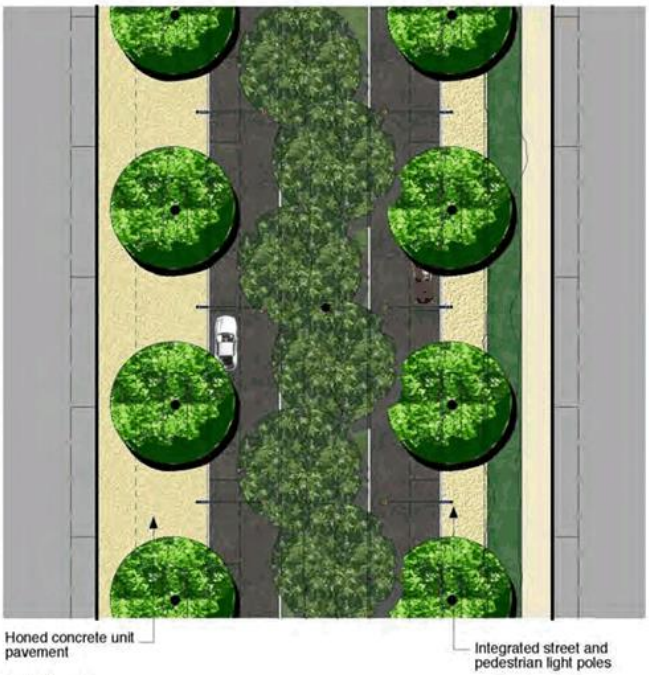
Major East West Streets



SECTION - nts



TYPICAL LONG SECTION OF STREET BLOCK - nts



PLAN - nts

Tree species

- Footpath street tree planting:
  - *Pyrus ussuriensis* (Manchurian Pear)
- Central median habitat planting:
  - Species to reflect the Turpentine Ironbark Forest vegetation community

Footpath pavement

- Exposed aggregate unit pavement

3 design principles





2 Secondary East West Streets

Usage

2.1 residential building entries to address the street

Accessibility

2.2 provide for high level of pedestrian amenity to all streets (tree planting, attractive / trafficable pavements

2.3 provide for clear line of travel along building frontage to met DDA requirements

Place / Character

2.4 streetscapes to be attractive and inviting environments to the public

2.5 develop street character relative to the street hierarchy:
less formal / smaller scale landscape character reflecting primarily local access, with deciduous planting to north side and evergreen to south side (to maximise winter solar access)

Design

2.6 consistency in design and materials treatments to secondary east west streets

2.7 provide for year round pedestrian amenity

2.8 3.5 metre wide linear footpath to north side of street to encourage access to shaded side / reinforce secondary links to waterfront, 2.5 metre wide linear footpath to south side of street, with tree planting pits with single species native groundcover

2.9 grassed verge incorporating tree planting to one side of street - tree planting between parallel parking bays to other side to reduce visual scale of street

Landscape materials

2.10 Materials palette:

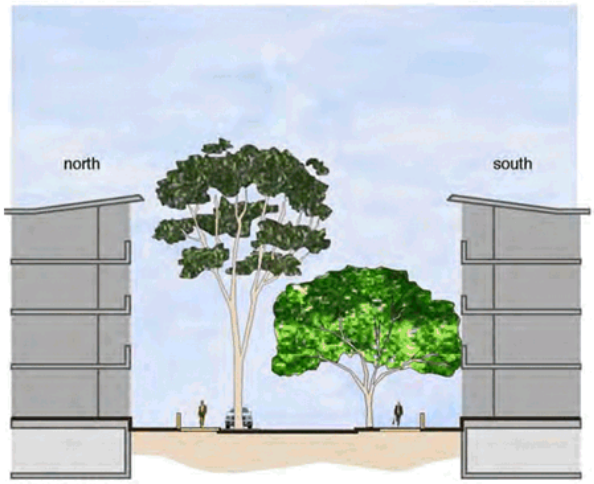
- concrete kerb
- exposed aggregate / honed insitu concrete footpath
- *Fraxinus griffithii* tree planting to north side
- *Eucalyptus maculata* (Spotted Gum) tree planting to south side
- no seating or bin furniture to secondary east west street

2.11 pedestrian lighting poles setout between footpath tree planting to north side (refer UE-L7 for light pole)

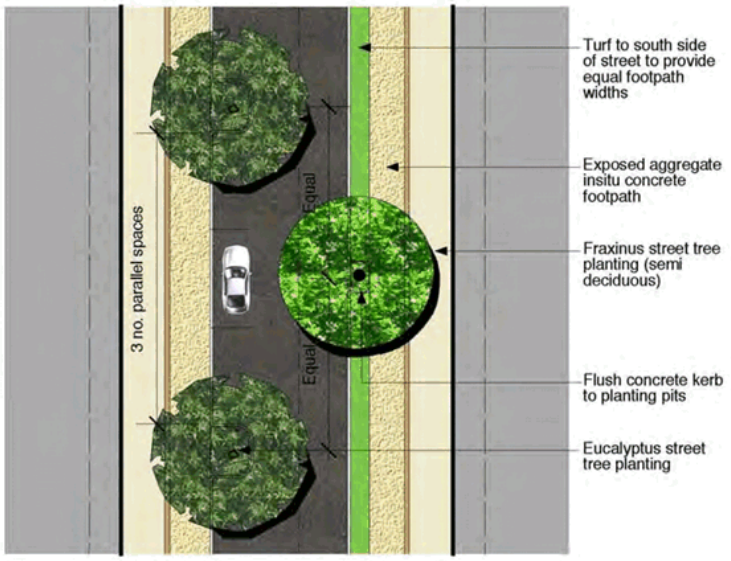
2.12 single arm traffic lighting poles setout to south footpath between tree planting islands (refer UE - L8a for light pole)

design principles 3

Secondary East West Streets



SECTION - nts



PLAN - nts

Tree species

- North side footpath:
  - *Eucalyptus haemastoma* (Scribby Gum)
- South side footpath:
  - *Fraxinus griffithii*

Footpath pavement

- Exposed aggregate insitu concrete

3 design principles





3. Major North South Streets

Usage

3.1 residential building entries to address the street

Accessibility

3.2 provide for high level of pedestrian amenity to all streets (tree planting, attractive / trafficable pavements

3.3 provide for clear line of travel along building frontage / property line to met DDA requirements

Place / Character

3.4 streetscapes to be attractive and inviting environments to the public

3.5 develop street character relative to the street hierarchy north and south of Burroway Road:

- North: less formal landscape character reflecting nodal pedestrian and street parking role adjacent maritime precinct
- South: linear landscape character reflecting local residential context - median landscape provides parkland character for views from residences

Design

3.6 consistency in design and materials treatments to secondary east west streets

3.7 provide for year round pedestrian amenity

3.8 2.5-5 metre minimum linear footpath to both sides of street

3.9 North: central median evergreen tree planting to reflect access and visual linkage to north / grassed verge incorporating tree planting to both sides of street

South: island central evergreen tree planting to reduce visual scale of corridor

island tree planting between parking bays to road edges

3.10 promote infiltration and biofiltration of road runoff to central median

3.11 integrate public art themes and environmental/heritage interpretation into footpath pavements as part of a coordinated approach.

Landscape / materials

3.12 Materials palette:

- concrete kerb
- exposed aggregate / honed insitu concrete footpath

North

- *Corymbia maculata* (Spotted Gum) tree planting to median
- native grass understorey with flush concrete edge to adjoining turf
- *Pyrus ussuriensis* (Machurian Pear) tree planting to both footpaths

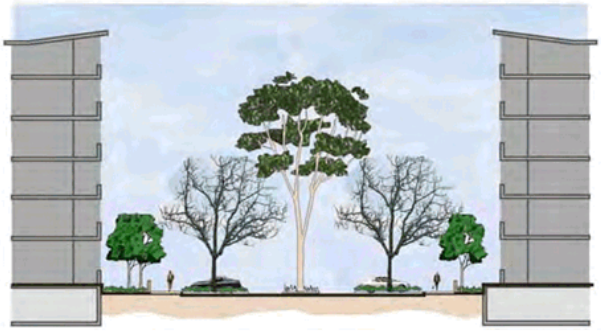
South

- *Corymbia maculata* (Spotted Gum) tree planting to kerb islands
- no seating or bin furniture to secondary north south streets

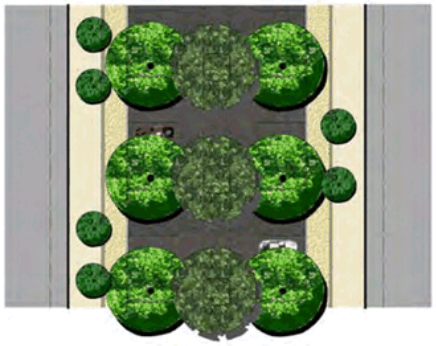
3.13 north: double arm traffic lighting poles setout to central median - between central tree planting (refer UE - L8b for light pole)

south: single arm traffic lighting / banner poles setout to west footpath between street trees (refer UE - L8a for light pole)

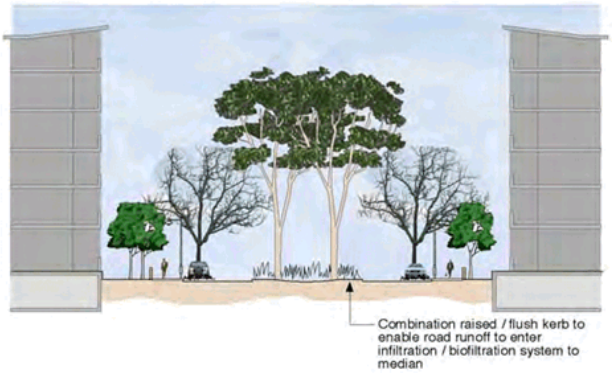
design principles



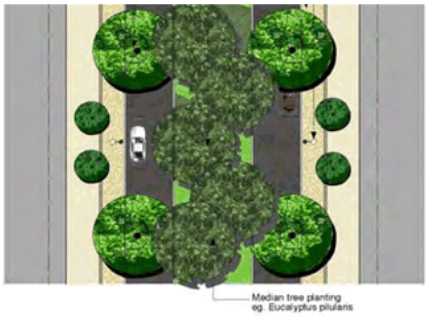
Typical Cross Section -north of Burroway Road



Typical Plan - north of Burroway Road



Typical Cross Section - south of Burroway Road



Typical Plan - south of Burroway Road

Major North South Streets - North of Burroway Road

Tree species

- Trees to kerb islands:
  - *Pyrus ussuriensis* (Machurian Pear)
- Trees to median islands:
  - *Corymbia maculata* (Spotted Gum)

Footpath pavement

- Exposed aggregate insitu concrete

Major North South Streets - South of Burroway Road

Tree species

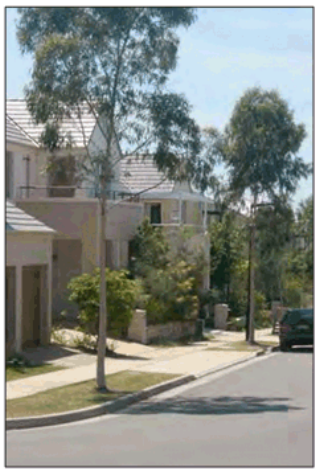
- Trees to median:
  - *Corymbia maculata* (Spotted Gum)
- Trees to footpath:
  - *Pyrus ussuriensis* (Machurian Pear)

Footpath pavement

- Exposed aggregate insitu concrete

3 design principles





Eucalypt street tree planting to Newington

4 Secondary north south streets

Usage

4.1 residential building entries to address the street

Accessibility

4.2 provide for high level of pedestrian amenity to all streets (tree planting, attractive / trafficable pavements

4.3 provide for clear line of travel along building frontage to met DDA requirements

Place / Character

4.4 streetscapes to be attractive and inviting environments to the public

4.5 develop street character relative to the street hierarchy:

- informal landscape character reflecting primarily local access, with evergreen street tree planting in kerb island adjoining footpaths

Design

4.6 consistency in design and materials treatments to secondary east west streets

4.7 provide for year round pedestrian amenity

4.8 2.5 metre wide linear footpath to both sides of street

4.9 Tree planting to kerb islands between parallel parking bays to alternate sides to reduce visual scale of street

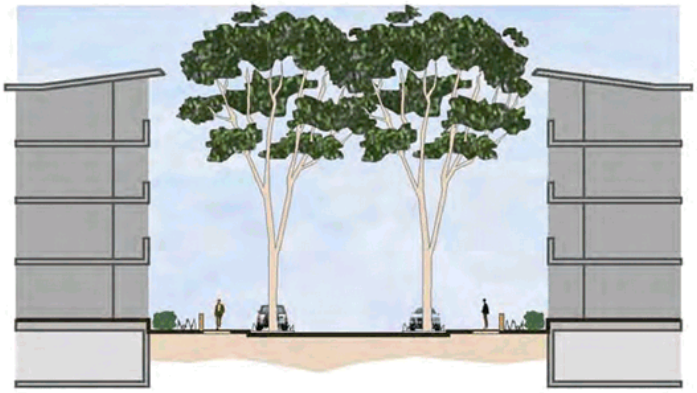
Landscape / materials

4.10 Materials palette:

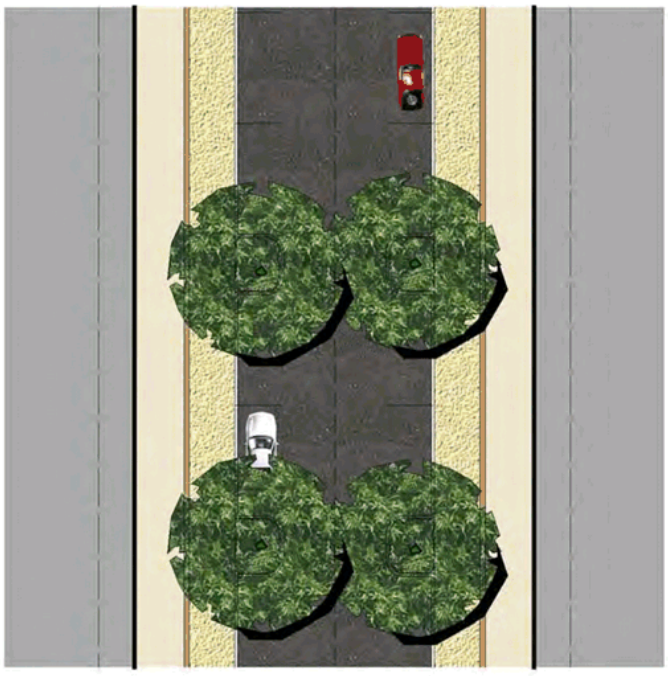
- concrete kerb
- exposed aggregate / honed insitu concrete footpath
- *Eucalyptus haemastoma* (Scribby Gum) tree planting to both sides of street
- no seating or bin furniture to secondary north south streets

4.11 single arm traffic lighting / banner poles setout to footpath grassed verge - between street tree planting (refer UE - L8a for light pole)

design principles 3



SECTION - nts



PLAN - nts

Secondary North South Streets

Tree species

- Trees to kerb islands:
  - *Eucalyptus haemastoma* (Scribby Gum)

Footpath pavement

- Exposed aggregate insitu concrete

3 design principles





Above: Existing Hill Road streetscape - Native street tree planting should integrate streetscape character with the adjoining parklands on the Hill Road corridor

5 Hill Road

Usage

5.1 residential and commercial building entries to address the street

Accessibility

5.2 provide for high level of pedestrian amenity to all streets (tree planting, attractive / trafficable pavements

5.3 provide for clear line of travel along building frontage / property line to met DDA requirements

5.4 enhance pedestrian / cycle crossings and park access at junctions with major east west streets

Place / Character

5.5 streetscapes to be attractive and inviting environments to the public

5.6 street character to provide a "Parkland Street" edge role to Sydney Olympic Parklands providing transition from urban character to urban character

Design

5.7 consistency in design and materials treatments to secondary east west streets

5.8 provide for year round pedestrian amenity

5.9 3.5 metre wide linear footpath to east side of street

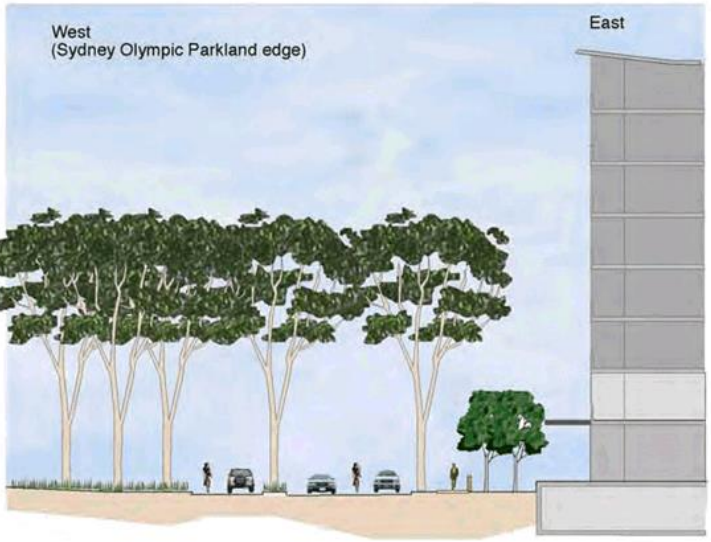
Landscape / materials

5.10 Materials palette:

- concrete kerb
- exposed aggregate / honed insitu concrete footpath
- *Corymbia maculata* (Spotted Gum) tree planting to both sides of street - formal avenue to east and informal double row planting to west (park) side
- seating and bin furniture set out in coordinated layout with tree planting to east side of street

5.11 Single arm traffic lighting / banner poles setout to west footpath (refer UE - L8a for light pole)

design principles



SECTION - nts



PLAN - nts

Hill Road

Tree species

- Hill Road footpath:
  - *Corymbia maculata* (Spottted Gum)
- Sydney Olympic Park edge:
  - *Corymbia maculata* (Spottted Gum)

Footpath pavement - east side

- Exposed aggregate insitu concrete

3.4 Plazas and squares





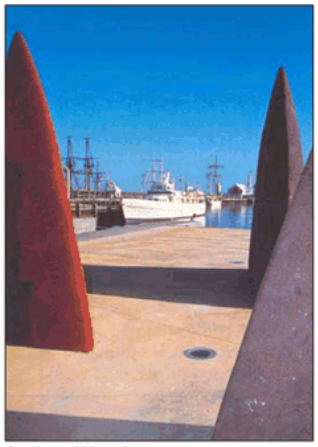
Chifley Square, Sydney



Customs Square



Macquarie Place



Geelong Waterfront

Vision:

To be strategically located at terminations and junctions of access having meaningful integration with built form and uses that will assist to activate and define the space.

To provide for a high flexibility and intensity of uses and activities with a clear relationship to points of entry built upon a simple design structure that responds to views and microclimate.

Desired outcomes for design / implementation

Planning / structure /management

- through pedestrian traffic and usage
- optimise urban design role - not just functional space
- ensure flexible use and management of space

Usage

- features and facilities to encourage use
- day and evening use
- flexibility of use over time - adaptability

Access

- clear integrated access with adjoining spaces, buildings, and pedestrian / cycle linkages

Place / Character

- individual character but still legible as part of the public domain
- robust maritime fabric
- uncluttered simple character
- welcoming and useable
- shady but urban

Design

- incorporate balance and variety of spaces to cater for varied usage
- appropriate scale in relation to adjoining buildings
- appropriate balance of hard and soft landscape treatments
- responsiveness and management of micro - climactic conditions
- optimise water sensitive design (water collection) role

Landscape / materials

- simple robust, quality palette of materials
- materials selection and use to consider minimisation of maintenance
- street tree selection to integrate indigenous species as practical
- advanced / mature landscape implementation
- lighting to facilitate appropriate night use

Issues to be addressed

- provision of water access

Design Principles

Planning / structure /management

1 located in relation to access and transport nodes to maximise through pedestrian traffic and usage

2 integrate with street intersections to optimise urban design role

3 starting point / termination point for pedestrian corridor

4 provide transition from internal building space to open space (parks)

5 incorporate flexible zoning / allowable uses (to both space and adjoining buildings) to enable evolution of space to meet future changes in needs / demands

6 overall planning of urban area to recognise opportunities to develop hierarchy of plazas / squares with clearly defined and enclosed spaces in addition to larger more open spaces at appropriate locations, and to cater for varied usage

7 integrate into adjoining riparian areas

design principles 3

Usage

8 encourage interface with active public uses (eg to built form and within space) that can function both day and night

9 provide balance of permanent (eg sculpture / play equipment), and temporary features (eg. cafes, entertainment, community gatherings) within plazas and courtyards

10 maintain ability for long term flexibility in use

Access

11 points of entry / access clearly visible and integrated with design of adjoining spaces / buildings and pedestrian / cycle routes

12 potential for shared / time managed vehicular access

Place / Character

13 plazas / courtyards to develop individual design and usage with common thread of materials / design references linking them to adjoining public domain themes. Develop potential for network of design "markers" telling story of site through heritage art works, environmental elements, planting features

14 uncluttered and simple design structure, with high quality in materials and finishes

15 potential to develop design themes of relevance to site:
- marine / water edge
- robust industrial detailing / elements
- urban / cosmopolitan living
- tidal / mangrove edge
- relationship to Sydney Olympic Parklands

16 provide open, highly accessible interfaces with adjoining public domain to encourage through access and use

17 potential for several characters (eg open / gathering space and more intimate seating spaces) within larger squares

Design

18 clear structure of elements and access to be provided

19 design to incorporate balance of open public areas and more intimate low key areas

20 design to develop an appropriate scale of space and design pattern in relation to adjoining buildings

21 design to incorporate a balance of hard and soft landscape treatments relevant to the location and public role of the space

22 design to incorporate public art as formative design input with the aim of a total design / art outcome - not just public art installations

23 design to provide balanced amount of shade and open spaces / evergreen deciduous planting with related seating to provide for year round use

24 design to consider potential amelioration of wind exposure - particularly to spaces adjoining the foreshore

25 design to consider use of soft landscape and porous surfaces in relation to public role and related intensity of usage

26 park design to optimise safety and comfort with clear sight lines for passive surveillance of all areas and night lighting to those spaces supporting night use

27 design to optimise water sensitive design (stormwater management) with potential for water collection within plazas for linking to WRAMS.

Landscape / materials

28 Materials palette:
- reconstituted stone / concrete unit pavement adjoining with foreshore promenade asphalt pavement - potential incorporation of "eco-paving" to shared pedestrian vehicular areas (colours to integrate with unit pavement) as used in Olympic Boulevard
- Tree species consistent with Foreshore Promenade species range (refer 3.2)
- Other plant species to be consistent with the Sydney Olympic Parks Sitewide Planting Strategy
- table, seating and bin furniture set out in coordinated layout with paving and street tree planting patterns
- potential for non- standard furniture / artwork elements to be incorporated into plazas / squares (eg seating walls, sculpture seats, chess boards etc)



Example - indicative plaza treatment to termination of Major East West Streets


Pyrmont Point Park


Moore Park


Parkland open space

3.5 Parks

Vision:

To provide a diverse hierarchy of open space that is strategically located to optimise multiple uses / activities and publicly accessible frontage in a simple design approach that responds to site location and the broader landscape context.

Desired outcomes for design / implementation

Planning / structure

- hierarchy of parks of varied character and use
- positive street frontage and links to access

Usage

- cater for a variety of uses within larger open spaces
- cater for structured and unstructured play

Access

- clear access over wide frontage
- integration with adjoining public domain and built form
- larger parks provided with relationship to parking for district users

Place / Character / Design

- shady green space
- uncluttered simple space
- informal park landscape as a foil to built form
- variety of characters between parks
- enhanced biodiversity role
- quality
- safe and comfortable
- respond to riverine / waterfront identity
- avoid featurism

Landscape / materials

- balance of coordination and diversity between parks
- vegetation links to Sydney Olympic Parklands
- advanced / mature landscape plantings

Management / maintenance

- design and materials use to respond to confirmed ongoing maintenance and management responsibilities
- design and materials use to conform to sustainable ongoing maintenance resources

Issues to be addressed

- potential for stormwater storage for re-use / detention
- potential for grey water irrigation

Design Principles

Planning / structure

1 urban planning to provide a range of park sizes providing diversity of function and character

2 strategic location of parks to achieve multiple functions including recreation, buffer, reinforcement of junction of nodal location

3 parks shall have a minimum of 40% of its edge condition to adjoining public streets and pedestrian / cycle access - preferred location at street corners (ie. with double street frontage)

4 consider connectivity to and consistency with riparian areas and adjoining Sydney Olympic Parklands

design principles 3

Usage

5 major "Village Green" type multi purpose park to cater for regular active recreational usage (eg. Junior cricket) providing community and social focus

6 major "Village Green" type space to incorporate provision for community use BBQs and related public toilet facilities

7 larger open spaces to cater for a variety of uses and for both local and district users (eg foreshore promenade park) whilst maintaining flexibility to address changing recreational needs

8 smaller open spaces may focus on catering for fewer activities / uses for primarily local residential use whilst maintaining flexibility to address changing recreational needs

9 parks of all sizes to cater for structured and unstructured play

Access

10 points of entry / access to parks to be clearly visible, to be maximised in extent, and integrated with design of adjoining public spaces and buildings

11 larger parks (eg foreshore promenade park) to be provided with adjacent parking amenity to cater for district and inter-local residential use

Place / Character / Design

12 uncluttered simple space

13 informal park landscape to be developed as a balance to built form

14 pursue and explore diversity in concept of what is contemporary park experience

15 design and facilities to parks should not be only activity driven - visual and spatial role of parks to be recognised

16 develop appropriate park design themes to individual parks or several to larger parks:
- foreshore location
- reclamation history / tidal foreshore
- vegetation habitat - link to Sydney Olympic Parkland
- water management

17 parks to develop predominantly shady green character as foil / compliment to urban character of streets and plazas / squares

18 foreshore parks / promenade park to respond to riverine / waterfront identity optimising views to and up bay

19 parks to optimise biodiversity role by incorporating plant material complementing local habitat character

20 park design to optimise safety and comfort with clear sight lines for passive surveillance of all areas and night lighting to those spaces supporting night use

21 design to incorporate public art as formative design input with the aim of a total design / art outcome - not just public art installations

Landscape / materials

22 Hard Materials palette:
- exposed aggregate / honed insitu concrete paths (minimise extent of paved areas generally other than for functional access)
- stabilised gravel as wearing surface to smaller seating areas
- seating and bin furniture set out to optimise views over spaces with wearing surface under
- potential for non- standard furniture / artwork elements to be incorporated into parks (eg seating walls, sculpture seats)

23 planting design to integrate with SOPA Site Wide Planting strategies to reinforce HBW place as part of broader context (refer 4.2 - Planting)

Management / maintenance

24 park design to facilitate minimisation of recurrent maintenance - and efficient maintenance of soft landscape areas provided

25 irrigation systems to be linked to WRAMS water recycling

26 Park design to identify ongoing soft landscape maintenance requirements during design to determine/ confirm ongoing sustainability







Parkland open space



Open space network as outlined in the Homebush Bay West DCP

design & materials treatments 4

4.1 Design and Finishes Approaches

The preceding principles establish a framework for public domain planning and implementation through Homebush Bay West. The definition of design and materials finishes to reflect and support those principles is outlined in the following section.

Overall the focus of the design and materials approaches is on simplicity and clarity, with the objective that the public domain can be easily understood and provides a cohesive system of pedestrian access, linking the foreshore promenade, street, network, plazas and parks.

In addition the resolution of preferred materials treatments has had regard for the context of Homebush Bay West related to the Sydney Olympic Parklands, and with a fundamental objective of sustainable design and management of the public domain. The deployment of materials and design solutions through the existing urban development undertaken by Payce Properties in the south of the precinct, has also been taken into account in establishing preferred approaches to ongoing works.

The descriptions provided in Section 4.1 broadly outline the various design and material approaches that have been proposed to implement the design principles. Representative images of the various design or finishes 'types' are provided to give readers a vision of the character and quality of the public domain environment envisaged for Homebush Bay West.

Descriptions are presented in the key "elements" relating to public domain works.

Specific design and materials approaches where applicable are detailed further in the Implementation Guidelines (refer Section 5.0) whilst general treatments reflect the existing SOPA Guidelines.

Refer to separate SOPA Guidelines as noted.

4 design & materials treatments



Asphalt pavement adjoining PAYCE development





Exposed aggregate unit concrete pavement

Footpath / pedestrian area pavement

Pavement must provide a hard wearing, cost effective and practically maintainable surface that reinforces the continuity of public domain access and is compatible with the context of Homebush Bay West as part of the broader public domain of Homebush incorporating Sydney Olympic Parklands.

Paving preferences have also had regard for implementation works undertaken to date through the Payce urban development in the south of the precinct.

In general terms a hierarchy of pavement surfaces has been proposed that reflects the pedestrian significance of the various components of the public domain.

These are outlined following:

Foreshore promenade

Intent: to provide a simple utilitarian treatment that can cost effectively be extended for the full length of the promenade and provide linkages to public domain accessways through Sydney Olympic Parklands.

The existing asphalt pavement with to the water frontage of the Payce development site provides a practical basis for such a treatment. Asphalt is the primary accessway material of the adjoining parklands, and provides a legible continuity of public domain and accessibility.

Where plaza spaces adjoin the foreshore promenade its is proposed that the concrete unit pavement of the plaza be extended into the promenade paving grids to signal and identify these nodal locations

Materials:

- **Asphalt** AC5 wearing surface (AC to basecourse) over reinforced concrete subbase. Concrete subbase design to have regard for requirements for vehicular access where applicable.
- **Honed concrete unit pavement:** 400x400 exposed aggregate concrete unit pavement on reinforced concrete base to public squares.

  base paving: colour subject to specific design of plaza square

Major east - west streets

Intent: to provide a quality pedestrian surface treatment that reflects the pedestrian access and on street trading role of east west streets. Honed interlocking pavers (including porous Eco Paving) are used on the Olympic Boulevard. It is proposed to reflect this surface finish but in a 400x400 paving unit to provide a visually simpler pedestrian only surface, suitable for outdoors seating amenity related to cafes etc.

At driveways and crossing points pedestrian access should be reinforced through use of interlocking pavers in matching colour to footpath.

Materials:

- **Honed concrete unit pavement:** 400x400 honed reconstituted stone concrete unit pavement on reinforced concrete base:

  base paving: mid - dark grey
  header / banding: light grey
- **Interlocking pavement to driveways / crossings:** 200x100mm honed reconstituted stone concrete unit pavement in herringbone pattern on reinforced concrete base. Concrete subbase design to have regard for requirements for vehicular access.
- **Tactile paving:** tactile hazard and directional paving tiles shall be used to meet the requirements of AS 1428.4 (2002), at driveways, flush crossings, pram ramps, and other hazards.

  Units shall match pre-cast concrete unit pavers (without honed finish) with 30% luminance contrast to adjoining base pavement. Matching colour to banding colour should generally achieve this.

All other streets

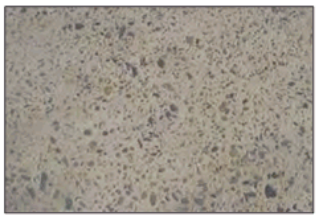
Intent: to provide a visually attractive and cost effective pavement treatment to all other street footpaths, that provides continuity in the public domain, an in-situ concrete surface is proposed with a honed (exposed aggregate surface) to provide identity and sense of quality. This treatment will also provide basic link to existing concrete footpaths in the Payce development area.

At driveways and crossing points vehicular priority should be reinforced. Driveways to be standard broom finished concrete, whilst warranted crossings should be line marked on the asphalt roadway .

Preferred colour scheme is mid-dark grey base paving with a light grey banding / header course to provide a visually low key pattern.

Materials:

- **Honed in situ concrete pavement:** reinforced concrete slab with exposed aggregate finish. Aggregate to be selected material - nominal grade 10-15mm
- **Tactile paving:** tactile hazard and directional paving tiles shall be used to meet the requirements of AS 1428.4 (2002), at driveways, flush crossings, pram ramps, and other hazards. (colour to provide 30% luminance contrast to in situ concrete).



Insitu exposed aggregate concrete



Permeable paving, Olympic Park



Tactile pavers, Millenium Park

Plazas / squares

Intent: to provide a quality pedestrian surface treatment that reflects the public domain importance of these spaces. It is proposed to reflect the pedestrian surface of the major east west streets (400x400 paving unit) but with potential to use varied colour schemes and layouts to specific plazas to reflect specific design themes.

To plazas / courtyards adjoining the foreshore promenade it is proposed that the granite banding of the promenade treatment could be extended into plaza areas as a banding through unit pavement.

To open plaza areas where shared access (pedestrian / vehicular) is envisaged interlocking "Eco Pave" concrete pavers (as per Olympic boulevard) can be used where appropriate within the paving design pattern. The finish of pavers should match 400x400 units in colour and honed surface.

Materials:

- **Honed concrete unit pavement:** 400x600 shotblast exposed aggregate concrete unit pavement on reinforced concrete base:

  base paving: colour subject to specific design - can continue the mid - dark grey of major east west streets if no variance to colour scheme is justified

  header / banding: as above

- **"Eco-pave porous pavement:** 80mm thick honed interlocking paving units on permeable base course to road threshold areas. Pavement colour and finish to match base pedestrian paving. Subsurface drainage to link to stormwater retention / infiltration system.
- **Stabilised gravel**: to provide a wearing surface under shaded seating areas, and to provide relief from extensive areas of hard paved surface (whilst maintaining pedestrian trafficability) stabilised granite gravel (gold colour) on cement stabilised FCR is acceptable. This surface should not be used as a paving material within continuous accessible paths of travel.



Stabilised gravel

Footpath / pedestrian area pavement (*continued*)

Parks

Intent: to provide a quality pedestrian surface treatment that provides continuity with adjoining streets, but recognises the design need for a material flexible to narrow widths curves etc.

To parks generally it is proposed that in-situ concrete with an exposed aggregate finish is used for pathways and access.

Should feature pavement be appropriate in specific design schemes, honed concrete unit pavement (as for plazas / squares) can be employed.

It is recommended that paths / pavements to parks be limited to those required for primary access needs, in order to maximise the amount of porous / green area to these open spaces.

Materials:

- **Exposed in situ concrete pavement:** reinforced concrete slab with exposed aggregate finish. Aggregate to be selected material - nominal grade 10-15mm.
- **Stabilised gravel**: to provide a wearing surface under shaded seating areas, stabilised granite gravel (gold colour) on cement stabilised FCR is acceptable. This surface should not be used as a paving material within continuous accessible paths of travel.

design & materials treatments 4

Vehicular pavement

Should fundamentally be a utilitarian surface providing a safe and hard wearing medium for the movement of vehicles. In some cases vehicular access is required to pedestrianised zones and these pavements require a structurally suitable surface that denotes shared priority.

Surface finishes and their application is outlined following:

Asphalt roadway

Primary surfacing for all streets. Undertake services renewal / amplification works prior to major road works and provide concrete base course to pavement.

Material: AC10 finish on basecourse as determined by engineering, traffic loadings.



Asphalt roadway, Newington

Paved crossings - Interlocking pavement

Paved pedestrian crossings occur at the junctions of major east west streets with cross streets to reinforce pedestrian access connections

Material: Eco Pave exposed aggregate concrete unit pavement to match adjoining footpaths in smaller rectangular unit size on permeable base.



Interlocking pavement, Olympic Park

Shared zones - Interlocking pavement

Shared vehicular access zones may occur in large plaza spaces. Vehicular loadings preclude the use of large format paving units. Preferred treatment is interlocking "Eco paving"

material: 80mm thick honed interlocking paving units on permeable base course. Subsurface drainage to link to stormwater system.



Paved pedestrian crossing

4 design & materials treatments

Kerbs and Gutters

Define the pedestrian / vehicular junction of roads and footpaths and can significantly affect the quality and legibility of the public domain environment.

The Sydney Olympic Park precinct contains a decorative pre-cast kerb with an acid etched / special aggregate treatment to the key public domain areas and a standard 150mm in situ concrete kerb.

Portions of the Payce development site also incorporate a segmental concrete kerb.

It is not believed that the premium kerb treatment is warranted through Homebush Bay west, due to cost penalties for other public domain treatments. It is preferred that one consistent kerb treatment / width is applied

A standard kerb and gutter treatment of 180mm kerb / 500mm gutter (as per Urban Elements Manual - guideline P3) is recommended to all roads.



Concrete kerb and gutter

Flush kerbs / edges

Where interlocking pavement is used to roadways - edge shall be provided by a flush concrete kerb - 180mm width.



Concrete flush edge - exposed aggregate

design & materials treatments 4

Street and Park Furniture

The Sydney Olympic Park Authority (SOPA) has defined a range of furniture elements for use through parks and non- urban core areas of Sydney Olympic Park. Generally the main proprietary items to be used in Homebush Bay West correspond with those specified by SOPA. Refer the SOPA website: *www.sydneyolympicpark@nsw.gov.au*

It is proposed that the parklands furniture range is generally applied to the Homebush Bay West precinct. This is due to a number of factors:

- strong contextual and functional relationship of the precincts - and desirability of promoting a level of continuity in visual character and identity through these areas
- potential long term involvement of the Sydney Olympic Park Authority in the management of public domain through Homebush Bay West and resultant maintenance efficiencies and economies of scale in consolidating the range of elements used

Materials

Note: all hardwood timber proprietry items to be clear oil finish timber with stainless steel tamper proof fixings

Seats: galvanised steel and hardwood timber batten seat - 1750mm length x 705mm width
model no. CMP-1 (in ground mount) supplied by:
Street Furniture Australia
92-94 Buckland Street Alexandria. NSW. 2015.
Ph (02) 9310 1488 Fax (02) 9318 1343

Bench: galvanised steel frame and hardwood timber batten bench seat - in ground mount
1750mm length x 900mm width
supplied by:
Street Furniture Australia (as above)

Table / seat: galvanised steel frame and hardwood timber batten bench seat - surface mount to in situ concrete pavement to parks
1750mm length x 900mm width
supplied by:
Street Furniture Australia (as above)

promenade edge: recycled timber headstock / baulk - nominal 400x400x3000mm *(note for reviewers - option for alternative concrete sitting edge as per Urban Elements manual to be decided)*

picnic set: galvanised steel and timber picnic table (CMP-4 / CMP-6) - sub-surface mount to in situ concrete pavement to parks
1750mm length - wheelchair accessible
supplied by:
Street Furniture Australia (as above)

Bollards: polished aluminium bollard - 1000mm heightx165mm diam
model no. AE151R (removable) / AE151F (fixed) supplied by:
Leda Security Products Pty Ltd
3-7 Highgate Street Auburn. NSW. 2144
Ph (02) 9737 8730 Fax (02) 9737 8731

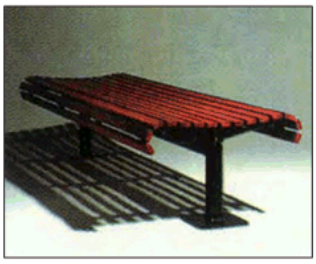
Bike Racks: galvanised steel bike rack
supplied by:
Leda Security Products Pty Ltd as above
install in accordance with AS 2890 - 1993

Bin mounts: galvanised steel bin mountings (wall fixings)
40 litre bin mount supplied by:
Street Furniture Australia
92-94 Buckland Street Alexandria. NSW. 2015.
Ph (02) 9310 1488 Fax (02) 9318 1343

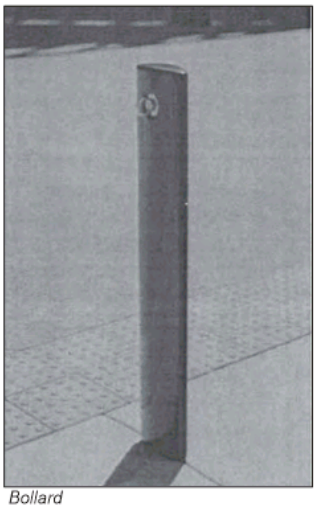
Cafe furniture note: fixed table / seat units are not recommeded to on street (plaza) situation moveable cafe furniture of a consistent product range as available from Barlow Outoor Furniture or equivalent.



Seat

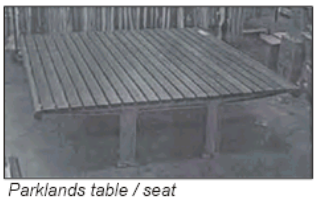


Bench



Bollard

4 design & materials treatments



Parklands table / seat



Bike racks

Siting Principles

Generally furniture should be located as part of an coordinated design scheme for the public domain component in question. Furniture provision should meet the guidelines as outlined in the SOPAAccess Management Plan. Principles for furniture deployment and layout are listed following:

Seats:

- Foreshore promenade: fixed seating limited to designated locations to the foreshore pedestrian walk - incidental seating provided through low walling to vegetation nodes
- Streets: locate at functional positions along east - west streets adjoining tree pits perpendicular to kerb
- Plaza / squares: locate off main circulation routes providing both shaded and sunny positions for seasonal change - provide wearing surface under
- Parks: locate off main circulation routes providing both shaded and sunny positions for seasonal change - provide wearing surface under

bench:

- Foreshore promenade: locate where applicable to plazas terminating east / west streets to provide dual direction seating
- Streets: no installation to streets
- Plaza / squares: locate off main circulation routes providing both shaded and sunny positions for seasonal change - provide wearing surface under
- Parks: locate off main circulation routes providing both shaded and sunny positions for seasonal change - provide wearing surface under

table / seat:

- Foreshore promenade: consider strategic location to grassed areas to promenade provide pedestrian trafficable surface under (eg. stabilised gravel)
- Streets: no installation to streets
- Plaza / squares: locate off main circulation routes providing both shaded and sunny positions for seasonal change - provide wearing surface under
- Parks: locate off main circulation routes providing both shaded and sunny positions for seasonal change - provide wearing surface under

promenade edge:

located to edge of promenade between water access points (at east west street terminations)

picnic setting:

- Foreshore promenade: no installation to foreshore promenade
- Streets: no installation to streets
- Plaza / squares: locate off main circulation routes providing both shaded and sunny positions for seasonal change - provide wearing surface under
- Parks: locate off main circulation routes providing both shaded and sunny positions for seasonal change - provide wearing surface under

Bollards:

- locate as required at raised pedestrian thresholds and other flush junctions of pedestrian areas with vehicle traffic
- set back 500mm (to face) from front of kerb

Bike Racks:

- Foreshore promenade: no installation to foreshore promenade
- Streets: no installation to streets
- Plaza / squares: locate off main circulation routes - preferably adjoining building faces or planted zones where cycles will not interrupt pedestrian access
- Parks: locate off main circulation routes - preferably adjoining building faces or planted zones where cycles will not interrupt pedestrian access
- install in accordance with AS 2890 - 1993

Bin mounts:

- Foreshore promenade: no installation to foreshore promenade
- Streets: no installation to streets
- Plaza / squares: locate off main circulation routes and activity areas but with effective access and maintenance serviceability - fix to building or wall faces
- Parks: locate off main circulation routes and activity areas but with effective access and maintenance serviceability - fix to building or wall faces

Lighting

Two forms of street lighting are required to street corridors:

- ***Vehicular Street Lighting***
  Mast top / pole mounted street lighting to meet relevant RTA and Austroads standards.
- ***Pedestrian Lighting***
  Pole top street lighting to meet relevant RTA and Austroads standards. Under awning and wall mounted lighting are also options however it is preferred for Homebush Bay West that pedestrian pole top lighting is provided to required streets as part of a coordinated street furniture pattern.

Vehicular street lighting is often considered merely to meet functional requirements, without regard for the aesthetic potential of the light pole as a Street Furniture Element. The City of Sydney's 'Smart Pole' and the multi- function masts provided to the Sydney Olympic Park precinct are exceptions to this norm. As the streets are local roads in the jurisdiction of the local management authority (that is not the RTA) opportunities for application of treatments that exceed basic RTA solutions are available.

Other lighting situations to be considered are:

1. Sports / recreational facility lighting for training / event / night use purposes
2. Lighting of pedestrian access paths through parks for night time usage
3. Feature lighting of elements as visual displays (eg. sculpture/artwork elements, uplighting trees)

Pedestrian lighting of path accessways through parks should be evaluated for each potential site based on linkage value, and safety/security consideration. The use of pole top fittings to match those to pedestrian streets is the recommended approach to provide visual continuity.

Other forms of lighting that may be considered for individual plazas or parks include feature flood lighting or uplighting of park elements (statuary, significant trees - subject to consideration of habitat impacts), and bud lighting of major avenues for special events or festivals.

Where an applicable approach is provided in the Homebush Urban and Parkland Elements Manuals these have been preferred for extension into the Homebush Bay West precinct. As stated for Furniture, this reflects the strong contextual link of this precinct to Sydney Olympic Park and potential for a future management role of that authority.

This includes the foreshore promenade where it is preferred that the Homebush pedestrian pole top is applied. This will exclude the adjoining existing pole top / bollard lighting to the waterfront adjoining the Payce site which is to be retained as on existing treatment.

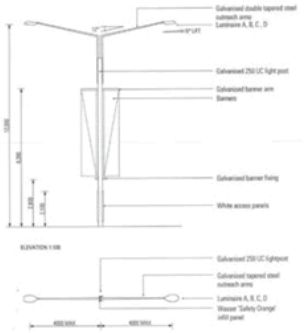
Lighting types to be applied to Homebush Bay West are as listed:

Street lighting

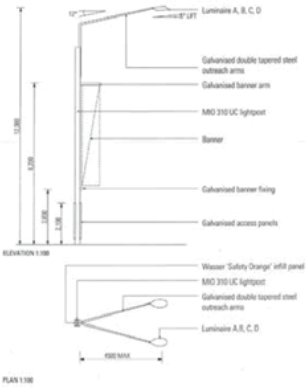
- Major east west — double arm 12 metre pole with double banner fixing to central median refer UE-L2
- Major north south — single arm 9 metre pole refer UE-8a
- Minor east west
- Minor north south
- Foreshore street
- Hill Road — single arm 12 metre pole with single banner fixing to east side refer UE-L3

Pedestrian lighting

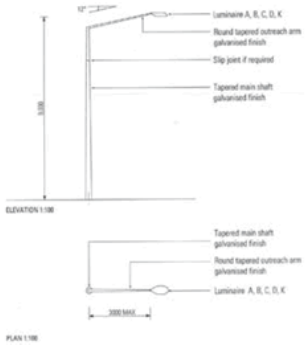
- Major east west — pedestrian pole top refer UE-L3
- Major north south — single arm 9 metre pole refer UE-8a
- Minor east west
- Minor north south
- Foreshore street
- Hill Road
- Foreshore promenade — pedestrian pole top refer UE-L3
- Plazas squares
- Parks



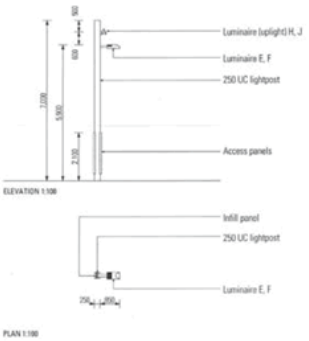
12m double arm street mast with double banner mounting



12m single arm street mast with double banner mounting



9m single arm mast



7m pedestrian poletop light

4 design & materials treatments



Above:
Port Jackson Fig



Hills Weeping Fig

Planting

Tree planting enhances the functional and visual amenity of the public domain and can ameliorate microclimate conditions though the provision of summer shade and winter sun. Lower level planting can enhance the layout and function of open spaces and assist in screening poor views.

In general lower level planting is proposed to be limited to selective use in plazas and parks, and to the central median of the east - west streets due to the constraint of ongoing intensive maintenance required by such plantings.

Trees

Tree planting will address multiple objectives in the public domain including both functional and design / visual roles. Tree planting function, proposed layout and species is listed following:

Foreshore promenade:

- *Ficus rubiginosa* (Port Jackson Fig - Sydney native) as signature Sydney foreshore cultural tree planting - high and dappled canopy allows for effective views under canopy
- Turpentine Ironbark Forest vegetation nodes incorporating tree, shrub, and groundcover species representative of this local vegetation community
- Water edge / overhanging planting reflecting riparian species (eg. *Eucalyptus robusta* - Swamp Mahogany, *Banksia integrifolia* - Coastal Banksia, *Melaleuca styphelioides* - Prickly Leafed Paperbark)

Foreshore streets

- *Angophora costata* (Sydney Red Gum - Sydney native) to west side of street

Major east west streets

- Native tree and understorey shrub and groundcover planting to central median reflecting Turpentine / Ironbark Forest vegetation community to provide strong green corridor marking east west links and linking foreshore to Millenium Park
- *Pyrus ussuriensis* (Machurian Pear) deciduous tree to footpaths to provide for seasonal outdoor seating and enhance urban character / identity

Minor east west streets

- *Fraxinus griffithii* tree planting to north side - semi deciduous street tree to enhance winter solar access
- *Eucalyptus haemastoma* (Scribby Gum) native evergreen tree planting to south side to provide local tree character to street corridor

Major north south streets

- *Corymbia maculata* (Spotted Gum) site indigenous evergreen tree planting to centre street medians to provide "woodland - parkland" effect to centre of road corridor enhance views out of building frontages
- *Pyrus ussuriensis* (Machurian Pear) deciduous tree planting to both footpaths to provide strong urban character, and seasonal solar access

Minor north south streets

- *Eucalyptus haemastoma* (Scribby Gum) site indigenous evergreen tree planting to both sides of street to provide shade and punctuation of street corridor

Hill Road

- *Eucalyptus maculata* (Spotted Gum) site indigenous evergreen tree planting to both sides of street to reinforce edge situation and connection to Millennium Parklands

Plazas / Squares

- Nodal plantings as required for site specific design of plaza spaces compatible with Sydney Olympic Park Site Wide Planting Strategies
- Native tree plantings in groups to edges of plazas/ squares and to provide shade compatible with Sydney Olympic Park Site Wide Planting Strategies

Parks

- Various native tree plantings in groups to edges of parks and to provide shade.

Eg.

Angophora floribunda (Rough Barked Apple) site indigenous tree
Brachychiton populneum (Kurrajong) site indigenous tree
Syncarpia glomulifera (Turpentine) site indigenous tree
and other species compatible with Sydney Olympic Park Site Wide Planting Strategies

design & materials treatments 4

Tree supply

Trees for use in all public domain areas with the exception of parks will be of the following minimum sizes:

- Port Jackson Fig open ground - 4.5-5 metres height
- Hills Weeping Fig open ground - 4.5-5 metres height
- Machurian Pear 800 litre
- Fraxinus sp 400 litre
- Eucalypt street tree / plaza planting 100 litre

Local native species (Eucalyptus) should be propagated from local provenance seed stock.

Tree pit preparation

Tree pits shall be provided with at least the following minimum preparation to ensure their establishment and long term development:

- 150mm cultivated subbase
- subsoil drainage connected to stormwater system
- imported planting mix
- mulch to suit planting situation

Tree surrounds

A permeable but trafficable treatment is proposed for installation to the top of tree pits. Several options have been trailed by Sydney City Council with a neutral "grey" coloured pea gravel with organic stabiliser preferred.

Garden bed Plantings

Should be limited to selected locations in Plazas Squares and parks to provide important design function, in order to limit recurrent maintenance requirements.

Planting beds in general should not exceed 2.5 metres in width (for maintainability) and should meet the following preparation requirements:

- 150mm cultivated subbase
- subsoil drainage connected to stormwater system
- 300mm imported planting mix
- 75mm native leaf chip mulch

Suitable species for garden bed plantings are generally as listed in the Sydney Olympic Park Site Wide Planting Strategy. These are predominantly local and Sydney native species, with the aim of enhancing biodiversity values through the precinct.

Native Grassing

Native grassing has been used extensively through Olympic Park and will have a role (albeit limited to plazas and parks) through the Homebush Bay West precinct.

Native grassing may be used as a low maintenance groundcover maintaining visual access under tree canopies to group tree planting stands, and as a groundcover only to define pedestrian trafficable areas where used in conjunction with low profiling of the ground surface (to parks only)

native grassing beds should meet the following preparation requirements:

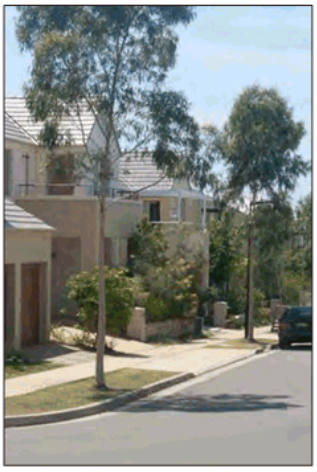
- 150mm cultivated subbase
- 50mm imported compost mix cultivated into existing site soil
- 75mm native leaf chip mulch

Turfing

Turfing will primarily occur in parks and the foreshore promenade parkland and should meet the following preparation requirements:

- 150mm cultivated subbase
- subsoil drainage connected to stormwater system
- 300mm imported planting mix
- 75mm native leaf chip mulch

Turf species to be Wintergreen Couch.



Above / below: native street tree planting





Above / below: native tree planting adjoining building frontages



4 design & materials treatments



Palisade Fence



Timber promenade edge

Fences / barriers / level changes

It is preferred that the use of fences and barriers is minimised through the public domain to reinforce connectivity and maximise visual continuity on this flat site. However where such barriers are required it is essential that a coordinated approach is applied.

Requirements for fences and barriers are listed following

Palisade fence

Application:
the steel palisade fence as detailed in the Parkland Elements manual is proposed to be used wherever a medium term to permanent fenced edge is required.

Treatment:
galvanised steel posts with top and bottom rails and circular pickets

Promenade seating edge

Application:
the Parkland Elements manual identifies a timber baulk seating edge treatment to provide a functional (safety) and seating edge to the Homebush Bay waterfront. The seat provides a two way seating edge at a point where users gravitate towards and enjoy sitting.

As of 450mm maximum height, and of a continuous (3.0 metre seat edge with 2000 mm gap) visual run the treatment reinforces the strong linear foreshore line whilst not impacting visual access to the waterway significantly.

The 2000mm gaps are proposed (in variance to the PE manual) to enable wheelchair users to get as close as other users to the waters edge. Similar treatments are applied to timber foreshore boardwalks at Pyrmont Point and Pyrmont Bay and echoes typical industrial / working water edge treatments.

Treatment:
400x400(nom)x3000mm recycle timber baulks or headstocks mounted on low spacers - set back 500mm from edge to enable two way seating.

Bollards

Refer Street and Park Furniture

Seawall

The Homebush Bay seawall is a major element that may require structural remediation as redevelopment works continue along the bay edge. These works should generally present a unified visual treatment to the bay.

The top of the seawall requires a hob type edge to prevent wheeled items (prams, wheelchairs being able to run off the promenade edge. If the seating edge treatment was broken only by small gaps such a requirement could be avoided, however it is desirable to provide the gaps for users of wheelchairs to be able to experience the edge sitting position as for other users.

A stainless steel lip that maintains drainage under is proposed to be mounted to the coping of the seawall. The lip would have a rounded top and would be discontinued where water access points are to be provided.

Water access points

Provision for water access for launching small kayaks and canoes was identified as an important consideration by the stakeholder forum undertaken for the public domain manual.

It is preferred that such water access points occur on axis with the east west streets to reinforce the water - park linkage and accessibility.

Review of the water access issue between SOPA and NSW Maritime have identified that pontoon access is preferred to permanent structures for these locations.

design & materials treatments 4

Signage

Signage is an important element of the public domain assisting the comfortable use and enjoyment of public areas. However poorly resolved and located, it can also detract from the visual qualities of public areas, and frustrate users.

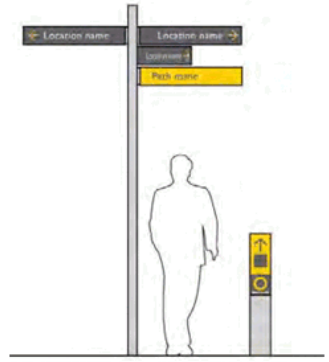
It is proposed that the extensive signage strategy developed for the Parklands Elements Design Manual is applied to public domain areas of Homebush Bay West. This is logical both in the context and connectivity of these areas but also in consideration of the potential role of the Sydney Olympic Park Authority in ongoing management components of the Homebush Bay West public domain.

Information signage

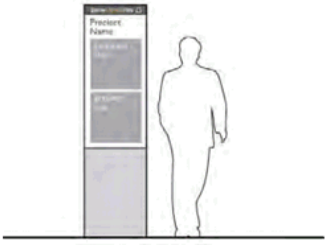
Signage to be derived from the Sydney Olympic Park Wayfinding Strategy (May 2004)

Street Signage

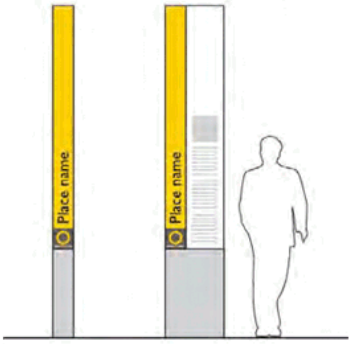
Street signage should be based upon ~~Auburn~~ City of Parramatta Council's street sign standard ~~and pole~~ as defined in Part 2 - Design and Place of the Parramatta DCP 2023 ~~its 2002 signage policy~~.



Pedestrian : directional



Pedestrian : secondary map



Pedestrian Place Marker

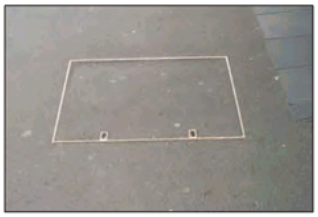


Pedestrian: Path Marker

Above:
Examples from Sydney Olympic Park Wayfinding Strategy (May 2004)



Paving infill lid in unit pavement



Paving infill lid in asphalt



Steel pit cover

Services / Infrastructure

Services provisions to streetscape have a significant impact on the quality of street environment through both the immediate appearance of services or service lids, or through the damage to road and footpath pavements caused when random authorities works are carried out.

Key principles for the 'low impact' integration of necessary services and infrastructure elements within public domain areas are:

1. Under-grounding of overhead services carried out where feasible to major street corridors to reduce visual intrusion and enhance aerial amenity for street trees
2. New developments to integrate under-grounding of services and infrastructure as part of planning
3. Where possible identify design schemes for at least full street blocks, and liaise with service authorities to determine renewal or amplification requirements and incorporate these works into programming prior to pavement renewal
4. Provide common texture and shape to electricity service covers (i.e. during upgrade projects)
5. Provide lids to Telstra pits with paving infill to match adjoining pavement

The provision of stormwater drainage to streetscape improvement zones can also be problematic in particular at footpath widening where no underground stormwater services are available.

Key principals for consideration of stormwater drainage in streetscape design are:

6. Provide a common theme to all stormwater inlet sump and channel lids / grates to paved areas
7. Connect rooftop downpipe to underground stormwater in public domain upgrade works
8. Incorporate natural disposal and surface drainage techniques where possible to urban spaces and open spaces
9. Incorporate water sensitive urban design and technology to treatment of road stormwater runoff
10. Incorporate porous pavements and on site detention to carpark areas to reduce urban stormwater runoff

Stormwater Management

It is proposed that to the major east west streets and major North South streets (northern zones) where central median zones are provided, that planted areas allow water to re-enter the groundwater system.

All hardstand runoff is to be collected by the stormwater system and directed (where appropriate) to the WRAMS water recycling system.

As the public domain strategy incorporates some deciduous plantings it is important that leaves from these trees do not enter the bay during Autumn months. Leaves are a major source of Eutrophication (de oxygenisation) of aquatic habitat.

Filter meshes should be fitted to stormwater inlet pits to prevent leaf transport, and subject to regular maintenance during critical months of the year.

design & materials treatments 4

4.2 Design and Materials Matrix

The matrix provided at 4.2 summarises the design and materials recommendations for each of the public domain components. Where a particular item is not relevant to a streetscape element the matrix identifies "none" (not applicable).

4.2 Design and materials Matrix

PUBLIC DOMAIN COMPONENT	Pavement				Kerb Gutters, and Edging			Furniture							Planting		Level changes Barriers		Lighting		Signage					
	Footpath/ Paved areas	Pram Ramps	Driveway	Road Pavement	Kerb & Gutter	Edging	Pedes. Cross.	Seats	Bench	Table Platform Seat	Bollards	Picnic Set	Cycle Racks	Bin Mounts	Tree Planting	Garden Bed	Sitting Edge	Palisade Fence	Street Lighting	Pedest'n Lighting	Vehicle Direct'nal	Pedest'n arrival / informat'n	Pedest'n Direct'nal	Pedest'n Second'ry Map	Pedest'n Place Marker	Pedest'n Path Marker
FORESHORE PROMENADE	Asphalt P-3 / Timber Deck	None	Asphalt	Asphalt	none	Flush kerb K-1	Not applicable	PE-PSF2a+b	PE-PSF05a	none	PE-PSF15	none	none	PE-PSF15	Ficus rubiginosa Eucalyptus robusta Banksia integrifolia Melaleuca styphelioides and Turpentine Ironbark Forest nodes PL1-PL3	PL-6		None	None	Pedestrian UE-L7	None	Yes	Yes	Yes	Yes	None
STREETS																										
Major East West Streets	Exp. Aggreg conc. Unit P-1	Exp. Ag-greg conc unit P-6	Exp. Ag-greg Interlock LE-P9	Asphalt Exp. Aggreg Interlock LE-P9	Concrete UE-P3	none	Flush	PE-PSF2a+b	PE-PSF05a	none	PE-PSF15	none	none	PE-PSF15	Pyrus ussuriensis to footpath Turpentine Ironbark Forest vegetation to median strip PL-4	none	none	None	Double mast 12m UE-L2	Pedestrian UE-L7	Yes	Yes	Yes	Yes	Yes	None
Minor East West Streets	Exp. Aggreg Concrete P-5	Exposed agg P-6	Concrete	Asphalt	Concrete UE-P3	none	Flush	none	none	none	PE-PSF15	none	none	none	Fraxinus griffithii Eucalytpus haemastoma PL-3-4	none	none	None	Single arm 9m UE-L8a	None	Yes	None	None	None	None	None
Major North South Streets	Exp. Aggreg Concrete P-5	Exposed agg P-6	Concrete	Asphalt	Concrete UE-P3	none	Raised	none	none	none	PE-PSF15	none	none	none	Corymbia maculata Pyrus ussuriensis PL-3-4	none	none	None	Double arm 12m UE-L8	None	Yes	None	Yes	Yes	None	None
Minor North South Streets	Exp. Aggreg Concrete P-5	Exposed agg P-6	Concrete	Asphalt	Concrete UE-P3	none	Raised	none	none	none	PE-PSF15	none	none	none	Eucalytpus haemastoma PL-3-4	none	none	None	Single arm 9m UE-L8a	None	Yes	None	None	None	None	None
Foreshore Road	Exp. Aggreg Concrete P-5	Exposed agg P-6	Concrete	Asphalt	Concrete UE-P3	none	Raised	none	none	none	PE-PSF15	none	none	none	Angophora costata PL-4	none	none	None	Single arm 9m UE-L8a	None	Yes	None	None	None	None	None
Hill Road	Exp. Aggreg Concrete P-5	Exposed agg P-6	Concrete	Asphalt	Concrete UE-P3	none	Flush	none	none	none	PE-PSF15	none	none	none	Corymbia maculata PL-3	none	none	None	Double mast 12m UE-L2	None	Yes	None	None	None	None	None
PLAZAS & SQUARES	Exp. Aggreg conc. Unit P-1 Permeable P-2 Stab. Gravel UE-P11	Exposed agg P-6	none	Exp. Aggreg Interlock LE-P9		Flush kerb K-1	Not applicable	PE-PSF2a+b	PE-PSF05a	PE-PSF05	PE-PSF15	PE-PSF08	UE-SF25	PE-PSF15	Vegetation compatible with Foreshore Promenade Riparian Vegetation Node plant species	PL-6	none	None	None	Pedestrian UE-L7	None	Yes	Yes	Yes	Yes	None
PARKS	Exp. Aggreg Concrete P-5	Exposed agg P-6	Exposed agg P-6	Exposed agg P-6		Flush kerb K-1	Not applicable	PE-PSF2a+b	PE-PSF05a	PE-PSF05	PE-PSF15	PE-PSF08	UE-SF25	PE-PSF15	In accordance with SOPA Site Planting Strategy	none	none	Palisade UE-PSF37	None	Pedestrian UE-L7	None	None	Yes	Yes	Yes	Yes

KEY
P-1 Paving Guidelines – Homebush Bay West Public Domain Manual (this document)
K-1 Kerb Guidelines – Homebush Bay West Public Domain Manual
PE-1 Park Elements Guidelines – Homebush Bay Parklands Elements Manual
PSF Park Elements Guidelines – Homebush Bay Parklands Elements Manual
PL-1 Park Elements Guidelines – Homebush Bay Parklands Elements Manual
UE-1 Urban Elements Guidelines – Homebush Bay Parklands Elements Manual

public domain guidelines 5

Introduction

The design principles outlined previously set in place broad recommendations for public domain design and materials treatments.

Public domain projects should be undertaken with a holistic integrated approach to include:

- pavement / kerbs
- furniture
- drainage
- services
- planting

Ideally streetscape works should cover a full street block in project scope (or more) as funding allows.

The following design guidelines outline public domain design solutions to be followed in planning and implementation of works through Homebush Bay West. These should be read in conjunction with SOPA's Homebush Bay Parklands and Urban Elements Manuals which define a range of materials and treatments applicable to Homebush Bay West as outlined in the reference list for each element category.

Guidelines included in this document and in the Parklands and Urban Elements Manuals do not provide definitive construction information, and are aimed at providing a reference for site specific design to be applied to individual sites. It is also proposed that the guidelines set will be expanded / supplemented over time as projects develop additional design responses applicable to broader application.

The guidelines package includes a number of guidelines derived from the Sydney Olympic Park Urban and Parklands Elements Design Manual

Pavement

No	Guideline	Purpose
P-1	Exposed Aggregate Concrete Unit pavement – reconstituted stone	Major east west streets
P-2	Permeable pavement	Large plazas / courtyards / thresholds
P-3	Asphalt Pavement	Foreshore promenade
P-4	Tactile paving	To crossings, major driveways and other pedestrian hazards
P-5	Exposed aggregate in situ concrete	To footpaths to all streets (other than major East West)
P-6	Pram Ramps	a. To major East West b. To all other streets
UE-P9	Interlocking concrete unit pavement	Driveways to Major East West Sts
UE-P11	Stabilised gravel pavement	To plazas and parks under seating areas (ie. Not in line of pedestrian travel

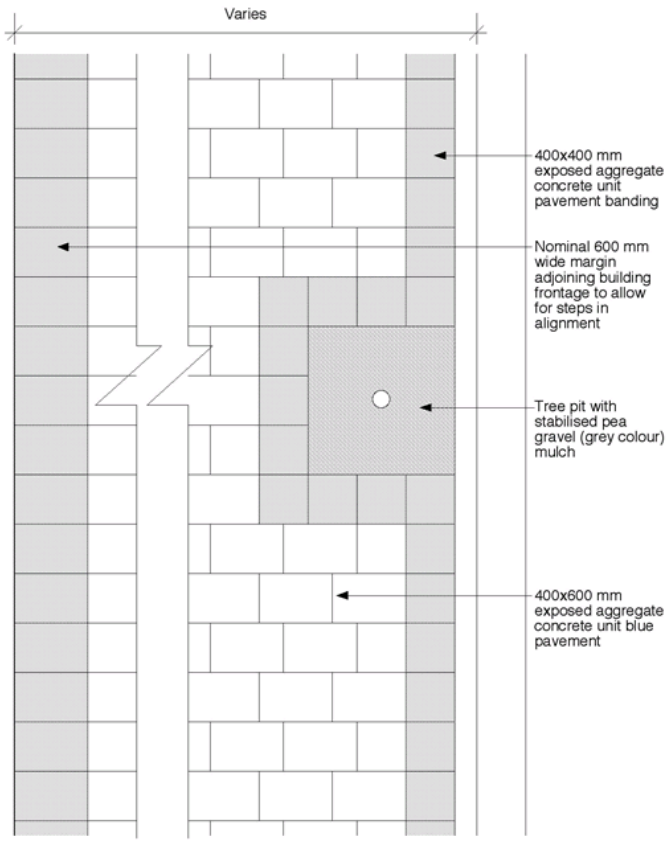
Note:
P-..... refers to this Homebush Bay West Public Domain Manual
UE-..... refers to design guidelines derived from the Sydney Olympic Park Urban Elements Manual
PE-..... refers to design guidelines derived from the Sydney Olympic Park Parkland Elements Manual

public domain guidelines

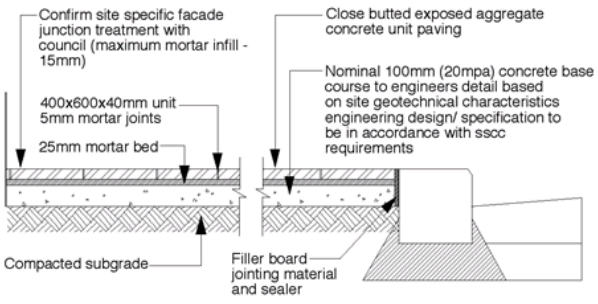
P-1

Honed Concrete Unit Pavement





TYPICAL PLAN
(not to scale)



TYPICAL CONSTRUCTION CROSS SECTION - PEDESTRIAN AREAS
(not to scale)

Note: To be confirmed for site specific application

Principles

- Provision of a high quality design finish to priorify pedestrian areas
- Hard wearing and cleanable surface to high use areas
- Potential for layouts to reinforce public domain design themes integrated with built form, plantings, and furniture elements
- Unit pavement is adaptable to lifting for services works / other repairs
- Carry unit pavement through service lid covers

Materials

- 400x400 mm banding / margin, 400x600 mm exposed aggregate unit pavement to meet class W or X slip resistance as applicable to use
- 40mm thickness to pedestrian areas
- 60mm thickness to vehicular areas

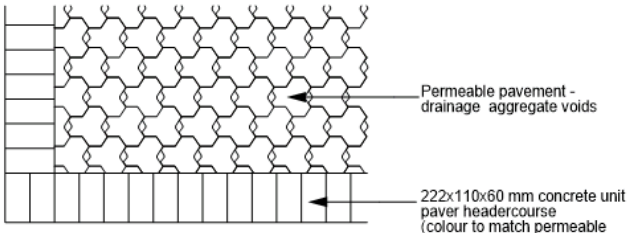
Colours:

- Colours to reflect natural materials character (sandstone, shale) eg. greys / sand colors
- Darker colors / tones to outdoor areas to reduce staining impact

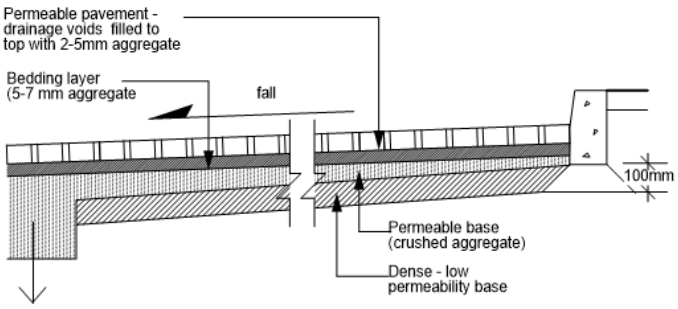
public domain guidelines P-2

Permeable Pavement





TYPICAL PLAN
(not to scale)



TYPICAL CROSS SECTION
(not to scale)

Note:
The above information is indicative only. permeable pavement is to be specified and installed to site specific engineering design and to council approval

Principles

- Subject to site conditions permeable pavement can facilitate a range of methods in disposal of runoff:
  - Retention in subsurface storage zone and infiltration to groundwater
  - Infiltration of normal volumes/ drainage of peak volumes to storage ponds of stormwater system.
- Provide permeable pavement where compatible with site conditions and subgrade to carpark areas and shared vehicle/pedestrian zones.

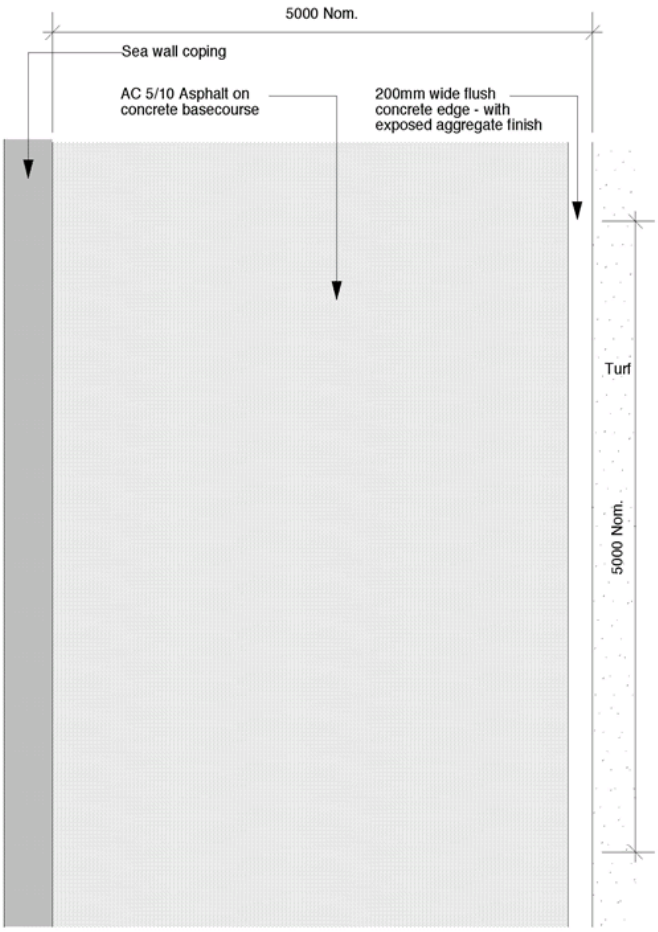
Materials

Recommended permeable pavement units and colours are as listed:

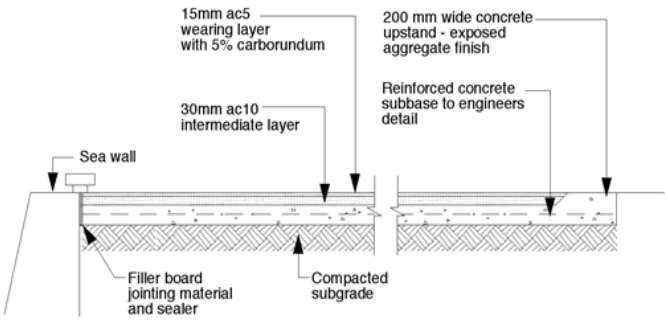
Rocla "Ecotrihex" 75mm paving units (unhoned)

Colours: to match plaza pavement colours

public domain guidelines P-3



TYPICAL CONSTRUCTION PLAN
(not to scale)



TYPICAL CONSTRUCTION CROSS SECTION - THROUGH FORESHORE EDGE
(not to scale)

Asphalt pavement



Existing asphalt pavement with granite banding adjoining PAYCE development

Principles

- Asphalt is a primary pedestrian path material through Sydney Olympic Parklands - provides continuity
- Continues a legible theme from the existing waterfront to the Payce development
- Smooth pedestrian / cycle surface with minimal glare generation
- Ability to relay asphalt when required over concrete base to renew surface

Materials

- AC5 wearing course (with Carborundum admixture) over AC10 intermediate course)
- Concrete basecourse for maximum stability and durability

public domain guidelines P-4

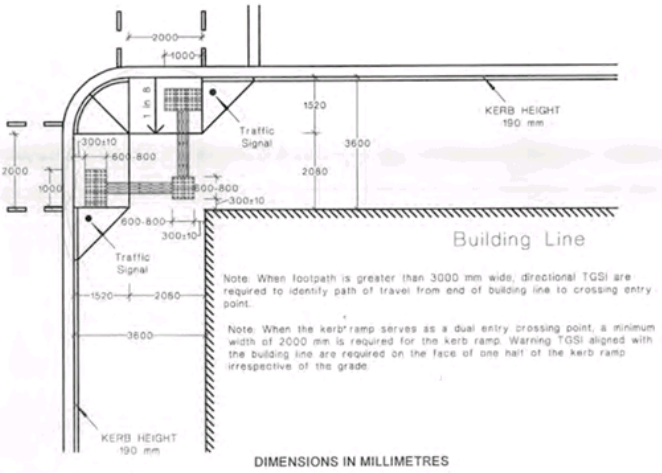


FIGURE C1(G) RIGHT ANGLE INTERSECTION DUAL ENTRY CROSSING POINTS 3600 FOOTPATH, 190 KERB HEIGHT 90° 1:8 KERB RAMPS

Source: AS 1428-4 (2002)

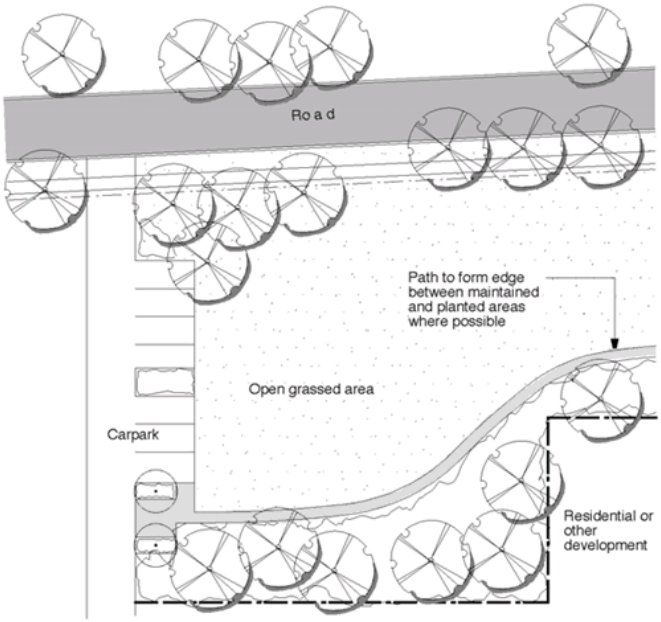
Tactile Paving



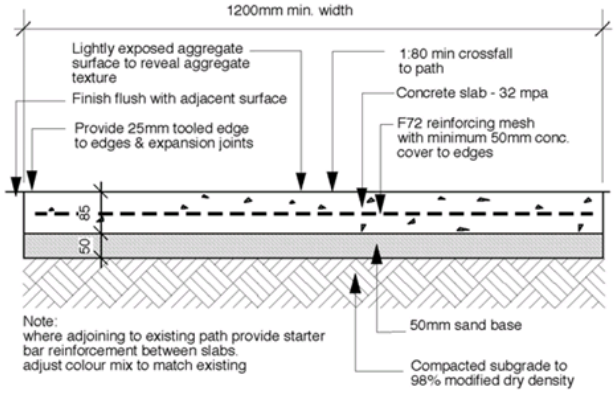
Principles

- Use tactile tiles / units to meet design requirements of AS 1428-4 (2002)

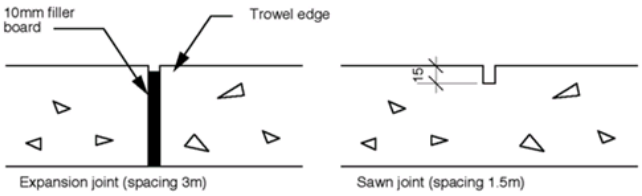
public domain guidelines P-5



TYPICAL DESIGN APPLICATION nts



TYPICAL CONSTRUCTION CROSS SECTION nts



TYPICAL DETAIL - PAVEMENT JOINTS nts

Exposed Aggregate Insitu Concrete



Principles

- Use path as edge definition between maintained grass and mass planted areas where practicle
- Path surface to be exposed aggregate for visual enhancement / identity
- All concrete works to carried out in accordance with AS 3600:1994

Materials

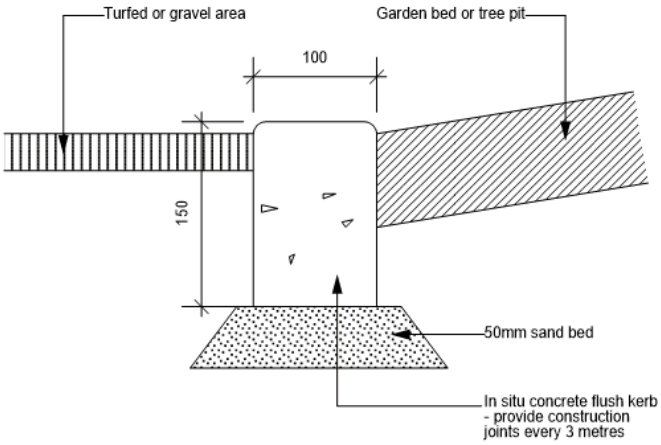
10-20mm aggregate

Sample panel to be provided

Kerbs, gutter and edges

No	Guideline	Purpose
K-1	Exposed aggregate concrete edge	As edge to garden bed and gravel areas adjoining grassed areas
UE-P3	Concrete kerb and gutter	All streets

Note:
P-…... refers to this Homebush Bay West Public Domain Manual
UE-….. refers to design guidelines derived from the Sydney Olympic Park Urban Elements Manual
PE-….. refers to design guidelines derived from the Sydney Olympic Park Parkland Elements Manual



Exposed Aggregate Concrete Edge



Materials

Provide Quartz / Basalt aggregate mix (50/50) and lightly rinse / sponge concrete finish to exposed aggregate

Furniture

No	Guideline	Purpose
PE-PSF02a+b	Seats	Major east west streets Foreshore promenade Plazas / squares Parks
PE-PSF05a	Bench	Major east west streets Plazas / squares Parks
PE-PSF05	Table / platform seat –1750mm square	Plazas / squares Parks
PE-PSF06	Promenade edge *(timber baulk seat – note – a concrete seat in similar fashion to PSF06 may also be applicable)*	To edge of foreshore promenade
PE-PSF08	Picnic set	Plazas / squares Parks
PE-PSF15	Bollards	All streets Foreshore promenade Plazas / squares Parks
UE-SF25	Bike Racks	Plazas / squares Parks
PE-SF21	Bin Mounts	Plazas / squares Parks

Note:
UE-….. refers to design guidelines derived from the Sydney Olympic Park Urban Elements Manual
PE-….. refers to design guidelines derived from the Sydney Olympic Park Parkland Elements Manual

Lighting

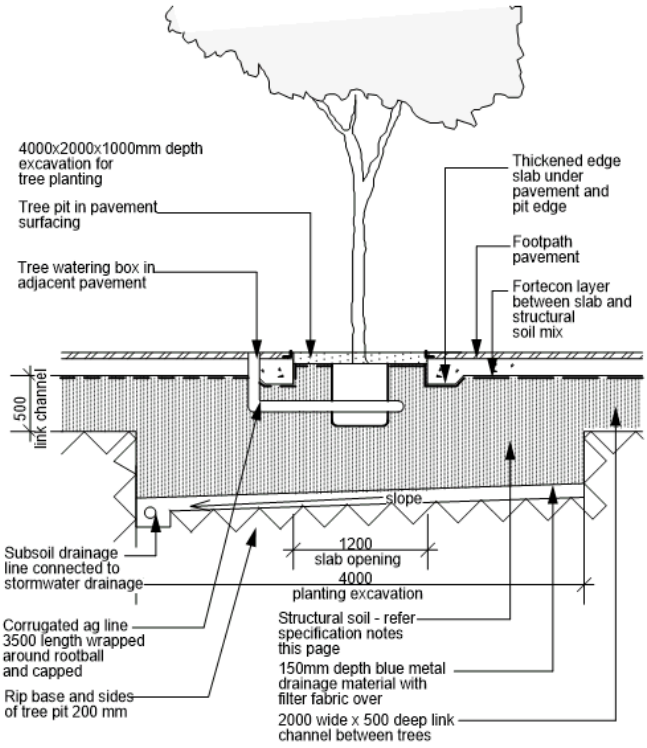
No	Guideline	Purpose
UE-L2	12m Double arm street lighting mast with double banner fixing	Central medians of major east west streets
UE-L8a	9m Single arm street lighting mast	Major north south streets Minor east west streets Minor north south streets Foreshore Streets
UE-L3	12m Single arm street lighting mast with single banner fixing	Hill Road
UE-L7	7m pedestrian pole top light	Major east west streets Major north south streets Minor east west streets Foreshore promenade Plazas sqaures Parks

Note:
UE-..... refers to design guidelines derived from the Sydney Olympic Park Urban Elements Manual
PE-..... refers to design guidelines derived from the Sydney Olympic Park Parkland Elements Manual

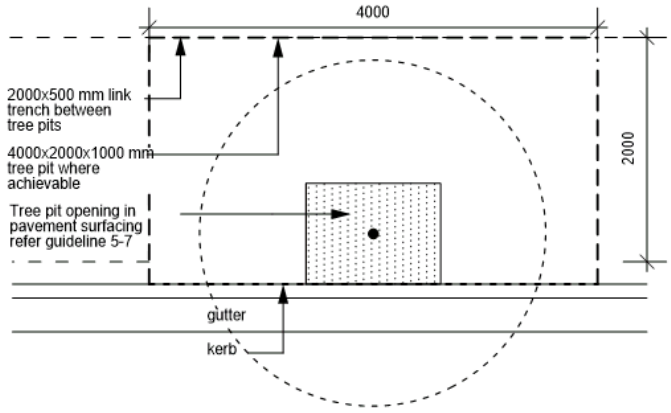
Planting

No	Guideline	Purpose
PL-1	Structural soil materials	All street tree planting
PL-2	Tree pit preparation and drainage	All tree planting
PL-3	Staking and tree guards	All tree planting
PL-4	Kerbside tree planting in paving	Street tree planting
PL-5	Kerbside tree planting in grass	Street tree planting
PL-6	Garden beds	Foreshore promenade Plazas and squares parks

Note:
P-..... refers to this Homebush Bay West Public Domain Manual
UE-..... refers to design guidelines derived from the Sydney Olympic Park Urban Elements Manual
PE-..... refers to design guidelines derived from the Sydney Olympic Park Parkland Elements Manual



TYPICAL CROSS SECTION: TREE PIT IN PAVEMENT - STRUCTURAL SOIL AND KERB TRENCH TREATMENT
(not to scale)



TYPICAL PLAN: TREE PIT IN PAVEMENT - STRUCTURAL SOIL AND KERB TRENCH TREATMENT
(not to scale)

Structural Soil Materials

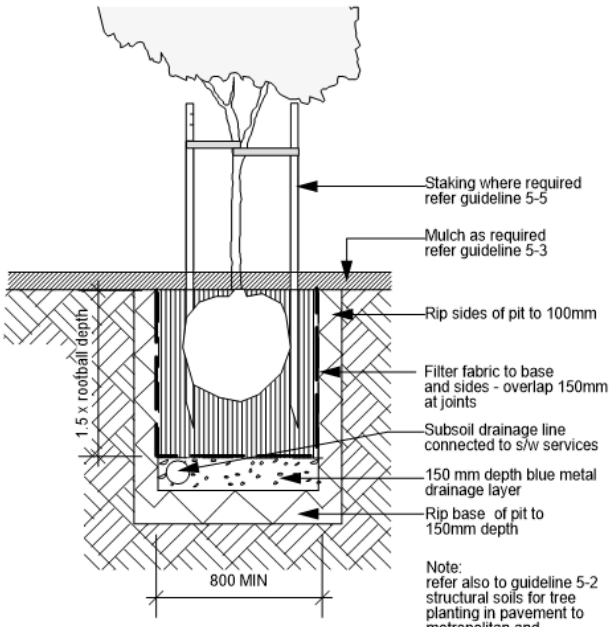


Principles

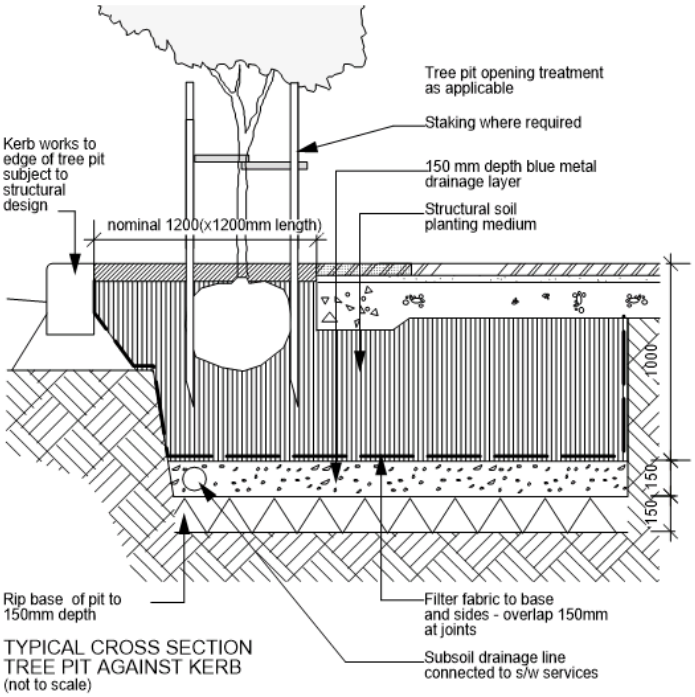
- Provide structural soil treatment to all new planting pits within paved footpath areas, to overcome limitations of organic mixes to support pavement above tree pit. Paving traditionally limited to outside surface opening area.
- Connect street tree planting pits with a water permeable channel along the inside of the kerb line (2000x500mm), back filled with structural soil
- Deep rip subsoil to sides and bottom of tree pit prior to backfilling with structural soil mix.

public domain guidelines

PL-2



TYPICAL CROSS SECTION
TREE PIT TO SOFT LANDSCAPED AREA
(not to scale)



TYPICAL CROSS SECTION
TREE PIT AGAINST KERB
(not to scale)

Tree pit preparation and drainage



Principles

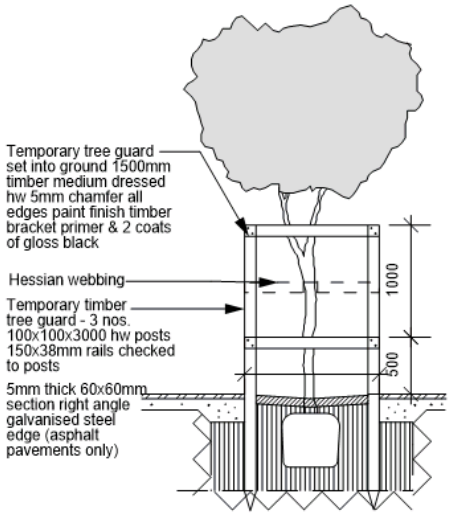
- Tree pit preparation to road footpath areas should occur during preparation of pavement subgrades to enable connection of subsoil drainage to stormwater services and installation of structural soils.
- Tree pit excavation to required sizes to be carried out along with ripping of subgrade and sides of pit (as per cross section).
- Install irrigation infrastructure, blue metal drainage layer and subsoil drainage line (with connection to S/W infrastructure).
- Back fill tree pits with structural soil mix
- Cover tree pit with plywood during footpath pavement works for public safety and to prevent disturbance of planting mix.
- Connect tree pit irrigation infrastructure to trickle emitters.

public domain guidelines

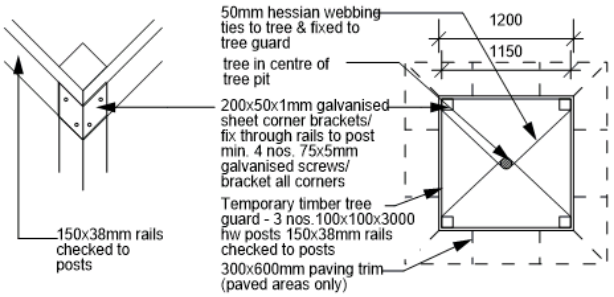
PL-3

Staking and tree guards





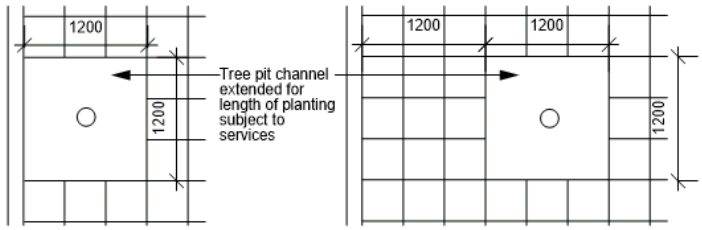
TYPICAL CROSS SECTION: TIMBER STAKES TO TREE PITS TO OPEN SPACES/ CIVIC/ STREET SQUARES
(not to scale)



TYPICAL PLAN/ CROSS SECTION: TIMBER STAKES TO TREE PITS TO OPEN SPACES/ CIVIC/ STREET SQUARES
(not to scale)

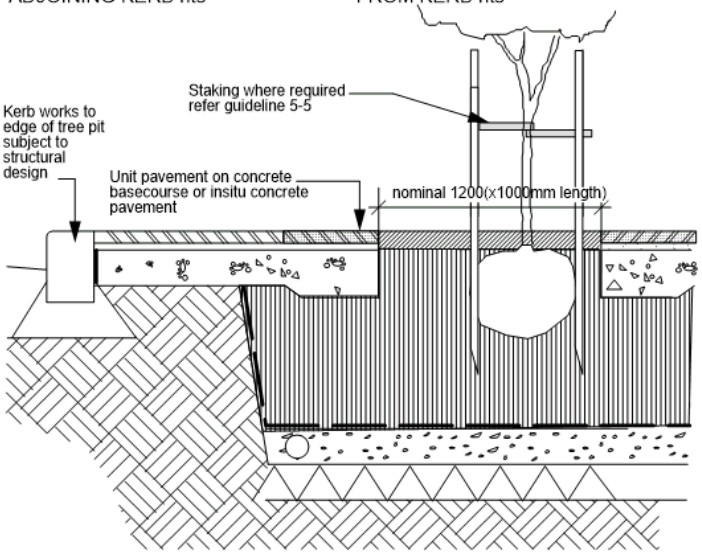
Principles

- Where planting of 200L or under is provided to street or open space areas within paving - provide timber tree guard for establishment period as a minimum (ie. 2 years to maximum 5 years).

