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 202X and the *Parramatta Local Environmental Plan (LEP) 2023*. The consent authority, in considering a Development Application for land in a neighbourhood precinct must have regard to the specific provisions. If there is any inconsistency between this part of this DCP and other parts of the Parramatta DCP 202X, this part of this DCP will prevail.

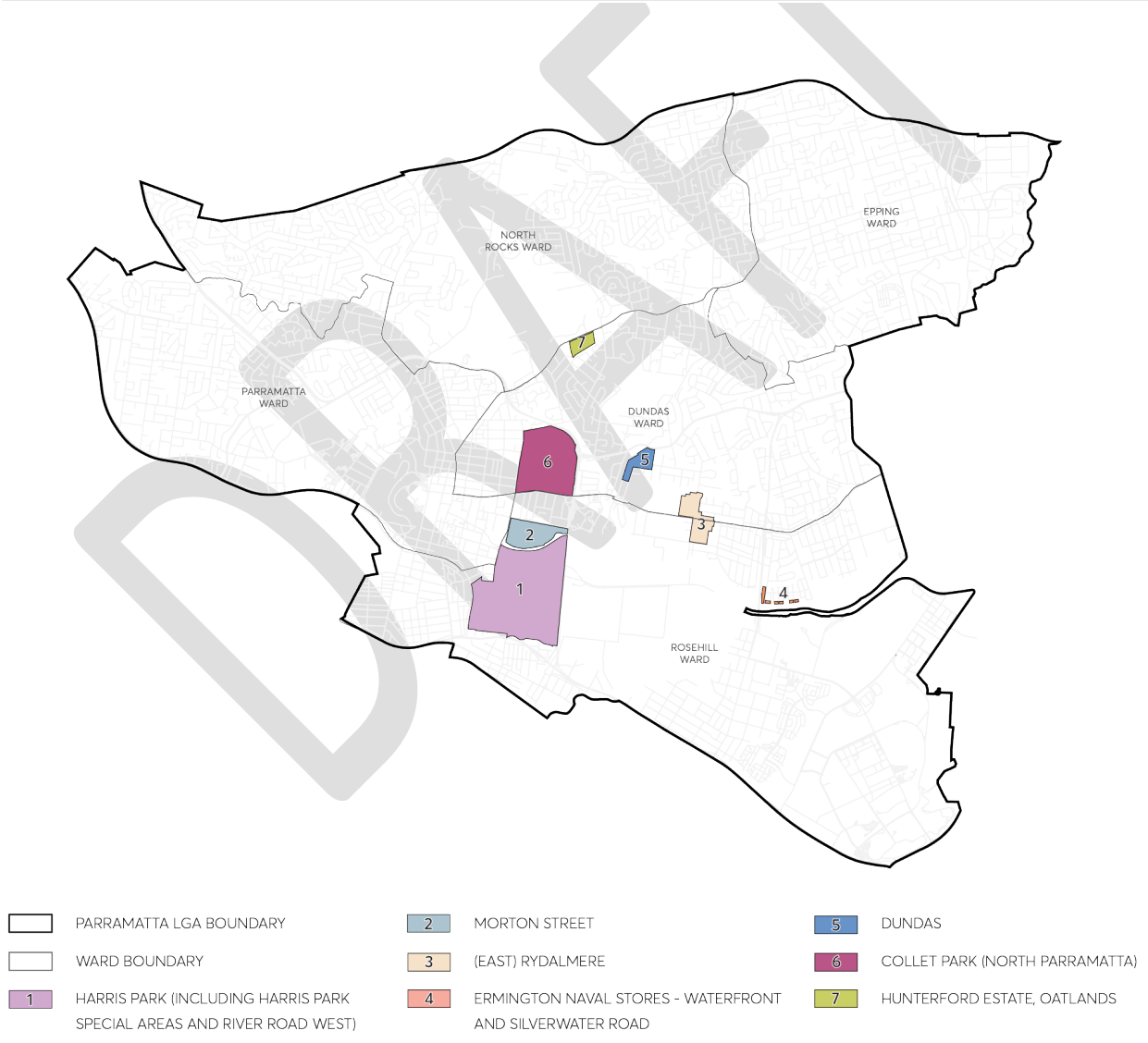

Figure 8.3.1 – Neighbourhood precincts

CONTENTS

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

can be demonstrated that the building or structure will not dominate the topographical features of the River landscape.

