

Appendix C – Parramatta DCP 2011 Assessment

Table 1 Parramatta Development Control Plan 2011

Control	Proposal	Compliance
Section 3.1 Preliminary Building Envelope – Residential Flat Buildings		
Height Control	The maximum building height under the PLEP is 11m. The proposed development has a maximum building height of 16.125m. This is considered suitable in the context of flooding issues and the surrounding approvals in the area. The proposal also adopts substantial setbacks to adjoining development to reduce overshadowing, overlooking, and ameliorate any other privacy concerns. While a clause 4.6 variation request to the maximum building height control is not considered applicable (given the proposal is pursuant to the Seniors SEPP), Ethos Urban has prepared an amended clause 4.6 which is included at Appendix F .	Justification provided <i>Height has been amended as a result of flooding requirements. Refer to RFI Report and Appendix F.</i>
FSR	There is <u>no maximum FSR</u> that applies to the site. The proposed development is made pursuant to the Seniors SEPP which includes a <u>non-discretionary</u> FSR under clause 48 of 1:1. The PLEP 2011 maximum FSR of 0.8:1 <u>does not apply</u> and should only be considered as a matter for consideration. The maximum FSR under the PLEP 2011 is 0.8:1. The proposed development has a maximum FSR of 1.28:1 measured in accordance with the Seniors SEPP. While a clause 4.6 variation request to the maximum FSR control is not considered applicable (given the proposal is pursuant to the Seniors SEPP), Ethos Urban has prepared a clause 4.6 which is included at Appendix E .	Justification provided
Minimum site frontage	The proposed development has a site frontage of 50m. The proposed development complies with this provision.	Y
Front setback	The proposed development adopts a setback to Glebe Street of 7m. The proposed development complies with this provision.	Y
Side setback	The proposed development adopts a setback of a minimum 4.5m to the eastern and western side boundaries. This is considered suitable in the context of the site's configuration and the privacy measures that have been integrated into the development in order to ensure any privacy concerns are minimised to adjoining development.	Y
Rear Setback	The proposed development has a setback of 10.3m to the rear boundary. The proposed development complies.	Y
Deep Soil Zone	When calculated in accordance with the PDCP 2011 provisions, the proposed development will provide 23.3% deep soil, equating to an area of 810m ² . While the proposal will provide marginally less deep soil than what is required under the DCP, it is considered that the retention of existing trees within the front setback and addition of more deep soil planting than what currently exists will provide an overall improvement to the site and an optimal design outcome. Further, the form of development, being a RACF has different site requirements than a residential flat building or multi dwelling housing and is made pursuant to the Seniors SEPP.	Justification provided
Landscape Area	The proposal will provide a minimum 64.4% of landscaped area (in accordance with the Seniors SEPP). This equates to 2254.6m ² (providing 22.5m ² per bed). The proposed development complies with this provision.	Y
Section 3.2 Building Elements		
3.2.1 Building Form and Massing	The proposed development has been designed to incorporate an appropriate transition in built form by modulating the building lines to ensure there is no adverse impact to adjoining residential development. Through the adoption of an 'H' configuration with two wings located off a deep central core zone further setback from the eastern and western boundaries, this assists to reduce any perceived bulk and scale. As shown in the Architectural Plans	Y <i>Height has been amended as a result of flooding requirements. Refer to RFI Report and Appendix F.</i>