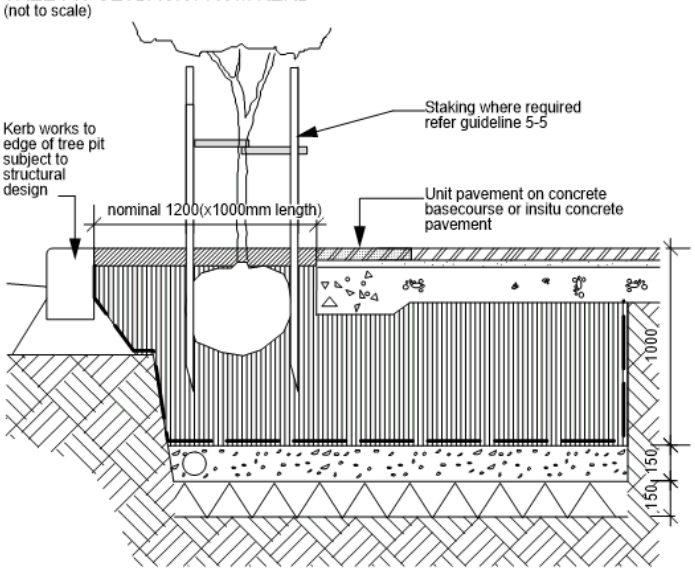


PLAN - TREE PIT SET BACK ADJOINING KERB nts

PLAN - TREE PIT SET BACK FROM KERB nts



TYPICAL CROSS SECTION
TREE PIT SETBACK FROM KERB
(not to scale)



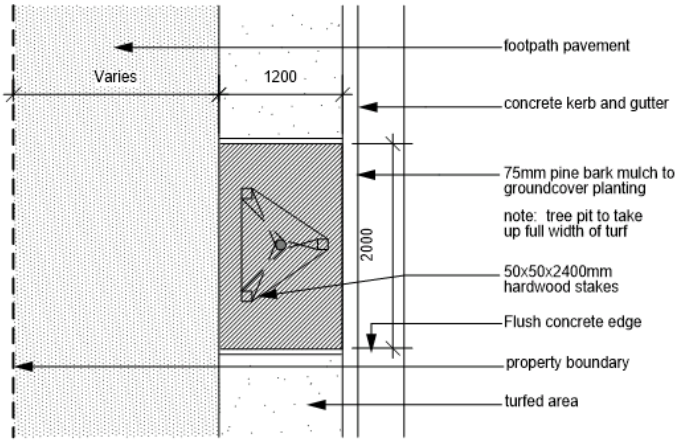
TYPICAL CROSS SECTION
TREE PIT ADJOINING KERB
(not to scale)

Kerbside tree planting in paving

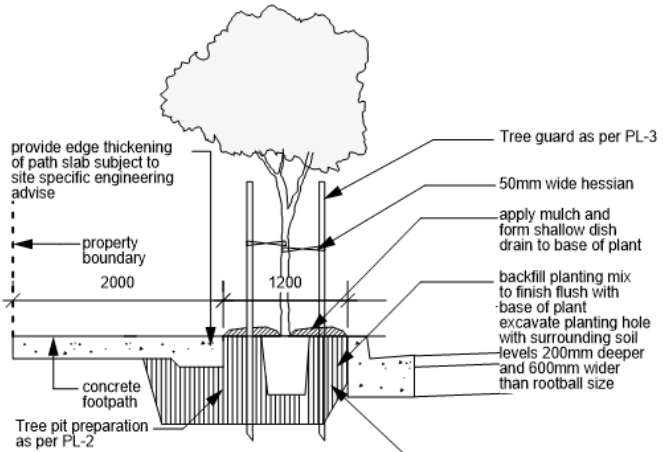


Kerbside in turf





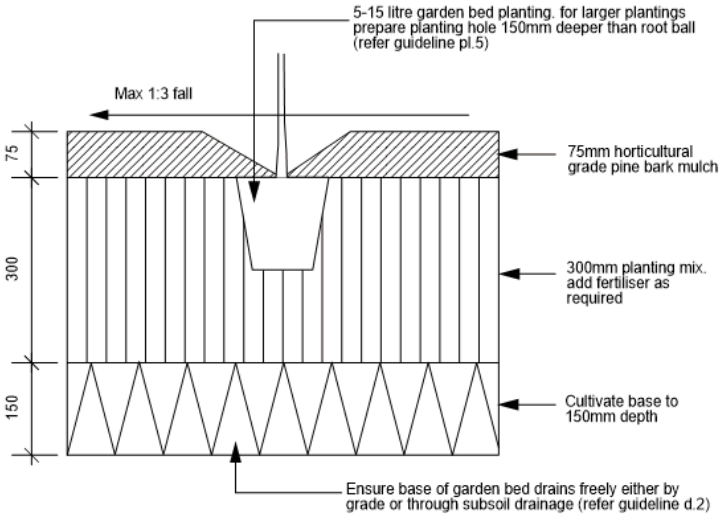
TYPICAL PLAN:
TREE PLANTING IN GRASS
(not to scale)



TYPICAL CROSS SECTION:
TREE PLANTING IN GRASS
(not to scale)

Garden Bed preparation and planting





Fences, barriers, level changes

No	Guideline
PE-PSF06	Foreshore promenade seating edge Refer to Section 5 FU Furniture Guidelines
UE-SF37	Palisade Fence

Note:
UE-..... refers to design guidelines derived from the Sydney Olympic Park Urban Elements Manual
PE-..... refers to design guidelines derived from the Sydney Olympic Park Parkland Elements Manual

Signage

Refer to Wayfinding Strategy Report (May 2004) for Signage Types

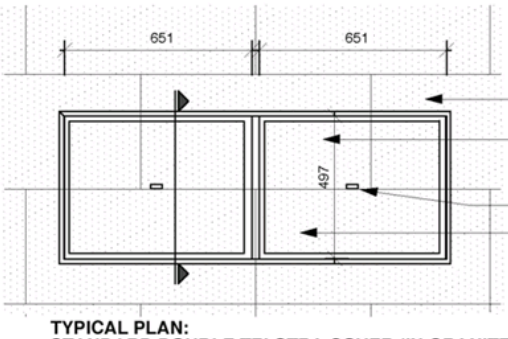
Services and infrastructure

No	Guideline	Purpose
SI-1	Telecommunications pit with infill paving lid	Major east west streets (unit paving) All other streets (concrete infill) Foreshore promenade Plazas / squares
SI-2	Electrical pit	All streets
SI-3	Stop cock, hydrant and QCV valves	Major east west streets (unit paving) All other streets (concrete infill) Foreshore promenade Plazas / squares
SI-4	Stormwater drainage inlets to pedestrian areas	Foreshore promenade Plazas / squares

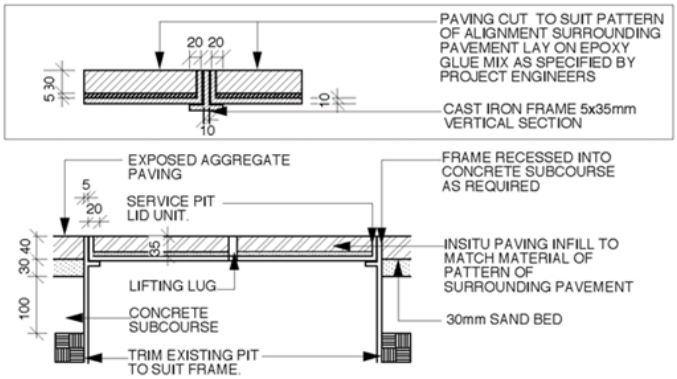
Note:
SI-..... refers to this Homebush Bay West Public Domain Manual
UE-..... refers to design guidelines derived from the Sydney Olympic Park Urban Elements Manual
PE-..... refers to design guidelines derived from the Sydney Olympic Park Parkland Elements Manual

public domain guidelines

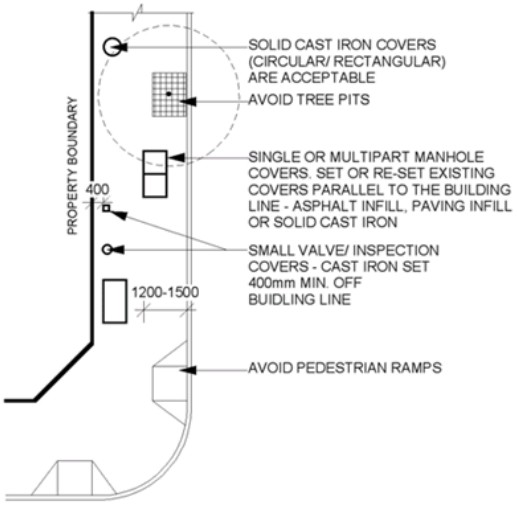
SI-1



TYPICAL PLAN:
STANDARD DOUBLE TELSTRA COVER (IN GRANITE PAVEMENT)
(not to scale)



CROSS SECTION: PIT LID PAVING INFILL
(not in scale) All dimensions in millimeters



TYPICAL PLAN:
OPTIMUM ARRANGEMENT OF SERVICE COVERS ON FOOTPATHS
(not to scale)

Telecommunications pit with infill paving



Principles

- Services and infrastructure openings have a significant impact on the quality of the streetscape through their visibility and proliferation of different lid types.
- Incorporate services renewal amplification requirements into streetscape improvement programes to prevent later conflicts.
- New streetscape developments to integrate location of services and infrastructure with streetscape design.
- Telstra to check and approve condition of all service pits prior to replacement of service covers and repaving.
- Provide paved infill lids to single and double Telstra pits to match adjoining pavement material/ pattern.
- Adjust pit frames where pavement levels are changed.

Materials

Cast Iron frame:

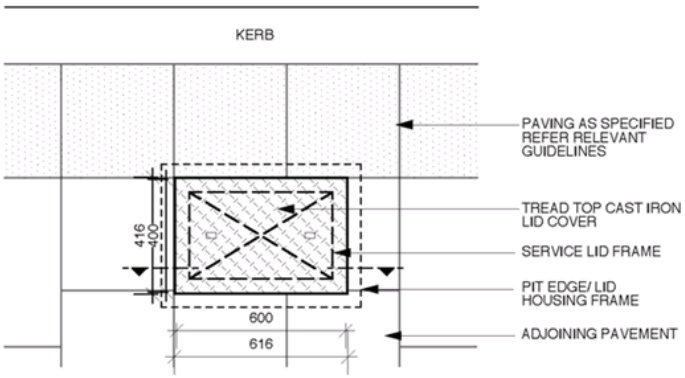
Wangaratta Industries WT5 and WT2 (10mm thick heavy duty galvanised steel) or equivalent.

Paving:

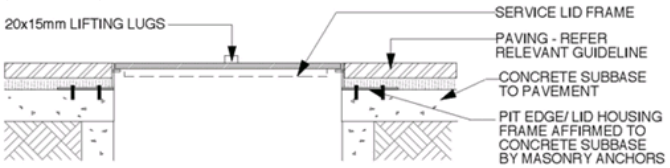
To match surrounding pavement material and pattern (expoxy glue to manufacturers specifications)

Where asphalt pavement is laid

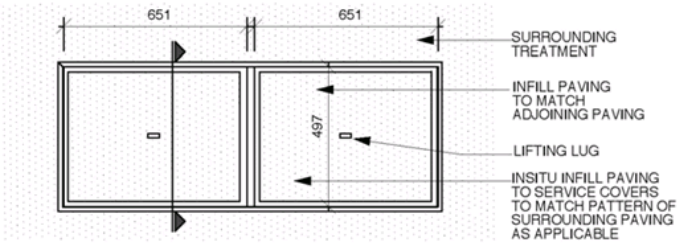
Use Black Cast Iron Lid in levi of paving infill lid



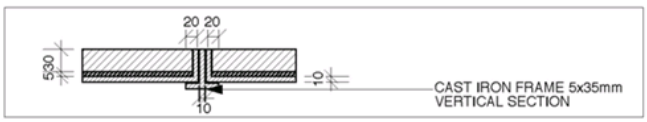
TYPICAL PLAN: STANDARD CAST IRON SERVICE LID COVER
(not to scale)

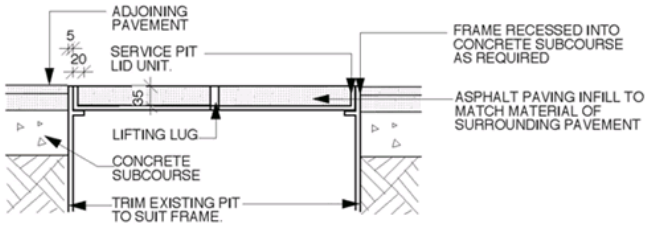


STANDARD STEEL SERVICE LID COVER - TYPICAL CROSS SECTION
(not to scale)



STANDARD DOUBLE TELSTRA COVER - TYPICAL PLAN
(not to scale)





PIT LID ASPHALT INFILL - CROSS SECTION
(not in scale) All dimensions in millimeters

Electrical pits

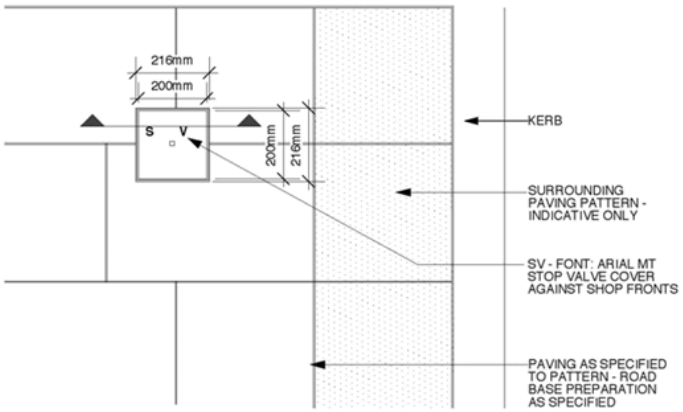


Principles

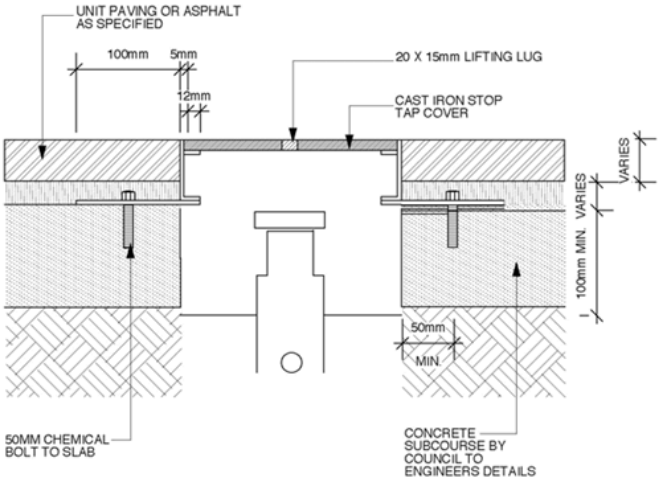
- To provide consistent visual and maintenance treatment to footpath service pits.
- Provide asphalt infill lid where asphalt is being replaced.
- Provide steel pit lids to pits in old asphalt subject to future refurbishment.

public domain guidelines SI-3

Stop cock, hydrant and QCV valves



TYPICAL PLAN: WATER STOP VALVE LID COVER/ QVC LID COVER
(not to scale)



TYPICAL SECTION: WATER STOP VALVE LID COVER
(not to scale)

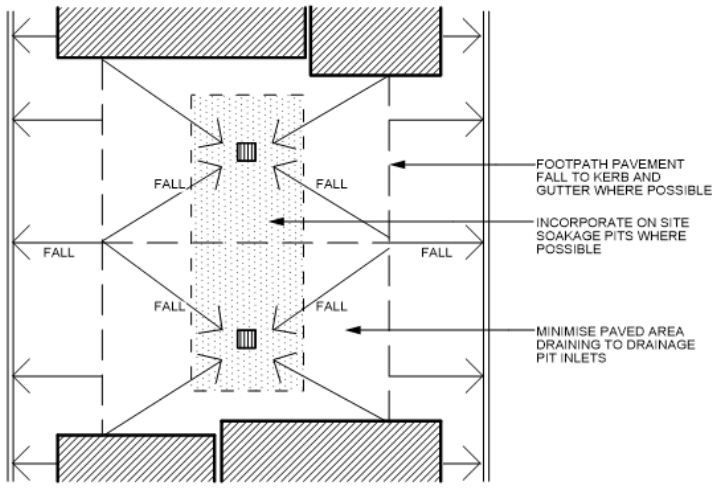
Principles

- New streetscape developments to integrate location of services and infrastructure with streetscape design.
- Incorporate services renewal application requirements into streetscape improvement programes to prevent later conflicts.
- Provide stop tap covers within granite, exposed aggregate, or asphalt paving. Ensure engraving is oriented to be perpendicular to street kerb alignment.

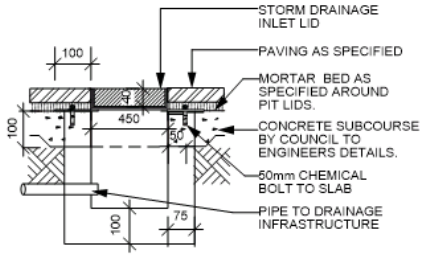
Materials

Lid covers:

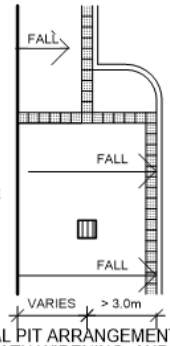
Mascot Engineering cast iron lid with engraved labelling (or equivalent).



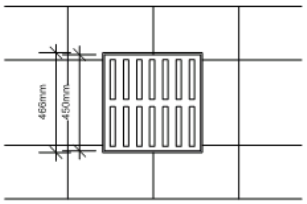
TYPICAL PIT ARRANGEMENT - SQUARES AND COURTYARDS
(not to scale)



TYPICAL SECTION: INLET PIT
(not to scale) All dimensions in millimeters



TYPICAL PIT ARRANGEMENT
FOOTPATH WIDENING AND EXTENSIONS
(not to scale)



TYPICAL PLAN:
INLET PIT TO PAVEMENT
(not to scale)

Stormwater drainage to pedestrian areas



Principles

- Provide stormwater drainage to pedestrian paved areas where no underground stormwater services are available.
- Footpath/ pedestrian pavements to fall to kerb and gutter other than where levels make this physically impossible.
- Foothpath cross falls to be even across foothpath of:

- minimum 1:70
- maximum 1:40 gradient.

- Where falls to kerb and gutter are not possible provide surface inlet pits servicing the minimum surface catchment possible.
- Paving levels to allow for escape of storm water to kerb and gutter below adjoining floor levels should drainage pits become blocked.
- Incorporate on site infiltration where possible to squares and large paved areas to reduce gross volume of stormwater runoff.
- Provide continuity of pit types stormwater inlet sumps and channel lids and grates to pavement areas.
- Connect rooftop down pipe drainage to underground stormwater in public domain upgrade works.

Materials

Grates:

'Gatic heavy duty' types:

H601K and H600DF (or equivalent)

Wentworth Point Precinct

Development Control Plan 2014

Adopted 7 August 2014
Amended 26 October 2021

Wentworth Point Precinct DCP 2014

To view an electronic version in PDF format, visit www.planning.nsw.gov.au

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Department of Planning & Environment Printed 7 August 2014

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Note. The City of Parramatta Council (Council) resolved on 28 November 2022 to place the draft Parramatta 'Harmonisation' Development Control Plan (DCP) on public exhibition.

In addition, Council also endorsed administrative 'non-policy' changes to the stand-alone DCPs for Wentworth Point and Homebush Bay West which did not form part of the Harmonisation DCP (see Council Report from 28 November 2022 for more information). These amendments are proposed as part of the Land Use Planning Harmonisation Framework project and include:

- replacing references to the former Auburn City Council (which is referenced as the consent authority) to the City of Parramatta
- replacing references to the Auburn LEP which will be superseded by the new Parramatta LEP
- transferring controls referenced within the Auburn DCP (which will be superseded by the implementation of the new Parramatta DCP) that relate to parking and loading, adaptable housing units and water management into Wentworth Point DCP to retain the existing policy framework for the precinct.
- other changes as needed to retain existing policy.

These administrative 'non-policy' changes have now been exhibited as part of the public exhibition process of the Parramatta 'Harmonisation' Development Control Plan. The stand-alone DCPs will be forwarded to the Department of Planning and Environment to finalise the proposed changes.

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1 Introduction

This Development Control Plan (DCP) provides a framework to guide development in the Wentworth Point Urban Activation Precinct (the precinct).

1.1 Name of this DCP

This DCP is called the Wentworth Point Precinct Development Control Plan. The DCP has been prepared pursuant to the provisions of Section 3.43 of the *Environmental Planning and Assessment Act 1979* (the Act).

The DCP was adopted by the Secretary of the Department of Planning and Environment (the Secretary) on 7 August 2014 and came into force on 7 August 2014.

The DCP was subsequently amended on **26 October 2021** by City of Parramatta Council.

1.2 Land to which this DCP Applies

This DCP applies to development within the precinct as shown in **Figure 1**.



Figure 1 – Land to which this DCP applies

1.3 Purpose of the DCP

The purpose of the DCP is to guide the future development of the precinct to:

- identify the vision, and indicative structure for the future development of the precinct
- provide the objectives and principles for the development of Concept Masterplans, Subdivision / Infrastructure Development Applications and Public Domain Plans of the western neighbourhood (Sekisui Site) and the eastern neighbourhood (RMS site, Wentworth Point School and Peninsular Park)
- communicate the planning, design and environmental objectives and controls against which the consent authority will assess the Masterplan and future development applications
- ensure the orderly, efficient and environmentally sensitive development of the precinct, and
- promote a high quality urban design outcome.

1.4 Relationship to other plans

This plan supplements the ~~Auburn~~ Parramatta Local Environmental Plan ~~2010~~ 2023 (~~Auburn~~ Parramatta LEP ~~2011~~ 20XX) by providing specific development provisions for the Wentworth Point Urban Activation Precinct. Development within the precinct will need to have regard to this DCP as well as relevant provisions in the ~~Auburn~~ Parramatta DCP ~~2010~~ 2023. In the event of any inconsistency between this DCP and the ~~Auburn~~ Parramatta DCP ~~2010~~ 2023, this DCP will prevail to the extent of the inconsistency. ~~Relevant provisions of the Auburn DCP 2010 are cross referenced in the DCP and are set out below:~~

- ~~Introduction~~
- ~~Definitions and terms~~
- ~~Residential flat buildings – ancillary site facilities~~
- ~~Residential flat buildings – adaptable housing~~
- ~~Child care centres~~
- ~~Advertising and signage~~
- ~~Parking and loading~~
- ~~Access and mobility~~
- ~~Stormwater drainage~~
- ~~Waste~~
- ~~Tree preservation~~

In addition to this DCP and the ~~Auburn~~ Parramatta DCP ~~2010~~ 2023, applicants and Council should refer to:

- relevant State Planning Policies, including *State Environmental Planning Policy (Biodiversity and Conservation) 2021*
- the relevant Section 7.11 Contributions Plan or any relevant infrastructure planning agreement; and
- SEPP 65 and the Apartment Design Guidelines.

This DCP replaces all DCPs and deemed DCPs that applied to the precinct prior to the commencement date of this Plan, including the Homebush Bay West DCP (2004) and the Homebush Bay West - Wentworth Point Master Plan (2005).

1.5 Consent Authority

Unless otherwise authorised by the Act, City of Parramatta Council is the consent authority for all development in the precinct to which this DCP applies.

1.6 Application of this DCP

The provisions of this DCP are not statutory requirements and any development application will be considered on its merits. The consent authority is to be flexible in applying the controls and allow reasonable alternative solutions that achieve the overall vision, development principles and key elements for the precinct as well as the specific objectives of the controls.

1.7 Role of the Indicative Structure Plan

The Wentworth Point Precinct Indicative Structure Plan at **Figure 2** shows how the overall precinct may develop over time. It is intended as a guide to demonstrate how the vision, development principles and key elements for the precinct may be achieved. It is recognised that there may be other options for the site's layout which may be as effective in achieving the above for the precinct. As such, Council may grant consent to a proposal that differs from the Indicative Structure Plan where the variation is considered to still achieve the vision, principles and key elements of this DCP.

1.8 Consistency with Objectives and Controls in this DCP

Clauses in this DCP contain objectives and controls relating to various aspects of development. The objectives enable Council and applicants to consider whether a particular proposal will achieve the development outcomes established for the precinct. The controls establish standards, which if met, mean that development should be consistent with the objectives.

However, in some circumstances, strict compliance with the controls may not be necessary, or may be difficult to achieve because of the particular characteristics of a development site. In these situations, Council may grant consent to a proposal that does not comply with the controls in this plan, providing the relevant objectives are achieved. Where a variation is sought it must be justified demonstrating how the development will meet the vision and development principles as well as the objectives of the relevant control.

1.9 Information to be submitted with Development Applications

Information requirements for development applications are set out in ~~Part 2 of the Auburn DCP 2010~~ the Development Application information section of City of Parramatta Council's website.

1.10 Notification of Development Applications

Notification of development applications will be undertaken in accordance with ~~Part 3 of the Auburn DCP 2010~~ the requirements of the Parramatta Community Engagement Strategy, Appendix 1 – Consolidated Notification Requirements.

2 Vision, Principles, and Indicative Structure

2.1 Vision

Wentworth Point is a vibrant urban community that forms a key part of the broader Sydney Olympic Park Specialised Precinct, makes a significant contribution to providing high quality housing for Sydney's diverse and growing population in an environment that embraces its location adjoining Homebush Bay, the Parramatta River and Sydney Olympic Park, Parklands and represents contemporary, high density sustainable living.

2.2 Objectives

The City of Parramatta Council aims to foster the development of a lively, diverse and healthy LGA, one which celebrates a sense of place and local character in both the public and private realms. The northern neighbourhoods of Wentworth Point are being developed as high density residential centres supported by the new light rail corridor from Parramatta to Sydney Olympic Park. These eastern and western neighbourhoods are envisaged as part of a vibrant urban community that forms a key part of the broader Sydney Olympic Park Specialised Precinct and will make a significant contribution to high quality housing for Sydney's diverse and growing population. In an environment that embraces its location adjoining Homebush Bay, the Parramatta River and Sydney Olympic Parklands and represents contemporary, high density sustainable living.

The amenity and quality of Wentworth Point for its residents is the underlying consideration for all the objectives and controls in the DCP. The purpose of this DCP is to provide the principles for the development of Masterplans and Public Domain Plans for the eastern and western neighbourhoods. The new streets are to be organised in a configuration that optimises connectivity for people and vehicles, minimises perceived densities, addresses water management, enables canopy tree planting and supports a well- resolved built form. Buildings will define the streets and open spaces, provide for landscaping and create a legible public domain with high levels of amenity and streetscape character.

The eastern and western neighbourhoods will house a number of residents, identifying the need to develop the clarity and quality of public spaces as essential to this conception of a place centered on people. The public spaces, streets and parks, will be the basic and enduring spaces that structure Wentworth Point. The interaction of buildings and public spaces is critical in shaping the way the place is experienced particularly at the lower levels where detail design plays an important part in the creation of a diverse pedestrian environment.

2.3 Development Principles

To achieve the vision, the Wentworth Point Precinct is to:

a. strengthen the role of Wentworth Point as an integral part of the broader Sydney Olympic Park Specialised Precinct

b. create a network of high quality urban streets and places

c. respond to and enhance its unique natural setting on the Parramatta River

d. provide a peninsula park that maximises amenity for the local community

e. create a compact, walkable urban community

f. provide high density, high rise housing to increase housing choice

g. incorporate a network of publicly accessible open spaces

h. incorporate a primary school that serves the wider Wentworth Point community

i. provide public view corridors to and from the Millennium Marker, Parramatta River and Sydney Olympic Park, Parklands

j. incorporate design quality in public and private development as a central consideration through all stages of the process from design to completion ensure that development individually and collectively contributes to the architectural and overall urban design quality be resilient to climate change and sea level rise, and

k. incorporate sustainability measures that reduce its impact on the natural environment.



Burroway Road west looking east from the western neighbourhood

2.4 Indicative Structure Plan

Objectives

a. To ensure that development in the precinct occurs in a coordinated manner consistent with the vision and the Indicative Structure Plan for the neighbourhoods.

b. To ensure that the Masterplans and the Public Domain Plans for the eastern and western neighbourhoods are based on the Indicative Structure Plan

c. To ensure that the key elements of the neighbourhoods are delivered in accordance with the Masterplans and the Public Domain Plans

d. To enable flexibility in the resolution of the built form but not the street layout.

Controls

1. Development is to be generally consistent with the Infrastructure Plan shown at **Figure 2**. Where variations are proposed, development is to demonstrate how the vision, development principles, key elements for the precinct and relevant specific objectives are to be achieved.

2. A Subdivision and Infrastructure Development Application is required for each of the two neighbourhoods prior to the approval of any other development within that neighbourhood which is not for a public purpose. Each development application should address the following matters as they relate to that neighbourhood:

   - identify individual development lots, and lots for open space or other public purposes
   - confirm how development will be distributed across the neighbourhood consistent with the floor space ratio controls identified in the ~~Auburn~~ Parramatta LEP, by allocating a maximum allowable floor space for each development lot
   - confirm the final street, pedestrian and cycleway network
   - include a stormwater management strategy for the neighbourhood
   - identify the proposed changes to the landform and resulting levels, including the location and height of retaining walls required along site boundaries adjoining SOPA land
   - confirm that the proposed development within the western neighbourhood will not significantly impact on the ecological values of Newington Nature Reserve, as a result of overshadowing and migratory bird flight path obstructions.
   - identify opportunities for deep soil planting within development lots, including front setbacks, (see Section 4.5) and within the public domain

- a public art strategy (see section 3.5).

Table 1 – Key elements

Element	Description
Residential Community	– A high density urban community – Two distinct but connected neighbourhoods, being the eastern and western neighbourhoods, focussed around the local centre being developed by the Sydney Olympic Park Authority at the ferry wharf and small scale retailing at the north-east corner of the western neighbourhood – A range of small scale retail and community uses that serve that needs of the local community
Open Space	– Significant peninsula park, with a minimum area of 3.9ha – Foreshore park, with an area of approximately 2ha – Continuous public access to Parramatta River and Homebush Bay – Parks and a maritime plaza or similar , that act as focal points and recreation spaces for the local community
Primary School	– A new primary school with a site area of approximately 1.5ha adjacent to the local centre and peninsula park – School buildings that address Burroway Road with a drop-off/set down facility adjacent to the local centre – Playing fields located at the northern end of the school site and be designed to integrate with the peninsula park
Community	– A community facility and library to be located within close proximity to the village centre
Maritime	– Maritime uses adjacent to Homebush Bay incorporating rowing/kayaking facility, dry boat storage and supporting retail and businesses – Upgrade of existing seawalls and creation of a new public promenade along Homebush Bay
Built Form	– Building heights ranging from 4 to 40 storeys – Six towers in the western neighbourhood – Three towers in the eastern neighbourhood
Movement Network	– Continuation of both Burroway Road and Ridge Road into the site – A series of local streets to enhance connectivity and provide views to the water and the Millennium Marker (Streets can be privately owned but must be publicly accessible and function as a public street) – A series of planned improvements to intersections in the wider area to improve traffic flow – A publicly accessible foreshore with continuous cycling and walking paths connected to the broader open space network – A transport corridor through the western neighbourhood which is capable of accommodating future public transport for buses and/or light rail

Wentworth Point Precinct DCP 2014



Figure 2 – Indicative Structure Plan

9

3 Public Domain

A Public Domain Plan (PDP) is to be prepared for all precincts as a part of future detailed development applications. It is to show street sections; parking; access to basement car parking; tree planting; street layout; intersections; street furniture including lighting; paving. The PDP is to be prepared in conjunction with Council's requirements and reflect the Parramatta Public Domain Guidelines (PDG).

3.1 Street Network and Design

Objectives

a. To create a distinct sense of place that responds to natural landscape features.

b. To integrate with the surrounding street network by extending the existing alignment of Burroway Road and Ridge Road into the precinct and continuing the future alignment of Ridge Road to the peninsula park.

c. To provide a legible, interconnected and permeable local street network, providing convenient opportunities for movement throughout the precinct.

d. To prioritise pedestrian and cyclist movement and provide places for people to interact and connect.

e. To facilitate the safe and efficient movement of vehicles, pedestrians and cyclists.

f. To optimise view lines to the water, Millennium Marker and parklands from the public domain.

g. To coordinate and manage the potential raising of road levels to accommodate on-site parking above the water table in order to avoid intrusion into the ground water table and potential land contamination and achieve acceptable flood protection.

h. To create an attractive and comfortable streetscape for pedestrians and cyclists that comprises buildings that define the public domain high quality paving, street furniture and street tree plantings.

i. To allow for private ownership of roads provided they are publicly accessible and integrated with the surrounding street network. All roads within each neighbourhood are regulated by Council as public under road and transport legislation, managed through Parramatta Traffic Committee processes and enforced by regulatory parking officers.

j. In the western neighbourhood to allow for parking underneath private streets and shared zones, as permitted in deep soil and street planting plan shown in **Figure 16**.

k. In the eastern neighbourhood to allow for parking underneath private shared zones that are designated in the masterplan.

Controls

1. The street network is to be generally consistent with the Street Network Plan in **Figure 3** and the Subdivision / Infrastructure Concept DA. The western extension of Burroway Road and northern extension of Ridge Road are to be located as shown, Ridge Road is to pivot north-east to directly align with Wentworth Point.

2. New streets are to be generally consistent with the parameters in **Table 2** below and the typical street sections at **Figure 4** to **Figure 7**. Angle parking is to be provided on Ridge Road adjoining the peninsula park. Additional opportunities to provide parking within close proximity to the foreshore open space are also to be explored.

3. Burroway Road is to extend into the western neighbourhood and facilitate vehicle access.

4. All streets can be privately owned but must be publicly accessible 24/7 and be properly integrated with the surrounding street network.

5. Parking is permitted underneath the streets and shared zones that are privately owned in the western neighbourhood and the Deep soil plan of this DCP. Private streets with parking below, must allow for

6. 1.2m soil depth plus drainage layers for planting trenches within the road reserve and comply with ADG requirements for planting of large trees on slabs.

7. Parking is permitted underneath the shared zones that are privately owned in the eastern neighbourhood.

8. Shared zones are to prioritise pedestrian and cyclist movement whilst accommodating site access for emergency and service vehicles in a low speed traffic environment.

9. Development applications are to identify the future management arrangements for the shared zones and

all privately owned streets.

10. Any future public pedestrian connections between the precinct and the adjoining Sydney Olympic Park, Parklands are to be provided through a managed gradient change such as steps and ramps.
11. Where the road levels are to be raised, an applicant is to demonstrate that this is undertaken in a coordinated manner and the resultant streetscape and the urban form can meet the relevant objectives of this DCP. This must be shown in Subdivision and Infrastructure Development Application Plans.
12. Intersection and crossing design is to favour pedestrian convenience and safety.
13. Footpaths are to be provided on both sides of every street. Pavement width is to allow for comfortable walking, unimpeded by obstacles. The placement of trees, street furniture and signage is to provide for amenity without causing clutter.
14. A Public Domain Plan is to be submitted with the relevant detailed development application. The PDP is to detail the design, maintenance and management of all streets and illustrate how the public domain relates to the neighbourhood as a whole.
15. New streets are to have shared services pits to reduce maintenance costs and reduce conflict with street plantings.
16. Street furniture that enhances the comfort, legibility and attractiveness of the public domain is to be provided. It is to include high quality, durable and co-ordinated selection of:
    - seating
    - lighting
    - rubbish bins
    - signage.
17. Where possible, areas of planted Swamp Oak along Burroway Road and Hill Road should be retained or replaced as part of the landscape design.
18. Street trees are to be provided within deep soil zones on all streets including shared zones to achieve the following outcomes:
    - co-ordinated palette of climatically responsive species
    - reinforce the street hierarchy and create distinct places
    - be robust and low-maintenance
    - be planted in a co-ordinated, regularly spaced and formalised manner
    - increase the comfort of the public domain for pedestrians
    - enhance the environmental performance of the precinct by increasing opportunities for energy efficiency, reducing the heat island effect and providing habitats for wildlife.
19. Where landscaping is located on structures it must support the growth of appropriate sized trees, having regard for the Apartment Design Guide guidelines for planting on structures.



Figure 3 – Street Network Plan

Table 2 – Indicative Street Dimensions

Street type	Reserve	Carriageway	Parking	Planting	Footpaths
Burroway Road extension	20m	2 x 3.2m	2 x 2.3m	2 x 2.3m Planting in parking area and footpath area	2 x 4.5m
Ridge Road extension	25m	2 x 3m 2 x 1.5m cycle path	2 x 2m	6m centre median Planting in centre median and parking area	2 x 3.0m
Local Streets	17m	2 x 3.5m	2 x 2.5m	2 x 2.5m Planting in parking area	2 x 2.5m
Shared Zones	8.5m	1 x 3.5m	1 x 2.5m	Planting in parking zones	1 x 2.5m
Street integrating light rail	28.4m	2 x 3.5m cars 1 x 7.4m + 2 x 2m planting rail/bus	2 x 2.5m	2 x 2.5m Planting and parking area and 2m planting between car and rail/bus interface	2 x 2.5m

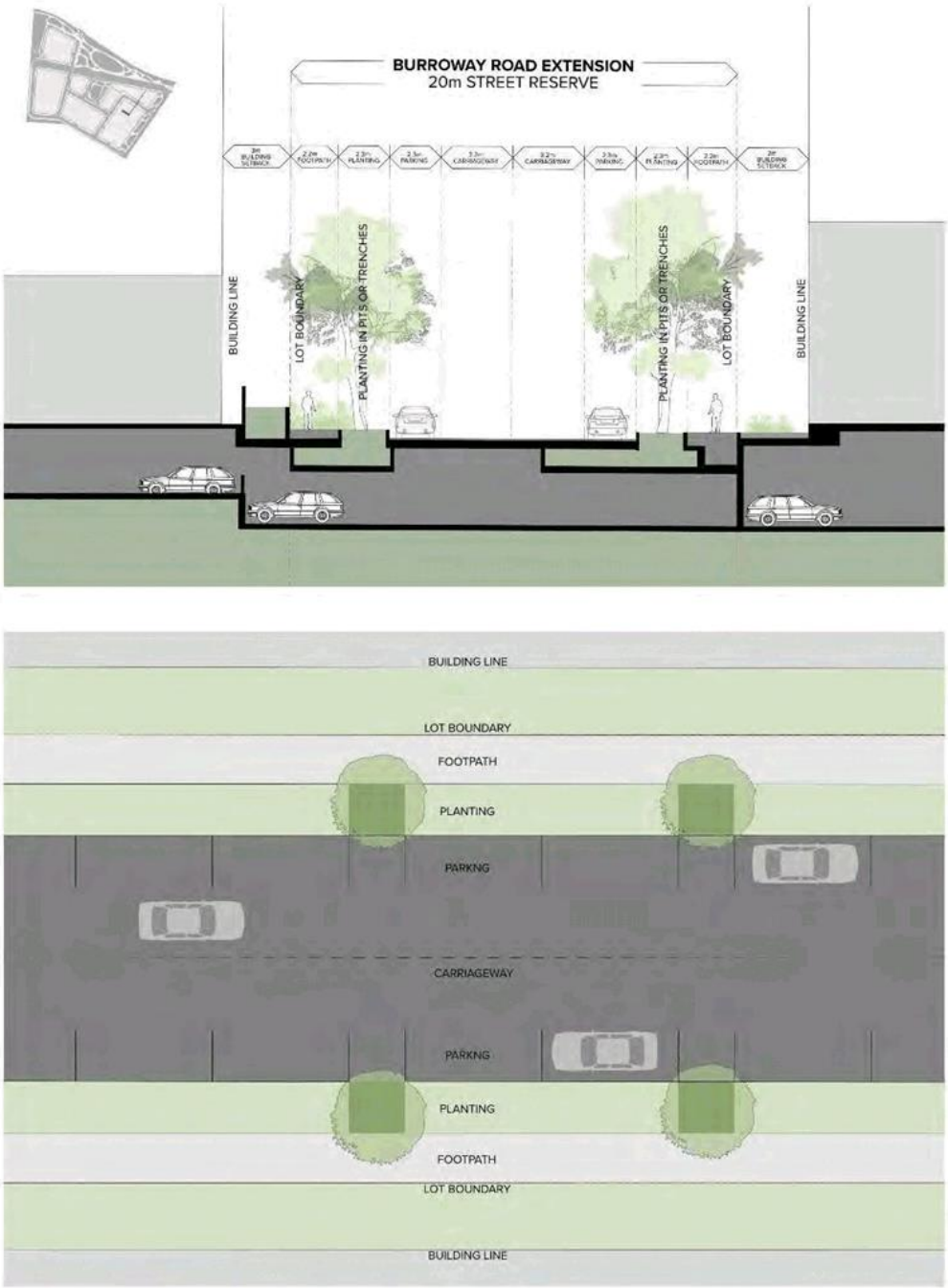


Figure 4 – Burroway Road (western extension) Indicative Cross-section

Wentworth Point Precinct DCP 2014

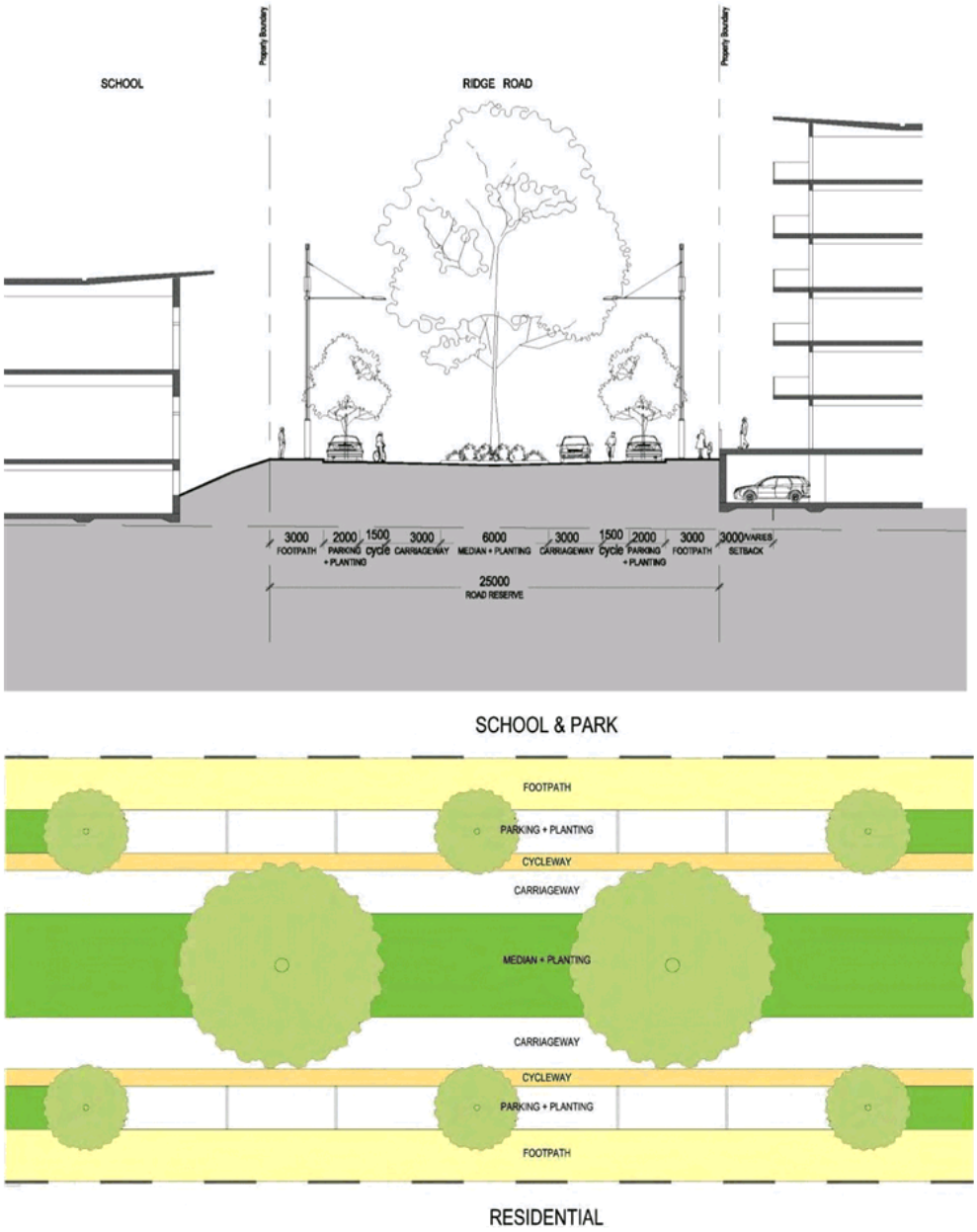


Figure 5 – Ridge Road Indicative Cross-section

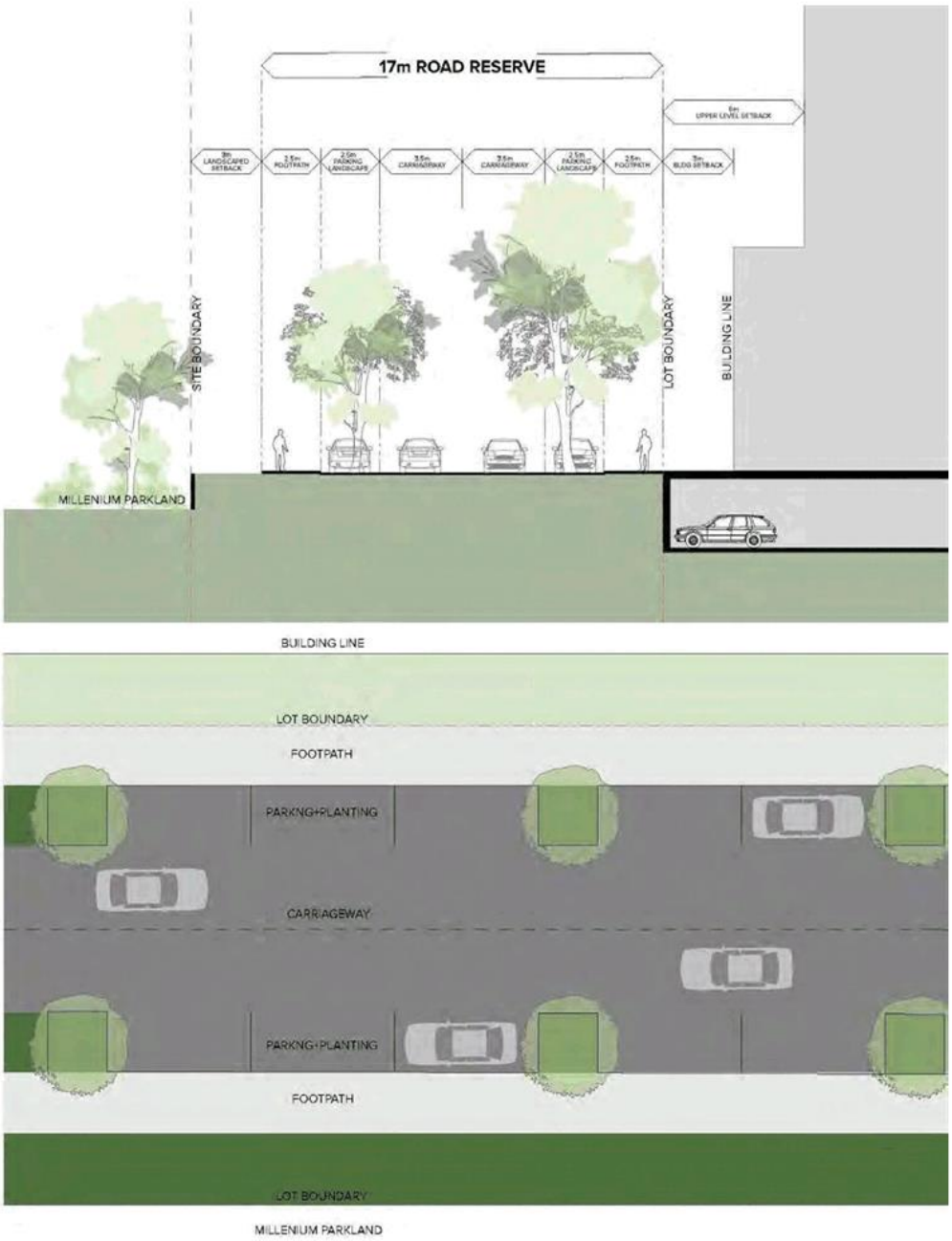


Figure 6 – Local Streets Indicative Cross-section

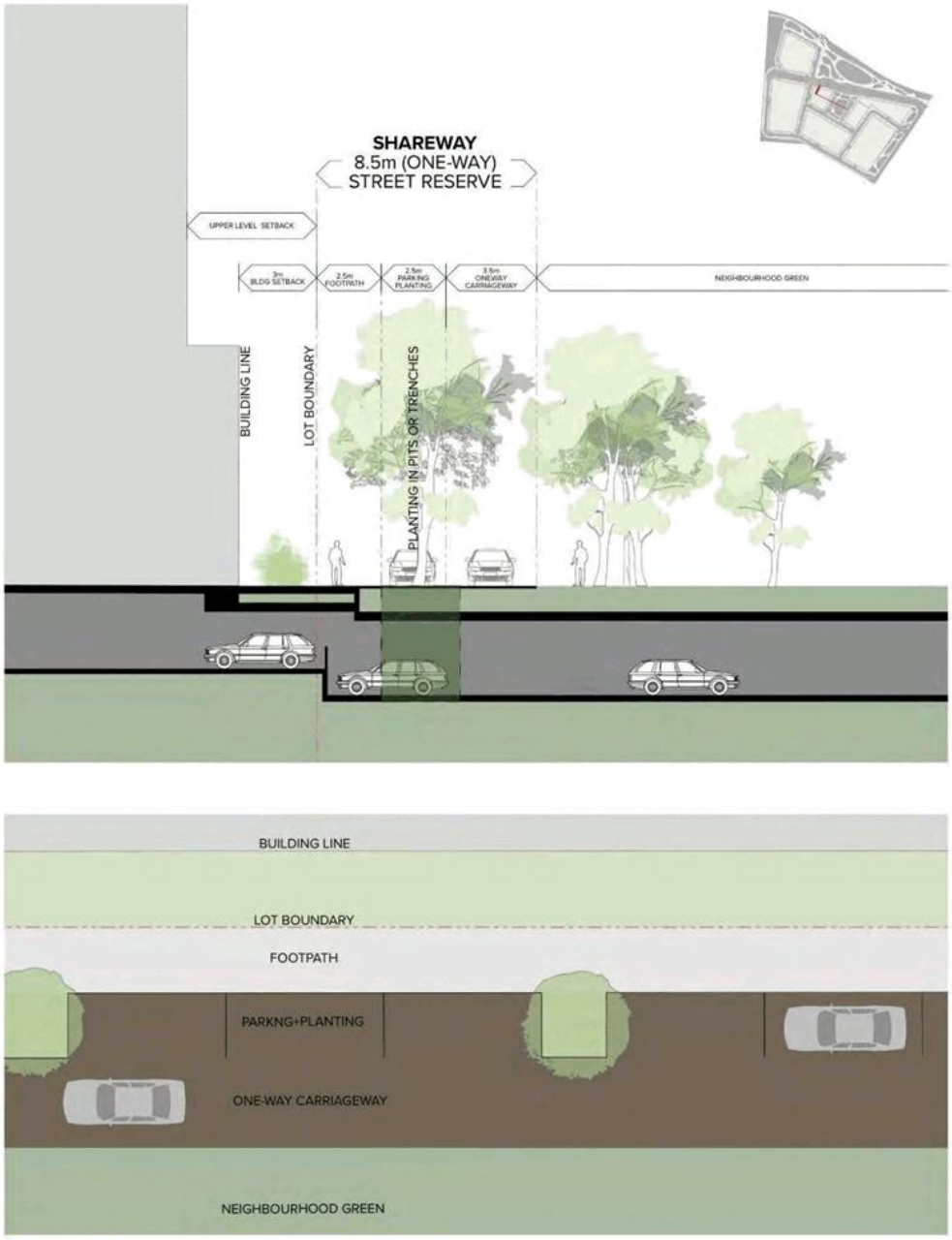


Figure 7 – Shareway Indicative Cross-section



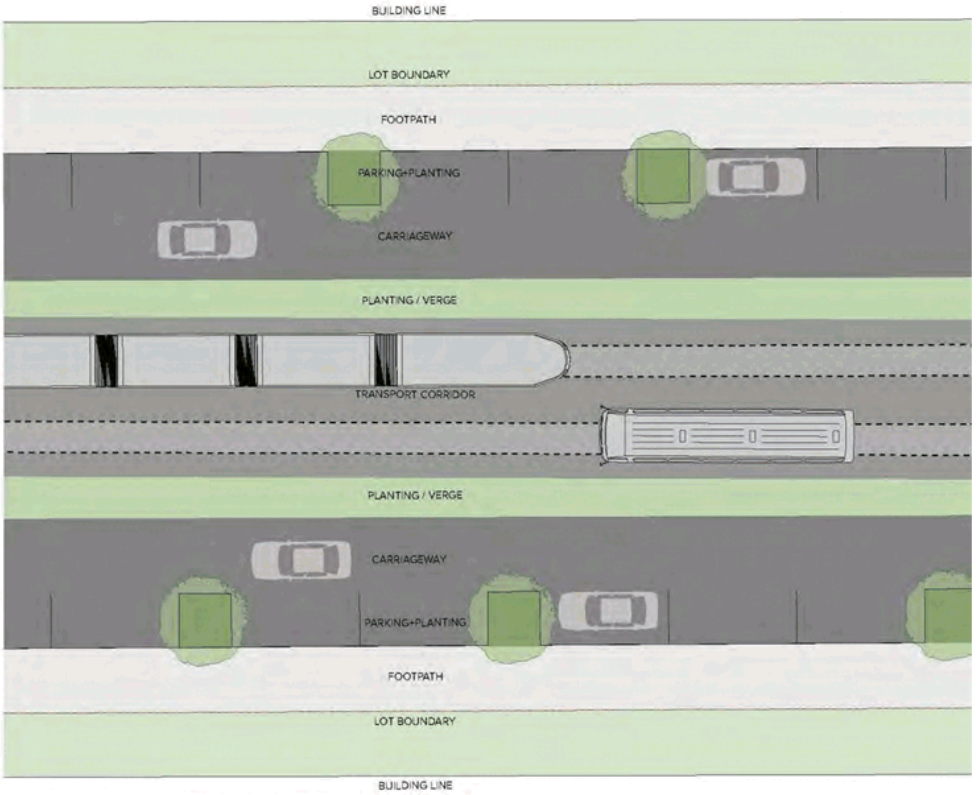


Figure 7A – Street Integrating Light Rail Indicative Cross-section

3.2 Pedestrian and Cycle Network

Objectives

a. To facilitate convenient movement, with safe and direct connections between key locations including the primary school, ferry terminal, peninsula park, wider Sydney Olympic Park, Parklands and the proposed Homebush Bay Bridge.

b. To provide continuous foreshore public access.

Controls

1. The pedestrian and cyclist network is to be generally consistent with **Figure 8**.
2. A continuous shared pedestrian and cycle link is to be provided along the Parramatta River and Homebush Bay foreshore.
3. The subdivision / block pattern is to provide a number of safe and convenient walking and cycling routes, including shared zones between key destinations and to the river foreshore.
4. Pedestrian and cycle access throughout the precinct, including connections from roads to public open space, is to be designed to:
   - be direct and accessible to all
   - be easily identified by users
   - have a public character
   - include signage advising of the publicly-accessible status of the link and the places to which it connects
   - be clearly distinguished from vehicle access-ways, unless purpose built shared zones
   - allow visibility along the length of the link to the public domain at each end
   - align with breaks between buildings so that views are extended and the sense of enclosure is minimised
   - include materials and finishes (paving materials, tree planting, furniture etc.) integrated with adjoining streets and public spaces and be graffiti and vandalism resistant
   - be well lit to safety standards
   - be open to the sky along the entire length
   - be accessible 24 hours a day.
5. Lockable bike storage is to be provided as part of the Maritime precinct



Figure 8 – Pedestrian and Cycle Network

3.3 Landform and Contamination

The existing precinct landform presents a number of challenges to development, including a high water table, presence of acid sulphate soils, and low lying land that is at risk of flooding and potential inundation as a result of future sea level rise.

The site also has contaminated soil and presence of ground gases including methane and carbon dioxide. The soil contamination is largely related to historical reclamation of the site using contaminated fill and previous petroleum storage infrastructure. The ground gases are largely related to the decomposition of organic matter located below the fill.

To overcome the challenges associated with the landform and ground contamination it is proposed to provide a layer of clean fill to elevate the site and cap contamination.

Ground gas would be dealt with by a combination of ventilated underground or under-croft car parking and use of concrete foundations with limited service penetrations cast into the slab. For the school buildings and other buildings without underground car parking, ground gas would be dealt with through passive sub-floor ventilation, suspended concrete slabs with minimal service penetrations, and use of a gas resistant membrane.

Concept remediation action plans have been prepared for both the eastern and western neighbourhoods which identify the approach to managing contamination across the precinct. Site audit statements have also been issued against each of the concept remediation action plans.

Detailed remediation action plans, consistent with the relevant concept remediation action plan will need to be prepared to accompany future development applications.

Objectives

a. To minimise the impact of excavation on the water table and existing ground conditions.

b. To ensure any above ground car parking is appropriately located and screened to create attractive streetscapes, convenient pedestrian movement and minimal visual impact on the public domain.

c. To integrate development sites with surrounding landform through sensitive gradient transitions

d. To avoid disturbing acid sulphate soils.

Controls

1. The existing landform and internal roads may be raised to accommodate parking above the water table. The general form of any raising is shown at **Figure 9**. Any raising is to ensure:
   - an appropriate visual and functional transition to the peninsula park and the Sydney Olympic Park, Parklands, and between development blocks, public open space and the school playing fields
   - gradient changes across the site in accordance with applicable Australian Standards for accessibility
   - that it will not result in any adverse impacts, such as stormwater runoff on adjoining land.
2. Any raising in either the western or eastern neighbourhood is to be addressed as part of the Subdivision and Infrastructure Development Application that creates the internal road and block network, and is to demonstrate how the reformed topography integrates with the surrounding area.
3. The ground floor of buildings is to engage with and activate the adjoining street or public open space.
4. Basement parking areas are to be protected from flooding.

   Note: generally a ground floor level the same as the adjoining footpath or park surface or up to 0.6m above the level of the adjoining footpath or park surface will achieve this outcome.



Figure 9 – Indicative Landform Raising Principles

3.4 Open Space Network

Objectives

a. To provide high quality, places that provide continuity and spatial complexity across the precincts.

b. To create a peninsula park at Wentworth Point that reinforces the distinct and valuable landscape character of Parramatta River.

c. To create a continuous foreshore park along the precinct's Parramatta River frontage and continuous public open space along the precinct's Homebush Bay frontage providing a range experiences along the foreshore.

d. To provide a network of pocket parks, distributed across the precinct that allow for a diverse range of active and passive recreation uses.

e. To integrate with the broader Sydney Olympic Park, Parklands and Wentworth Point open space network.

f. To promote an attractive, green and environmentally sensitive character for the precinct.

g. To optimise physical access and views to the water.

h. To protect and enhance the precinct's ecological values within the open space network.

i. To maximise the interface between development and public open space to provide enhanced levels of residential amenity and casual surveillance of the public open space, including through the creation of a wedge of public open space between the school and eastern neighbourhood aligned with the pivot of Ridge Road.

j. To locate and design the school's primary open space so that it visually (and potentially functionally) integrates with the peninsula park, including enabling informal community recreational use outside of school hours.

Controls

1. Areas of publicly accessible open space are to be provided generally in accordance with **Figure 10** and **Figure 11** and the characteristics outlined in **Table 3**. Variations to the open space network are to demonstrate consistency with the above objectives, the vision, development principles and key elements for the precinct.

2. A high level of functional and visual engagement between any development and pocket parks and the adjoining foreshore park and Sydney Olympic Park, Parklands is to be achieved by:

   - providing convenient and safe public pedestrian connections where possible
   - addressing level differences through human scale transitions avoiding large or abrupt level changes
   - screening all car parking and building services from view, and
   - providing view corridors in accordance with **Figure 2.**



Legend
Site boundary
Open space
Pocket parks
Maritime plaza
Homebush Bay foreshore path
Indicative Transport Corridor

Figure 10 – Open Space Network



Legend
Playground
Sports field
Salt marsh
Wetland
Informal edge planting
Boardwalk
Promenade
Existing mangrove to be retained
Local Park

Figure 11 – Open Space Network Concept

Table 3 – Open space

Open space	Key Characteristics
Peninsula Park	– Minimum size 3.9ha – Cater for local recreational needs and a variety of active and passive recreation uses in accordance with the following principles: o reinforce the built and non-built pattern of development along the Parramatta River o a vibrant neighbourhood park o a memorable riverfront journey o a sustainable legacy – Address the following key issues: o sea wall condition o landform generation o retention of views o interface with the maritime uses and housing o wetland and water sensitive urban design (WSUD) opportunities o contamination
Foreshore Park	– A minimum of 17,460m2 – Public (council owned) park – Key gathering space that activates the riverfront – Foreshore access and visual connections to the water – Diversity of active and passive recreation opportunities
Homebush Bay Foreshore	– A continuous foreshore open space (typically 20m wide) along the Homebush Bay foreshore that connects the peninsula park with the balance of Wentworth Point – Accommodate movement between the maritime precinct and water access with design measures that ensure the safety of pedestrian and cyclist movement
Maritime Edge	– Indicative size 1,800m² – Publicly accessible at all times – Predominantly hard-paved, may include small areas of turf and/or landscaping – Defined with small scale retail uses such as shops and cafes that engage with and enliven the space
Parks in western neighbourhood	– Minimum 1 x pocket park in the south-west comprising approximately 880 square metre and a 3,150 square metre neighbourhood green – Publicly accessible at all times – Located to enhance views of the water or the Sydney Olympic Park, Parklands – Sufficient deep soil planting to accommodate some large tree canopy planting – May accommodate car parking beneath the neighbourhood green – Landscaped areas over car parking provided in accordance with the Apartment Design Guide guidelines for planning on structures – Located to receive good levels of solar access

3.5 Public Art

Objectives

a. To enhance the sense of place through the provision of public art.

b. To use public art to enhance and define the character areas of the precinct.

Controls

1. A public art strategy is required to form part of the first subdivision development application for each of the two neighbourhoods to achieve the following principles:
   - enhance the precinct's identity and sense of place, and

- ensure public art is high quality, durable and low maintenance.

2. Development applications are to demonstrate consistency with the public art strategy for the relevant neighbourhood.

4 Private domain

The LEP controls for the western (Sekisui) and eastern (RMS) neighbourhood sites envisage an urban form that is broadly made up of two components: a lower stratum of defined streets and public and private spaces, and an upper one of towers. Residential buildings that are punctuated by courtyards and edged by gardens that contrast with the perimeter block, podia and the towers. In unison to create the collective architectural component that defines the street and forms its character. Where the buildings are set back from the street, in a more fragmented built form, with landscaping taking on additional importance in defining the street, enriching its character and ensuring long term amenity.

The precinct is intended to showcase a contemporary urban high density sustainable living environment. To achieve this intent, careful attention is to be given to the design of the private domain, in particular ensuring an appropriate building scale, bulk and height, complementary forms that relate and define the public domain, including streets, foreshores and parklands. The objectives and controls of this part intend to facilitate this outcome. Supplementing these provisions, State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development (SEPP 65) also applies to residential flat buildings in the precinct, and such development is to have regard to the NSW Apartment Design Guide.

The ~~Auburn~~ Parramatta LEP identifies the maximum floor space permitted for each of eastern and western neighbourhoods, as well as the school site. As part of the Subdivision and Infrastructure Plan Development

Application that creates the local street network and super-lots for the eastern neighbourhood, the floor space permitted within that neighbourhood is to be allocated to the various development super lots. This allocation is to ensure that the built form outcomes for the site can be achieved.

4.1 Land Use and Floor Space Distribution

The building envelopes resulting from the setbacks, floorplate and height outlined in the DCP controls constitute a three dimensional volume within which, together with all other applicable controls, a coherent built form and well-considered architectural response is obtained.

Objectives

a. To reinforce the role of Wentworth Point as a major location for housing as part of the Sydney Olympic Park Specialised Precinct.

a. To ensure the vision, development principles and key elements for the precinct are delivered.

b. To encourage a range of non-residential uses that meet the needs of local residents.

c. To ensure that floor space is appropriately distributed across the precinct.

d. To ensure that development in the western neighbourhood occurs in a coordinated manner with a gross floor space distribution which is consistent with the structure plan illustrated in **Figure 2.**

e. To ensure that development in the eastern neighbourhood occurs in a coordinated manner with a gross floor space distribution according to the subdivision application.

Controls

1. The distribution of land uses within the precincts is to be consistent with the development principles and indicative structure plan in **Figure 2**.

2. A range of non-residential uses are to be provided to meet the needs of the local community. Retail uses are to be focused around the Maritime edge and the north-eastern corner of the western neighbourhood. Small scale retail uses such as cafes may be allowed where adjoining and engaging with parks.

3. The maximum floor space of individual buildings for the eastern neighbourhood is to be consistent with the distribution of floor space approved by the relevant subdivision application (see Section 2.3).

4. The floor space of individual buildings for the western neighbourhood is to be generally consistent with the distribution of floor space illustrated in the table below, noting that the total of 188,800 square metres

must not be exceeded, and the LEP Sub precincts map in **Figure 12A:**

Sub-Precinct	Gross Floor Area
1	34,625 square metres
2	47,875 square metres
3	26,400 square metres
4	34,150 square metres
5	14,750 square metres
6	31,000 square metres
TOTAL	188,800 square metres



Figure 12A – Western Neighbourhood GFA Sub-Precincts

4.2 Building Height and Form

The public domain, the podia of the residential buildings and the activated retail street wall are built elements that shape the way that the western and eastern neighbourhoods are experienced. The street wall is considered the primary means of providing definition and spatial enclosure to the streets and other public spaces. It is the principal architectural component of collective civic intent and must operate in concert with other buildings to complement the design of public spaces within the precinct, through modulation, articulation and material diversity. The design must be derived from the attributes that generate successful streets – human scale, expressed detail, and tactile material quality.

Towers need to interface with neighbouring buildings and the public domain. Their design needs to respond to context, climate, views and provide a continuity of built form that incorporates subtle differences, with the built form defining the interface of streets, parks and intersections.

Objectives

a. To reinforce the role of Wentworth Point as a major location for housing and a key part of the Sydney Olympic Park Specialised Precinct.

b. To create a visually interesting, modulated skyline comprised primarily of perimeter block development supported by a small number of taller tower buildings.

c. To frame significant views between the Parramatta River and the Millennium Marker and to maximise view sharing.

d. To reinforce the preferred urban form and enhance the legibility of the precinct by aligning greatest height to the western extension of Burroway Road and the northern extension of Ridge Road.

e. To achieve a balance between an urban scale and creating a comfortable, human scale public domain.

f. To ensure that the bulk and scale of buildings is minimised and that building forms provide a high level of residential amenity

g. To ensure that wind, reflectivity, glare and urban heat impacts are appropriately managed.

h. To organise towers so that when viewed from neighbouring areas, the river and northern foreshorethey form a balanced composition of built form and views to sky.

Controls

1. The perimeter block and podia are to form a generally consistent height in storeys across each neighbourhood so that they define the streets and open spaces in plan and in section.
2. All street wall, podia, perimeter block and slab buildings should:
   - be built to align with the street along their full frontage across all levels, with recesses in the profile for modulation and articulation, particularly when delineating building entrances.
   - be modulated in vertical increments to provide consistent breaks along the street.
   - variations to the above requirement that achieve architectural diversity and visual interest may be considered when an improved design outcome is sufficiently demonstrated.
3. Where proposed, colonnades overhangs or under crofts are to include a well resolved soffit detail shown in the architectural plans submitted for DA assessment.
4. The maximum building height in storeys is to be consistent with **Figure 12.** Height measured in storeys is to be taken from the relevant adjacent street frontage. This enables consideration of the raising of the landform within the precinct, whereby while a building may achieve the same height in metres it may present as a higher building in storeys at one frontage (refer to **Figure 14** and **Figure 15**).
5. Building heights in the eastern neighbourhood are to be consistent with the following:
   - a range of building heights (typically 4 - 7 storeys) with three tower forms of up to 25 storeys balanced with lower rise perimeter block forms.
6. Building heights in the western neighbourhood are to be consistent with the following:
   - a range of building heights with low-rise typically 6-8 storeys, mid-rise typically 12 storeys and with towers up to 28-40 storeys balanced with lower rise perimeter block forms.
7. Lower rise building forms and podiums (lower levels) are to be consistent with the following principles:
   - perimeter block building forms that generally encircle a central communal open space
   - buildings are to provide for visual connections between streets and communal open spaces within blocks
   - maximum building lengths of 65m, with all buildings designed to provide recesses and projections along the façade and avoid lengths of unbroken street walls that exceed 30m
8. Tower building forms (upper levels) are to be consistent with the following principles:
   - maximum of 6 towers in the western neighbourhood and 3 towers in the eastern neighbourhood
   - tower heights in the western neighbourhood are to be consistent with the heights depicted in **Figure 12.**
   - tower heights in the eastern neighbourhood are to be consistent with the heights in the Subdivision and Infrastructure Development Application.
   - provide for minimum building separation that complies with the NSW Apartment Design Guide.

- maximum individual footprint of approximately 750m2 GFA.
- maximum façade length of 50m
- oriented to predominantly align with the street layout, capture views of the surrounding natural environment and enable view corridors to be obtained between the Millennium Marker and Parramatta River
- minimise overshadowing on public and communal open space
- not overshadow the peninsula park or Parramatta River foreshore path from 9am and 3pm on 21 June incorporate a podium to define street presence

9. All detailed development applications must include a streetscape analysis and provide details of the street wall and perimeter block. Supporting documentation must include:
   - the street wall elevation at 1:200 scale in context showing existing buildings on the block.
   - a detailed street wall elevation at 1:100 scale including immediately adjacent buildings accurately drawn.
   - sections through the street wall and awning at 1:50 scale including the public domain.
   - detail facade plans/sections at 1:20 scale including ground floor active frontage and awning details.



Figure 12 – Building Heights

4.3 Setbacks and Public Domain Interface

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

The area between the façade and the street boundary must receive attention both in design and material quality. The design of ground level entries, private terraces or balconies, fences, walls, level changes and planting all play an important role in the articulation of the street. A detailed resolution of these elements is essential in contributing to an unambiguous definition of public space, good street form, pedestrian scale, clarity of access and address a balance of privacy and passive surveillance. These details must all be designed with the same level of care given to the building.

Objectives

a. To appropriately define and design the street alignment and setback area to achieve amenity and privacy for residents and enable passive surveillance of the street.

b. To provide strong definition to the public domain and create a coherent, urban street wall that encloses streets and relates from one side of the street to the other.

c. For ground floor residential uses, to create an attractive transitional space that enables a high level of engagement between the public and private domains, softens the impact of the built form and is capable of being used for private outdoor recreation.

d. For ground floor commercial uses, to build to the street alignment to maximise presence and activation of the street.

e. To set taller building elements back from the street to reduce apparent building scale and bulk and enable adequate sunlight access to the public domain.

f. To present a varied and visually attractive form when viewed from the Parramatta River foreshore.

Controls

1. Minimum building setbacks are to be consistent with **Figure 13** and the requirements outlined in parts (**a-d**) below.

    a. Podiums and lower rise buildings (up to 6-8 Storeys) are to be setback a minimum of 3 metres from the road reserve.

    b. Towers above podiums are to be setback a minimum of 6 metres from the road reserve.

    c. Partial variations to setback requirements may be considered in the following circumstances:

        - To enable an improved architectural outcome;
        - To provide visual interest in the façade through minor encroachments for articulation, projections and recesses;
        - To offer shelter for pedestrians along the retail activated frontages of mixed use buildings; and
        - Any proposed variation must be accompanied by wind impact assessment that adequately demonstrates that there will not be any unacceptable impacts within the public domain, consistent with control under clause 4.7 Wind Effects.

    d. Notwithstanding (b) above, a variation to the minimum 6 metre setback for towers can be reduced to 3 metres for mixed use buildings in the western neighbourhood.

2. Setbacks from the outermost projection of the building to the property boundary are to be between 3- 5m and may be reduced at key street corners where it can be demonstrated that they it is to provide an urban design element, and may be reduced by up to 600mm for elements that articulate the building facade such as balconies, party walls and eaves.

3. Buildings on street corners are to consider neighbouring buildings that face the intersection and define the intersection in a coordinated manner. The built form must address both street frontages.

4. Buildings entrances are to provide a min 1:20 grade footway, 1:14 ramps and lifts internal to buildings. If universal access cannot be integrated seamlessly into the external design of a building without excessive ramping and any balustrading must be provided internally within the building.

5. Except where directly adjoining Sydney Olympic Park, Parklands, all above ground car-parking structures in areas highly visible from the public domain are to be suitably sleeved with active frontages, which may comprise residential or non-residential uses such as shops and cafes.

6. Buildings fronting the river foreshore and peninsula park are to be generally in accordance with **Figure 14** and:

    - be highly modulated and articulated

- avoid long building forms fronting the water / open space, and
- incorporate generous landscaping within setbacks.