C.04 Regardless of any other control, height of buildings must enable compliance with all controls about views and vistas.

Building Design

C.05 The main entries of buildings are to address the street, and multi-unit residential buildings are to maximise the number of entrances to the street.

C.06 Any facade of a building which is clearly visible from a major public place such as a street, a park or the river shall be designed to address that place.

C.07 Buildings are to be designed with regard to the features of adjoining buildings and works with transitions of height, massing and scale where appropriate.

C.08 New buildings shall sit parallel to the street.

C.09 Building bulk created by large unbroken expanses of wall is to be reduced by articulation and modulation, particularly where facing a public place such as a street, a park, or the river.

C.10 All new dwelling houses and new multi unit housing shall have roofs which are similar to those in the vicinity in terms of their pitch and form, with recognition being given to the predominance of roofs in many areas which are pitched between 25 and 45 degrees.

C.11 For new buildings or extensions to existing buildings which include an attic, the roof in which the attic is contained must be pitched from the top of the external wall at a maximum of 45 degrees.

C.12 Where windows and skylights are used to allow ventilation and natural light into an attic, these must be flat and sit parallel to the roof where they are located on the front and side elevations of the building. Consent may be granted for dormer windows and the like where located to the rear of the building only.

C.13 Where attics are created within an existing roof shape, the shape of the roof must not be altered, except in accordance with the paragraph above.

C.14 Door and window openings are to enhance the architectural character of the building.

C.15 Some of the following articulation elements are to be provided in residential buildings: expressed entries, bay windows, glazed balcony enclosures, balconies, terraces, verandahs, pergola loggias, decks, porches.

C.16 Existing lot structure is to influence building articulation: development on amalgamated sites is to respond to the existing or prevalent lot structure.

C.17 Despite any other provision of this DCP, no part of any building may be constructed to intrude onto the area identified as the 'no build area' on the Design Control Map.

Landscaping

C.18 The consent authority must not consent to development on land shown on the Design Control Map which will result in a landscaped area of less than 45% of the site area, or 30% of the site area, whichever minimum is shown for the land.

C.19 Where there is no minimum requirement shown on the Design Control Map, a minimum landscaped area of 30% will apply. This requirement may be negotiable in some cases. Nevertheless, the applicant is expected to take all reasonable steps in the circumstances to maximise the landscaped area.

C.20 For all development directly facing James Ruse Drive, a 5 metre wide landscaped buffer is to be provided.

C.21 At least 50% of the landscaped area shall be in one continuous area located at the rear of the property.

C.22 At least 50% of the 'landscaped area' shall be capable of deep soil planting; that is, soil that is at least 2 metres deep and capable of sustaining large trees.

C.23 Areas less than 1.5 metres wide in any direction shall not be counted towards 'landscaped area'.

C.24 The most preferred species for use within the James Ruse Drive landscaped buffer zone are as follows:

- Angophora costata (Sydney Red Gum)
- Angophora floribunda (Rough Barked Apple)
- Syncarpia glomulifera (Turpentine)

C.25 Landscaping facing Parramatta River or Clay Cliff Creek shall be compatible with the riverine ecosystem.