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	<p>included at Appendix A, the proposal has adopted privacy measures and substantial deep soil planting to provide physical visual and acoustic buffers.</p> <p>The building massing proposed has also had regard to the changing nature of the area where a number of developments have been approved with a variation to the maximum building height and FSR controls on the Great Western Highway directly north of the site and along Marsden Street. Given that the proposal is located on a sloping topography it is considered that the proposed height and massing is commensurate with a built form envisioned by the objectives of the R4 High Density Residential zone and would not result in any overshadowing or privacy impacts to adjoining development.</p>	
3.2.2 Building Facades and Articulation	<p>As discussed, the proposed development will be constructed using various materials and finishes to create a contemporary, high quality development that is compatible with the surrounding built form, while providing visual interest and complementing the character of the adjoining development and streetscape. The proposed material palette provides a range of different fenestration patterns, while breaking down the façade detail into elements that is similar to residential properties in the area. Specifically, the proposal includes:</p> <ul style="list-style-type: none"> • Extruded Brick • Metal Appearance Cladding • Acrylic Render • Glass Balustrade • Aluminium Extrusion • Outdoor Paint <p>The roof form adopts a pitch formation commensurate with the surrounding context.</p>	Y
3.2.3 Roof Design		
3.2.4 Energy Efficient Design	The proposed development has been designed with regard to the BASIX design principles and includes properties incorporated into the development to improve energy efficiency.	Y
3.2.5 Streetscape	<p>The proposed development will improve the site's streetscape appearance to Glebe Street. Through the retention of the existing mature trees fronting Glebe Street, and incorporation of a pedestrian friendly ground plane design, the proposal assists in improving the pedestrian amenity along Glebe Street and most importantly provides a setback that is consistent with adjoining development.</p> <p>Existing vehicular access points will be maintained and the flow of traffic will be directed to access the site from the western driveway and exit using the eastern driveway. The proposed development includes the reconfiguration of the existing at-grade car park within the front setback to create a more pedestrian friendly environment and the inclusion of a shared zone at the site's entry. A new car park is proposed at the ground level to provide 24 car spaces. This will further enhance the site's presence to Glebe Street, where the carpark will be discrete from the public domain being located behind the building line and overhang of the building above.</p> <p>The proposal complies with this provision.</p>	Y
Section 3.3 Environmental Amenity		
3.3.1 Landscaping	<p>The proposed landscape design has been integrated into the development, with the retention of existing trees along Glebe Street and the introduction of substantial deep soil zones within the rear setback.</p> <p>These elements as well as the introduction of new courtyards and terrace areas will enhance the visual setting for residents and neighbours alike and accentuate the design quality of the built form.</p> <p>The retention of existing trees and introduction of new trees will allow for a physical buffer between the site and adjoining development and will create a substantial screening element to ensure any privacy concerns are mitigated.</p>	Y
3.3.2 Private and Communal Open Space	<p>The proposed development has been designed with regard to the Seniors SEPP control where the provisions override the provisions of the PDCP 2011.</p> <p>Notwithstanding this the proposal includes 2,254.6m² of landscaped area and open space across the Ground Level and Levels 1-3, which is compliant with the PDCP 2011.</p>	Justification provided
3.3.3 Visual and Acoustic Privacy	As shown on the Architectural Plans, the habitable rooms have been oriented to face north-south rather than east-west where the site adjoins other residential	Y

Control	Proposal	Compliance
	<p>development. All windows are oriented in this direction to allow residents to overlook areas of open space and not adjoining development.</p> <p>Highlight windows have also been utilised on Level 3 so that optimal privacy can be achieved for and from the development.</p> <p>Where habitable rooms face north, a setback of 10.3m has been adopted and substantial deep soil planting within this zone is proposed to provide a physical buffer between development. This will ensure there is little to no overlooking to adjoining development and is in line with the relevant ADG controls (although not applicable to seniors housing) as well as the setback provisions of the PDCP 2011.</p>	
3.3.4 Acoustic Amenity	<p>All habitable rooms will be acoustically treated to ensure there is appropriate mitigation to any noise generating uses.</p> <p>Detailed acoustic control measures for the plant servicing the development will be determined at the Construction Certificate stage.</p>	Y
3.3.5 Solar Access and Cross Ventilation	<p>The habitable rooms have been oriented so as to optimise solar access to residents while respecting the amenity of adjoining development and to ensure minimal overlooking. The separation distance between both wings will allow for appropriate solar access. All rooms will be fitted with an external window to provide direct light and ventilation. No window is located opposite an opposing wall.</p> <p>Floor to ceiling height of habitable spaces is a minimum 2.7m.</p> <p>Building setbacks have been established in accordance with the relevant PDCP 2011 and ADG provisions.</p> <p>The proposed development complies with this provision.</p>	Y
3.3.6 Water Sensitive Urban Design	<p>The proposed development reduces the impervious area on the site by approximately 13%. Water sensitive urban design provisions have been provided as part of the proposal in order to protect downstream receiving water bodies. The proposed development meets and exceeds the target objectives as specified in the PDCP 2011.</p>	Y
3.3.7 Waste Management	<p>An Operational Waste Management Plan and Construction Waste Management Plan was submitted as a part of the initial DA package. These plans assess the methods to reduce quantity of waste on site and the disposal of waste.</p>	Y
Section 3.4 Social Amenity		
3.4.2 Access for People with Disabilities	<p>The proposed development has been designed with regard to the access and design controls of the Seniors SEPP as well as the relevant standards for RACF developments. The proposed development is supported by an Access Statement as lodged within the DA.</p>	Y
3.4.4 – Safety and Security	<p>The proposed development includes a design that improves the presence of the site's interface with the public domain and includes passive elements that provide opportunities for passive surveillance to the public and residents. The proposal includes clear lines of site within and around the entry point and clearly delineates vehicular and pedestrian access.</p> <p>Each level is accessible via a central lift core. Amenities and facilities including lounge and dining areas are located on each floor. Access to the facility will be controlled via key access control for staff and visitors will be triaged through the lobby reception area.</p> <p>The proposed facility will improve the site's existing interface with the public domain providing a development that vastly improves pedestrian safety from that which currently exists.</p>	Y
3.4.5 – Housing Diversity and Choice	<p>The proposed development utilises an existing seniors housing development to upgrade the facility and increase capacity on the site to suit population needs and demographic changes. This will create opportunities for more residents to age in place and allow for other vacant sites or infill development to occur in the Parramatta LGA and provide an increased range of household types and tenures.</p>	Y
Section 3.5 Heritage		
3.5.1 Heritage	<p>The site is not listed as a heritage item nor is it located in a heritage conservation area. However, the site is proximate to various locally listed heritage items.</p> <p>As detailed in the Heritage Impact Statement prepared by John Oultram Heritage and Design, the proposed development has adopted a well-considered response and</p>	Y