7. Building setbacks to Sydney Olympic Park, Parklands are to be generally in accordance with **Figure 15** and:
   - enable unrestricted emergency vehicle access to buildings in accordance with applicable building code requirements
   - incorporate landscaping to reduce the visual impact of buildings and the emergency vehicle access and visually integrate the precinct with the parklands, and
   - in accordance with CPTED principles ensure that the setback is safe and clearly identifiable as part of the precinct and not for general public access.
8. Development facing the extension of Burroway Road is to engage with the street and adjoining pocket park through layout and design measures that provide an appropriate balance between privacy and opportunities for casual surveillance of the public domain.
9. Residential uses at ground level are to be in accordance with the following principles:
   - ground level dwellings have their main entry directly accessible from and at the same level as the adjoining public footpath or parkland or are raised by up to 600mm
   - buildings and main living areas and adjoining private open space are oriented to be parallel and directly overlook the street or park, and
   - front boundary treatments combine level change, landscaping and fencing to provide a reasonable level of privacy for residents whilst not significantly reducing visual surveillance.
10. Commercial and retail active ground floor frontage uses should maximise the ground floor frontage and must not be substantially occupied by building services.
11. Commercial uses at ground level are to be in accordance with the following design principles:
    - at the same level as the adjoining public footpath
    - a maximum 600mm articulation zone at the frontage must be set aside to create interest and variety in the streetscape, this be used for setbacks for entries, opening of windows, seating ledges, benches, and general articulation.
    - the ground floor levels and facade frame should allow for suitable tenancy widths.
    - the facade must have a high level of expressed detail and tactile material quality.
    - the articulation of the facade must include a well resolved interface with the ground level that accounts for gradient transitions.
    - the frontage must take account of the need to provide a clear path of travel for disabled access and provide access in accordance with the Disability Discrimination Act 1992.
    - legible entrances should be formed in the frontage.
    - fire escapes and service doors should be seamlessly incorporated into the facade with quality materials.
    - awnings for pedestrian shelter, any colonnades overhangs or under crofts are to include a well resolved soffit detail shown in the architectural plans submitted for DA assessment.
    - all required services must be incorporated in the design of the ground floor frontage at DA stage.
    - parking security grilles or doors should be behind the façade.
12. If security doors or grilles are proposed, they should be designed to be fitted internally behind the shopfront, fully retractable and a minimum of 50% transparent when closed.



Figure 13 – Key Building Setbacks

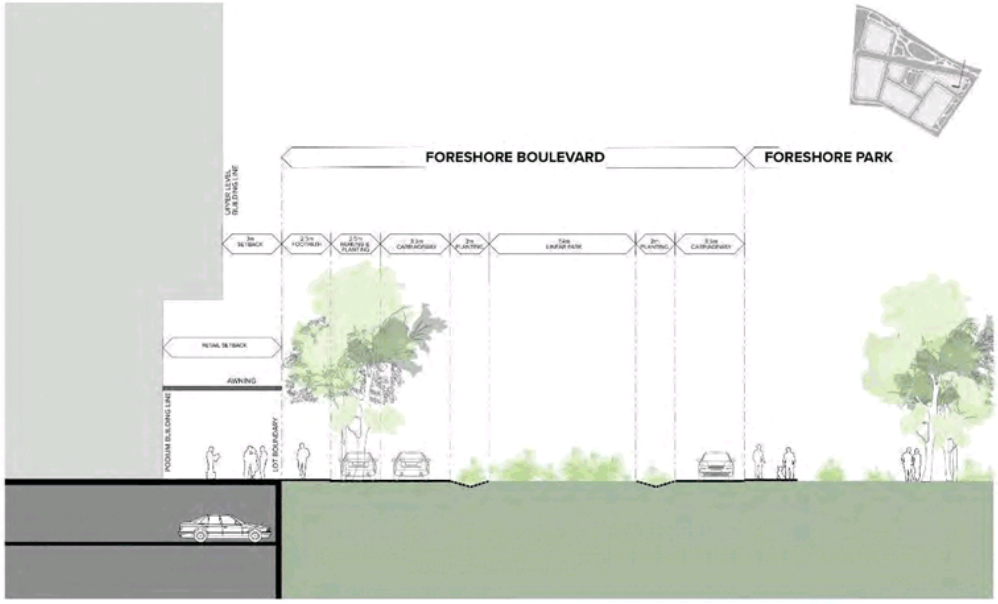


Figure 14 – Typical Edge Treatment Adjoining Parramatta River Foreshore Path

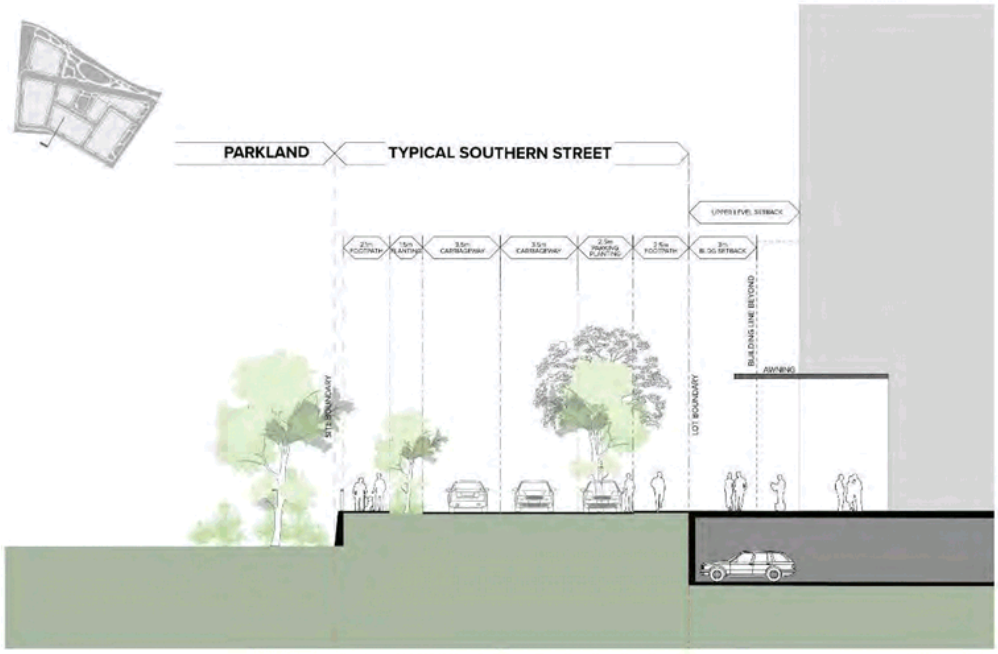


Figure 15 – Typical Edge Treatment Adjoining Sydney Olympic Park, Parklands Foreshore Path

4.4 Private Open Space

Objectives

a. To cater for the recreational needs of building occupants and enhance comfort levels.

b. To provide communal open space for residents that offers social opportunities and quality outlook from apartments.

c. To contribute to the environmental performance of the precinct by reducing the urban heat island effect and where appropriate providing for habitat creation.

d. To enable canopy tree planting and balcony gardens.

Controls

1. Balconies are to meet the requirements of the NSW Apartment Design Guide.
2. Private open space for ground floor apartments is to meet the requirements of the NSW Apartment Design Guide, and have a maximum gradient of 1 in 20.
3. Private open space and balconies are to be directly accessible from the living area of the dwelling and capable of serving as an extension of the living area.
4. The design of fences to private open spaces are to be considered to balance the needs for passive surveillance and privacy.
5. Fences must address the slope of the site, be of part masonry construction and integrate with the dividing walls between the private open spaces.
6. Landscaping at ground level should be maximised in the building setback area. A fully illustrated and co-ordinated ground floor design, showing all the necessary levels and detail, must accompany future development applications. Drawings must include the following:
    a. a detail ground level plan and sections as part of the architectural submission which illustrates the relationships between the interior and the exterior spaces of the setback area, including the landscape and hydraulic detail, and extends into the public domain.
    b. any required services must be discreetly integrated into the frontage design.
    c. the architectural drawings must be fully co-ordinated with the landscape and hydraulic drawings.

d. Detailed elevations and sections of typical built elements in the setback area must be provided.

7. common open space / courtyards are to be located, designed and landscaped to:
   - comprises generally a minimum of 25% of the development block as required by the NSW Apartment Design Guide
   - incorporate shade trees
   - enhance views from residential apartments and create recreational opportunities
   - be the focal point for residents and incorporate resident's facilities, storage space for maintenance equipment, public art (refer Section 3.5) and water features where appropriate, and
   - achieve 50% direct sun light to the principal useable part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21June as per the NSW Apartment Design Guide
8. Additional communal open space on roof tops is encouraged in locations where it does not adversely impact on the residential amenity of surrounding residents.

4.5 Deep Soil Zones / Landscaping

Deep soil zones are areas of ground with relatively natural soil profiles which are retained within a development and that are not built on, paved or otherwise sealed. Deep soil zones promote the growth of large trees with large canopies, protect existing mature trees, and reduce stormwater runoff by allowing infiltration of rain water to the water table.

Opportunities for providing deep soil zones within development lots in the western neighbourhood are limited. The proposed strategy for capping of contamination (refer Section 3.3) means that concrete slabs would be constructed to the edges of the development lots in most instances. A possible exception is within swales should they form part of the development lots.

Accordingly, requirements for deep soil zones under the NSW Apartment Design Guide (ADG) will not be achievable within many of the development lots. Section 2.3 of this DCP requires a Subdivision and Infrastructure Plan application to be submitted for each of the two neighbourhoods to, among other things, identify areas where deep soil planting can be achieved. Where Apartment Design Guide requirements for deep soil planting cannot be achieved, a similar extent of landscaping would still need to be provided, and designed in accordance with the guidelines for planting on structures under the ADG.

Objectives

a. To improve amenity of buildings through the provision of landscaping, including the retention and/or planting of trees.

b. To assist with the management of water quality.

c. To establish canopy planting and greenery in courtyards and communal spaces to offer amenity and privacy for residents.

d. To establish canopy planting within the parking zones, footpaths and building set-backs that contribute to the quality and amenity of the public domain.

Controls

1. Deep soil zones are to be provided consistent with the Subdivision and Infrastructure Development Application approval for the eastern neighbourhood (see **Section 2.3**) and **Figure 16** for the western neighbourhood.
2. Where the deep soil zone requirements set out the Apartment Design Guide cannot be met, a similar extent of landscaping is to be provided, and designed in accordance with the Apartment Design Guide for planting on structures.
3. Locate canopy planting within parking zones, footpaths where trees can be located within deep soil or at grade in planting structures on a slab set down. Soil depth and volumes as per NSW Apartment Design Guide.



Figure 16 – Deep Soil and street planting

4.6 Building Design and Materials

Objectives

a. To ensure that each of the buildings achieve continuity, detail diversity and interest in the architectural character of the development.

b. To make a positive contribution to streetscape quality.

c. To ensure that buildings are well-proportioned to minimise perceived bulk and scale, provide internal amenity and address the public domain.

d. To minimise the risk of bird collisions due to high transparency, through treatment of external windows and other glazed building surfaces and the articulation of the built form.

Controls

1. Buildings are to:
   - clearly define a three dimensional spatial network across streets, around parks, at intersections and along edges of the neighbourhoods
   - relate to one another in forming a cohesive whole and to not appear out of character from one another
   - form a built collective that has an overall continuity and achieves its diversity through detailed articulation, design elements and material treatment, and
   - be organised so that there are views to sky or landscape north south orientated streets are not terminated by buildings.
2. Facades are to incorporate legible pedestrian entries and engage with the public domain through the extensive use of large windows and other openings and the avoidance of large expanses of blank walls.
3. Buildings have a high level of articulation through:
   - variation in form and massing

- recesses and projections
- useable balconies and decks, and
- elements of a finer scale than the main structural framing such as eaves and awnings.

4. Rooflines are to be:
   - articulated to provide visual interest and contribute to a dynamic, modulated skyline, and
   - designed to facilitate the establishment of devices that enhance the environmental performance of the buildings, including green roofs, solar panels and rainwater collection and storage.
5. Buildings are to implement a variety of high quality, durable materials in a range of compatible colours and textures
6. Utility elements and disabled access provisions are to be designed as integral parts of the building.
7. Building design is to consider the Building Amenity provisions of the NSW Apartment Design Guide, and in particular achieve a minimum of 2 hours direct sunlight between 9 am and 3 pm in midwinter to living rooms and private open spaces for at least 70% of apartments.
8. A design statement must be prepared by a suitably qualified ecological consultant to accompany all future development applications. The statement is to confirm that an ecologist has been consulted as a part of the built form refinement to minimise the potential for the collision of migratory bird species.

4.7 Wind Effects

Objectives

a. To ensure that taller residential apartment buildings satisfy nominated wind standards so as to maintain comfortable conditions for pedestrians, maintain the structural integrity of buildings and encourage the growth of street trees.

Controls

1. A wind effects report is to be submitted with development applications for buildings over seven storeys, and is to demonstrate that the wind effects caused by development does not exceed:
   - 10 metres per second on streets with active frontages
   - 16 metres per second for all other streets.
2. For buildings over 50m in height, results of a wind tunnel testing should be included in the report.
3. Wind mitigation cannot solely rely upon public domain trees and landscaping to reduce wind effects.
4. Building design is to minimise adverse wind effects on recreation facilities and open spaces within developments.
5. Balconies are to be designed to minimise wind impacts and maximise useability and comfort through recessed balconies, operable screens, pergolas and shutters.

4.8 Climate Control Devices

The Wentworth peninsular experiences high temperatures and will be subject to urban heat impacts resulting from the density of buildings. Some towers and many of the perimeter block and slab buildings have east and west facing facades so it is essential that climate control measures are included on the facades where those facades will not be overshadowed by neighbouring buildings.

Objectives

a. To improve the amenity of apartments particularly from sun and wind

b. To ensure that the any climate control devices can be easily maintained

c. To assist in providing articulation to the buildings

d. To provide suitable visual screening and privacy for future building occupants.

Controls

1. Climate control devices can include louvres, external blinds or similar, and should be:
   - used where apartment facades are subject to solar loads and there are no other mechanisms that assist in climate moderation such as green walls, shading from other buildings
   - designed as an integral part of the building facade
   - located on balconies or internally within window boxes where they can be maintained and cleaned
   - fully operable i.e. louvres should have adjustable blades that suit sun access angles and allow the passage of air
   - fully manoeuvrable i.e. louvres should be able to slide along the balustrade or similar so that they can be positioned to the direction of sun, wind or noise
   - constructed in materials that reduce glare
2. Fixed privacy louvres may be considered on balconies and façade windows to mitigate instances of visual overlooking to and from neighbouring properties. These screening elements may also be considered where reduced built form separation is available between balconies and façade windows.

4.9 Retaining Walls

The western neighbourhood will require retaining walls adjacent to the site boundary and parklands on the southern and western boundaries. Because of their highly visible location adjacent parklands connections the design of retaining walls is to provide continuity across the neighbourhoods and a sensitive interface with the public domain.

Objectives

a. To ensure that retaining walls provide continuity across the neighbourhood and a sensitive interface with the public domain.

Controls

1. Retaining walls should:
   - be located within the lot boundaries
   - use a design and profile to be agreed with Council for highly exposed areas of wall and give consideration to the provisions of the Parramatta Public Domain Guidelines.
   - select a limited palette of durable materials that are to be agreed with Council

4.10 Vehicular Access and Car Parking

Objectives

a. To ensure the amount, location and design of car parking caters for the needs of residents, workers and visitors.

b. To minimise adverse traffic impacts.

c. To encourage active transport such as walking, cycling and public transport.

d. To create a high quality streetscape outcome that provides a safe, convenient and comfortable pedestrian environment where car parking is not visually dominant.

Controls

1. Car parking for residential uses is to be provided as set out in **Table 4.**

Table 4 – Minimum Residential Car Parking Requirements

Dwelling Type	Minimum car parking rate
Studio	1.0
1 bedroom	1.0
2 bedroom	1.1
3 bedrooms or greater	2.0
Visitors	0.1

2. Car parking for non-residential uses is to be provided in accordance with ~~the Auburn DCP 2010~~ Appendix 1 of this DCP.
3. Car parking is to be provided within the development blocks but may extend under shared zones if required.
4. Car parking is not permitted under public roads or the foreshore and peninsula park in the western and eastern neighbourhoods. Car parking may intrude under pocket parks provided that appropriate ownership and management agreements are established and it does not preclude or limit deep soil planting.
5. A reduction in the minimum parking rate may be considered where:
   - the development is not likely to result in any adverse impacts on the safe operation of the surrounding network; and
   - there are changes to the availability of public transport services within close proximity (walking distance) of the development site.

   Any variation to the minimum parking requirement, is to be justified by a traffic and transport assessment report prepared by a suitably qualified traffic engineer.
6. Car parking entrances are to be:
   - in accordance with ~~Parking and loading, Section 3.4 – Appendix 2:~~ General parking design and ~~Section 4.4.2- Appendix 3:~~ Design of parking spaces of ~~the Auburn DCP 2010~~ this DCP.
   - where alternative locations exist, excluded from the western extension of Burroway Road or opposite a public park
   - limited to a maximum of 2 entrances per block
   - screened for the full height and width of the entrance to minimise views into the car park from the public domain, and
   - maintain clear sight lines for vehicles entering and exiting the car park and pedestrians using the footpath outside the entrance in accordance with ~~Parking and loading, Section 3.3 – Appendix 4:~~ Sight distance and pedestrian safety of this DCP.
7. Access driveways and circulation roadways are provided in accordance with ~~*Parking and loading*, Section 3.2 – Appendix 5:~~ Access driveway and circulation roadway design of this DCP ~~the Auburn DCP 2010.~~
8. Development is to incorporate on-site bicycle parking in accordance with ~~*Parking and loading*, Section 3.1 – Appendix 6:~~ Bicycle parking of this DCP ~~Auburn DCP 2010.~~
9. Residential development is to provide an appropriate number of car share parking spaces for the exclusive use of car share scheme vehicles. Car share parking spaces are to be included in the number of car parking spaces permitted on a site. The car share parking spaces are to be:
   - exclusive of visitor car parking
   - retained as common property by the Owners Corporation of the site, and not sold or leased to an individual owner/occupier at any time
   - made available for use without a fee or charge by operators of car share schemes

- grouped together in the most convenient locations relative to car parking area entrances and pedestrian lifts or access points
- located in well-lit places that allow for casual surveillance
- where the space is external, located adjacent to a public road and integrated with the streetscape through appropriate landscaping
- signposted for use only by car share vehicles, and
- made known to building occupants and car share members through appropriate signage which indicates the availability of the scheme and promotes its use as an alternative mode of transport.

A development application is to demonstrate how the car share parking space is to be accessed, including arrangements where it is accessed through a security gate. A covenant is to be registered with the strata plan advising of any car share parking space(s). The covenant is to include provisions that the car share parking space(s) cannot be revoked or modified without prior approval of Council.

10. A Travel Access Guide approved by Council prior to occupation is to be made available to residents and non-residential tenants of development.

4.11 Safety and Security

Objectives

a. To provide high levels of property safety and personal comfort and safety.

b. To minimise opportunities for criminal and anti-social behaviour.

Controls

1. Development is to meet the principles of Crime Prevention through Environmental Design (CPTED), including:
   - maximising opportunities for casual surveillance of the public domain, including parks, from the main living area of dwellings
   - maximising legibility of the movement network, public domain and building entrances,
   - maximising visibility and minimising concealed areas, particularly at building entrances,
   - clearly demarcating the public and private domain, and
   - adequate lighting to all areas of the public domain.
2. Building design is to maximise opportunities for casual surveillance of the streets and communal spaces within the site.
3. Ground floor dwellings fronting the streets are to have an "address" or "front door" that is visible and directly accessible from the street.
4. The detailed design of the external areas of the ground floor is to minimise blind-corners, recesses and other areas which have the potential for concealment.
5. Building entries are to be clearly visible, unobstructed and easily identifiable from the street, other public areas and other development.
6. Where practicable, lift lobbies, stairwells and corridors are to be visible from public areas by way of glass panels or openings.

4.12 Adaptable housing

Objectives

a. To ensure a sufficient proportion of dwellings include accessible layouts and features to accommodate changing requirements of residents.

b. To encourage flexibility in design to allow people to adapt their home as their needs change due to age or disability.

Controls

1. Residential development is to meet the requirements for adaptable housing within residential flat buildings set out in ~~the Auburn DCP 2010~~ Appendix 7 of this DCP.

5 Sustainability and Environmental Management

5.1 Sustainability

Objectives

a. To increase energy efficiency.

b. To reduce reliance on potable water.

c. To be climatically responsive and maximise advantages provided by the precincts north facing waterfront location including access to winter sunlight and cooling summer breezes.

d. To reduce waste and increase the reuse and recycling of materials.

Controls

1. Residential development is to comply with BASIX.
2. The re-use of grey water and provision of dual water reticulation systems is encouraged where possible.
3. Development adjacent to the waterfront that faces north should optimise the amount of glazing on the northern façade and incorporate deep and extensive balconies.
4. Public amenities are to use water and energy efficient fittings.

5.2 Water Management

Objectives

a. To reduce stormwater quantity and improve stormwater quality prior to it exiting the precinct.

b. To reduce reliance on potable water for use in irrigations systems.

c. To reduce the risk to human life and property from flooding to acceptable levels.

d. To ensure resilience to climate change and potential future sea level rise.

e. To mitigate any negative environmental impacts arising from the management of rainwater and stormwater in the precinct.

Controls

1. Development incorporates a suite of water sensitive urban design measures, in particular those that replicate natural water cycle processes, integrated into the landscape in the public domain, along the foreshore and within blocks such as:
   - on-site water extended detention ponds or constructed wetlands
   - bio-retention systems
   - swales
   - deep soil
   - stormwater quality improvement devices, i.e. Gross pollutant traps (where landscape integration is not feasible)
   - permeable pavements; and
   - collection of rainwater for use in irrigation systems in the public domain, including streets, parks and private communal recreation areas.
2. The following stormwater targets are to be met for the entire precinct:
   - 90% reduction in the post-development average annual gross pollutant load

- 85% reduction in the post-development average annual total suspended solids (TSS) load
- 65% reduction in the post-development average annual total phosphorus (TP) load
- 45% reduction in the post-development average annual total nitrogen (TN) load

3. The following stormwater targets are to be met for specific sites:
   - 92% reduction in the post-development average annual gross pollutant load.
   - 90% reduction in the post-development average annual total suspended solids (TSS) load.
   - 68% reduction in the post-development average annual total phosphorus (TP) load.
   - 47% reduction in the post-development average annual total nitrogen (TN) load.
4. Hard paved surfaces within the peninsula park and along the foreshore promenade are to maintain permeability.
5. Development complies with the flood risk management provisions of Appendix 8 of this DCP ~~the Auburn DCP 2010 (or its successor)~~ and addresses both riverine and overland flow flooding.
6. Development applications are to demonstrate that proposed changes to the landform will not result in adverse flooding impacts or increased stormwater runoff to adjoining sites.

5.3 Ecology

Objectives

a. To ensure that development does not impact on the ecological values of the adjoining Newington Nature Reserve and Homebush Bay.

b. To protect and enhance the ecological values of the precinct.

Controls

1. Demonstrate that development will not impact on the ecological values of the Newington Nature Reserve as a result of water run-off or overshadowing. Consideration is to be given to the Guidelines for Development adjoining Department of Environment and Climate Change Land and the Guidelines for developments adjoining land managed by the Office of Environment and Heritage
2. Demonstrate that development will not significantly affect migratory or threatened bird species as a result of illumination or obstruction of flight pathways into Newington Nature Reserve wetlands. Consideration is to be given to the *National Light Pollution Guidelines for Wildlife* (Migratory Shorebirds) and the *Industry Guidelines for Avoiding, Assessing and Mitigating Impacts on EPBC Act Listed Migratory Shorebird Species*.
3. For the peninsula park and the foreshore open space:
   - Coastal Saltmash Threatened Ecological Community on the eastern point of the peninsula park is to be protected and regenerated to increase the diversity and density of the community's indicator species (including the Wilsonia backhousei species), and weeds are to be eradicated
   - riparian vegetation is to be re-established along the foreshore in particular around wetlands and to enhance existing mangroves and areas of planted Swamp Oak
   - suitable species and extent of revegetation is to be identified by an ecologist
   - boardwalks are not to encroach on Coastal Saltmash Threatened Ecological Community and are to form a barrier to weed infestation
   - interpretive signage is to be provided along the boardwalk in appropriate locations to educate the community about the Coastal Saltmash and Wilsonia backhousei.
4. A report is to be submitted by a suitably qualified ecologist demonstrating that the timing of construction works minimise impacts on the White-bellied Sea-eagle.

Appendix 1: Car parking for non-residential uses

Objectives

a. To provide sufficient vehicular access and car parking on-site to meet user demands.

b. To ensure the design of access, parking and servicing areas is efficient, safe, convenient, discrete and suitably landscaped.

c. To ensure traffic generation of proposed development is compatible with the surrounding road network.

d. To minimise potential conflicts between vehicular movements and pedestrians.

Performance criteria

1. Car parking areas are designed to be efficient and appropriately located with regard to the design of the development.

2. Sufficient car parking is provided on-site for the type of development proposed.

Controls

1. Car parking shall be provided at the rear of the development or be fully underground.

2. The design of any parking area shall be integrated into the overall site and building design and be integrated with neighbouring properties.

3. Special consideration may be given to restaurants, cafes and function centres and the like which operate outside normal business hours where it can be demonstrated the car parking provided for retail and commercial uses operating during normal business hours will be available for parking demand outside these hours.

4. Council may accept a monetary contribution in lieu of on-site car parking where a contributions plan is in place under Section 7.11 of the *Environmental Planning and Assessment Act 1979*, or other relevant legislation.

Appendix 2: General parking design

Performance criteria

1. Parking facilities are designed in a manner that enhances the visual amenity of the development and provides a safe and convenient parking facility for users and pedestrians.

2. The site layout enables people with a disability to use one continuously accessible path of travel:
   - to the site from the street frontage;
   - to individual or main car parking areas; and
   - to all buildings, site facilities and communal open space.

Controls

1. Visual dominance of car parking areas and access driveways shall be reduced.

2. All basement/underground car parks shall be designed to enter and leave the site in a forward direction.

3. Car parking modules and access paths shall be designed to comply with AS 2890 – Parking Facilities (all parts).

   Note 1: Disabled parking shall comply with AS 2890 – Parking Facilities requirements. Parking bay envelope width shall be maintained for the length of the parking bay.

   Note 2: Visitor parking dimensions shall be a minimum 2.6m x 5.4m.

4. All pedestrian paths and ramps shall: ν Have a minimum width of 1000mm; ν Have a non-slip finish; ν Not be steep (ramp grades between 1:20 and 1:14 are preferred); ν Comply with AS 1428.1 – Design for Access and Mobility; and ν Comply with AS 1428.2 – Standards for blind people or people with vision

impairment.

Appendix 3: Design of parking spaces

Performance criteria

1. The design of parking areas and structures reflects functional requirement.

Controls

1. All residential flat buildings shall have underground car parking and be fitted with a security door. Basement garage doors shall not tilt/swing or open in an outward direction.
2. Underground car parking shall be naturally ventilated where possible and shall be less than 1m above existing ground level.
3. Basement areas shall be used for storage and car parking only.

Appendix 4: Sight distance and pedestrian safety

Performance criteria

1. Clear sight lines are provided to ensure pedestrian safety

Controls

1. Access driveways and circulation roadways shall be designed to comply with sight distance requirements specified in AS 2890 – Parking Facilities.
2. Obstruction/fences shall be eliminated to provide adequate sight distance.

Appendix 5: Access driveway and circulation roadway design

Performance criteria

1. Vehicular movement to and from the site and within the site reduces potential conflict with other vehicles and pedestrians by creating minimal interference with vehicular and pedestrian movements on public roads, as well as within the site being developed.
2. Access driveways, circulation roadways and open parking areas are suitably landscaped to enhance amenity while providing for security and accessibility to all residents and visitors.
3. Access driveways and circulation roadways shall not be wider than prescribed for their particular use.

Controls

1. Circulation roadways are designed to:
   - enable vehicles to enter the parking space in a single turning movement;
   - enable vehicles to leave the parking space in no more than two turning movements;
   - comply with AS 2890 – Parking Facilities (all parts);
   - comply with AS 1428.1 – Design for Access and Mobility; and
   - comply with Council's road design specifications and quality assurance requirements.
2. Internal circulation roadways shall be adequate for the largest vehicle anticipated to use the site, and in this regard, vehicle manoeuvring shall be designed and justified using 'Auto Turn' or the like.
3. Landscaping along circular roadways and parking modules shall be provided as required to a minimum standard. Parking areas which provide more than 20 spaces in a single component shall provide one broad canopy tree per 10 spaces.
4. Access driveways shall be located and designed to minimise loss of on-street parking.

5. Access driveway shall have a minimum width of 3.0m unless elsewhere specified.
6. Access driveways shall be located a minimum of 1.2m clear from power poles and drainage pits.

Appendix 6: Bicycle parking

Controls

1. Bicycle racks in safe and convenient locations are provided throughout all developments with a total gross floor area exceeding 1000m2 and shall be designed in accordance with AS2890.3 – Bicycle Parking Facilities (see **Figure 17 and 18).**
2. Mixed use development within local centres must provide 1 bicycle storage area for every 5 residential units as part of the development.

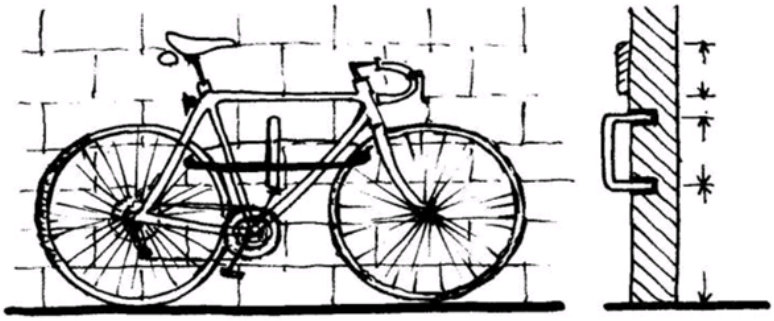


Figure 17 – Wall mounted bracket and rail frame with both wheels secured by single chain

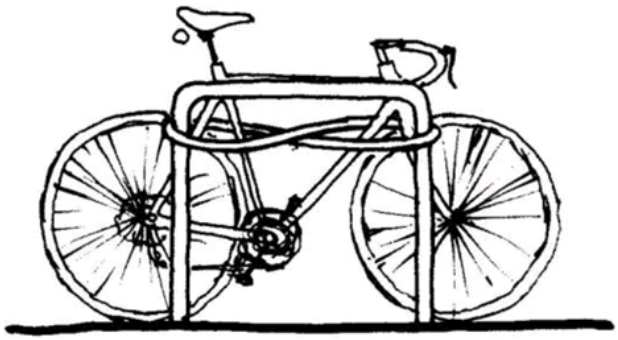


Figure 18 – Floor rail frame secure single chain in figure-of-eight

Appendix 7: Adaptable housing within residential flat buildings

Objectives

a. To ensure a sufficient proportion of dwellings include accessible layouts and features to accommodate changing requirements of residents.

b. To encourage flexibility in design to allow people to adapt their home as their needs change due to age or disability.

Development application requirements

Note: Evidence of compliance with the Adaptable Housing Class C requirements of Australian Standard (AS) 4299 shall be submitted when lodging a development application to Council and certified by an experienced and qualified building professional.

Performance criteria

1. Residential flat building developments allow for dwelling adaptation that meets the changing needs of people.

Controls

1. Circulation roadways are designed to:
   - enable vehicles to enter the parking space in a single turning movement;
   - enable vehicles to leave the parking space in no more than two turning movements;
   - comply with AS 2890 – Parking Facilities (all parts);
   - comply with AS 1428.1 – Design for Access and Mobility; and
   - comply with Council's road design specifications and quality assurance requirements.
2. Internal circulation roadways shall be adequate for the largest vehicle anticipated to use the site, and in this regard, vehicle manoeuvring shall be designed and justified using 'Auto Turn' or the like.
3. Landscaping along circular roadways and parking modules shall be provided as required to a minimum standard. Parking areas which provide more than 20 spaces in a single component shall provide one broad canopy tree per 10 spaces.
4. Access driveways shall be located and designed to minimise loss of on-street parking.
5. The required standard for Adaptable Housing is AS 4299. Wherever the site permits, developments shall include adaptive housing features into the design. External and internal considerations shall include:
   - access from an adjoining road and footpath for people who use a wheel chair;
   - doorways wide enough to provide unhindered access to a wheelchair;
   - adequate circulation space in corridors and approaches to internal doorways;
   - wheelchair access to bathroom and toilet;
   - electrical circuits and lighting systems capable of producing adequate lighting for people with poor vision;
   - avoiding physical barriers and obstacles;
   - avoiding steps and steep end gradients;
   - visual and tactile warning techniques;
   - level or ramped well lit uncluttered approaches from pavement and parking areas;
   - providing scope for ramp to AS 1428.1 at later stage, if necessary;
   - providing easy to reach controls, taps, basins, sinks, cupboards, shelves, windows, fixtures and doors;
   - internal staircase designs for adaptable housing units that ensure a staircase inclinator can be installed at any time in the future; and

- providing a disabled car space for each dwelling designated as adaptable.

Note: In the design of residential flat buildings, applicants shall consider the Access and Mobility Part of this DCP.

6. All development proposals with five or more housing units shall be capable of being adapted (Class C) under AS 4299. The minimum number of adaptable housing units is set out below.

Total number of dwellings in development	Minimum number of adaptable units
5 – 10	1
11 – 20	2
21 – 30	3
31 – 40	4
41 – 50	5
Over 50	6
	(Plus 10% of additional dwellings beyond 60, rounded up to the nearest whole number)

Note: Adaptable Housing Class C incorporates all essential features listed in Appendix A – Schedule of Features for Adaptable Housing in AS 4299.

7. Lifts are encouraged to be installed in four (4) storey residential flat buildings where adaptable housing units shall be required.
8. Where the development does not provide any lifts and includes adaptable housing units, the adaptable housing units shall be located within the ground floor of the development.
9. Physical barriers, obstacles, steps and steep gradients within the development site shall be avoided

Appendix 8: Flood risk management

Objectives

a. To alert the community to the hazard and extent of land affected by potential floods.

b. To increase public awareness of the potential of floods greater than the 100 year ARI flood and to ensure essential services and land uses are planned in recognition of all potential floods.

c. To reduce the risk to human life and damage to property caused by flooding through controlling development on land affected by potential floods.

d. To allow development in the floodplain which reflects the sensitivity of the proposed development to the flood hazard, and subject to appropriate design and siting controls, to ensure that the particular consequences that could still arise from flooding remain acceptable having regard to the State Government's Flood Policy and the likely expectations of the community. e

e. To deal equitably and consistently with applications for development on land affected by potential floods, in accordance with the principles contained in the Floodplain Management Manual, issued by the NSW Government.

f. To apply a merits-based approach to all development decisions which takes account of social, economic and ecological as well as flooding considerations.

g. To ensure that fencing does not result in the undesirable obstruction of the free flow of floodwater, and does not become unsafe during floods and potentially become moving debris which threatens the integrity of structures or the safety of people.

Note: The provisions of this section of the Plan effectively outline Council's Floodplain Risk Management Policies (FRMP) as required by the State Government's Flood Policy and Floodplain Management Manual.

Performance criteria

1. The proposed development does not result in any increased risk to human life.
2. The additional economic and social costs which may arise from damage to property from flooding is no greater than that which can reasonably be managed by the property owner and general community.
3. The proposal should only be permitted where effective warning time and reliable access is available for the evacuation of an area potentially affected by floods. Evacuation should be consistent with any relevant disaster plans (DISPLAN) or flood plan where in existence.
4. Development does not detrimentally increase the potential flood affectation on other development or properties.
5. Development does not result in significant impacts upon the amenity of an area by way of unacceptable overshadowing of adjoining properties, privacy impacts (e.g. by unsympathetic house-raising) or by being incompatible with the streetscape or character of the locality.
6. The proposal does not adversely impact upon the recreational, ecological, aesthetic or utilitarian use of the waterway corridors, and where possible, should provide for their enhancement, in accordance with ecologically sustainable development principles.

Note: The procedure to determine what controls apply to proposed development involves:

- Identifying the land use category of the development (**Table 5**);
- Determining what part of the floodplain the land is located within (determine relevant Flood Risk Precinct (FRP) by referencing maps held by Council or by site-specific study). Note that the proposed filling of the site, where unacceptable and permitted, may change the applicable FRP, for the purposes of applying the provisions of this Part); and
- Applying the controls referred to in control 1 and 2 in this Appendix and relevant performance criteria.

Table 5 – Floodplain management controls – land use categories

Essential community facilities	Place of public entertainment or public administration buildings which may provide an important contribution to the notification and evacuation of the community during flood events. Hospitals and educational establishments.
Critical utilities	Telecommunication facilities; fill; electricity generating works or infrastructure land uses which may cause pollution of waterways during flooding, are essential to evacuation during periods of flood or if affected during flood events, would unreasonably affect the ability of the community to return to normal activities after flood events.
Subdivision	Subdivision of land which involves the creation of new allotments for any particular purpose.
Residential	Bed & Breakfast accommodation; boarding houses; dwelling houses; home industry; infrastructure land uses (other than critical infrastructure); multi dwelling housing; neighbourhood shops; permanent group homes; residential flat buildings; seniors housing; serviced apartments; transitional group homes.
Commercial or industrial	Amusement centres; bulky goods premises; car parks; child care centres; business premises; community facilities; depots; educational establishments; food and drink premises (excluding pubs); function centre; hazardous industries; hazardous storage establishments; health consulting rooms; health service facilities; hotel or motel accommodation; industries; light industries; liquid fuel depot; medical centres; offensive industries; offensive storage establishments; office premises; passenger transport facilities; place of public entertainment; places of public worship; public administration building; recreation facilities (indoor); recreation facilities (major); registered clubs; resource recovery facility; service stations; sex service premises; shops; storage premises; vehicle body repair workshops; vehicle repair stations; vehicle sales or hire premises; warehouse or distribution centres; wholesale supply.
Non-urban activities or urban space	Cemetery; depot; extractive industries; helipad; marinas; mining; recreation areas and recreation facilities (outdoor); stock and sale yard.
Concessional development	**In the case of residential development:** (i) an addition to an existing dwelling house of not more than 10% or 35m2 (whichever is the lesser) of the habitable floor area which existed at the date of

	commencement of this Plan; (ii) the construction of an outbuilding with a maximum floor area of 20m2; or (iii) redevelopment for the purposes of substantially reducing the extent of flood affectation to the existing building. **In the case of other development:** (i) an addition to existing premises of not more than 10% of the floor area which existed at the date of commencement of this Plan; or (ii) redevelopment for the purposes of substantially reducing the extent of flood affectation to the existing building. **In the case of all development:** (i) earthworks or filling operations covering 100m2 or more than 0.3m deep, which do not raise ground levels above the 20-year ARI flood level, and is not located within the foreshore building line.

Controls

1. Compliance with the controls applicable to the proposed land use category and FRPs within which the site is located, as specified in Table 7:
   - Haslams Creek floodplain;
   - Duck river floodplain (to be reviewed upon preparation of a FRMP for this Floodplain); and
   - Cooks river floodplain.

Land use categories

Seven major land use categories have been adopted. The specific uses, as defined by the applicable environmental planning instruments, which may be included in each category, are listed in **Table 5.**

Flood risk precincts

Figure 19 delineates part of three catchments, Duck River, Haslams Creek, and Cook River., Each containing separate floodplains and different levels of potential flood risk.

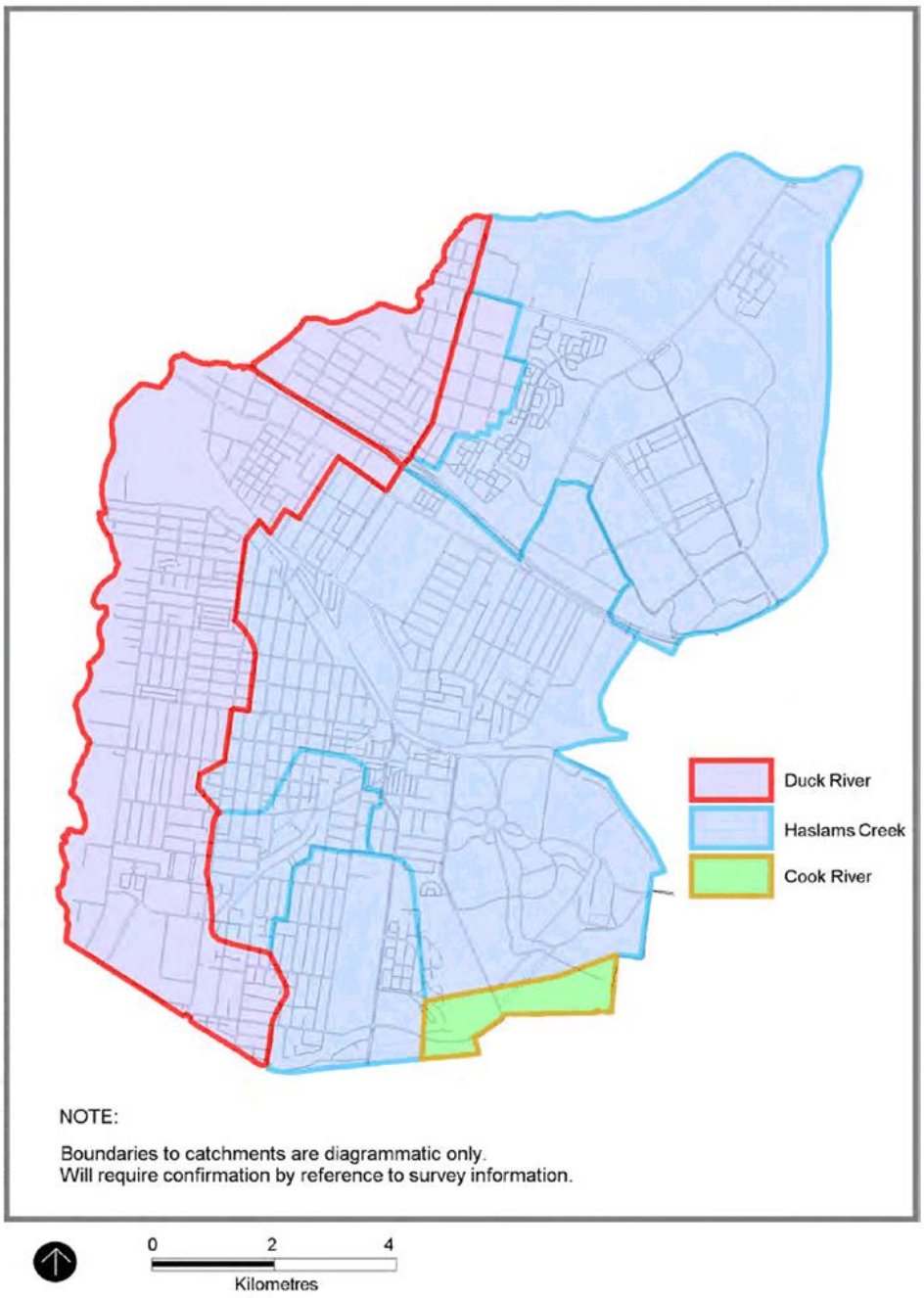


Figure 19 – Drainage catchments

The relevant FRPs for each of the floodplains are outlined below:

Haslams creek floodplain:

- High flood risk

  This has been defined as the area within the envelope of land subject to a high hydraulic hazard (in accordance with the provisional criteria outlined in the Floodplain Management Manual) in a 100 year flood or potentially subject to evacuation difficulties.

- Medium flood risk

This has been defined as land below the 100 year flood level (plus freeboard) subject to low hydraulic hazard (in accordance with the provisional criteria outlined by the Floodplain Management Manual).

- Low flood risk

  This has been defined as all other land within the floodplain (i.e. within the extent of the probable maximum flood) but not identified as either a high flood risk or medium flood risk FRP, where risk of damages are low for most land uses.

Duck River floodplain

FRMPs are yet to be finalised for this floodplain. In the interim, the controls applicable to the Haslams Creek floodplain will be applied. No FRP maps apply and appropriate FRPs must be determined on an individual site basis.

Cooks River floodplain

FRMPs are yet to be finalised for this floodplain. In the interim, the controls applicable to the Haslams Creek floodplain will be applied. No FRP maps apply and appropriate FRPs must be determined on an individual site basis.

Note:

1. FRPs are delineated by Council when preparing FRMPs.
2. A FRMP has been prepared for the Haslams Creek catchment, and accordingly, a FRP map is available only for this catchment from Council.
3. Council will prepare FRP Maps to identify flood hazards associated with main channels, creeks and rivers only. Other areas potentially affected by local overland flooding will require further study by the applicant, to determine the applicable FRP. Properties identified as being potentially flood affected in the Haslams Creek catchment, requiring further study, are depicted on **Figure 19**.
4. There may be areas beyond those mapped by Council, subject to potential flooding. These areas will require further study if identified, to determine an appropriate FRP.
5. Where the applicant is required to undertake further study to determine the applicable FRP, this will need to be undertaken by using an appropriate hydraulic analysis methodology by a suitably qualified hydraulic engineer with experience in urban flood studies.
6. Blockage needs to be included when analysing overland flow paths, pipes, etc. This analysis should be carried out on the basis that all bridges, culverts, pipes, etc. are at least 50% blocked.

2. A 30m setback from the mean high water mark applies to properties fronting Duck River north of Carnarvon Street 15m south of Carnarvon Street and 10m to Haslams Creek.
3. Development proposals shall provide appropriate documentation including a report from a qualified engineer to demonstrate the raised structure will not be at risk of failure from the forces of floodwaters and the provision of details such as landscaping and architectural enhancements which ensure that the resultant structure will not result in significant adverse impacts upon the amenity and character of an area.
4. The proposal shall not have a significant detrimental impact on:
   - water quality;
   - native bushland vegetation;
   - riparian vegetation;
   - estuaries, wetlands, lakes or other water bodies;
   - aquatic and terrestrial ecosystems;
   - indigenous flora and fauna; or
   - fluvial geomorphology.
5. The filling of flood prone land, where acceptable and permitted by this DCP, must involve the extraction of the practical maximum quantity of fill material from that part of the site adjoining the waterway.

Table 6 – Flood compatible materials

Building component	Flood compatible material
Flooring and sub-floor structure	Concrete slab-on-ground monolith construction Suspension reinforced concrete slab
Doors	Solid panel with water proof adhesives Flush door with marine ply filled with closed cell foam Painted metal construction Aluminium or galvanised steel frame
Floor covering	Clay tiles Concrete, precast or in situ Concrete tiles Epoxy, formed-in-place Mastic flooring, formed-in-place Rubber sheets or tiles with chemical-set adhesives Silicone floors formed-in-place Vinyl sheets or tiles with chemical-set adhesive Ceramic tiles, fixed with mortar or chemical-set adhesive Asphalt tiles, fixed with water resistant adhesive
Wall and ceiling linings	Fibro-cement board Brick, face or glazed Clay tile glazed in waterproof mortar Concrete Concrete block Steel with waterproof applications Stone, natural solid or veneer, waterproof grout Glass blocks Glass Plastic sheeting or wall with waterproof adhesive
Wall structure	Solid brickwork, blockwork, reinforced, concrete or mass concrete
Insulated windows	Foam (closed cell types) Aluminium frame with stainless steel rollers or similar corrosion and water resistant material
Roofing structure (for situations where the relevant flood level is above the ceiling)	Reinforced concrete construction Galvanized metal construction
Nails, bolts, hinges and fittings	Brass, nylon or stainless steel Removable pin hinges Hot dipped galvanized steel wire nails or similar
Electrical and mechanical equipment	For dwellings constructed on land to which this Part applies, the electrical and mechanical materials, equipment and installation should conform to the following requirements.
Heating and air conditioning systems	Heating and air conditioning systems should, to the maximum extent possible, be installed in areas and spaces of the house above the relevant flood level. When this is not feasible, every precaution should be taken to minimize the damage caused by submersion according to the following guidelines
Main power supply	Subject to the approval of the relevant authority, the incoming main commercial power service equipment, including all metering equipment, shall be located above the relevant flood level. Means shall be available to easily disconnect the dwelling from the main power supply.
Fuel	Heating systems using gas or oil as a fuel should have a manually operated valve located in the fuel supply line to enable fuel cut-off.
Wiring	All wiring, power outlets, switches, etc. should, to the maximum extent possible, be located above the relevant flood level. All electrical wiring installed below the relevant flood level should be suitable for continuous submergence in water and should contain no fibrous components. Earth core linkage systems (or safety switches) are to be installed. Only submersible-type splices should be used below the relevant flood level. All conduits located below the relevant designated flood level should be so installed that they will be self-draining if subjected to flooding.
Installation	The heating equipment and fuel storage tanks should be mounted on and securely anchored to a foundation pad of sufficient mass to overcome buoyancy and prevent movement that could damage the fuel supply line. All storage tanks should be vented to an elevation of 600 millimetres above the relevant flood level.
Equipment	All equipment installed below or partially below the relevant flood level should

Building component	Flood compatible material
	be capable of disconnection by a single plug and socket assembly.
Ducting	All ductwork located below the relevant flood level should be provided with openings for drainage and cleaning. Self draining may be achieved by constructing the ductwork on a suitable grade. Where ductwork must pass through a water-tight wall or floor below the relevant flood level, the ductwork should be protected by a closure assembly operated from above relevant flood level.
Reconnection	Should any electrical device and/or part of the wiring be flooded, it should be thoroughly cleaned or replaced and checked by an approved electrical contractor before reconnection.

Wentworth Point Precinct DCP 2014

Table 7 – Development Controls

Haslams Creek Floodplain

(Also applies to Duck River and cooks River Floodplain in intermin – subject to review)

Planning Considerations	Flood Risk Precincts (FRP's)																				
	Low Flood Risk							Medium Flood Risk							High Flood Risk						
	Essential Community Facilitates	Critical Utilities	Subdivision	Residential	Commercial & Industrial	Recreation & Non-Urban	Concessional Development	Essential Community Facilitates	Critical Utilities	Subdivision	Residential	Commercial & Industrial	Recreation & Non-Urban	Concessional Development	Essential Community Facilitates	Critical Utilities	Subdivision	Residential	Commercial & Industrial	Recreation & Non-Urban	Concessional Development
Floor Level		5									2,3,4	2,3	1	6						1	2,6
Building Components		2									1	1	1	1						1	1
Structural Soundness		3									2	2	2	2						1	1
Flood Affectation		2								1	2	2	2	2						1	1
Evacuation		2,4	*	3,4	4					*	3,4	3,4	1	3						1	3
Management & Design		1,2,3	1							1	2,3,5	2,3,5	2,3,5	2,3,5						2,3,5	2,3,5

Not relevant Unsuitable Land Use * Refer to 'Management & Design' planning consideration for subdivision

Note: Filling of the site, where acceptable to Council, may change the FRP considered to determine the controls applied in the circumstances of individual applications.

Floor level

1	All floor levels to be equal to or greater than the 5 year ARI flood level plus freeboard unless justified by site specific assessment.
2	Floor levels of open car parking areas to be equal to or greater than the 20 year ARI flood plus freeboard. This may be achieved with a suspended floor which allows the continued passage of flood waters or filling if justified by a site specific assessment, as required with reference to flood affectation and other controls below. Enclosed car parking (e.g. garages or basement car parking) must be protected from the 100 year ARI flood.
3	Habitable floor levels to be equal to or greater than the 100 year ARI flood plus freeboard
4	Below ground swimming pools should be free from inundation from storms up to the 5 year ARI. Where required, the private open space of a dwelling should be a usable outdoor recreation area which, during storm events equal to less than the 5 year ARI, is free from inundation by overland flows exceeding 50mm.
5	All floor levels to be equal to or greater than the probable maximum flood plus freeboard.
6	Floor levels to be as close to the design floor level (the level nominated above that would apply if not concessional development) as practical and no lower than the existing floor level when undertaking alterations or additions.

Note: The freeboard height in the Haslams Creek floodplain is variable primarily, due to the implications of sub-critical and super-critical flows caused by obstructions to the flowpath of flood waters, and can be determined by reference to a map and tables produced as part of the Haslams Creek FRMP and held in the offices of Council. The freeboard height for the Duck River and Cooks River floodplains is 0.5m.

Building components and methods (also see Table 7)

1	All structures to have flood compatible building components below or at the 100 year ARI flood level.
2	All structures to have flood compatible building components below or at the PMF level.

Structural soundness

1	Engineers report to certify that any structure can withstand the forces of floodwater, debris and buoyancy up to and including a 100 year flood
2	Applicant to demonstrate that any structure can withstand the forces of floodwater, debris and buoyancy up to and including a 100 year flood.
3	Applicant to demonstrate that any structure can withstand the forces of floodwater, debris and buoyancy up to and including a PMF flood.

Flood affection

1	Engineers report required to certify that the development will not increase flood affectation elsewhere.
2	The impact of the development on flooding elsewhere to be considered.

Note: When assessing flood affectation the following must be considered:

1. Loss of storage area in the floodplain (except for filling occurring up to the 20 year ARI.
2. Changes in flood levels caused by alteration of conveyance of flood waters.
3. Filling between the 20 year and 100 year ARI flood levels will not be permitted

Evacuation

1	Reliable access for pedestrians required during a 5 year ARI flood.
2	Reliable access for pedestrians and vehicles required during a PMF flood.
3	Reliable access for pedestrians or vehicles is required from the dwelling, commencing at a minimum flood level equal to the lowest habitable floor level to an area of refuge above the PMF level, either on-site of off-site.
4	Applicant to demonstrate that the development is to be consistent with any relevant DISPLAN or flood evacuation strategy.

Management and design

1	Applicant to demonstrate that potential development as a consequence of a subdivision proposal can be undertaken in accordance with this DCP.
2	Site Emergency Response Flood plan required (except for single-dwelling houses) where floor levels are below the design floor level.
3	Applicant to demonstrate that area is available to store goods above the 100 year flood plus 0/5m (freeboard).
4	Applicant to demonstrate that area is available to store goods above the PMF flood plus 0.5m (freeboard).
5	No external storage of materials below design floor level which may cause pollution or be potentially hazardous during any flood.

Attachment 3 – Summary of Submission and Responses Table

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Acronyms

DCP	Development Control Plan
DPE	Department of Planning and Environment
LEP	Local Environmental Plan
PLEP 2023	*Parramatta Local Environmental Plan 2023*
SEPP	State Environmental Planning Policy

Attachment 3 – Summary of Submission and Responses Table

Introduction

This attachment provides an overview of the community engagement phase undertaken for the draft Harmonisation Development Control Plan (draft DCP) carried out by Council between Monday 13 March 2023 and Monday 1 May 2023. The public exhibition process follows Council's requirements of a Level 4 – Key Land Use Planning project as detailed in the Community Engagement Strategy 2022-24. Key engagement activities include:

- **Extended notification period** of 6 weeks from 13 March – 1 May 2023.
- **Notification letters** to 94,053 property owners within the City containing a QR code to the Participate Parramatta webpage.
- **Notification emails to key stakeholders** including: stakeholders and public authorities who made submissions during the public exhibition of the draft Harmonisation Local Environmental Plan, and individuals who requested to be consulted during previous stages of the Harmonisation project.
- **Exhibition material:**
  - Community Summary Sheet (also available in Simplified Chinese, Korean, Hindi and Arabic) which provided an overview of key changes in the draft DCP.
  - Planning Information Sheet explaining the different functions of a DCP and LEP.
  - Copies of the Council Report and Resolution from the 28 November 2022 Council meeting endorsing the draft DCP for public exhibition. This included 4 attachments to the Council report:
    - Attachment 1 – Draft Parramatta DCP as attached to 28 November 2022 Council Report;
    - Attachment 2 – Summary of Draft Parramatta DCP and Response to Discussion Paper Recommendations;
    - Attachment 3 – Key Policy Matters; and
    - Attachment 4 – Table of Proposed DCP Structure, Key Features, and Changes.
  - Standalone DCPs:
    - Homebush Bay West DCP 2004 – Volume 1
    - Homebush Bay West DCP 2003 – Volume 2 – Public Domain Manual
    - Wentworth Point DCP 2014
  - Answers to Frequently Asked Questions.
- **Hardcopy exhibition material** located across all libraries within the City (Parramatta Library at PHIVE, Carlingford Library, Constitution Hill Branch Library, Dundas Library, Ermington Branch Library, and Wentworth Point Community Centre and Library).

Attachment 3 – Summary of Submission and Responses Table

- **Digital media:**
  - Participate Parramatta webpage with digital copies of the exhibition material, as well as background and summary information. This webpage reached a total of **5,797 views** (source: SocialPinpoint).
  - Public notice on City of Parramatta's corporate website and Participate Parramatta portal.
  - Paid social media campaign.

- **Pop-up Community Information Sessions** at each ward across the City:
  - Parramatta ward: 5:30 – 7pm, Thursday 30 March 2023 at Parramatta Square (**4** interactions);
  - Epping ward: 11:00 – 12:30pm, Saturday 1 April 2023 at Epping Rawson Street Carpark (**15** interactions);
  - North Rocks ward: 2:00 – 3:30pm, Saturday 1 April 2023 at The Chisholm Centre (**3** interactions);
  - Rosehill ward: 11:00 – 12:30pm, Sunday 2 April 2023 at Harris Park Shopping Centre (**3** interactions); and
  - Dundas ward: 2:00 – 3:30pm, Sunday 2 April 2023 at Oatlands Shopping Centre (**0** interactions).

- **Local newsletter notifications:**
  - Participate Parramatta newsletter reaching **13,306** community members (14 March edition).
  - Parra News weekly newsletter (article in 4 April 2023 edition and within the Lord Mayor Column in 25 April 2023 edition)

- **Phone-a-planner** sessions available to the public, with a total of **20** booked sessions.

In addition, Council Officers responded to a total of **174** customer enquiries:

- **85** emails from community via the project inbox (planningharmonisation@cityofparramatta.nsw.gov.au), and
- **89** phone calls (totalling **14hrs 48min** with an average call time of 10 minutes) via:
  - Customer Service desk (**26**)
  - Call back requests (**42**)
  - Phone-a-planner sessions (**20**)

A summary of key themes raised in community enquiries is found below in **Figure 1**.

Attachment 3 – Summary of Submission and Responses Table

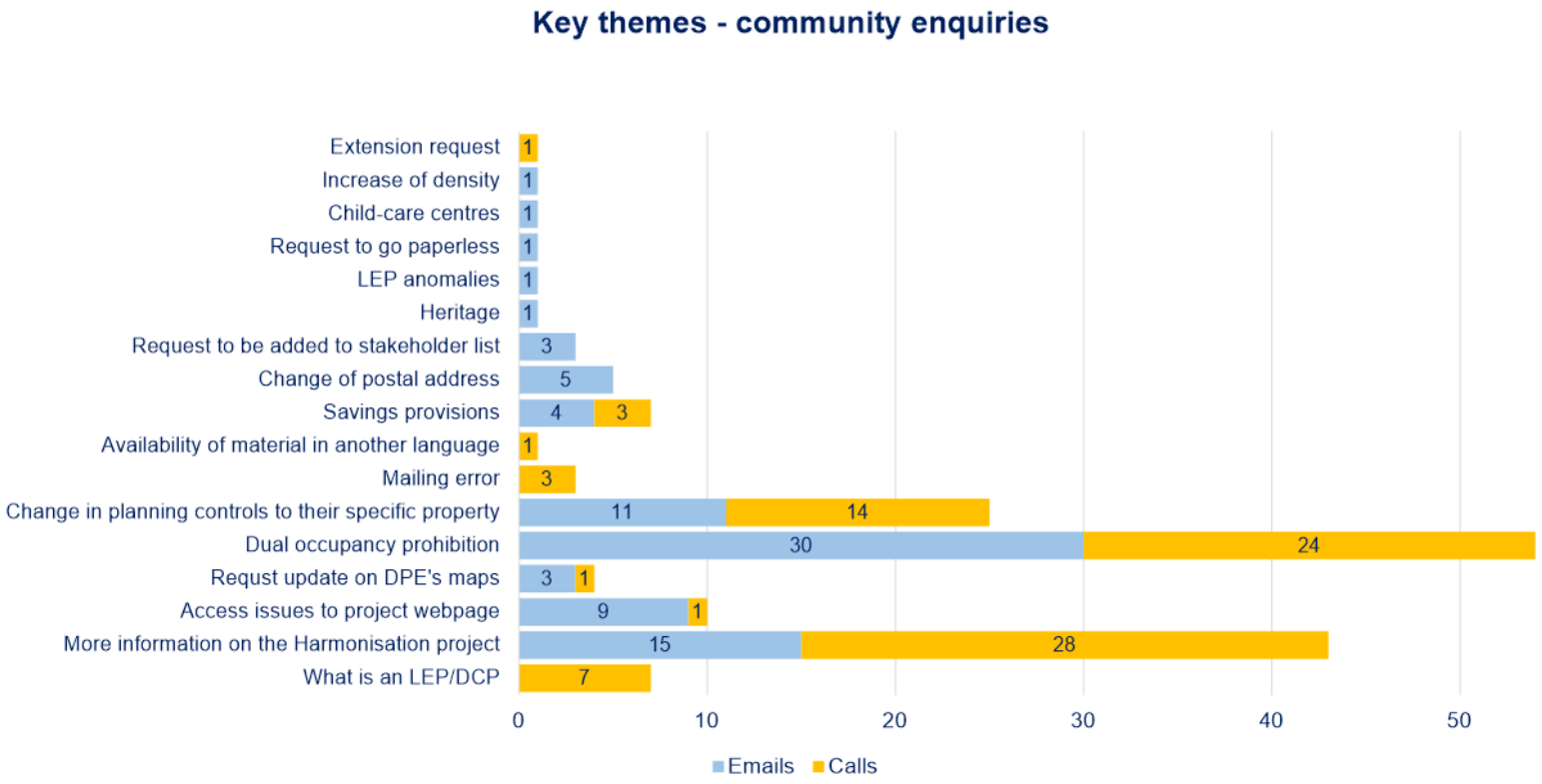


Figure 1 – Key themes from community enquiries

Attachment 3 – Summary of Submission and Responses Table

Submission Response Table

This document summarises **58 submissions** received during the exhibition of the draft DCP. Submissions received were from the following groups:

- Residents and Individuals (**34** submissions). Refer to Table 1.
- Consultants (**8** submissions). Refer to Table 2.
- Organisations and Resident Action Groups (**6** submissions). Refer to Table 3.
- Public Authorities and Service Providers (**10** submissions). Refer to Table 4.

Each submission is summarised and provided with a Council Officer response.

Item No.	Respondent	Summary of Submission	Council Officer Response
1	Resident from Epping	a. Submitter supports the draft DCP, to an extent.	Noted.
		b. Submitter states that the minimum lot size for dual occupancy development should be 500sqm including calculation of area of any access corridor, right of carriageway etc.	Development for the purpose of dual occupancy subdivision is regulated under the *Parramatta Local Environment Plan 2023* (PLEP 2023), specifically, *Clause 4.1C Minimum subdivision lot size for dual occupancies and manor houses*, and *Clause 6.11 Dual occupancies prohibited on certain land*. Where dual occupancy development is permitted consistent with PLEP 2023, the requirement is for a minimum lot size of 600sqm and a minimum 15m frontage to a public road. This is to ensure sufficient site area to achieve the necessary amenity in relation to privacy, solar access, landscaping, private open space, and pedestrian and vehicular access. The minimum lot size for dual occupancy development is a principal development standard within the PLEP 2023. Feedback relating to Local Environmental Plan matters is out of scope of the draft Harmonisation DCP project. The scope of the draft Harmonisation DCP is to consolidate the existing five DCPs into one consolidate set of controls to support the implementation of the PLEP 2023. A Planning Information Sheet is available to understand more about the difference between an LEP and DCP and how they work together to guide development. The minimum lot size of 600sqm for dual occupancy includes driveways. 'Access corridor' and/or 'right of carriage way' are terms used in the context of battle-axe development and therefore not relevant to dual occupancy development. A battle-axe lot usually cannot be developed for the purpose of dual occupancy developments, as a battle-axe lot does not meet the minimum 15m street frontage facing a public road as required under *Clause 4.1C* of the PLEP 2023. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

Submission Response Table – Draft Parramatta 'Harmonisation' DCP 2023

Item No.	Respondent	Summary of Submission	Council Officer Response
		c. Submitter states that blocks that are just over 1,200sqm (including area of any access corridor, driveway etc) should not be excluded for dual occupancy development.	As mentioned above in response *No.1.b*, the PLEP 2023 specifies the following standards for dual occupancy development: • minimum lot size of 600sqm; and • minimum of 15m frontage to a public road. This means a site with a lot size of 1,200sqm, which has a 15m street frontage, could be development for dual occupancy development should the zoning permit this land use within the PLEP 2023. It is inferred from the submission that the submitter objects to the requirement of the PLEP 2023 that states the area of an access handle must not be calculated in the lot size for a battle-axe lot/subdivision (*Clause 4.13A*). Lot subdivision must comply with the minimum size shown on the Lot Size Map, plus account for any additional area to accommodate for an access handle. The subdivision opportunities for a 1,200sqm lot would be dependent on the lot size shown on the Lot Size Map. Furthermore, due to the 15m frontage to a public road requirement of the PLEP 2023, battle-axe lots would not be permitted for dual occupancy development; however, should the lot fronting the street from a battle-axe subdivision have 600sqm and a 15m frontage then a dual occupancy development could be permitted subject to the zoning. It is recommended the submitter speak to Council's Development Advisory Team to understand their subdivision and development options under the PLEP 2023 which was finalised in March 2023. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
2	Resident from Carlingford	a. Submitter generally supports the Harmonisation DCP project, but raises concern that the proposed setbacks (i.e. rear and front), storeys (no more than 2 storey for dwelling house) and site coverage controls are "one size fits all" approach failed to consider the established locality character (i.e. established street frontage and sloping sites) for dwelling house development.	Noted. As explained within Attachment 2 to Council Report from 28 November 2022, controls relating to dwelling houses have been largely prepared using retained Parramatta DCP 2011 controls with minor updates. This is consistent with the recommendations of the Land Use Planning Harmonisation Discussion Paper which was endorsed by Council on 26 November 2018 and placed on public exhibition from 21 January to 4 March 2019 for the community to comment on the proposed direction for the harmonisation process and the approach for residential accommodation (i.e. dwelling houses). The Discussion Paper provides a comparison of the controls for dwelling houses from the five DCPs and provides a recommendation. This process was designed to ensure the controls are suitable to accommodate for the context of the new City of Parramatta. The draft Harmonisation DCP includes different setback controls that are tailored for different residential development to deliver suitable amenity, privacy, solar access, landscaping, and private open space. All sections of the DCP (including for dwelling houses) contain both objectives and controls which provides some flexibility in the development assessment process (i.e. not a 'one-size fits all' approach). Should a dwelling house not strictly comply with a setback requirement, however, delivers on the objectives that consider local character and streetscape, there could be consideration of an adjustment. This ensures the controls accommodate for local character. Planning considerations such as building height and site coverage controls are managed by the *Parramatta*

Submission Response Table – Draft Parramatta 'Harmonisation' DCP 2023

Item No.	Respondent	Summary of Submission	Council Officer Response
			LEP 2023. The Maximum Height of Building Map specifies heights within the R2 zone (i.e. for dwelling houses). The Floor Space Ratio Map controls site coverage by specifying the maximum about of gross floor area that can be delivered on a site. This is further supported by building envelope controls (such as setbacks) and deep soil requirements. *See response No.3.c in relation to development on sloping sites.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter raises concern with the 6m frontage control **(C.05)** contained within **Section 3.3.1.2 – Preliminary Building Envelope** for dwelling houses in **Part 3 – Residential Development**, stating that the 6m front setback is different to the 10m front setback under the former Hills Shire DCP. Submitter has concerns new development will not match the existing/established dwelling setback in the area and deliver inconsistency with the existing street character.	As explained in response *No.3.a*, the draft Harmonisation DCP was informed by the Land Use Planning Harmonisation Discussion Paper. The Discussion Paper (particularly **Section 2.3)** compares building envelope controls (such as setbacks) across the five DCPs. The proposed 6m setback is considered appropriate to accommodate for the context of the new City and is an appropriate outcome for the harmonisation process. The control has been drafted to allow for some flexibility in its application to ensure the existing street character is considered during the development assessment process. This will help deliver consistent streetscapes and support new development 'matching' with new development which the submitter raises concern with. The front setback control is required to be "*a minimum of 6 metres and be consistent with the prevailing setback along the street*". This will ensure the surrounding context is taken into consideration during assessment. New development in streets which have an established setback greater than 6m will need to match this prevailing context. *See response No.3.a in relation to how objectives and controls within the DCP work together to deliver suitable outcomes.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Submitter raises concerns that the proposed controls of no more than 2 storeys for dwelling house does not consider development on sloping sites (i.e. greater than 2m) with ground level garage. Development for a second storey house on those sites will be not supported by the draft DCP.	As outlined in the Introduction to **Part 3 – Residential Development**, all controls (including those for residential dwelling houses) must be read in conjunction with **Part 2 – Design in Context** and **Part 5 - Environmental Management**. These parts of the draft Harmonisation DCP provide guidance around planning for development and specific site conditions, such as sloped sites. Specifically, **Section 5.2.4 – Earthworks and Development on Sloping Land** to ensure buildings (including dwelling houses) are designed to response to natural topography, minimise cut and fill, maintain privacy for adjoining residents, and reduce bulk and scale. A development that exhibits an effective three-storey height at the street (two-storeys above garage) is not considered to be appropriate in R2 low-density residential zones. Although not detailed for dwelling houses, further guidance has been provided to illustrate how this type of development can be achieved for sloping sites (see Figure 5.2.4.1 - Dual Occupancy development on sloping land and Figure 5.2.4.2 - Terrace Housing on sloping land). This outcome has undergone design testing to ensure development capacity can still be achieved. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

Submission Response Table – Draft Parramatta 'Harmonisation' DCP 2023

Item No.	Respondent	Summary of Submission	Council Officer Response
		d. Submitter objects to the proposed reduction of floor space ratio/site coverage to 50% of total site area, stating this will result in inconsistent development within the existing established area.	The reference to a reduction of floor space ratio/site coverage to 50% of total site area is incorrect - these terms have separate meanings and are not interchangeable. Maximum site coverage and floor area are planning considerations which are controlled through the implementation of a Floor Space Ratio (FSR) which is governed by a Local Environmental Plan. The *Standard Instrument – Principal Local Environmental Plan 2006* provides the template for how LEPs are to be drafted, with *Clause 4.5* of the Standard Instrument specifying how floor space ratios and site areas are to be calculated. 'Floor space ratio' (FSR) is defined in *Parramatta Local Environmental Plan 2023* in *Clause 4.5(2)* as, '*the floor space ratio of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area*'. In the Carlingford area where the submitter indicates the submission relates to, the typical FSR in residential areas is 0.5:1. FSR controls were introduced to areas that previously did not have FSR controls as part of the Harmonisation LEP process and are now contained in *Parramatta LEP 2023* finalised on 2 March 2023. As the *Parramatta LEP 2023* includes this clause, as well as the standard definition for 'gross floor area' (which limits site coverage), the role of the DCP in managing site coverage is secondary compared to the role of the LEP. This is because the LEP is a 'higher order' planning instrument and the inclusion of these controls within the LEP ensures maximum weighting / compliance with these controls during the development assessment process. This is detailed on page 28 of Attachment 2 which provides a summary of the draft Harmonisation DCP in comparison to the recommendations of the Land Use Planning Harmonisation Discussion Paper. Whilst the Hills Shire DCP 2013 includes site coverage controls, as explained above, the retention of these controls are not required due to the implementation of the LEP alongside the application of building envelope controls (such as setbacks) and landscaping and deep soil requirements. Further information about how the DCP and LEP work together to guide development can be accessed via Council's Planning Information Sheet. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
3	Resident from Homebush West	a. Submitter opposes the regulation of window positions.	The primary function of a DCP is to provide building and design controls on how the density of a land use permitted under an LEP (specified via the height and Floor Space Ratio) can be delivered or distributed on a development site. Objectives and controls within the DCP are used together to ensure new development is designed with consideration to adjoining development, streetscape and character, and amenity. The provisions within the draft Harmonisation DCP that guide the location of windows for different land uses are located within **Part 3 – Residential Development** and **Part 4 – Non-Residential Development.** The controls have been prepared to manage solar access, acoustics, and privacy, and originated from the existing five DCPs that apply within the City. The controls were consolidated via the harmonisation process guided by the Land Use Planning Harmonisation Discussion Paper.

Submission Response Table – Draft Parramatta 'Harmonisation' DCP 2023

Item No.	Respondent	Summary of Submission	Council Officer Response
			In addition, the controls relating to window locations are supported by objectives. Should a development not strictly comply with a control due to site constraints or configuration, but the development outcome delivers the intent of the objective (for example, delivers privacy to neighbours), then a degree of variance could be considered via the assessment process. Therefore, the draft Harmonisation DCP does not operate as a regulatory tool. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter opposes increased landscaping.	Whilst the submitter does not specify the landscaping controls opposed, it is acknowledged that the draft Harmonisation DCP promotes increased landscaping and tree preservation. This is consistent with the recommendations of the Land Use Planning Harmonisation Discussion Paper, and in line with Council's Environmental Sustainability Strategy 2017 and Council Resolution of 26 April 2022 to review tree management controls. Additional objectives and controls were added to provide deep soil areas for canopy trees and vegetation planting. The proposed controls for landscaping and tree management have been adapted in consultation with Council's Landscaping and Tree Management Team and City Design Team to ensure suitable protection of established trees and design outcomes that integrate existing healthy trees with new development and landscaping. Attachment 2 to Council Report from 28 November 2022 provides detail on the preparation of landscaping controls in relation to different residential accommodation types and more broadly across the City. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Submitter objects to the proposed maximum 10m wall length **(C.09)** within **Section 3.3.1.2 – Preliminary Building Envelope** which relates to residential dwellings.	As explained within Attachment 2 to Council Report from 28 November 2022, controls relating to dwelling houses have been largely prepared using retained Parramatta DCP 2011 controls with minor updates. One of these minor updates includes **C.09** that requires the articulation of side boundary walls through a maximum length of wall control. **C.09** within **Section 3.3.1.2 – Preliminary Building Envelope** that guides a maximum 10m length of building wall is adapted from the former Holroyd DCP 2013, which also set a maximum wall length limit of 10m. This control has also formalised the intent of the former Hills DCP 2012 and Parramatta DCP 2011, which contained objectives that sought to minimise long blank walls and provide architectural relief to facades. It is noted that this control was tested as part of the urban design work carried out as part of the preparation of the draft Harmonisation DCP and is considered suitable in delivering a design outcome that promotes articulated walls and minimises bulk. The control is considered appropriate to achieve the desired amenity outcome for the context of the new Parramatta LGA. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

Submission Response Table – Draft Parramatta 'Harmonisation' DCP 2023

Item No.	Respondent	Summary of Submission	Council Officer Response
		d. Submitters states that controls in the draft Harmonisation DCP are overly restricted and will impede development potential.	As mentioned above, the primary function of a DCP is to provide planning guidance and detailed building design controls to support land uses that permitted under an LEP (specified via the height and Floor Space Ratio) can be delivered or distributed on a development site. The key objective is to ensure the delivery of sustainable, liveable, and productive places. A. Flexibility in the application of DCP controls are provided in the development assessment phase as outlined in *subsection 4.15(3A)(b)* of the *Environmental Planning and Assessment Act 1979*, which allows reasonable alternative solutions that achieve the objectives of those standards when addressing specific type of development. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
4	Resident from Epping	a. Submitter suggests that dual occupancy developments in R2 zones should be discouraged. Comments that larger, freestanding houses should be encouraged	Land use permissibility (i.e. where dual occupancy development is permitted within the LGA) is regulated under the *Parramatta LEP 2023* and is outside of the scope of the draft Harmonisation DCP project. Council consulted with the community on land use planning matters as part of the Land Use Planning Harmonisation Discussion Paper in 2019, and the Harmonisation Planning Proposal (i.e. draft Harmonisation LEP) in 2020. These two consultation processes were the opportunity for the community to provide feedback on land use permissibility (i.e. zoning) including the permissibility of dual occupancy development. . The primary function of the draft Harmonisation DCP is to support the implementation of the *Parramatta LEP 2023*. The draft DCP provides design guidance for how dual occupancy will be delivered in areas which the PLEP 2023 identifies they are permitted with consent. Further information about how the DCP and LEP work together can be accessed via Planning Information Sheet. Council's proposals to limit Dual Occupancy development through the Harmonisation LEP was not supported by the Department of Planning. Further detail on the dual occupancy permissibility issues can be accessed via Council's Land Use Planning Harmonisation webpage. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
5	Resident	a. Submitter supports the draft Harmonisation DCP in supporting the upcoming changes in zoning and development.	Noted.
		b. Submitter notes that dual occupancy development are a positive building typology which alleviates the current housing crisis, and states that Parramatta can lead the state in this.	*See response No.4.a in relation to dual occupancy permissibility and how an LEP and DCP function together to guide development.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

Submission Response Table – Draft Parramatta 'Harmonisation' DCP 2023

Item No.	Respondent	Summary of Submission	Council Officer Response
6	Resident from North Rocks	a. Submitter opposes the minimum lot size of 700sqm for subdivision in the North Rocks area, stating that this is an onerous requirement. Notes that 600sqm or 650sqm would be a more appropriate minimum lot size.	The minimum lot size for subdivision is regulated under the *Parramatta LEP 2023*, specifically under *Part 4 Principal Development Standards* and is out of scope for the draft Harmonisation DCP. Council consulted with the community on land use planning matters (such a lot size) as part of the Land Use Planning Harmonisation Discussion Paper in 2019, and the Harmonisation Planning Proposal (i.e. draft Harmonisation LEP) in 2020. These two consultation processes were the opportunity for the community to provide feedback on land use permissibility (i.e. zoning) and controls such as the minimum lot size.. The primary function of the draft Harmonisation DCP is to support the implementation of the PLEP 2023 by providing design guidance for how low residential development (including dwelling housings and dual occupancies) will be delivered in areas which the PLEP 2023 identifies they are permitted with consent. Further information about how the DCP and LEP work together can be accessed in the Planning Information Sheet that accompanied the draft Harmonisation DCP exhibition package. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
7	Resident from Old Toongabbie	a. Submitter states that some background on why many areas were proposed to prohibit dual occupancy development would be beneficial	Following the council boundary changes of May 2016, Council commenced a review of the existing planning controls. In 2019, the Harmonisation team exhibited the Land Use Planning Harmonisation Discussion Paper, which identifies the differences between the existing LEPs and DCPs that apply in the City of Parramatta and suggests options for how local planning controls could be consolidated, including various options for dual occupancy prohibition. Additionally, a LGA-wide Dual Occupancy Constraints Analysis technical paper was undertaken to identify areas suitable for dual occupancy development. Areas that were moderately or significantly constrained due to lack of access to public transportation, poor vehicular access, and the established character of the locality (in addition to other criteria) were generally recommended for prohibition. Furthermore, areas that were already prohibited for dual occupancy development were also recommended to be retained for prohibition as part of the harmonisation process. In October 2019, Council reported the outcomes of the public exhibition of the Land Use Planning Harmonisation Discussion Paper and findings of the Constraints Analysis to the Local Planning Panel. Community feedback was divided on this planning matter (page 8 onwards), with the community's preference for Option 2 of the Proposed Dual Occupancy Prohibition. The Local Planning Panel recommended that Council endorsed this for public exhibition, and it proceeded into the Harmonisation Planning Proposal. The Department of Planning and Environment did not support the recommendations of the Discussion Paper when the Harmonisation Planning Proposal was finalised. Only minor changes were made to the permissibility of dual occupancy development. Further information can be accessed via Council's Land Use Planning Harmonisation webpage. Permissibility of dual occupancy is not an issue relevant to the Harmonisation DCP content. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

Submission Response Table – Draft Parramatta 'Harmonisation' DCP 2023

Item No.	Respondent	Summary of Submission	Council Officer Response
8	Individual from Cloverdale, Western Australia	a. Submitter generally supports the intent to reduce to GWP of refrigerant used. b. Submitter objects to **C.01** within **Section 5.4.6 Natural Refrigerants in Air Conditioning** and requests it be removed due to units that satisfy the controls' requirements are hazardous and susceptible to leakages. Submitter queries how Council will ensure only compliant equipment will be used for installation (such as the use of a database).	Noted. **Section 5.4.6 – Natural Refrigerants in Air Conditioning** in the draft Harmonisation DCP requires all new air-conditioning and refrigeration equipment to use refrigerants with a GWP of less than 10 to reduce the greenhouse gas emissions associated with leakage or the improper disposal of synthetic refrigerant gases with high Global Warming Potential (GWP); and to future proof new HVAC (air conditioning) systems. Council acknowledges that there are concerns from industry relating to the proposed DCP controls as these are the first of their kind in the state. There will likely be some resistance and inertia due to risk, limited experience, as well as a lack of supply from the leading equipment manufacturers. It is acknowledged that there may be limited refrigeration products available with low GWP options in the current market. To reflect this, the draft DCP control includes a 'market test' to check for availability: ***C.01*** *All new air-conditioning and refrigeration equipment are to use refrigerants with a GWP of less than 10;* • *if the equipment can be supplied on similar terms to conventional systems, and* • *at a cost of not more than 10% higher than the market rate for conventional systems.* Council expects the provision to be increasingly relevant as the market matures and more products are made available. The intent of the provision aims to lead the transition to low-GWP and encourage innovation in the sector. The draft Harmonisation DCP provision will become more effective as the market grows and the availability of appropriately skilled contractors. The provision currently applies to development within the Parramatta City Centre (via the Parramatta City Centre DCP 2011). The intention of draft Harmonisation DCP is to extend the control across the city more wildly. The provision does not constitute a legal requirement in the NSW planning system, although compliance with the DCP is a matter for consideration when granting development consent. However, as explained above, the control is conditional to support the transition towards achieving a lower GWP. All refrigerants have unique hazard properties and when used and handled appropriately can be used safely. In considering the use of alternative refrigerants it is important that they be used in equipment that is fit for purpose (Safety considerations when using flammable refrigerants - DCCEEW). Safety is of utmost importance and any transition to new systems must be accompanied by rigorous standards, training, and certification processes to ensure the safe handling and operation of refrigeration equipment. Council intends to publish a guidance note to support the DCP controls to assist in the transition towards equipment that uses refrigerants with a GWP of less than 10. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

Submission Response Table – Draft Parramatta 'Harmonisation' DCP 2023

Item No.	Respondent	Summary of Submission	Council Officer Response
9	Resident from Carlingford)	a. Submitter requests zoning on land on Flenning Street, Carlingford be changed to accommodate residential flat buildings (i.e. multi-level apartments). Submitter states that increased residential density is required due to proximity to Carlingford Court.	The zoning and permissibility of land use is regulated under *Parramatta LEP 2023* and is outside of the scope of the draft Harmonisation DCP project. Council consulted with the community on land use planning matters as part of the Land Use Planning Harmonisation Discussion Paper in 2019, and the Harmonisation Planning Proposal (i.e. draft Harmonisation LEP) in 2020. These two consultation processes were the opportunity for the community to provide feedback on land use permissibility (i.e. zoning). The primary function of the draft Harmonisation DCP is to support the implementation of the PLEP 2023 via design controls - not introduce zoning changes as requested by the submitter. Zoning changes are LEP matters and are out of scope. Further information about the Harmonisation LEP can be accessed via Council'sLand Use Planning Harmonisation webpage. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Requests that the Light Rail stop be extended to Carlingford Court to better connect with local residents.	The design and delivery of the Parramatta Light Rail is led by Transport for NSW, and is separate to the Land Use Planning Harmonisation Framework project. Further information of the Parramatta Light Rail project can be accessed via Parramatta Light Rail | Parramatta (nsw.gov.au) **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
10	Resident from Epping	a. Submitter requests that the Land Use Harmonisation Framework project should show development that has occurred over the past 10 years to understand development patterns.	The scope of the Land Use Planning Harmonisation Framework project involves the consolidation of planning controls contained within the inherited five LEPs and DCPs to deliver one consolidated set of controls for the new City of Parramatta. The scope of the project does not include a review of recent development patterns or trends. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter notes that areas in Epping which prohibited dual occupancy development should remain.	Following the council boundary changes of May 2016, Council commenced a review of the existing planning controls. In 2019, the Harmonisation team exhibited the Land Use Planning Harmonisation Discussion Paper, which identifies the differences between the existing LEPs and DCPs that apply in the City of Parramatta and suggests options for how local planning controls could be consolidated, including various options for dual occupancy prohibition. An LGA-wide Dual Occupancy Constraints Analysis technical paper was undertaken to identify areas suitable for dual occupancy development. From this analysis, it was noted that most of the R2 zoned land in the former Hornsby council area, Beecroft and parts of Epping, were moderately or significantly constrained due to lack of access to public transportation, poor vehicular access, and the established character of the locality. Additionally, dual occupancy development were not permissible in R2 zoned land under the existing Hornsby Local Environmental Plan 2013. As such, Council recommended to continue to prohibit dual occupancies on R2 zoned land in the former Hornsby council area. The Department of Planning and Environment supported this when finalising the *Parramatta LEP 2023*, and therefore, areas that were prohibited for dual occupancy in Epping remain prohibited.