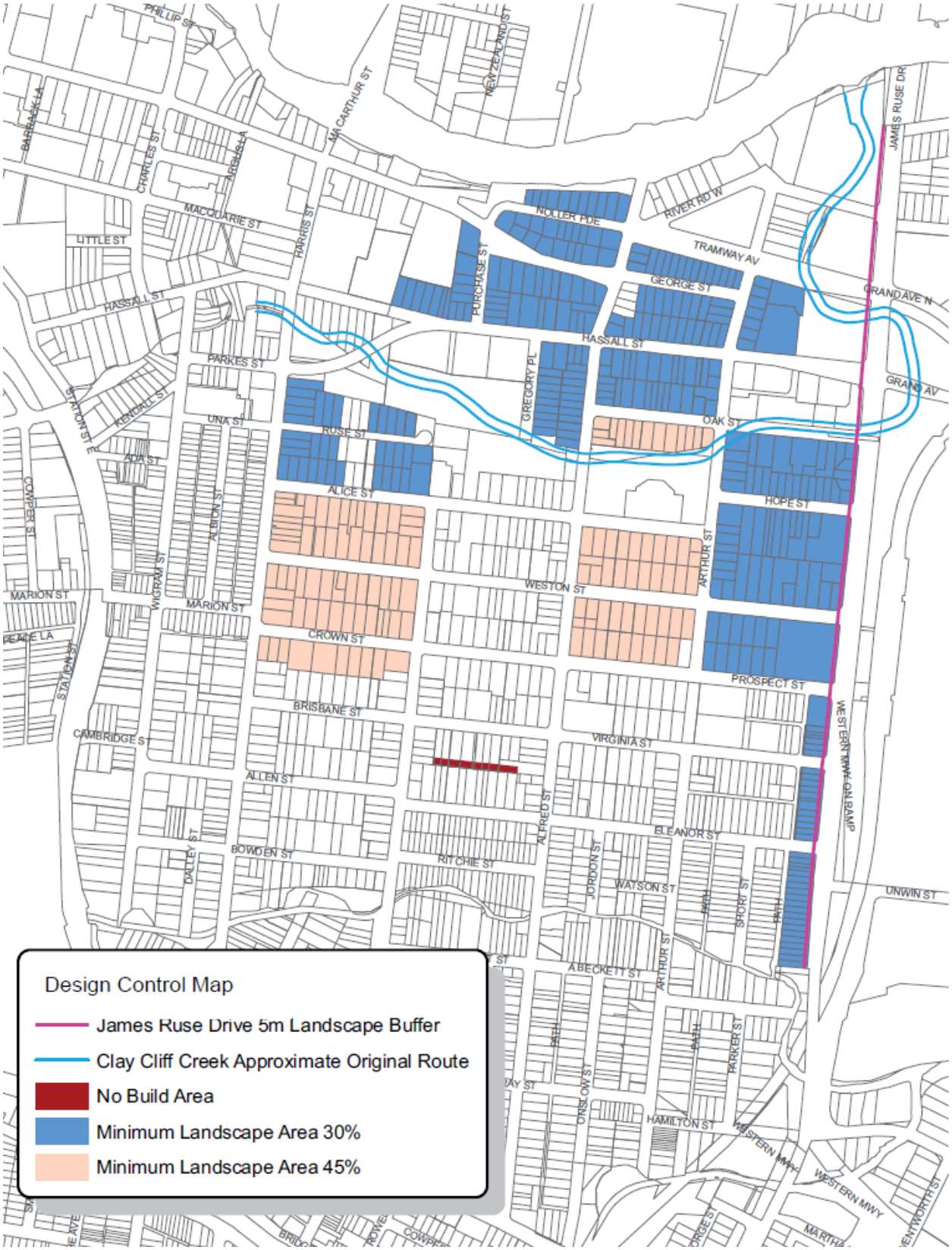

Figure 8.3.1.1.1 – Design Control Map: Landscape treatment to Clay Cliff Creek

Transport and Accessibility

C.26 Except in low-density residential zones, underground car parking is preferred in most cases because it reduces site coverage and ensures that car parking access and garage requirements do not dominate the street.

C.27 Generally, driveways should be designed to avoid a straight long gun-barrel appearance by using appropriate landscaping and variations in alignment, however, in some cases (notably the Experiment Farm and Elizabeth Farm conservation areas), long straight driveways are part of the historical pattern of development and are encouraged. In such cases, separate wheel tracks are preferred.

C.28 Vehicular access is not permitted on land fronting James Ruse Drive unless there is no other alternative.

C.29 Space allocated for vehicular entrances is to be minimised, with those entrances provided, if possible, from laneways.

C.30 The width and surface area of driveways and other hard surfaces associated with the movement and parking of vehicles shall be minimised.