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	is of a scale that is well articulated providing an enhanced presentation to the streetscape with limited and acceptable impact on heritage items within the vicinity.	
Section 3.6 Movement and Circulation		
3.6.2 Parking and Vehicular Access	<p>The proposed development will utilise the existing ingress and egress access points on the western and eastern boundaries of the site. The western driveway will provide access to the car park area on the Ground Floor which will provide 24 car spaces in accordance with the Seniors SEPP provisions for RACFs. It will also provide access for an ambulance to the ambulance bay adjacent to the lobby entrance and the loading and services bay towards the north-eastern boundary of the site adjacent to the back of house areas.</p> <p>All vehicles will exit the site in a forward direction from the eastern driveway.</p> <p>Clear delineation between the car park, ambulance bay and loading / services bay will be made to ensure there is no conflict between staff / visitors or services personnel. Car parking has been designed in accordance with the Australian Standards.</p>	Y
3.6.3 Accessibility and Connectivity	The proposed development for the purposes of seniors housing in the form of a RACF has been assessed by an access consultant in accordance with the relevant accessibility standards for seniors and the Seniors SEPP. The assessment confirms the proposed development is capable of complying with the relevant BCA and Australian Standards subject to further detailed design.	Y

1.1.1 Section 5.5 – Signage

The table below details the proposed signage compliance with the relevant provisions contained under Section 5.5 of the PDCP 2011.

Table 1 Assessment of compliance with relevant signage provisions

Provisions	Assessment	Compliance
General Provisions		
Signs are to be sited and designed so that they do not adversely impact on the amenity of the streetscape and the surrounding locality, in particular signs are not to dominate or obscure other signs or result in visual clutter.	The proposed signage does not adversely impact on the amenity of the streetscape and the surrounding locality	Y
Signs are to be compatible with the design, scale and architectural character of the building or site on which they are to be placed.	The signage is compatible with the design, scale and architectural character of the future development and the surrounding locality.	Y
Structures supporting signs should be of a high aesthetic appearance and not impact on the visual amenity of the locality.	<p>The proposed signage materiality has been determined based on the high quality architectural design and landscaped setting. The proposed signage will contribute to the visual amenity of the locality.</p> <p>The proposed freestanding pylon sign will provide appropriate details of the project during the construction phase and will not detract from the visual amenity of the surrounding locality.</p>	Y
Materials used should be durable, fade proof and of a high aesthetic quality.	The proposed materiality will be durable and of a high aesthetic quality as shown on the Architectural Plans at Appendix A .	Y
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 400m of the site, except where the sign: <ul style="list-style-type: none"> is incorporated with a bus shelter, home kiosk, telephone booth, street furniture and the like, or 	The signage is located on the site and relates to the operation of the site as a RACF.	Y

Provisions	Assessment	Compliance
<ul style="list-style-type: none"> is in conjunction with the provision of public infrastructure, or incorporates sponsorship acknowledgement. 		
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.	The signage will not include any sponsorship acknowledgement.	Y
The language of signs is to be accessible to the wider population.	The signage content will be accessible for the wider population.	Y
Signs and their supporting structures are to be structurally sound and constructed to ensure pedestrian and traffic safety.	The signage and content will be structurally sound.	Y
Signs and their supporting structures should not be: <ul style="list-style-type: none"> hazardous to passers-by and for traffic safety located so as to obscure a driver's or pedestrian's view of road or rail vehicles, pedestrians or features of the road, railway or footpath highly illuminated so as to cause discomfort to, or inhibit vision of drivers or pedestrians mistaken as an official traffic sign and should not distract a drivers attention or be confused with traffic signal instructions. 	The signage is set back from Glebe Street and will not be hazardous to passers by and traffic. The business identification sign will replace the existing sign and the proposed temporary freestanding pylon sign will provide appropriate details of the site during the construction phase.	Y
The erection of any sign must comply with the applicable requirements of the Building Code of Australia	Noted.	Y
Illuminated signs are not to detract from the architecture of the supporting building during daylight	Noted.	Y
Illuminated signs are to be energy efficient	Noted.	Y
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.	Noted.	Y
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.	Noted.	Y
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.	Noted.	Y
Residential Zones		
Signs in residential zones are not to detract from the residential amenity of the locality.	The proposed signage is located in a position where it will not detract from residential amenity	Y
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.	The proposed business identification sign and freestanding pylon sign will be the only signs on the site.	Y