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			Further information including discussion of Dual Occupancy development through the Harmonisation LEP can be accessed via Council's Land Use Planning Harmonisation webpage. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Submitter states that areas in Carlingford, Epping and Eastwood currently have a significant number of new multi-story and high-rise developments planned.	Noted. These land uses are permitted under the respective LEPs and were approved via the relevant development assessment pathway. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		d. Submitter comments that dual occupancy development would allow small increases in population, and requests that the supply of schools and open space is addressed.	The provision of infrastructure is out of scope of the draft Harmonisation DCP project. Local infrastructure provision such as open space is guided by the Community Infrastructure Strategy (CIS) 2020 and delivered via the is managed by School Infrastructure NSW (SINSW) which has been consulted during the exhibition period of the draft Harmonisation DCP. As stated in SINSW's submission, when planning school it is preferred (where appropriate) to optimise use of existing assets through solutions such as: When identifying the most effective and efficient asset solutions in school infrastructure planning, key considerations are generally given to (but not limited): o **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
11	Resident from Epping	a. Submitter states that Council's community and engagement strategy to inform the residents of the draft DCP is inadequate, particularly given the exhibition document package is lengthy and complicated.	The community engagement plan for the draft Harmonisation DCP was prepared with the support from Council's community engagement team and is consistent with the Council's Community Engagement Strategy 2022-2024 (the Strategy). In response to the submitters concerns around the exhibition process and the projects complexity, a number of documents were prepared to summarise key information and assist the community in their review of the draft Harmonisation DCP. These include: • The draft Harmonisation DCP (noting this has been provided in parts to assist the community in navigating the document to the particular planning themes) • A Community Summary Sheet (available in Simplified Chinese, Arabic, Hindi, and Korean). This was prepared to provide landowners, residents and other stakeholders with the key information relating to the Land Use Planning Harmonisation Framework more broadly and how the draft Harmonisation DCP fits into this project; the draft Harmonisation DCP and its key features and how it was prepared; next steps and timeline. • A Planning Information Sheet which explains key planning concepts (such as the difference between an Local Environmental Plan (LEP) and a Development Control Plan (DCP)).

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			• The Council Report and Resolution that endorsed the draft Harmonisation DCP and respective attachments. • A summary of the draft Harmonisation DCP and response to the Discussion Paper recommendations that informed the policy direction for the draft Harmonisation DCP. This summary builds on the Discussion Paper and provides a direct 'line of sight' between the Discussion Paper recommendation and the draft Harmonisation DCP controls and approach. Particularly the summary outlines the following per theme: o summary of key differences across the five DCPs, o Discussion Paper recommendation, o draft Harmonisation DCP approach. This document is public facing, and will help the community compare the DCPs and understand how the document was prepared. • A summary of Key Policy Matters and a table explaining the structure and key features of the DCP are also available to assist the community understanding how the draft DCP was prepared. These documents, as well as Frequently Asked Questions and other background information, are available on the Participate Parramatta webpage for the project - https://participate.cityofparramatta.nsw.gov.au/harmonisation-dcp **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter states that, in line with Council's Community Engagement Strategy 2022-24, Council staff should organise information sessions with interested stakeholders to present the overview of the draft DCP during exhibition period to inform the community to make a comprehensive submission.	*See response No.11.a in relation to compliance with the Community Engagement Strategy 2022-24.* Council officers held five community pop up sessions across Council Wards within the City including one pop up session at Rawson Street Car Park at Epping on 1 April 2023, where fifteen (15) residents visited and spoke to the Council officers about the project. This was the opportunity for residents to come with targeted questions following their review of the exhibition material. In addition, phone-a-planner sessions were also available where a timeslot could be allocated to speak to staff. The booking process also requires the nomination of a planning matter the community member seeks further information on to assist staff in preparing for the meeting and bringing the requested information. The above engagement activities are considered sufficient in providing the community with opportunities to speak directly to Council staff about the draft Harmonisation DCP. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		c. Submitter requests to retain the site coverage and floor area coverage controls from the Hornsby DCP 2013 to prevent overdevelopment of residential site, specifically within the Epping area.	*See response to No.2.d that explains why site coverage controls are not required within the draft Harmonisation DCP due to the application of the LEP.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		d. Submitter requests that the draft DCP include heritage contributory items for all Heritage Conservation Areas across the Paramatta LGA, particularly in Epping area. Submitter states these contributory items have been identified across different studies managed by State Government and City of Parramatta Council, such as the Epping Town Centre Heritage Report - Perumal Murphy Alessi (March 2013) and Epping Town Centre (East) Heritage Review Report 2017.	As detailed in Attachment 2 and Attachment 4 to Council Report from 28 November 2023, **Part 7 – Heritage and Archaeology** of the draft Harmonisation DCP consolidates the general heritage controls and transfers across all Heritage Conservation Areas (HCAs) from the previous five DCPs. The preparation of **Part 7** was largely administrative to ensure a consistent structure was applied to all HCAs and deliver a uniformed Heritage and Archaeology section of the draft Harmonisation DCP. Where a current DCP identified contributory items, such as the Parramatta DCP 2011, these have been transferred into the draft Harmonisation DCP. Council is aware not all former DCPs identified contributory items. The identification of contributory items and significant buildings within the HCA is not within the scope of the Harmonisation project. Council officers are currently considering options for exploring an LGA wide integrated heritage study. Council Officers are currently in a scoping phase of working out how the study might be completed given resources available. It is expected that a budget for a future study will be included in preparation of the 2024/25 budget. Further community consultation will be undertaken for any new heritage controls that are recommended in any future study. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		e. Submitter raises concerns that the draft Harmonisation DCP reduced the requirements for setback and deep soil, and will increase the permissible gross floor area for dwelling house and muti dwelling housing for the Epping area. Submitter requests the DCP retain the setback, landscaping and Gross Floor Area controls from the Hornsby DCP 2013 into the final Parramatta DCP, specifically for Epping area.	*See response to No.2.d that explains how gross floor space is managed (i.e. via the Floor Space Ratio within the LEP) and why site coverage controls are not required within the draft Harmonisation DCP due to the application of the LEP in governing site coverage.* Consistent with the Land Use Planning Harmonisation Discussion Paper, the draft Harmonisation DCP retains controls from the Parramatta DCP 2011 for landscaping and deep soil area as they were the more suitable controls from the five DCPs to deliver feasible building envelopes (via setbacks) whilst reducing hardstand areas (i.e. concreted or paved areas) and deliver deep soil that accommodate canopy trees, vegetation plantings, and the infiltration of ground water. In the case of the Hornsby DCP 2013 which covers the Epping area referenced by the submitter, the landscaping and deep soil area controls were closely aligned with the same controls in Parramatta DCP 2011. One key difference that may be the cause of submitters concern is the removal of the site coverage control. Areas that once relied on a DCP site coverage control to manage the maximum built area on a site, now have an LEP Floor Space Ratio control to manage gross floor area relative to site area. The role of the DCP in managing site coverage is secondary compared to the role of the LEP. This is because the LEP is a 'higher

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			order' planning instrument and the inclusion of these controls within the LEP ensures maximum weighting / compliance with these controls during the development assessment process. This is detailed on page 28 of Attachment 2 which provides a summary of the draft Harmonisation DCP in comparison to the recommendations of the Land Use Planning Harmonisation Discussion Paper. Furthermore, Section 2.3 and 3.2 of the Discussion Paper provides detail on how setback and landscaping controls for residential typologies were reviewed as part of the harmonisation process; and Attachment 2 and Attachment 4 to the Council Report from 28 November 2023, provides detail on how the controls were formulated with consideration to the five DCPs. *See response to No.2.d that explains why site coverage controls are not required within the draft Harmonisation DCP due to the application of the LEP* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		f. Submitter made the request that Council staff to prepare a comparative summary of how the five DCPs have been harmonised into the current draft DCP.	A comparison of the key differences between the five DCPs and how the policy direction within the draft Harmonisation DCP was formed is explained within Attachment 2 to the Council Report from 28 November 2022 and further detailed in Section 2.3 and 3.2 of the Land Use Planning Harmonisation Discussion Paper. This provides a clear line of sight between the existing DCPs, the recommendations of the Discussion Paper that was consulted within the community in 2019, and the recommended controls within the draft Harmonisation DCP. Whilst there may be some differences between the draft Harmonisation DCP and the previous Hornsby DCP, the intention of the Land Use Planning Harmonisation Framework was to resolve differences between the different DCPs and take a balanced approach in order to prepare one set of controls that can be applied across the City to deliver consistency in both development outcomes and expectations from landowners. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
12	Resident from Ermington	a. Submitter is of the view that increasing areas where dual occupancy development is permissible would contribute to housing affordability, stating that property and rent prices will increase if the delivery of this typology is limited.	Land use permissibility (i.e. where dual occupancy development is permitted within the LGA) is outside of the scope of the draft Harmonisation DCP project. Council consulted with the community on land use planning matters as part of the Land Use Planning Harmonisation Discussion Paper in 2019, and the Harmonisation Planning Proposal (i.e. draft Harmonisation LEP) in 2020. These two consultation processes were the opportunity for the community to provide feedback on land use permissibility (i.e. zoning) The primary function of the draft harmonisation DCP is to support the implementation of the PLEP 2023 - it does not introduce amendments to the PLEP 2023. The draft DCP provides design guidance for how land uses would be delivered in areas which the PLEP 2023 identifies they are permitted with consent. Further information about how the DCP and LEP work together can be accessed via Planning Information Sheet. Council sought to decrease the areas where dual occupancy would be prohibited under PLEP 2023. However, The Department of Planning did not support Council's proposal and so the areas where dual occupancy are prohibited remain unchanged. Further information on proposed Dual Occupancy policy changes proposed in the

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			Harmonisation LEP can be accessed via Council's Land Use Planning Harmonisation webpage. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
13	Resident from Dundas Valley	a. Submitter objects to dual occupancy prohibition due to the volatile property market. Submitter notes that the prohibition of dual occupancy will result in higher property sales and rent prices; and states that the restriction of the delivery of dual occupancy development will result in the expansion of Greater Sydney and higher cost of transport, fuel consumption and cost of facilities for new areas.	*See response to No.12.a in relation to dual occupancy permissibility and how an LEP and DCP function together to guide development.* **For the above reasons, no changes are required to the draft Harmonisation DCP.**
14	Resident from North Rocks	a. Submitter states the opening of the M2 and the Barclay Road bus interchange (soon the North Rocks transport hub) provides convenient transport services. However, it also poses parking issues on the nearby residential streets with cars parking on local streets. This causes obstruction of driveways, difficulties with normal garbage collection, movement of larger vehicles, parking for visitors, sweeping of gutters, and commuters littering the streets.	Matters raised in relation to the parking issues as a result of the opening of the M2 Motorway and the Barclay Road bus interchange (i.e. the North Rocks Transport Hub) is out of scope of the draft Harmonisation DCP project. The scope of the draft DCP is to introduce a consolidated set of controls based on existing policy contained within the five applicable DCPs. **Part 6 – Traffic and Transport** of the draft Harmonisation DCP contains general parking requirements and specific parking rates for various types of development. The controls relate to the delivery of parking on development sites; they do not relate to the management of on-street parking. Feedback in relation to on-street parking is outside of the scope of a DCP. The feedback has been forwarded to the relevant team at Council for their consideration. *See response to No.31.a in relation to the scope of the draft Harmonisation DCP.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter is of the view that previous parking policy prepared by the Hills Shire Council (the then responsible Council) is a discriminatory parking policy, as it restricted parking on the southern side of Carlton Road while allowing all-day parking on the northern side.	*See response in No.14.a for information regarding scope of the draft Harmonisation DCP in relation to parking.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		c. Submitter requests that consideration be given to the fact that a new expanded M2 parking area has recently opened on the south side of Barclay Road, and requests that a new and equitable parking policy to be developed for both the southern and northern side of Carlton Road.	*See response in No.14.a for information regarding scope of the draft Harmonisation DCP in relation to parking.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
15	Resident from Eastwood	a. Submitter states that the proposed controls for Heritage Conservation Area are stringent and well defined compared to the controls for development around individual heritage items. Submitter has concerns that the draft controls for such development are loose and would enable non-sympathetic development around heritage items.	*See response to No.11.d that explains the scope of the draft Harmonisation DCP in relation to **Part 7 – Heritage and Archaeology**.* As per Attachment 2 to the Council Report from 28 November 2023, the proposed provisions relating to heritage retain the objectives and controls in the Parramatta DCP 2011 (with some updated controls from Hornsby DCP) as these provisions were considered to be relatively strong and well established in the LGA. The controls are considered suitable in ensuring the appropriate management of heritage in the City; and ensuring development is compatible with the significance and character of the area so that the new work does not detract from the historic buildings and their amenity to/or from the streetscape. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.** *In addition, see response to No.11.d in relation to future heritage review.*
		b. Submitter suggests to merge controls C01-C04 for 'Development in the vicinity of Heritage Conservation Area' with the controls C05 – C07 for 'Development in the vicinity of heritage items' under one heading as of 'Development in the Vicinity of Heritage Conservation Areas or Heritage Items' in **Section 7.5** in **Part 7 – Heritage and Archaeology**.	The submitter's suggestion to merge 'Development in the vicinity of Heritage Conservation Area' with 'Development in the vicinity of heritage items' is not supported as the controls differ. Whilst the intent to preserve heritage character and values is consistent, the controls vary, and this merger is not considered suitable under the scope of the harmonisation process. The controls under 'Development in the vicinity of heritage items' are heritage item specific (i.e. micro-level); whereas the controls under 'Development in the vicinity of Heritage Conservation Area' consider a wider context (macro-level). **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Submitter suggests adding a definition for the term 'Adequate Space' contained in **C.02** in **Section 7.5** in **Part 7 – Heritage and Archaeology** to include the area around the property boundary of the heritage item, not just the building.	*See response to No.11.d and No.15.a that explains the scope of the draft Harmonisation DCP in relation to **Part 7 – Heritage and Archaeology** and its drafting.* **Section 7.4 – General Provisions** of **Part 7 – Heritage and Archaeology** contains objectives and controls relating to the heritage curtilage (i.e. space around a heritage item) and siting of an item. These controls are designed to retain and reinforce the attributes that contribute to the heritage significance of items, areas, and their settings. These controls are considered adequate in ensuring 'adequate space' is considered when assessing new development. The application of the objectives and controls contained **in Section 7.4 – General Provisions** and **C.02** in

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			Section 7.5 – Development in the Vicinity of Heritage are cumulatively considered sufficient in managing the space around heritage items during the assessment of new works or development on a heritage item. Furthermore, development near or on a heritage item generally requires a Heritage Impact Assessment as part of the development application process to assist to ensure that new development is sympathetic to heritage significance, nearby heritage items, as well as adjoining heritage conservation area and their settings. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		d. Submitter suggests adding a definition for the term 'landscaped features' contained in **C.04** in **Section 7.5** in **Part 7 – Heritage and Archaeology** with it including significant trees, shrubs and hedges.	*See response to No.11.d and No.15.a that explains the scope of the draft Harmonisation DCP in relation to* ***Part 7 – Heritage and Archaeology*** *and its drafting.* **Section 7.4 – General Provisions** of **Part 7 – Heritage and Archaeology** includes the following control in relation to landscaping and gardens: ***C.64*** *Heritage listed gardens or significant landscape should retain layouts and primary features and structures, including native or indigenous species or exotic species such as mature trees, gardens shrubs, outbuildings, fences, stonework, pathways and the like.* The application of the provisions contained in **Section 7.4 – General Provisions** and in **Section 7.5 – Development in the Vicinity of Heritage** are considered sufficient in convey what constitutes landscaped features. In addition, explained in response *No.40.c,* all parts of a DCP are to be read in conjunction with each other, with **Part 2 – Design in Context** and **Part 5 – Environmental Management** also contained controls relating to landscaping. Collectively the three parts are sufficient in defining what constitutes landscaping / landscaping features. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		e. Submitter raises an issue that a lack of clarity in above mentioned definitions has resulted in non-sympathetic development adjacent to heritage items. Noting that a two-storey dual occupancy development (supported by a Heritage Assessment Report) was built adjacent to their heritage property.	*See response to No.11.d and No.15.a that explains the scope of the draft Harmonisation DCP in relation to* ***Part 7 – Heritage and Archaeology*** *and its drafting.* *See response to No.15.c and No.15.d in relation to the need for the definitions and the collective role of the various parts of the DCP in guiding development in relation to 'landscaping features' and 'adequate space'.* *See response to No.31.a in relation to the scope of the draft Harmonisation DCP.* The submitters feedback in relation to development approvals within their street is out of scope and relates to the development assessment process. Development assessment is completed under the provisions of the *Environmental Planning and Assessment Act 1979* with particular focus on *Section 4.15 Evaluation*. It is a requirement for applicants to explain how their development complies with relevant legislation and environmental planning instruments (including DCPs) through their Statement of Environmental Effects. The Act also requires adjoining landowners to be notified of proposed works and development, with this providing the opportunity for landowners to raise concerns with

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			impacts to heritage values/items. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		f. Submitter objects to the requirement for a DA to be submitted to install solar panels on a heritage item, as well as the application fee for doing so, citing the lack of insulation within older buildings, rising cost of energy, and aspirational shift towards renewable energy systems.	As per Attachment 2 to the Council Report from 28 November 2023, Land Use Planning Harmonisation Discussion Paper recommended inserting new controls in the DCP relating to visible elements of new technologies on heritage items and in conservation areas. Consistent with this recommendation, **Section 7.6 – Solar Energy Systems** of the draft Harmonisation DCP allows for the sensitive installation of solar energy systems (solar panels and equipment) on heritage items and within heritage conservation areas as long the development scheme protects heritage values and maintains the integrity, significance, and the character of the area. Appendix 3 of the draft Harmonisation DCP outlines the details of how to install solar panels on heritage item. Solar Energy System installation does not qualify for an exemption, heritage minor works (HMW) application or local heritage fund (LHF) application. A Development Application (supported by a Statement of Heritage Impact) needs to be lodged to ensure adequate assessment is carried out so the works are done in a way that protects heritage values and maintains the integrity of heritage significance. The draft controls and supporting Appendix allows for heritage items to improve energy efficiency and are considered suitable in achieving Council's environment performance goals. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		g. Submitter advocates for clear controls within the DCP to remove heat islands within new development.	As outlined in Attachment 2 to the Council Report from 28 November 2023, Environmental Performance controls have been updated to reflect the Parramatta City Centre DCP that responds to industry benchmarks in this field. Council officers considered the suitability of applying such controls across the whole City in line with the Land Use Planning Harmonisation Discussion Paper recommendation. **Section 5.4.4 – Urban Cooling** of the draft Harmonisation DCP provides controls which aid in cooling and removing heat from the urban environment in the City. These are innovative controls based on Australian and international evidence on cites and the urban heat island effect. The controls address the reflectivity of building roofs, podiums and facades, reducing the impacts of heat rejection sources of heating and cooling systems and green roofs or walls. **As controls sought by the submitter are already contained within the draft Harmonisation DCP, no changes are considered necessary from this submission.**
		h. Submitter questions the effectiveness of the DCP in light of new development that have detrimentally been approved via the	Noted. The CDC pathway is regulated under the Codes SEPP and managed by State Government. The PLEP 2023, as well as the draft Harmonisation DCP, cannot legally override the SEPP due to the hierarchy of Environmental Planning Instruments. Council is aware of design concerns arising from the CDC approval pathway, particularly from the dual

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		Complying Development Certificate (CDC) pathway.	occupancy development. At its meeting of 22 May 2023, Council resolved to prepare a Preliminary Discussion Paper advocating and collaborating with other councils within the Greater Sydney Region to improve design outcomes for dual occupancy development, that are delivered and approved via the complying development process under the *Codes SEPP*. In order to manage the design outcomes of dual occupancy development resulting from the Development Application process (which Council oversees), updated design controls for dual occupancy development have been proposed as part of the draft Harmonisation DCP. These controls were informed by a detailed review of dual occupancy development outcomes across the City, with some of the controls proposed to support good design outcomes including: • Increasing side setback controls and introducing a building width control to ensure a proportional response between building bulk and lot size. • Maximum length of wall control along side boundaries to reduce the impact on neighbouring properties. • Upper-level setback controls to guide bulk as perceived from the street. • Detailed guidance on the design, location and width of driveways/garages. • Increased provision for deep soil in the front setback to support large canopy tree planting. • Specifications for street interface design. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
16	Resident from Winston Hills	a. Submitter expresses concern for the permissibility of high-density residential buildings (i.e. apartments) in Winston Hills and Northmead.	Land use permissibility (i.e. where high density residential development is permitted within the LGA) is regulated under the PLEP 2023 and is outside of the scope of the draft Harmonisation DCP project. The primary function of the draft harmonisation DCP is to support the implementation of the PLEP 2023, it does not introduce amendments to the PLEP 2023 to deliver new land uses. The draft DCP provides design guidance for how development would be delivered across the City in the zones which the PLEP 2023 identifies these land uses (i.e. residential flat buildings) are permitted with consent. Further information about how the DCP and LEP work together can be accessed via Planning Information Sheet. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
17	Resident from unspecified location	a. Submitter requests the heritage conservation requirements to be reduced to streamline future development. Comments that such provisions are	*See response to No.11.d and No.15.a that explains the scope of the draft Harmonisation DCP in relation to* ***Part 7 – Heritage and Archaeology*** *and its drafting.*

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		unnecessary and are limiting these sites' development potential.	*See response to No.31.a in relation to the scope of the draft Harmonisation DCP.* Heritage listings and the inclusions of a Heritage Conservation Area are managed via the PLEP 2023 and the requirements of the *Heritage Act 1977*. Amendments to the requirements of these instruments is out of scope of the draft Harmonisation DCP project. As per Attachment 2 to the Council Report from 28 November 2023, the proposed provisions relating to heritage retain the objectives and controls in the Parramatta DCP 2011 (with some updated controls from Hornsby DCP) and these controls are considered suitable in ensuring the appropriate management of heritage in the City; and ensuring development is compatible with the significance and character of the area so that the new work does not detract from the historic buildings and their amenity to/or from the streetscape. Council officers are considering options for exploring a City wide integrated heritage study; this project is separate to the Harmonisation Project. Council officers are currently in a scoping phase of working out how the study might be completed given resources available. It is expected we may be able to provide more information on the timing and program for the study in the third quarter of 2023. This process could potentially explore the identification of heritage items within HCAs and amendments to DCP controls. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Suggests that heritage status should only be retained or acquired for items of significance.	
		c. Submitter is also in the view of that Council financially benefiting from heritage restrictions.	Council does not financially benefit from heritage protection requirement. Protecting and maintaining heritage listed properties and heritage conservation areas is one of the responsibilities Council need to satisfy as the Planning Authority under the *Environmental Planning and Assessment Act 1979* and associated regulations and guidelines. Heritage protection is an issue Council must consider when preparing a Local Environmental Plan (LEP) or an amendment to a LEP. Council performs this planning function on behalf of the community. Council also provides heritage grant funding to landowners to assist them retain and maintain heritage items and buildings in Heritage Conservation Areas. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
18	Resident from Epping	a. Submitter requests that number of parking spaces requirement should be the maximum number rather than minimums for residential development located within 800m and/or 400m of frequent transport services, this will assist to reduce traffic and overall private car dependency.	As outlined in Attachment 2 to the Council Report from 28 November 2023, the draft Harmonisation DCP includes minimum car parking rates that have been prepared by Council's Traffic and Transport team and is consistent with TfNSW Guide to Traffic Generating Development. The proposed car parking rates for residential flat buildings both inside and outside of public transport radius thresholds have been informed by the rates provided in Table 5.3 of TfNSW Guide to Traffic Generating Development. It is considered appropriate to introduce car parking provisions that consistent with TfNSW relevant guidelines. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		b. Submitter request to amend the definition of "accessible area" under the State Environmental Planning Policy (Housing) 2021 for developments near public transit to be areas that allow for at least 1 bus per 30min servicing frequency, rather than 1 bus per hour as per the current definition in the SEPP.	*See response to No.31.a in relation to the scope of the draft Harmonisation DCP.* The draft Harmonisation DCP does not contain a definition for accessible areas. The definition defaults to the State Environmental Planning Policy (SEPP), and the provisions of a SEPP prevail over a DCP. Therefore, the definitions of the Housing SEPP apply independently of the DCP and amending that definition is out of scope of the draft Harmonisation DCP project. The scope of the draft Harmonisation DCP is to consolidate the five DCPs into one set of planning controls that apply to the new Parramatta City area, and it does not introduce any amendments to other planning documents (i.e. the Housing SEPP). **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. In regard to Table 6.3.1 – Minimum car parking rates, the submitter requests the following changes for accessible areas (with exceptions via transport impact assessment): • Dwelling houses and dual occupancies: a maximum of 2 spaces per dwelling (no exceptions). • Higher density residential development in accessible areas: a maximum of 1 space per 2BR unit. • Business, office, and retail premises in accessible areas: a maximum of 1 space per 30sqm GFA. • Business and retail premises: a maximum of 1 space per 60sqm GFA. • Office premises: a maximum of 1 space per 70sqm GFA.	*See response to No.18.a in relation to the preparation of car parking rates within the draft Harmonisation DCP.* The submitters requested amendments to the car parking rates include changing the minimum rate to a maximum; and for some development types, increasing the number of required car parking spaces. No evidence is provided to support the requested rates. The specified car parking rates have been informed by a range of documents, including the recommendations of the Land Use Planning Harmonisation Discussion Paper, TfNSW Guide to Traffic Generating Development, and existing provisions from the five former DCPs. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		d. Submitter suggests that "off-road parking on narrow roads" should be prohibited to align with the Technical Direction paper of 'Off-road parking provisions on narrow roads' issued by Transport Roads & Maritime in 2014. Submitter states that there are inconsistent approaches undertaken across different areas of	The matter raised is out of scope of the draft Harmonisation DCP project. *See response to No.31.a in relation to the scope of the draft Harmonisation DCP.* "Off-road parking" in the Technical Directions Paper refers to car parking that is not on a 'road' but within a 'road related area' with this being, 'an area that is open to or used by the public for driving, riding or parking vehicles'. It is also important to clarify that the Technical Direction paper of 'Off-road parking provisions on narrow roads' issued by Transport Roads & Maritime in 2014 states that off-road parking on narrow roads may be considered, where on road parking on one or both sides of the road restrict the free movement of vehicles (especially

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		Parramatta LGA in relation to parking on nature trip and footpath.	emergency and service vehicles) along that road. This means off road parking on narrow road could be allowed given the consideration of site-specific conditions. In addition, Council's parking enforcement policy 307, specifies that Parking on Nature Strips in streets with Rollback Kerb and Gutter Under the Road Rules 2014 it is an offence for a motor vehicle to stop on a path/strip in a developed area unless there are permissible parking signs or a hard bay surface constructed for the purpose of motor vehicle parking. Whilst it is a requirement that motor vehicle drivers are to comply with the Road Rules 2014, consideration must also be given to the issue of the number of suburban streets within the City of Parramatta LGA where the road surface has been reduced in width and additional kerbing installed such as rollback kerbs. The draft Harmonisation DCP includes minimum car parking rates to guide development and it does not include parking provisions and/or restrictions relating to parking on footpaths or the Council verge in residential areas. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		e. Submitter requests clarity on the difference between 'bicycle storage' and 'bicycle parking', stating that some proposed controls refer to 'bicycle storage facilities' other refer to 'bicycle parking space'.	The terms 'bicycle storage facilities' and 'bicycle parking are used interchangeably within the draft Harmonisation DCP; however Council officers acknowledge this may cause confusion, and therefore it is recommended that the term 'bicycle storage' be replaced with 'bicycle parking facilities' to remove ambiguity and ensure the controls in **C.12** in **Section 6.3 – Bicycle Parking** of the draft Harmonisation DCP are applied correctly. **As a result of the submission, amendments will be made to the relevant section of the draft Harmonisation DCP to replace the reference to bicycle storage with bicycle parking facilities.**
		f. If above mentioned definitions are the same, submitter suggests that **C.12 Section 6.3 – Bicycle Parking** for Bicycle Storage facilities to provide charging outlets to 10% of provided bicycle parking spaces only applies if one of the following situations occurs: • The number of bicycle parking spaces is greater than 10 • The bicycle parking spaces are within a residential premise • The bicycle parking spaces are for use by staff	Bicycle parking requirements vary significantly across the five DCPs in terms of when and how much parking is required. All five DCPs require bicycle parking for apartment development and for business and commercial uses. Some DCPs also prescribe requirements for other land uses including multi-dwelling development, industrial development and education facilities. The proposed bike parking rates are adopted based on the recommendations contained under Section 6.3 of the Land Use Planning Harmonisation Discussion Paper, with minor additions to be consistent with the current *Parramatta Bike Plan 2017* and *Australian Standards 2890.3:2015 Parking Facilities- Bicycle Parking*. This includes **C.12** which requires bicycle storage facilities to include 10A e-bike charging outlets to 10% of spaces with no space being more than 20 metres away from a charging outlet, and the chargers are to be provided by the owner, *please see response to submission No.18.e above*. The submitter suggested controls would limit access to bike charging facilities potentially limiting bike use, this is contrary to the *Parramatta Bike Plan 2017* which aims to "*increase the proportion of people cycling in Parramatta…*", and the draft Harmonisation DCP which aims to "*promote greater bicycle use in the LGA*". Furthermore, bicycle parking provisions contained in **Section 6.3 – Bicycle Parking** relate to 'on site bicycle parking' not public land and therefore the intended users of the charging facilities would be limited to individuals

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			who have access to the property. The conditions proposed by the submitter are not consistent with the plans and standards referred to above and are not considered suitable for adoption in the draft Harmonisation DCP. Further information of Section 6.3 of the Discussion Paper and approach undertaken to inform the draft controls for bicycle parking can be accessed via Council's Discussion Paper and Attachment 2 to Council report from 28 November 2022. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		g. Submitter states that non-staff bicycle parking spaces should be near e-bike charging outlets and subject to a fee.	*See response contained in Submission 18.f for information regarding the provision of bicycle parking and related charging outlets.*
19	Resident from Carlingford	a. Submitter opposes the permissibility of dual occupancy development in R2 zoned land, where such developments were previously permitted (such as Tamboy Avenue, Carlingford and surrounding streets).	*See response to No.7.a in relation to the Department of Planning and Environment not supporting the recommendations of the Discussion Paper when the Harmonisation Planning Proposal was finalised, and the Council endorsed position on dual occupancy prohibition.* Land use permissibility (i.e. dual occupancy development is permitted within the LGA) is regulated under the PLEP 2023 and is outside of the scope of the draft Harmonisation DCP project. Council consulted with the community on land use planning matters as part of the Land Use Planning Harmonisation Discussion Paper in 2019, and the Harmonisation Planning Proposal (i.e. draft Harmonisation LEP) in 2020. These two consultation processes were the opportunity for the community to provide feedback on land use permissibility (i.e. zoning). The primary function of the draft harmonisation DCP is to support the implementation of the PLEP 2023; it does not introduce amendments to the PLEP 2023 to address land uses. The draft DCP provides design guidance for how those development would be delivered in areas which the PLEP 2023 identifies they are permitted with consent. Further information about how the DCP and LEP work together can be accessed via Planning Information Sheet. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter raises concern that current traffic infrastructure and local amenities are not adequate in supporting a growth in population, specifically from above mentioned dual occupancy development.	The provision of infrastructure is out of scope of the draft Harmonisation DCP project. The provision of local infrastructure (such as local roads, open space) is guided by the Community Infrastructure Strategy (CIS) 2020 and delivered via the City of Parramatta (Outside CBD) Development Contributions Plan 2021 which came into effect on 20 September 2021 through the harmonisation planning framework. These plans considered anticipated growth under Council's Local Housing Strategy 2020 and have been prepared to support future development.*See response to No.31.a in relation to the scope of the draft Harmonisation DCP.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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20	Resident from Ermington	a. Submitter supports dual occupancy development, where conditions are appropriate.	*See response to No.7.a in relation to the Department of Planning and Environment not supporting the recommendations of the Discussion Paper when the Harmonisation Planning Proposal was finalised, and the Council endorsed position on dual occupancy prohibition.* Noted. Land use permissibility (i.e. dual occupancy development is permitted within the LGA) is regulated under the PLEP 2023 and is out of the scope of the draft Harmonisation DCP project. The primary function of the draft harmonisation DCP is to support the implementation of the PLEP 2023 by providing design guidance for how low residential development (including dwelling housings and dual occupancies) will be delivered in areas which the PLEP 2023 identifies they are permitted with consent. Further information about how the DCP and LEP work together can be accessed in the Planning Information Sheet that accompanied the draft Harmonisation DCP exhibition package. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter objects to the CDC approval pathway and raises concerns with development approved via the Complying Development Certificate pathway (i.e. dual occupancy, granny flats) as these have negative impacts on local amenity including local infrastructure, lack of solar energy consideration, and overshadowing neighbour properties.	The CDC pathway is regulated under the Codes SEPP and managed by State Government. The PLEP 2023, as well as the draft Harmonisation DCP, cannot legally override the SEPP due to the hierarchy of Environmental Planning Instruments. *See response to No.15.h in relation to dual occupancy development via the CDC pathway and next step for Council in advocating for changes to the Codes SEPP to manage development outcomes. Response also explains how Council is managing dual occupancy development lodged and assessed via the DA pathway.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Submitter requests Council to mandate Council's overshadowing requirements to those applying via the CDC pathway, noting that this is a significant issue with the *Codes SEPP*.	
		d. Submitter requests that off-street parking requirements are increased for dual occupancy developments and granny flat developments.	*See response to No.18.a in relation to the preparation of car parking rates within the draft Harmonisation DCP.* Table 6.3.1 – Minimum car parking rates within the draft Harmonisation DCP requires dual occupancy developments provide a minimum of 1 space per dwelling, and a minimum of 2 spaces for developments with 3 or more bedrooms. Secondary dwellings (i.e. granny flats) are not required to provide additional parking. The specified car parking rates have been informed by a range of documents, including the recommendations of the Land Use Planning Harmonisation Discussion Paper, TfNSW Guide to Traffic Generating Development, and existing provisions from the five former DCPs. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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21	Resident from Epping	a. Submitter requests more public exercise machines and shelter from rain to be installed in Forest Park, Epping.	The submitter's request for more public facilities in parks is out of scope of the draft Harmonisation DCP project. The scope of the draft Harmonisation DCP project is largely to consolidate the five former DCPs to deliver one consolidated set of planning controls. While it is not within the scope of the harmonisation project, the request has been forwarded to the relevant team for consideration. *See response to No.31.a in relation to the scope of the draft Harmonisation DCP.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
22	Resident from Winston Hills	a. Submitter raises concern with the way the DCP is implemented and applied arguing it is not effective because in the case of the Winston Hills Special Character Area, local character, streetscape, bulk and scale are not thoughtfully considered and that current criteria for assessment favours the maximisation of development potential, without consequences for non-compliance.	Development assessment is completed under the provisions of the *Environmental Planning and Assessment Act 1979* (the Act) with particular focus on *Section 4.15 Evaluation*. It is a requirement for applicants to explain how their development complies with relevant legislation and environmental planning instruments (including DCPs) through their Statement of Environmental Effects. The primary function of a DCP is to provide building and design controls on how the density of a land use permitted under an LEP (which is specified via the height and Floor Space Ratio) can be delivered or distributed on a development site. Density (or 'development potential') is managed by the LEP, not a DCP. A Planning Information Sheet. is available to understand more about the difference between an LEP and DCP and how they work together to guide development. Objectives and controls within the DCP are used together to ensure new development is designed with consideration to adjoining development, streetscape and character, and amenity. Should a development not strictly comply with a control due to site constraints or configuration, but the development outcome delivers the intent of the objective (for example, delivers privacy to neighbours), then a degree of variance could be considered via the assessment process. However, emphasis is on achieving the desired character and amenity. This would also account for Special Character Areas and maintaining local character. **Part 2 – Design in Context** and **Part 3- Residential Development** provide detailed guidance on managing local character, streetscape, and bulk and scale. These controls are required to be considered during the assessment of a Development Application. As outlined in Attachment 2 to the Council report from 28 November 2022, the draft Harmonisation DCP has also revised and updated controls to improve residential building design outcomes. These have been prepared to manage the planning and design considerations raised by the submitter. The draft Harmonisation DCP has also maintained the existing Special Character Area from the former DCPs, including Winston Hills. The draft Harmonisation DCP also includes updated controls to protect local trees as outlined under **Section 5.3.4 - Tree and Vegetation Management**. These controls provide greater protection to Special Character Areas, including Winston Hills and more information can be found in Attachment 2 and Attachment 3 to the Council report from 28 November 2022. Whilst planning controls seek to maintain character there is an element of design that is subjective when it

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			comes to the use of character and integrated design. Furthermore, The Act also requires adjoining landowners to be notified of proposed works and development, with this providing the opportunity for landowners to raise concerns relating to things like local character, streetscape, bulk and scale. Submissions made during the development assessment process also need to be addressed as part of the development assessment process. Applicants must wholly comply with conditions of consent as per their DA approval. Regarding compliance, as per the *Environmental Planning and Assessment Act 1979*, post-consent certificates (construction and occupation certificates) are only issued subject to the fulfilment of the conditions of consent outlined in the DA determination. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter states that Council's endorsement of the Draft DCP for public exhibition is pre-mature if consultation with the DA team has not occurred. This is to ensure that its application is practical and appropriate, stating that the Draft DCP serves no purpose if not stringently followed in practice.	Council's Development Assessment team exercise apply the Parramatta LEP and DCP for the determination of development applications as required by the *Environmental Planning and Assessment Act 1979*. The draft Harmonisation DCP was developed in close consultation with Council's relevant teams including the Development Assessment team and City Design team who apply the DCP during the development assessment process. Whilst the scope of the draft Harmonisation DCP is to consolidate the existing controls within the DCPs, some minor, administrative/non-policy refinements were made to assist in the practical application of controls and remove potential for ambiguity. This is intended to assist the assessment process and the application of the controls. Furthermore, where new controls are proposed (for example, dual occupancy development – see response *No.15.h* for more detail), these controls were workshopped with Council's Development Assessment team to ensure they are practical in their application. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Submitter comments that limitations of the DCP and the level of discretion applied in the assessment of DAs (which ICAC and the Audit Office state to be a corruption risk) should be disclosed in the DCP to manage public expectation of future development.	The primary goal of the draft Harmonisation DCP is to consolidate the five former DCPs to create a consistent set of general land use policies and development controls for Parramatta LGA. Risk management and public interest disclosure is therefore out of the scope of the draft Harmonisation project, and more broadly outside of what a DCP contains. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		d. Submitter states that justifications for disconnection between the DCP and developed built outcomes should be provided, so that residents better	*See response to No.22.a for detail around the development assessment process and consideration of a DCP in this process.* The Development Assessment Report for a proposed development is carried out with consideration to *Section 4.15 Evaluation* of the *Environmental Planning and Assessment Act 1979*. This report requires assessment

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		understand Council's decisions, citing the inclusion of local character within Winston Hills as an example.	against the relevant LEP and DCP controls and whether any variations are sought. It is important to note that should a development not strictly comply with a DCP control due to site constraints or configuration, but the development outcome delivers the intent of the objective (for example, maintains local character), then a degree of variance could be considered via the assessment process. This is explained within the assessment reports. These reports are available to the public on the NSW Planning Portal. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		e. Submitter notes that street parking and traffic obstruction have not been appropriately accounted for in such scenarios. Suggests that provisions to address these context-specific issues be included in **Part 2 – Design in Context** of the Draft DCP.	As outlined in Attachment 2 to the Council Report from 28 November 2023, the draft Harmonisation DCP includes minimum car parking rates that have been prepared by Council's Traffic and Transport team and is consistent with TfNSW Guide to Traffic Generating Development. **Part 6 – Traffic and Transport** of the draft Harmonisation DCP contain general parking requirements and specific parking rates for various types of development. The controls provide a minimum car parking rate per dwelling with a minimum of 2 spaces for developments with 3 or more bedrooms. These provisions in conjunction with **Section 3.3.2.5 – Parking Design and Vehicular Access** aim to reduce on-street parking and improve visual amenity. The controls within **Part 6 – Traffic and Transport** relate to the delivery of parking on development sites; they do not relate to the management of on-street parking. Feedback in relation to on-street parking is outside of the scope of a DCP. The feedback has been forwarded to the relevant team at Council for their consideration. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		f. Submitter comments that the introduction of **Section 3.1 - Housing Diversity and Choice** is misguided, stating that the recent delivery of dual occupancies have degraded local amenity and quality of life for local residents. Affirms that the shift away from low density detached housing pattern has resulted in increased and unplanned pressure on existing infrastructure.	*See response to No.7.a in relation to the Department of Planning and Environment not supporting the recommendations of the Discussion Paper when the Harmonisation Planning Proposal was finalised, and the Council endorsed position on dual occupancy prohibition.* The introductions to various parts of the draft Harmonisation DCP are intended to provide an overview of the planning considerations that section of the DCP is addressing. The introductions precede the objectives and controls, and cumulatively present the planning and design framework for that specific consideration. **Section 3.1 - Housing Diversity and Choice** outlines the importance of delivering a mix of housing typologies to respond to the growing and diverse population of the City of Parramatta. It also provides links to critical council strategies that relates to housing diversity and delivery. The submitters feedback in relation to the content of the introduction of **Section 3.1** is considered opinion. *See response No.15.h for detail on the improved dual occupancy design controls proposed within the draft Harmonisation DCP aimed to assist in managing amenity.* *See response No.19.b in relation to infrastructure provision.* *See response to No.22.a for detail around the development assessment process and consideration of a DCP in*

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			this process. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		g. Submitter is concerned with the role of large tree plantings, stating that they would impede on passive surveillance of the street and cause nuisance and danger to adjoining properties.	As explained within Attachment 2 and Attachment 3 to the Council report from 28 November 2022, the draft Harmonisation DCP includes updated controls to protect local trees. These controls have been developed in consultation with Council's Landscaping and Tree Management Team and City Design team to deliver suitable landscaping and vegetation controls to achieve Council's Environmental Sustainability Strategy 2017. The draft controls within **Section 5.3.4 - Tree and Vegetation Management** have been developed to strike a balance between allowing new development and preserving and enhancing the tree coverage to protect the amenity, character and liveability of neighbourhoods. Increasing tree canopy is a Council policy due to the environmental and liveability benefits The proposed controls also considered the practicality and interpretation of the controls, which will assist in managing compliance and community expectations around preservation. **Section 5.3.4 - Tree and Vegetation Management** contains controls that allow for the pruning and removal of dead branches to address instances of nuisance and danger. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		h. Submitter requests balconies and decks not be identified as pergolas in the Development Application, because the DCP controls restricting the location of the balconies and decks will be ignored and result in illegal works.	The development assessment process is out of scope for the draft Harmonisation DCP. *See response to No.22.a for detail around the development assessment process and consideration of a DCP in this process.* *See response to No.31.a in relation to the scope of the draft Harmonisation DCP.* The draft Harmonisation DCP contains a glossary which identifies a balcony as: *"Includes any porch, patio, covered deck or verandah, but does not include any deck area which is not provided with a roof".* This definition does not include a pergola and will be required to be identified as such if outside of this definition. Additionally, it will be assessed as a unique element. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
23	Resident from Epping	a. Submitter recognises the importance of land use planning's role in reducing power loads and the urban heat island effect, especially considering the shutdown of Liddell.	Noted. *See response No.15.g for detail on Section 5.4.4 - Urban Cooling of the draft Harmonisation DCP.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		b. Submitter requests that dual occupancies are restricted in more locations, such as R2 zoned land in Carlingford, Dundas, Eastwood, Epping and Rydalmere (with the exception of land fronting Marsden, Kissing Point and Victoria Roads). Notes that a minimum lot size of 600sqm and minimum subdivision lot of 550sqm is insufficient particularly as the built outcomes are generally too large for their lots and almost all trees are removed.	*See response to No.7.a in relation to the Department of Planning and Environment not supporting the recommendations of the Discussion Paper when the Harmonisation Planning Proposal was finalised, and the Council endorsed position on dual occupancy prohibition.* Land use permissibility (i.e. where dual occupancy development is permitted within the LGA) and minimum subdivision lot size are regulated under the PLEP 2023 and is outside of the scope of the draft Harmonisation DCP project. Council consulted with the community on land use planning matters as part of the Land Use Planning Harmonisation Discussion Paper in 2019, and the Harmonisation Planning Proposal (i.e. draft Harmonisation LEP) in 2020. These two consultation processes were the opportunity for the community to provide feedback on land use permissibility (i.e. dual occupancy permissibility). The primary function of the draft harmonisation DCP is to support the implementation of the PLEP 2023 by providing design guidance for how low residential development (including dwelling housings and dual occupancies) will be delivered in areas which the PLEP 2023 identifies they are permitted with consent. Further information about how the DCP and LEP work together can be accessed in the Planning Information Sheet that accompanied the draft Harmonisation DCP exhibition package. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Suggests a mandate of 50% of the site to be landscaped, not concreted or paved.	The draft Harmonisation DCP contains landscaping controls per development type within **Part 3 - Residential Development** and **Part 4 – Non-Residential Development**. These controls have been prepared to ensure sufficient landscaping and deep soil are provided. The overall landscaping controls for residential building typologies (which includes dwelling houses, dual occupancies, townhouses, and terraces) within **Part 3** are as follows: • A minimum of 40% of the total site area needs to be landscaped, including deep soil which needs to be a minimum of 30% of the total site area. Additionally, the requirement for soil depth has been increased from 1.0m to 1.2m. Apartment buildings, shop-top housing and mixed-use developments share the same landscaping requirements with additional provisions to align with the Apartment Design Guide. As outlined within the Land Use Planning Harmonisation Discussion Paper, controls relating to landscaping across the five DCPs for residential building typologies ranged between 10% to 50% of total lot size. Consistent with the Discussion Paper, the draft Harmonisation DCP retains controls from the Parramatta DCP 2011 for landscaping and deep soil area as they were the more suitable controls from the five DCPs to deliver feasible building envelopes whilst reducing hardstand areas (i.e. concreated or paved areas) and deliver deep soil that accommodate canopy trees, vegetation plantings, and the infiltration of ground water. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		d. Submitter generally objects to multi-dwelling housing development	Multi dwelling housing often in form of villas, dual occupancies, townhouses and terraces supports a proportion of households that want homes in shapes, sizes and locations that suit their lifestyles and budgets. The draft Harmonisation DCP controls aim to ensure all development types including multi dwelling housing are well designed and fit into the character of the area. Objection to multi-dwelling housing development and concerns in relation to site specific development is out of the scope of the draft Harmonisation DCP project. The scope of the draft Harmonisation DCP project is largely to consolidate the five former DCPs with some policy changes to reflect changes in planning legislations (i.e. Code SEPP and Sustainability SEPP) and following up actions identified in Council resolutions. Land use permissibility (i.e. where multi-dwelling housing development is permitted within the LGA) is regulated under the PLEP 2023. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		e. Submitter generally objects to gas cooking (noting it is a BASIX problem).	Noted. **Section 5.4.3 – All Electric Buildings** in the draft Harmonisation DCP controls was drafted with alignment to the current *State Environmental Planning Policy (Sustainable Buildings) 2022* that requires all 'large commercial' buildings to minimise the use of on-site fossil fuels (i.e. gas), as part of the goal of achieving net zero emissions in New South Wales by 2050. In line with the intent of the SEPP, the draft DCP proposes that all new commercial development and non-residential development that is State Significant development are to use only electricity (grid provided and on-site renewables) for all energy requirements associated with normal operations. It is noted that where an intended use requires a process or equipment that is not able to be served by electricity, fossil fuels may be provided to service that service only. The requirement for all residential development to be all electronic (i.e. not allowing gas cooking) was not proposed as part of the draft Harmonisation DCP as the DCP was drafted with close aligned with the above SEPP which does not require all residential developments to be all electric. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		f. Submitter objects to the use of dark-coloured material for roofs, driveways and grass pavers in construction and landscaping.	As outlined in Attachment 2 to the Council Report from 28 November 2023, Environmental Performance controls have been updated to reflect the Parramatta City Centre DCP that responds to industry benchmarks in this field. Council officers considered the suitability of applying such controls across the whole City in line with the Land Use Planning Harmonisation Discussion Paper recommendation. **Section 5.4.4 – Urban Cooling** of the draft Harmonisation DCP provides detailed controls which will aid in cooling and removing heat from the urban environment within the LGA, including controls addressing the reflectivity of building roofs, podiums and facades, reducing the impacts of heat rejection sources of heating and cooling systems and green roofs or walls. The draft Harmonisation DCP further details minimum shading technical requirements under **Section 5.4.4.3 – Facades** to mitigate urban heat and are required to addresses

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			environmental performance across the new City of Parramatta. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		g. Submitter generally objects to the erection of housing that have a similar appearance to office buildings (i.e. development on Willoughby Street, Epping).	**Part 2 – Design in Context, Part 3 – Residential Development** and **Part 4 – Non-Residential Development** of the draft Harmonisation DCP contain numerous general building form and design provisions addressing: • Overall design quality • Facade design • Building siting • Building materials • Landscaping, deep soil, parking and fencing These controls have been updated to ensure adherence to built form controls that compliment and integrate into the existing streetscape. The controls are of a general nature to provide flexibility in development whilst maintaining the surrounding context. **Part 8 – Centres, Precincts, Special Character Areas and Specific Sites** contains further controls to maintain local character, special character areas and heritage conservation areas. Whilst planning controls seek to maintain character there is an element of design that is subjective when it comes to the use of character and integrated design. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
24	Resident from Northmead	a. Submitter expresses disappointment at the lack of strategic progress within North Parramatta area, stating that public support and involvement is imperative to its success. Submitter comments that planning for future Parramatta North Urban Transformation Precinct (PNUT) should recognise the importance of its culture facility, entertainment, commercial and medical services, key recommendations to the planning controls for PNUT site including: • Planning for PNUT needs to reduce the environmental impact of adjoining areas	.Noted. The scope of the draft Harmonisation DCP project is to consolidate the five former DCPs and retain existing site specific controls. Comments in relation to site specific DCP controls (i.e. PNUT) is out of scope of the draft Harmonisation DCP project, as those controls have been directly transferred from former DCPs to the current draft DCP with no changes proposed. The PNUT Site was rezoned in 2015 by the Minister for Planning and the master planning process was led by Property and Development NSW. The master planning process included detailed considerations of planning, design and heritage objectives/principles. Following the rezoning process, site specific DCP controls for PNUT (i.e. **Section 8.2.2**) were developed in 2017 to further support the proposed land uses. The DCP process involved consultation with the community and State Agencies including the NSW heritage Office. The controls were subject to a separate community consultation process and are considered to be appropriate. It is noted the study area for Westmead Place Strategy and North Parramatta Place Strategy, both led by the State Government, encompassed the entire PNUT site specified under the draft Harmonisation DCP. A specific review of the controls for the PNUT site are being considered as part of a proposal to potentially include a

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		and the size, design and visual impact of new developments must be compatible with the surrounding heritage sites and facilities. • The boundary for the PNUT site should be inclusive of Parramatta Park and the North Parramatta Mental hospital site, supported by an overarching strategy. And significant high-rise development should be concentrated in limited areas away from the heritage sites (specifically North Rocks Road and the southern region of North Parramatta), and that Church Street should be 5-7 storeys high and "only one property deep". • Planning for Parramatta North Urban Transformation Precinct (PNUT) should learn from many worldwide examples (such as Boston, USA) where planning strategies successfully marry the cultural, historic, economic, and environmental strategies. • Exercise areas and dog training sites are to be limited and Council should consider the prohibition of such change to allow residents to lease these sites • The previous Council parking area between Harold and Fennell Street, which is currently used by the Parramatta Light Rail construction, should remain as a Council parking facility that could include other community uses, and an open park on the top level.	university campus in this precinct. As such, any change to the development controls (i.e. HOB, heritage curtilage) applying to PNUT will be subject to the outcomes of above mentioned projects: North Parramatta Place Strategy and the progress of Westmead Precinct Planning through separate planning process that are outside of the draft harmonisation DCP project. Detailed land use plans for the land subject to the study area of North Parramatta Place Strategy (i.e. including the previous Council car park between Harold and Fennell Street) will be considered as part of the planning process led by State government with support from Council. These planning processes will provide further opportunities for community consultation which will allow the community express their views and have them considered as part of those projects. **For the above reasons, the control is retained within the draft DCP and is considered suitable**
25	Resident from Silverwater	a. Submitter objects to the proposed 1.5m side setback (**C.09**) within **Section 3.3.2.2 – Preliminary Building Envelope** relating to dual occupancy development **in Part 3 – Residential Development**. Submitter recommends retaining the minimum 0.9m	As explained in Attachment 2 and Attachment 3 to the Council report from 28 November 2022, updated design controls for dual occupancy development have been proposed as part of the draft Harmonisation DCP. This is to manage the design outcomes of dual occupancy development resulting from the Development Application process (which Council oversees). The revised controls were informed by a detailed review of dual occupancy development outcomes across the

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		side setback with no maximum building width control as this is standard across all former councils.	City. One of the controls proposed to assist in managing bulk and scale of dual occupancy development was increasing the side setback controls and introducing a building width control to ensure a proportional response between building bulk and lot size. Urban design testing demonstrated that a minimum 1.5m side setback (**C.09**) and maximum building width of 80% of the lot (**C.10**) are required to ensure sites are of sufficient width to achieve: a) the necessary standard of amenity in relation to privacy, solar access, landscaping and private open space, b) a sense of street address to both dwellings, and c) safe and efficient pedestrian and vehicular access. Whilst a side setback of 0.9m was contained within the PDCP 2011 and former DCPs, the resulting bulk and scale of dual occupancy development delivers poor built form and streetscape outcomes. Therefore, the proposed control is tested to improve development outcomes, which is critical as dual occupancy development continues to be prevalent across the City. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter requests a minimum site area of 500sqm for dual occupancy development.	The minimum lot size for dual occupancy development is 600sqm and is regulated under the PLEP 2023. The submitters request for a 500sqm lot size is outside of the scope of the draft Harmonisation DCP project. Council consulted with the community on land use planning matters (such lot size) as part of the Land Use Planning Harmonisation Discussion Paper in 2019, and the Harmonisation Planning Proposal (i.e. draft Harmonisation LEP) in 2020. These two consultation processes were the opportunity for the community to provide feedback on principal development standards (i.e. minimum lot size and zoning). The primary function of the draft harmonisation DCP is to support the implementation of the PLEP 2023 – it does not propose amendments to the PLEP 2023. The draft DCP provides design guidance for how those development would be delivered in areas which the PLEP 2023 identifies they are permitted with consent. Further information about how the DCP and LEP work together is detailed in the Planning Information Sheet. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Submitter requests that the 100sqm private open space requirement (**C.03** of **Section 3.3.1.4 - Open Space and Landscape** for dwelling houses, secondary dwellings, and dual occupancies) apply to the principal lot for dual occupancies, providing 50sqm to each dwelling.	As explained within Attachment 2 to Council Report from 28 November 2023, following a detailed review of dual occupancy development outcomes across the City, a consolidated set of controls have been prepared in response to a number of recurring design concerns. Whilst focus of this testing and design work was to address the building envelope, bulk and scale, and address to the streetscape for dual occupancy development (see Attachment 3 to Council Report from 28 November 2023), controls were also reviewed to guide private open space. The minimum of 100sqm of private open space per dwelling will promote adequate amenity, landscaping, and usability for residents. The control also mirrors the private open space provisions for dwelling houses. This assists in delivering consistency in the provision of quality usable private outdoor living areas for recreational

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			and outdoor activities for the various forms of residential accommodation permitted in low density neighbourhoods. In other words, the predominant residential land uses within the R2 zone deliver the same level of private space and amenity for residents, and deliver the objectives of the zone from the PLEP 2023: • to maintain the low density residential character of the area. • to protect and enhance tree canopy, existing vegetation and other natural features. The private open space requirements for residential uses permitted in the R3 Medium Density Residential zone (i.e. townhouses) and R4 High Density Residential zone (i.e. residential flat buildings) are not comparable to the requirements for the uses within the R2 zone due to the different contexts. Therefore, the submitter's assertion that 50sqm for dual occupancy development provides an appropriate transition between different medium to high density residential uses is not valid as the uses are within different zones, with different objectives, and building densities/typologies. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		d. Submitter requests that **C.03** within **Section 3.4.1.2 – Preliminary Building Envelope** relating to townhouses be amended to permit 2 storeys for townhouse development that does not directly front a public street, rather than the single storey, stating that a limit of 1 storey is not practical or feasible.	The requirement of **C.03** within **Section 3.4.1.2 – Preliminary Building Envelope** within the draft Harmonised DCP that requires townhouses which do not directly front a public street to be a maximum of 1-storey plus attic has been carried over from the Parramatta DCP 2011. This is consistent with the scope and intention of the harmonisation process and was retained within the draft Harmonisation DCP to ensure town houses are designed to: • ensure development contributes to a visual cohesiveness along the streetscape and delivers uniformity in bulk, scale, setbacks, and height. • provide adequate separation between buildings and protect adjoining buildings from overlooking and loss of amenity. However, it is noted that the control also states that additional height may be considered to the rear of the site where it is demonstrated that amenity outcomes are acceptable. Council could consider approving additional height if a development scheme satisfies the objectives of the DCP and development provides satisfactory built form, amenity, and privacy. *See response to No.42.f in relation to the number of storeys for townhouse development not frontage a street.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
26	Resident from Carlingford	a. Submitter generally objects to the DCP and regulation of future development. Submitter is in the view of regulation systems infringe the rights of property owners and the DCP should not include	*See response to No.3.d in relation to the purpose and function of a DCP in guiding development outcomes.* In relation to the submitters comment about provisions for the maintenance of a property, the draft Harmonisation DCP (and DCPs more general) do not impose provisions around property maintenance.

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		provisions for the maintenance of property (i.e. restriction on tree removal).	It is noted there are provisions relating to the management of trees contained in **Section 5.3.4 - Tree and Vegetation Management**. These controls are designed to manage and preserve canopy trees coverage across the City to maintain amenity, retain urban forest, canopy cover, reduce urban heat, and protect habitat. The removal of a tree requires an assessment as part of Tree Permit Application (or DA within certain special areas within the City such as Heritage Conservation Areas). This is consistent with the *Biodiversity Conservation Act 2016* and *Chapter 2* of the *State Environmental Planning Policy (Biodiversity and Conservation) 2021*. Trees and vegetation that are categorised as protected are protected by law, irrespective whether it is located at private or public land. This is because trees are an important community asset and contribute to the urban forest and their removal or excessive pruning needs to be assessed by Council to determine their suitability and reduction in urban tree canopy. However, exempt works are contained within the draft Harmonisation DCP that allows for pruning and the removal of dead branches as required. Attachment 2 and Attachment 3 to the Council report from 28 November 2022 contain more information on the approach to tree preservation and management. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter opposes the provisions of **Section 5.3.4 - Tree and Vegetation Preservation**, stating that private landowners should have freedom in the selection, maintenance, and removal of private trees.	
		c. Submitter concerns that the restriction on tree removal within the draft DCP would result trees causing shading to building structures such as solar panels and washing lines, which is contrary to zero emission targets. Also, the proposed tree protection provision would be costly for landowners to maintain.	
		d. Submitter comments that the adoption of this DCP should only be done after a referendum of all of its private property owners have voted in favour of the plan.	The preparation and adoption process for a Development Control Plan is regulated under the *Environmental Planning and Assessment Act 1979*, specifically under *Division 3.6 Development Control Plans*. A referendum is not required as part of the preparation of this environmental planning instrument. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
27	Individual from unknown location	a. Submitter raises issues with proposed controls for residential development, stating that these controls are unreasonably limiting the development potential of family homes.	The purpose of the residential development controls under **Part 3 – Residential Development** of the draft DCP is to balance the need for housing and economic growth and protect and enhance housing diversity, heritage, local character and the City's environmental assets. The proposed controls under **Part 3** have been informed by the recommendations of the Land Use Planning Harmonisation Framework Discussion Paper and further urban design testing (for certain residential accommodation as explained in Attachment 3 to Council Report from 28 November 2022) to deliver suitable built form outcomes, optimise site area coverage, private open space, and amenity. The controls provide detailed design guidance to support land uses permitted within the PLEP 2023. The PLEP 2023 via the land use zoning map determines where different uses are located across the City and caters for a variety of low to medium density housing typologies. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		b. Submitter comments that limiting excavation for sloping sites will result in more expensive developments, and that stepped levels provide tripping hazards for children and elderly people. Submitter is in the view of that these controls are not practical for the context of Parramatta.	*See response No.2.c in relation to the draft Harmonisation DCP's management of sloping sites.* **Section 5.2.4** of the draft DCP includes controls for earthwork and development on sloping site. The controls have been consolidated from the previous five DCPs and are required to ensure any cut and fill activities do not to create detrimental impacts on the surrounding environment and adjoining properties (i.e. impacts of overland flow, privacy, disputation to drainage patterns and sedimentation on downstream waterways and drainage systems). Further detail can be found in the Land Use Planning Harmonisation Framework Discussion Paper. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
28	Resident from Epping	a. Submitter requests that provisions of clearing traditional planting and significant trees on private land within Heritage Conservation areas to be strengthened and monitored/reinforced more closely.	**Section 5.3.4 – Tree and Vegetation Preservation** of the draft Harmonisation DCP includes detailed controls for tree and vegetation preservation, specifically under Table 5.3.4.1 which specifies that a Development Application is required for any major work to any tree (including removal) for land within a Heritage Conservation Area. Furthermore, tree preservation controls have been updated to better protect the trees that contribute the most tree canopy and amenity; and offer additional protection to special areas (including Heritage Conservation Areas) without being onerous and impractical. Any tree with a height equal to or exceeding three (3) metres or any tree capable of growing to a height of 3 metres (where the tree with a height less than 3 metres has been intentionally planted) is protected within Heritage Conservation Areas and requires approval for major works. Further detail is contained within Attachment 2 and Attachment 3 to Council Report from 28 November 2022. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter seeks for further information on whether there are any controls to enforce the protection of these trees, whether there are consequences for non-compliance, and if there are sufficient guidelines for replanting.	*See response No.47.a regarding tree preservation within the draft Harmonisation DCP.* **Section 5.3.4 – Tree and Vegetation Preservation** contains controls relating to an Offset Program (**C.03**). Where a tree is approved to be removed, Council will seek the replanting of a suitable canopy replacement tree or trees in a suitable location on the site. Any replacement trees will need to be grown to maturity and replaced if the planting fails to survive and thrive. This will usually be a condition of development consent via the development assessment process. In addition to **Section 5.3.4 – Tree and Vegetation Preservation**, **Part 7 - Heritage and Archaeology** - Landscaping and Garden of the draft Harmonisation DCP includes controls to protect trees that contributes to the significance of heritage listed items. These controls require trees on sites listed on the New South Wales State Heritage Register to obtain approval from the Heritage Council prior to any pruning or removal. Exemptions may be granted for pruning up to 30% of the canopy of a tree on a State Heritage Register listed site within a two-year period. Penalties, including fines, may be issued to a person found guilty of contravening these controls. In addition to a penalty, the Court may also order the repair, remedial pruning or replacement of a damaged,

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			destroyed, poisoned or severely pruned or removed tree and impose an order to maintain such replacement to maturity. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Submitters questions what is being done to educate and inform residents of their rights/responsibilities to protect the natural environment.	Matters raised in relation to education on tree protecting program is out of scope of the draft Harmonisation DCP project. *See response to No.31.a in relation to the scope of the draft Harmonisation DCP.* Council's website currently contains messaging on the value and importance of trees including a video on the benefit of trees. This material outlines the environmental, economic and social benefits of trees and detail the positive impact trees have on communities. The Environmental Sustainability Strategy 2017 equally emphasises the importance of trees as assets and the need to protect these into the future. The content and usage of community engagement and communication tools and programs for Council's tree vision and policy (and any environmental or planning matter) is out of the project scope of the draft Harmonisation DCP. However, Council through its City Engagement Directorates regularly communicates to resident details of new tree planting, bushland rehabilitation, and plant give-away programs. Recently this work has focussed on the success of the Greening Parramatta program and promoting the 2023 Parramatta Light Rail Tree Planting Program. This information is communicated in Council's monthly eNewsletters, publications and webpages and from time to time included in Lord Mayor's Column within Parramatta News. There have been programs that invited schools to participate in tree planting programs including National Tree Day. Our Greening Parramatta program in particular attracted a number of school children who became enthusiastic Tree Champions. Where resources are available, environmental programs are shared with schools in the LGA and their participation encouraged. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		d. Suggests that trees that have been removed should be replaced by trees greater than 4m height.	Tree removal and replanting are assessed as part of the application process, suitable replacement trees (i.e. size and species) are required and assessed on a case by case scenario, and dependent on the local environment. A general control to require a mandated replanting tree size as suggested by the submitter would be inconsistent with the site specific assessment undertaken by Council officers as described above.. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
29	Resident from Winston Hills	a. Submitter comments that recent and upcoming dual occupancy developments in the Lois and Naomi Streets precinct of Winston Hills have severely affected the amenity of local residents, and requests	**Council has responded separately to the submitter about the issues raised in relation to the development application mentioned, with feedback on specific development outcomes, the development assessment process, and other matters not in scope of the draft Harmonisation DCP**.

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		that greater emphasis on issues associated with dual occupancy developments on narrow streets must be addressed, including the assessment of these DAs and existing issues within affected areas. b. Submitter states that the DA Assessment Officers have incorrectly assessed DAs which have resulted in inappropriate built design outcomes which maximise the building footprint within a site and ignores planting requirements, pointing to 74 Naomi Street South as an example; with the Submitter of the view there is a gap within the Draft DCP and the holistic planning process.	The submitters general concerns about dual occupancy and process are the focus of this response. The draft Harmonisation DCP introduces new and updated controls in relation to dual occupancy development to improve on maintaining visual and acoustic privacy between dwellings, as well as articulation of side boundary walls through a maximum length of wall control. Some of the controls that have been proposed include: • Increasing side setback controls and introducing a building width control to ensure a proportional response between building bulk and lot size. • Increased provision for deep soil in the front setback to support large canopy tree planting. A DCP is used to support the implementation of the LEP and provides guidance related to more detailed development controls, however, they can be applied with more flexibility and thus enables more scope for variation throughout the development application process. The purpose of the residential development controls under **Part 3** of the draft DCP is to balance the need for housing and economic growth and protect and enhance housing diversity, heritage, local character and the City's environmental assets. The proposed controls under **Part 3** have been informed by the recommendations of the Land Use Planning Harmonisation Framework Discussion Paper and urban design testing (for certain residential accommodation as explained in Attachment 3 to Council Report from 28 November 2022) to deliver suitable built form outcomes, optimise site area coverage, private open space, and amenity. This design testing was carried out for a number of sites of varying contexts (including Winston Hills). Following on from this, the draft Harmonisation DCP introduces new and updated controls in relation to dual occupancy development to improve on maintaining visual and acoustic privacy between dwellings, as well as articulation of side boundary walls through a maximum length of wall control. Some of the controls that have been proposed include: • Increasing side setback controls and introducing a building width control to ensure a proportional response between building bulk and lot size. • Increased provision for deep soil in the front setback to support large canopy tree planting. Development assessment of specific development types are completed under the provisions of the *Environmental Planning and Assessment Act 1979* (the Act) with particular focus on *Section 4.15 Evaluation*. Furthermore, The Act also requires adjoining landowners to be notified of proposed works and development, with this providing the opportunity for landowners to raise concerns relating to things like local character, streetscape, bulk and scale. Submissions made during the development assessment process also need to be addressed as part of the development assessment process. As part of the Harmonisation Planning framework roll out, workshops have been held with Council's development assessment teams to introduce the proposed controls to aid in familiarising Council staff with the

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			proposed changes. The intent of the workshops is to allow a smooth transition to the new controls ensuring the objectives of the draft Harmonisation DCP are satisfied as part of any development application assessed under the proposed harmonised controls. Applicants must wholly comply with conditions of consent as per their DA approval. Regarding compliance, as per the *Environmental Planning and Assessment Act 1979*, post-consent certificates (construction and occupation certificates) are only issued subject to the fulfilment of the conditions of consent outlined in the DA determination. *See response to submission No.7.a in relation to the Department of Planning and Environment not supporting the recommendations of the Discussion Paper when the Harmonisation Planning Proposal was finalised, and the Council endorsed position on dual occupancy prohibition.* *See response to submission No.14.a for information regarding scope of the draft Harmonisation DCP in relation to parking.* *See response to submission No.22.a for detail around the development assessment process and consideration of a DCP in this process.* *See response contained in No.29.c for information regarding parking rate controls for off-street parking. See response No.15.h for detail on the improved dual occupancy design controls proposed within the draft Harmonisation DCP aimed to assist in managing amenity.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Submitter states that these types of developments (generally being for 4+ bedroom dwellings) have delivered an unplanned congestion of the local road network and reduced the number of available street parking for residents and visitors (with a similar issue experienced with granny flat developments).	*See response to No. 7a in relation to the Department of Planning and Environment not supporting the recommendations of the Discussion Paper when the Harmonisation Planning Proposal was finalised, and the Council endorsed position on dual occupancy prohibition.* *See response to No.18.a in relation to the preparation of car parking rates within the draft Harmonisation DCP.* Table 6.3.1 – Minimum car parking rates within the draft Harmonisation DCP requires dual occupancy developments provide a minimum of 1 space per dwelling, and a minimum of 2 spaces for developments with 3 or more bedrooms. Secondary dwellings (i.e. granny flats) are not required to provide additional parking. The specified car parking rates have been informed by a range of documents, including the recommendations of the Land Use Planning Harmonisation Discussion Paper, TfNSW Guide to Traffic Generating Development, and existing provisions from the five former DCPs. The rates contained within Table 6.3.1 are considered in scope of the intention of the harmonisation project, which is to consolidate existing policy. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		d. Submitter raises concerns that planning for EV charging infrastructure within street poles will contribute to growing parking and transport issues within these cul-de-sac precincts.	As explained within Attachment 2 to Council Report from 28 November 2022, EV controls the draft Harmonisation DCP is introducing new EV controls as part of the harmonisation process. **Section 6.1.3** of **Part 6 – Traffic and Transport** includes new provisions where all garages in single dwellings and dual occupancies require a Private EV connection when submitting their DA plans. For residential accommodation outside of dwelling houses, secondary dwellings and dual occupancies, car parking must provide an EV Ready Connection to at least one car space for each dwelling/apartment. There are no controls requiring charging stations within street poles within the draft Harmonisation DCP. All charging infrastructure is required to be provided on a development site. However, under changes made in February 2023 to the *State Environmental Planning Policy (SEPP) (Transport and Infrastructure) 2021*, widened provisions are made for EV charging stations as either exempt development or development with and or without consent (*Chapter 2, Part 2.3, Division 17, Subdivision 3*). **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
30	Resident from Epping	a. Submitter generally objects to the changes contained in **Part 3 - Residential Development**, highlighting conflict between the draft Harmonisation DCP and the Hornsby DCP 2013 and its suitability for R2 zones in Epping.	The purpose of the residential development controls under **Part 3** of the draft DCP is to balance the need for housing and economic growth and protect and enhance housing diversity, heritage, local character and the City's environmental assets. The proposed controls under **Part 3** have been informed by the recommendations of the Land Use Planning Harmonisation Discussion Paper and further urban design testing (for certain residential accommodation as explained in Attachment 3 to Council Report from 28 November 2022) to deliver suitable built form outcomes, optimise site area coverage, private open space, and amenity. This design testing was carried out for a number of sites of varying contexts (including Epping). The scope of the draft Harmonisation DCP project is to consolidate the five former DCPs and deliver one consistent set of planning controls for the whole City of Parramatta. Detail on how this process occurred, as well as information around how the controls were formulated from the five DCPs, can be found in Attachment 2 and Attachment 3 to Council Report from 28 November 2022. It is noted that the draft Harmonisation DCP is largely consistent with controls contained in the Hornsby DCP in relation to dwelling houses and multi-dwelling housing. However, the most notable difference between the Hornsby DCP 2013 and draft Harmonisation DCP is in relation to dual occupancy development. The Hornsby DCP 2013 does not contain controls for dual occupancy development due to the prohibition of this land use within R2 areas. This prohibition continues under the *Parramatta LEP 2023*. Therefore, whilst the draft Harmonisation DCP contains dual occupancy controls (which is a difference to the Hornsby DCP 2013), the controls will only be applicable in area that permit dual occupancy under the PLEP 2023 (which excludes most R2 land within the former Hornsby area). **For the above reasons, the control is retained within the draft DCP and is considered suitable.**

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		b. Submitter objects to the minimum 10 metre setback for dwelling houses fronting a state and regional road **(C.07) Section 3.3.1.2 – Preliminary Building Envelope**, stating that this would result in a different streetscape within Epping.	State and regional roads carry high volumes of traffic across most times of the day. The minimum 10 metre setback for dwelling houses fronting these roads is proposed to manage noise, pollution, and overall amenity for residents. Consistent with the recommendations of Section 2.3 and 3.2 of the Land Use Planning Harmonisation Discussion Paper, a 10m front setback from classified roads (i.e. state and regional roads) was adopted to ensure future development delivers suitable amenity. Consistent with the harmonisation process of consolidating and reconciling controls, whilst not all five DCPs contain a specific setback control for classified roads, it is noted that the Hornsby DCP contains a 9m setback and the Hills DCPs contains a 10m setback. These controls formed the basis of **C.07** within **Section 3.3.1.2 – Preliminary Building Envelope** and is considered suitable in the draft Harmonisation DCP. In addition, the 10m front setback enables canopy tree planting to occur on state and regional roads where street tree planting is not permitted to preserve vehicular sight lines. It is noted that in the context of Epping, the control would only apply to Beecroft Road and Carlingford Road which both have sections that have recently been redeveloped. In addition to the 10m requirement of **C.07**, future development would also need to take into consideration existing setbacks to deliver on the objective of **Section 3.3.1.2 – Preliminary Building Envelope** that aims to ensure development contributes to visual cohesiveness along the streetscape through an identifiable uniformity in bulk, scale, setbacks, and height. Future development would be assessed against the controls and objectives to ensure a suitable outcome. **For the above reasons, the control is retained within the draft DCP and is considered suitable.**
		c. Submitter objects to the proposed maximum 10m wall length and the minimum recess (measured from the face of the external wall) of 1.5 metres (depth) by 2 metres (length) control for all storeys after 10 metres (**C.09**) within **Section 3.3.1.2 – Preliminary Building Envelope** which relates to residential dwellings, stating that most local dwellings have straight walls.	As explained within Attachment 2 to Council Report from 28 November 2022, controls relating to dwelling houses have been largely prepared using retained Parramatta DCP 2011 controls with minor updates. One of these minor updates includes **C.09** that requires the articulation of side boundary walls through a maximum length of wall control. The control that guides a maximum 10m length of building wall is adapted from the former Holroyd DCP 2013, which also set a maximum wall length limit of 10m. This control has also formalised the intent of the former Hills DCP 2012 and Parramatta DCP 2011, which contained objectives that sought to minimise long blank walls and provide architectural relief to facades. The draft Harmonisation DCP refines this control by specifying measures to prevent blank and poorly articulated walls via the minimum recess control **(C.09)** within **Section 3.3.1.2 – Preliminary Building Envelope.** It is noted that this control was tested as part of the urban design work carried out as part of the preparation of the draft Harmonisation DCP, and is considered suitable in delivering a design outcome that promotes articulated walls and minimises bulk. The control is considered appropriate to achieve the desired amenity outcome for the context of the new Parramatta LGA. **For the above reasons, the control is retained within the draft DCP and is considered suitable.**

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		d. Submitter objects to the proposed 30% requirement for the rear setback (**C.10**) within **Section 3.3.1.2 – Preliminary Building Envelope** which relates to residential dwellings, stating this would result in double the setback length of typical lots previously part of the Hornsby LGA.	The proposed rear setback controls retained the Parramatta DCP 2011 controls and are further supported by design testing undertaken for dual occupancy development and manor housing development. The 30% requirement was also applied by the Holroyd DCP 2013. The rear setback requirement will function similarly to former site coverage and minimum landscaped area controls contained in the Hornsby DCP 2013, providing more guidance on the siting of residential dwellings so as to be consistent across the block. It is considered appropriate to ensure sites have sufficient setbacks that are proportionate to the length of lot. This is necessary to achieve the standard of amenity required for privacy, solar access, deep soil landscape, canopy cover, and private open space within the broader context of the new Parramatta LGA. As mentioned above, one of the key objectives under **Section 3.3.1.2 – Preliminary Building Envelope** for dwelling housing, dual occupancy and secondary dwelling housing is to ensure development contributes to a visual cohesiveness along the streetscape through an identifiable uniformity in bulk, scale, setbacks, and height. The planning objective contained in the draft DCP is to support the planning controls, where assessment of development application would result in inconsistency between planning objectives and its supported controls, priorities would be given to assess the development application against the planning objectives. **For the above reasons, the control is retained within the draft DCP and is considered suitable.**
		e. Submitter objects to the proposed deep soil and landscape requirement controls (**C.01** and **C.03**) within **Section 3.3.1.4 – Open Space and Landscape** which relates to residential dwellings, stating these controls will not align new development with the existing local character.	As explained within Attachment 2 to Council Report from 28 November 2022, controls relating to dwelling houses have been largely prepared using retained Parramatta DCP 2011 controls. This is consistent with the recommendations of the Land Use Planning Harmonisation Discussion Paper. Table 1 of the Discussion Paper provides a comparison of the key DCP controls (including deep soil, landscaping, and private open space) for dwelling houses across the five DCPs and provides a recommendation. Whilst it is acknowledged the draft Harmonisation DCP is increasing private open space, landscaping, and deep soil requirements in some areas of the City, the controls are consistent with the Discussion Paper, and were informed by urban design testing to identify the minimum standards necessary to: • achieve a good quality living environment and amenity • protect the character of neighbourhoods • maximise solar access and be well integrated with living areas • provides residents with quality usable private outdoor living areas for recreational and outdoor activities • provide sufficient deep soil for canopy tree planting and minimise runoff • integrate new development into the surrounding context by minimising bulk and scale through consistent articulation, materials, and setbacks.

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			Greater landscaping, deep soil for canopy trees, and green spaces also assist in managing urban heat across the City. Landscaping also attributes to local character and promotes amenity. **For the above reasons, the control is retained within the draft DCP and is considered suitable.**
		f. Submitter objects to the proposed Private Open Space controls **(C.03)** within **Section 3.3.1.4 – Open Space and Landscape** which relates to residential dwelling houses, commenting that it is a 625% increase compared to the Private Open Space requirement in the current Hornsby DCP 2013.	The submitters understanding of the private open space control is not correct. As per Table 1 of Land Use Panning Harmonisation Discussion Paper, the Hornsby DCP 2013 requires 24m² paved principal private open space or 16 m² for lots less than 9m wide, with a minimum dimension of 3m x 3m. This requirement is referring to the deck, patio, terrace or paved area that is to be directly accessible from the living area of a dwelling and does not represent the full requirement for private open space. The former Hornsby DCP couples this with a minimum landscaped area control scaled to the site area, of which 50% is to be located to the rear of the property. For example, under the former Hornsby DCP, a site 600m in size would be required to provide a minimum 180sqm of landscape area, of which 90sqm would need to be located to the rear of the property. This results in a similar area requirement to the private open space control contained in the draft Harmonisation DCP. **C.03** of the draft Harmonisation DCP requires the following: ***C.03*** *A minimum 100m² of private open space must be provided for each dwelling. This space is to be contiguous, provided at ground level, located to the rear of each dwelling, and have a minimum dimension of 6 metres.* *See response to No.30.e regarding the preparation of open space and landscaping for residential dwelling houses in the draft Harmonisation DCP.* **For the above reasons, the control is retained within the draft DCP and is considered suitable.**
		g. Submitter objects to the proposed floor to ceiling height of 2.7m (**C.01)** within **Section 3.3.1.6 – Internal Amenity** which relates to residential dwelling houses, stating that no previous equivalent control existed in the legacy DCP. The submitter comments that such requirements are stricter than the Building Code Australia (BCA) and should be removed.	As explained within Attachment 2 to Council Report from 28 November 2022, controls relating to dwelling houses have been largely prepared using retained Parramatta DCP 2011 controls (with minor updates). The Parramatta DCP 2011 included a 2.7m floor to ceiling control for the ground floor and 2.4m for the first floor for dwelling housing, and therefore this is the origin of this control that has resulted from the harmonisation process. While the BCA takes precedence over controls contained with a DCP when assessing the development applications, it is important to recognise that the BCA sets minimum standards. The proposed 2.7m floor to ceiling height control is to ensure internal amenity is maximised, and minimise the potential for residential accommodation located within the R2 Low Density Residential area redeveloping with building envelopes greater than two storeys, which is considered to be incompatible with the desired character for these zones. **For the above reasons, the control is retained within the draft DCP and is considered suitable.**

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		h. Submitter objects to the minimum living room width of 5m **(C.03)** within **Section 3.3.1.6 – Internal Amenity** which relates to residential dwelling houses, stating that no previous equivalent control existed in the legacy DCP. The submitter comments that such requirements are stricter than the Building Code Australia (BCA) and should be removed.	As explained within Attachment 2 to Council Report from 28 November 2022, controls relating to dwelling houses have been largely prepared using retained Parramatta DCP 2011 controls (with minor updates). The minimum living room width of 5m was the result of the detailed urban design floorplan testing and urban design modelling carried out as part of the preparation of the revised dual occupancy development controls. Whilst focus of this testing and design work was to address amenity, streetscape, and bulk and scale for dual occupancy development (see Attachment 3 to Council Report from 28 November 2022), controls to guide internal amenity were also proposed as part of this process. This is to ensure dual occupancy developments (particularly attached dual occupancies) provide internal spaces that are functional and liveable, and provide a living space size that is commensurate to the average number of bedrooms observed in the delivery of this development type. This control was carried across for residential dwelling houses to ensure the same level of amenity is delivered in dwelling houses and deliver consistency in our residential accommodation controls. It is to also to formalise existing development assessment practice that considers and assesses the configuration and functionality of proposed living spaces for dwelling houses. Given dwelling houses generally have a greater internal width than a dwelling within a dual occupancy development (i.e. a dwelling house is distributed across the entire site width compared to a dual occupancy that has two dwellings distributed across the site width), and on average are sited on lots approximately 15m in width, designing a living space with a width of 5m is easily achievable in most cases. As per the above response, the BCA sets minimum standards for development and construction, particularly from safety perspective. A DCP can provide design guidance beyond what is contained within the BCA to ensure residential development delivers appropriate amenity, functionality, and liveability. **For the above reasons, the control is retained within the draft DCP and is considered suitable.**
		i. Submitter objects to proposed control to discourage battle-axe lot subdivision **(C.03)** within **Section 3.6 – Residential Subdivision** stating that battle-axe lot subdivision is a key characteristic of the Epping area.	As explained within Attachment 2 to Council Report from 28 November 2022, residential subdivision provisions have been largely adapted from Parramatta DCP 2011. As stated within the submission, battle- axe lot subdivisions are a key characteristic in certain parts of the City of Parramatta (including Epping). This is the result of the historical subdivision pattern, and due to design concerns associated with this type of subdivision (which include the lack of street address and amenity, excessive cut and fill associated with the dwelling and driveway construction, and lack of views to and from the site, loss of privacy due to greater density of development, removal of existing trees located to the rear of suburban lots), new battle-axe lots are discouraged. The suitability of a battle-axe subdivision can be considered on a site-by-site basis and the suitability would be assessed against the Objectives of **Section 3.6** that broad seek to: ***O.01*** *Ensure that subdivision of land for residential development has regard to site opportunities and constraints.*

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			O.02 *Respect the predominant subdivision pattern of the locality.* ***O.03*** *Ensure that lots of sufficient size are created to facilitate development that provides for:* ***a)*** *a suitable building platform,* ***b)*** *outdoor open space and service space,* ***c)*** *landscaped area,* ***d)*** *vehicular access that connects to a public road, and* ***e)*** *on-site parking.* ***O.04*** *Maximise solar access potential for future dwellings through lot orientation.* While discouraged, battle-axe lots are not prohibited and if the development application can demonstrate adherence to the Objectives, could be approved by Council. **For the above reasons, the control is retained within the draft DCP and is considered suitable.**
		j. Submitter objects to the proposed minimum 3,5m wide access corridor (also commonly known as the driveway or battle-axe access) in Control **C.04** within **Section 3.6 – Residential Subdivision**, stating that the current Parramatta DCP 2011 specifies a 3.2m width for battle-axe access (30cm less than the proposed 3.5m).	As explained within Attachment 2 to Council Report from 28 November 2022, residential subdivision provisions have been largely adapted from Parramatta DCP 2011 with some variations. The minimum access corridor width varies across the five applicable DCPs that are subject to the Land Use Planning Harmonisation project as such: • Auburn DCP 2010 requires a width of 3m to 5.5m depending on number of lots it is servicing. • Holroyd DCP 2013 requires a 4m to 6m access corridor (subject to whether it is shared or not shared) • Parramatta DCP 2011 requires a width of 3.2m • The Hills DCP 2012 requires a width of 4m to 6m depending on number of lots it is servicing • Hornsby DCP 2013 requires a width of 3.5m to 6.65m depending on number of lots it is servicing. The proposed width of 3.5m is considered a satisfactory mid-point between the requirements of the five DCPs and is a suitable outcome from the harmonisation process. **For the above reasons, the control of 3.5m is retained within the draft DCP.**
31 & 32	Residents from Epping	a. Submitter generally objects to the draft DCP, citing its inconsistencies with the previous Hornsby DCP.	The scope of the draft Harmonisation DCP project is to consolidate the five former DCPs and deliver one set of planning objectives and controls for development in the new City of Parramatta. Some specific policy areas which extend beyond the project scope have been introduced or refined to meet current industry benchmarks and state-level policy changes (see Attachment 3 to Council Report from 28 November 2022 for more detail on the policy changes). These changes ensure that the Draft DCP controls are robust, sophisticated, and fit for purpose for the Parramatta LGA. A comparison of the key differences between the five DCPs and how the policy direction within the draft Harmonisation DCP was formed is explained within Attachment 2 to Council Report from 28 November 2022. This provides a clear line of sight between the existing DCPs, the recommendations of the Land Use Planning Harmonisation Discussion Paper that was consulted within the community in 2019, and the recommended

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			controls within the draft Harmonisation DCP. Whilst there may be some differences between the draft Harmonisation DCP and the previous Hornsby DCP, the intention of the Land Use Planning Harmonisation Framework was to resolve differences between the different DCPs and take a balanced approach in order to prepare one set of controls that can be applied across the City to deliver consistency in both development outcomes and expectations from landowners. It is noted that precinct and Heritage Conservation Area controls from specific areas across the City, including Epping, have been retained to ensure the unique controls for these areas are retained and respect local character. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter requests separate prescriptive measures to preserve the local low density residential character for Epping area.	Land use permissibility (i.e. where low density and high density residential uses are permitted across the City) is outside of the scope of the draft Harmonisation DCP project. Council consulted with the community on land use planning matters as part of the Land Use Planning Harmonisation Discussion Paper in 2019, and the Harmonisation Planning Proposal (i.e. draft Harmonisation LEP) in 2020. These two consultation processes were the opportunity for the community to provide feedback on land use permissibility (i.e. zoning). However, it is noted, that like the scope of the draft Harmonisation DCP, the scope of the Harmonisation LEP process was to consolidate existing land use zones and principal development standards (such as, but not limited to, building heights, floor space ratios, minimum lot sizes, and dual occupancy permissibility) – not make significant policy changes. The Community Summary document that accompanied the Harmonisation Planning Proposal (i.e. draft Harmonisation LEP) exhibition process will provide further information around any land use changes within Epping. The primary function of the draft Harmonisation DCP is to support the implementation of the PLEP 2023 by providing design guidance for how low residential development (including dwelling housings and dual occupancies) will be delivered in areas which the PLEP 2023 identifies they are permitted with consent. Further information about how the DCP and LEP work together can be accessed in the Planning Information Sheet that accompanied the draft Harmonisation DCP exhibition process. It is important to note that the draft Harmonisation DCP maintains the existing detailed controls for the Epping precinct and the Heritage Conservation Areas (HCA) in Epping (including East Epping HCA, Essex Street HCA and Rosebank Ave HCA). These protect distinctive residential heritage character and are considered prescriptive planning controls. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
33	Resident from Parramatta	a. The submitter requests Council extend the notification period for an additional seven days for any type of development application to consider disadvantaged groups who do not have access to modern technology.	Feedback relating to notification procedures is out of scope of the draft Harmonisation DCP project. As explained within Attachment 2 to Council Report from 28 November 2022, under recent amendments to the *Environmental Planning and Assessment Act 1979*, Councils are required to prepare a Community Participation Plan, which sets out when and how Council will engage with the community, including notification of development proposals.

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			In December 2020, Council consolidated the various sets of development application (DA) notification requirements from the Development Control Plans, into a single and consistent set of requirements. The previous notification requirements across five former DCPs have been reviewed as part of this work. The Consolidated Development Application Notification Requirements formed an appendix to the Community Engagement Strategy 2022-24. The proposed notification procedures are consistent with Council's Community Engagement Strategy 2022-24. It requires to notify development applications for a period of 14 days for minor development and 28 days for integrated and complicated development. While noting this the minimum notification period, it is subject to Council's discretion to increase the notification period when deemed necessary. For development applications that require a 21 or 28 days notification period, a notification sign is also required to be placed on the site. In addition, Council's Customer Service Team or library staff can assist community members to access notification materials related to specific DAs on Planning Portal via Council computers. **For the above reasons, no changes are proposed as a result of this submission as the DCP does not include notification requirements as these are contained with the** Community Engagement Strategy 2022-24. This feedback will be provided to the relevant team for their consideration as part of the next update to the Community Engagement Strategy 2022-24.
		b. The submitter states that 10 written notification letters to adjoining properties are not sufficient when notifying development applications, particularly on smaller streets.	As mentioned in above response, the notification requirements across five former DCPs have been reviewed as part of the preparation of Community Engagement Strategy and formed an appendix to the Community Engagement Strategy 2022-24. Written notifications are required to provide to the 10 closest surrounding properties. Where there is no impact to adjoining properties at the rear of the subject site, notification will be limited to the 5 closest surrounding properties to the side and opposite street of the subject site. It is considered the minimum required written notifications is sufficient and consistent with Council's Community Engagement Strategy. **For the above reasons, no changes are proposed as a result of this submission as the DCP does not include notification requirements as these are contained with the** Community Engagement Strategy. This feedback will be provided to the relevant team for their consideration as part of the next update to the Community Engagement Strategy.
34	Resident from Parramatta	a. The submitter objects the Land Use Planning Harmonisation project and the integration of the planning controls that applied to the former Holroyd Council area into the new *Parramatta LEP 2023*. The submitter requests that the planning controls under the former Holroyd Council LGA to remain.	The integration of the planning controls that applied to the former Holroyd Council area into the new *Parramatta LEP 2023* is a requirement of the Local Government (City of Parramatta and Cumberland) Proclamation 2016 which transferred parts of the former Holroyd Council into the new City of Parramatta. This amalgamation process requires the consolidation of the planning controls. The *Parramatta LEP 2023* was finalised on 2 March 2023 and repealed the former *Holroyd LEP 2013*. As a result, feedback raised in relation to the consolidation of planning controls from the five former LEPs into the new *Parramatta LEP 2023* (delivered via the Parramatta Harmonisation LEP project) is out of scope of the draft

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				Harmonisation DCP project. Council consulted with the community on the LEP harmonisation process as part of the Land Use Planning Harmonisation Discussion Paper in 2019, and the Harmonisation Planning Proposal (i.e. draft Harmonisation LEP) in 2020. These two consultation processes were the opportunity for the community to provide feedback on LEP matters. The scope of the draft Harmonisation DCP project is to consolidate the five former DCPs and deliver one set of planning objectives and controls for development in the new City of Parramatta. Some specific policy areas which extend beyond the project scope have been introduced or refined to meet current industry benchmarks and state-level policy changes (see Attachment 3 to Council Report from 28 November 2022 for more detail on the policy changes). These changes ensure that the Draft DCP controls are robust, sophisticated, and fit for purpose for the Parramatta LGA. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
35	Air-conditioning & Refrigeration Equipment Manufacturers Association of Australia (AREMA)	a.	Submitter raises concerns with the requirements of **Section 5.4.6 – Natural Refrigerants in Air Conditioning** and the safety of the refrigerants available to achieve a Global Warming Potential (GWP) of 6 or less.	As explained within Attachment 2 to Council Report from 28 November 2023, Environmental Performance controls have been updated within the draft Harmonisation DCP to reflect Part 6 - Parramatta City Centre contained within the current Parramatta DCP 2011. The controls were adopted into the Parramatta DCP 2011 following the Parramatta CBD planning proposal which responded to industry benchmarks. Council officers considered the suitability of applying such controls across the whole City in line with the Land Use Planning Harmonisation Discussion Paper recommendation. **Section 5.4.6 – Natural Refrigerants in Air Conditioning** in the draft Harmonisation DCP contains objectives and controls to reduce the greenhouse gas emissions associated with leakage or the improper disposal of synthetic refrigerant gases with high Global Warming Potential (GWP); and to future proof new HVAC (air conditioning) systems. The draft Harmonisation DCP proposes to require all new air-conditioning and refrigeration equipment to use refrigerants with a GWP of less than 10; not 6 or less as suggested in the submission. The draft Harmonisation DCP also states that this requirement is conditional on the following: • if the equipment can be supplied on similar terms to conventional systems, and • at a cost of not more than 10% higher than the market rate for conventional systems. The provision currently applies to development within the Parramatta City Centre (via the Parramatta City Centre DCP 2011). The intention of draft Harmonisation DCP is to extend the control across the city more wildly (see below for more background on the strategic context for the use of natural refrigerants). The provision does not constitute a legal requirement in the NSW planning system, although compliance with the DCP is a matter for consideration when granting development consent. However, as explained above, the control is conditional to support the transition towards achieving a lower GWP.

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			Council intends to publish a guidance note to support the DCP controls to assist in the transition towards equipment that uses refrigerants with a GWP of less than 10. **Strategic context** Council has an ambitious goal to reduce community greenhouse gas emissions by 60% by 2038 (based on 2015 levels). The NSW State Government also has a target to deliver a 70% cut in emissions by 2035 and achieve net zero by 2050. To limit the impact of this growth and achieve these targets, Council has developed controls to design and build environmentally sustainable buildings that reduce energy use and greenhouse gas emissions given these buildings will be around for the next 50-100 years. Therefore, it is critical to ensure that they are future-ready to reduce greenhouse gas emissions and avoid costly technological retrofits. Council is mindful of the significant environmental impact of synthetic greenhouse gases due to the GWP and refrigerant leakage. It is anticipated that the provisions in the draft Harmonisation DCP will result in 607 times fewer emissions than using synthetic refrigerants. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter states that the only refrigerant available to meet this requirement are hydrocarbons, which are extremely flammable and would require specialised assessment, installation, and service.	Australia has a commitment to the phase-down of Hydroflurocarbons (HFCs) per the Kigali amendment to the Montreal Protocol. In responses, Australia has set targets to phase down HFC consumption as part of its commitment, reducing levels by 85% by 2036. Newly installed HFC air conditioning will need conversion or replacement when the importation for HFC is fully restricted in 13 years. Action is needed now to anticipate the eventual and required transition away from HFCs. Council is not mandating hydrocarbons, which as stated are flammable and require specialised assessment, installation, and service. There are refrigerants that are not hydrocarbons that would achieve the requirement of a GWP of less than 10. These include R717, R744 and HFOs such as 1234yf and HFO1234ze. Therefore, Council has not mandated hydrocarbon refrigerants only. **Industry concerns** Council acknowledges that there are concerns from industry relating to the proposed DCP controls as these are the first of their kind in the state. There will likely be some resistance and inertia due to risk, limited experience, as well as a lack of supply from the leading equipment manufacturers. It is acknowledged that there may be limited refrigeration products available with low GWP options in the current market. To reflect this, the draft DCP control includes a 'market test' to check for availability: ***C.01*** *All new air-conditioning and refrigeration equipment are to use refrigerants with a GWP of less than 10;* • *if the equipment can be supplied on similar terms to conventional systems, and* • *at a cost of not more than 10% higher than the market rate for conventional systems.*

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			Council expects the provision to be increasingly relevant as the market matures and more products are made available. The intent of the provision aims to lead the transition to low-GWP and encourage innovation in the sector. The draft Harmonisation DCP provision will become more effective as the market grows and the availability of appropriately skilled contractors. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
36	AAPT Group	a. Submitter raises concerns with the requirements of **Section 5.4.6 – Natural Refrigerants in Air Conditioning** and the safety of the refrigerants available to achieve a Global Warming Potential (GWP) of 10 or less.	*See response in No.35.a and No.35.b for more information on strategic context, industry concerns, and technical considerations.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter states that the control would be mandating air-conditioning with hydrocarbons, which are extremely flammable and dangerous.	*See response in No.35.a for more information on strategic context, industry concerns, and technical considerations.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Submitter is an industry representative from Queensland and states that there are no compliant air-conditioning systems certified for hydrocarbon use apart from parable standalone systems. Pioneer or Polaris systems are non-compliant and are not used in Queensland.	*See response in No.35.b for information on market availability of air-conditioning and refrigerant equipment supply and 'market test' included in the two-part DCP control.* Council does not prefer one type of supplier over another and anticipates that there will be a growing number of new products as global suppliers adhere to international protocols. The DCP will not apply in Queensland. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		d. Submitter states that the draft DCP control **C.01** within **Section 5.4.6** would result in Australian Standard compliant systems that have a GWP of 10 and higher being 'banned' or not permitted. **C.01** would require air-conditioning and refrigeration equipment that are non-compliant with Australian Standards to be delivered in order to achieve the control of a GWP of less than 10. These non-compliant systems pose a serious safety concern and the submitter notes examples of occurrences where air-conditioning equipment has malfunctioned resulting in grievous harm.	*See response in No.35.b for information on market availability of air-conditioning and refrigerant equipment supply and 'market test' included in the two-part DCP control.* All refrigerants have unique hazard properties and when used and handled appropriately can be used safely. In considering the use of alternative refrigerants it is important that they be used in equipment that is fit for purpose. (Safety considerations when using flammable refrigerants - DCCEEW). Safety is of utmost importance and any transition to new systems must be accompanied by rigorous standards, training, and certification processes to ensure the safe handling and operation of refrigeration equipment. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		e. Submitter notes that Queensland is the only state that enforces compliance with Australian Standards, and that CoP Council should consider leading the industry in enforcing compliance.	Comments made by the submitter in relation to air-conditioning, refrigerant installation and work practice are out of scope. A Development Control Plan does not regulate or control work practices such as the installation of air-conditioning or refrigeration equipment. Concerns regarding work practices are managed by SafeWork Australia, the Commonwealth agency responsible for national policy relating to workplace health and safety. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		f. Submitter forwarded comments from the Department of Climate Change, Energy, the Environment and Water (DCCEEW) regarding new rules on refrigeration and air conditioning equipment. DCCEEW note that these rules are in place to protect the environment, and do not regulate the replacement of the design refrigeration with a lower GWP refrigerant. DCCEEW direct the submitter towards codes of practice, Australian Standards, and state and territory laws that must be followed in any work on this equipment.	
		g. Submitter retorts that non-compliant retrofitting from non-flammable refrigerants to hydrocarbon refrigerants is unregulated in every state except QLD. Affirms that compliance to Australian Standards is required (in line with QLD), stating shopping centre explosions within VIC and SA have occurred as a result of non-compliance.	*See response in No.35.b for information on market availability of air-conditioning and refrigerant equipment supply and 'market test' included in the two-part DCP control.* As per response to No.36.e, the management of equipment installation and work practice are out of scope. A Development Control Plan does not regulate or control work practices such as the installation of air-conditioning or refrigeration equipment. These are determined by the *Commonwealth Ozone Protection and Synthetic Greenhouse Gas Management Regulations 1995.* The proposed control does not contravene this legislation or encourage the non-compliance with Australian Standards. In addition, the draft DCP control (**Section 5.4.6 – C.01**) relates to "all new air-conditioning and refrigeration equipment" and is not requiring the retrofitting of existing equipment. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
37	Emerson Commercial & Residential Solutions	a. Submitter states the requirements of **Section 5.4.6 – Natural Refrigerants in Air Conditioning** requiring refrigeration equipment to use refrigerants with a GWP of less than 10 would be a sizable change for the general industry.	*See response in No.35.a for more information on strategic context, industry concerns, and technical considerations.* *See response in No.35.b for information on market availability of air-conditioning and refrigerant equipment supply and 'market test' included in the two-part DCP control.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
38		a. Submitter generally supports the DCP.	Submitters general support is noted.

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	Glaciem Cooling Technologies	b. In relation to **Section 5.4.4.4 – Heating Cooling Systems - Heat Rejection**, the submitter believes that developers should be required to investigate opportunities for circular economy potential from the use of heat pumps. The purpose of this suggestion is to promote less heat being rejected into the atmosphere and should instead be repurposed for domestic heating of water and other heating needs for further efficiency of wasted heat.	Council is supportive of the idea to limit heat rejection and recycle energy from air-conditioning systems. This is an emerging field and further research into the application of this technology at scale is yet to be tested. As identified within the submission, the draft Harmonisation DCP provides controls related to heating cooling systems in **Section 5.4.4** in **Part 5 – Environmental Management**. It is noted that the controls do not require the investigation of circular economy potential of heat pumps. Council may take a position on this issue in the future as the technologies evolve but is not currently in a position to include planning controls to guide the use of these technologies. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. In relation to **Section 5.4.6 – Natural Refrigerants in Air Conditioning**, the submitter raises concerns with the effectiveness of the control as it is conditional – i.e. if the equipment can be supplied on similar terms to conventional systems, and at a cost of not more than 10% higher than the market rate for conventional systems – then equipment using refrigerants with a GWP greater than 10 could be delivered. The submitter has concerns that the controls emphasis on the capital cost of equipment (rather than whole of life cost analysis) means that developers will be able to find reasons to not comply with the control (e.g. use high GWP synthetic refrigerants) for a lower capital cost system which has serious greenhouse gas emissions from the inefficient use of the product over life and the effects of leaks of high GWP refrigerants. Developers will easily be able to find lower capital cost equipment that has a high GWP (including those using R404A, for instance or R410A which are currently being phased down).	*See response in No.35.a for more information on strategic context and rationale for the draft control in **Section 5.4.6 – Natural Refrigerants in Air Conditioning**.* *See response in No.35.b for information on market availability of air-conditioning and refrigerant equipment supply and 'market test' included in the two-part DCP control.* The federal government anticipates that there will be a transition to low GWP and highly efficient systems as a result of the regulated phased down of HFCs - Refrigeration | energy.gov.au. Council is taking a proactive approach in this area to anticipate the transition to low GWP refrigerants and ensure our buildings are built for the future. Council acknowledges that the market for the supply of air conditioning with GWP <10 is very low at this point in time. Council has included a market test with the DCP provision that will become more effective as the low GWP market grows. It is anticipated that there will be some market and industry inertia to begin with but this will subside as HFCs are phased out and low GWP and natural refrigerants take over a greater share of the market. Council is unable to influence the energy efficiency of appliances as this is subject to separate controls under state regulations through the BASIX SEPP. Mandating a higher energy efficient appliance must be met with incentives. The choice of refrigerant is not covered in the energy efficiency calculations for BASIX. Through the proposed control Council can influence the type of refrigerant to work alongside the energy efficiency standards of BASIX to reduce the overall greenhouse gas emission footprint of the system. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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39	Australian Refrigeration Council	a. The submitter raises concerns with the proposed 'law' included in **Section 5.4.6 – Natural Refrigerants in Air Conditioning**, which requires new air-conditioning and refrigeration equipment to have a Global Warming Potential (GWP) of less than 10.	*See response in No.35.a for more information on strategic context and rationale for the draft control in **Section 5.4.6 – Natural Refrigerants in Air Conditioning**.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Requests more information to better understand the legislative power that influenced the requirement for above mentioned equipment to have a GWP of less than 10, due to national and international implications this may have.	*See response in No.35.b for information on enforcement of the DCP, market availability of air-conditioning and refrigerant equipment supply and 'market test' included in the two-part DCP control.* Councils are able to create Development Control Plans (DCPs) under the NSW Environmental Planning and Assessment Act 1979 (EP+A Act). A DCP provides detailed planning and design guidelines to support the legislated planning controls in the Local Environment Plan (LEP). The provisions within a DCP are not statutory requirements so this provides a level of flexibility in their application. In Australia, the Ozone Protection and Synthetic Greenhouse Gas Management Act 1989 informs the federal governments planned transition away from emissions of ozone depleting substances and synthetic greenhouse gases. International agreements that support application of the GWP of 10 or less include: 1. Paris Agreement 2. Montreal Protocol + the Kigali amendment **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. The submitter raises concern that the DCP controls do not abide by the national Ozone Protection and Synthetic Greenhouse Gas Management Act 1989, which requires proposed greenhouse gases to not be emitted into the atmosphere.	*Object 3(c)* of the Ozone Protection and Synthetic Greenhouse Gas Management Act 1989 *is* to use the best endeavours to encourage Australian industry to: *(i) replace ozone depleting substances and SGGs; and* *(ii) achieve a faster and greater reduction in the levels of production and use of ozone depleting substances and SGGs than are provided for in the Vienna Convention and the Montreal Protocol;* *to the extent that such replacements and achievements are reasonably possible within the limits imposed by the availability of suitable alternate substances, and appropriate technology and devices.* The DCP provision is not linked to the Kigali amendment of the Montreal Protocol, but it is complimentary in objectives and aims, including to assist faster and greater reduction to the extent that such replacement and achievements are reasonably possible within the limits imposed by the availability of suitable alternative substances. Australia's HFC phase down has been started in 2018 by the Department of Environment and Energy in light of the Montreal Protocol on the substances that deplete the Ozone layer in 2016. The HFC phase down is

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			contributing to the Australia 2030 Greenhouse gas emission reduction target and encourage the industries to move to the alternative technologies using the lower or zero GWP and is managed though an annual import quota that will gradually reduce over the 18 years. The end point of the phase –down, 15% of the baseline level, will be reached on 1 January 2036. Hydrofluorocarbon (HFC) phase-down - DCCEEW **For the above reasons, no changes to the draft Harmonised DCP are considered necessary.**
		d. The submitter also raises concerns that the use of proposed equipment will increase the demand of electricity use and that other Councils may implement a similar control. The proposed use of refrigerants are not covered under the Act which encourage poor installation practice, a reduction in energy efficiency and increases energy demand.	Council is unable to influence high energy efficient appliances as this is subject to separate controls under state regulations through the BASIX SEPP. The choice of refrigerant is not covered in the energy efficiency calculations for BASIX. Through the proposed control Council can influence the type of refrigerant to work alongside the energy efficiency standards of BASIX to reduce the overall CO_2e impact of the system. The federal government anticipates that there will be a transition to low GWP and highly efficient systems as a result of the regulated phased down of HFCs - https://www.energy.gov.au/business/equipment-and-technology-guides/refrigeration. Natural refrigerants also generally have better thermodynamic properties, enabling more efficient heat transfer and lower energy consumption in the refrigeration cycle. There is a general push to transition away from gas and fossil fuels in all sectors. The electricity grid infrastructure and energy mix are rapidly changing in response to the transition to electrified appliances and buildings. Energy providers, AEMO and the Federal Government are working to ensure that this transition is secure, cost-competitive and reliable. *Refer to No.36.g for similar response to installation concerns and it is out of scope for the draft Harmonisation DCP.* **For the above reasons, no changes to the draft Harmonised DCP are considered necessary.**
		e. The submitter asserts that air-conditioning and refrigeration equipment with a GWP of less than 10 must be handled by a competent and licenced person.	*See response in No.35.b for response to industry concerns around safety and technical requirements.* *Refer to No.36.g for similar response in relation to management of installation and it is out of scope for the Draft Harmonisation DCP.* **For the above reasons, no changes to the draft Harmonised DCP are considered necessary.**
		f. The submitter asserts that the types of refrigerants that would need to be used to meet the GWP of 10 or less would impose a significant fire risk, causing safety concerns for future developments as the refrigerants are highly flammable.	*See response in No.35.b for response to industry concerns around safety and technical requirements for refrigerants.* **For the above reasons, no changes to the draft Harmonised DCP are considered necessary.**
40	LSJ Heritage Planning and Architecture	a. The submitter generally supports the Land Use Planning Harmonisation project in relation to heritage considerations, particularly the addition of the East Epping	Noted. As detailed in Attachment 2 and Attachment 4 to Council Report from 28 November 2023, **Part 7 – Heritage and Archaeology** of the draft Harmonisation DCP consolidates the general heritage controls and transfers across all Heritage Conservation Areas (HCAs) from the previous five DCPs. The preparation of **Part 7** was largely administration to ensure a consistent structure was applied to all HCAs and deliver a uniformed

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		Heritage Conservation Character Statement, and incorporation of Table 9.3.12(a) Additional Prescriptive Measures from the Hornsby DCP 2013.	Heritage and Archaeology section of the draft Harmonisation DCP. Consistent with the scope of the Harmonisation project, specific policy and controls from HCAs (for example, the prescriptive measures for East Epping HCA) were contained to protect the unique heritage values of each area. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter comments that provisions for **Section 7.10.8 - East Epping Conservation Area** for carports to be constructed in traditional materials has been removed. Requests that "Traditional materials such as timber should be used" to be added to **C.27** of the Draft DCP, and a similar provision to be included in all HCA-specific DCP.	As per response No.40.a, the HCAs from the five DCPs were consolidated into the draft Harmonisation DCP. A consistent template and structure was used to deliver a uniform document. As part of this, Table 9.3.12(a) from the Hornsby DCP were transferred into controls. As part of this process, 'garages and carports' which formed one controls from Table 9.3.12(a) was split into two categories: 'garages' and 'carports': *Garages* ***C.25*** *Garages should be located behind the main building line and be separately articulated from the dwelling.* ***C.26*** *Traditional materials such as timber or face brick should be used.* *Carports* ***C.27*** *Carports should be located behind the main building line and be separately articulated from the dwelling* As the submitter states, the reference to traditional materials to be used was omitted as part of this transfer process. However, it is noted, that the requirement for development to use traditional materials is included in the general heritage provisions across **Section 7.4** – **General Provisions** (specifically **C.40** that states ancillary buildings (which includes a garage or carport) should be constructed of lightweight materials such as timber or metal). The controls in **Section 7.4** apply to all heritage items and HCAs in addition to any prescriptive measures contained within a HCA contained within **Section 7.10 – Heritage Conservation Areas**. In addition, **Section 7.2 – Consent Requirements** specifies controls for overall maintenance and integrity of heritage items that requires use of traditional materials. Therefore, adding a specific provision requiring traditional materials to be used for garages and carports within every HCA in **Section 7.10 is** not consider necessary. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Submitter comments that different provisions for the location of garages exist across **Part 3 - Residential Development, Part 6 - Traffic and Transport,** and **Part 7 - Heritage and Archaeology**. States that such variations of controls create confusion amongst applicants, and that the location and number of garages should be consistent across all Parts of the Draft DCP. Where relevant, Sections should reference	The draft Harmonisation DCP has taken a theme-based approach to improve functionality and group relevant policies together to assist in the navigation of controls and policies. The draft DCP includes 11 Parts that cover the matters that need to be considered when planning for development. All parts of a DCP are to be read in conjunction with each other to ensure the relevant themes for a site are considered when planning for development. This is common practice for all DCPs – not just the draft Harmonisation DCP. The introduction to each part of the draft Harmonisation DCP provides a direction on which part would prevail in the instance of an inconsistency. Council officers direct the submitter **to Section 1.7 - Structure of this Development Control Plan** of the draft Harmonised DCP which outlines the relationship and application of the different Parts of the draft Harmonisation

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		to other controls that need to be complied with when developing a building with heritage sensitivities.	DCP and what should be considered when planning for development. Specifically in relation to Heritage planning, the introduction to **Part 7 – Heritage and Archaeology** states that "*Part must be read in conjunction with other relevant controls of this DCP. Should there be any inconsistency between this Section and any other part of this DCP, this Section prevails to the extent of the inconsistency.*" **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		d. Submitter requests clarity in provisions for garages within conservation areas to ensure a minimum setback of 1m from the building line, the retention of garden/landscaped settings, and existing development patterns within conservation areas (such as one garage per dwelling, which are never attached to the original dwelling). Submitter comments that tandem garages should only be considered if reflective of the architectural period of the heritage item/area.	As per response No.40.b, the general heritage provisions across **Section 7.4 – General Provisions** within the draft Harmonised DCP apply to all heritage items and HCAs. Any site located within a HCA would need to apply the general provisions in **Section 7.4** and the prescriptive measures contained within **Section 7.10 – Heritage Conservation Area.** **C.36 – C.40** within **Section 7.4 – General Provisions** contain specific controls relating to garages, carports and other ancillary buildings to provide specific guidance on these types of developments. These specify that a setback of at least 1m from the building line (wall of the house, not the verandah) is required for garages. This control is also supported by **Figure 7.4.9** and **7.4.10.** **C.63 – C.69** within **Section 7.4 – General Provisions** contains specific controls for landscaping and gardens which promote landscaping and retention of garden layouts. In addition, **Part 5 – Environmental Management – Section 5.3.4** has additional tree preservation controls for heritage items and HCAs to offer increased protection to special areas of the City. **Section 7.4 – General Provisions** in its entirety promotes the retention of original subdivision and development patterns. The management of onsite parking is assessed against **Part 6 – Traffic and Transport** and in the case of a HCA, the provisions of **Part 7 – Heritage and Archaeology.** The delivery of garages must consider the fabric and development pattern of the site, and the suitability is assessed on a site-by-site basis to ensure a suitable outcome is achieved. Detailed design to heritage building (tandem garages) will be assessed based on relevant objectives contained within **Part 7**. **This intent is captured sufficiently within Part 7, further changes are not considered necessary and would be out of scope of the draft Harmonisation DCP process.**
		e. Submitter requests that contributory items be included for the **Section 7.10.8.1 - East Epping Conservation Area**, as identified in the Epping Town Centre Heritage Review (Perumal Murphy, 2013). Suggests that the statement "Contributory items are required to be retained" should be embedded as a general provision within the Heritage Part.	As specified in response No.40,a, the scope of the draft Harmonisation DCP is to consolidate existing policy and controls from the five DCPs that currently apply to the City of Parramatta LGA. The controls within each HCA have been transferred across into the draft Harmonisation DCP. Where a current DCP identified contributory items, such as the Parramatta DCP 2011, these have been transferred into the draft Harmonisation DCP. Council is aware not all former DCPs identified contributory items. The identification of contributory items and significant buildings within the HCA is not within the scope of the Harmonisation project. Council officers are considering options for exploring a City wide integrated heritage study, this project is

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			separate to the Harmonisation Project. Council officers are currently in a scoping phase of working out how the study might be completed given resources available. It is expected we may be able to provide more information on the timing and program for the study in the third quarter of 2023. This process could potentially explore the identification and addition of contributory items within HCAs. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		f. Submitter comments that the reference to the Contributory Building Map in **Section 7.11 – Glossary** is confusing as it refers to the Heritage Technical Manual, which is separate to the Draft DCP. Additionally states that the hierarchy of contributory buildings is unclear as to where these buildings might be located, what they are, and whether specific provisions apply to them.	The Draft Harmonisation DCP contains the following three items within **Section 7.11 – Glossary**: ***Contributory buildings*** *– Heritage Conservation Area* ***Contributory buildings map*** *also means 'heritage map' and it refers to a map of the heritage conservation area within the City which identifies buildings and sites as being contributory, neutral or non-contributory. Refer to the Contributory Buildings Maps of the Heritage Technical Manual.* As part of the consolidation of the five DCPs which apply within the City of Parramatta, it was identified more definitions could be included in the draft Harmonised DCP to provide clarity on certain terms and assist in the application of **Part 7 – Heritage and Archaeology**. The terms 'Contributory Buildings' and 'Contributory Building Map' were intended to provide clarity on what is considered a 'contributory building'. The current terminology used within the different Heritage Conservation DCP sections across the City have slightly different requirements as to what each area considers 'contributory'. It is also noted that the Heritage Conservation Areas (HCAs) transferred into the draft Harmonisation DCP from the Parramatta DCP 2011 are the only HCAs that map contributory buildings. Therefore, the inclusion of the above definitions does not apply widely to all the HCAs, as only the former Parramatta HCAs map contributory buildings. Upon further consideration it is recognised that the inclusion of these definitions, when contributory buildings are not mapped for all HCAs can be confusing. It is recognised that these definitions must form part of a broader study outside the scope of the Land Use Planning Harmonisation Framework project. This broader work may require mapping of contributory items which are not currently identified, and it is likely this work could form part of a City wide integrated heritage study. Council Officers are currently in a scoping phase of working out how the study might be completed given resources available. It is expected Council may be able to provide more information on the timing and program for the study in the third quarter of 2023. The definition 'Contributory Buildings' and 'Contributory Building Map' may be incorporated following the completion of the abovementioned broader work therefore it is proposed to remove definitions mentioned above from the draft Harmonisation DCP. This will ensure the definitions within the Glossary are applicable to the current content of the draft Harmonisation DCP. **For the above reasons, the definitions of 'Contributory Buildings' and 'Contributory Building Map' are proposed to be removed from the draft Harmonisation DCP.**

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41	Keylan Consulting Pty Ltd	a. Submitter represents the landowners of the land bound by Parramatta Road, Duke Street, Victoria Street and Albert Street, Granville (the Site). A site specific DCP is currently being prepared by Council and the submitter to support the current LEP controls that apply to the site.	Noted.
		b. Submitter states that controls should be more flexible in response to constrained sites such as those fronting a classified road or railway line, and with irregular site configurations. Submitter comments that Council have recently adopted a number of Site-Specific DCPs and the Sydney Central City Planning Panel have approved a number of Das on constrained sites with more flexible controls than those proposed under the Draft DCP. It is noted that these DAs permit above ground parking responses that are contrary to proposed controls within the Draft DCP.	Council is aware that a Site-Specific DCP is currently being prepared for the subject land bound by Parramatta Road, Duke Street, Victoria Street and Albert Street, Granville (the Site). This DCP will resolve specific planning and design objectives and controls specific to the context, site configuration, and site constraints for this site. This is the appropriate planning process to prepare and negotiate planning controls for this site. The intent of the Harmonisation DCP is to introduce policy for the whole LGA, and therefore needs to be suitable for the diverse context of the City. This comment is out of scope of the draft Harmonisation DCP project. The intention of the draft DCP is to introduce a consolidated set of controls based on existing policy contained within the five applicable DCPs. A review of the controls to amend the policy direction, application, flexibility, or intent was not within the scope of the project. Furthermore, controls contained within any Site-Specific DCP have been prepared in response to the specific site constraints and planning considerations bespoke to the specific site being planned for. The general controls within a DCP that apply more broadly are unable to accommodate for every unique site context and constraint, which is why Site-Specific DCPs are prepared and used to guide development within specific areas. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Submitter comments that above ground parking (as referenced in **Section 6.2** of the Draft DCP) should be considered for areas impacted by the rail corridor and classified roads, noting that it is an appropriate design response to mitigate visual and acoustic impacts for such sites. Suggests the removal of **C.38** and replacing it with the following control: *The street facades of the podium fronting carparking should be considered in detail with appropriate depth, scale and materiality with the aim of providing passive surveillance and natural ventilation.*	Comments are out of scope of the draft Harmonisation DCP project. *See response to No.41.b regarding scope of draft Harmonisation DCP.* In addition, as outlined in **Section 6.2 – Parking and Vehicular Access**, the benefit of a reduction in above ground parking includes a reduction in visual impact from the public domain. Surface-level parking is most appropriate in residential and industrial areas. Above ground parking can be considered in areas which are prone to flooding and/or heritage and archaeological sites and are designed to minimise (where possible) the visual impact and deliver appropriate integration with the public domain. The Objectives and Controls of **Section 6.2** and **3.5.2.5** deliver on this intention; is consistent with existing policy from the former DCPs; and is appropriate within the draft Harmonisation DCP to be implemented across the City. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		d. Submitter states that, whilst not opposed to the intent of **O.02** and **C.06** of **Section 3.5.2.5 – Parking Design and Vehicular Access** relating to development for shop top housing and mixed-use development, both should specifically allow for aboveground parking for mixed use development.	
		e. In relation to rear setbacks for within the B4 zone of Granville Town Centre, in **C.09.b**) of **Section 8.2.3.1 - Granville Town Centre**, the submitter states that development potential and feasibility on a constrained site (particularly a narrow width) is limited.	Comments are out of scope of the draft Harmonisation DCP project. *See response to No.41.b regarding scope of draft Harmonisation DCP.* As explained within Attachment 2 to Council Report from 28 November 2023, existing site-specific controls for precincts located within the City (including Granville) will be retained in the consolidated DCP. The current precinct controls for the Granville Town Centre are retained and are being reviewed as part of work to implement the Parramatta Road Urban Transformation Strategy. **Amendments to the existing precinct controls are out of scope of the project and therefore no changes to the draft DCP Harmonisation are considered necessary.**
		f. Submitter recommends that constrained sites should have a lower setback, including where adjacent sites are of a lower height and upper-level separation distances are not required. Submitter states that the Apartment Design Guideline (ADG) allows for a separation distance of 12m between habitable rooms for buildings up to 4 storeys in height.	Comments are out of scope of the draft Harmonisation DCP project. *See response to No.41.b regarding scope of draft Harmonisation DCP.* The intent of the Harmonisation DCP is to introduce policy for the whole LGA, and therefore needs to be suitable for the diverse context of the City the controls in the Harmonisation DCP are appropriate in this context. Whilst this comment is out of scope of the draft Harmonisation DCP Project, it is important to acknowledge that a DCP can take precedence over the ADG in certain planning considerations. *Clause 6A* (Development control plans cannot be inconsistent with Apartment Design Guide) nominates 8 areas in Part 3 and 4 of the ADG where the ADG has precedence over any DCP. These include visual privacy, solar and daylight access, common circulation and spaces, apartment size and layout, ceiling heights, private open space and balconies, natural ventilation, and storage. *Clause 6A* says that 'if a DCP contains provisions that specify requirements, standards or controls in relation to a matter to which this clause applies, these provisions are of no effect'. Therefore, a DCP can take precedence in all areas other than the 8 nominated areas of the ADG listed above. This means a DCP can take precedence in areas such as **building separation**, deep soil, streetscape, and floor to floor heights. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		g. In relation to front setbacks, the submitter generally supports a 3m tower setback, however they do not support 2m for internal tower setbacks within a site. States that there are no discernible benefits of internal tower setbacks for constrained sites.	Comments are out of scope of the draft Harmonisation DCP project. *See response to No.41.b regarding scope of draft Harmonisation DCP.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		h. In relation to deep soil setbacks within **C.02** of **Section 3.5.2.4 – Open Space and Landscape** relating to deep soil requirements for shop top housing and mixed-use development adjoining residential development or a residential zone, the submitter highlights multiple Sydney Central City Planning Panel recommendations with no or limited deep soil due to their site restraints. States that the DCP should follow this precedence for restrained sites. States that **C.17** of **Section 8.2.3.1 – Granville Town Centre,** is more onerous that the 7% requirement of the ADG. Recommends that this requirement be carried over into the Draft DCP.	Comments are out of scope of the draft Harmonisation DCP project. *See response to No.41.b, and No.41.e regarding scope of draft Harmonisation DCP.* *See response to No.41.f regarding the interrelationship of the ADG and a DCP.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		i. The following issues related to setbacks are requested changes to align the Draft DCP with their submitted SSDCP. Submitter comments that front setbacks for podiums and towers to Parramatta Road within **Section 8.2.3.1 – Granville Town Centre, C.08** should be reflected within their SSDCP (as opposed to the current 6m setback). States that this is appropriate to increase separation, privacy and deep soil planting opportunities for residents to the north, and that the Granville and Auburn Transport Study 2022 does not identify the need for a 6m setback along Parramatta Road.	Comments are out of scope of the draft Harmonisation DCP project. *See response to No.41.b, and No.41.e regarding scope of draft Harmonisation DCP.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		j. Comments that proposed requirements for ceiling heights to be aligned with *Clause 6A* of SEPP 65, and to include provisions enabling the use of wintergardens on highly constrained sites such as those exposed to significant road and rail noise.	Comments are out of scope of the draft Harmonisation DCP project. *See response to No.41.a, No.41.b, and No.41.e regarding scope of draft Harmonisation DCP.* *See response to No.41.f regarding the interrelationship of the ADG and a DCP.* In addition, *Clause 30* states that Council must not use unit area, carparking or ceiling height to refuse an application if it meets ADG minimums for these. These are the 'non-discretionary standards'; therefore, irrespective of what is contained within the DCP in relation to floor to ceiling heights, the ADG will be used for this component of the assessment process. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		k. Supports landscaping requirements **(C.20, Section 8.2.3.1 – Granville Town Centre),** car parking requirements **(Table 6.3.1 – Minimum car parking rates** and **6.3.2 – Car parking rates for the Granville and Harris Park Town Centres**), and building lengths **(Section 3.5.1.3 – Streetscape and Building Address, C.05**), requesting that this is reflected in their SSDCP.	Comments are out of scope of the draft Harmonisation DCP project. *See response to No.41.a, No.41.b, and No.41.e regarding scope of draft Harmonisation DCP.* The preparation of the Site-Specific DCP will resolve specific planning and design objectives and controls specific to the context, site configuration, and site constraints for the land bound by Parramatta Road, Duke Street, Victoria Street and Albert Street, Granville. This is the appropriate planning process to prepare and negotiate planning controls for this site. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
42	**Think Planners**	a. Submitter comments that an expanded index would be beneficial for navigating the draft Harmonisation DCP.	The submitter's request for an index within the draft Harmonisation DCP is acknowledged and will be investigated as part of a future review of the finalised DCP.
		b. Submitter requests that the 100sqm private open space requirement (**C.03** of **Section 3.3.1.4 - Open Space and Landscape** for dwelling houses, secondary dwellings, and dual occupancies) apply to the principal lot for dual occupancies, providing 50sqm to each dwelling.	*See response to No.25.c in relation to the suitability of 100sqm per dwelling within a dual occupancy development.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Submitter asserts that 50sqm presents as a logical transition for private open space across the different residential accommodation permitted under the DCP (i.e. ground floor of a residential flat building is 15sqm; town house development is 40sqm; dwelling in dual occupancy development is 50sqm; and dwelling house	

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		100sqm).	
		d. Submitter states that the planning controls for townhouses in **Section 3.4 – Multi-Dwelling Housing** of the draft DCP do not deliver a high yield for applicants which is why many R3 sites across the City have not been redeveloped for this land use.	Land use permissibility, density and built form (i.e. zoning, height and floorspace ratio) is managed under the *Parramatta LEP 2023* and is outside of the scope of the draft Harmonisation DCP project. Council consulted with the community on land use planning matters as part of the Land Use Planning Harmonisation Discussion Paper in 2019, and the Harmonisation Planning Proposal (i.e. draft Harmonisation LEP) in 2020. These two consultation processes were the opportunity for the community to provide feedback on land use and built form controls permissibility. It is noted that the Department of Planning and Environment during the finalisation of the *Parramatta LEP 2023* (which came into effect on 2 March 2023) did not support the standardisation of FSR and height controls for R3 zoned land (which Council proposed to introduce as 0.6:1 and 11m respectively under the Harmonisation Planning Proposal). More information can be found on the Land Use Planning Harmonisation Framework webpage. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		e. Submitter generally supports the 11m HOB and 0.6:1 FSR controls for R3 zoned land across the City, but notes that these limit the development potential for townhouses.	
		f. Submitter requests that **C.03** within **Section 3.4.1.2 – Preliminary Building Envelope** relating to townhouses be amended to permit 2 storeys for townhouse development that does not directly front a public street, rather than the single storey plus attic that is currently permitted via the draft DCP. The submitter states that the attic form restricts amenity.	*See response to No.25.d in relation to the number of storeys for townhouse development not frontage a street.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		g. Submitter requests the removal of the 9m building separation requirement contained in **C.01** within **Section 3.4.1.3 – Building Separation** relating to townhouses, stating that this should be merit-based.	The requirement of C.01 within 3.4.1.3 Building Separation within the draft DCP that requires a 9m building separation has been carried over from the Parramatta DCP 2011 and further refined following additional detailed design testing aimed at supporting good design outcomes (such as those for site layout, building orientation and elevations and storage) for multi-dwelling housing as directed by the Land Use Planning Harmonisation Discussion Paper) and as explained in Attachment 2 to the Council Report from 28 November 2023. The 9m building separation on site between dwellings where habitable rooms face habitable rooms is consistent with the scope and intention of the harmonisation process and is considered to deliver adequate privacy, access to light, air and outlook for the occupants of the proposed development, neighbouring properties and future buildings. In addition, a 9m separation helps ensure development does not prejudice the redevelopment of adjoining sites in the future. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		h. Submitter requests **C.03** within **Section 3.4.1.5 – Open Space and Landscape** relating to townhouses to be amended to only require 30sqm of private open space (with minimum dimensions of 4m) instead of 40sqm (with minimum dimensions of 5m).	*See response to No.42.g regarding further additional design testing carried out to support good design outcomes.* The current control requires a minimum of 40sqm of private open space with minimum dimensions of 5m for each dwelling within a town house development. The further detail design testing indicated that this amount and configuration of open space will: • ensure private open space provides residents with quality usable private outdoor living areas for recreational and outdoor activities. • ensure private open space is designed to maximise solar access and be well integrated with living areas. • Maintain privacy to the occupants of adjacent dwellings and within the proposed development. • Provide quality private open space in terms of its outlook, orientation, relationship to the dwelling, size and shape and its enclosure and landscape treatment. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		i. Submitter provides comment in relation to **Section 4.6 – Centre-based Child Care Facilities**, requesting the reduction of parking spaces for childcare centres within 800m of a station or light rail stop to 1 space per 10 visitors and 1 per 2 staff, consistent with the NSW Childcare Planning Guidelines (CCPG) for sites within proximity of railway stations, stating that Cumberland City Council have taken this approach.	The design of centre based childcare facilities is guided by multiple Environmental Planning Instruments (EPIs) including State Environmental Planning Policy (Transport and Infrastructure) 2021 - Chapter 3 - Educational establishments and childcare facilities (Transport and Infrastructure SEPP) and a Development Control Plan. The interrelationship between these EPIs (and what controls take precedence) is specified within the Transport and Infrastructure SEPP. The design and planning provisions within the Transport and Infrastructure SEPP take precedence over those contained within a DCP "*other than those concerning building height, side and rear setbacks or car parking rates*". In other words, the building height, side and rear setbacks, and car parking rates within a DCP take precedence during development assessment to any controls relating to these planning considerations within the Transport and Infrastructure SEPP (which applies, and gives weighting to, the NSW Childcare Planning Guidelines (CCPG)). As explained in Attachment 2 to Council Report from 28 November 2023, the provisions for childcare centres facilities within the draft Harmonisation DCP largely retain the existing approach from the Parramatta DCP 2011 with updates from Auburn DCP and the Holroyd DCP to deliver improved landscape setback and parking design controls. Whilst the CCPG contains provisions regarding carparking, due to the SEPP enabling a DCP to take precedence in relation to carparking, consistency with the CCPG is not required. The car parking provisions contained within the draft Harmonisation DCP have been selected to ensure that safe and convenient car parking arrangements for child care facilities are provided and avoid adverse traffic and on-street parking impacts on the surrounding neighbourhood. However, the draft Harmonisation DCP includes **C.11** within **Section 4.6** in the event there are specific site

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			considerations that require a variation to the carparking rates. **C.11** states: *Any variation to the minimum parking requirement, is to be justified by a traffic and transport impact assessment. The assessment must demonstrate that the proposed parking provision will not result in any adverse impacts on on-street parking in surrounding residential areas or any loss of amenity for users of the childcare centre.* **For the above reasons, and the flexibility permitted via C.11, no changes to the draft Harmonisation DCP are considered necessary.**
		j. Submitter provides comment in relation to **Table 4.8.1 – Development provisions for childcare facilities** within **Section 4.6 – Centre-based Child Care Facilities**, stating that the requirement for any structures greater than 1.8m to be setback 2m is excessive. The submitter states it should be altered to state the building is to be setback 2m from side boundaries; and any acoustic barriers should be assessed on merit or otherwise barriers greater than 2.1m be setback 1m behind landscaping to provide visual relief and screening.	*See response to No.42.i regarding the preparation of childcare provisions within the draft Harmonisation DCP and the interrelationship between the Transport and Infrastructure SEPP and a DCP.* The draft Harmonisation DCP includes updated setback controls specific to each land use zone where childcare centres are permissible (i.e. R2, R3, R4 and business zones). These have been prepared to ensure proposals for new and enlarged childcare facilities respond positively to their context and setting. In R2 and R3 zones, the draft Harmonisation DCP requires the following side setback: *Any structures greater than 1.8 metres in height (including acoustic barriers) are to be setback at least 2 metres from side boundaries. This setback is to incorporate a minimum 1 metre densely landscaped setback, comprising trees and shrubs and cannot be included in the total outdoor play space area required for unencumbered outdoor play space.* The control as currently drafted assists in minimising the impacts on the amenity of the surrounding neighbourhood; and in ensuring childcare building forms are compatible with the character of existing surrounding residential development. Reducing the side setback to 1m for acoustic barriers greater than 2.1m as suggested by the submitter would visually encroach on adjacent properties, impact on solar access, limit opportunity for significant landscaping and tree planting, and reduce side egress. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		k. Submitter provides comment in relation to **Section 4.6 – Centre-based Child Care Facilities**, stating that the one storey and play area limitation to ground floor only be removed and be subject to merit assessment under the NSW Childcare Planning Guidelines. This is because the context of a particular site- i.e., a corner site, or a site with interface to a park/reserve/school has a different context, and on those sites, a first-floor play area	*See response to No.42.i regarding the preparation of childcare provisions within the draft Harmonisation DCP and the interrelationship between the Transport and Infrastructure SEPP and a DCP.* Response 42.j above describes why Council Officers consider that childcare centres should be limited to single storey structures Whilst the CCPG contains provisions regarding play spaces, due to the DCP height provision of one storey (which the SEPP enables to take precedence), there is no opportunity for play spaces to be delivered anywhere other than the ground floor. The provision of play spaces on the ground floor ensures the necessary access, shading, privacy, and noise attenuation measures can be implemented to manage the operation of this land use within low density areas.

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		may be suitable. The submitter also notes that the NSW Childcare Planning Guidelines discourages first floor play areas within the R2 zone unless good design is demonstrated. Therefore, the DCP should remove **C.02** of **Section 4.6** to be consistent.	**For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		l. Submitter states they are not aware of Sydney Water providing sewage treatment plants that provide a non-drinking water supply which require dual reticulation systems to connect to for areas outside of the Parramatta CBD. Therefore, requests requirement for dual reticulation system requirement is not proceeded with for rest of LGA. The submission is related to **C.12** within **Section 5.4.2 – Water Efficiency**.	As explained in Attachment 2 to Council Report from 28 November 2023, new objectives have been proposed to increase resilience and water security by requiring an alternative water supply to buildings, and by reducing barriers to connecting to future non-drinking water supply infrastructure. Controls have also been strengthened building on existing Parramatta DCP 2011 controls, and controls from the Parramatta City Centre DCP. The planning and delivery of sewerage and water infrastructure are managed by Sydney Water. Sydney water have advised Council that they are supportive of Council introducing dual reticulation systems in growth precincts in the LGA as they continue to look at how recycled water can be managed and this would help future-proof buildings to enable an efficient and non-costly transition to an alternative water supply when available in the future. The controls contained in the draft Harmonisation DCP regarding dual reticulation pipping allow for a change-over to an alternative water supply in the future which can be achieved without significant civil or building work, disruption or cost. The intent of the control is to reduce the technical and financial barriers in upgrading buildings to connect to future non-drinking water supply infrastructure and are considered necessary in promoting water security and resilience. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
43 J	Epping Civic Trust	a. The submitter, the Epping Civic Trust represents residents in Epping and has prepared two detailed submissions covering several planning matters with a particular focus on tree and vegetation preservation and management. It is noted that one of the submissions was received prior to the exhibition of the draft DCP, which provided detailed recommendations on tree and vegetation controls. The second submission was received during the exhibition period of the draft DCP following a review of the draft DCP.	Noted.

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		b. The Trust notes that trees within the LGA should be recognised as *intergenerational assets* and must be protected and viewed as a collective rather than individually. The Trust recommends that the draft Harmonisation DCP place greater emphasis on tree canopy and tree preservation identifying that this is an integral element of the City's urban and social fabric.	Council recognises the importance of trees within the City. Council's prioritisation of tree canopy and tree preservation is outlined in existing strategic documents, including the Parramatta Local Strategic Planning Statement (LSPS), the Environmental Sustainability Strategy 2017 (featured in Urban Forest action) and as seen on Council's Trees webpage. The objectives **O.01 - O.08** of **Section 5.3.4 – Tree and Vegetation Preservation** of the draft Harmonisation DCP identify the value of trees within the City, and specifically recognise the need to conserve trees of ecological, heritage, aesthetic and cultural significance. They also recognise the need to protect and manage individual and stands of trees as an important community asset. Further work on tree canopy and tree preservation will be subject to and delivered via future tree protection strategies, as detailed in the Council meeting on 26 April 2022 (Item 12.5). Council's City Strategy team are currently reviewing the Environmental Sustainability Strategy 2017 and are in the process of developing an Urban Canopy Plan. These documents will work in unison to protect and improve the tree canopy of Parramatta. **It is considered that the draft Harmonisation DCP and broader strategic framework in association with trees recognises the importance of trees in the City's urban and social fabric. For the above reasons, no changes to the draft DCP are considered necessary.**
		c. Requests an update of DCP provisions to align with current legislation and the Vegetation SEPP.	As recommended in the *Land Use Planning Harmonisation* Discussion Paper (Discussion Paper), the draft Harmonisation DCP's provisions have been updated in accordance with current legislation. Since the preparation of the Discussion Paper, *State Environmental Planning Policy (Vegetation in Non Rural Areas) 2017* was repealed by *State Environmental Planning Policy (Biodiversity and Conservation) 2021*. These legislation references have been updated throughout the draft Harmonisation DCP to ensure accuracy. For more information on changes to the DCP to align with new legislation, please refer to Attachment 2 – Summary of Draft DCP and Response to Discussion Paper Recommendations. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		LEP Matters	
		d. The submitter notes that there is no E2 Commercial Centre zoned land in Epping under the Parramatta LEP 2023 and encourages further uptake of this land use zone to promote significant commercial development in Epping, to provide jobs for the future population due to increasing density.	Land use zoning is stipulated through the *Parramatta LEP 2023* and is outside of the scope of the draft Harmonisation DCP project. The primary function of the draft Harmonisation DCP is to support the implementation of the *Parramatta LEP 2023*. The draft DCP provides design guidance for the land uses permitted with consent in the *Parramatta LEP 2023*. Further information about how the DCP and LEP work together can be accessed via Planning Information Sheet. In the City of Parramatta, the E2 Commercial Centre zone is only found in the Parramatta City Centre. Which is the Western CBD of Sydney. The key feature of this zoning is that residential development is not permitted in this zone. Epping is a strategic centre and the objectives for these category of centres is to provide a mix of housing and jobs. Increasing use of the E2 zoning would necessitate a reduction in residential development permitted which

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			would be unlikely to be supported by the State Government. The E1 Local Centre Zoning is more appropriate for the Epping centre. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		e. Submitter supports the minimum land size of 550sqm for subdivision, noting that owners of smaller lot sizes would remove trees to meet lot size requirements.	Submitter's support for the minimum land size of 550m2 for subdivision is noted. **No changes to the draft Harmonisation DCP are considered necessary.**
		f. Submitter supports the retention of the Old Epping Bowling Club Site as RE1 in the *Parramatta LEP 2023* as the Trust considers it essential public recreation for the intense population increase as a result of nearby high-rise development.	The submitter's support for the retention of the zoning for 725 Blaxland Road (known as the former Epping Bowling Club site) is noted. The site is currently zoned RE1 Public Recreation and identified within the Land Reservation Acquisition Map (LRA map) under the *Parramatta LEP 2023*. Its annotation in the LRA map indicate that it can be acquired by Council for Local Open Space. These planning controls were carried over from the *Hornsby LEP 2013* as part of the Harmonisation LEP process. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		Tree Management and Removal (Private Land)	
		g. The submitter raises concern regarding the definition of a tree in the Parramatta LEP 2023. The Trust states that using height as the sole criteria for the definition of a tree is limiting and will allow many trees to be removed.	There is no definition of a tree in the *Parramatta LEP 2023*. The draft Harmonisation DCP in the Glossary of **Section 5.3.4 – Tree and Vegetation Preservation** includes the following definition of a tree: ***Tree** is a long-lived woody perennial plant with one or relatively few main stems with the potential to grow to a height greater than 3 metres (Australian Standard AS 4373-2007 "Pruning of amenity trees").*
		h. The submitter comments that the current criteria for trees that require council approval for removal is inadequate.	This definition is from the Australian Standards and is commonly used (including within the *Hornsby DCP 2013*). The draft Harmonisation DCP in Section 5.3.4 – Tree and Vegetation Preservation requires written consent (via Development Application or Tree Permit Application) for works (pruning or removal) to the following;
		i. The submitter suggests incorporating a combination of height (> 4m), trunk diameter (0.45m at 0.3m height), and canopy spread (over 3m) to define a tree and points towards other councils' methods as a more inclusive criterion.	***1. A tree or palm with a height equal to or exceeding five metres.*** ***2. Any tree with a height equal to or exceeding three (3) metres or any tree capable of growing to a height of 3 metres (where the tree with a height less than 3 metres has been intentionally planted):*** *a. that is or forms part of a **heritage item, or that is within a heritage conservation area** (existing in PDCP 2011),* *b. that is located within a **Special Character Area** as defined by this DCP (added as part of Harmonisation process).*
		j. The Submitter recommends amending the definition of a tree to reduce the height criteria to 3m minimum.	

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			c. Vegetation on land identified as 'Biodiversity' on the Parramatta LEP 2023 Natural Resources Map. *NOTE: The above two tree controls have been included above in response to the submitter as these relate to trees on privately owned land and the most relevant to the submitter's concerns about tree removal. However, it is noted that the draft DCP also includes controls relating to trees on public land (including land mapped as high sensitivity on the Aboriginal sensitivity map).* Council officers reviewed the possibility of including a canopy spread and trunk diameter as part of the above controls. However, it was determined that the controls would be difficult to apply as they are difficult to measure and monitor; create confusion within the community; and deliver a more onerous control with little benefit as protecting trees with a minimum canopy spread/trunk width when under 5 metres has a minimal contribution to canopy cover. In addition, a height only threshold can be administered consistently as height is captured by survey plans and communicated easily to the public. More detail on the formulation of these thresholds is contained within Attachment 2 – Summary of Draft DCP and Response to Discussion Paper Recommendations and Attachment 3 – Key Policy Matters to the Council report of 28 November 2022. In summary, the submitter's request to consider diameter was investigated during the preparation of the draft controls and were not considered suitable. The definition of a tree does include a 3 metre height. However as explained above, the draft harmonisation DCP then details what trees will be protected. Council has applied protections for trees of 3m in sensitive areas. The draft controls have been developed to strike a balance between allowing new development and preserving the well-established tree coverage to protect amenity, canopy coverage, character and liveability of neighbourhoods. The proposed controls also considered the practicality and interpretation of the controls, which will assist in managing compliance and community expectations around preservation. In addition, the draft controls respond to learnings from previous approaches to tree management from the last decade (i.e. the strict and conservative controls in 2011 vs less restrictive controls in 2015) to deliver a well-considered, practical framework. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		k. Submitter suggests an increase in monitoring of compliance with tree replacement, with a review of the Offset Program to ensure enforcement, and the provision of a list of recommended tree species for residents within the LGA. Cites Ryde Council's Tree Planting List as an example of good practice.	In instances where Council does consent to tree removal, tree replacement is conditioned as part of consent where possible. Applicants must wholly comply with conditions of consent as per their DA approval. Regarding compliance, as per the *Environmental Planning and Assessment Act 1979*, post-consent certificates (construction and occupation certificates) are only issued subject to the fulfilment of the conditions of consent outlined in the DA determination. Control **C.03** contained in **Section 5.3.4 - Tree and Vegetation Preservation** details an Offset Program that makes provisions in events where trees cannot be replaced due to site or design constraints (e.g. small townhouse courtyard). In this case, Council will collect a financial fee to source a suitable tree, location (on public land) and provide 6 months maintenance to ensure the tree grows healthily and to maturity. Furthermore, conditions of consent will be attached to the replacement tree planting to ensure enforcement. *See response to submission No.43.m below for more Information regarding offset tree planting.*

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			The list of appropriate tree species for planting (**Table 5.3.1.1 – Endemic species to be considered in planting in the City of Parramatta** contained in **Section 5.3.1 – Biodiversity**) has been updated following a review of the species contained and their suitability subsequent to the boundary adjustments following the Proclamation of the City of Parramatta in 2016. The supporting control has been updated to say that whilst preference for indigenous and/or endemic species reflective of the vegetation of the local area, exotic species appropriate to the landscape setting may also be considered by Council. This was considered appropriate by Council as it provides guidance on the preferred trees to be planted, but also allow some flexibility as Indigenous or endemic trees may not be suitable or practical in all circumstances. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		l. Submitter requests Council provide further clarity and transparency regarding how trees are planted and maintained.	As explained within Attachment 2, the management of existing trees and the planting of new trees are managed across multiple parts of the draft Harmonisation DCP. **Section 2.7 – Open Space and Landscaping** includes additional controls reinforcing the requirement of existing healthy trees to be incorporated into landscape plans during the design phase of a development. This is to ensure suitable protection of established trees and design outcomes that integrate existing healthy trees and landscaping with new development. Approved landscape plans will also specify any new vegetation which must be planted, conditions of consent could also provide additional requirements for tree planting and maintenance. This approach also creates a link to the Tree Preservation controls and reinforces requirements the applicant must satisfy. **Section 5.3.4 – Tree and Vegetation Preservation** contains controls relating to an Offset Program (**C.03**). Where a tree is approved to be removed, Council will seek the replanting of a suitable canopy replacement tree or trees in a suitable location on the site. Any replacement trees will need to be grown to maturity and replaced if the planting fails to survive and thrive. Should the submitter seek further clarification, landscaping and tree controls are explained within Attachment 2 – Summary of Draft DCP and Response to Discussion Paper Recommendations. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		m. Submitter also requests clarity on what the offset fees will be used for as stated in **C.03** within **Section 5.3.4 – Tree and Vegetation Preservation**, and additional information regarding how the offset policy will be used to ensure tree canopy is maintained.	In accordance with the draft Harmonisation DCP and *State Environmental Planning Policy (Biodiversity and Conservation) 2021*, Council's preference is to retain canopy trees on private land to protect the City's urban forest cover and ensure trees are retained to reach maturity. As explained in response to *submission No.43.l and No.43.aa,* Landscape Plans need to demonstrate how established trees have been integrated and protected in relation to the development. In instances where trees are unable to be retained due to site constraints, Council will seek the replanting of a suitable canopy replacement tree or trees in a suitable location on the site. Any replacement trees will need to be grown to maturity and replaced if the planting fails to survive and thrive.

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			Council recognises that there are instances trees are unable to be retained on site or suitable new trees cannot be replanted on site due to site or design constraints. In these instances Council will seek a financial contribution to be paid to support public tree planting. Offset fees are contained within Council's published fees and charges. The Offset Program aims to ensure canopy trees continue to be planted in the event trees need to be removed as part of the tree permit application process. In the event the replanting of a tree on site is unsuitable, the financial contribution collected from the Offset Program are used specifically to fund and support public tree planting within the areas where they were removed including sourcing the tree and 6 months maintenance. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		n. Recommends a provision to retain dead trees as habitat for native fauna in areas of bushland and reserves.	In line with Council's Community Strategic Plan 2018-2038 and Environmental Sustainability Strategy 2017, the following objective was added to **Section 5.3.4 – Trees and Vegetation Preservation** to help achieve Council's green targets: "*O.08 Protect native fauna habitat.*" The draft Harmonisation DCP controls built on the recommendations of the Land Use Planning Harmonisation Discussion Paper, see Attachment 2 – Summary of Draft DCP and Response to Discussion Paper Recommendations (i.e. the Parramatta and Hornsby DCP controls which provide stronger tree preservation controls), and retained provisions relating to dead trees as habitat for native fauna in **C.07** and **C.12** of **Section 5.3.4 – Tree and Vegetation Preservation**. Specifically, if a tree that is dead or dying but provides habitat to native animals and is not posing a risk to human life or property, it does not warrant removal or pruning. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary as this request has already been fulfilled.**
		Street Tree Policy (Council Land)	
		o. Submitter expresses concern for species selection in defining a streetscape (particularly within HCAs where it might be more appropriate to provide a limited number of species).	The list of appropriate tree species for planting (**Table 5.3.1.1 – Endemic species to be considered in planting in the City of Parramatta** contained in **Section 5.3.1 – Biodiversity**) has been updated following a review of the species contained and their suitability subsequent to the boundary adjustments following the Proclamation of the City of Parramatta in 2016. *See response to submission No.43.k for more information regarding list of appropriate tree species for planting.* Currently Council has multiple teams with tree planting programs, each program has specific installation requirements, standards and contracted installation maintenance periods. Council's programs consider the context to determine the appropriate trees are planted and maintenance provided. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		p. Submitter expresses concern for the location of new street tree plantings.	The location of new tree plantings are informed by Council arborist, following a review of the site, an appropriate location and tree species is selected, as seen in Council's Tree Planting Program and 2022 Greening Parramatta scheme. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		q. Submitter expresses concern for adherence to street tree protection zone policy within DA approvals, and Council checks before development construction.	Any necessary Tree Protection Zones (TPZ) must be clearly marked on plans lodged to support Development Applications. A Tree Protection Plan which generally are required to accompany an application that Includes the protection of a tree will demonstrate the methodology as to how the retained trees will be protected during demolition and construction. Submitted plans are an integral part of the development consent, approved plans are stamped by Council and alongside the development consent conditions must be complied with as a legal requirement through the provisions of the *Environmental Planning and Assessment Act 1979*. *See response to submission No.43.k for more information regarding the compliance with DA conditions of consent and response to submission No.43.aa for plan details required for landscaping and tree protection.* The *Environmental Planning and Assessment Act 1979* (the Act) establishes the development procedures in NSW, this includes processes to ensure development is in accordance to the development consent. The Act stipulates the requirement of an appointment of a Principal Certifier who must ensure the conditions of the development consent have been complied with. Members of the public may file a complaint to Council if requirements of development consents have not been complied with. Please see Council's *Building Compliance Policy* on Council's website for more information. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		r. Submitter expresses concern for care of new trees (suggesting the use of 4 robust stakes and protection measures, particularly within the commercial core).	The recommendation for general landscaping controls within the Discussion Paper (page 95) states that technical specifications for landscaping design and construction in the DCP (such as pot sizes, tree stock standards, certification of completed works and maintenance works) are not considered necessary as many of these overlap with Australian Standards and are addressed through special conditions of consent (page 95). **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		s. Submitter recommends an investigation of an Urban Forest Management Register and substantial update of the Parramatta Street Tree Plan 2011 with a trial within the Epping/Eastwood area of the LGA.	Council is in the process of developing an Urban Canopy Plan. This document will establish Council's vision for the urban canopy and recommend a range of actions to protect and improve canopy in both the public and private domain. It is anticipated that existing tree related plans, strategies and policies will be reviewed and updated to ensure consistency with the Urban Canopy Plan. This review may lead to the creation of additional plans/strategies/policies to address any identified gaps or shortcomings of current documents of which a forest management register may be one. *Please see response to submission No.43.al for more Information regarding further work on tree canopy strategies.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		New Street Tree Planting Location	
		t. Submitter raises concerns that the outsourcing of labour for street tree planting has resulted in inappropriate planting locations, either too close to or under an existing tree, leaving gaps in areas that	Currently Council has multiple teams with tree planting programs that including Natural Resources (Bushland, Greening Parramatta, Parramatta Light Rail Tree Planting) Capital works, the Property and Place teams, the Public tree replenishment program, and the East Epping heritage precinct grant. Each program has differing installation requirements, standards and contracted installation maintenance periods. The Council is working on

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		need shading.	minimum standards documentation that will be applied across all future projects to increase the quality of the assets installed and then ensure assets receive appropriate maintenance by Council. *See response in No.43.p for more information regarding the location selection of tree, and No.43.r for more information on technical specifications for landscaping design and construction within the DCP.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		u. Submitter recommends Council develop a policy to ensure street tree plantings are located in the best and most appropriate areas whilst providing contractors with a reliable point of reference.	
		v. Submitter recommends Council allocate dedicated in-house staff to provide maintenance for new street tree plantings.	
		w. Submitter comments that contractors do not comply with set rules. Recommends the development of a structured and mapped tree planting program over a minimum 5 year period (informed by resident consultation, species selection, traffic visibility, overhead wires, underground plumbing, location of existing trees), which contractors should adhere to.	
		x. Submitter suggests continuation of the Tree Champion program with renewed promotion efforts.	The 2022 Tree Champion program will not be extended. However, the community were welcome to participate in Council's 2023 round of Tree Champions as part of our Parramatta Light Rail tree planting program. As part of Council's ongoing commitment to the delivery of tree targets within the City, this initiative will again be evaluated to determine its ongoing roll out following the completion of the Parramatta Light Rail project. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		Street Tree Planting (Heritage Conservation Areas)	
		y. Submitter comments on the need for a proactive replanting strategy (possibly funded by heritage grants) for heritage streets which have experienced a loss of trees, including monitoring and maintenance of new planted trees and removal and replacement of dead trees. Selection of tree species should be consistent with HCA streetscape pattern.	The use of the City of Parramatta Local Heritage Fund to replace privately owned trees in heritage streets is supported by the City of Parramatta Local Heritage Fund Guidelines 2022-23. However, the aim of the fund is to encourage appropriate conservation work for privately owned heritage properties in the City, rather than any tree planting on public Council streets or for any other Council activities. The objectives **O.01 - O.08** of **Section 5.3.4 – Tree and Vegetation Preservation** of the draft Harmonisation DCP identify the value of trees and the need to protect and manage trees (both those of public and private land) as an important community asset. **C.01** requires consent for any works for any tree located on public land (irrespective of size), unless the works are carried out by Council or an authorised agent of Council as part of maintenance and management.

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			Furthermore, in response to the submitter's concerns regarding the management and conservation of trees within heritage streets (i.e. Heritage Conservation Areas (HCAs)), **Section 7.4 - General Provisions** of **Part 7 - Heritage and Archaeology** includes the following control in relation to landscaping and gardens: *C.64 Heritage listed gardens or significant landscape should retain layouts and primary features and structures, including native or indigenous species or exotic species such as mature trees, gardens shrubs, outbuildings, fences, stonework, pathways and the like.* This provides direction on the suitability of species within a heritage setting. Furthermore, **Part 2 – Design in Context** and **Part 5 – Environmental Management** also contain controls relating to landscaping and ensuring consideration of surrounding streetscape and contexts. Collectively the three parts of the draft Harmonisation DCP are sufficient in supporting landscaping and planting within the City, but specifically with heritage streets (i.e. HCAs). *See response No.43.ac for more information on the monitoring and maintenance of new trees, No.11.d for more information on a future heritage review, and No.43.b on future work to update Council's environmental strategies.*
		Tree Policy (Private Land)	
		z. Submitter expresses concerns for existing landscaping provisions (deep soil percentage), and the planting of trees vs shrubs.	The draft Harmonisation DCP promotes minimum levels of landscaping and tree preservation. This is consistent with the recommendations of the Land Use Planning Harmonisation Discussion Paper, and in line with Council's Environmental Sustainability Strategy and Council Resolution of 26 April 2022 (Item 12.5) to review tree management controls. Additional objectives and controls were added to provide deep soil areas for canopy trees and vegetation planting. The proposed controls for landscaping and tree management have been adapted in consultation with Council's Landscaping and Tree Management Team and City Design Team to ensure suitable protection of established trees and design outcomes that integrate existing healthy trees with new development and landscaping. Attachment 2 to the Council Report from 28 November 2022 provides detail on the preparation of landscaping controls in relation to different residential accommodation types and more broadly across the City. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		Protection of Trees on Development/Construction Sites	
		aa. Submitter states that Ryde Council's Tree Management Technical Manual is more accessible and transparent and should be followed by Council. Examples of better practices include: • clear diagrams of TPZs • the holistic incorporation of trees throughout the project timeline.	Feedback relating to technical manuals that operate separately to a DCP are out of scope for the Harmonisation DCP project. Tree Protection Zones (TPZs) are required to be identified within Site Plans as part of the Development Application package. The landscape plan which forms part of an application will identify new plantings within the site, inclusive of trees to be retained or removed. A Tree Protection Plan which may accompany an application will demonstrate the methodology as to how the retained trees will be protected during demolition and construction. *See response to submission No.43.q for more information on the protection of trees through TPZs.*

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		• signage with name and contact details of the project arborist • mandatory tree replacement that is monitored by Council's staff; and • regular monitoring/reports and consistent involvement of the same, impartial, project arborist (whose name is clearly displayed)	Controls reinforcing the requirement of existing healthy trees to be incorporated into Landscape Plans during the design phase of a development has been included in the draft Harmonisation DCP. This is to ensure suitable protection of established trees and design outcomes that integrate existing healthy trees with new development and landscaping. *See responses No.43.ac addressing the monitoring and maintenance of new trees.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ab. Submitter states wording on the Trees and Development webpage is ambiguous (e.g. "Council may request that an AIA and TPP accompany… the DA.").	Council's Trees and Development webpage has been updated to expand these acronyms and a dictionary is included in **Section 5.3.4 - Tree and Vegetation Preservation** containing definitions for terms used in this section of the draft Harmonisation DCP. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ac. Submitter requests that clear penalties for non-compliance be developed and implemented, with revenue being directed to Council's tree replacement program, and outcomes of non-compliance be included in Council's communication to residents.	Any development related breaches are investigated in accordance with the current legislation and guided by Council's Regulatory Enforcement Policy and related procedures. Where a tree is approved to be removed, Council will seek the replanting of a suitable replacement tree or trees in a suitable location on the site. Any replacement trees will need to be grown to maturity and replaced if the planting fails to survive and thrive. This will usually be a condition of development consent via the development assessment process. Penalties, including fines, may be issued to a person found guilty of contravening these controls. In addition to a penalty, the Court may also order the repair, remedial pruning or replacement of a damaged, destroyed, poisoned or severely pruned or removed tree and impose an order to maintain such replacement to maturity. Income collected by Council from penalties (i.e. fines for non-compliance, tree matters, parking, environmental health etc) is not separated based on type of offence. For Council funding allocation, see Council's *General Purpose Financial Statements* and for further information on how funds are spent see Council's *Delivery Program and Operational Plan*. This information is reported to public via Council's annual report and can be accessed via Quarterly and Annual Reporting | City of Parramatta (nsw.gov.au). A DCP cannot stipulate the required penalties or how the income from penalties are allocated. Council has a clear strategy to achieve increases in canopy tree cover which do not require funding from penalty income or rely on non-compliance for the strategy goals to be achieved. *See response to submission No.43.b above for information on broader work on environmental strategies currently being undertaken by Council.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ad. Submitter suggests tree replacement post-	The CDC pathway is regulated by the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* (*Codes SEPP*) and managed by the State Government. The *Parramatta LEP 2023*,

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		construction for CDC developments to be mandatory and followed up by Council staff rather than private certifiers.	as well as the draft Harmonisation DCP, do not override a State Environmental Planning Policy (SEPP) due to the hierarchy of Environmental Planning Instruments. A SEPP does not need to consider the requirements of a Local Environmental Plan or Development Control Plan. Any requirement for CDC development contained in a DCP has no influence on the development therefore, Council cannot implement additional controls or requirements to 'CDC development', including follow up of post construction tree planting. The *Codes SEPP* contains provisions for planting and protection of trees within the setbacks of dwellings under certain complying development codes (Schedule 6) and the Low Rise Housing Diversity Code (Schedule 6A). *See response to submission No.20.b addressing Council's limitations regarding the CDC pathway.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		Tree Removal (Council Land)	
		ae. Submitter requests that residents of the immediate area should be notified of street tree removals. Notes that mature, healthy trees have been removed to the detriment of local amenity and to the detriment of residents.	Notification requirements are not contained in the draft Harmonisation DCP - all notification requirements are contained in Council's Community Engagement Strategy 2022-24. Any works on prescribed trees or vegetation requires written consent from Council, as outlined in **C.02** of **Section 5.3.4 - Tree and Vegetation Preservation** of the draft Harmonisation DCP. Any development application which proposes to remove a tree on public land will be notified as part of the notification process for development applications as outlined in Council's Community Engagement Strategy 2022-24. All development applications are to be publicly notified for 14 days as per Council's Community Engagement Strategy and public exhibition requirements contained within the *Environmental Planning and Assessment Act 1979*. Street trees may be removed by Council, government agencies, service providers or contractors acting on their behalf without notification. Tree removal by government agencies or service providers generally occurs without consent, and only if considered necessary therefore, notifying street tree works (including removal) is not practical as Council may not be aware of intended tree works. It should be noted that provisions which allow the removal of trees without consent are contained in higher order Acts and State Environmental Planning Provisions. Such provisions take precedence over DCP requirements, and therefore do not need to consider DCP controls for tree works. *See response to submission No.43.ad above for more information on hierarchy of Environmental Planning Instruments.* *See response to submission No.43.ar below for more information on tree removal on public land.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		Pruning of a Tree	

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		af. Submitter states the reference of tree pruning as "minor tree works" is ambiguous and vague. The Trust requests clarifying the definition as less than 10% of a tree crown or less than 20% of a hedge within a year (in line with Ryde Council's definition).	**Table 5.3.4.1 – Type of Tree Application** required contained in **Section 5.3.4 – Tree and Vegetation Preservation** specifies when an application is required, and what type of application is required where works involve pruning trees in excess of exemptions prescribed in the draft Harmonisation DCP. **C.10** in **Section 5.3.4 – Tree and Vegetation Preservation** provides conditions for when tree pruning may be considered exempt development, the conditions for some instances provide a branch diameter for trees. Council considers the application of a branch diameter more appropriate for trees, and this approach prevents issues administering the DCP requirements. Council does however, provide a percentage for the exempt requirement for the trimming of hedges, as there is less ambiguity administering a percentage for hedges due to the shape and form of hedges. *See response to submission No.43.ag below for details on exemptions on pruning.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ag. Submitter further states the term "selective pruning" (C.10) within Section 5.3.4 is ambiguous, and requests clearer terminology to be used.	The use of the term "selective pruning" within **C.10** of **Section 5.3.4 – Tree and Vegetation Preservation** is followed by a detailed description of the nature of the works: • Selective pruning for building clearance, being only minor pruning to remove branches no larger than 50mm diameter at the nearest branch collar where branch encroachment is within 2m of such, and where the owner of *the land where the tree originates, provides written consent.* • Selective pruning of branches or foliage emanating over public land from privately o*wned trees where access is required to be restored or created by Council or the State Emergency Services, or* • Selective pruning to remove any species of parasitic mistletoe or parasitic plant from any part of a tree. As detailed in **C.10**, such works are considered selective pruning when undertaken in the above listed scenarios in accordance with AS4373-2007 'Pruning of Amenity Trees' and SafeWork NSW Code of Practice 'Amenity Tree Industry' – 1998. Any ambiguity is clarified in the following control (**C.11**) which details instances that do not warrant removal/pruning of trees. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ah. Submitter advocates for the preservation of vegetation in bushland or HCAs.	Protection of vegetation is undertaken through numerous existing processes, including: *Section 5.10 Heritage conservation* and the Natural Resources – Biodiversity Map within the *Parramatta LEP 2023*, Biodiversity Values Map and Threshold Tool associated with the *Biodiversity Conservation Act 2016*, and Chapter 2 of the *State Environmental Planning Policy (Biodiversity and Conservation) 2021*. Additional controls to protect vegetation in bushlands have been incorporated in the draft Harmonisation DCP via **C.02** of **Section 5.3.1 – Biodiversity** regarding the requirement for a Statement of Flora and Fauna Impact (prepared by a suitably qualified ecologist) for all development in or adjacent to bushland and/or/waterways. This statement must also determine whether the development triggers the Biodiversity Offsets Scheme (BOS) as per Part 7 of the *Biodiversity Conservation Regulation 2017*.

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			The controls proposed in the draft Harmonisation DCP provide the same level of protection to vegetation in HCAs to those provided to vegetation contained on Heritage listed sites. This is the highest level of protection Council can practically apply through the DCP and administer throughout the LGA. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ai. Submitter requests amending **C.12** of **Section 5.3.4 – Tree and Vegetation Preservation**, regarding scenarios which do not warrant the removal/pruning of trees, to remove wording "usually". As a result of this change, the control will read: *The following issues do not warrant removal / pruning of trees:*	Council officers have identified the numbering of this control (previously **C.12**) as an administrative error; this has been amended to **C.11** for clarity within the draft Harmonisation DCP. Council's response to the submission is below. Council is determined to retain, protect and manage trees within the Parramatta LGA. The intention of the control is to provide a list of scenarios which do not warrant the removal/pruning of a tree. However, in the case of these scenarios, a degree of flexibility is required due to the case-by-case nature of the works. Whilst these examples generally do not warrant any tree works, certain scenarios listed in **C.11** may be justified. As such, the inclusion of the word "usually" is recommended to be retained. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		New Tree Maintenance Program	
		aj. Submitter highlights Council's current DCP controls which state that 'trees will be mulched, watered and staked' and 'added to our asset and maintenance program'. The Trust raises that there is little sign of this in practice and notes that new street trees are generally poorly maintained.	The control referenced by the submitter could not be found within the draft Harmonisation DCP. Council has multiple tree planting programs that including Bushland, Greening Parramatta, Parramatta Light Rail Tree Planting, the Public Tree Replenishment Program and the East Epping Heritage Precinct Grant. Each program has differing installation requirements, standards and contracted installation maintenance periods. As a result, a standardisation of the installation and maintenance of tree assets has not been efficiently implemented. To address this, Council is working on minimum standards documentation that will be applied across all future projects to increase the quality of the assets installed and ensure appropriate maintenance is provided. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ak. Suggests increased monitoring of new trees through more Tree Management Officers, and introduction of fines for unauthorised damage or removal of street trees.	As mentioned in the *response to submission No.43.aj above*, Council is working on standards that will be applied across all future projects to increase the quality of the assets installed. This will ensure greater monitoring of the City's public tree asset population as the appropriate maintenance requirements will also be contained in the standards. Prioritisation of resources to increase the number of Tree Management Officers (TMOs) needs to be considered against all the priorities seeking Council funding. Council budgets and resourcing are constantly under review to seek to resource all Council's competing priorities at an appropriate level. Any increase in resources for TMOs can only be considered as part of the Council budget preparation process and is not a matter for the Draft DCP Fines are issued by Council where they can be justified. *See response to issue (ca) of this submission provided above which deals with the issues of fines issued for unauthorised works on trees.*

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			Please see response to submission No.43.ac above for more information on the monitoring and maintenance of new trees and penalties for illegal tree removal. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		Tree Cover Canopy Objectives	
		al. Comments that Council does not have a clear tree canopy objective in key policy and planning instruments, noting that Council should seek to manage trees as a collective canopy (and as 'an intergenerational asset') rather than individual trees.	Further work on tree canopy and tree preservation will be subject to and delivered via future tree protection strategies, as detailed in the Council meeting on 26 April 2022 (Item 12.5). Council's City Strategy team are currently reviewing the *Environmental Sustainability Strategy 2017* and are in the process of developing a Urban Canopy Plan. These documents will seek to protect and improve the tree canopy of Parramatta. The Urban Canopy Plan will establish Council's vision for the urban canopy and recommend a range of actions to protect and improve canopy in both the public and private domain. To ensure consistency across Council's broader strategic framework, current targets will be retained until these strategies are finalised. *Please also see response to submission No.43.b above for more information on Council's broader tree strategies.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		am. Suggests that Council aligns their tree policy to NSW Government targets (40% by 2030) and create a Tree Management Technical Guide and Street Tree Masterplan for the LGA. Highlights Ryde Council's existing Tree Preservation Policy and Tree Management Technical Manual as exemplar practices.	As mentioned in response to *submission No.43.al* above, Council's current target of 40% by 2050 (as well as other frameworks such as the Parramatta Street Tree Plan 2011) will be retained until the Urban Canopy Plan has been developed and endorsed by Council. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		Significant Tree Register	
		an. Recommends that Council should develop a Significant Tree Register, which invites input from the local community and details the process for listing a tree. Points towards Ryde and Hunters Hill Council's existing platforms. Submitter states that the platform should be transparent in the objectives and implications of tree registration.	As detailed in the Council meeting of 26 April 2022 (Item 12.5), the implementation of a Significant Tree Register is not a feasible exercise. It has been determined that a Significant Tree Register provides limited additional protection as the draft Harmonisation DCP already protects trees suitable for a register (i.e. trees with a height of 5m or more). The strategic framework's protection of public and private trees is deemed to be sufficiently undertaken through existing processes, via the Biodiversity Values Map and Threshold Tool associated with the *Biodiversity Conservation Act 2016*, *SEPP (Biodiversity and Conservation) 2021*, the *Parramatta LEP 2023*, and Parramatta DCP 2011 (and the draft Harmonisation DCP). These instruments specifically provide protections to sensitive sites such as the requirement for DA consent as opposed to a Tree Permit within Heritage Conservation Areas, the protection of ecologically endangered communities and any heritage associated tree requiring approval before removal.

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			Council notes a more effective approach for protection would be legislative change (through advocacy) to align the *State Environmental Planning Policy (Exempt and Complying Codes) 2008* provisions with Council tree protection provisions on an on-going basis. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		Development & Tree Application Notification Requirements	
		ao. Requests that requirements for DA notice at the front of a property should be reinstated, and make the inclusion of an arborist report, heritage and environmental impact statement, and landscape plan mandatory for all DAs.	Notification procedures are outlined within the City of Parramatta *Community Engagement Strategy (2022-24)*, which was informed by the notification requirements of the *Environmental Planning and Assessment Act 1979*. Advertised development specified within the Strategy (i.e relates to heritage items and HCAs) requires a DA notification to be adhered to the front of properties during the notification procedures. Otherwise, surrounding and potentially impacted residents and property owners are notified of Development Applications. Council will request documentation such as an arborist report, heritage and environmental impact statements, tree protection plan and a landscape plan when relevant to the development scheme. The requirements for DA lodgement are also provided at a pre-lodgement meeting with Council where the documentation needed to address and respond to the site conditions and constraints are identified. As it is not practical to account for the documentation needed for every site within the City, wording such as 'additional information may be required' is used to allow flexibility in lodgement requirements in response to the unique characteristics of each site. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ap. Notes that the current wording of 'additional information may be required' is too ambiguous	
		Power Lines	
		aq. Submitter requests proactive dialogue with energy providers and Ausgrid to ensure the retention of mature trees where possible. The Trust notes that this dialogue needs to begin at the protection of existing canopy rather than removal.	Noted. City of Parramatta Council is committed to protect mature trees and retain our tree canopy across the City of Parramatta LGA. Council has previously raised concerns regarding tree pruning work around power lines to Endeavour Energy. Council has also written to the Planning Minister at the time to advocate change to the Vegetation Management Plan of Endeavour Energy. However, it is understood that limited actions have been undertaken by the energy provider as well as the Minister. Endeavour Energy acknowledged instances of tree pruning work carried out by their contractor did not strictly follow the technical specification outlined in the Tree Management Plan. Endeavour Energy's Tree Management Plan defines their approaches to managing vegetation near energy supply network assets and associated infrastructure in accordance with the Electricity Supply (Safety and Network Management) Regulation 2014. Further information on how a tree will be pruned around powerlines by Endeavour Energy can be accessed via Tree Management Plan (endeavourenergy.com.au) The draft Harmonisation DCP makes provisions to protect and retain mature trees unless subject to exempt works or an application for removal. Under the *Electricity Supply Act 1995*, where trees are deemed to possibly destroy, damage, interfere or cause a bushfire in relation to power lines, Endeavour Energy or Ausgrid may remove or trim the tree or request the

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			owner of the premises to do so. Any controls contained in a DCP do not have to be considered. Additionally, Council is undertaking additional work to protect and expand our tree canopy via future tree protection strategy as detailed in the Council meeting on 26 April 2022 (Item 12.5). Council's City Strategy team are currently reviewing the *Environmental Sustainability Strategy 2017* and are in the process of developing a Urban Canopy Plan. The Urban Canopy Plan will establish Council's vision for the urban canopy and recommend a range of actions to protect and improve canopy in both the public and private domain. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ar. Submitter requests Council review guidelines regarding choice of contractors selected to prune trees adjacent to powerlines and information presented to residents to upcoming tree works. Submitter suggests additional training for staff and monitoring by an accredited arborist to enable this.	The appointment of contractors for the pruning of trees adjacent to powerlines is not a function carried out by Council. Energy providers and suppliers appoint their own contractors to carry out such work. The provisions for this type of work are contained in the Electricity Supply Act 1995, these provisions take precedence over controls contained in the draft Harmonisation DCP. Therefore, any provisions relating to pruning of trees adjacent to powerlines in a DCP have no effect on energy providers or suppliers when done in accordance with the Electricity Supply Act 1995 and the associated Regulations. Council is currently working on a program to set minimum standards that will be applied across all future projects to increase the quality of assets installed and ongoing maintenance provided by Council. This will provide guidelines and enable process review for future tree works. Council has numerous qualified professionals including arborists, who contribute to ensuring Council is on track to achieving Council's tree vision and policy including targets set by *Environmental Sustainability Strategy 2017* and any other future strategies. All upcoming non-exempt tree works will need to be assessed by Council either through the application of a Tree Permit or a Development Application. Trees that are either heritage or located in a Heritage Conservation Area require assessment through a Development Application for tree works. For works requiring development assessment, Council's *Community Engagement Strategy (2022-24)* requires tree works related to heritage to be publicly notified for 14 days. *See response to submission No.43.b and No.43.aj above for information on broader work on environmental strategies currently being undertaken by Council.* *See response to submission No.43.bj addressing work to improve the quality of new trees plantings and their maintenance.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		Communication	
		as. States that Council should improve communication with the local community, commenting that different internal teams present inconsistent information to	Council's communication policies are detailed in the *Community Engagement Strategy 2022-24*. As required by the Office of Local Government's Integrated Planning & Reporting Guidelines for Local Governments in NSW, Council's Community Engagement Strategy will be reviewed in 2025 the year of the upcoming local government election. It is through this process that Council will review matters related to communication, including the themes

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		customers.	raised by the submitter. This will be subject to a separate public exhibition process, which Council officers encourage the submitter to provide a submission to. *See response to submission No.43.au below for information regarding Council communication policies.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		at. Suggests a review of internal communications strategy, community communication plan, and an improvement in shared knowledge on key tree policies.	
		Community Education & Engagement with Schools	
		au. Submitter states that clear information, written in community languages, should be provided along with existing communication channels to local residents (rates notice and the like), including: • the value of trees for the environment (e.g. reduction of energy costs) • uplift on real estate value; • rules and regulations regarding planning, removal and pruning of private trees; • and the definition of a tree.	Council's website currently contains messaging on the value and importance of trees (as referenced in *response to submission No.43.b)* including a video on the benefit of trees. This material outlines the environmental, economic and social benefits of trees and detail the positive impact trees have on communities. The *Environmental Sustainability Strategy 2017* equally emphasises the importance of trees as assets and the need to protect these into the future. The content and usage of community engagement and communication tools and programs for Council's tree vision and policy (and any environmental or planning matter) is out of the project scope of the draft Harmonisation DCP. However, Council (through its City Engagement Directorate) regularly communicates to residents the details of new tree planting, bushland rehabilitation, and plant give-away programs. Recently, this work has focussed on the success of the Greening Parramatta program and promoting the 2023 Parramatta Light Rail Tree Planting Program. This information is communicated in Council's monthly eNewsletters, publications and webpages and from time to time included in Lord Mayor's Column within Parramatta News. There have been programs that invited schools to participate in tree planting programs including National Tree Day. Council's Greening Parramatta program in particular attracted a number of school children who became enthusiastic Tree Champions. Where resources are available, environmental programs are shared with schools in the LGA and their participation encouraged. Council hosts a biannual "Free Plant Day" at Cowell's Lane Nursery, giving away approximately 2,400 plants (inclusive of 200 large tree species). This popular community event allows the community to interact with Council horticulturalists and asks questions about growing and developing green spaces in our LGA. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		av. Submitter suggests increased accountability and engagement with schools and through language-inclusive notifications that are specific to information regarding trees.	
		aw. Submitter recommends more articles relating to trees on public land in the Council Newsletter and quarterly events to promote planting of suitable tree stock, with free stock and instructions for residents.	
		ax. The Trust suggests integration of the above vision referenced in No.43.b on Council's website and other community communication tools (such as the back of the rates notice).	
		ay. Submitter expresses concern for tree-related consultation with residents (including	

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		educational signage to communicate the benefits of new tree plantings).	
		az. Submitter suggests increased surveillance of street trees by residents regarding detrimental actions of neighbours and energy providers.	The community are encouraged to contact Council and/or police to report any detrimental behaviours of neighbours and energy providers at **council@cityofparramatta.nsw.gov.au**. *See response to submission No.43.ac for more information on Council's regulatory policy in relation to the monitoring and maintenance of new trees.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		Approved DA Determinations	
		ba. Submitter states weak or vague tree recommendations in DA determinations greatly reduce tree protection or new planting, recommends detailed statements in approved DA determinations that protect trees on the building site and on Council land (providing example of Council's determination letter for 15 Wyralla Avenue, DA/708/2021)	Standard and tailored tree protection conditions of consent are included to all applicable development applications informed by relevant sections of the DCP. The draft Harmonisation DCP contains sections such as **Section 2.7 - Open Space and Landscaping** and **Section 5.3.4 - Tree and Vegetation Preservation** to be considered specific to landscaping, trees and vegetation. Details of development conditions for tree protection vary depending on site conditions (i.e. significance and number of existing trees). Detailed arboriculture impact assessments and tree protection plans may also form part of development application supporting documentation dependent upon the scale or complexity of the development application. **Section 5.3.4 – Tree and Vegetation Preservation** contains controls relating to an Offset Program (**C.03**). Where if a tree is approved to be removed, Council will seek the replanting of a suitable canopy replacement tree or trees in a suitable location on the site. Any replacement trees will need to be grown to maturity and replaced if the planting fails to survive and thrive. This will usually be a condition of development consent via the development assessment process. In addition, as part of the harmonisation process, **Section 2.7 – Open Space and Landscaping** of the draft Harmonisation DCP includes additional controls reinforcing the requirement of existing healthy trees to be incorporated into landscape plans (standard document to be provided as part of a development process) during the design phase of a development. This is to ensure additional protection of established trees and design outcomes that integrate existing healthy trees with new development and landscaping. Landscape plans will also specify any new planting and will be conditioned as part of consent, this also creates a link to tree preservation controls and reinforces the requirements the applicant must comply with. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		bb. Submitter recommends consent documents to include substantial detailed statements that protect trees on building sites and on Council land.	Council Landscape and Tree Management Officer's review each development application involving tree removal or applications which require tree protection prior to Council issuing consent. The Landscape and Tree Management Officer's also ensure appropriate conditions are included in as part of the development consent. Conditions of consent are out of scope of the Harmonisation project, *see response to submission No.43.ba above.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		Part 2 – Design in Context	
		bc. Submitter states that the DCP should provide clear controls in general landscaping provisions, including setbacks and deep soil zones for landscaping following the removal of trees on private land.	The draft Harmonisation DCP contains setbacks and landscaping controls (including deep soil) specific to development type within **Part 3 - Residential Development** and **Part 4 – Non-residential Development**. These controls have been prepared to achieve the objectives in the respective sections, this includes ensuring sufficient landscaping and deep soil are provided. The provisions ensure adequate amenity is provided for all development sites (whether a tree is being removed or not). Additional objectives and controls were added in **Part 2 – Design in Context** to provide deep soil areas for canopy trees and vegetation planting. This includes increasing the requirement for soil depth from 1.0m to 1.2m; and defining deep soil to not be located above any structure (such as a basement). This will support larger tree plantings and deliver deep soil zones capable of accommodating trees to meet Councils tree canopy targets. *See response to submission No.43.b regarding Council's broader environmental policies.* The overall landscaping controls for residential building typologies (which includes dwelling houses, dual occupancies, townhouses, and terraces) within Part 3 are as follows: • A minimum of 40% of the total site area needs to be landscaped, including deep soil which needs to be a minimum of 30% of the total site area. Apartment buildings require a minimum 30% of the site area to be provided as deep soil (50% of this being located at the rear), with minimum dimensions in alignment with the Apartment Design Guide. Shop-top housing and mixed-use developments require the entire rear setback to be provided as deep soil where the ground level interacts with residential uses (including adjoining sites). As outlined within the Land Use Planning Harmonisation Discussion Paper, controls relating to landscaping across the five DCPs for residential building typologies ranged between 10% to 50% of total lot size. Consistent with the Discussion Paper, the draft Harmonisation DCP retains controls from the Parramatta DCP 2011 for landscaping and deep soil area as they are considered the more suitable controls from the five DCPs. The proposed controls deliver feasible building envelopes whilst reducing hardstand areas (i.e. concreated or paved areas) and deliver deep soil areas that accommodate canopy trees, vegetation plantings, and the infiltration of ground water. *Submission No.43.l and No.43.aa,* discuss how landscape plans required to be lodged with any DA need to demonstrate how established trees have been integrated into the development. Whilst Council's preference is to retain trees on private land (*see response to submission No.43.l, No.43.aa and No.43.ba* for details relating to landscape plans and their contribution to retaining established trees as part of the assessment process), should tree removal form part of the consent, the Offset Program (**C.03**) in **Section 5.3.4 – Tree and Vegetation Preservation** would require a replanting of a suitable equivalent. This would be conditioned within the consent and would apply concurrently with the landscaping and deep soil controls outlined above. A separate set of controls for private land where a tree has been removed is not considered necessary. The objectives of the proposed controls outlined above achieve the intention of the delivering landscaped areas with

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			deep soil suitable for planting of canopy trees. Attachment 2 to the Council Report from 28 November 2023, provide detail on how the controls were formulated with consideration to the five DCPs. Furthermore, Section 2.3 and 3.2 of the Discussion Paper provide detail on how setback and landscaping controls for residential typologies were reviewed as part of the harmonisation process. As outlined in Attachment 2 and Attachment 4, further urban design testing was carried out to inform suitable controls for dual occupancy and multi-dwelling housing to achieve the desired amenity and built form outcome for the context of the new City of Parramatta. **In summary, the draft landscaping provisions, deep soil areas, and setbacks have been informed by detailed analysis of the existing five DCPs and additional testing to ensure controls are robust in delivering landscaping and protecting trees. For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		bd. The submitter is broadly in favour of the development controls proposed in **Part 2 – Design in Context**. However, the submitter raises concern with the application of the guidelines and how compliance with these guidelines is achieved.	Development assessment is completed under the provisions of the *Environmental Planning and Assessment Act 1979* with particular focus on *Section 4.15 Evaluation*. It is a requirement for applicants to demonstrate compliance with relevant legislation and Environmental Planning Instruments (including DCPs). This may be done through the provisions of supporting documents provided with the development applications. *See response to submission No.43.ba for details relating to landscape plans.* **Part 2 – Design in Context** contains the overarching development controls, supported by a set of design objectives, that must be applied to all development types in the City. This is to ensure design outcomes are compatible with their surrounding context and promote quality design outcomes. The objectives state the desired outcome, while the controls show ways in which that outcome is to be achieved. This part must be read in conjunction with the development types contained in **Part 3 – Residential Development** and **Part 4 – Non-residential Development.** The development assessment report completed as part of Council's assessment of development applications against *Section 4.15 Evaluation* contained in *Environmental Planning and Assessment Act 1979* comments on the application of relevant parts of the DCP, and as explained above, Part 2 is applied to all development types in the City. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary**.
		be. Submitter requests **O.06** of **Section 2.1 – Design in Context** (encouraging ecologically sustainable development to protect/improve the natural environment) to be referenced further throughout the DCP. States that there is a lack of attention raised regarding the natural environment in development.	The draft Harmonisation DCP has taken a theme-based approach to improve functionality and group relevant policies together to assist in the navigation of controls and policies. The draft Harmonisation DCP includes 11 Parts that cover the matters that need to be considered when planning for development. All parts of a DCP are to be read in conjunction with each other to ensure the relevant themes for a site are considered when planning for development; this is common practice for all DCPs – not just the draft Harmonisation DCP. The introduction to each part of the draft Harmonisation DCP provides a direction on which part would prevail in the instance of an inconsistency.

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			Council officers direct the submitter to **Section 1.7 – Structure of this Development Control Plan** of the draft Harmonisation DCP which outlines the relationship and application of the different Parts of the draft Harmonisation DCP, and what should be considered when planning for development. As stated in this Section of the draft Harmonisation DCP, all types of development should have regard for **Part 2 – Design in Context** (and thus the references objective O.06) and **Part 5 – Environmental Management** of the draft Harmonisation DCP. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary**.
		bf. In relation to the controls within **Section 2.3 – Preliminary Building Envelopes** (which relates to heights, setbacks and other building exterior elements to do with its primary form), the submitter raises concerns in relation to wind currents (i.e. tunnelling) generated by taller and denser buildings and the negative impact this has on amenity.	The draft Harmonisation DCP Includes controls (see **Section 5.4.8 – Wind Mitigation**) to help ensure that the buildings deliver a safe and comfortable pedestrian level wind environment, including at street frontages, outdoor eating areas, and open spaces. As explained within Attachment 2 to Council Report from 28 November 2022, Environmental Performance controls (including wind mitigation) have been introduced to align with environmental performance controls that currently apply within the Parramatta City Centre (i.e. Part 6 of the existing Parramatta DCP 2011). These controls respond to industry benchmarks, and are consistent with the Land Use Planning Harmonisation Discussion Paper recommendations. Council Officers considered the suitability of applying such controls across the whole City. As a result of this assessment, wind assessment reports are required for all buildings greater than 20m (therefore will be applicable in strategic centres where the *Parramatta LEP 2023* permits such heights, including Epping). **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		bg. Submitter raises concern that **C.05** within **Section 2.3 - Preliminary Building Envelope**, which relates to adherence with height limits in metres and the noted number of storeys, is not consistently applied across developments.	The maximum building height for developments is regulated by *Section 4.3 – Height of Buildings* and the *Height of Buildings Map* of the *Parramatta LEP 2023*. A DCP can provide further guidance regarding development height distribution across a site (for example, **Part 4 – Non-residential Development** of the draft Harmonisation DCP further limits townhouses with no street frontage to one storey plus attic). Both environmental planning instruments are applied when assessing the height of development. The *Parramatta LEP 2023* is a 'higher order' planning instrument and holds legislative weight therefore must be consistently applied across developments, while also responding to any storey limitations within the DCP. **C.05** adequately captures this: *C.05 Development must not exceed the height limit in metres and the noted number of storeys where specified in this DCP* Whilst the height specified within the *Parramatta LEP 2023* is a planning control with legislative weighting, an applicant can request to vary this under a Clause 4.6 variation. The applicant is required to justify the height variation which is assessed by Council within the development assessment report. *See response to submission No.43.bd for details relating to assessment reports.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		bh. Submitter strongly supports **C.07** of **Section**	Support for this control is noted.

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		2.4 – Building Form and Massing relating to the transition in form and massing where development adjoins land use zone boundaries to ensure consistent height, scale, landscape, appearance, and setbacks. Submitter recommends that Council provide a question on Development Application forms to specify if a development is being undertaken at a zoning boundary, to ensure that Council officers do not oversee this matter.	Whilst the content of a Development Application form is out of scope of the draft Harmonisation DCP, the request to note whether development adjoins a zone boundary on Development Application forms to ensure Council do not oversee this matter is not necessary. Council officers during the assessment process view key planning maps within the *Parramatta LEP 2023* (including, but not limited to, zoning, height, and FSR) to understand the strategic planning context of the site. This assists with assessing the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality required under *Clause (1)(b)* of *Section 4.15 Evaluation* of the *Environmental Planning and Assessment Act 1979*. *See response to submission No.43.bd for details relating to assessment reports.* Furthermore, the statement of environmental effects that is a requirement of lodgement must consider the land use zoning context and the relevant DCP. It is the responsibility of the applicant to take the relevant DCP controls and site characteristics into consideration, including whether their site adjoins land use zone boundaries (as outlined in **C.07** of **Section 2.4 – Building Form and Massing**).
		bi. Submitter suggests that **O.04** of **Section 2.5 – Streetscape and Building Address**, which relates to contemporary design integrated with the streetscape, is not appropriate for Heritage Conservation Areas. Submitter requests that the section's objectives should specifically note that Heritage Conservation Areas should not have to meet this expectation.	The draft Harmonisation DCP includes 11 Parts that cover the matters that need to be considered when planning for development. All parts of a DCP are to be read in conjunction with each other to ensure the relevant themes for a site are considered when planning for development. This is common practice for all DCPs – not just the draft Harmonisation DCP. The introduction to each part of the draft Harmonisation DCP provides a direction on which part would prevail in the instance of an inconsistency. Specifically in relation to Heritage planning, the introduction to **Part 7 – Heritage and Archaeology** states that "*This part must be read in conjunction with other relevant controls of this DCP. Should there be any inconsistency between this Section and any other part of this DCP, this Section prevails to the extent of the inconsistency.*" Part 7 contains the general provisions for heritage items and heritage conservation areas (**Section 7.4 – General Provisions**) and a dedicated section which applies specific controls for Heritage Conservation Areas (**Section 7.10 – Heritage Conservation Areas**). As explained within Attachment 2 to the Council Report from 28 November 2023, the HCAs from the five former DCPs have been transferred across into the draft Harmonisation DCP. This retains the specific objectives and controls for each HCA and their heritage significance, development design must be sympathetic and reflective of the heritage context; and materials and finishes reflective of the heritage character and streetscape. As **Part 7 – Heritage and Archaeology** prevails over **Part 2 – Design in Context,** the objective **O.04** of **Section 2.5 – Streetscape and Building Address** requiring contemporary design would not be applicable. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		bj. The submitter requests additional information to be provided in **C.07** (**Section 2.7 – Open Space and Landscape**) to explain how Council can ensure that appropriate replacement trees are planted	Council's preference is to retain trees and vegetation wherever possible (*see response to submission No.43.l, No.43.aa and No.43.ba above for details relating to landscape plans and their contribution to retaining established trees as part of the assessment process*), should tree removal form part of the consent, the Offset Program (**C.03**) in **Section 5.3.4 – Tree and Vegetation Preservation** would require a replanting of a suitable

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		and maintained in development. The submitter requests that clarification of offset fees needs to be provided in the DCP, as well as how Council will ensure that the tree canopy is maintained as a result of the offset policy.	equivalent. This would be conditioned within the consent and would apply concurrently with the landscaping and deep soil controls outlined above. *See response to submission No.43.m above for more information regarding offset tree planting.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		bk. The submitter considers objectives relating to garden and tree plantings, deep soil zones, surface permeability, energy efficiency and conservation to be appropriate. Questions how Council is able to ensure that all objectives within **Section 2.7 – Open Space and Landscape** are met in each Development Application.	The submitter's support for the draft DCP's landscaping provisions is noted. Development Applications submitted to Council require detailed landscape plans showing compliance with the open space and landscaping controls outlined in **Section 2.7 - Open Space and Landscape**. The controls are additionally assessed against the relevant development types as specified In **Part 3 - Residential Development** and **Part 4 - Non-Residential Development** (as indicated in **C.02** of **Section 2.7**). **Section 5.3.4 - Tree and Vegetation Preservation** of the draft Harmonisation DCP provide further specifications in relation to tree works and landscaping. Furthermore, the supporting documentation provided as part of a development application must demonstrate to Council how the applicable controls have been achieved, this is generally done in the statement of environmental effects. *See response No.22.a addressing the assessment and application of the DCP (including **Part 2 - Design in Context**).* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		bl. With regards to **Section 2.9 – Public Domain**, the submitter emphasises the importance of external lighting being downwards-facing and shielded from above to ensure that nocturnal night pollution is reduced.	**Section 2.9 – Public Domain** of the draft Harmonisation DCP provides guidance and provisions on ensuring development on private property has regard to, and makes a positive contribution to, the interface with the public domain (i.e. public spaces). Whilst the contribution lighting makes to the public domain is referenced within **Section 2.9**, it does not provide specifications for external lighting. **Section 5.4 – Lighting** of the Parramatta Public Domain Guidelines provides more detail regarding light specifications. **Section 5.4** (specifically **5.4.1**, **5.4.2**, **5.4.3**, **5.4.4**, **5.4.5** and **5.4.6**) specifies *"a light source that emits no light above the horizontal plane"*. This aims to reduce nocturnal light pollution and can be achieved by facing the light downwards and/or by adding shields to the luminaire (which depends on the type of luminaire and specific situation). This applies to all post and pole types and in parks, open space, civic places, car parks and laneways. In addition, all lighting installations must abide by the Requirements of Australian Standard (AS1158), which is also required by the Public Domain Guidelines. Therefore, the request of the submitter to minimise nocturnal light pollution is already policy with the public domain guidelines. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		bm. Submitter raises issue of nocturnal light pollution in through-site links, specifically referenced in **C.03** of **Section 2.10 – Accessibility and Connectivity**. Choosing downwards-facing lighting should be the preferred use of lighting.	

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		bn. Submitter agrees with **C.18** of **Section 2.15 - Signage**, which relates to external lighting of signs to be downward-facing. Submitter requests that the intention of this control be extended to all light pollution, rather than signs only.	It is acknowledged that **C.18** of **Section 2.9 – Public Domain** in the draft Harmonisation DCP requires the external lighting of signs is to be downward pointing and focused directly on the sign. This is to prevent or minimise the escape of light beyond the sign, and therefore, specifying the type of lighting is suitable in the draft Harmonisation DCP. However, as explained above in response No.43.bm, the Public Domain Guidelines contain provisions that specifies *"a light source that emits no light above the horizontal plane"*, which in essence is delivering on the request of the submitter. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		bo. With regards to **Section 2.14 – Safety and Security**, the submitter notes that the safety and security of buildings is considered important. The submitter requests that the DCP should also consider fire safety and a safe exit plan, requiring an easy, clear escape plan and appropriate.	This comment is out of scope of Harmonisation Project and the function of a DCP. Fire safety is not directly addressed in **Section 2.14 - Safety and Security** of the draft Harmonisation DCP, as this primarily addresses Crime Prevention through Environmental Design. Fire safety controls to be considered in development are addressed in *Clause 62 Consideration of Fire Safety* in the *Environmental Planning and Assessment Regulation 2021* and throughout the *Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021*. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		bp. Submitter raises the omission of "pollution" in **O.08** of **Section 2.15 – Signage**. States that the objective should read as follows: **O.08** Limit the overall amount of signage through the provision of fewer, more effective signs, to avoid the creation of visual pollution on buildings and streetscapes.	This has been identified as a drafting error, where the word "pollution" was incorrectly omitted from the exhibited draft Harmonisation DCP. As a result of this submission, **O.08** of **Section 2.15 – Signage of the draft DCP** has been corrected to include the word "pollution" and will read as recommended by the submitter. **Refer to Table 1 – Changes that are supported of Attachment 4 – Summary of Changes to the Draft DCP for further information.** **As a result of the submission, amendments will be made to the relevant part of the draft Harmonisation DCP to include the word 'pollution' in O.08 in Section 2.15 – Signage.**
		Part 3 – Residential Development	
		bq. Submitter suggests Council review the dwelling mix for residential flat buildings, shop top housing and the residential component of mixed-use developments that contain 10 or more dwellings as per the control in the draft Harmonisation DCP (Section 3.1.1 - Dwelling Mix). The drafted dwelling mix is as follows: • *10% - 20% of dwellings to have 3 or more bedrooms* • *60% - 75% of dwellings to have 2*	As outlined in Attachment 2 to the Council Report from 28 November 2023, the recommendations from the Discussion Paper have been adopted into the draft Harmonisation DCP and informed the housing mix contained in **C.02 Section 3.1.1 - Dwelling Mix** of **Part 3 - Residential Development.** Consistent with the scope of the harmonisation framework, the dwelling mix has been adapted from dwelling mix controls found within **C.13** and **C.14** of **Section 6.10 – Dwelling Layout and Mix**, Part B of Holroyd DCP 2013 and Section 3.2.11 – Housing Choice, Part 3 - Residential of The Hills DCP 2012. Whilst not consistent, both controls require a minimum 10% one-bedroom or three-bedroom dwellings for larger developments, with a maximum of 20% of total dwellings being studio or one-bedroom dwellings. As stated by the submitter, **C.03** of **Section 3.1.1 – Dwelling Mix** provides flexibility for refinement of the dwelling house mix in response to key conditions such as location, population trends, public housing or whether the applicant is a community housing or non-profit organisation. Therefore, should a different mix be

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		bedrooms • *10% - 20% of dwellings to have 1 bedroom/studio* The Trust states that it may be more beneficial to increase the mix of 3+ bedroom apartments above the current range, noting that the control **C.03** provides for refinement subject to certain conditions.	demonstrated suitable, and delivers on the intent of the objectives to meet the diverse needs of the community, then the mix can be refined and tailored to the development context. The submitter's request to review the dwelling mix is noted. A review of dwelling mix is outside the scope of this project, and would be subject to a separate Council process. At the time of finalising this report, Council was due to consider the draft Social Sustainability Strategy at its meeting of 14 August 2023. That draft strategy sets out action progressing a review of dwelling mix, and pending Council's approval post-exhibition, would guide next steps on this matter. The controls included in the draft Harmonisation DCP are considered suitable and that the combined application of **C.02** and **C.03** of **Section 3.1.1** provide suitable guidance and flexibility in relation to housing mix. Any changes to dwelling mix requirements will be subject to further investigation which will occur outside of the Harmonisation process. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		br. Submitter supports the guidelines on solar access and cross-ventilation within **Section 3.2.1 – Solar Access and Cross Ventilation**. Suggests the following control to be added: A proposed development may not contribute to the loss of more than 10% of the hours of sunlight between 9am and 3pm on June 21 that an adjoining property enjoys before the development.	Council officers direct the submitter to **C.01** of **Section 3.2.1 – Solar Access and Cross Ventilation**, which dictates the minimum level of sunlight availability between 9am and 3pm on 21 June: ***C.01*** *Dwellings within the development site and on adjoining properties are to receive a minimum 3 hours of sunlight to primary living areas between 9am and 3pm on 21 June.* As outlined in Attachment 2 to the Council Report from 28 November 2022, controls relating to residential development within the draft harmonisation DCP were largely prepared using retained Parramatta DCP 2011 controls (consistent with the recommendations of the Land Use Planning Harmonisation Discussion Paper). Any proposed changes to controls were developed based on detailed urban design testing and with considerations to the requirements of the Apartment Design Guide. It is noted that Section 4A Solar and Daylight Access of the Apartment Design Guide requires a 3-hour minimum of solar access for primary living areas between 9am and 3pm at mid-winter. As detailed in **C.01** of **Section 3.2.1**, the draft Harmonisation DCP goes beyond this provision by explicitly requiring both the development site and adjoining properties to also receive a minimum of 3 hours of solar access to primary living areas between 9am and 3pm during the winter solstice. The controls within each residential development typology contained within Part 3 are to be read in conjunction with **Section 3.2.1 - General Residential Controls** (plus other Parts of the DCP). *See response to No.30.f regarding the preparation of general residential controls in the draft Harmonisation DCP.* **Therefore, the control C.01 that addresses solar access is required for all residential accommodation and for the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		bs. Submitter raises concern over the **Section 3.4.3.3 – Building Separation** controls for manor houses regarding potential overshadowing on neighbouring lots. Recommend that the following control be inserted into the DCP: Manor houses and other developments should not reduce the solar energy access for neighbouring dwellings by more than 10% of its previous value as measured between 9am and 3pm on June 21.	

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		bt. Submitter requests a figure to explain the minimum recess requirements detailed in **C.13** of **Section 3.3.2.2 – Preliminary Building Envelope** regarding dual occupancy development.	The 1.5m depth and 2m length requirements of recesses (as well as the maximum length of wall along side boundaries) for dual occupancy development is detailed in **Figure 3.3.2.2.2 – Dual occupancy site setbacks** (previously labelled as Figure 3.3.2.2). **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		bu. Submitter notes their support of deep soil control **C.01** in **Section 3.3.1.4 – Open Space and Landscape**, requiring 30% of a site's total area to be provided as deep soil, with a minimum dimension of 4 metres x 4 metres. Submitter requests for this to be enforced by Council in assessing Development Applications.	The submitter's support is noted. Development assessment is completed under the provisions of the *Environmental Planning and Assessment Act 1979* with particular focus on Section 4.15 Evaluation. It is a requirement for applicants to demonstrate how their development complies with relevant legislation and environmental planning instruments (including DCPs) through their Statement of Environmental Effects. The assessment report carried out under Section 4.15 Evaluation is required to assess against the relevant parts of a DCP (including the open space and landscaping controls). *See response to submission No.43.bd for details relating to assessment reports.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		bv. Submitter supports **C.07** in **Section 3.3.1.4 – Open Space and Landscape** (Dwelling Houses) which specifies tree rates per lot size to grow to a minimum mature height of 13 metres but raises concern that this control may not be enforced in a development's assessment.	The submitter's support is noted. *See response No.43.ac addressing the process and penalties for breaching the condition of development consent via the Development Application process.* Development Applications must be considered against any relevant environmental planning instrument under Section 4.15 of the *Environmental Planning and Assessment Act 1979*. For development approval, applicants must show compliance with these controls prior to determination. It must be demonstrated that a suitable tree has been planted on the lot which can be enforced through the conditions of consent. Applicants must wholly comply with the conditions of consent as per their DA approval. Regarding compliance, as per the *Environmental Planning and Assessment Act 1979*, post-consent certificates (construction and occupation certificates) are only issued subject to the fulfilment of the conditions of consent outlined in the DA determination. *See response to submission No.43.bd for details relating to assessment reports.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		bw. Submitter expresses concern regarding **C.04** of **3.3.1.5 – Parking Design and Vehicular Access** (dwelling houses) relating to the requirement of a new development's garage/carport to be provided at the property's rear if this is the prevailing pattern of development.	**C.04** of **Section 3.3.1.5 – Parking Design and Vehicular Access** explicitly states that garages/carports locations must mirror the prevailing pattern of development, provided it does not compromise deep soil or landscaping requirements. The overall landscaping controls for residential building typologies (which includes dwelling houses, dual occupancies, townhouses, and terraces) within **Part 3** are as follows: *A minimum of 40% of the total site area needs to be landscaped, including deep soil which needs to be a minimum of 30% of the total site area. Additionally, the requirement for soil depth has been increased from 1.0m to 1.2m.* These controls have been updated to ensure adherence to built form controls that compliment and integrate into

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		Submitter notes that this may lead to the removal of vegetation that would otherwise be kept.	the existing streetscape (including the location of garages/carports). As part of the Development Application package, applicants will need to demonstrate how the development satisfies landscaping and deep soil requirements, including the retention of significant trees and vegetation. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		bx. Submitter raises the question of ambiguity around the minimum area of master bedrooms, being 10m2, where all other bedrooms have an area of 9m2 which excludes wardrobe space, as specified in **C.02** of **Section 3.3.1.6 – Internal Amenity** regarding the minimum area of bedrooms in dwelling houses, secondary dwellings and dual occupancies. Queries whether master bedrooms also exclude wardrobe space in their minimum area.	Noted. Council officers have reviewed **C.02** of **Section 3.3.1.6 – Internal Amenity** and proposed to amend the draft Harmonisation DCP to clarify the required minimum area for master bedroom and all other bedrooms excluding the wardrobe space. ***C.02*** *Master bedrooms are to have a minimum area of 10m², and all other bedrooms are to be a minimum of 9m² (in all cases the Minimum area must exclude any wardrobe space).* **As a result of the submission, amendments will be made to the relevant section of the draft Harmonisation DCP to clarify the requirement for minimum area for master bedroom and all other bedrooms excluding wardrobe space.**
		by. Submitter requests greater detail in **C.01**, **C.02** and **C.03** in **Section 3.3.2.1 – Minimum Site Frontage and Site Area** to specify the requirements for dual occupancies on cul-de-sacs and battle-axe lots. This is in relation to the measurement of site frontage for dual occupancies proposed on sites in cul-de-sac bulbs and whether the handle of a battle-axe lot is included in the calculation of the site area. Raises concern that Hornsby Council was challenged on their controls in the Land and Environment Court over the wording in their DCP.	Council officers have reviewed **C.01 – C.03** of **Section 3.3.2.1 – Minimum Site Frontage and Site Area** (regarding dual occupancy development) and agree that explanatory diagrams would be beneficial to clarify the policy intent of these controls. Any confusion relating to the measurement of site frontages for dual occupancies proposed on sites in cul-de-sac streets have been clarified by the insertion of **Figure 3.3.2.1.1 – Site frontage requirements for dual occupancies proposed within cul-de-sac.** Any confusion relating to the calculation of site area for battle-axe lots have been clarified by the insertion of **Figure 3.3.2.1.2 – Minimum site area for battle-axe lots**. Refer to Attachment 4 – Summary of Changes to the Draft Parramatta Development Control Plan. **As a result of the submission, amendments will be made to the relevant section of the draft Harmonisation DCP to include explanatory diagrams for minimum site frontage requirement for dual occupancy sites located within the bulb of a cul-de-sac and how the minimum site area for battle axe lots is to be calculated.**

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		bz. Submitter requests that open space and landscaping provisions for dual occupancies currently contained within **Section 3.3.2.4 – Open Space and Landscape** be uniformly applied across all dwelling types within **Section 3.3, Section 3.4,** and **Section 3.5** of the draft DCP. These controls (**C.01, C.02, C.07** and **C.08**) are in relation to requirements for minimum landscaping; deep soil; and the location, size and number of trees for dual occupancy development.	As explained within Attachment 2 to Council Report from 28 November 2023, following a detailed review of dual occupancy development outcomes across the City, a consolidated set of controls have been prepared in response to a number of recurring design concerns. Whilst the focus of this testing and design work was to address the building envelope, bulk and scale, and address to the streetscape for dual occupancy development (see Attachment 3 to Council Report from 28 November 2023), controls were also reviewed to guide private open space (including landscaping, deep soil, and the location, size and number of trees). The controls will promote adequate amenity, landscaping, and usability for residents and assists in delivering consistency in the provision of quality usable private outdoor living areas for recreational and outdoor activities for the various forms of residential accommodation permitted in low density neighbourhoods. In other words, the predominant residential land uses within the R2 zone deliver the same level of private space and amenity for residents, and deliver the objectives of the zone from the *Parramatta LEP 2023*: • *to maintain the low density residential character of the area.* • *to protect and enhance tree canopy, existing vegetation and other natural features.* Such requirements for residential uses permitted in the R3 Medium Density Residential zone (i.e. townhouses) and R4 High Density Residential zone (i.e. residential flat buildings) are not comparable to the requirements for the uses within the R2 Low Density Residential zone due to the different contexts. Therefore, the submitter's assertion that minimum landscaping, deep soil, and tree provisions for dual occupancies should be mirrored across all dwelling types is not supported as these are within different zones, with different objectives, and building densities/typologies. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ca. Submitter does not support controls **C.01** of **Section 3.3.3.1 – Minimum Site Frontage and Lot Size** regarding the minimum lot size for secondary dwellings, and **C.01** and **C.02** of **Section 3.3.3.4 – Open Space and Landscape** regarding the minimum provision of private open space associated with a secondary dwelling. Considers these controls to provide insufficient private outdoor space for secondary dwellings. Expresses concern that only a 12m2 patio or balcony can be provided as private outdoor space.	As detailed in Attachment 2 to the 28 November 2022 Council report package, **Section 3.3.3 – Key Development Standards for Secondary Dwellings** has generally retained the objectives and controls in PDCP 2011 as these provisions are considered to be relatively strong and well-established in the City. The minimum lot size (MLS) requirement for secondary dwellings is aligned with the MLS detailed within **Table 3.1.3.4 – Secondary dwellings** of PDCP 2011 and the requirements of the *State Environmental Planning Policy (Housing) 2021* (*Housing SEPP*) for secondary dwellings. It is noted that PDCP 2011 did not require the delivery of any private open space for secondary dwellings, as it was considered sufficient for the secondary dwelling to share private open space with the principal dwelling. The *Housing SEPP* for secondary dwellings requires a minimum of 24m² for private open space which could be shared with the principle dwelling. As detailed in **C.01** and **C.02** of **Section 3.3.3.4 – Open Space and Landscape**, the draft harmonisation DCP allows for a minimum 12m² of private open space for a secondary dwelling. This is to ensure the secondary dwelling receives at least the minimum 12m² dedicated private open space however, generally private open space would be shared between the principle and secondary dwelling. The allowance for private open space to be provided as a patio of balcony is in line with the Housing SEPP (*Schedule 1 Complying Development – Secondary Dwellings, Part 4, Clause 17(2)*).

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			For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.
		cb. Submitter supports **C.08** of **Section 3.4.1.2 – Preliminary Building Envelope (regarding townhouses)** requiring a 6m street boundary setback for lots with an absence of street trees directly in front of the lot. This is to support future canopy tree planting within the front setback. Submitter requests that a minimum mature tree height of 13m is explicitly noted, in line with **C.08** of **Section 3.4.1.5 – Open Space and Landscape** (regarding townhouses).	It is noted that this control has been amended to provide further clarity on setback requirements for medium density residential development: ***C.07*** *A minimum front setback of 6 metres is required however, a lesser front setback, to a minimum of 4 metres may be considered subject to a local street character assessment that includes existing street trees and the ability of the street to accommodate the future planting of canopy trees.* This control supersedes **C.07** and **C.08** of **Section 3.4.1.2 – Preliminary Building Envelope (regarding townhouses)** contained in the exhibited draft Harmonisation DCP. **C.07** requires townhouse development to facilitate sufficient space in front of the property (i.e. a minimum 6 metre front setback) to allow large canopy trees onsite. Where it is demonstrated that a canopy street tree could be accommodated on the public verge adjacent to the front setback, a 4 metre setback could be considered. It is considered unnecessary to specify the requirement for tree planting under **C.07**, as requirements for tree planting, landscape and open space are contained under ***C.08*** of ***Section 3.4.1.5 Open Space and Landscape*** which requires a minimum mature height of 13 metres must be planted per parent lot (regarding townhouses) with a minimum number of trees at the following rates: • a minimum of 2 trees for sites less than 600sqm. • a minimum of 4 trees for sites between 600sqm to 1500sqm. • A minimum of 5 trees for site greater than 1,500sqm. The requirement of this control is to facilitate canopy tree planting either in the front setback of the dwelling or future street tree planting undertaken by Council, the type of tree that will be planted is subject to a case-by-case review of the specific street or property. These factors will include the size of the nature strip, power lines and underground services, driveway, parking and footpath locations, and other trees within the streetscape. As such, it is the role of Council's Open Space Team to determine the appropriate street tree type to be planted, including its height where the tree will be accommodated on the public verge. Where the tree is located in the front setback, the details of the tree will need to be contained in the Landscape plan supporting the development application. The context must be considered when selecting a tree to plant within the street setback and must comply with the provisions of the DCP as mentioned above.

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			Refer to Attachment 4 – Summary of Changes to the draft DCP for further information regarding the change to this control. **As a result of this submission, amendments will be made to the relevant part of the draft Harmonisation DCP.**
		cc. Submitter queries why there is no minimum lot size specified for Terraces despite the minimum site frontage control specified as 21 metres within **Section 3.4.2 - Key Development Standards for Terraces.**	As detailed in Attachment 2 to the 28 November 2022 Council report package, the controls in **Section 3.4.2 – Key Development Standards for Terraces** were prepared with regards to the requirements of the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* (Codes SEPP), with further detailed design testing aimed at supporting good design outcomes for multi-dwelling housing. As it is possible to develop terraces and other types of multi-dwelling housing as complying development under the Codes SEPP, the proposed DCP controls have been reviewed to ensure a degree of consistency but where development is pursued as complying development the controls in the draft Harmonisation DCP will not apply. Under the Codes SEPP, the minimum lot size for multi-dwelling development (which includes terrace housing) is 600sqm, unless a higher lot size is indicated within the Lot Size Map of the *Parramatta Local Environment Plan 2023* (PLEP 2023). The minimum frontage alone does not qualify a site to be suitable for terrace housing development. The proposal must also demonstrate compliance with other matters including but not limited to; landscaped area, side and rear setback. A Planning Information Sheet is available to understand more about the difference between an LEP and DCP and how they work together to guide development. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		cd. With regards to **Section 3.4.3.1 – Key Development Standards for Manor Houses**, the submitter objects to the minimum development lot size (600qm, as detailed **C.01**) and site frontage (15m, as detailed in **C.02**) for manor houses. States that these requirements would substantially reduce the availability of private open space to individual residents within the development.	The minimum lot size for manor houses is regulated under the *Parramatta Local Environmental Plan 2023* (PLEP 2023), as indicated in *Clause 4.1C* of the plan. The objectives of this clause states that the minimum lot size for manor houses must be 600m² to ensure that lots are large enough to accommodate development that provides a high level of residential amenity and is consistent with development controls (including setbacks, tree retention, adequate areas for vehicle and pedestrian access, private open space and landscaping). Council officers direct the submitter to **C.03** and **C.04** of **Section 3.4.3.5 – Open Space and Landscape** (regarding manor houses), which provide detailed requirements for private open space for individual apartments. This, as well as the minimum site frontage requirements, is in line with the recommendations of the Discussion Paper (Section 4.4, Table 4), which was informed by detailed urban design testing as well as consideration of the Low Rise Medium Density Housing Code and Apartment Design Guide. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ce. Submitter suggests that **O.04 of Section 3.5 – Apartment Buildings**, which relates to the provision of a range of community	The controls within **Section 3.5 – Apartment Buildings** are general design controls to guide specific residential typologies permissible in the R4 High Density Residential zone (being residential flat buildings, shop top housing, and mixed-use development). Whilst **O.04** of **Section 3.5** does not explicitly mention shop-top housing and

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		facilities, could be expanded upon. Requests respective and specific controls depending on the surrounding area to allow for shop-top housing and mixed-use development. Specifies that shops should be included in apartment developments.	mixed-use development, **O.2** states that proximity to other land uses that provide facilities or services (including retail services) for residents is encouraged. It is not a function of the DCP to specify what types of development must be built in the R4 zone. Residential development that includes any retail premise would be considered shop top housing or mixed-use development, each of which have their own specific key development standards as detailed in **Section 3.5.2** of the draft Harmonisation DCP. Refer to the below extract from the *Parramatta LEP 2023* Dictionary regarding the difference between these development types: ***Mixed use development*** *means a building or place comprising 2 or more different land uses.* ***Residential flat building*** *means a building containing 3 or more dwellings, but does not include an attached dwelling, co-living housing or multi dwelling housing.* ***Shop top housing*** *means one or more dwellings located above the ground floor of a building, where at least the ground floor is used for commercial premises or health services facilities.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		cf. Submitter would like to see additional provisions for wind currents and wind effects of high buildings, as these do not support human-scale streetscapes. Suggested that stepped heights may be used.	*See responses No.43.bf addressing the wind mitigation measures within the draft Harmonisation DCP.* Detailed wind mitigation measures have been integrated into the draft Harmonisation DCP to ensure that safe and comfortable pedestrian level wind environments are maintained (**Section 5.4.8 – Wind Mitigation**). Whilst general building envelope controls are present within the draft Harmonisation DCP, the suitability of a development's form in minimising wind currents and wind effects is subject to its specific context. The draft Harmonisation DCP's requirement for a wind assessment report to demonstrate how the proposed development interacts with its wind environment to (including minimising adverse wind currents and effects) is considered sufficient in supporting human-scale streetscapes. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		cg. Submitter states the maximum number of storeys for apartment buildings do not correctly align with the Height of Buildings Map in the *Parramatta LEP 2023* (**C.01** within **Section 3.5.1.2**). The Trust points out that the maximum height of buildings in the *Parramatta LEP 2023* for 7 storeys should be 23 metres. Based on **C.01**, submitter believes that the height requirement for 7 storeys should be 23m, not 24m.	The building height for 7 story buildings, as indicated in **C.01** of **Section 3.5.1.2 – Preliminary Building Envelope**, has been identified as an error within the draft Harmonisation DCP. **As a result of the submission, Council officers have amended the control to indicate that the height of building (as per the *Parramatta LEP 2023* Height of Buildings Map) should be 23m, and not 24m, for 7 storey buildings.** Refer to Table 1 of Attachment 4 – Summary of Changes to the Draft Parramatta DCP.

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		ch. Submitter objects to the **C.07** within **Section 3.5.1.4 – Open Space and Landscape** for apartments, allowing rooftop open space in lieu of ground level open space. The Trust argues that by meeting the criteria for rooftop open space, this provision may negate development of appropriately landscaped communal open space at ground level, as referenced in **C.06** within **Section 3.5.1.4 – Open Space and Landscape** for apartment buildings.	**C.07** of **Section 3.5.1.4 – Open Space and Landscape** directly states that communal open space may be provided on elevated gardens or roof tops only for constrained sites; in order to achieve this, applicants must demonstrate that the minimum consolidated area of common open space cannot be provided at ground level. The requirements of **C.07.c** also ensures that communal open spaces in elevated gardens or roof tops must *provide a similar level of amenity as common open space at ground level.* Such amenities include the criteria listed in **C.06**. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ci. The submitter recommends that the minimum site frontage control of 6m on **C.01 (Section 3.5.2 – Housing and Mixed Use Development)** for shop top development be reviewed. Considers the 6m minimum site frontage control to be unsuitable.	As detailed in Attachment 2 to the 28 November 2022 Council report package, **Section 3.5.2 – Key Development Standards for Shop Top Housing and Mixed Use Development** has been prepared to align with the Apartment Design Guide and *State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development* (SEPP 65). It has also retained some controls from PDCP 2011 as these provisions are considered to be relatively strong and well-established in the City. The minimum site frontage of 6m for shop top houses in the E1 zone was introduced in the draft DCP in line with the recommendations of the Discussion Paper. This is to retain the fine grain characteristic of the shop top typology within the City. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		cj. Submitter does not consider **C.02** in **Section 3.5.2.4 – Open Space and Landscape** (regarding shop top housing and mixed-use development) to be appropriate, in particular the part of the control that allows for deep soil to be provided on merit when not meeting specific residential requirements.	*See responses No.43.ci detailing the preparation of controls for Section 3.5.2 – Key Development Standards for Shop Top Housing and Mixed Use Development.* Deep soil requirements within **C.02** of **Section 3.5.2.4 – Open Space and Landscape** (regarding shop top housing and mixed-use development) were prepared in alignment with the Parramatta DCP 2011 as these provisions are considered to be relatively strong and well-established in the City. As detailed in **C.02**, developments are required to provide the rear setback area as deep soil if part of the residential component is proposed at ground level, or if the site adjoins a residential development or residential zone. This is to improve the amenity of residents living on the ground floor and minimise conflict between land uses within the MU1 Mixed Use zone and adjoining zones. In all other instances, deep soil may be provided on merit. **C.02** is appropriate as it allows for flexibility for mixed use developments to responds to the site's context and uses. This provision also supports the following objectives of the MU1 Mixed Use zone, as detailed in *Parramatta LEP 2023*: • *To minimise conflict between land uses within this zone and land uses within adjoining zones.* • *To encourage business, retail, community and other non-residential land uses on the ground floor of*

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			buildings. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ck. Submitter questions the calculated minimum dimensions required for deep soil in **C.01** and **C.02 of Section 3.4.3.5 – Open Space and Landscape** regarding manor houses, stating that if the minimum lot size is required to be 600m2, 30% of this would be 180m2. Submitter states that this will need to be reconsidered, as the minimum dimension for deep soil is specified as being 16m2.	The landscaping and deep soil requirements (including minimum dimensions) for manor houses within **Section 3.4.3.5 – Open Space and Landscape** of the draft Harmonisation DCP have been prepared in line with the recommendations of the Discussion Paper (Section 4.4, Table 4). As no legacy DCP provided controls for manor houses, recommendations were informed by detailed urban design testing as well as consideration of the Low Rise Medium Density Housing Code and Apartment Design Guide. The intention of the 16m² minimum dimension for deep soil areas is to ensure that deep soil zones support medium to large canopy tree plantings. Additionally, these provisions mirror the landscape and deep soil requirements for other medium and high density residential development types within the draft Harmonisation DCP, which were carried over from the Parramatta DCP 2011 as these provisions are considered to be relatively strong and well-established in the City. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		cl. Submitter recommends a requirement for clear address signage (property numbers) for larger residential or mixed-use developments.	The submitter's comment regarding the display of property numbers is the responsibility of the property owner and a condition of the consent for new developments. This matter is out of scope of the draft Harmonisation DCP and covered by City of Parramatta Council's Property Numbering and Display of Property Numbers Policy (Policy Number 248). **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		cm. The submitter recommends that subdivision of land in fire-risk areas close to bushland should be regulated with additional care. Reference to Rural Fire Service (RFS) Guidelines is not considered sufficient and should be emphasised in **C.10 of Section 3.6 – Residential Subdivision**.	Under *Clause 4.14* of the *Environmental Planning and Assessment Act 1979*, all development on bush fire prone land is required to be undertaken in accordance with the NSW Rural Fire Service's *Planning for Bush Fire Protection 2019*. As this takes precedence over the controls within the draft DCP, detailed additional DCP controls are not considered necessary. Attachment 2 to the 28 November 2022 Council report package details that **Section 5.2.7 – Bush Fire Prone Land** has generally retained the objectives and controls from Hornsby DCP 2013. The provisions adopted from Hornsby DCP 2013 address a small number of additional matters for consideration relating to asset protection zones and minimising the need for bush fire hazard reduction. The addition of **C.10** within **Section 3.6 – Residential Subdivision** is to direct applicants to the *Planning for Bush Fire Protection 2019* guidelines, which identifies best practice guidelines for developing in bush fire prone areas. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		cn. Following a recent boarding house Development Application which was unsympathetic to surrounding dwellings, the submitter proposes three additional objectives within **Section 3.7 – Boarding Houses** to retain consistent character within neighbourhoods. The proposed objectives are as follows: ***O.15*** *Proposed boarding houses should respond to the existing and expected future character of the residential development zone.* ***O.16*** *New development should complement and enhance the neighbourhood and streetscape character, minimising proposed bulk and scale through consistent articulation, materials and setbacks.* ***O.17*** *New development should deliver high-quality development with a clear sense of address from the street, and visual prominence of dwelling entries in the front façade.*	As detailed in the Discussion Paper, the existing controls relating to boarding houses within the legacy DCPs were largely aligned with the requirements of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP). The Housing SEPP provides a number of development standards that takes precedence over the controls in a DCP, including solar access, private open space, parking and maximum floor area. It is noted Part 3 Residential Development (i.e. Section 3.7 Boarding Houses) must read in conjunction of Part 2 Design in Context of the draft Harmonisation DCP, which contains the overarching development controls supported by a set of design objectives that apply to all development types (including all residential development), specifically through the following sections: • ***Section 2.1 Design in Context*** includes objectives to encourage development to respond to its context and contribute to the overall character of existing place and reinforce the distinctive attributes and qualities of the City's neighbourhoods and centres. • ***Section 2.4 Building Form and Massing*** contains objectives supported with detailed controls (i.e. C.02, C.03, C.05, C.06) to ensure proposed building scale, mass and/or height for new development sensitively respond to existing amenity and surrounding environment. • ***Section 2.5 Streetscape and Building Address*** contains objectives supported with detailed controls (i.e. C.01-C.05, C.07, C.09) to ensure the appearance of development reinforce and enhance neighbourhood and streetscape character. • ***Section 2.8 Views and Vistas*** specifies objectives supported with detailed controls (i.e. C.02, C.05, C.04, C.06) for new development to protect public views and vistas from street and public places and encourage high quality urban design compatible with surrounding setting and place of significance. In addition, Objectives **O.03, O.07, O.08, O.14** of **Section 3.7 – Boarding Houses** ensure that boarding house developments are of an appropriate scale, size, and bulk, and are to be designed to minimise the adverse impacts on its adjoining properties. It is also noted that the applicants are required to demonstrate how the development complements the character of its neighbourhood, as stipulated in *Clause 4.15 Evaluation* of the *Environmental Planning and Assessment Act 1979*. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		co. Submitter suggests changes to where ensuite bathrooms are not provided, communal bathroom facilities shall be provided with the minimum requirement of a bath or shower (**C.41** in **Section 3.7 – Boarding Houses**) adjusted from 1 for every 10 residents to 1 for every 6 residents.	The scope of the draft Harmonisation DCP project is largely to consolidate the five former DCPs with some policy changes to reflect changes in planning legislations and following up actions identified in Council resolutions. Attachment 2 to the 28 November 2022 Council report package details that **Section 3.7 – Boarding Houses** has generally retained the objectives and controls from Parramatta DCP 2011, which covers access, building envelope, privacy and acoustic amenity. As part of this, **C.41** regarding the provision of communal bathrooms was carried over. Due to the scope of the Harmonisation DCP project, a review of the minimum requirement of a bath/shower for communal bathroom facilities was not undertaken. The existing provision of 1 for every 10 residents, as stated in **C.41**, is considered to be relatively strong and well-established in the City.

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		The Trust notes that gender specific communal bathrooms may make this difficult for non-binary residents.	With regards to gendered bathroom facilities, both PDCP 2011 and the Housing SEPP contain no explicit requirements to provide gendered bathroom facilities. It is also noted that the provision of individual ensuite bathrooms for each room is highly encouraged within the draft DCP (**C.40**). **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		Part 4 – Non-Residential Development	
		cp. In reference to **C.02** within **Section 4.1.1 – Consideration of Adjoining Uses**, stating "Any proposal must ensure the level of effects on adjoining properties is acceptable", the submitter queries who and what determines the level of 'acceptable'.	**C.02** of **Section 4.1.1. – Consideration of Adjoining Uses** requires non-residential development' which adjoin residential properties, to acceptably satisfy the objectives of Section 4.1.1 and the remainder of the DCP. As outlined in **C.03**, *Any proposal that may have an impact on the adjoining use must be assessed under its ability to satisfy the relevant objectives under Part 2 – Design in Context, Part 3 – Residential Development, Part 5 – Environmental Management, and Part 6 – Traffic and Transport of this DCP depending on the adjoining property use. The controls of the less intense zone must be satisfied to the extent on the effect on the neighbouring property if the proposal is on a zone boundary.* The sections referred to in C.03 contain controls relating to effects on amenity and what Council considers acceptable. Compliance with this section must be demonstrated to Council as part of the development application process and will be assessed by Council's Planners. In addition, Council officers during the assessment process view key planning maps within the *Parramatta LEP 2023* (including, but not limited to, zoning, height, and FSR) to understand the strategic planning context of the site. This assists with assessing the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality required under *Clause (1)(b) of 4.15 Evaluation* of the *Environmental Planning and Assessment Act 1979*. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		cq. Submitter supports the emphasis on dense landscaping being used for acoustic and visual privacy, as seen in **O.05** and **C.05** of **Section 4.6 – Centre Based Child Care Facilities** regarding development provisions for childcare facilities. Submitter recommends that vegetation used in the front setback is compatible with nearby residential gardens in low-density residential areas.	Submitter's support of the draft Harmonisation DCP's intention for acoustic and visual privacy for childcare is noted. Within the draft Harmonisation DCP, to ensure that Centre Based Childcare align with the surrounding neighbourhood, **O.05** of **Section 4.6 – Centre Cased Child Care Facilities** requires applicants to align the building envelope to be compatible with the character of existing surrounding residential development. Additionally, a list of endemic species to the Parramatta area is provided in **Table 5.3.1.1 – Endemic species to be considered in planting in the City of Parramatta**, which are the recommended vegetation species to be included in landscaping. While centre based childcare centres do not have development-specific landscaping controls, **Table 5.3.1.1** and **Section 5.3 – Protection of the Natural Environment** can be used to inform recommended landscaping controls. Within the Transport and Infrastructure SEPP, a key objective of Section 3.4 - Landscaping of the NSW Childcare Planning Guidelines (CCPG) (which accompanies the SEPP) is to provide landscape design that contributes to the local streetscape and amenity. This is demonstrated in C17 of Section 3.4 of the CCPG which requires high-quality landscaped areas to reflect and reinforce the local context of the development (including

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			nearby residential gardens). **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		cr. Submitter addresses the appropriate location of sex services premises, restricted premises and adult entertainment premises. The submitter particularly refers to **O.04** of **Section 4.7 – Sex Service Premises and Restricted Premises** regarding the prevention of similar establishments (such as massage parlours) transitioning to sex service premises without development consent. Submitter recommends that the location of these premises be extended from 200m to at least 500m from schools and child-care centres (C.02, Section 4.7 – Sex Service Premises, Location).	As detailed in Attachment 2 to the 28 November 2022 Council report, no other legacy DCP contained controls as detailed as the PDCP 2011 relating to these land uses. As a result, the provisions for sex service and restricted premises from PDCP 2011 were retained and carried over into the draft Harmonisation DCP. The draft Harmonisation DCP controls require other sex services premises, restricted premises and adult entertainment premises to not be within 200 metres; and for the these uses to not be within 200 metres of a licensed premises being a hotel, public bar nightclub or the like; as well as not being located within shopping malls/arcades. Distances from schools and child-care centres is governed by *Parramatta LEP 2023*, *Clause 6.10 (2)(b)* Location of sex services premises in of PLEP 2011 which requires sex services premises to not be within 200 metres of (a) residential accommodation or land in a residential zone, and places of public worship, hospitals, schools, centre-based child care facilities, community facilities and recreation areas. The *Parramatta LEP 2023* is a 'higher order' planning instrument and holds legislative weighting and the review of these controls is outside of the scope of the draft Harmonisation DCP project. Council consulted with the community on land use planning matters as part of the Land Use Planning Harmonisation Discussion Paper in 2019, and the Harmonisation Planning Proposal (i.e. draft Harmonisation LEP) in 2020. These two consultation processes were the opportunity for the community to provide feedback on this issue. With regards to the requirements of **O.04**, the draft Harmonisation DCP requires any changes in ownership, management, register or business on trading name to be reported to Council during the premises' period of context (**C.01**). This is to ensure that restricted premises do not operate outside their development consents. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		Part 5 – Environmental Management	
		cs. Submitter notes that the introduction for **Section 5.1.1 – Flooding** states that: *As a first step in the Development Application process, proponents are strongly advised to seek flood information for their site from Council and consult with Council officers at a pre-lodgement stage, particularly for proposals located in the medium and high flood risk categories.*	Council strongly advises applicants consult with Council officers at the pre-lodgement stage, particularly for proposals located in the medium and high flood risk categories, please see introduction to **Section 5.1.1 – Flooding**. Council does not support making this requirement mandatory for all applications, as the scale and type of development varies, some of which may not require consultation. Also, there are instances in which the applicant is familiar with the requirements and therefore can clearly demonstrate the necessary requirements have been achieved without pre-lodgement consultation. The approach of the draft Harmonisation DCP is to ensure the necessary considerations are spelt out in the DCP controls, the onus is placed on the applicant to demonstrate how the DCP requirements have been satisfied. This is achievable without pre-lodgement consultation however, pre-lodgement consultation may lead to a more efficient application process. Sites which are flood affected require an applicant to apply for a Flood Enquiry Application, as is identified in

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		Submitter recommends that flood consultation should be mandatory on all development undertaken in a medium or high-risk flood category identified site.	**Section 5.1.1 – Flooding**, controls **C.08** - **C.10** set out the requirements for sites that are flood affected and may be subject to additional studies to inform the flood modelling of the subject Development Application. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ct. Submitter recommends the insertion of an additional objective at the end of the **Floodplain Risk Management** subsection of **Section 5.1.1 – Flooding:** **O.16** No high-rise development with impermeable concrete landscaping along the banks of Parramatta River and its tributaries so that runoff and drainage can be managed safely.	Council Officers direct the submitter to **C.01** of **Section 3.5.1.4 - Open Space and Landscape** for apartments, which addresses the landscaping requirements through the provision of deep soil: ***C.01*** *A minimum 30% of the total site area is to be provided as deep soil, of which at least 50% is located to the rear of the site.* Landscaping and deep soil requirements for non-residential developments are also indicated in **Part 4 - Non-Residential Development**. Additionally, **C.12** of **Section 5.1.2 - Water Sensitive Urban Design** provides landscape-based methods to safely manage runoff and drainage in new developments. The draft Harmonisation DCP also includes controls specific to land abutting C2 Environmental Protection zone and W1 Natural Waterways zone. The controls contain additional requirements for development which adjoins such zones with the aim to preserve aquatic biodiversity, protect and enhance water quality, and maintain the stability of a creek and its bank. Please see **Section 5.3.2 – Waterways and Riparian Zone,** and **Section 5.3.3 – Development on land Adjoining Land Zoned C2 Environmental Protection or W1 Natural Waterways Zone**. As such, the draft Harmonisation DCP sufficiently addresses the submitter's concerns of water sensitive urban design for high-rise development. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		cu. Submitter objects to **C.07** of **Section 5.1.1 - Flooding (Floodplain Risk Management)**, which relates to development permissibility in areas with reliable access for evacuation. Submitter believes that no development should be permitted in areas that are potentially flood affected. Evacuation is not considered a solution to flood risk.	Restrictions do apply to development types and development permitted in areas based on flood risk as outlined in **Table 5.1.1.2 – Floodplain Matrix Planning and Development Controls**. *See response to submission no. 51. a. regarding evacuation requirements.* As stated in **Section 5.1.1** of the draft Harmonisation DCP, a Flood Emergency Response Plan (FERP) may be submitted with any Development Application in relevant affected areas. **C.26** of **Section 5.1.1** provides requirements to be considered as part of the FERP, including evacuation measures (including safe evacuation routes and areas) for all building occupants. Any further considerations would be discussed with Council or relevant state and local agencies in preparation of the FERP, and must be evidenced as part of the Development Application.
		cv. Objects to **O.12** of **Section 5.1.1 – Flooding**, with the submitter considering any development within high flood risk or floodway areas to be inappropriate.	Council officers direct the submitter to the **Flood Warning and Emergency Response Planning** subsection of **Section 5.1.1 - Flooding**, which outlines objectives and controls to address evacuation for development in flood affected areas. As detailed in Attachment 2 to the 28 November 2022 Council report, these provisions are

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		cw. Submitter suggests an additional control is recommended within **Section 5.1.1 – Flooding**, to provide safe access and egress for disabled occupants and pets from buildings in the event of a flood emergency.	consistent with the NSW Floodplain Development Manual (the Manual) and the Floodplain Risk Management Plan. It is noted that the Manual supports development in high risk flood areas, as well as evacuation as a solution to flood risk, and provides guidance on safe evacuation procedures. The accessibility requirements stipulated in the draft Harmonisation DCP for shelter in place, evacuation, access and egress are considered suitable for all potential occupants of the development to which they apply. **C.26 – Section 5.1.1 – Flooding** requires FERPs to accompanying development applications must include warning and evacuation measures for all building 'occupants'. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		cx. Submitter recommends the following additional requirement to Flood Emergency Response Plans (FERPs) submitted with Development Applications (**C.26**) within Section 5.1.1 – Flood Warning and Emergency Response Planning: • *Include evacuation measures for disabled occupants and for pets.*	
		cy. Submitter recommends additional requirements to shelter in place or vertical evacuation measures **(C.29)** within **Section 5.1.1 – Flood Warning and Emergency Response Planning**. The Trust notes the following should be added to the control: *f) safe area of refuge for pets (in cages etc)*	
		cz. Submitter expresses concern that permeable surfaces are not clearly encouraged within the **Section 5.1.2 – Water Sensitive Urban Design.** Submitter recommends the insertion of an additional objective as O.08 within: *Use permeable landscaping surfaces, such as grass not concrete, so that water runoff is minimised and local heating is reduced in summer.*	*See response to No.15.g that explains the controls proposed to aid in the t cooling of the urban environment in the City in **Section 5.4.4** of the draft Harmonisation DCP.* The submitters suggestion that the draft harmonisation DCP does not clearly encourage the use of permeable surfaces is not supported. Objective **O.06** of **Section 5.1.2– Water Sensitive** in the draft Harmonisation DCP promotes the use of permeable landscaping surfaces and includes the measures suggested by the submitter: ***O.06** Use simple landscape-based WSUD solutions wherever appropriate that achieve water management objectives without unusual or complicated maintenance demands, and mindful of other stormwater management requirements outlined in this DCP.* Similarly, the control at **C.03** of **Section 5.1.2** discourages the use of impervious surfaces, with a preference for permeable landscaping surfaces to reduce stormwater run-off: ***C.03** Impervious surfaces are to be minimised and soft landscaping used to promote infiltration and reduce stormwater run-off.* With regards to the benefits of permeable landscaping surfaces in reducing urban heat (particularly in summer),

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			O.07 of **Section 5.1.2** is sufficient in capturing this intention: ***O.07*** *Use WSUD to increase evapotranspiration, urban heat reduction and to reduce uncontrolled runoff.* As such, it is considered that the objectives and controls contained within the draft Harmonisation DCP are sufficient in addressing the submitter's concerns for encouraging permeable landscaping surfaces. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		da. Submitter requests additional information to be provided on how to avoid mosquito breeding in rainwater tanks. This is in response to **C.05** of Section **5.1.2 – Water Sensitive Urban Design** regarding the preferred use of rainwater harvesting and use in any water management system for individual lots and the public domain.	As detailed in the report for the Council Meeting on 31 October 2022 (Item 14.1), Council endorsed the "Get Mosquito Ready this Summer" educational campaign that ran in the 2022-23 summer. As part of this, it was recommended that rainwater tank openings (including overflows) are covered or securely fitted with mosquito-proof screens. Steel or plastic mesh can also be installed around any pipes, valves or access points that mosquitoes can get through. It is not the role of a DCP to aid occupants/ residents with ongoing maintenance issues. Education on these issues is best addressed via other education mechanism such as the one described above. For further information, refer to the BASIX help notes webpage regarding Potential hazards and treatments. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		db. Submitter expresses support for **C.09 of Section 5.1.2 – Water Sensitive Urban Design** regarding the reduction of stormwater runoff directly entering waterways or neighbouring bushland. Submitter requests a list of options to prevent water runoff directly entering waterways.	The draft Harmonisation DCP contains a series of practical measures to achieve water sensitive urban design objectives and controls (including the harvesting/redirection of stormwater runoff) within **C.11** of **Section 5.1.2 – Water Sensitive Urban Design**. These methods list options for different components of development (open space, landscaped areas, roofs, driveways and the like) and provide appropriate solutions to manage stormwater runoff. Similarly, **Table 5.1.2.1 – Required for specific development types** in **Section 5.1.2 – Water Sensitive Urban Design** lists required water sensitive design measures for different land uses and development scales. As such, the draft Harmonisation DCP's controls are considered sufficient in addressing various options to reduce stormwater runoff directly entering waterways. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		dc. Submitter recommends that the table in **C.11** of **Section 5.1.2 – Water Sensitive Urban Design**, which identifies methods to achieve WSUD Objectives and Controls based on different elements, should explicitly specify that no concrete should be used for landscaped areas.	In line with the Dictionary in P*arramatta LEP 2023,* and Part 10 – Glossary of the draft Harmonisation DCP "landscaped area" is defined as *a part of a site used for growing plants, grasses and trees, but does not include any building, structure or hard paved area.* Additionally, the definition of a "landscaped area" explicitly excludes *impervious surfaces such as driveways, paved areas, roofed areas, carparking and stormwater structures, decks and the like and any area with a width or length of less than 2m.* Based on this, the submitter's request to specify that no concrete should be used for landscaped areas in **C.11** of **Section 5.1.2 – Water Sensitive Urban Design** is not necessary as such surfaces are not considered landscaped areas.

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			For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.
		dd. Submitter requests that more information should be provided on "passively irrigated street trees", as detailed as a method to reach WSUD objectives and controls within **C.11** of **Section 5.1.2 – Water Sensitive Urban Design**. Comments that this infers that no care is provided to the street trees. Submitter requests an additional statement to detail that developers are responsible for the health of street trees at their development sites during all phases of construction.	As explained within Attachment 2 to Council Report from 28 November 2022, controls relating to stormwater management have been reviewed and updated for clarity, more effective implementation, and to reflect new industry benchmarks. This includes the landscape-based approach to meet stormwater quality controls, in line with the broader intentions of water sensitive urban design (WSUD) principles. As part of this, the draft Harmonisation DCP has introduced the specification of landscape-based measures and methods to achieve WSUD, as detailed in **C.12** of **Section 5.1.2 - Water Sensitive Urban Design.** Tree and vegetation planting in new developments are required to be detailed in landscape plans (prepared by a qualified landscape architect) as part of the development application package. This includes the care, maintenance, and establishment of new trees (including passively irrigated trees) of which the applicant is responsible for as stipulated in the development consent conditions or as outlined in any approved management plan. Additionally, Council's Public Domain Guidelines states that a two year maintenance period for street tree planting that include WSUD devices must be carried out by the developer following final OC approval of the public domain works by Council Officers. As such, the submitter's request for an additional statement to clarify applicants' responsibilities regarding new street trees is not required. A two year (104 week) maintenance and defects period is required for any public domain works that include WSUD devices, including bio-retention tree pit, rain garden, swale etc., to be carried out by the developer following final OC approval of the public domain works by Council Officers. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		de. Submitter supports the initiatives of **O.08** within **Section 5.1.3 – Stormwater Management** regarding the return of swimming to the Parramatta River and other waterways.	The draft Harmonisation DCP's initiatives supports Planning Priority 13 of Council's Local Strategic Planning Statement 2036 (page 68) regarding the improvement of health and swimability of Parramatta River, its waterways and catchment. Please refer to Council's Our Living River webpage and 10-step Masterplan Overview for further information on Council initiatives to support the return of swimming in Parramatta River and other waterways. Submitter's support is noted. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		df. Submitter requests **C.04** of **Section 5.1.5 – Groundwater** (regarding reasons for waterproofing requirements where groundwater could be encountered) to be amended to include the following reasoning as a subpoint: *Electricity outages in storms could prevent pumping out of water.*	**C.05** of **Section 5.1.5 – Groundwater** sates; • *Failure of mechanical systems to treat and pump groundwater creates structural and environmental risks.* Council officers consider the requirements contained in the abovementioned control sufficient in capturing the Submitter's suggested addition. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		dg. Submitter requests greater emphasis on minimising the impact of development on the city's biodiversity (**O.01, Section 5.3.1 – Biodiversity**) by having specific Council policies to prevent developers from clearing all vegetation from a site and prevent them from lopping or cutting significant trees and street trees. To promote this, **C.06**, which states "development should seek to retain unique environmental features of the site" needs to be enforced.	*See responses No.43.ac addressing the process and penalties for illegal tree removal.* Provisions relating to the management of trees contained in **Section 5.3.4 - Tree and Vegetation Management** are designed to manage and preserve canopy trees coverage across the City to maintain amenity, retain urban forest, canopy cover, reduce urban heat, and protect habitat. The removal of a tree on individual sites requires an assessment as part of Tree Permit Application (or DA within certain special areas within the City such as Heritage Conservation Areas). This is consistent with the *Biodiversity Conservation Act 2016* and Chapter 2 of the *State Environmental Planning Policy (Biodiversity and Conservation) 2021*. Trees and vegetation that are categorised as protected are protected by law, irrespective whether it is located at private or public land. This is because trees are an important community asset and contribute to the urban forest and their removal or excessive pruning needs to be assessed by Council to the necessity of the work proposed. A Tree Permit application is not required to remove a tree where Council is satisfied that the tree is dead or dying and is not required as the habitat of native animals and/or not located on land mapped as 'Biodiversity' under *Parramatta LEP 2023*. Additionally, **C.11** in **Section 5.3.4 – Tree and Vegetation Preservation** states a tree that is dead or dying that provides habitat to native animals and is not posing a risk to human life or property does not warrant removal of pruning. As such, the draft Harmonisation DCP controls are considered sufficient to minimise the impact of development and specifically the clearing of vegetation on individual sites on the city's biodiversity. Attachment 2 and Attachment 3 to the Council report from 28 November 2022 contain more information on the approach to tree preservation and management. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		dh. The submitter requests more oversight to ensure developers meet their obligations in relation to the submission of a Statement of Flora and Fauna Impact (SFFI) for all	As is required by **C.02** in **Section 5.3.1 – Biodiversity**, a Statement of Flora and Fauna Impact (SFFI) is required when development poses a potential change to the healthy function of the surrounding environment, and the submission of an SFFI is enforced by the *Biodiversity Conservation Regulation 2017*.

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		development in or adjacent to bushland and/or waterways, including vegetation mapped as 'Biodiversity' or 'Riparian Land and Waterways' on the *Parramatta LEP 2023* Natural Resources Map as outlined by **C.02** within **Section 5.3.1** of the draft Harmonisation DCP.	As such, the draft Harmonisation DCP controls are considered sufficient to ensure developers meet their obligations in relation to the submission of a Statement of Flora and Fauna Impact (SFFI) and conditions requiring the application of the recommendations deemed appropriate would be imposed on any consent. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		di. The submitter agrees with **C.09** within **Section 5.3.1** but requests that strong Council oversight is required to prevent developers clearing all vegetation on sites. This includes trees with culturally significant heritage value and gardens on a site at commencement. **C.09** - Development is to be sited and designed to minimise the impact on cultural heritage trees and plantings and consideration is to be given to further planting of cultural landscapes where appropriate.	Additional protection measures are provided to trees that are either heritage or located in a Heritage Conservation Area, this includes an assessment through a Development Application for tree works rather than a Tree Permit application. For works requiring development assessment, Council's *Community Engagement Strategy (2022-24)* requires tree works related to heritage to be publicly notified for 14 days. Generally any tree equal to or greater than 5m is protected throughout the LGA however, C.01 in **Section 5.3.4 – Tree and Vegetation Preservation** propose the following control in Heritage Conservation Areas of heritage listed sites; *Any tree with a height equal to or exceeding three (3) metres or any tree capable of growing to a height of 3 metres (where the tree with a height less than 3 metres has been intentionally planted; and/or is required to be planted and maintained as part of a development consent or tree permit determination notice):* - *that is or forms part of a heritage item, or* - *that is within a heritage conservation area; or* - *that is located within a Special Character Area as defined by this DCP.* *See response to submission No.43.ah. Addressing additional requirements for trees on heritage items or within HCAs.* *See response No.43.ac addressing the process and penalties for illegal tree removal.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		dj. Submitter requests further requirements for new residential developments to address climate change, specifically all strata developments to cater for solar panels and electric vehicle charging. Requests that all vehicle parking for dwellings should have electric charge points.	As explained within Attachment 2 to Council Report from 28 November 2022, the draft Harmonisation DCP is introducing new Electric Vehicle(EV) controls as well as comprehensive requirements to reduce new development's contribution to greenhouse gas emissions and urban heat as part of the harmonisation process. **Section 6.1.3** of **Part 6 – Traffic and Transport** includes new provisions where all garages in single dwellings and dual occupancies require a Private EV connection demonstrated on development application plans. For residential accommodation outside of dwelling houses, secondary dwellings and dual occupancies, car parking must provide an EV Ready Connection to at least one car space for each dwelling/apartment. The provision of photovoltaic solar panels has also been addressed in the draft Harmonisation DCP for development (including strata titled developments) that are best positioned to capture solar energy (**C.10** and **C.11 Section 5.4.1 – Energy Efficiency** and **C.04** of **Section 3.2.1 – Solar Access and Cross Ventilation**).

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			C.03 of **Section 5.4.4.1** requires the material of a roof to demonstrate either a combination of or satisfactory compliance with a minimum solar reflectivity index between 39-82 depending on its slope, or vegetation coverage of 75% of the total roof/podium surface. It is noted that the installation of solar panels is not recommended for development that are not well positioned to capture solar energy (new developments which receive less than 3 hours of direct sunlight between 9am and 3pm during the winter solstice). **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		dk. Submitter proposes that all roofing materials be light in colour and designed to reflect as much light as possible to reduce heat absorption.	As explained within Table 4 – Environmental Performance of Attachment 2 to Council Report from 28 November 2022, the draft Harmonisation DCP has introduced comprehensive requirements to reduce new development's contribution to urban heat. **Section 5.4.4.1 – Roof Surface** of **Part 5 – Environmental Management** includes new provisions that require development to demonstrate: *a) Materials used have a minimum solar reflectivity index (SRI) of 82 if a horizontal surface or a minimum SRI of 39 for sloped surface greater than 15 degrees; or* *b) 75% of the total roof or podium surface be covered by vegetation; or* *c) A combination of (a) and (b) for the total roof surface.* **Section 5.4.4.1 - Roof Surface** addresses the issue of heat absorption and **C.03** specifies the requirements of minimum solar reflectivity index for roofing types. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		dl. With regards to **C.01** of **Section 5.4.4 – Urban Cooling**, the submitter requests a greater emphasis on the value of mature tree canopy and vegetation in mitigating the impacts of urban heat, and recommends this approach to be taken throughout the entirety of the DCP.	*See Submission No.43.b for further information on the value of the tree canopy and vegetation within the draft DCP and the City.* As outlined in the Introduction to **Part 5 – Environmental Management**, all controls (including those within **Section 5.4.4 – Urban Cooling**) must be read in conjunction with any other relevant parts of the draft Harmonisation DCP. This is to ensure that all developments address the necessary planning matters detailed in the separate technical themes of the DCP. Further information on the retention and protection of tree canopy and vegetation can be found in **Section 5.3.1 – Biodiversity** and **5.3.4 – Tree and Vegetation Preservation** of the draft Harmonisation DCP. These sections include detailed objectives and controls to ensure that tree canopy is maintained throughout the City, in turn contributing to a reduction in urban heat. Collectively, the three sections are sufficient in addressing the relationship between tree canopy and vegetation in mitigating the impacts of urban heat. As it is a requirement for development to address the controls and objectives of all relevant parts of the draft Harmonisation DCP (including urban cooling and tree and vegetation preservation requirements in **Part 5 – Environmental Management**), it is not necessary to duplicate these controls across the entirety of the draft

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			Harmonisation DCP. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		dm. Submitter suggests that flat roof developments should install roof-top gardens to reduce heat absorption. Suggests that this is beneficial for roofs where solar panels are proposed to increase energy efficiency from a cooler roof.	As explained within Attachment 2 to Council Report from 28 November 2022, the draft Harmonisation DCP is introducing refined controls for green roofs and walls (consistent with the recommendations of the Discussion Paper). **Section 5.4.4.5 – Green Roofs or Walls** includes specific controls outlining the requirements and specifications for green roofs and walls (in accordance to Section 4P Planting on Structures of the Apartment Design Guide). Whilst the draft Harmonisation DCP does not specify any controls to address a combination of solar panels and green roofs, the draft Harmonisation DCP does specify building configurations that are best positioned to capture solar energy. *See response to No.43.dk regarding the reduction of new development's contribution to urban heat.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		dn. Submitter requests Council consider wind mitigation when narrow and tall buildings are constructed in addition to noise amenity.	As explained within Attachment 2 to Council Report from 28 November 2022, **Section 5.4 - Environmental Performance** has carried over wind mitigation controls contained within from the Parramatta DCP 2011 (consistent with the recommendations of the Discussion Paper). Objective **O.01** in **Section 5.4.8 - Wind Mitigation** requires that a *building form enables the provision of a safe and comfortable pedestrian level wind environment, including street frontages, outdoor eating areas, open spaces.* Additionally, **C.01** requires *comfort in and around new buildings* along with appropriate wind speed exceedance limits to improve the pedestrian experience as a result of new development, as indicated in **Table 5.4.8.1**. Adherence to these specifications are expected to reduce noise pollution that can result from undesirable wind speeds. *See responses No.43.bf and cf addressing the wind mitigation measures within the draft Harmonisation DCP.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		Part 6 – Traffic and Transport	
		do. The submitter states there is no reference to bicycles or cycleways in **Section 6.1 – Sustainable Transport** of the draft Harmonisation DCP. They note that "*the City is well connected by train, bus, road and cycle networks*" but state that this may refer to the Parramatta CBD and not necessarily to the whole of the City of Parramatta. Submitter recommends the	The use of the term "City" is inclusive of the whole City of Parramatta Local Government Area (LGA), and replaces previous terminology used to describe the LGA. The role of the DCP is to guide new development - it is not a function of the DCP to provide comprehensive transport strategies. Such strategies are prepared through separate transport planning projects. Council officers direct the submitter to the draft Parramatta Bike Plan 2023, which was recently endorsed by Council for public exhibition. This plan provides a framework to deliver identified cycleways within the City, with a key objective to improve bike riding to and within centres, neighbourhoods and key destinations. For more

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		DCP include a map showing the existing cycleway network, and identify areas that are poorly connected with a plan for the network connectivity to be improved, . particularly north and south of Epping railway station as an example.	Information, refer to the 10 July 2023 Council meeting (Item 13.4). Specific provisions for bicycle parking for new developments have been provided in **Section 6.3 – Bicycle Parking** of the draft DCP, which were informed by the recommendations of the Discussion Paper. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		dp. Submitter recommends that developments close to major transport hubs include pedestrian access routes to ensure pedestrians are able to find safer, more "attractive" methods of transport, as Council have restricted parking spaces and seek alternative transport options to private cars.	It is noted that precinct-specific controls for areas close to major transport hubs (such as the Parramatta City Centre and Epping Strategic Centre) are present within the draft Harmonisation DCP. Within these sections, desired future pedestrian lanes to public transportation are indicated (as seen for Epping Central in **Figure 8.1.1.1.3 – Pedestrian Connections and Laneways**). It is expected that these connections will be delivered through the Development Application process. Additionally, Council have identified land throughout the City to be acquired by Council for the improvement of traffic and transport outcomes (either through road widenings or the like), as seen in the Land Reservation Acquisition Map of the *Parramatta LEP 2023*. The role of the DCP is to guide new development - it is not a function of the DCP to provide comprehensive transport strategies, including services for public transport and bus shelters. Such strategies are prepared through separate transport planning projects. Similar to the above response, delivery of safe walking paths to bus stops and shared-use paths is undertaken either through Council-led projects or in negotiation with land owners during the Development Application process. Council officers direct the submitter to the draft Parramatta Bike Plan 2023 (Item 13.4 of the 10 July 2023 Council meeting), which details an indicative future bicycle network including shared paths for the City. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		dq. The submitter recommends that Council provide appropriate services for public transport, including bus shelters, safe walking paths to bus stops and pedestrian and cycleway bridges over busy roads. This is to facilitate safe access with Council's policy to reduce car parking spaces.	
		dr. The submitter proposes that a maximum number of parking spaces for residential dwellings within 800 metres and 400 metres of a frequent transport service be implemented.	As explained within Attachment 2 to Council Report from 28 November 2022, the minimum car parking rates within **Section 6.2 – Parking and Vehicle Access** have been prepared by Council's Traffic and Transport team, consistent with TfNSW's *Guide to Traffic Generating Developments*. Table 5.3 of the guideline informed car parking rates for residential development both inside and outside of public transport radius thresholds. As such, residential development within 800m of major rail stations have a lower minimum parking rate to encourage the use of public transportation. Additionally, the requirement of a traffic and transport impact assessment as part of the Development Application package ensures that an appropriate number of parking spaces (relevant to the site's context and maximum parking rates indicated in Division 4 of *Parramatta LEP 2023*) are provided for new development. The draft Harmonisation DCP retains precinct specific parking rates which include areas that utilise maximum parking rates, this includes areas such as Parramatta CBD and Epping CBD where there is a high concentration of public and active transport accessibility. The draft Harmonisation DCP includes reduced minimum parking rates for residential flat buildings, multi dwelling housing or the residential component of mixed Use development

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			(within 800 metres walking distance of a train station or light rail stop, or within 400 metres walking distance of a transitway bus stop). It is considered that the introduced car parking rates and requirements in **Section 6.2** of the draft Harmonisation DCP are consistent with relevant guidelines, and are sufficient in delivering the required car parking spaces for new development. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ds. Recommends the definition for "accessible area" be amended for developments near public transport which requires the minimum frequency for bus services to be provided at least every 30 minutes.	It is noted that this terminology is not used or defined within **Part 6–Traffic and Transport** or any other parts of the draft Harmonisation DCP. As such, the submitter's request to incorporate the definition of"accessible area"in accordance with the *State Environmental Planning Policy (Housing) 2021* it is not considered necessary. *See response to submission No. 18. b. in relation to 'accessible area' definition.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		dt. Recommends Council prohibit off-road parking on narrow roads throughout the City, for consistency with RMS's *Off-road Parking Provision on Narrow Roads*, particularly road rule no. 197, which prohibits parking on footpaths and nature strips. du. The submitter recommends the controls contained within the current City of Parramatta Parking Enforcement Policy, that prohibits parking on "rollback kerb and gutter" in Newington, to be implemented throughout all suburbs in the City	As stated in the City of Parramatta Parking Enforcement Policy, the prohibition of parking on rollback kerb streets of Newington was inherited from parking requirements set out by the previous Auburn Council. The policy also states that a future amendment of this policy may be undertaken, subject to a review of the current provisions (including community consultation, and Council adoption). This review is not within scope of the draft Harmonisation project, and is subject to a separate review of the Parking Enforcement Policy to address the off-road parking provisions. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		dv. Clarification is requested to differentiate between bicycle storage and bicycle parking facilities, particularly referencing **C.12** within **Section 6.3 – Bicycle Parking**. If these two mean the same thing, the submitter suggested to alter **C.12** (regarding the provision of e-bike charging outlets) to provide charging outlets for 10% of provided bicycle parking spaces in bicycle storage facilities, where:	The bicycle parking controls contained in **Section 6.3 - Bicycle Parking** do not differentiate between bicycle parking or storage. Additionally, the Land Use Planning Harmonisation Discussion Paper, Australian Standards (*AS2890.3 – New Bicycle Parking Requirements 2015*) and the State Environmental Planning Policy (Transport and Infrastructure) 2021 does not provide a definition for bicycle storage facilities.does not provide a definition for bicycle storage facilities. The terms 'bicycle storage facilities' and 'bicycle parking are used interchangeably within the draft Harmonisation DCP; however Council officers acknowledge this may cause confusion, and therefore it is recommended that the term 'bicycle storage' be replaced with 'bicycle parking facilities' to remove ambiguity and ensure the controls in **C.12** in **Section 6.3 – Bicycle Parking** of the draft Harmonisation DCP are applied correctly. As **Section 6.3** applies to residential, commercial and industrial zones it is not required to include additional

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		• *The number of bicycle parking spaces provided is greater than 10* • *The bicycle parking spaces are found within a residential premise* • *The bicycle parking spaces are for use by staff*	criteria where e-bike charging outlets are to be provided. The wording of **C.12** requiring *a 10A e-bike charging outlet to 10% of provided bicycle parking spaces with no spaces being more than 20 metres away from a charging outlet* is considered adequate in encompassing the criteria suggested by the submitter. See response to submission No. 18. e. and f. regarding bicycle storage and bicycle parking charging requirements. **As a result of this submission, amendments will be made to the relevant section of the draft Harmonisation DCP to replace the reference to bicycle storage with bicycle parking facilities.**
		Part 7 – Heritage and Archaeology	
		dw. Submitter questions the language of **C.01 Table 7.2.1** of **Part 7 – Heritage and Archaeology**. Comments that the following wording (relating to consent requirements for types of works on the maintenance or repair work on external fabric and gardens) is unclear and can cause confusion: *"General maintenance or repair may not need the consent of Council, but a Heritage minor work application must be submitted."*	Works that do not require approval via the Development Application process are detailed in *Section 5.10 (3) Heritage conservation* of *Parramatta LEP 2023*, and are generally works that are of minor nature (or for the maintenance of the heritage item) and would not adversely affect the item's heritage significance. Applications for works of this kind can be lodged with Council via a Heritage Minor Works Application. Where "consent" is mentioned in **C.01**, this refers to approval through the Development Application pathway. For more information on Heritage Development Approvals, see Council's Heritage Conservation webpage. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		dx. Submitter agrees with the wording of **C.23** (incorrectly referenced as **O.05**) of **Section 7.4 – General Provisions** regarding the importance of Heritage Conservation Areas and emphasis of design that is compatible with neighbourhood character. Submitter comments that it would be ideal to see more new buildings that follow this.	Council notes submitters support.
		dy. Submitter comments that **Figure 7.4.3 – New subdivisions, battle-axe and amalgamation of lots** within **Section 7.4 – General Provisions** (relating to heritage subdivision patterns within heritage contexts) is not clear on the preferred and non-preferred subdivision options. Requests clarification on the preferred method of subdivision.	The intention of the controls relating to subdivision patterns in **Part 7 – Heritage and Archaeology** is to preserve the historical pattern of subdivision (**C.02**), which is unique to each Heritage Conservation Area (HCA). It is noted that each HCA (**Section 7.10 – Heritage Conservation Areas**) provides information on the significance of their subdivision patterns, as well as tailored controls for each HCA. In **Section 7.4 – General Provisions, Figure 7.4.3 – New subdivisions, battle-axe and amalgamation of lots** provides examples of possible scenarios that *may* be suitable within a heritage context, however applicants must consider the requirements of the distinctive characteristics (including subdivision patterns) of the HCA in which the item is situated. Such subdivision requirements are found in the Distinctive Characteristics and Provisions sub-sections of each specific HCA (**Section 7.10**).

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			As such, the draft Harmonisation DCP controls are considered sufficient in addressing the requirements for subdivision within heritage areas **and no changes to the draft Harmonisation DCP are considered necessary**.
		dz. The submitter disagrees with the requirement that design elements of new extensions to heritage items (**C.18**) within **Section 7.4 – General Provisions** which relates to heritage alterations and additions. The proposed control requires design elements to be consistent with those of the original building, however the submitter believes that using a simpler version of design details is appropriate and is preferred.	As detailed in Attachment 2 to the 28 November 2022 Council report package, **Part 7 – Heritage and Archaeology** has generally retained the objectives and controls in Parramatta DCP 2011 as these provisions are considered to be relatively strong and well-established in the City. This process has followed the recommendations of the Discussion Paper, which also states that the intent of the general heritage provisions (including the treatment of design elements) is broadly consistent across all legacy DCPs. **Section 7.4 – General Provisions** of the draft DCP contains clear objectives (O.02, O.03, O.06, O.07, O.08, O.10) and controls (C.07, C.10, C.13, C.24, C.26, C.34, C38, C.45, C.46, C.50) that require detailing, materials and finishes of any new additions to complement the period and style of the heritage item or heritage conservation area. This is further communicated in **C.18**: *It is inappropriate to use a simpler version of the design details used in the original building so that the new additions are in keeping with, and still able to be differentiated, from the original structure.* As such, the draft Harmonisation DCP controls are considered sufficient in addressing the stylistic requirements for additions on heritage items and are adequate to maintain the character of heritage items within the City. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ea. Submitter raises concern raised over the neglect of heritage sites, which leads to significant deterioration and is not uncommon currently (**Section 7.4 – General Provisions** which relates to the demolition of heritage items).	*See response to No.17.a that explains the scope of the draft Harmonisation DCP in relation to Part 7 Heritage and Archaeology and its drafting.* Heritage items are protected under the *Parramatta LEP 2023* (Section 5.10 Heritage conservation) and the requirements of the *Heritage Act 1997* which takes precedence in the hierarchy of environmental planning instruments (EPI). The draft Harmonisation DCP provides guidance in the maintenance of heritage buildings and items, as detailed in **C.52 - C.69** of **Section 7.4 – General Provisions**. Where elements of a heritage item are proposed to be

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		eb. The submitter also questions how Council is expected to manage the demolition of heritage items, as **C.19** (**Section 7.4 – General Provisions** which relates to the demolition of heritage items) states that Council do not support their demolition. **C.19** *Council does not generally support demolition of heritage items. Poor structural condition or costs associated with restoration and conservation works are not sufficient justifications. Demolition by neglect is also a serious issue and a concern for Council, the poor conditions could affect not only the subject site liveability but also the safety and liveability of the nearby properties. Unkempt items negatively impact the character of the conservation area, as well as the context and view surrounding heritage items.*	replaced (such as fences, walls, and the like), the draft Harmonisation DCP requires the character of the heritage item or conservation area to be maintained. Replacement elements' materiality, style, size, colours, and technology are required to complement the period or style of the heritage item. Council also provides heritage grant funding to landowners to assist them retain and maintain heritage items and buildings in Heritage Conservation Areas. Whilst Council have provided a framework to maintain heritage items, Council do not have the power to mandate what people do with their property (including demolition by neglect). However where reported Council can investigate identified unlawful activity or failure to comply with terms or conditions of approvals, licences and orders and decide whether to take enforcement action. The draft Harmonisation DCP seeks to create an environment that discourages applications for demolition of Heritage items but it cannot stop a landowner/applicant from lodging an application with their justification for demolition and when it is lodged. In the assessment stage, Council officers will determine the application based on the requirements of the , *Parramatta LEP 2023*, and relevant DCP. The integrity of this assessment process must be maintained and it is possible that a case may be made for demolition of a heritage item but this would be in extreme cases. The DCP reflects Council preference but it is not a rule that cannot be applied without proper assessment of the circumstances of the application lodged with Council. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ec. The submission notes the list of contributory items for Heritage Conservation Areas is only partially completed for the Epping Ward. It recommends the DCP record contributory items for the East Epping, Essex Street and Rosebank Avenue Heritage Conservation Areas. Maps for these are provided in previous documents from Hornsby Council.	Identifying heritage contributory items across the new City area is out scope of the draft Harmonisation DCP project. Council is aware that not all legacy DCPs identified contributory items; where a current DCP identified contributory items (such as the Parramatta DCP 2011) these have been transferred into the draft Harmonisation DCP. The scope of the draft Harmonisation DCP project is largely to consolidate the five former DCPs with some policy changes to reflect changes in planning legislations (i.e. Codes SEPP and Sustainability SEPP) and following up actions identified in Council resolutions. For further details of the scope of consolidating heritage controls can be found in Attachment 2 – Summary of Draft DCP and Response to Discussion Paper to the Council Report from 28 November 2022. Council officers are currently considering options for exploring an LGA wide integrated heritage study. Council Officers are currently in a scoping phase of working out how the study might be completed given resources available. It is expected that a budget for a future study will be included in preparation of the 2024/25 budget. Further community consultation will be undertaken for any new heritage controls that are recommended in any future study. This process is the appropriate process for determining whether contributory items should be added or removed for the various HCA's. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		ed. With regards to the provisions of Heritage Conservation Areas (**Section 7.10 – Heritage Conservation Areas**), the submitter recommends ensuring that all wording concerning demolition is consistent. As an example, the submitter suggests the following wording amendments (shown as underlined text) within **Section 7.10.9 – Essex Street Conservation Area**: **C.01** Buildings *from the Federation and Inter-war periods or relevant building style of the designated HCA should be retained.* ***C.02** Contributory buildings from the Federation and Inter-war periods or relevant building style of the designated HCA should be retained.*	The identified buildings (and building styles) to be retained are specific to each individual heritage conservation area (HCA), and follow the previous structure used by the legacy DCPs. For example, **Section 7.10.8 – East Epping Conservation Area** identifies buildings from the Victorian, Federation, Inter-war and Post-war periods to be retained (**C.01**). Additionally, area-specific provisions for HCAs inherited from the previous Parramatta LGA DCPs identify existing significant buildings that are to be retained (and list these by their relevant historic period). As the scope of the Harmonisation DCP project was largely to consolidate the five former DCPs with some policy changes to reflect changes in planning legislations (i.e. Codes SEPP and Sustainability SEPP) and follow up actions identified in Council resolutions. Council officers conclude that, whilst inconsistent across the various HCAs, the relevant provisions to protect heritage buildings of relevant historic periods within HCAs is sufficient within the draft DCP. This comment may be addressed as part of a future review of heritage items and conservation areas within the City. *See the response in No.11.d for more information on a future heritage review within the City.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		Part 8 – Centres, Precincts, Special Character Areas & Specific Sites	
		ee. Submitter identifies incorrect labels in **Figure 8.1.1 – Epping Strategic Centre**: • #5 requires amendment to "Oxford Street Precinct" • #7 requires amendment to "Essex and Pembroke Streets Precinct"	**Noted and amended.** Council officers have also found and amended further administrative errors with regards to **Figure 8.1.1 – Epping Strategic Centre**. These errors are in relation to the labelling of Cliff Road (previously labelled as "Cliff Street") and Ray/Beecroft Roads (previously labelled as Essex and Pembroke Street) precincts, as well as the precinct boundaries for the Derby Street Precinct and Langston Place Precinct, as outlined within their Key Principle Diagrams (**Figure 8.1.1.3.1.1 – Key principles diagram, Derby Street Precinct** and **Figure 8.1.1.4.1 – Key principles diagram, Langston Place Precinct**, respectively). These changes have also been reflected in **Figure 8.1.1.3.1 – Epping Strategic Centre** as well as **Figure 8.1.1 Epping Strategic Centre.** Note: Figure 8.1.1 and Figure 8.1.1.3.1 are identical figures referenced in different section of the draft DCP. **Refer to Attachment 4 – Summary of Changes to the Draft DCP for further information.** **As a result of this submission, amendments will be made to the relevant part of the draft Harmonisation DCP.**
		ef. Submitter states there are multiple terms used to refer to the area west of the Epping	As part of consolidating the provisions for **Section 8.1.1 – Epping Strategic Centre**, the following changes were

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		Railway Station in different figures (Figure 8.1.1 and Figure 8.1.1.1.1, for example). Some of these are: • Epping Central • Epping Town Centre Strategic Core • Epping Town Centre Core The Trust suggests naming this area 'Epping Central West Precinct' and possibly 'Boronia Park Precinct' whilst removing references to 'core' and 'strategic centre'.	made: Epping Town Centre from Section 4.5 of Hornsby DCP 2013, retained as Epping Town Centre within the draft Harmonisation DCP. Epping Town Centre (which houses Epping Town Centre Strategic Core in the eastern part of its boundary) from Section 4.1.5 of Parramatta DCP 2011, renamed as Epping Central within the draft Harmonisation DCP. These changes were made to differentiate the two precincts, as both are currently known as Epping Town Centre. As detailed in Attachment 2, the recommendations from the Discussion Paper to consolidate the controls for Epping was not undertaken due to the prioritisation of the Harmonisation DCP project. Further work to review the Epping controls (including the naming of the identified precincts within the Epping Strategic Centre) will form part of a future review of the DCP. **As a result of this submission, amendments will be made to the relevant part of the draft Harmonisation DCP.**
		eg. Submitter raises that the shared path between the southern end of the Epping Community Centre (Boronia Grove) to Rawson Street is currently marked, heavily used and should be retained. The Trust notes that this shared path is not reflected in **Figure 8.1.1.1.3** and **8.1.1.2.13.2** in the draft Harmonisation DCP.	The primary goal of the draft Harmonisation DCP is to introduce a consolidated set of controls based on existing policy contained within the five current DCPs. A review of the controls to amend the policy direction, application, flexibility, or intent was not within scope of the project. As explained in Attachment 2 to the Council report from 28 November 2022, existing site-specific controls for precincts located within the City (including Epping Strategic Centre) will be retained in the consolidated DCP. As such, the current precinct controls for Epping Strategic Centre (including **Figure 8.1.1.1.3**) have been retained and carried over into the draft Harmonisation DCP. It is noted that the shared path in **Figure 8.1.1.1.3** referenced by the submitter is marked within the figure as "new pedestrian lane" and has not been removed as part of the Harmonisation DCP process. This pedestrian lane has been directly carried over from Parramatta DCP 2011 with no changes. Changes to site specific provisions in Epping Centre, including moving the shared path to the southern end of the Epping Community Centre will be subject to outcomes from any subsequent strategy reviews for Epping Centre. **For the above reasons, no change to the draft DCP are considered necessary.** The insertion of **Figure 8.1.1.2.13.2 – Existing and proposed through-block connections** into the exhibited draft Harmonisation DCP has been identified as an administrative error, as a result of the concurrent work that was undertaken for the Harmonisation DCP project and the Epping Planning Review project. To correct this error, the figure has been removed from the draft DCP. **For further information, refer to Tables 1 and 2 of Attachment 4 – Summary of Changes to Draft Parramatta Development Control Plan.**

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		eh. Submitter states that the draft Harmonisation DCP does not address improvements to local connections such as effective and high quality pedestrian links across the railway line in Epping within the Epping Town Centre.	Current pedestrian links across the railway line within the Epping Town Centre are serviced by the pedestrian overpass over Beecroft Road and Epping Bridge between Epping Road, Blaxland Road and Beecroft Road. Transport for NSW (TfNSW) are leading a project to upgrade Epping Bridge and the project has recently received $220 million in commitment funding for upgrade works that involves widening of the shared pedestrian and bike paths on either side of the bridge. The connection between Epping Road and Beecroft Road will benefit from road and shared path widening improving safety, traffic flow and access to both sides of the railway line. More information on the project can be found on the TfNSW website: Epping Bridge Project. City of Parramatta's updated Bike Plan 2023 has recently been endorsed by Council and will proceed to its formal public exhibition in the near future. Council invites comments during exhibition for feedback on the future bicycle network within Parramatta LGA. *See response No.43.eg for information related to the primary goals and scope of the draft Harmonisation project, and the Epping Planning Review project.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ei. Submitter suggests pedestrian and cycleway links are required between the east and west side of Epping and that the draft Harmonisation DCP does not outline how this will be achieved. The Trust notes that a significant part of the eastern side of Epping Railway Station has been developed and major DAs have been proposed for sites between Beecroft Road and Rawson Street.	This comment regarding precinct-specific controls for Epping are out of scope for the draft Harmonisation DCP project. As detailed in the 10 July 2023 Council meeting (Item 13.4), the draft Parramatta Bike Plan 2023 provides a framework to deliver cycleways within the City. A key objective of this strategy is to improve bike riding within the Epping Town Centre and connect to the larger active transport network. The Bike Plan in tandem with the Parramatta Ways Walking Strategy will help deliver and encourage the use of pedestrian and cycleway links between Epping. Future development within the Epping Town Centre will consider the activation and use of existing laneways as important pedestrian thoroughfares. Additionally, the State-led Epping Bridge Project will provide upgraded and widened pedestrian/bicycle shared paths across the railway line. *See response No.43.eg for information related to the primary goals and scope of the draft Harmonisation project, and the Epping Planning Review project.* **For the above reasons, no change to the draft DCP are considered necessary.**
		ej. Submitter notes that the footbridge across Beecroft Road is inadequate and needs to be widened. Additionally, the Trust notes **C.29** under **Section 8.1.1.1.1** infers the retention of this bridge and also that a developer is to provide a second parallel bridge.	The pedestrian footbridge across Beecroft Road is noted as a significant pedestrian link between Epping Railway Station and the Town Centre. The draft Harmonisation DCP controls relating to development across Beecroft Road (C.28, C.29 & C.30) is to accommodate future development of the sites between Beecroft Road and Rawson Street. These prospective developments will need to consider up to four levels of retail/commercial space and effective connections over Beecroft Road to the railway station with continued access to Rawson Street. The approach of the draft Harmonisation DCP for site specific controls is to integrate them into the consolidated DCP without policy changes as they have generally been implemented through detailed studies. Any changes to site specific controls should be informed by a detailed study, this is not within the scope of the draft

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			Harmonisation DCP project. *See response No.43.eg for information related to the primary goals and scope of the draft Harmonisation project, and the Epping Planning Review project.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ek. Submitter raises concern that the Epping Bridge project (by TfNSW) will only relocate traffic jams further north-west onto Beecroft Road. The Trust also requests Council to consult directly with TfNSW on the Epping Bridge project to manage traffic flow and connectivity in the area.	The concerns by the submitter are noted. This comment regarding the Epping Bridge project are out of scope for the draft Harmonisation DCP project as it is a State-led project to replace the existing bridge with widened roads and pedestrian/bicycle shared paths. With regard to Council-led work, City of Parramatta's updated Bike Plan 2023 connects the Epping Bridge into the wider active transport network and will encourage alternative transport modes to ease congestion within Epping. *See response No.43.eh for more information on the Epping Bridge Project, see response No.43.dp for more information on Council's Bike Plan and No.43.eg for information related to the primary goals and scope of the draft Harmonisation project, and the Epping Planning Review project.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		el. Submitter requests Council develop a traffic strategy that connects cycleway and pedestrian pathways to major destinations within the draft Harmonisation DCP. The Trust suggests that this will help in managing traffic congestion.	As detailed in the 10 July 2023 Council meeting (Item 13.4), the draft Parramatta Bike Plan 2023 provides a framework to deliver cycleways within the City. A key objective of this strategy is to improve bike riding to and within centres, neighbourhoods and key destinations. Additionally, the Parramatta Ways Walking Strategy plans to create a safe and accessible walking network across the City to support the Greater Sydney Green Grid. The delivery of these cycleway and pedestrian connections support the strategic actions of Council's Community Strategic Plan 2018-2038. These improvements will allow better access to the centre and the public transport node in Epping for residents in the walking and cycling catchment. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		em. Submitter states **Figure 8.1.1.2.13.2 – Existing and proposed through-block connections** does not convey how the pathways indicated can connect together into a cycleway/pedestrian network.	The through-block paths in the exhibited version of the draft Harmonisation DCP in **Figure 8.1.1.2.13.2 – Existing and proposed through-block connections** are indicative of desired future connections only, and has been removed from the draft Harmonisation DCP because Council is working with landowners through the Development Application process to deliver the most appropriate connections to improve pedestrian connectivity. *See response No.43.ec information on Figure 8.1.1.2.13.2 – Existing and proposed through-block connections.* Such initiatives can be seen in the proposed pedestrian through-site link between Beecroft Road and Rawson Street as part of the 59-77 Beecroft Road and 78 Rawson Street, Epping Development Application (DA/944/2021). *See response No.43.el for information on initiatives to improve cycle and pedestrian networks in Epping.* The insertion of **Figure 8.1.1.2.13.2 – Existing and proposed through-block connections** into the exhibited

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			draft Harmonisation DCP has been identified as an administrative error, as a result of the concurrent work that was undertaken for the Harmonisation DCP project and the Epping Planning Review project. To correct this error, the figure has been removed from the draft DCP. **For further information, refer to Attachment 4 – Summary of Changes to Draft Parramatta Development Control Plan.**
		en. Submitter raises concerns that the parking rates outlined in **Table 8.1.1.1.2** are more restrictive than those prescribed in **Table 6.3.1**. The Trust notes limits are prescribed to improve traffic conditions but raises that a decrease in residential amenity, congestion and other traffic problems will arise as a consequence of more on-street parking.	The parking rates within **Table 8.1.1.1.2 – Parking Rates** of **Section 8.1.1 – Epping Central** have been carried over from the site-specific parking rates contained within Section 4.1.5 – Epping Town Centre of Parramatta DCP 2011. The controls seek to achieve a balance between meeting the needs of local residents and businesses whilst encouraging visitors to the centre to access services and facilities using other forms of public transport. If parking rates were increased this would increase the number of people who chose to access the centre by car and add other negative amenity impacts due to congestion As detailed in Attachment 2 to the 28 November 2022 Council report package, the parking rates within **Part 6 – Traffic and Transport** (including **Table 6.3.1 – Minimum car parking rates)** were prepared by Council's Traffic and Transport team in accordance with TfNSW's *Guide to Traffic Generating Development*. Precinct-specific parking rates include areas that utilise maximum parking rates, including the Epping precinct where there is a high concentration of public and active transport accessibility. The business premises car parking rate contained in the draft Harmonisation DCP reduces the required car parking spaces by 25% for sites within 800m of a train or light rail stop or 400m from a frequently served bus stop. This is to encourage use of public and active transportation. *See response No.43.eg for information related to the primary goals and scope of the draft Harmonisation project, and the Epping Planning Review project.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		eo. Submitter queries whether accessible parking is included or in addition to the prescribed maximum parking rates in **Table 8.1.1.1.2**.	*See response No.18.c and No.18.d for information related to 'accessible' parking and No.43.ej for information on the determination of parking rates within Epping Central.* As informed by the Harmonisation Discussion Paper, the parking rates for the Epping Town Centre are considered sufficient and have been carried over from the previous DCP. **Table 8.1.1.1.2 – Parking** Rates specifies that each accessible parking space must be allocated specifically to the adaptable/accessible unit and must be designed in accordance with the requirements of relevant Australian Standards. As any adaptable/accessible unit forms part of the apartment mix, accessible parking is included as part of the prescribed maximum parking rates. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ep. Submitter requests transparency regarding Council's intentions for the future master	This comment regarding the master planning of the Rawson Street Car Park site is beyond the scope of draft Harmonisation DCP project, and subject to a separate planning investigation to determine the most appropriate

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		planning of Rawson Street Car Park as specified within **Section 8.1.1.1.1** of the draft Harmonisation DCP. The Trust requests future development of the car park retains the area as a community plaza.	future use of the site. As expressed in the Epping Planning Review Phase 1 Discussion Paper, redevelopment of the car park intends to utilise the area for social infrastructure involving a mix of community uses. Council officers are not currently able to provide a further update on work undertaken for this project. However, any proposal to change the planning controls or redevelop this site would be subject of further public consultation which would allow the Trust to comment on the proposal at that time. *See response No.43.eg for information related to the primary goals and scope of the draft Harmonisation project, and the Epping Planning Review project.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		eq. Submitter suggests that to accommodate development with a height up to 48 metres (as per *Parramatta LEP 2023*) along the Rawson Street end of the Rawson Street Car Park, the Trust suggests **Figure 8.1.1.1.13** should show future possible access into the car park.	The 48m maximum height of building control for this area as identified by the *Parramatta LEP 2023* has been carried over from the Parramatta LEP 2011, and is reflective of the planning controls that have related to that site since 2014. As indicated in **Figure 8.1.1.1.2 – Future Investigation Site**, this site will be subject to a separate planning investigation to determine the most appropriate future use of the site, including car park access points. *See response No.43.eg for information related to the primary goals and scope of the draft Harmonisation project, and the Epping Planning Review project.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		er. Submitter proposes changes to **C.41** within **Section 8.1.1.1** of the draft Harmonisation DCP to make the Design Competition processes mandatory for buildings greater than 45 metres in height rather than encouraged to improve design quality of large-scale developments.	The nature and scale of development that must undertake the Design Competition process is set out in PLEP 2023 and is not a matter for the Harmonisation DCP. The *Parramatta LEP 2023* is a 'higher order' planning instrument and holds legislative weighting and the review of these controls is outside of the scope of the draft Harmonisation DCP project. Council consulted with the community on land use planning matters as part of the Land Use Planning Harmonisation Discussion Paper in 2019, and the Harmonisation Planning Proposal (i.e. draft Harmonisation LEP) in 2020. These two consultation processes were the opportunity for the community to provide feedback on this issue. Design competitions are not required for the Epping Strategic Centre. However, Design Excellence is required to be demonstrated for all new buildings within the Town Centre Core through referral to the Design Excellence Advisory Panel (**C.40**). As expressed in the Harmonisation Discussion Paper, this makes provisions for design excellence across precinct specific developments where the design competition clauses from the *Parramatta LEP 2023* do not apply. This provision ensures that all development at a minimum, will be subject to a formal design excellence pathway. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		es. Submitter notes an administrative error regarding **C.50** within **Section 8.1.1.1** as it incorrectly references **Figure 8.1.1.1.11** rather than **8.1.1.1.13** for the identification of	Noted and amended. Council officers have also found and amended further administrative errors with regards to other figures related to the Epping Strategic Centre.

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		vehicular access points.	**Refer to Table 1 – Changes that are supported of Attachment 4 – Summary of changes to the draft DCP for further information.** **As a result of this submission, amendments will be made to the relevant part of the draft Harmonisation DCP.**
		et. Submitter requests 'kiss and ride' zones continue to be located on the eastern side of Rawson Street to maintain as much space of Rawson Street Car Park as a plaza or open space as part of the investigation of Epping Central **(Section 8.1.1.1)**.	The request for 'kiss and ride' zones to continue to be located on the eastern side of Rawson Street for the maintenance of the car park as a plaza or open space is noted. As stated in the draft Harmonisation DCP, the Council owned Rawson Street Car Park (**Figure 8.1.1.1.2**) is considered as a future investigation area. The draft Harmonisation DCP requires development within the Epping Central to consider Epping's strategic role as an important interchange and how the existing car park and laneways facilitate access to and from kiss and ride zones. As the car park and existing laneways between Beecroft Road and Rawson Street are subject to future redevelopment considerations, the matter of 'kiss and ride' zones will be considered as part of an integrated development and planning process to ensure the locating of these zones are appropriate. *See response No.43.eq for further information related to the Rawson Street Car Park site.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		eu. Submitter states 'kiss and ride' zones are required for both sides (east and west) of Epping Railway Station.	Council recognises the importance of kiss and ride zones within Epping as it functions as an important interchange that can use both the car park and existing laneways to facilitate movement between both sides of Epping. Council's website lists Epping Railway Station set-down/pick-up areas (kiss and ride zones). Kiss and ride zones will continue to be considered in the future development of Epping to retain effective access to major links within the Town Centre. There are already kiss and ride zones on both the east and west side of the station. *See response No.43.et for information regarding future development in the Epping Town Centre and the integration of 'kiss and ride' zones.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ev. Submitter raises concern regarding an apparent loss of green space at Pembroke Street to the north of the Epping Branch Library. This is in regards to the wording in the introductory text under **Section 8.1.1.2.1** highlighting better space and place opportunities which *"include a new civic space located on Pembroke Street to the north of Epping Branch Library"*.	The site north of the Epping Branch Library, 8 Pembroke Street (Pembroke Reserve), is currently zoned RE1 Public Recreation and received an upgrade of playground equipment in 2019. It is noted that the introductory text of **Section 8.1.1.2.1** has created some confusion due to the use of the word "*civic space*", however no changes to the site's zoning and use is proposed. Pembroke Reserve has been retained as open green space for the community. Previous proposals to redevelop the library adjoining the Reserve have looked at how the Reserve might be redesigned but there is no intention to remove public access to this space. Should redevelopment of the library site occur in the future the impact on Pembroke Reserve will be part of the consultation process. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ew. Submitter queries why there are no setback and frontage controls for sites north of	As stated in the introductory text of **Section 8.1.1.2 – Epping Town Centre**, the controls contained within this

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		corner Carlingford Road and Beecroft Road in relation to the Epping Town Centre (**Figure 8.1.1.2.5.2** and **8.1.1.2.5.3**).	section only apply to land zoned E1 Local Centre within the Epping Town Centre precinct. The sites north of the corner of Carlingford and Beecroft Roads are zoned R4 High Density Residential, and are subject to the controls within **Part 3 – Residential Development**. Therefore, setback or frontage controls are not present or required for these sites within **Figure 8.1.1.2.5.2** and **Figure 8.1.1.2.5.3** of the draft Harmonisation DCP. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ex. Submitter queries whether there will be plans for an improved pedestrian crossing at Epping Road (bridge, lights or crossing) to accommodate a north to south connection at the western end of the Austino development making reference to the pedestrian connections in **Figure 8.1.1.3.3.1 - Key principles diagram, Epping Road / Forest Grove precinct**. The Trust requests this to be considered as part of the Epping Bridge project (by TfNSW).	Pedestrian access across Epping Road is via the signalised intersection of Epping and Blaxland Road. Council officers are unaware of any proposals to improve this access across Epping Road. It is noted that a north to south pedestrian link from Epping Road to the Old Bowling Club site has been proposed as part of the architectural plans approved by the NSW Land and Environment Court. Rather than the location provided in **Figure 8.1.1.3.1**, this connection is centrally located within the site, between the proposed Building B and C (as per the approved plans in link above). As such, the delivery of this pedestrian connection is anticipated to be delivered as part of the Austino development at 2-16 Epping Road and 2-4 Forest Grove (DA/397/2020). The Epping Bridge Project is led by Transport for NSW, and is in an early planning phase. All considerations will be subject to Transport for NSW's investigation of future traffic growth and existing vehicular traffic congestion. *See response No.43.eh for information related to TfNSW's Epping Bridge project.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		ey. Submitter raises inconsistencies regarding height limits for developments on the eastern corner of Essex Street and Pembroke Street **(Figure 8.1.1.3.4.1)**. The Parramatta LEP specifies the height limit as 12 metres in contrast to the draft Harmonisation DCP which sets it at 5 metres. The submitter questions which instrument takes precedence in this situation.	The annotation referenced by the submitter in **Figure 8.1.1.3.4.1 – Key principles diagram, Essex / Pembroke Street Precinct** indicates a maximum height in storeys control, rather than metres. This is referenced in the figure's legend. Maximum height of building controls for these sites are defined by the *Parramatta LEP 2023*, which mirror the heights contained in *Hornsby LEP 2013*. These heights are not being amended as part of the draft Harmonisation DCP. A Planning Information Sheet is available to understand more about the difference between an LEP and DCP and how they work together to guide development. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
44	Energy Efficient Council	a. Submitter generally supports the objectives of the proposed **Environmental Performance Section** (Part 5) of the draft Harmonisation DCP.	Noted.
		b. Submitter strongly supports the position that new buildings should be all-electric for general building services, noting that	Noted.

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		efficient electrification uses technology that are readily commercially available and ready to take advantage of renewable energy generation and can operate without emissions once the electricity grid decarbonises.	
		c. Raises concerns that all-electric buildings should include residential developments, stating that detached or semi-detached residential dwellings are the easiest building types to electrify, with no substantial barriers existing to create new all-electric homes; and high density residential developments should be prioritised as all-electric buildings to avoid future financial costs to convert such developments to all-electric.	**Section 5.4.3 – All- Electric Buildings** contained in the draft Harmonisation DCP requires all new development that is non-residential State Significant development (specified in *State Environmental Planning Policy (Planning Systems) 2021, Schedule 1, Section 13-15*) **or** any commercial development to use only electricity (grid provided and on-site renewables) for all energy requirements associated with normal operations. This provision is intended to apply to the City of Parramatta LGA except areas subject to site specific controls such as the Parramatta CBD. Council's ability to require building to be completely electric (ie effectively prohibit use of gas appliances in homes) due to the State Policies that apply the BASIX tool to residential development. In the CBD Policy framework controls were inserted where a bonus FSR is available if you achieve outcomes in access of BASIX minimum standards. In this context a requirement to limit development to electric power is more defendable. Outside the CBD a ban on gas appliances for all forms of residential development is not supported given the inconsistency with the BASIX SEPP. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
45	GoGet Carshare	a. Submitter supports Council's commitment to more sustainable and green building practices across the City, particularly by new sustainable transport requirements for new development within Parramatta City Centre, Epping, Westmead, Granville and Harris Park town centres.	Noted.
		b. States that the proposed provisions will enable the City's carshare network to grow in line with the City of Sydney's success.	Noted.
		c. Recommends altering **C.01** and **C.02** of **Section 6.1.1 – Carshare** to indicate a minimum carshare parking spaces rather than a maximum, and in ratio to the number	The draft Harmonisation DCP controls require a minimum carshare parking space for development specified. This includes residential development containing 50 or more units, and any business development with a floor space of 5,000m² or above each to provide a minimum of one carshare space. This is the same rate provided in the Parramatta DCP 2011.

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		of units proposed in a residential development (minimum 1 plus an additional 1 per 50 additional units).	The Harmonisation project intent is to create a consistent set of development controls for the whole LGA, and as a higher rate of carshare parking space provision does not exist within the LGA, a higher rate was not considered. Therefore, the introduction of a higher carshare parking space rate would not be considered within scope of the Harmonisation project as this provision would require further investigation. The proposed rate is provided as a minimum which does allow applicants to provide additional carshare parking spaces. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		d. Recommends altering **C.04** of **Section 6.1.1 - Carshare** to provide 1 carshare space in lieu of up to 10 private car parking spaces. Any greater parking reduction must be supported by a traffic and parking study.	Generally, the draft Harmonisation DCP requires minimum parking rates where there is less access to public transport or where there is higher percentage of private car use. As there is a higher percentage of personal car usage and ownership, reducing the number of parking spaces required for such development may create on street parking issues. Carsharing has been more successful where they are provided on-street, easily available for public use. Where maximum rates apply, this would reduce the number of parking spaces which developers could provide, this would make this provision only an incentive where minimum rates apply. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		e. Requests that onsite carshare requirements are included in a DA's conditions of consent, and located in front of the car park security barrier where possible. Maintains that legal access to the designated off-street carshare parking space should be available from the day the development is occupied.	The draft Harmonisation DCP maintains that "*Carshare parking spaces must be publicly accessible at all times, adequately lit and sign posted and located off street*". This would require the provided carshare parking space to be in front of security barriers to ensure it is publicly accessible. The requirement for carshare spaces are generally conditioned as part of the development consent, and the building cannot be occupied unless an occupation certificate has been issued as required by the *Environmental Planning and Assessment Act 1979*. An occupation certificate cannot be issued unless all conditions of consent have been satisfied, this would include any condition requiring carshare parking spaces. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		f. Recommends altering **C.06** of **Section 6.1.1 – Carshare** to include a system that ensures all Council-approved carshare providers are contacted for developments that require onsite carshare.	Council generally requires written evidence to be provided to the Principle Certifying Authority (PCA) demonstrating that offers of a car space to car share providers have been made, together with the outcome of the offers or a letter of commitment to the service. The PCA shall ascertain that agreement with a commercial operator is subscribed prior to issue of the construction certificate. Details are to be illustrated on plans submitted with the construction certificate. Currently Council does not maintain a system of approved carshare providers which must be contacted, with flexibility provided to the applicant to provide a suitable provider. Generally, the types of developments which require carshare parking spaces are within areas which are attractive to carshare providers to service. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
46	North	a. Two individuals have prepared separate	

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	Parramatta Residents' Action Group	submissions both on behalf of the North Parramatta Residents' Action group. Both submissions cover similar planning matters with a particular focus on the Parramatta North Transformation Area and the North Parramatta Place Strategy – now known as the Church Street North State-led Rezoning.	The two separate submissions on behalf of the North Parramatta Residents' Action Group (NPRAG) are largely the same in terms of content, structure, tone and as such the issues in the two submissions and the Council officer responses are collated into one submission (i.e. submission No.46). One of the submissions contains additional points under the common headings, and where there are significant differences of opinion in the two submissions Council officers have identified and responded to accordingly. For example, one individual requests that the height limit for the area should be 5-7 storeys, while the other individual requests that the height limit should be 4-6 storeys for part of the same area
		b. The North Paramatta Residents' Action Group (NPRAG) welcomes the release of the draft Harmonisation Development Control Plan 2023 for the City of Parramatta which is generally supported, and states the focus of this submission is on the provisions of DCP in **Section 8.2.2 Parramatta North Urban Transformation Precinct** and the relationship and planning processes underway for the North Parramatta Place Strategy – now known as the Church Street North State-led Rezoning. NPRAG supports the decision of the State Government to recognise North Parramatta as a special precinct to be covered by a dedicated North Parramatta Place Strategy (NPPS). NPRAG submits that the Parramatta North Urban Transformation (PNUT) Precinct Indicative Layout Plan within the exhibited draft DCP should be accepted as a suitable 'template' for part of a future NPPS – subject to amendments, or as might arise as the NPPS is prepared under the guidance of the proposed Community Commissioner. Submitter strongly opposes the draft Harmonisation DCP provisions in relation to the maximum height of buildings control as identified for the PNUT site specified under **Section 8.2.2.12 – Development Lot Controls – Individual**. Two different height	The issues raised by NPRAG listed to the left are positions the NPRAG would like to see implemented as part of current planning reviews underway that apply to the following precincts and the land surrounding it:- 1. PNUT Site – which is State Government land which is often referred to as the former Cumberland Hospital 2. North Parramatta Place Strategy NPPS) – which is land North of the Parramatta River which was excluded from the CBD Planning Proposal by DPE when they finalised that Planning Proposal. The controls in the Harmonisation DCP for these precincts reflect the following:- 1. PNUT - These controls were developed as part of State Government-led master planning process in 2015 and guided by design principles as explained in detail above. Following the rezoning process and to further support the proposed land uses, the site specific DCP controls for the PNUT site (i.e. **Section 8.2.2**) were finalised in 2017 after being publicly exhibited. 2. NPPS – The existing controls that applied prior to Council pursuing changes via the CBD Planning Proposal there controls have been in place since 2011 The draft Harmonisation DCP Council is considering does not make any changes to the DCP. However, the Department of Planning is pursuing planning studies /reviews that will review the controls that apply in these precincts and therefore may result in future changes to Council's DCP these studies are 1. PNUT – Urban Growth are undertaking a review of the planning controls for this site because since the work undertaken between 2015 and 2017 above a proposal has arisen for part of the site to be used as a University Campus and so a review of the planning controls is underway to determine how this might be achieved and whether this impacts on the current planning controls 2. NPPS - The Department is preparing a State-Led Rezoning which will include urban design and other technical studies, to inform recommendations about future land uses, density, built form, and LEP & DCP planning controls for these precincts The questions, issue and suggestions listed in the column to the left are questions relevant to these two planning processes rather than necessitating any amendment to the Harmonisation DCP. Any change to the development controls that apply in these precincts will be the subject of further consultation

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		suggestions were submitted throughout North Parramatta (west of Church Street – Brickfield Street). Submitters believe the draft Harmonisation DCP failed to explain the relationship between the DCP controls subject to the Parramatta North Urban Transformation Precinct and the numerous other planning documents and instruments, apart from including references to these. Submitter seeking clarification of the detailed work undertaken by Council to inform the current controls specified for PNUT area under the draft DCP. Submitter seeks clarification from DPE on how the proposed Community Commissioner will operate within the framework of the Council's draft Harmonisation DCP. Submitter seeks clarification on the relationship/legal weight between the existing DCP controls for the PNUT area and the planning documents referenced in **Section 8.2.2 - Parramatta North Urban Transformation Precinct** of the draft DCP. Submitters raises concern that there is lack of consideration for sustainable energy-saving building design in the draft Harmonisation DCP for the PNUT area, such as natural cross ventilation, and heat reduction in hard surface areas. Submitters seek to clarify whether the existing DCP controls for the PNUT area will be an input into the new North Parramatta Place Strategy, or whether this Section of DCP will require revision or amendment.	and the submitted is encouraged to refer their questions and comments to these Government Agencies as part of these future consultation processes. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		Submitter raised concerns that existing boundary of the PNUT is not well justified, particularly with the exclusion of the important sites such as the gaol and the area between the river and Eastern Circuit North. Concerns the opportunity to include the Church Street spine and all the territory in the Department's own map of the North Parramatta Place Strategy area appears to have been inexplicably abandoned. It is the view of NPRAG that a boundary amendment for the PNUT area which includes the area to the east of PNUT specified under the draft DCP will provide the most appropriate framework for a holistic planning exercise. And facilitate the provision of low-medium density residential accommodation in response to demand from the creative industries on the west. Submitter specifically commented on the detailed DCP controls for the PNUT area specified under **Section 8.2.2 of** the draft DCP, including the existing maximum height of building controls for Lot F4 and Lot F1, residential development and design quality, existing planning statement for precinct desired future character and reference to Parramatta North historical site. Submitter is in the view of that the statutory Planning for North Parramatta should be reviewed and informed by a new planning proposal including a zoning amendment and supported by a DCP control for the entire North Parramatta area, including the PNUT site. The existing LEPs zonings and controls should prevail in absence of the new proposal.	

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		Submitters strongly advocate that a single North Parramatta Plan should be prepared to replace other plans in the area. Submitters believe that North Parramatta should be permanently protected from speculative high rise building and towers, and instead be developed as a model of a medium density mixed use heritage precinct as a contrast with the intense high-rise commercial precinct south of the river. NPRAG strongly advocates for the permanent designation of North Parramatta – including the Church Street corridor - as the city's primary arts, culture, heritage, tourism and creative industries precinct. One submitter makes additional points that no building should exceed 7 storeys in height and that the Floor Space Ratio should be abandoned as a statutory design control. Submitter references examples for managing building height to improve urban design outcomes specifically: Boston Back Bay, Paris' Left Bank, New York's Greenwich Village and The Rocks in Sydney. Submitters strongly support the DCP provisions relating to Built Heritage Significance specified under Figure 8.2.2.9.3.1 and Key Views, Landmarks and View Axes contained in Figure 8.2.2.9.5.1. One of the submitters requests an area to the east of heritage core of the PNUT be a designated as a Heritage Conservation area. Submitter also comments that the PNUT area should be integrated into the future North Parramatta Place Strategy Program	

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		together with all the country between the river and Brickfield Street rather than regulated in isolation under the draft Harmonisation DCP. Submitters support the concept of the mixed use 'town square' adjoining the Factory Street-Fleet Street Light Rail station, but note the description in the DCP needs amending to reflect that this is an idea and not developed. One of the submitters makes additional points on this matter specifically that town square would create local jobs and encourage new enterprises. NPRAG submits that new residential development and adaptive re-use of existing buildings should be for town houses, villas, group homes and dual-occupancies as well as apartments, but not social housing projects. Submitters both support the statement from Property and Development NSW that "Parramatta North will deliver a diversity of education, research, commercial, cultural and residential developments, supported by social and community infrastructure", stating the current MU1 Mixed Use Development zone and R4 High Density Residential zone and relevant DCP controls need to be reviewed to support this statement from Property and Development NSW. Submitters also suggests that the future LEP/DCP should consider the opportunities within the PNUT site to ensure adequate supply of sites for affordable housing and related community uses to support the creation of a cultural hub. NPRAG is strongly opposed to the introduction of higher-order educational	

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		facilities (university, TAFE, specialist tertiary establishments, etc) within the PNUT precinct and in North Parramatta generally. NPRAG would support small-scale private teaching and instruction enterprises related to the creative sector (art, music, writing, design, domestic skills, etc.) NPRAG reiterates its long-held view that the boundary of the publicly-owned DCP precinct should be extended to include Parramatta Park, which should be utilised to provide public benefits for the Parramatta community in perpetuity. In addition, NPRAG advocates for Landcom, Property NSW and the Aboriginal Land Council to commit to the eventual creation of a single property title for the lands currently owned separately. NPRAG noted the unified management on these property titles (i.e. single ownership) would assist the planning for Parramatta North to contribute to the creation of the Greater Sydney Parklands.	
		c. Submitters raise concerns that the draft Harmonisation DCP provision for PNUT area does not make reference to flooding or flood plain management.	**Part 8 - Centres, Precincts, Special Character Areas and Specific Sites** (including PNUT site under **Section 8.2.2**) should read in conjunction with other parts of the draft DCP including Part 5 Environmental Management. **Section 5.1 Water Management** of the draft DCP includes detailed flooding and water management controls that apply across the Parramatta LGA, including the PNUT site. In addition, development within the PNUT sites, like all development affected by flooding, is required comply with relevant policies and plans including Flood Risk Management Manual 2023 and Council Flood Risk Management Policy 2014. *See response contained under No.46.a and No.46.b regarding PNUT for further information.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		d. Submitters suggest the DCP should include a requirement for solar panels on roof surfaces of new buildings and heritage buildings for the PNUT site specified under **Section 8.2.2.10** of the draft Harmonisation	As noted above, **Part 8 - Centres, Precincts, Special Character Areas and Specific Sites** (including PNUT site under **Section 8.2.2**) should read in conjunction with other parts of the draft DCP including **Part 5 - Environmental Management** and **Part 7 - Heritage and Archaeology**. This is to ensure that all developments address the necessary planning matters detailed in the separate technical themes of the DCP. It is noted **Section 5.4.1 Energy Efficiency** of the draft DCP includes provisions to encourage new buildings to

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		DCP where appropriate.	demonstrate compliance with the design principles embodied in the Building Sustainability Index (BASIX), which including considerations of utilising solar panels to achieve its energy score. In addition, **Section 7.6 Solar Energy System** of the draft DCP includes provisions to encourage sensitive installation of solar energy systems (Solar panels and equipment) on heritage items and within conservation areas as long the proposal protects heritage values and maintains the integrity, the significance, and the character of the area. Solar energy systems can include solar panels and related equipment. As noted, change to the detailed development controls are beyond the scope of the Harmonisation process. Any change to the site specific development controls will be subject to the outcomes of above mentioned two planning projects both led and managed by State Government through a separate planning process. *See response contained under No.46.a and No.46.b regarding PNUT for further information.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		e. Submitter suggests that controls to be included to encourage the choice of paving materials which minimise solar heat absorption and do not contribute to heat island effects.	It is considered that the controls in **Section 5.4.4 Urban Cooling** address the concern from the submitter. **Section 5.4.4 Urban Cooling** in Part 5 Environmental Management includes provisions to aid in cooling and removing heat from the urban environment in the City. These are innovative controls based on Australian and international evidence on cites and the urban heat island effect. The controls address the reflectivity of building roofs, podiums and facades and considerations of building materials used in new developments to encourage higher solar heat reflection (i.e. reduce the solar heat absorption). These controls are required to be read in conjunction with other parts of the draft DCP as per the statement at the beginning of **Part 8 Centres, Precincts, Special Character Areas and Specific Site** (including PNUT site under **Section 8.2.2**). This is to ensure that all developments address the necessary planning matters detailed in the separate technical themes of the DCP. *See response contained under No.46.a and No.46.b regarding PNUT for further information.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		f. Both submitters from NPRAG support the DCP provisions for the PNUT site relating to Open Space (**Figure. 8.2.2.4.1**) and Street Network (**Figure. 8.2.2.5.1**) as well as Pedestrian and Cycle Network (**Figure. 8.2.2.5.2**). One submitter strongly opposes any 'sell-off'/sale/disposal of public lands (such as the Fennel Street Car Park – adjacent to Church Street) suggesting open space is the appropriate use.	Support for the DCP provisions are noted. The sale of any land is not a matter for the Harmonisation DCP. Council cannot sell any community land (i.e. public open space) without undertaking extensive legal processes and community consultation. The Fennel Street carpark site is currently being utlised as a Parramatta Light Rail works yard. When it is returned to Council a decision will be made at that time on the future use of the site taking into consideration competing demands of different stakeholders which include requirements for extra open space for residents and the reinstatement of the carparking for local businesses. *See response to No.31.a in relation to the scope of the draft Harmonisation DCP.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		g. NPRAG opposes provisions supporting large-scale social or community housing within the DCP precinct (i.e. PNUT). NPRAG would support a limited provision of small scale low-rise rental housing designed to cater for local workers in the health and creative sectors.	Given the housing supply issues across Sydney and the affordability issues the position that North Parramatta is not a location for affordable housing cannot be supported but ultimately this is a matter for the State Government and other landowners who will determine whether they wish to develop affordable housing on these sites as landowners. If it is proposed there would be no planning justification for opposing it. *See response to No.31.a in relation to the scope of the draft Harmonisation DCP.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		h. Generally supports **Section 8.2.2.2 - Design Quality** of the draft DCP, and seeks an explanation for the reference made to the Paramatta North Historic Sites under the planning objective **O.03** of **Section 8.2.2.2 Design Quality** of the draft DCP.	A key planning objective within Parramatta DCP **Section 8.2.2 PNUT**, is to ensure development complies with the principles, policies and guidelines contained in the Parramatta North Historic Sites Conservation Management Plan (PNHS CMP) as per objective **O.03** being: ***O.03*** *New buildings will integrate positively with the surrounding streetscape, public domain and existing buildings, in particular the Parramatta North Historic Sites (PNHS).* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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		i. Submitter seeks involvement as the concept develops further.	Noted. Council will continue to work closely with our community and collaborate with DPE on the Parramatta North State Significant planning process and future precinct planning work for the Church Street North State-led Rezoning Precinct. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
47	Parramatta Floodplain Risk Management Committee member (Note these comments have not been endorsed by the Committee)	a. Submitter generally supports the requirements for merit-based flood hazard and flood impact risk assessment, however notes that it is costly, expansive, and onerous. Ponders the discrepancy in costs between preparing a DA for a residential project on and off the floodplain.	Support for controls is noted. In relation to submission requirements for development on flood prone land, in the explanatory text at the beginning of **Section 5.1.1 Flooding**, it states that, *"As a first step in the Development Application process, proponents are strongly advised to seek flood information for their site from Council and consult with Council officers at a pre-lodgement stage, particularly for proposals located in the medium and high flood risk categories."* This allows Council's engineers to assess application requirements on merits and not require a full flood study with flood modelling where it is deemed unnecessary. Application requirements will vary depending on the development type and site conditions, with sites that have more property conditions such as flooding, land slope, bushfire prone, adjacent to transport corridors etc… generally requiring further investigation. The investigation is necessary to ensure suitable development is being proposed with acceptable outcomes. This generally requires more reports and studies to be provided as part of the application process which incurs additional costs. This is an important step in the process to ensure development being approved has satisfied the provisions of the *Environmental Planning and Assessment Act 1979* and is safe to occupy. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter comments that the numerous requirements for new floodplain construction projects are daunting, that some requirements are significantly more onerous, and Council must provide additional support for development subject to these conditions (whether digitally or through hydraulic engineering assistance for smaller developers).	Development proposed in the flood plain generally requires more information than is required for development outside the flood plain. This is necessary to ensure development is appropriate to the flood hazard and risk at a particular location. The controls in the current DCP (Parramatta DCP 2011) requires submission of similar information, however in the Harmonisation DCP, more detail is provided to help remove ambiguity surrounding application requirements. *See response No.47.a above.* Applicants are strongly advised to seek flood information for their site from Council and consult with Council officers at a pre-lodgement stage. Applicants are also able to contact Council and request to speak to a Development Engineer for stormwater and flooding advice. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Queries whether a hydraulic engineer would be required to complete some of the requested reports.	Yes - Generally reports and studies need to be prepared by a suitably qualified professional. Council's Development and Engineering Design Guidelines provide further details on the type of professionals that can supply reports and studies to support Development Applications.

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			For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.
		d. Comments that the 10% reduction in pre-development stormwater runoff rates for major commercial developments would be controversial and costly for property owners who purchased land prior to the proposed controls (noting that some developers would fraudulently seek approval).	Continual improvements in technology means that achieving stormwater reduction targets is easier and more affordable, as outlined in the Harmonisation Discussion Paper (2019) position. To demonstrate compliance with the 10% target (where required by the control **C.12** in **Section 5.1.2 Water Sensitive Urban Design)**, Applicants are required to utilise the Model for Urban Stormwater Improvement Conceptualisation (MUSIC) (or equivalent modelling tool, subject to agreement by Council) to determine total runoff quantity for pre and post development scenarios and pollution load reduction. This is to ensure developers could not fraudulently provide unachievable figures, and the necessary requirements to achieve the target are conditioned as part of the development consent. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		e. States that some specific sites would need to reduce parking spaces or relocate them above ground, impacting the development's yield and resulting in an increase in pressure for Council to increase maximum building heights.	It is not uncommon for Council to require amendments to building designs to accommodate for flood hazard and risk mitigation. Applications will be assessed on their merits in instances the proposal provides an increase in height due to flood hazards and risk mitigation measures. Sites generally have provisions for floor space ratio (FSR) and minimum setbacks; however, there may be other site conditions which could prevent the maximum FSR amount from being utilised or require additional setbacks. An FSR is not a development right. It is up to the applicant to demonstrate the site is capable of accommodating that FSR on the site in a way that does not result in unacceptable impacts. This requires good design and the provisions for merit assessment to ensure the best outcome for the site is possible. The draft Harmonisation DCP allows merit assessment for flooding matters, and provides details on what must be demonstrated to satisfy Council's concerns have been adequately addressed. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		f. Recommends that emergency service providers receive information about new floodplain developments from initial stages to completion.	Following consideration by Council engineers, applications are referred to state agencies when considered appropriate. Referrals are generally done early in the Development Application process, as part of the application assessment. Providing **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		g. Parramatta Weir (Charles Street Weir) Notes current issues due to increased flooding resulting from climate change and ongoing developments. States the current design of the Charles Street Weir is insufficient to manage the increased waterflow in flood scenarios and is susceptible to blockage with large	Objectives and controls contained in the draft Harmonisation DCP require "development to minimise the risk to life and property from flooding and it's impacts". The draft Harmonisation DCP requires proposed development to consider Increases in local rainfall intensity, other rainfall and flood behaviour resulting from climate change, please see **C.09** in **Section 5.1.1 - Flooding.** The draft Parramatta River Flood Study has been endorsed by Council for exhibition, this study will update flood maps which currently apply to the City of Parramatta LGA. The new Parramatta River flood Study will provide updated flood and flow information at Charles Street Wier. The redesign of the Charles Street Weir would be subject to detail design. It will require detailed hydraulic analysis of the design options to ensure that proposed

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		branches and debris. Notes that this exacerbates flooding of riverbanks, fence damage, and pedestrian risks. Adds that removing access to pedestrian links along the river (and thus access to public transport) during heavy rain is unrealistic, risks legal action, and increases potential for injury. Requests expert investigation of this area to investigate options to manage regular flooding, recurring damage and associated costs, limited accessibility, and safety risks associated with Charles Street Weir. Suggests that Council access funding to upgrade the Charles Street Weir via DPE's 2022-23 NSW Flood Recovery and Resilience Grant Program (noting that the application period is over, but that a convincing case could be submitted).	design does not adversely impact flooding. The Charles Street footbridge is scheduled for upgrades, please see the Parramatta River Transformation website for more detail. The assessment of the weir requested is beyond the scope of the Harmonisation process, **this comment has been forwarded to the relevant team to consider as part of broader flood risk management work scheduled to follow Parramatta River Flood Study Finalisation.** **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
48	Beecroft Cheltenham Civic Trust	a. Submitter states that Council must attempt to condition new developments that will meet future development requirements, specifically associated with climate change.	As outlined in Attachment 3 to the Council report of 28 November 2022, the draft Harmonisation DCP proposed new requirements associated with climate change, this included strengthening tree canopy protection, promoting all electric buildings and requirements for electric vehicle charging infrastructure for new development. In addition, the draft DCP in **Section 5.1.1 Flooding** includes requirements for flood modelling to account for any projected changes to flood levels or behaviour as a result of climate change over the design life of the development (see controls **C.09** and **C.10**). **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter suggest all strata development to be designed to cater for solar panels/EV charging, all vehicle parking to have EV charging points, roof materials to reflect as much heat as possible, and to encourage the installation of roof top gardens for flat roofs (specifically where solar panels are present, to maximise efficiency).	**Section 6.1.3 – Electric vehicle charging infrastructure** of the draft DCP include requirements for all new residential accommodation (excluding dwelling houses, secondary dwellings and dual occupancy) requires an EV Ready Connection to at least one car space for each dwelling/apartment. This is to ensure new development in Parramatta provides the necessary infrastructure to support the charging of electric vehicles. **Sections 5.4.1 – Energy efficiency** and **5.4.4 – Urban cooling** of the draft DCP includes requirements for provision of photovoltaic solar panels (**C.10** and **C.11**) and for roof surfaces to dissipate heat and provide for user comfort where used for open space (**C.01** and **C.02**). The purpose is to reduce the contribution of development to urban heat and promote sustainable development which uses energy efficiently and minimises non-renewable energy usage in the construction and use of buildings. Some of the new controls in the Harmonisation DCP were adapted from the recently finalised DCP controls for

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			the City Centre and consider the different development typologies which exist outside of the City Centre. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Comments that C.02 of **Section 3.3.1.6 - Internal Amenity** should explicitly state whether a wardrobe is included in the calculation of floorspace.	Noted. Council officers have reviewed **C.02 of Section 3.3.1.6 – Internal Amenity** and proposed to amend the draft Harmonisation DCP to clarify the required minimum area for master bedroom and all other bedrooms excluding the wardrobe space. *C.02 Master bedrooms are to have a minimum area of 10m², and all other bedrooms are to be a minimum of 9m² (in all cases the Minimum area must exclude any wardrobe space).* **As a result of the submission, amendments will be made to the relevant section of the draft Harmonisation DCP to clarify the requirement for minimum area for master bedroom and all other bedrooms excluding wardrobe space**.
		d. Suggests that more explanatory diagrams should be provided to detail lot width and areas requirements for battle-axe lots and cul-de-sac sites (C.01 and C.02 of **Section 3.3.2.1 - Minimum Site Frontage and Site Area**)	Council officers agree that explanatory diagrams would help clarify Council's requirements for battle-axe lots and cul-de-sac sites. Two diagrams have been inserted into **Section 3.3.2 – Key Development Standards for Dual Occupancies** to provide further detail and clarification specifically **Figure 3.3.2.1.1 – Site frontage requirements for dual occupancies proposed within cul-de-sacs** and **Figure 3.3.2.1.2 – Minimum site area for battle-axe lots.** This amendment is identified in Table 1 of Attachment 4 – Summary of changes to Draft Parramatta Development Control Plan. **For the above reasons draft Harmonisation DCP has been amended to include two new explanatory diagrams.**
49	Endeavour Energy	a. Submitter generally supports the Harmonisation DCP project and reiterates the importance that future development applications and planning proposals within Parramatta LGA align with Endeavour Energy's *Standard Conditions for Development Applications and Planning Proposals*.	Noted. The *Standard Conditions for Development Applications and Planning Proposals* provided by the submitter are applicable for development applications and planning proposals and has been forwarded to Council's application assessment teams for consideration. Matters raised in relation to consistency with Endeavour Energy's relevant guidelines for future development is out of scope for the draft Harmonisation DCP as they are related to development consent conditions not development controls. The scope of the draft Harmonisation DCP project is largely to consolidate the five former DCPs with some policy changes to reflect changes in planning legislation and following up actions identified in Council resolutions. **The information provided in the submission has been forwarded to Council's application assessment teams for consideration.** **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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50	Hornsby Shire Council (Council Officer level)	a. Submitter supports the draft Harmonisation DCP, noting that its consolidation alleviates issues with the application of Hornsby DCP 2013 across LGAs.	Noted.
		b. Submitter requests Hornsby Council's Strategic Land Use Planning team be kept informed of the progression of the draft Harmonisation DCP; and sufficient notice of the adoption of the draft Harmonisation DCP be provided finalised to enable Hornsby Council to make the necessary changes to the Hornsby DCP to remove the current Parramatta controls contained in the Hornsby DCP as a result of amalgamation.	Council will advise Hornsby Council of the project timeline in relation to the finalisation and adoption of the draft Harmonisation DCP.
51	Transport Asset Holding Entity NSW	a. Submitter states that any new developments that are in proximity to Transport Asset Holding Entity (TAHE) owned land (which includes commuter car parks and train station) should not disturb TAHE assets during the construction and operation phases and development should in no way rely on TAHE owned land or assets in terms of traffic management, car parking, variation to setbacks and the like.	All development is subject to the requirements of the Environmental Planning and Assessment Act 1979. Any encroachment onto any land other than the applicable development site will require the appropriate owner's consent. If encroachment is necessary or assets may be disturbed, Council will make the required referrals to TAHE are made as part of the development application process. Attachment 2 to the Council Report from 28 November 2023 explains how car parking rates were resolved across the five DCP as part of the Land Use Planning Harmonisation Framework project. All new development has specified amounts of parking provided per their development type and location in **Table 6.3.1 – Minimum Car Parking Rates** in **Section 6.2 – Parking and Vehicular Access** of the draft Harmonisation DCP. These rates do not rely on the use of other facilities to provide parking to proposed development. Additional site/centre-specific car parking rates can be found in **Part 8 – Centres, Precincts, Special Character Areas and Specific Sites**. Adherence with these rates is assessed as part of the development assessment process. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Submitter requests that a Traffic Management Plan be required for future developments near TAHE assets to show how the proposed development does not rely on adjacent car parks and land for customer car parking, loading/unloading deliveries and the like.	The draft Harmonisation DCP requires mandatory traffic and transport impact assessments for development outlined in **Section 6.2 – Parking and Vehicular Access**. Providing specific controls to mandate a Traffic Management Plan for all new development in proximity to TAHE owned land is not considered necessary as the draft Harmonisation DCP specifies that parking and loading is to be located on the development's property. Should a particular development application seek to rely on parking available on other sites then the applicant will need to justify why use of that carparking is legal and/or appropriate and the intention of the applicant to use parking on any adjoining land will be advertised to adjoining owners as part of the exhibition of the Development Application. *Please see response to No.51.a above.* Development applications (DA) must address the statutory requirements provided in *Section 4.15 Evaluation* of the Environmental Planning and Assessment Act 1979, which outline the consultation requirements in the DA stage. The State Environmental Planning Policy (Transport and Infrastructure) 2021 also provides requirements

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			for agency consultation and concurrence. TAHE would be notified of application on adjoining property as part of this process The controls contained in the draft Harmonisation DCP ensure that all development proposals are adequately provided with appropriate loading/unloading and servicing facilities. The controls also ensure adequate off-street parking is provided to serve the needs of development to minimise adverse impacts on surrounding streets. There is no need to require all applications prepare a study to show they will not impact on TAHE land as the matter will be properly assessed via the processes described above. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Submitter states that Council should consider how future development in proximity to TAHE land will be serviced, and that no work is permitted within any easements which benefit TAHE, at any time, unless TAHE approval has been obtained by the applicant.	As is identified in *response to No.52.a*, owner's consent must be obtained prior to the use of other sites during the construction and post-construction phases of development. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		d. Submitter comments that any easements must remain unaffected by future proposed developments.	Easements are protected by legislation and cannot be encroached without owner's consent. *Please see response to No.52.c above*. Proposed development will be assessed against the requirements of the Environmental Planning and Assessment Act 1979. Any impacts development may cause will be considered as part of the assessment and will not be granted consent unless proper assessment of the potential impacts development may have is considered. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
52	Transport for NSW (TfNSW) - Sydney Trains	a. Submitter suggests that the DCP should include advice for applicants to engage in a pre-lodgement discussion with Council and TfNSW - Sydney Trains if proposing a large-scale development near a rail corridor. Submitter states that pre-lodgement discussions would consider relevant setback requirements and other issues to be addressed based on site location and proximity to assets as part of the DA.	Council's website contains requirements and advice for pre-lodgement meetings, there are instances where Council may seek advice from other government agencies or recommend applicants seek advice from government agencies as part of the pre-lodgement process. Such advice is provided following a review of applications. Referrals are generally established through the provisions *of* State Environmental Planning Policy (Transport and Infrastructure) 2021, not a DCP. The general approach of the draft Harmonisation DCP is not to replicate provisions of a SEPP, as often the case is when a SEPP is amended the provisions replicated in the DCP become inconsistent with the requirement. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Notes the pre-lodgement process allows for information to be provided in regard to the type of reports and studies that are required as part of the DA package.	Development application supporting documentation requirements are generally contained on Council's website. The Draft exhibited DCP includes text directing applicants to this website. The website contains a list of documents which are required to support an application based on the development being proposed. Development application requirements will vary from site to site, proposal type and scale, therefore it is more

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			appropriate for application requirements to be contained on Council's website. This also allows Council to update application requirements more easily as requirements around application supporting documents evolve. The pre-lodgement process is where Council is best able to provide definitive advice on what information will be required, from the extensive list on Council's website, for the particular development proposed **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Requests that Council engage in future consultation to relay this information in a suitable format via the DCP.	*Please see response to submission No.52.b above explaining Council's approach to providing development application information on the Council's website.* Council also lists information required for pre-lodgement applications on Council's website this includes development types which must apply for pre-lodgement meetings prior to lodging a development application. There is no reason for TfNSW pre-lodgement requirements to be included in the Council's DCP. It is considered that the better location for any information TfNSW wants applicants to consider prior to lodgement should be located on Council's Website with all the other information on the pre-lodgement process and requirements. **For the above reason, no changes to the draft Harmonisation DCP are considered necessary.**
		d. Suggests the DCP make the applicant/developer aware of engaging Council for pre-lodgement meetings to address Sydney Trains/Transport for NSW issues early in the DA submission process.	Council generally requires larger developments to engage with Council in a pre-lodgement meeting, this ensures the proposed development design adequately addresses the context. *Please also see response to No.52.a above.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
53	Cumberland City Council (Council - Officer level)	a. Submitter suggests changes to be made in relation to provisions for sustainability, stormwater management, bicycle storage, active transport and electric vehicles applying within the Granville Centre area, to be consistent with other local centres within Parramatta LGA such as Telopea and Carlingford.	Council officers note provisions for sustainability, stormwater management, bicycle storage, active transport and electric vehicles applying within the Granville Centre area have merit for further consideration. Provisions in relation to site-specific controls for Granville Town Centre have been directly transferred from former Parramatta DCP 2011 into the draft Harmonisation DCP. The approach of the draft Harmonisation DCP for site specific controls is to integrate them into the consolidated DCP without policy changes as they have generally been implemented through detailed studies. It is noted that Council is managing the precinct planning for Granville Town Centre and currently preparing the required technical studies (i.e. sustainability, flooding, heritage, transport etc). Council will consider the change to these planning controls through the precinct planning process with further opportunities for consultation. Cumberland City Council will be invited for further comments on any change to the development controls. This process will be the opportunity to consider the controls Cumberland Council is asking Parramatta Council to apply in the Granville Centre area when precinct specific controls are developed for the precinct and replace the controls currently included in the DCP. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary at this point in time.**

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		b. In relation to **Section 8.2.3 - Granville Local Centre**, submitter requests that references made to areas south of the railway line be removed as they are now within the Cumberland City Council area.	Noted, reference to the area outside of the Parramatta LGA boundary within **Figure 8.2.3.1 – Granville Local Centre (PRCUTS)** has been graphically delineated to reflect the current boundary and avoid confusion. **As a result of the submission, amendments will be made to the relevant section of the draft DCP to remove Cumberland Council areas from DCP illustrations.**
		c. References to South, Carlton, William and Jamieson Street are also recommended for removal.	Noted, the draft Harmonisation DCP has be updated to remove references within **Section 3.2.3 – Granville Local Centre** and **Section 3.2.3.1 – Granville Town Centre** to areas within Cumberland City Council LGA. **As a result of the submission, amendments will be made to the relevant section of the draft DCP to remove Cumberland Council areas from DCP illustrations.**
		d. Submitter requests that the desired future pedestrian link between East Street and Memorial Drive be reconsidered, due to recent redevelopment of the properties on East Street affecting the feasibility of delivering this pedestrian link. Suggests that, should Council seek to progress with a pedestrian connection at this point, collaboration with Cumberland City Council would be ideal (similar to work currently being undertaken along the Toongabbie to Westmead active transport route).	Council Officers acknowledge the Parramatta DCP 2011 and the Parramatta Road Corridor Urban Transformation Strategy include an indicative pedestrian link from East Street (currently located within Parramatta LGA) to Memorial Drive (currently located within Cumberland LGA). The delivery of the desired future pedestrian link identified under the indicative layout plan for Granville Town Centre falls under the responsibility of both Parramatta Council and Cumberland City Council due to the local government boundary change in 2016. The recent development on East Street particularly the development for land located at 10-42 East Street Granville have facilitated the future delivery of the pedestrian link. Where the development consent (DA/738/2014) specifically required that a pocket park including a 3m wide right of carriage way must be delivered within the development site and dedicated to Council as a public space at no cost to Council. The pocket park and right of carriage way have been dedicated to Council following the completion of the development and is to form part of the pedestrian link connecting East Street across the railway corridor to the Memorial Drive. A temporary fenced communal open space for the occupants of the apartments is being arranged and will not be accessible by the public until the construction of the new pedestrian bridge or link to the railway line. It is noted the remaining portion of the indicative pedestrian link/bridge (crossing the rail line) is located within Cumberland City boundary. Should this remaining link be realised, future planning work is required by Cumberland City Council and should involve City of Parramatta Council, TfNSW and Sydney Trains. Therefore, it is considered appropriate to retain the indicative pedestrian link in the draft Harmonisation DCP as development consent issued by City of Parramatta Council considered and reserved land for the purpose of facilitating this link in the future. *Please also see response to submission No.53.a regarding draft Harmonisation DCP approach to site-specific controls.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
54	Environment and Heritage	a. In relation to flood gates and basement parking, EHG comments that the proposed	The draft Harmonisation DCP provides protection of basement parking proposed within the floodplain, please see **C.20** and **C.21** in **Section 5.1.1 – Flooding** which includes "*effective floodproofing and flood exclusion of*

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	Group (DPE)	controls are not in accordance with best practice for new developments. States that passive protection should be provided to the PMF level due to the risk profile of basement car parks.	*the basement against all floods up to the PMF*". **C.22** in **Section 5.1.1 – Flooding** requires the basement to "*be protected from the ingress of floodwater by passive measures at least up to the flood planning level*" This allows applicants to provide active measures of flood protection for ingress of flood water via the driveway between the 1% AEP plus 500mm freeboard and the PMF. The resultant design outcome from passive design protection of basement driveways to the PMF render basement car parking unfeasible and require above ground parking which have significant urban design impacts, especially on smaller sites. Passive flood protection to the PMF is required for stairwells and other openings to the basement. Council strongly discourages basement parking in the floodplain, and where provided, Council's preference is to have passive protection up to the PMF. Notwithstanding, it is noted that there are instances passive protection up to the PMF does not provide for suitable design outcome for the site and protection up to the PMF may be achieved through active measures. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. In regard to shelter in place (SIP) requirements within **Section 5.1.1 - Flooding** of the draft Harmonisation DCP, EHG notes that SES (as the lead combat agency for flood emergencies) do not support SIP as a primary flood emergency response strategy. Notes that evacuation should take precedence over SIP, and that endorsement of SIP in new development on such a broad scale is inadvisable. Objects to the suggestion that SIP is synonymous with an "area free of risk from flooding" (**C.07, Section 5.1.1**), stating that this control and the rest of the DCP should be reworded to clarify that evacuation does not include SIP. Additionally requests that "relevant flood evacuation strategy" should be replaced with Local Flood Plan or SES flood emergency strategy for the area. Strongly advises that specific guidance be sought from the SES regarding this matter.	The current Parramatta DCP 2011 permits 'refuge' or 'shelter in place' in instances outlined in the floodplain matrix. The draft Harmonisation DCP does not allow 'shelter in place' beyond what the current DCP permits it, the proposed controls are a consolidation of existing controls. The draft Harmonisation DCP adds requirements outlining what must be provided where shelter in place is proposed. **C.07** in **Section 5.1.1 - Flooding** is further clarified by the floodplain matrix (**Table 5.1.1.2** in **Section 5.1.1 – Flooding**) which outlines what evacuation measures are permitted. Please also see **C.28** in **Section 5.1.1 – Flooding** which further elaborates on shelter in place. Flood evacuation strategy is defined in the glossary; *Meaning the strategy for the evacuation of areas within effective warning time during periods of flood as specified within Council's Floodplain Risk Management Plan, the relevant State Emergency Services (SES) Flood Plan, by advice received from the SES or as determined in the assessment of individual proposals.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. In regard to sub-point 3 of **C.17**, **Section 5.1.1 - Flooding**, EHG recommend	Wording has been amended to remove any ambiguity about the requirement. The word 'including' has been added to ensure the requirement is clear, please see below excerpt of **C.17** within **Section 5.1.1 – Flooding**;

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		additional text to ensure that the 1% AEP and PMF events are included ("Building access and egress do not require people to traverse hazardous floodwaters - that is Hazard Level H3 and above in any flood including and between the 1% AEP and the PMF.")	*"…Building access and egress does not require people to traverse hazardous floodwaters – that is Hazard Level H3 and above **including** any flood between the 1% AEP and the PMF."* **A minor change is proposed to the draft Harmonisation DCP, which maintains the policy intent however, provides clarification.**
		d. Comments that the requirement of a flood emergency response plan for all development and site types, including open space, where the site is affected by the 1% AEP flood is onerous and difficult to enforce. Expects that this requirement would not be needed in any adopted floodplain risk management plan, stating that "good land use planning is preferable to requiring flood emergency response plans for new developments". States that further discussion with the floodplain management committee would strengthen the rationale for this proposed control.	The wording proposed in **C.25** within **Section 5.1.1 – Flooding** states "**If required by Council**…", this aligns with the point raised by the submitter that good site planning and building design is preferred. However, Council may request a flood emergency response plan be provided if Council deems it necessary. The draft Harmonisation DCP states "*it is necessary to recognise that flood emergency response plans "…cannot be solely relied upon to be effective in all flood events and therefore cannot be considered to reduce the hydraulic hazard. At best they reduce flood risk in events where they operate effectively and as such, flood emergency response plans should not form the basis of development consent" – Floodplain Development Manual (2005)."* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		e. Submitter suggests that consideration should be given to nominating home-based childcare and group homes as a sensitive land use. EHG note that small children and infants may be unable to self-evacuate and additionally highlights the characteristics of occupants in a group home would cause vulnerability and difficulty evacuating.	The provisions for home-based child care are contained within State Environmental Planning Policy (Transport and Infrastructure) 2021. Home-based childcare development is generally carried out as exempt development through the provisions of State Environmental Planning Policy (Transport and Infrastructure) 2021. Therefore, development control plan provisions are generally not considered as a development application is not submitted for such proposals and assessment against the DCP does not occur. The explanation provided by the submitter for a group home is more appropriately defined as a 'residential care facility'. If an application is made for the purposes of a 'group home' following an assessment Council may adopt the position the proposal better fits the term 'residential care facility' council will apply the requirements for a 'residential care facility' which is identified as a 'sensitive use' in the draft Harmonisation DCP. For more information on definitions please see the Parramatta PLEP 2023 dictionary. The draft Harmonisation DCP land use categories for the purposes of determining flood risk lists 'residential' and 'sensitive uses' separately. Early education and care facilities, and residential care facilities are identified as 'sensitive uses' in the draft Harmonisation DCP and are generally not permitted anywhere in the flood plain, this includes the PMF. A group home is considered a 'residential use', residential uses are not permitted in the high flood risk areas. Early education and care facilities, and residential care facilities are considered 'sensitive uses'. They are

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			recognised to generally include vulnerable occupants which could create difficultly during evacuation and may also include higher densities of individuals who may not have the ability to self-evacuate. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
55	State Emergency Services NSW (SES)	a. SES notes that the safest mode to address flooding is to evacuate at-risk communities to an area out of the floodplain. States that human psychology does not favour rationality in the event of flooding, regardless of building modifications to reduce flooding risk.	Noted, the proposed flooding controls applied to development on flood prone lands are consistent with the NSW Floodplain Development Manual and the draft Harmonisation DCP is prepared to guide development and building design to achieve the desired outcomes for the community across the City. The current Parramatta DCP 2011 permits 'refuge' or 'shelter in place' in instances outlined in the Floodplain Matrix Planning and Development Controls (**Table 5.1.1.2** in **Section 5.1.1 – Flooding**). The Floodplain Matrix Planning and Development Controls stipulates which development may consider shelter-in-place based on flood risk level. Shelter-in-place may be considered for the following; • High flood Risk – Concessional development • Medium flood risk – Residential, commercial, industrial and subdivision development. • Low flood risk – critical uses, residential, commercial, and industrial development. Although the matrix may identify a development type based on flood risk, this does not ensure Council will provide consent to development which proposes shelter-in-place. There are other provisions which must be satisfied, see **C.27** to **C.33** in **Section 5.1.1 – Flooding**. Development proposal must also demonstrate to Council that shelter-in-place is a suitable method of evacuation which does not increase risk to lives. The draft Harmonisation DCP does not allow 'shelter in place' beyond what the current Parramatta DCP 2011 permits it, the proposed controls are a consolidation of existing controls. The draft Harmonisation DCP adds requirements outlining what must be provided where shelter in place is proposed. A flood management study and plan will be carried out following completion of the exhibition and finalisation of the draft Parramatta River Flood Study, this work may inform and update DCP controls. **C.07** in **Section 5.1.1 - Flooding** is further clarified by the floodplain matrix (**Table 5.1.1.2** in **Section 5.1.1**) which outlines what evacuation measures are permitted. Please also see **C.28** in **Section 5.1.1 – Flooding** which further elaborates on shelter in place. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		b. Adds that evacuation alleviates the pressure on SES to monitor trapped populations that are surrounding by hazards. Notes that Shelter in Place could be safer if a building is structurally sound and there are sufficient services and accessible space above the PMF for all occupants.	The draft Harmonisation DCP specifies requirements for shelter in place, this includes the requirements for the applicant to ensure areas of shelter are structural adequate. Please see **C.25** to **C.33** within **Section 5.1.1 – Flooding.** **For the above reason, no changes to the draft Harmonisation DCP are considered necessary.**

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		c. Notes that the Plan Finalisation Report for the PLEP 2023 did not include comments from NSW SES provided on 15 December 2021.	Council received a submission from the SES dated 15 December 2021 during the exhibition period for the **draft City Centre DCP** (15 November 2021 to13 December 2021) and was responded to within the post exhibition report to the Council Meeting on 28 November 2022.
			
			A submission from the SES was not received by Council when Council consulted with public authorities consistent with the Conditions 2 and 4 of the Gateway Determination for the **Parramatta CBD Planning Proposal** (the application to amend the Local Environment Plan (LEP) controls.
			
			Parramatta CBD Planning Proposal / PLEP Amendment no. 56
			
			Pre-exhibition consultation on the CBD PP with nominated public authorities including the SES occurred between 19 December 2019 and 10 February 2020; and exhibition consultation on the CBD PP with nominated public authorities including the SES occurred between 23 September 2020 and 2 November 2020. In the Post exhibition report to the Council meeting on 15 Jun 2021 it was noted that, *The SES have not made any formal submissions to date* [on the draft City Centre LEP] *despite contact being made via the statutory requirements of the Gateway determination Conditions 2 and 4 to invite a submission. Should the SES provide a submission after the CBD PP is endorsed by Council, Council will rely on the DPE to address any matters arising from a late submission*
			
			In the Department's Plan Finalisation Report dated April 2022 for the Parramatta LEP – Parramatta CBD – Amendment No. 56, a suggestion by the Environment, Energy and Science Group (EES) that endorsement by the SES was essential was responded to by the Department as follows, *"The Department notes that consultation with the SES occurred through both formal consultation periods and through briefing and discussions on the proposal including following exhibition, however, a formal submission was not provided…Council has provided many opportunities for feedback from SES and has suitably considered flood risk and proposes appropriate mitigation measures"*.
			
			The determination of the Plan Finalisation Report was that the draft LEP be made and then on 6 May 2022 Parramatta City Centre LEP (LEP Amendment 56) was finalised with the amendment effective on 14 October 2022.
			
			Draft City Centre DCP
			
			The issues raised by the SES in the 15 December 2021 submission to the City Centre DCP were dealt with as follows:
			
			- Supported matters resulted in amendments to the controls
			- Non supported based on policy or urban design grounds resulted in no changes to the controls, and
			- Matters that were beyond the scope of the City Centre DCP were either:
			  - referred to the relevant team within Council for consideration;
			  - noted as a matter that could be considered as part of a future review of the DCP controls at a later time

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			following the endorsement of the Harmonisation DCP, or **Harmonisation DCP** The issue of the height of the floor level for residential development was investigated as part of the draft Harmonisation DCP, with the recommendation being the draft controls as exhibited allow for this assessment to occur at this time through a merit-based flood hazard and flood impact risk assessment by Council. The appropriate time to consider a fixed floor level like that in place for the CBD in Section 6.7.2 is as part of the preparation of a new Floor Risk Management Study and Plan for the LGA. **Parramatta River Flood Study** Council will soon be exhibiting the draft Parramatta River Flood Study which is a comprehensive five year investigation into all types of flooding across the LGA - both riverine and overland flow. This study will provide Council with an understanding of flood risk across the LGA so it can manage existing development and plan for future development. Following the exhibition and finalisation of the Parramatta River Flood Study, a flood risk management study and plan will be carried out, and it is expected that this work may inform and update DCP controls. *Please also see response to submission No.55.a and No.55.d regarding ongoing studies being carried out and anticipated by Council.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary; however, the matter has merit for consideration as part of a broader review of flood management measures following the finalisation of the Parramatta River Flood Study and commencement of the preparation of a new Floor Risk Management Plan. The relevant team within council have been forwarded this submission from the SES for their consideration as part of this process. Council also encourages the SES to put in a submission on the exhibition of the Parramatta River Flood Study which at the time of writing is expected to commence in the coming months.**
		d. Requests a Flood Planning Map to be introduced as soon as practical to assist with planning for residual flood risks.	The scope of the draft Harmonisation DCP is to consolidate the existing five DCPs into one consolidated set of controls to support the implementation of the *Parramatta LEP 2023. Parramatta LEP 2023* includes the Standard Instrument – Principal Local Environmental Plan 2006 Provision being clause (*Clause 5.21 Flood Planning*) which requires development consent for development within the 'flood planning area' (FPA), with Council's existing Flood Prone Land maps identifying the FPA. *Clause 7.11 Floodplain risk management* in PLEP 2023 requires buildings on flood affected land, up to the PMF within the Parramatta CBD and as shown on the Floodplain Risk Management Map to provide for specific evacuation measures and withstanding the forces of floodwater up to the PMF. This clause is in addition to controls under the prescribed Standard Instrument *Clause 5.21 Flood Planning*. Council was able to include this additional local provision clause for the CBD because as part of the CBD PP and the review and update of the Floodplain Risk Management Plans (upper and lower Parramatta River catchments), Council was granted 'exceptional circumstances' which enabled Council to prepare a flood risk

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			management control for its LEP, beyond the flood planning level. Reducing the residual flood risk that remains even with flood risk management and land use planning measures in place is the continuing challenge for councils, the State Government and emergency service agencies, because while improvements can be made, risks from flooding cannot be completely eliminated for the community. The soon to be exhibited draft Parramatta River Flood Study includes for the first-time flood modelling of overland flow areas in addition to more accurate mainstream flooding extents. This information is one way Council is reducing residual risk by improving Council's existing flood information that will enable emergency services to understand more completely the impacts on people's safety and help landowners understand their flood risk so they can be better prepared. Council's current approach to providing flood details is through a Flood Enquiry Application, this approach provides detailed information specific to sites. A broader approach, such as LEP Maps may not consider site specific conditions and could lack critical details during the design phase of development. As noted above, Council is currently progressing a separate piece of work which looks at updating flood maps and will be subject to a separate exhibition process. This is a process separate to the draft Harmonisation DCP and will be subject to its own exhibition process which will include consultation with the SES. For further information on the flood planning for the Parramatta CBD see: - Plan Finalisation Report, Section 4.4 Flooding - Council report for the Council meeting on 11 October 2021 (Item 17.2). - Updated and reviewed Flood Risk Management Plan for the upper and lower Parramatta River **For the above reason, no changes to the draft Harmonisation DCP are considered necessary.**
		e. Supports the adoption of sea level rise and climate change patterns in modelling requirements within *Clause 5.21* of PLEP 2023.	Noted.
		f. Encourages consistency with the NSW Flood Prone Land Policy within the NSW Floodplain Development Manual 2005 (the Manual). Development must not result in an increase in risk to life health or property of people living on the floodplain.	The requirement for consistency with the *NSW Floodplain Development Manual* is provided in discussed in the draft Harmonisation DCP, please see **C.01** within **Section 5.1.1 – Flooding.** The draft Harmonisation DCP also requires "*that development minimises the risk to life and property from flooding and its impacts*" within **O.03** of **Section 5.1.1 – Flooding**. **For the above reason, no changes to the draft Harmonisation DCP are considered necessary.**

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		g. Comments that frequent flash flooding from Wallis and Swamp Creek tributaries (Wallis and Swamp Fishery Creek Flood Study 2019) must be considered during the assessment of any DA or PP.	The Wallis Creek and Swamp/Fishery Creek catchments are situated inland from the central coast of New South Wales, about 30 kilometres due west of Newcastle. This catchment and the Parramatta River and Sydney Harbour catchments are separated by the Hawkesbury-Nepean, Macquarie Tuggerah and Hunter catchments. Assessment of development applications and planning proposals include assessment of flood affection, which includes an assessment of the proposal against all adopted flood maps which affect the property/properties subject to the application. The draft Parramatta River Flood Study is expected to go on public exhibition soon following Councils endorsement of the draft plan at the Council Meeting on 11 July 2023. This study includes updated flood maps for a wider area of the City of Parramatta LGA. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary**.
		h. Supports the reduction of potential dwelling numbers in areas at risk of flooding within the R3 and R2 Residential zones, noting that the increase of HOB from 9m to 11m for R3 zoned land and permitting dual occupancy development in areas identified as "Low Flood Islands" is not supported.	It is noted that there are areas which may be mapped as R3 Medium Density Residential and R2 Low Density Residential which permit multi-dwelling housing or dual occupancy development and are flood affected, However, an application must demonstrate compliance with Council's DCP and this requires applicants to demonstrate suitable access and egress to safety dependent on flooding hazard and risk. If compliance cannot be demonstrated with Council's DCP, this generally results in refusal. *Please see response to submission No.55.a and No.55.c above.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		i. Does not support the subdivision of dual occupancies under PLEP 2023 for areas within the PMF extent or isolated during a PMF, due to the residual risk transferred to NSW SES.	This is not a Harmonisation DCP matter. Prohibitions on subdivision can only be implemented via the Council Local Environmental Plan. Council may review controls following the adoption of the draft Parramatta River Flood Study. *Please see response to submission No.55.a above* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		j. Risk assessment should consider the full range of flooding, including events up to the PMF and not focus only on the 1% AEP flood.	Risk and hazard assessment is required for all development within the floodplain, this includes the PMF. **C.18 – Floodplain Risk Management** in **Section 5.1.1 Flooding** requires development to consider flood hazard for the 1% AEP and PMF events (**Section 5.1.1 – Flooding**). **C.24 – Floodplain Development Matrix** in **Section 5.1.1 – Flooding** requires development to consider flood risk for all flooding events including the PMF. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		k. Supports the intent of *Clause 5.21* and *7.11(3b)* of the PLEP 2023, highlighting the importance of planning to the PMF, including emergency access points and hazard categorisation considerations.	
		l. The SES suggests that when considering risk assessment, there should be regard to flood warning and evacuation demand on	Applications proposed within the floodplain are generally required to demonstrate access and egress routes capable of suitable evacuation independently of surrounding sites, this includes localised flooding. The floodplain development matrix includes evacuation requirements dependent on development proposed. Please

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		existing and future access/egress routes with additional consideration given to impacts of localised flooding on evacuation routes. The submitter comments that access and egress routes should provide rising road access and/or be passable up to at least a 1 in 500 year local flooding.	see **C.27** in **Section 5.1.1 – Flooding;** ***C.27*** *Horizontal evacuation measures are preferred for all building occupants (residents, workers and visitors) where the following can be satisfied:* • *Pedestrians can evacuate safely from a building via a flood free pedestrian access on a 'rising road' to an area of refuge located above the PMF. The evacuation pathway must not require passage through deepening or high hazard (H3 to H6) floodwaters.* • *An exit from a building is provided above the PMF that is accessible internally to all occupants…* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		m. In the context of future development, self-evacuation should be achieved in a manner consistent with SES's principles for evacuation. - Future development must not conflict with the SES's flood response and evacuation strategy for the existing community.	Evacuation requirements are assessed based on risk and hazard, the draft Harmonisation DCP includes requirements for evacuation and shelter in place. These requirements include suitable access and egress, please see **C.27** in **Section 5.1.1 – Flooding**. Please also see *responses to no.55.f. and no.55.l. above.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		n. Evacuation must not require people to drive or walk through flood water; "rising road access" away from the flood risk, particularly for areas subject to flash flooding without a formal warning system, for new development is preferred.	*Please see response to No.55 l.* above for access and egress requirements. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		o. States development strategies relying on isolation/SIP are not equivalent to evacuation. Requests to amend *Clause 7.11* of PLEP 2023 to communicate a preference for evacuation.	*Clause 7.11* of PLEP 2023 was subject to a separate planning proposal which consisted of its own flood studies and assessment. The scope of the draft Harmonisation DCP project is to consolidate the five former DCPs with some policy changes to reflect changes in planning legislation and Council resolutions. The shelter in place controls have been retained in the draft Harmonisation DCP as part of the consolidating process. Council may review controls following the adoption of the draft Parramatta River Flood Study. *Please see response to submission No.55.a above.* The submission requests changes to existing policy that has been harmonised and applied consistently into the draft Harmonisation DCP. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		p. Strategies that rely on mass rescue for SIP not supported, due to the residual risk (in terms of emergency response activities) and	The instances where shelter in place is permitted has not been extended beyond where the Parramatta DCP 2011 permitted onsite refuge. The draft Harmonisation DCP sets the requirements which must be achieved for the shelter in place to be considered, including what must be provided as part of the proposed shelter in place

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		increased requirements of SES.	facilities. *Please see response to submission No.55.a and No.55.l* above regarding shelter in place and scope of harmonisation project. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		q. States that SIP is only preferred to reduce risk for existing development currently at risk. Notes that other emergencies (such as fire and medical emergencies) may occur in buildings isolated by floodwater, and a reduced capacity for the relevant emergency service to respond will occur in SIP situations.	Council's preference is for horizontal evacuation, the draft Harmonisation DCP sets requirements which must be satisfied for the appropriate evacuation procedure to be considered, please see **C.27** in **Section 5.1.1 – Flooding.** *Please see response to submission No.55.a and No.55.l* above regarding shelter in place and scope of harmonisation project. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary**.
		r. Objects to development consent conditions requiring private flood evacuation plans rather than the application of sound land use planning and flood risk management.	The draft Harmonisation DCP states it is necessary to recognise that flood emergency response plans "*…cannot be solely relied upon to be effective in all flood events and therefore cannot be considered to reduce the hydraulic hazard. At best they reduce flood risk in events where they operate effectively and as such, flood emergency response plans should not form the basis of development consent*" – *Floodplain Development Manual (2005)*. Council does not replace sound land use planning and flood risk management with the use of development consent conditions and flood evacuations plans. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		s. Requests Council considers the cumulative impact of developments to the risk of life in current/future communities and emergency services in the future.	The draft Harmonisation DCP sets objectives and controls which require the consideration of flooding impacts on current and future development as well as emergency services. **Section 5.1.1 – Flooding** contains the following;. - *Ensure that development minimises the risk to life and property from flooding and its impacts.* - *Ensure development does not adversely increase the potential flood affectation on other development or properties, either individually or in combination with similar developments that are likely to occur within the same catchment.* - Controls which require proposed development to consider increases in local rainfall intensity, other rainfall and flood behaviour resulting from climate change, please see **C.09.** - Matrix Development Controls **Table 5.1.1.3** states "*adequate flood warning is to be available to allow safe and orderly evacuation without increased reliance upon SES or other authorised emergency services personnel*". As outlined above, the draft Harmonisation DCP contains adequate provisions which require applicants demonstrate any proposed development addresses the matters raised in the SES Submission.

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			For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.
		t. Notes that the following resources would be beneficial to adapt: • Reducing Vulnerability of Buildings to Flood Damage • Designing Safer Subdivisions • Managing Flood Risk Through Planning Opportunities	A flood management study and plan will be carried out following the completion of the exhibition and finalisation of the draft Parramatta River Flood Study. *Please also see response to submission No.55.a above regarding ongoing studies being carried out and anticipated by Council.* The draft Harmonisation DCP contain provisions addressing building structural adequacy within the floodplain, subdivision of property within the floodplain and the management of flood risk through planning and design. However, the Harmonisation DCP is a consolidation of existing controls within the City of Parramatta. The flood management study and plan will include a comprehensive review of Councils floodplain development controls following the finalisation of the Parramatta River Flood Study. The suggested resources could be integrated further during the flood management study and plan's review of the DCP controls. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
56	Transport for NSW (TfNSW)	a. TfNSW notes and supports development control **C.09** in **Part 6 – Traffic and Transport** of the draft Harmonisation DCP that aims to restrict vehicular access on arterial roads where alternative access is available or can be acquired.	Noted.
		b. Suggests Council to consider the application of maximum parking rates over minimum rates for precincts within the LGA that have high level of public and active transport accessibility.	The proposed car parking rate in the draft Harmonisation DCP is based on the Discussion Paper recommendations, consistent with the TfNSW Guide to Traffic Generating Developments and retains precinct specific car parking rates. Precinct specific parking rates include areas that utilise maximum parking rates, this includes areas such as Parramatta CBD and Epping CBD where there is a high concentration of public and active transport accessibility. The business premises car parking rate contained in the draft Harmonisation DCP also reduces the required car parking spaces by 25% for sites within 800m of a train or light rail stop or 400m from a frequently served bus stop. *See response to submission No. 43. dr. regarding reduced parking rates for areas serviced by public transport.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. Suggests Council to consider inclusion of the following noise attenuation clause in the draft Harmonisation DCP for residential development located adjacent to major arterials roads and/or mass transit stations	The draft Harmonisation DCP contains provisions aligned with the requirements suggested by the submitter in **Section 3.2.2 – Visual and Acoustic Privacy** which requires; ***C.04*** *Development is to contribute to minimising the impact of any local noise generating sources within a site's vicinity such as traffic, rail, or industry.*

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		and corridors: *Future development should consider appropriate noise attenuation measures through design measures, architectural treatments, setbacks, durable materials, and landscaping particularly along the site's frontage to major arterial roads and/or mass transit stations and corridors to mitigate future residents against road and rail passenger noise. Council should be satisfied that any noise mitigation controls throughout the relevant DCP is appropriately aligned with this requirement.*	***C.05** Windows are to be located and designed to reduce the transmission of noise.* ***C.06** Appropriate building materials should be used to provide acoustic privacy and double glazing utilised where required due to adjacent noise generating sources.* The draft Harmonisation DCP also requires a minimum setback to state and regional roads of 10 metres which must include landscaping as stated in the key development standards for each residential typology in **Section 3.3, 3.4** and **3.5.** State Environmental Planning Policy (Transport and Infrastructure) 2021 also contains additional requirements for development adjacent to rail and road corridors which includes requirements that specify LAeq levels are not exceeded within the building. [Note: LAeq means Equivalent Continuous Sound Pressure Level and is a measure of the average sound energy over a given time]. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		d. TfNSW notes that development controls relating to the Parramatta CBD precinct are currently a deferred matter subject to finalisation of the Parramatta CBD Planning Proposal and will be incorporated into the Harmonisation DCP later. TfNSW welcomes the opportunity to provide further comment during public exhibition of the Parramatta CBD draft Harmonisation DCP.	The Parramatta City Centre LEP (formally known as the CBD Planning Proposal) was finalised by the Department of Planning and Environment on 6 May 2022 and came into effect on 14 October 2022, these provisions have been consolidated in the *Parramatta LEP 2023*. As part of the finalisation of the Parramatta City Centre LEP, the Department did not support certain precincts to progress as part of the new plan. Refer to the Department's finalisation report here for further information (specifically Figure 2, detailing the areas supported by the Department). The DCP controls relating to the CBD Planning Proposal were endorsed by Council in November 2022 and came into effect on 2 December 2022. Due to the deferred areas of the Parramatta City Centre LEP, the new City Centre DCP (**Part 6)** only applied to areas supported by the Department. The controls within **Section 4.3.3 – Parramatta City Centre – Deferred Area A** of PDCP 2011 currently apply to the deferred areas. As part of the integration of the Parramatta City Centre controls into the draft Harmonisation DCP, Council officers made necessary administrative changes to the current Part 6 and Section 4.3.3 to maintain consistency with the draft DCP. Several of the deferred areas are subject to separate planning processes (such as the Department-led Parramatta North Place Strategy), which may result in future reviews of the DCP controls for the areas deferred and subject to separate planning processes. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		e. Suggests the draft Harmonisation DCP to consider relevant objectives and station precinct controls for Westmead and Parramatta Station that are consistent with Future Transport Strategy 2061, the Movement and Place Framework, Better Placed and NSW Guide to Activation -	Provisions in relation to site-specific controls for Parramatta City Centre and Westmead Local Centre have been directly transferred from former Parramatta DCP 2011 into the draft Harmonisation DCP. The approach of the draft Harmonisation DCP for site specific controls is to integrate them into the consolidated DCP without policy changes as they have generally been implemented through detailed studies. Council continues to have good dialogue with the State government around the major infrastructure projects, with the role of the draft Harmonised DCP limited because of the hierarchy of Environmental Planning

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		Public Spaces.	Instruments such as those mentioned by the submitters. Council's preference is to implement station precinct controls via site specific provisions which consider site conditions and requirements. Changes to Parramatta City Centre controls should occur via an Access Strategy for the City Centre as recommended in Parramatta CBD Integrate Transport Plan (July 2021) prepared as part of the City Centre LEP amendments. An Access Strategy may identify future public domain initiatives through future amendments to the DCP instead, over time with proper underpinnings. Westmead is subject to a precinct specific place strategy which included the Westmead Place Based Transport Strategy. This Strategy identifies initiatives for Council and other stakeholders to implement. State agencies in collaboration with Council are identified to prepare an integrated transport and traffic study to progress the initiatives. Council supports planning pathways where TfNSW and Council could collaborate to develop controls that meet both objectives identified in State Transport plans and other community objectives **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		f. TfNSW suggests the draft Harmonisation DCP make reference to the parking rates in TfNSW Guide to Traffic Generating Developments for land uses that are not referenced in the draft Harmonisation DCP.	Noted, the draft Harmonisation DCP makes references to the *TfNSW Guide to Traffic Generating Developments*, specifically under *Table 6.3.1 – Minimum Car Parking Rate* of the draft Harmonisation DCP. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
57	National Trust (Parramatta branch)	a. The National Trust expresses disappointment that the Harmonisation DCP has not made substantial changes to the DCP to address improvements they think should be made to the DCP including: • Clarify and strengthen the existing heritage controls (i.e. strengthen heritage protection, regulate 'corporate' development colour schemes, view line and demolition) for the whole LGA and include new heritage controls informed by a comprehensive heritage planning review for the LGA.	It is acknowledged that a comprehensive heritage study of the whole LGA has not occurred following the Proclamation of the City of Parramatta in 2016. Council recognises the City of Parramatta's importance as it is a place of significance for the Darug people, and is the second European settlement of Australia. Council values the City's unique heritage setting and has recognised the importance and priorities in Parramatta Local Strategic Planning Statement to protect the heritage significance across the City of Parramatta LGA supported with actions (A53, A54, A55). Council officers note matters raised by the National Trust in relation to seeking further protection of the City of Parramatta's heritage. Implementing further protection cannot occur without undertaking a detailed heritage review across the LGA, this is out of scope of the draft Harmonisation DCP project. Such a review would require extensive studies not feasible through the DCP consolidation project. As the scope of the draft Harmonisation DCP project is to consolidate the five former DCPs with some policy changes to reflect recent changes in legislation and following up actions identified in Council resolutions. The existing heritage controls generally retained the objectives and controls in Parramatta DCP 2011 and adopted suitable heritage controls from other DCPs applying within the LGA where controls are stronger or supplement those within the Parramatta DCP. Further details of the project scope to consolidating heritage controls are explained within Attachment 2 to Council Report from 28 November 2023. Council officers are currently considering options for exploring an LGA wide integrated heritage study. Council

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		• Include heritage vision statements and development controls for site specific precincts within the draft DCP. • Provide definitions in the document rather than referring to existing instruments (e.g. local centre, neighbourhood precinct, strategic centre, special character area, special area). • The draft DCP to include specific mechanisms/requirements that ensure objectives for Country can be met. • The Trust requests the draft Harmonisation DCP include new tree planting references and should be emphasised and expanded. • The draft DCP to consider the views and vistas for those Trust-owned properties at Old Government House and Experiment Farm in relation to their heritage value, relationship with the Parramatta River and the surrounding area's history. • Controls for development in the vicinity of heritage items be expanded to include development visible from a heritage item or the public domain of a conservation area. They note the size and scale of new developments have unintended consequences on heritage items such as shading of historic gardens and extreme light reflections that can damage historic interiors and collection objects.	Officers are currently in a scoping phase of working out how the study might be completed given resources available. It is expected that a budget for a future study will be included in preparation of the 2024/25 budget. Further community consultation will be undertaken for any new heritage controls that are recommended in any future study. Further community consultation will be undertaken for any new heritage controls as a result of the heritage study and the National Trust may provide comments part of the exhibition process of any heritage study and LEP and DCP changes as a result of the study. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary**

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		• The draft DCP explicitly recognise the principles of the United Nations Declaration on the Rights of Indigenous Peoples for free, prior and informed consent for all decision regarding Aboriginal heritage and that Council undertake consultation with Indigenous communities to establish a process for identifying and protecting their heritage.	
		b. The Trust seek clarification on the order hierarchy in relation to the heritage controls between **Part 7 – Heritage and Archaeology** and **Part 9 – Parramatta City Centre**, as both stating the sections take precedent over the other in the situation of a conflict in controls.	**Part 9** of the draft Harmonisation DCP applies to land subject to the Parramatta City Centre and was dealt with through a separate planning process under the *Parramatta CBD Land Use Planning framework*. Following the public exhibition, Council officers included the Parramatta City Centre DCP under **Part 9** of the draft Harmonisation DCP with administrative updates to ensure that the draft Harmonisation DCP is consistent and up to date as required. The Parramatta City Centre controls within **Section 9.6 – Heritage** are applicable to all sites within the City Centre (not just heritage items), and are intended to improve all new developments' relationship to heritage within the Parramatta City Centre. They are less prescriptive in nature, focus on a context-specific understanding of a site and its wider relationship to the City Centre, and must be substantiated by detailed heritage analysis. This is in contrast to the general heritage controls within **Part 7** and are not considered competing previsions as they are prescriptive to heritage items and buildings within heritage conservation areas. Whilst **Section 9.6 is** intended to be read in conjunction with **Part 7 – Heritage and Archaeology**, there are no anticipated conflict of controls due to the differing purposes of the provisions. Site-specific controls within **Section 9.10** contain tailored heritage controls for the heritage items that are relevant to the specific site. In instances where site-specific controls are applicable, Council's general approach is that the site-specific controls take precedence. Any application involving heritage items or that is within a heritage conservation area will be assessed on its merits, this will include consideration of the proposed development, site conditions, and a review of the applicable controls to ensure the appropriate controls are being implemented at the time of assessment. Therefore, the draft Harmonisation DCP is considered sufficient to addressing any inconsistencies between **Part 7- Heritage and Archaeology** and **Part 9 - Parramatta City Centre.** **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. The Trust suggests that **Part 2 – Design in Context** to specify that heritage controls for heritage items and heritage conservation areas override other DCP	Council officers consider the current phrasing within **Part 7 – Heritage and Archaeology** to be sufficient in clarifying any inconsistencies between the heritage controls and **Part 2 – Design in Context**: for more information on which controls take precedence.

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		controls generally. The Trust also notes that **Section 2.13 – Culture and Public Art** does not recognise the significance of Parramatta's heritage as an integral part of the area' culture and heritage underpins many cultural identities and expressions.	*Please see response to submission no.57.b above.* It is also noted that **Section 2.13 – Culture and Public Art** recognises the significance of the City's heritage as an integral part's the area's culture, specifically the following reference: *The City's heritage assets and public art have a visible presence in the city. The development of historical interpretation and contemporary public art has created a distinctive urban environment that signifies and articulates the history of the area while reflecting the culture of the contemporary community, particularly within the City's major local centres.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		Heritage Significance of Harris Park	
		d. The Trust supports the objectives of the draft Harmonisation DCP to conserve the heritage character of Harris Park and to protect and enhance the Parramatta River and Clay Cliff Creek. However, the Trust expresses disappointments that the draft Harmonisation DCP does not introduce substantial changes to address improvements they think should be made to protect and strengthen the heritage significance within Harris Park, this including: • Conducting a heritage study to inform detailed heritage controls and ensure ongoing preservation of Harris Park's heritage significance. • New or amended controls to protect and manage significant heritage items in Harris Park (Elizabeth Farm, Experiment Farm, Hambledon Cottage) • New controls to protect the heritage integrity of the area north of Prospect Street (as it is identified as an area of National Significance). • Investigation the Parramatta River as National and State heritage significance	A detailed heritage study must be undertaken prior to implementing substantial changes to strength heritage protection or add new listings. *Please see response to submission No.55.a above.* A detailed heritage review for the Harris Park is out of scope of the draft Harmonisation DCP project. The existing heritage controls for Harris Park have been transferred directly from the Parramatta DCP 2011 to the draft DCP. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

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Submission Response Table – Draft Parramatta 'Harmonisation' DCP 2023

Item No.	Respondent	Summary of Submission	Council Officer Response
		as it has been a major public thoroughfare since 1788. • Consideration to expand the heritage conservation areas in Harris Park to protect a larger area including the Parramatta River and Clay Cliff Creek. • Address concerns of identifying Ruse Drive as a 'gateway' to Parramatta for managing heritage values as it is ambiguous as to its function as a 'gateway' and the locations it will service. • New controls to restrict the building height to a maximum of two storeys in Harris Park (particularly in areas identified as an Area of National Significance). • Include thorough assessment of significant historic views, vistas and setting within Harris Park. • Include Clay Cliff Creek and that Elizabeth Farm, Experiment Farm and Hambledon Cottage on the Figure 8.3.1.1.1 Design Control Map: Landscape Treatment due to the heritage significance and further enhance the controls of regenerate Clay Cliff Creek. • New controls to support the vision for Key Block One and require no development taller than two storeys high should be permitted due to its effect on national and state heritage significance.	

Submission Response Table – Draft Parramatta 'Harmonisation' DCP 2023

Item No.	Respondent	Summary of Submission	Council Officer Response
		• Amend the height controls along Arthur Street and James Ruse Drive as it will significantly negatively impact on the heritage values of Harris Park, specifically the Key Blocks Two and Three given their critical land within the area of national significance. • Identify Key Block Four as a unique opportunity to improve and enhance the Parramatta River landscape and biodiversity, due to its setting with surrounding areas such as Female Orphan School. • Investigation the visual curtilage for Elizabeth Farm (which includes Harris Park, Rosehill and Camellia) to enable it as a place of potential world heritage significance with Clay Cliff Creek and Parramatta River.	
		Comments on Section 8.2.2 Parramatta North Urban Transformation Precinct (PNUT)	
		g. The Trust generally objects to the **Section 8.2.2 – Parramatta North Urban Transformation Precinct** under the draft DCP and concerns that the density, scale, and height of buildings that are permissible under this draft Harmonisation DCP are inappropriate for its heritage context. The Trust states the provisions under this section are not reflective of various place strategies and are not reflective of strategic plans that have been finalised in previous years. Key comments/concerns are outlined below:	The scope of the draft Harmonisation DCP project is to consolidate the five former DCPs and retain existing site specific controls. Comments in relation to site specific DCP controls (i.e. Parramatta North Urban Transformation precinct(PNUT)) is out of scope of the draft Harmonisation DCP project, as those controls have been directly transferred from former DCPs to the current draft DCP with no changes proposed. *Please also* see *response to submission No.53.a* regarding draft Harmonisation DCP approach to site-specific controls. PNUT was rezoned in 2015 by the Minister for Planning and the master planning process was led by Property and Development NSW. The master planning process included detailed considerations of planning, design and heritage objectives/principles. Following the rezoning process, site specific DCP controls for PNUT (i.e. **Section 8.2.2**) were developed in 2017 to further support the proposed land uses. The DCP process involved consultation with the community and State Agencies including the NSW heritage Office. The controls were subject to a separate community consultation

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Submission Response Table – Draft Parramatta 'Harmonisation' DCP 2023

Item No.	Respondent	Summary of Submission	Council Officer Response
		• The Trust states that the PNUT precinct should be reviewed at all levels of government and should be considered as 'the Parramatta North Special Conservation Precinct'. • Concerns the Parramatta North Historic Sites Consolidated Conservation Management Plan (CMP) does not protect the conservation values of the associated sites. • The Trust reiterates its position as stated in the National Trust Position Paper dated September 2015 – A Vision for North Parramatta. The Trust requests only development with the greatest consideration of heritage to be contemplated for the area and should follow similar controls to those for Callan Park in Sydney's Inner West. • The Trust requests that any proposed changes or subdivision of the site should be for leases, not for any freehold titles and that all government land should remain in government ownership. The Trust states that the PNUT precinct should be managed by a single government authority to ensure long term preservation of the area. • Comments that the PNUT precinct must remain as green space for the current and future local population, particularly considering its proximity to the City	process and are considered to be appropriate. It is noted the study area for Westmead Place Strategy and North Parramatta Place Strategy, both led by the State Government, encompassed the entire PNUT site specified under the draft Harmonisation DCP. A specific review of the controls for the PNUT site are being considered as part of a proposal to potentially include a university campus via the Parramatta North State Significant Planning process in this precinct. As such, any change to the development controls (i.e. HOB, heritage curtilage) applying to PNUT will be subject to the outcomes of above mentioned projects: North Parramatta Place Strategy and the progress of Westmead Precinct Planning through separate planning process that outside of the draft harmonisation DCP project. These processes will both involve community consultation which will allow the Trust to express their views and have them considered as part of those processes. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

Submission Response Table – Draft Parramatta 'Harmonisation' DCP 2023

Item No.	Respondent	Summary of Submission	Council Officer Response
		Centre. Submitter objects to the sale of PNUT sites to private developers. • Submitter voices their weariness of an increase of planning controls for the site, due to the volume of site-specific planning proposals approved in recent years. • The Trust raised detailed comments/objections to controls relating to buildings specified under a number of indicative layout plans within section 8.2.2 of the draft DCP, which including Lot E3, Lot E1, C75, C52a & C52 and C55b & C55, C61,C62,C64,C59,C63,C65, C70,C75,C82,C83 Lot F1,F2, F4, F5, F6,F7,F8,F9 and Lot H1, H2, H3, H4, H5 and Lot G1 and Lot G2. The Trust opposes the controls on the ground of: building height controls impacting on heritage/heritage core significance and skyline and park amenity; lack of inclusion of large trees in the heritage controls; loss of heritage significance from demolition of buildings adjacent to heritage items;	
		The North Parramatta Heritage Conservation area	
		h. The Trust suggests an update to the North Parramatta HCA boundary by including the St Patrick's Primary School building on the corner of Ross and Villiers Street as it should link to the Cumberland Hospital heritage lands.	As noted in above responses contained in *submission No.57.a*, detailed changes to the heritage controls are not within the scope of the draft Harmonisation DCP project. Any future change to the North Parramatta HCA boundary will need to be informed by a future heritage study. As outlined in above response, Council officers are currently considering options for exploring an LGA wide integrated heritage study. Council Officers are currently in a scoping phase of working out how the study might be completed given resources available. It is expected that a budget for a future study will be included in preparation of the 2024/25 budget. Further community consultation will be undertaken for any new heritage controls that are recommended in any future study. The National Trust may provide comments part of the

Submission Response Table – Draft Parramatta 'Harmonisation' DCP 2023

Item No.	Respondent	Summary of Submission	Council Officer Response
			exhibition process of any heritage study **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		Roxy Theatre	
		i. The Trust does not support the building heights and setbacks of adjacent sites to the Roxy Theatre. The submitter states that the setbacks would result in building forms that would negatively impact the amenity of the theatre's setting.	The planning controls for sites surrounding the Roxy Theatre was considered and finalised as part of the Parramatta CBD Planning Framework (i.e. Parramatta City Centre DCP and Parramatta CBD Planning Proposal) in 2022. It is noted the Trust made submission to the Parramatta CBD DCP project and was considered as part of the planning process. The Parramatta CBD DCP was adopted by Council (i.e. planning controls for the sites surrounding the Roxy Theatre) in November 2022, as those controls have recently been reviewed, further changes are not considered necessary. *Please also see response to submission No.53.a regarding draft Harmonisation DCP approach to site-specific controls.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		j. The lack of a significant setback above six storeys combined with the height controls would impact upon the heritage of the site. The Trust states that heritage conservation will provide an opportunity for Parramatta and the risk of inappropriate built form adjacent to the site will result in negative consequences.	
		Future DCP for Parramatta City Centre	
		k. The Trust states that delivering controls to protect heritage value of the Parramatta City Centre, Parramatta Park and North Parramatta is a matter of urgency due to the levels of developmental activity in the areas.	As outlined above, the planning controls for Parramatta City Centre, Parramatta Park and North Parramatta was considered and finalised by Council as part of the Parramatta CBD Planning Framework (i.e. Parramatta City Centre DCP and Parramatta CBD Planning Proposal) in 2022. It is noted the Trust made submission to the Parramatta CBD DCP project and was considered as part of the planning process. As those controls reflect recent development practice and standard, it is therefore considered no changes are necessary to be made to the draft harmonisation DCP project. *Please also see response to submission No.57.e.* **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
58	School Infrastructure NSW	a. SINSW welcome additional assistance from Council in locating potential schools at Parramatta South.	Noted.

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Item No.	Respondent	Summary of Submission	Council Officer Response
		b. SINSW would like to continue to work with Council to explore sustainable transport planning at Westmead precinct.	Sustainable transport planning within the Westmead precinct is currently subject to the initiatives of the NSW Government-led Westmead Place-based Transport Strategy. Any changes to the future Parramatta DCP 2023 regarding this matter will be investigated as part of the finalisation and implementation of this strategy, and is separate to the draft Harmonisation DCP project. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		c. SINSW recommends improvement to pedestrian access within the Rydalmere Precinct.	This submission does not make specific request for amendments to the DCP but the principle of improving pedestrian access in Rydalmere is accepted and will be considered when future work is undertaken on the precinct and as part of Council traffic and pedestrian management strategies. This comment is out of scope of the draft Harmonisation DCP project. As explained within Attachment 2 to Council Report from 28 November 2023, existing site-specific controls for precincts located within the City (including Camellia and Rydalmere) will be retained in the consolidated DCP. **Amendments to the existing precinct controls are out of scope of the project and therefore no changes are made as a result of this submission.**
		d. SINSW request that Council considers the application of a maximum parking rate for the Carter Street Precinct to address concerns raised regarding increased traffic volumes, carparking and congestion on the local roads.	Table 3 in *Carter Street Precinct Development Framework December 2020*, sets out the car parking rates for the Carter Street Precinct. The table contains maximum rates for parking, not minimum rates. The current controls employ the approach that the submission is suggesting. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**
		e. SINSW request that the draft Harmonisation DCP remove minimum parking rates related to educational establishments as they do not align with the Department of Education's *Educational Facilities Standards and Guidelines*. Development for new schools will require comprehensive transport assessments that will be assessed on a site-by-site basis. Stating this will assist to achieve a mode shift toward public transport (where possible) and will be contained in further details within each school site Transport Management Plan and Green Travel Plan.	It is considered that the draft Harmonisation DCP is consistent with the *Educational Facilities Standards and Guidelines*, as minimum parking rates for educational establishments (**Table 6.3.1 – Minimum car parking rates**) requires a merit-based assessment to be justified by a traffic and transport impact assessment. Similarly detailed in **C.54** of **Section 6.2 – Parking and Vehicular Access**, any variation to parking rates (including the exclusion of parking) would be subject to a supplied traffic and transport impact assessment. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

Submission Response Table – Draft Parramatta 'Harmonisation' DCP 2023

Item No.	Respondent	Summary of Submission	Council Officer Response
		f. SINSW states sound transport planning at regional precinct and local level is of critical importance to reduce risk of injury or harm to students as they travel to and from school. It is critical that the pedestrian environment in Parramatta meets pedestrian volumes. SINSW request that transport planning for the Parramatta LGA be guided by the NSW Governments Movement and Place Framework and its Built Environment Performance Indicators, as these indicators are based on qualities and will contribute to a well-designed built environment.	The issues raised are sound planning principles that Council seeks to apply whenever undertaking a precinct or broader policy work but these comments do not point to specific changes that should be made to the exhibited DCP. The draft Harmonisation DCP provides clear objectives (**O.08 - O.11** of **Section 4.5 – Educational Establishments**) to maintain and protect pedestrian safety, including their travel to and from school. It is required within the draft Harmonisation DCP that clear distinctions should be made for vehicular traffic and pedestrian movements, both onsite and off-site. **For the above reasons, no changes to the draft Harmonisation DCP are considered necessary.**

Attachment 4 – Summary of Changes to Draft Parramatta Development Control Plan.

This document outlines the changes recommended to be **supported** and able to be progressed with the Draft 'Harmonisation' Parramatta Development Control Plan (DCP) at this time (post exhibition prior to finalisation).

These changes are included in the Draft Parramatta Development Control Plan 2023 proposed for Council endorsement and provided as Attachment 1 of the Council Report.

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Table 1 Changes that are supported to be made to the DCP post exhibition prior to finalisation. 2

Attachment 4 – Summary of Changes to Draft Parramatta Development Control Plan.

Table 1 Changes that are supported to be made to the DCP post exhibition prior to finalisation.

Table 1 below comprises the changes to the Draft Parramatta Development Control Plan 2023 that are '**supported**' by Council officers.

<table>
<tr><th>DCP Section</th><th>Details</th><th>Proposed amendment</th><th>Justification</th></tr>
<tr><td rowspan="2">Whole of DCP</td><td rowspan="2">As part of the Employment Zones Reform in 2021, the Department of Planning and Environment introduced 5 new employment zones and 3 new supporting zones into the Standard Instrument (Local Environmental Plans) Order 2006. The changes were introduced through 6 self-repealing SEPPs which commenced on 26 April 2023. However ,the zones were introduced earlier in the City of Parramatta through the notification of the 'harmonised' Parramatta LEP 2023 in March 2023.

As part of the Employment Zone Reform, permissibility of different land uses was also transferred from previous business zones to the new employment zones. As part of the transfer process, changes in land use permissibility occurred in the equivalent zones, including the land use of 'tourist and visitor accommodation' which was previously permitted in the B1 Neighbourhood Centre and B2 Local Centre however, as part of the Employment Zone Reform is no longer permitted in the E1 Local Centre zone.

Section 8.1 – Strategic Centres of the draft Harmonisation DCP includes detailed controls for Epping Strategic Centre (currently zoned in E1 Local</td><td>Business zones and industrial zones will be converted to their equivalent employment zone as per below table;
<table>
<tr><th>Current DCP reference</th><th>Proposed DCP reference</th></tr>
<tr><td>B1 Neighbourhood Centre</td><td rowspan="2">E1 Local Centre</td></tr>
<tr><td>B2 Local Centre</td></tr>
<tr><td>B3 Commercial Core</td><td>E2 Commercial Core</td></tr>
<tr><td>B4 Mixed Use</td><td>MU1 Mixed Use</td></tr>
<tr><td>B5 Business Development</td><td rowspan="3">E3 Productivity Support</td></tr>
<tr><td>B6 Business Enterprise</td></tr>
<tr><td>B7 Business Park</td></tr>
<tr><td>IN1 General Industrial</td><td>E4 General Industrial</td></tr>
<tr><td>IN2 Light Industrial</td><td>E5 Heavy Industrial</td></tr>
</table></td><td>Proposed amendment required to ensure the draft Harmonisation DCP reflects the zoning name changes as a result of the Employment Zone Reform and the updated zoning references of the Parramatta LEP 2023.</td></tr>
<tr><td>Removal of disclaimer text in the blue text box titled "NSW State Employment Zones Reform". This disclaimer was required for the purpose of exhibition as land use zone references were carried over from previous DCPs, and not updated as per the zoning references of the Parramatta LEP 2023.</td><td>Given the DCP has now been amended so the reference in the DCP and LEP align this disclaimer is no longer required.</td></tr>
</table>

Attachment 4 – Summary of Changes to Draft Parramatta Development Control Plan.

DCP Section	Details	Proposed amendment	Justification
	Centre) and makes reference to the omitted land use of 'tourist and visitor accommodation' under the on-site car parking. therefore, this reference in the DCP is redundant and needs to be removed. It is proposed to update the references made in the draft Harmonisation DCP to reflect zoning labels contained in the *Parramatta LEP 2023* and remove the onsite parking reference made to 'tourist and visitor accommodation" that is no longer permitted.	Amendments made to *Notes* under **Table 8.1.1.2.12.2 - On Site Car Parking Rates (Epping Town Centre Core)** of **Section 8.1.1.2 – Epping Town Centre** shown as below red text and underlined: ***Notes:*** ****Visitor parking for medium/high residential development is required for development proposals comprising more than 5 dwellings. ~~On-site parking for visitor accommodation applies to areas accessible by road only.~~*	Proposed amendments remove redundant land use reference as a result of the Employment Zones Reform. As the land use of *'Tourist and visitor accommodation'* is no longer permitted under E1 Local Centre, which is not the zoning of the entire Epping Town Centre.
2.15 Signage	A drafting error has been identified where objective **O.08** under **Section 2.25 – Signage** had omitted the word "pollution". It is proposed to amend the draft Harmonisation DCP inserting 'pollution' back in **O.08**.	Amend **O.08** of **Section 2.15 – Signage** to read as shown in red text and underlined: ***O.08*** *Limit the overall amount of signage through the provision of fewer, more effective signs, to avoid the creation of visual pollution on buildings and streetscapes.*	Proposed amendments rectify a drafting error, and is a result of submission received. *Further information on the submission is available at Submission No.43.bp, Table 3 of Attachment 3 – Submission Summary and Officer Response.*
3.3.1.6 Internal Amenity	The control of **C.02** under **Section 3.3.1.6 Internal Amenity** of the draft Harmonisation DCP specifies the requirement of minimum area for master bedroom and all other bedrooms in dwelling houses, secondary dwellings and dual occupancies. Concerns raised this control would cause confusion to the DCP users as in whether the minimum area exclude wardrobe space. It is proposed to amend the draft Harmonisation DCP to clarify the requirement excludes wardrobe space from the minimum area applies to master bedrooms and all other bedrooms for	Amend **C.02** of **Section 3.3.1.6 Internal Amenity** to read as shown in red text and underlined: ***C.02*** *Master bedrooms are to have a minimum area of 10m², and all other bedrooms are to be a minimum of 9m² (~~excluding~~ in all cases the minimum area must exclude any wardrobe space).*	Proposed amendments required to provide clarity on requirements for minimum area for master bedroom and all other bedrooms as a result of submission received. *Further information on the submission is available at Submission No.43.bx, Table 3 of Attachment 3 – Submission Summary and Officer Response.*

Attachment 4 – Summary of Changes to Draft Parramatta Development Control Plan.

DCP Section	Details	Proposed amendment	Justification
	dwelling houses, secondary dwellings and dual occupancies.		
3.3 Dwelling Houses, Secondary Dwellings and Dual Occupancies **3.4** Multi-Dwelling Housing	**Section 3.3 – Dwelling Houses, Secondary Dwellings and Dual Occupancies** and **Section 3.4 – Multi-Dwelling Housing** include requirements for planting of trees subject to lot size. Typographical error exists, in the criteria that specify how many trees are required on different sized lots, which need to be resolved. It is proposed to clarify the tree planting requirements for lot size of 600sqm and rectify the error for tree requirement for lots between 600sqm and 1500sqm. Additional wording has been added to provide direction in instances where a 13m tree cannot be accommodated, Council may consider a smaller canopy tree.	Amendments have been made to the following sections of the draft Harmonisation DCP and are shown in red text and underlined: • **Section 3.3.1.4 – C.07** • **Section 3.3.2.4 – C.07** • **Section 3.4.1.5 – C.08** • **Section 3.4.2.4 – C.06** • **Section 3.4.3.5 – C.05** ***C.XX*** *Trees with a minimum mature height of 13 metres must be planted per parent lot at the following rates:* ***a)*** *A minimum of 2 trees for sites less than 600m² ~~or less~~.* ***b)*** *A minimum of 4 trees for sites 600 – 1,5000m².* ***c)*** *A minimum of 5 trees for sites greater than 1,500m².* *Where it is demonstrated that a 13m tree cannot be planted, a smaller canopy tree may be considered.*	Proposed amendment required to provide clarity on tree planting requirements and rectify the typographical errors for lots between 600sqm and 1500sqm. Changes made to the control will allow trees smaller than 13m to be planted where a development application demonstrates that a 13m tree cannot be accommodated. This is to ensure Council's intended tree protection requirements are clear and consistent with the draft Harmonisation DCP objectives. This will ensure appropriate planting will be included in the development application, and the requirement to plan a tree will not be omitted completely if a 13m tree cannot be accommodated.
3.3.2 Key Development Standards for Dual Occupancies	**Section 3.3.2.2 – Minimum Site Frontage and Site Area** of the draft Harmonisation DCP site frontage width controls for proposed dual occupancies within cul-de-sacs sites, and minimum site size requirements for battle axe lots. It is proposed to amend the draft Harmonisation DCP by inclusion of two diagrams to illustrate requirements to assist DCP users.	Amendments made to **Section 3.3.2 – Key Development Standards for Dual Occupancies** as shown in red text and underlined: Insertion of Figure 3.3.2.1.1 – Site frontage requirements for dual occupancies proposed within cul-de-sacs, as well as reference to this figure within **C.02:** ***C.02*** *For sites located within cul-de-sacs, the minimum site frontage width should be measured*	Proposed amendment is a result of submission received suggesting draft Harmonisation DCP provide more detail on requirements for dual occupancies on cul-de-sacs and battle-axe lots. Council officers agree that explanatory diagrams would help clarify Council's requirements for battle-axe lots and cul-de-sac sites and remove potential ambiguity for the DCP users. **Figure 3.3.2.1.1 – Site frontage requirements for dual occupancies**

Attachment 4 – Summary of Changes to Draft Parramatta Development Control Plan.

DCP Section	Details	Proposed amendment	Justification
		in a straight line from corner to corner along the front boundary line, as per Figure 3.3.2.1.1. Insertion of Figure 3.3.2.1.2 - Minimum site area for battle-axe lots, as well as reference to this figure within **C.03:** ***C.03** A development lot must be a minimum of 600m², as per the Parramatta LEP 2023. The area of any access corridor, right of carriageway, battle-axe handle or the like will be excluded for the purpose of lot area calculations, as per Figure 3.3.2.1.2.*	**proposed within cul-de-sacs** provides visual details to clarify the minimum site frontage requirements for dual occupancies within cul-de-sacs and **Figure 3.3.2.1.2 – Minimum site area for battle-axe lots** diagrammatically demonstrates the requirements of minimum site area for battle-axe lots. *Further justification on the proposed changes contained in response to Submission No.48.d in Table 3 of Attachment 3- Submission Summary and Officer Response.*
3.4 Multi-Dwelling Housing	The controls of **C.07** and **C.08** under **Section 3.4 – Muti-Dwelling Housing** exhibited for terraces and town houses provided two front setback controls in relation to considerations of street trees, which would cause confusion to the DCP users. It is proposed to amend controls to provide concise requirements for front setbacks, and delineate when a lesser setback could be considered.	New control has been inserted to replace the **C.07** and **C.08** under **Section 3.4.1.2** and **Section 3.4.2.2** applied for terrace and town house dwelling types as shown in red text and underlined: ~~*C.07 Where street trees are provided directly in front of the development lot, buildings must be setback a minimum of 4 metres from the street boundary.*~~ ~~*C.08 Where no street trees are provided directly in front of the development lot, buildings must be setback a minimum of 6 metres from the street boundary to support canopy tree planting within the front setback.*~~ *C.07 A minimum front setback of 6 metres is required however, a lesser front setback, to a minimum of 4 metres may be considered subject to a local street character assessment that includes existing street trees and the ability of the street to accommodate the future planting of canopy trees.*	Multi-dwellings (i.e. terraces and town houses) provide diverse housing in a medium density residential setting and therefore must have setbacks to suit this setting. It is important that appropriate setbacks provided for multi-dwelling housing (i.e. terraces and town houses) consider the local street character and provide opportunity to accommodate planting of trees. Proposed change is a result of submission received and consistent with Council's policy intent. It will provide clarity on the minimum front setback requirements for multi-dwelling housing and allow adequate space for deep soil to cater for large tree planting and improve street amenity. *Further justification on the proposed changes contained in response to Submission No.43.cb in Table 3 of Attachment 3 – Submission Summary and Officer Response.*

Attachment 4 – Summary of Changes to Draft Parramatta Development Control Plan.

<table>
<tr><th>DCP Section</th><th>Details</th><th>Proposed amendment</th><th>Justification</th></tr>
<tr><td>3.5.1.2 Preliminary Building Envelope for Apartment Buildings</td><td>C.01 of Section 3.5.1.2 – Preliminary Building Envelope for Apartment Buildings outlines the maximum number of building storeys must be consistent with the maximum building height mapped under the Paramatta LEP 2023.

An error has been identified in C.01 wherein the maximum building height for a 7-storey building was incorrectly drafted as 24m rather than 23m as per the Parramatta LEP 2023.

It is proposed to amend the draft Harmonisation DCP to rectify the drafting error.</td><td>Amendment made to C.01 of Section 3.5.1.2 and is shown in red as below:

C.01 The maximum building height must be consistent with the Parramatta LEP 2023 Height of Buildings Map and correspond in storeys as follows:

<table><tr><th>Metres (as per the LEP)</th><th>Maximum number of storeys</th></tr><tr><td>11 m</td><td>3 storeys</td></tr><tr><td>14 m</td><td>4 storeys</td></tr><tr><td>17 m</td><td>5 storeys</td></tr><tr><td>20 m</td><td>6 storeys</td></tr><tr><td>~~24 m~~ 23 m</td><td>7 storeys</td></tr><tr><td>26 m</td><td>8 storeys</td></tr></table></td><td>Proposed amendment is a result of submission received and is considered as administrative rectifying a drafting error during the consolidation process.

Further information about the submission received is contained in Submission No. 43.cg in Table 3 of Attachment 3 - Submission Summary and Officer Response.</td></tr>
<tr><td>5.1.1 Flooding</td><td>The draft wording for flooding controls under C.17 of Section 5.1.1 – Flooding would cause potential confusion to the DCP users.</td><td>Amendment made to add the following wording (in red text and underlined) to the existing control:

C.17 The following ‘Sensitive Uses and facilities’ being centre-based child care and aged care facilities that occupy land subject to flooding in a PMF event, may be considered provided Council can be satisfied that:

• …
• Building access and egress does not require people to traverse hazardous floodwaters – that is Hazard Level H3 and above including any flood between the 1% AEP and the PMF.</td><td>Proposed amendment is a result of submission received suggesting additional text to ensure the 1% AEP and PMF events are considered during the assessment of applications against the control.

Change is minor in nature and considered administrative to ensure Council’s policy position for Section 5.1.1 – Flooding is clear.

Further information about the submission received is contained in Submission No. 54.c. in Table 4 of Attachment 3 - Submission Summary and Officer Response.</td></tr>
</table>

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Attachment 4 – Summary of Changes to Draft Parramatta Development Control Plan.

DCP Section	Details	Proposed amendment	Justification
5.1.1 Flooding	**C. 29 (b)** under **Section 5.1.1 – Flooding** of the draft Harmonisation DCP specifies that shelter in place (SIP) facilities must be designed for a refuge stay of at least 48 hours, with longer time periods addressed in design, equipment and provisioning. However, this is an error as the draft Harmonisation DCP approach is to utilise existing controls where appropriate. Shelter in place controls contained in the draft Harmonisation DCP were informed by the Parramatta City Centre DCP which require 72-hour refuge provisions. Therefore the amendment is considered administrative as it is inline with what is required in other parts of the LGA (the City Centre). It is noted in January 2023, DPE exhibited a draft Shelter-in-place Guideline, this guideline outlines considerations for council development control plans and development approvals including objective and design principles for SIP facilities. Council officers are working closely with DPE in finalising the SIP guideline and considered appropriate to rectify this control in light with further information available through the progress of above-mentioned project.	Amendment made to add the following wording (in red text and underlined) to the existing control: ***C.29*** *Shelter in place or vertical evacuation measures must satisfy the following requirements:* ***b)*** *Refuge shelters must be adequate and fit for purpose (size, design, equipment, supplies) and maintained as such in perpetuity.* ***c)*** *Unless otherwise advised by Council, facilities must be designed for a refuge stay of at least ~~48~~ 72 hours, with longer time periods addressed in design, equipment and provisioning.*	Proposed amendment applies consistent controls across the LGA, in accordance with the City Centre DCP controls. Control **C.05 (b)** of **Section 9.7.4 – Flood Warning and Emergency Response Planning** under the Parramatta City Centre Site specific provisions specifies design requirements for SIP must provide the minimum refuge stay of 72 hours rather than 48 hours.

Attachment 4 – Summary of Changes to Draft Parramatta Development Control Plan.

DCP Section	Details	Proposed amendment	Justification
5.3.4 Tree and Vegetation Preservation	The draft Harmonisation DCP specifies the prescribed trees and vegetation that are protected in *Chapter 2* of the *Biodiversity and Conservation SEPP* and/or *Clause 5.10* of the *Parramatta LEP 2023*. The current control includes the wording of 'intentionally planted' to introduce additional tree protection. For more detail on Council's approach to tree controls in the draft Harmonisation DCP, see Attachment 2 to the Council Report from 28 November 2023. It is proposed to amend the draft Harmonisation DCP to explain what may be considered as 'intentionally planted'.	Add the following wording (in red text and underlined) to the existing **C.01** under *Prescribed Trees and Vegetation* of **Section 5.3.4 – Tree and Vegetation Preservation**: • *Any tree with a height equal to or exceeding three (3) metres or any tree capable of growing to a height of 3 metres (where the tree with a height less than 3 metres has been intentionally planted; and/or is required to be planted and maintained as part of a development consent or tree permit determination notice):* - *that is or forms part of a heritage item, or* - *that is within a heritage conservation area; or* - *that is located within a Special Character Area as defined by this DCP.*	Proposed amendment required to provide further clarity on what is included in the term '*intentionally planted*', which is considered minor in nature and consistent with Council's policy intent. The proposed amendment includes additional wording to specify that any tree or vegetation planted as a condition of a development consent or tree permit determination notice (i.e. intentional planted) is protected under the DCP provisions **C.01** of **Section 5.3.4 – Tree and Vegetation Preservation**.
5.3.4 Tree and Vegetation Preservation	The Biodiversity Offsets Scheme (BOS) is referenced numerous times throughout the draft Harmonisation DCP, however, it is not properly defined. It is proposed to add the definition of BOS under this section to provide clarity.	Add the following definition (in red text and underlined) to definitions located in **Section 5.3.4**. ***Biodiversity Offsets Scheme (BOS)** is the legislated framework established under Biodiversity Conservation Act 2016 (BC Act) for offsetting unavoidable impacts on biodiversity from development or vegetation clearing approvals. Applications for development or clearing approvals must set out how impacts on biodiversity will be avoided and minimised. The remaining residual impacts will need to be offset through the purchase and/or retirement of biodiversity credits or payment to the Biodiversity Conservation Fund.*	The Biodiversity Offsets Scheme (BOS) is a framework established under the *Biodiversity Conservation Act 2016*. It is referenced in the draft Harmonisation DCP. Proposed amendments provide clarity on the definition of the Biodiversity Offsets Scheme and ensures what the draft Harmonisation DCP is referencing is clear.
	Table 5.3.4.1 – Type of Tree Application required. The draft Harmonisation DCP	Amendment made to **Table 5.3.4.1 – Type of Tree Application required** under **Section 5.3.4 – Tree**	Proposed amendment required to provide clarity on when an application must be made

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	specifies the tree application required in a table format. Additional wording is proposed to clarify when an application may not be required, such as tree work prescribed as exempt in the draft Harmonisation DCP. This amendment is proposed to provide further clarity for 'other land -tree removal or pruning' application requirements, particularly to differentiate consent requirements from the exempt tree work prescribed in the draft Harmonisation DCP.	**and Vegetation Preservation** in red text and underlined as below: *Other land - tree removal or pruning* | *Removal or pruning of trees (considered pruning in excess of exemptions prescribed in DCP section below) not subject to Biodiversity Offsets Scheme* | *Tree Permit*	for the removal or pruning of a tree under the requirements of the draft Harmonisation DCP.
	Additionally, **Table 5.3.4.1 – Type of Tree Application required** contained references to "HLEP" within the first two rows. As this references one of the legacy LEPs inherited during the Council's amalgamation of 2016, it is required that these references are updated to the new Parramatta LEP 2023.	Update the first two rows of Table 5.3.4.1 – Type of Tree Application required to amend references from ~~HLEP~~ to *Parramatta LEP 2023*.	Proposed amendment is minor in nature and does not constitute a change in policy position. The proposed amendment is required to ensure that the draft DCP references the correct local environmental plan.
5.4.3 All-Electric Buildings	Controls regarding all electric buildings have been introduced as part of harmonisation process bringing the draft Harmonisation DCP in line with the scheduled changes to *State Environmental Planning Policy (Sustainable Buildings) 2022* due to come into effect October 2023. The current wording under **C.01** of **Section 5.4.3 – All-Electric Buildings** would cause confusion regarding development types to which these controls apply. It is proposed to	Amend **C.01** of **Section 5.4.3 – All-Electric Buildings** in red and underlined as follows to remove any ambiguity of applicable development types: ***C.01*** *New development that is;* ***a)*** *non-residential development that is State Significant development specified in State Environmental Planning Policy (Planning Systems) 2021, Schedule 1, Section 13-15, or* ***b)*** *commercial development* ~~*All non-residential development that is State Significant Development specified in State Environmental Planning Policy (Planning*~~	Proposed amendment is minor in nature and does not constitute a change in policy position. The proposed amendment is required to ensure controls are not misinterpreted and ensures Council's intent will be reflected during the Development Assessment stage.

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DCP Section	Details	Proposed amendment	Justification
	restructure the wording to remove any ambiguity for DCP users.	~~*Systems) 2021, Schedule 1, Section 13-15 and all new commercial developments*~~ *are to use only electricity (grid provided and on-site renewables) for all energy requirements associated with normal operations.*	
5.4.6 Natural Refrigerants in Air Conditioning	The wording of the planning objective **O.01** under **Section 5.4.6 – Natural Refrigerants in Air Conditioning** can be refined grammatically to avoid potential confusion to the DCP users. It is proposed to refine the wording to better communicate the intent of the objective.	Amend **O.01** of **Section 5.4.6 – Natural Refrigerants in Air Conditioning** in red as follows: ***O.01*** *Reduce the greenhouse gas emissions associated with the* ~~*release to the atmosphere through*~~ *leakage or* ~~*the*~~ *improper disposal*~~*,*~~ *of synthetic refrigerant gases with high Global Warming Potential (GWP).*	Proposed amendments are considered minor and administrative to provide clarity on Council's policy position regarding Natural Refrigerants in Air Conditioning. It is noted that Council received feedback from industry representatives regarding the safety of the refrigerants available to achieve a Global Warming Potential (GWP) of 10 or less as required under **Section 5.4.6 – Natural Refrigerants in Air Conditioning**. However, no change was made directly as a result of submissions received. As the proposed provisions within **Section 5.4.6 – Natural Refrigerants in Air Conditioning** currently apply to development within the Parramatta City Centre (via the Parramatta City Centre DCP 2011). The intention of draft Harmonisation DCP is to extend the control across the city more wildly to reduce greenhouse gas emissions associated with leakage or the improper disposal of synthetic refrigerant gases with high Global Warming Potential (GWP); and to future proof new HVAC (air conditioning) systems. The proposed provisions are consistent with sustainability SEPP and relevant Council policy. *See responses No.35.a and No.35.b in Table 2 of Attachment 3 - Submission Summary and Officer Response for more information*

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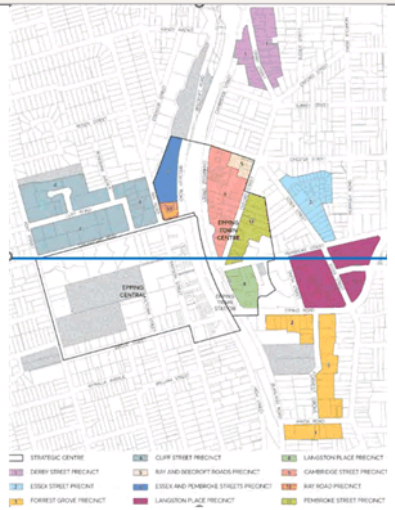
DCP Section	Details	Proposed amendment	Justification
			on strategic context, industry concerns, and technical considerations.
6.3 Bicycle Parking	**C.12** in **Section 6.3 – Bicycle Parking** of the draft Harmonisation DCP include both reference to 'bicycle parking facilities' and 'bicycle storage facilities' which would cause confusion regarding the difference between these terms. It is proposed to replace the 'bicycle storage' with 'bicycle parking facilities' to remove ambiguity and ensure the controls are applied correctly.	Amendment made to **C.12** of **Section 6.3 – Bicycle Parking** of the draft DCP as shown in red: ***C.12*** *Bicycle parking ~~storage~~ facilities are to include 10A e-bike charging outlets to 10% of spaces with no space being more than 20 metres away from a charging outlet. Chargers are to be provided by the owner.*	Council officers acknowledge that the terms 'bicycle storage facilities' and 'bicycle parking are used interchangeably within the draft Harmonisation DCP and may cause confusion to the DCP users. The proposed amendment removes the term 'bicycle storage' and replaces it with 'bicycle parking facilities' to ensure the controls in C.12 in Section 6.3 Bicycle Parking are clear. *Further information on the submission received in relation to bicycle parking facilities is available at submission No.18.e and No.18.f (Table 1) and submission No.43.dv (Table 3), Attachment 3 – Submission Summary and Officer Response.*
7.10.11 Epping/Eastwood, Boronia Avenue and Wyralla Avenue Conservation Areas	Renumbering of controls in **Section 7.10.11.4 – Provisions** for the Epping/Eastwood, Boronia Avenue and Wyralla Avenue Conservation Areas. In the exhibited version control C.08. contain the following text - "void" because this control was taken out of Parramatta DCP 2011 in April 2014 as part of DCP amendment No 4.	Removal of control C.08 under the Subdivision sub-heading of Section 7.10.11.4 – Provisions. Consequentially renumber all controls following C.09 for uniformity (i.e. the exhibited C.09 of Section 7.10.11.4 is now C.08).	The removal of **C.08** control within **Section 7.10.11.4 – Provision** is considered an administrative amendment, as this control was taken out by a previous amendment to Parramatta DCP 2011 and this section should have been renumbered to reflect this previous change. Removal required as the control is redundant and serves no purpose.
7.11 Glossary of Heritage Terms	The draft Harmonisation DCP included definitions for 'Contributory Buildings', 'Contributory Building Map', 'Detracting Building", 'Neutral Building', as well as 'Heritage Conservation Area'. These definitions only apply to the heritage conservation areas specified under the former Parramatta DCP 2011 and were	Amend **Section 7.11 – Glossary of Heritage Items** of the draft DCP by removing the following definitions: • 'Contributory Buildings', • 'Contributory Buildings Map', • 'Detracting Building'	Proposed amendments aim to avoid confusion for the DCP users and is resulted from *Submission No.40.f of Table 2 of Attachment 3 – Submission Summary and Officer Response.* The current terminology used within the different Heritage Conservation DCP sections

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DCP Section	Details	Proposed amendment	Justification
	not consistently applied to the rest of heritage conservation areas across the Parramatta LGA such as Epping and Eastwood which were formerly in the Hornsby DCP. it is recognised that the inclusion of these definitions, when contributory buildings are not mapped for all HCAs can be confusing. It is recognised that these definitions must form part of a broader study outside the scope of the Land Use Planning Harmonisation Framework project. This broader work may require mapping of contributory items which are not currently identified, and it is likely this work could form part of a city-wide integrated heritage study. Therefore, it is proposed to remove these definitions.	• 'Heritage Conservation Area', and • 'Neutral Building'.	across Parramatta LGA have slightly different requirements as to what each area considers a 'contributory' item. It is also noted that the Heritage Conservation Areas (HCAs) transferred into the draft Harmonisation DCP from the Parramatta DCP 2011 are the only HCAs that map contributory buildings. Therefore, the inclusion of the above definitions does not apply consistently to all the HCAs. Broader work is required to map contributory items which are not currently identified, and it is likely this work could form part of a city-wide integrated heritage study. Council Officers are currently in a scoping phase of working out how the study might be completed given resources available. It is expected Council may be able to provide more information on the timing and program for the study in the third quarter of 2023. Therefore, it is proposed to remove definitions to ensure the definitions within the Glossary are applicable to the current content of the draft Harmonisation DCP.
8.1.1 Epping Strategic Centre **8.1.1.3** – Epping Areas – Residential Development	The draft Harmonisation DCP as exhibited included incorrect labelling of precincts and precinct boundaries (i.e. Derby Street Precinct and Langston Place Precinct) identified within **Figure 8.1.1 - Epping Strategic Centre** and **Figure 8.1.1.3.1 – Epping Strategic Centre**. Note: **Figure 8.1.1** and **Figure 8.1.1.3.1** are identical figures referenced in different section of the draft DCP.	Amendments have been made to **Figure 8.1.1** and **Figure 8.1.1.3.1** including updates to the figures' legend and precinct boundary for Derby Street and Langston Place Precinct as below: **Exhibited:**	Proposed amendments to **Figure 8.1.1** and **Figure 8.1.1.3.1 – Epping Strategic Centre** are minor and considered administrative to rectify the labelling errors. Some labelling errors were raised from submission No.43.eb in Table 3 of Attachment 3 – Submission Summary and Officer Response. Upon review, Council officers identified errors with regards to **Figure 8.1.1 – Epping Strategic Centre**. These errors are in relation to the labelling of

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DCP Section	Details	Proposed amendment	Justification
		 **Amended:**	Cliff Road (previously labelled as "Cliff Street") and Ray/Beecroft Roads (previously labelled as Essex and Pembroke Street) precincts, as well as the precinct boundaries for the Derby Street Precinct and Langston Place Precinct.

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DCP Section	Details	Proposed amendment	Justification
			
8.1.1.1 Epping Central	**C.50** of **Section 8.1.1.1 – Epping Central** incorrectly references **Figure 8.1.1.1.11** rather than **8.1.1.1.13** for the identification of vehicular access points. This is an administrative error and is proposed to amend the draft Harmonisation DCP to rectify the error.	Amend **C.50** of **Section 8.1.1.1 – Epping Central** under the draft DCP as below in red and underlined. ***C.50*** *A maximum 3 vehicular access points should be provided off the eastern side of Rawson Street. Preferred vehicular access points are identified at Figure 8.1.1.1.13 ~~Figure 8.1.1.1.11.~~ Opportunities for amalgamated or shared vehicular entry points are also encouraged along the western side of Rawson Street.*	Proposed change is an administrative error and is resulted from submission received. *Further information regarding the submission is available at Submission No.43.es of Table 3 – Attachment 3 Submission Summary and Officer Response.*
8.1.1.2 Epping Town Centre	The draft Harmonisation DCP includes **Figure 8.1.1.2.13.2 – Existing and proposed through-block connections** under **Section 8.1.1.2 – Epping Town**	Amend the DCP to: • Remove the **Figure 8.1.1.2.13.2 – Existing and proposed through-block connections**; and	Proposed amendments rectify an administrative error, as highlighted in Submission No.43.eg of Table 3 in Attachment 3 – Submission Summary and Office Response.

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<table>
<tr><th>DCP Section</th><th>Details</th><th>Proposed amendment</th><th>Justification</th></tr>
<tr><td></td><td>Centre. Its inclusion has been identified as an administrative error.

This figure was prepared as part of the Epping Planning Review (EPR) Discussion Paper which informed the Council-led Planning Proposal to increase commercial floorspace within Epping Town Centre in 2021. The Planning Proposal was not supported by the Department of Planning Environment, and therefore the resulting working within the EPR was not implemented via a planning instrument and/or DCP provision. The error occurred was likely due to the concurrent work that was undertaken for the Harmonisation DCP project and the EPR project.

It is proposed to remove this figure to correct this error.</td><td>• Renumber Figure 8.1.1.2.13.3 to Figure 8.1.1.2.13.23.</td><td>Amendment required to ensure draft Harmonisation DCP contains current Council policy and references correct information.</td></tr>
<tr><td>8.1.1.2.4 Scale of Epping Town Centre</td><td>The draft Harmonisation DCP as exhibited included reference to the previous HOB and FSR Maps legend annotation (e.g. X1, X2, AA1, AA2) specified:

• In Table 8.1.1.2.4.1 – Summary of FSR Provisions of C.01 Floor Space Ratio within Section 8.1.1.2.4 Scale; and

• In Table 8.1.1.2.4.2 – Translation of Height to Storeys of C.04 Height within Section 8.1.1.2.4 Scale.</td><td>Amendments made to Table 8.1.1.2.4.1 – Summary of FSR Provisions of C.01 Floor Space Ratio shown in red text and underlined:

• Remove the Table 8.1.1.2.4.1; and

• amend C.01 as below:

C.01 The maximum floor space ratio for business lands shall be in accordance with the Parramatta LEP 2023 Floor Space Ratio Map. ~~as follows:~~
<table><tr><td>~~LEP Area~~</td><td>~~Maximum FSR (Total)~~</td></tr><tr><td>~~Y~~</td><td>~~4:5~~</td></tr></table></td><td>Proposed amendments remove outdated mapping legend reference due to the commencement of Parramatta LEP 2023 and the NSW Planning Portal's EPI Viewer.</td></tr>
</table>

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	These legend references are redundant, as of March 2023, the legal maps (i.e. zoning, Height of Buildings and Floor Space Ratio maps) specified under the *Parramatta LEP 2023* have been moved to the NSW Planning Portal's EPI Viewer and do not use these legend references. It is proposed to update the controls to remove the redundant mapping legend references for the above mentioned tables.	~~AA~~ | ~~6:1~~ ~~**Notes**: As detailed in Clause 4.5 of the Parramatta LEP 2023, the Floor Space Ratio of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area. See the Parramatta LEP 2023 for the definition of Gross Floor Area.~~ Amendment made to **Table 8.1.1.2.4.2 – Translation of Height to Storeys** of **C.04 Height:** • renumber **Table 8.1.1.2.4.2 – Translation of Height to Storeys to Table 8.1.1.2.1.1**; and • remove the first column (titled "LEP Area") of Table 8.1.1.2.4.2.	
8.2 Local Centres	The draft Harmonisation DCP as exhibited included reference to the Carter Street precinct in **Figure 8.2.1 – Local centres**, which was identified as an administrative error. It is proposed to amend the map to remove this reference.	Amend **Figure 8.2.1 – Local centres** to remove the Carter Street precinct.	Proposed amendment required to remove reference to the Carter Street precinct, and rectify an administrative error.
8.2.3 Granville Local Centre	The draft Harmonisation DCP as exhibited made references to the area outside of the Parramatta LGA boundary within **Figure 8.2.3.1 – Granville Local Centre (PRCUTS), Section 8.2.3 – Granville Local Centre** and **Section 8.2.3.1 – Granville Town Centre**. It is proposed to remove these references to ensure controls only apply to the areas within City of Parramatta Council LGA.	Amendments made to **Section 8.2.3 – Granville Local Centre** as below: • Remove references to South Street, Carlton Street, William Street and Jamieson Street in **O.01** and **O.07(b)** of **Section 8.2.3.1 – Granville Town Centre** as they are no longer within the Parramatta LGA boundary. • Remove **O.02** and **C.04** of **Section 8.2.3.1 – Granville Town Centre** as these apply to South Street, Granville which is no longer within the	Proposed amendment required to remove references to areas no longer within Parramatta LGA after the Proclamation of the City of Parramatta in 2016 which resulted in a change of local government boundary. References to South Street, Carlton Street, William Street, Jamieson Street, Enid and Diamond Aves Granville as well as controls applying to these areas will be removed. Minor change is also made to the PRCUTS Figure to refine the boundary of Cumberland

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		Parramatta LGA boundary. Consequentially renumber the objectives and controls of Section 8.3.2.1. • Remove **C.04, C.21, C.29** and **C.30** under **Section 8.2.3.1 – Granville Town Centre** as these apply to William Street, Granville, which is no longer within the Parramatta LGA boundary. • Remove the introductory text under **'Residential zone'** in **Section 8.2.3.1.1 – Desired Future Character** as this section makes reference to the new residential development in Enid and Diamond Avenues as well as references to William Street, which are no longer within Parramatta LGA. • Amend **Figure 8.2.3.1 – Granville Local Centre (PRCUTS)** to delineate the Parramatta LGA boundary and areas that are under the City of Cumberland Council boundary.	City Council and Parramatta Council LGA boundary. Proposed amendment resulted from submission received and is contained at *Submission No. 53.b and No.53.c in Table 4 of Attachment 3 – Submission Summary and Officer Response*, which requested to remove these reference to those area that are no longer within the City of Parramatta Council LGA, to avoid confusion on which controls would apply.
8.2.6 Melrose Park Urban Renewal Precinct	On 12 December 2022, Council endorsed the Holdmark Site Planning Proposal and its accompanied site specific DCP and Volunteering Planning Agreement (VPA) for Melrose Park Urban Renewal Precinct (Holdmark site). The Planning Proposal was finalised by the Department of Planning on 16 December 2022. To view the Minutes from this meeting, please visit Council's Business Paper page. The draft Harmonisation DCP as exhibited did not include the site specific DCP, as it was being finalised together with the associated VPA.	Amend the draft Harmonisation DCP by inserting site specific development controls for Melrose Park under ***Section 8.2.6 Melrose Park Urban Renewal Precinct***. **Note:** Due to project time constraints, formatting and references made across Section 8.2.6 of the draft DCP will be amended and reviewed prior to publication on Council's website following Council's endorsement to ensure its seamless integration into the final version of the Harmonisation DCP.	Proposed amendments required to insert site specific DCP for Melrose Park South are administrative and consistent with Council's resolution. As the planning package for Melrose Park Urban Renewal Precinct (Holdmark Site) has now been finalised and came into effect.

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	The VPA executed on 9 March 2023 and the site-specific controls for Melrose Park Urban Renewal Precinct (Holdmark site) came into effect on 30 June 2023. It is therefore proposed to amend the draft Harmonisation DCP to include the site specific DCP under section 8.2.6 Melrose Park Urban Renewal Precinct (Holdmark site) as the planning package for this site has now been finalised.		
8.3 Neighbourhood Precincts	The draft Harmonisation DCP as exhibited identified the Harris Park Special Areas and River Road West precincts as part of the Harris Park neighbourhood precinct within **Figure 8.3.1 – Neighbourhood precincts**. This was identified as an administrative error, with the map requiring an update to individually identify the Harris Park Special Areas and River Road West precincts.	Amend **Figure 8.3.1 – Neighbourhood precincts** and its legend to include the identification of the Harris Park Special Areas and River Road West precincts (identified as "2" and "3", respectively). Consequentially relabel the remaining precincts within the figure to align with the appropriate section numbering within **Section 8.3 – Neighbourhood Precincts**.	Proposed amendment required to provide clarify within the figure and its relationship with the overall section.
8.5.7 264-268 Pennant Hills Road, Carlingford	**Figure 5.7.3.1 – Extract from Parramatta LEP 2011 Height of Buildings LEP Map** refers to the Height of Buildings Map within PLEP 2011, and needs to be updated to the relevant mapping within the new Parramatta LEP 2023.	Delete the exhibited **Figure 8.5.7.3.1** and replace it with a new extract of the Height of Buildings map from the Parramatta LEP 2023.	Amendment proposed are administrative only and are required for consistency within the Parramatta LEP 2023. Amendment ensures draft Harmonisation DCP contains current Council policy and references correct information.
Part 9 City Centre	The exhibited draft Harmonisation DCP did not include Parramatta City Centre (CBD) DCP controls, the exhibition material only included a placeholder. The CBD DCP was finalised on 2 December 2022 through a separate planning process	Controls have been transferred from the former Parramatta DCP 2011 to the Part 9 of Parramatta DCP 2023 as below: • Transfer Part 6 – Parramatta City Centre of Parramatta DCP 2011 to **Section 9.1** of the draft DCP; and	Amendment proposed are administrative and consistent with the project plan and Council's policy intent. Amendments required to ensure a consolidated set of controls contained within one DCP.

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	under the Parramatta CBD Planning Framework. Administrative changes have been made to the draft Harmonisation DCP post exhibition to include the CBD DCP controls.	• Transfer Section 4.3.3 – Parramatta City Centre (Deferred Area A) of Parramatta DCP 2011 to **Section 9B** of the draft DCP. • Update reference number and page number where required.	
Section 9B City Centre Deferred Areas	A mapping anomaly of the Parramatta City Centre boundary in Section 9B of the draft DCP has been identified with the inclusion of 15 Albert Street, North Parramatta. This site was excluded from the Parramatta City Centre boundary due to the deferral of the land north of the Parramatta River by Department of Planning and Environment during the finalisation process of the Parramatta City Centre Planning Proposal (previously known as CBD Planning Proposal). As such this land is not subject to the City Centre DCP controls. It is proposed to amend the draft DCP to exclude the site from Section 9B Parramatta City Centre controls.	Insertion of additional text shown in red text and underlined under **Section 9B** Introduction on page 9B – 341, stating: *The controls in this Section prevail where there is any inconsistency with Part 9 or other Section of the DCP except in the case of the site specific controls in Section 9B.6, and in the case of the R2 Low Density Residential zoned land at 15 Albert Street.* *The site known as Lot 5, DP795141 which constitutes part of the property known as 15 Albert Street, North Parramatta is zoned R2 Low Density Residential. The controls affecting this site are contained in Part 3 – Residential Development of this DCP.*	Proposed amendment is considered administrative and consistent with Council policy. It is noted the site is zoned under R2 Low Density Residential and the controls within Parramatta City Centre DCP are not applicable to residential zoned lands (i.e. controls apply to commercial zoned lands within CBD). It is therefore considered the proposed amendment needed to direct the DCP users at the beginning of **Section 9B** to the relevant Part of the DCP (Part 3 – Residential Development).
Throughout DCP	The draft Parramatta DCP 2023 contains references to *Parramatta Local Environmental Plan 2011*, this has been updated to the current LEP in force.	Update references from *Parramatta Local Environmental Plan ~~2011~~* to *Parramatta Local Environmental Plan 2023*.	These administrative changes are required to ensure the current Local Environmental Plan is referenced.
Throughout DCP	Similar to the above, the draft Parramatta DCP 2023 contains clause references to *Parramatta Local Environmental Plan 2011*. These individual references have	Update clause references from *Parramatta Local Environmental Plan 2011* to corresponding clauses within *Parramatta Local Environmental Plan 2023*.	These administrative changes are required to ensure the current Local Environmental Plan is referenced.

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DCP Section	Details	Proposed amendment	Justification
	been updated to the relevant clauses within the current LEP in force.	For example, Clause ~~7.17~~ Car parking – Parramatta Park and Park Edge Highly Sensitive Area of PLEP 2011 is now found in Clause 7.19 of PLEP 2023.	
Throughout DCP	The Draft Harmonisation DCP contains general typographical and grammatical errors which will be rectified as part of the post-exhibition report to Council. The correction of these errors will not change the policy intent, it will ensure Council's direction is clear.	Rectify general typographical and grammatical errors throughout the draft Harmonisation DCP document.	Changes are required to correct typographical and grammatic error to ensure that Council's policy direction is clear.