C.31 Garages and other structures designed to accommodate vehicles in the R2 Low Density zone shall not be dominant in their scale and siting and shall be located behind the building line.

C.32 The visual impact of car parking is to be minimised. Outside the R2 Low Density residential zones, this shall be achieved by the use of underground carparking, and by screening above-ground parking from the street by locating the parking behind other active uses on street, park or river frontages.

C.33 The retention (and widening where possible) of existing laneways and public accessways is to be encouraged.

View Corridors

The Harris Park Precinct is located on the southern side of the Parramatta River valley. Although development has obscured some key views, the topographical setting is still apparent today from many vantage points. In particular, there are significant views from places such as Elizabeth Farm, north to the Parramatta River and the hills beyond. Conversely, there are views from the north side of the river looking south where significant sites such as Elizabeth Farm can still be identified. These views and vistas contribute significantly to the sense of place for the Harris Park Precinct and for Parramatta in general.

C.34 Significant views must be protected from development. Consent must not be granted to development on land identified as being within a historic view corridor unless it has 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

General

C.36 Minimum width of the allotment shall be 18 metres in any direction.

C.37 Front setbacks should be compatible with neighbouring buildings or, where new development predominates or is likely to predominate, shall be between 5 and 9 metres for all forms except attached dwellings, in which case front setbacks shall be between 1.5 and 3 metres.

C.38 Unless otherwise stated, side setbacks shall be at least 1.5 metres., greater where there is a need to increase solar access, although carports and garages may have a nil setback provided no adverse amenity impacts result.

C.39 Driveway width shall be a minimum of 3.5 metres.

Two rows of dwellings

C.40 A second row of dwellings is only permissible where the overall depth of the allotment is a minimum of 56 metres.

C.41 The minimum separation between rows of buildings shall be 12 metres. The second row of buildings shall be set back a minimum of 3 metres from any 'car zone'; that is, any area used to accommodate cars or the movement of cars.

East-west orientation, mid-block

C.42 Side setbacks shall be a minimum of 6 metres, with vehicular access on the southern side.

C.43 Two street frontages (this includes allotments with a lane to the rear)

C.44 Buildings must address both frontages, whether they be a street or a lane.

C.45 Setback from rear lanes and/ or secondary streets shall be a minimum of 3 metres.

C.46 The wall height of any development facing rear lanes shall be no higher than 5.5 metres, measured above the kerb height of the lane.

Attached dwellings

C.47 Attached dwellings are only permitted where:

C.48 occurring as 'infill' development adjacent to other existing terraces; or

C.49 indicated as a preferred form of development in the 'key block' section of this Harris Park section.

C.50 Shall not be greater than 15 metres in depth without open 'internal' courtyard.

C.51 Windows to streets shall be vertically proportioned.

C.52 All parking must be accommodated to the rear of the site and/or underground unless specific provision is made in the street.

Commercial Development

C.53 Land uses on the ground floor are to be non-residential, with any residential development to be located on floors above ground level.

C.54 Where a residential component is included above ground level, an appropriate level of amenity and safety must be assured for the residents.

C.55 Buildings on the street frontage are to provide pedestrian amenity in the form of active street frontages, building entrances and awnings.

C.56 Shop entries are to be recessed from the public footpath by at least 1 metre.

C.57 Colours and materials should reinforce the existing character of nearby buildings and achieve a unity of building background above awning level.

C.58 Limited rooftop structures may be incorporated in the design of buildings providing they do not detract from the streetscape or the enjoyment of residents in nearby premises.

C.59 Signs for individual non-residential land-uses are restricted to 1 top-hamper sign, 1 underawning sign and 1 wall sign.

C.60 Space for signs should be incorporated in building design.

C.61 Awnings and verandahs are encouraged to define the edge of the footpath and reduce the apparent visual bulk of the building.

C.62 The background colour on awning fascias should be consistent providing a visual unification of the street.

C.63 Sun blinds should be designed to minimise interference to pedestrians and vehicles and complement the colour and signage scheme of the building.

C.64 Vehicle access and service areas should be located away from prime pedestrian areas, preferably with access from side and rear streets.

8.3.2 HARRIS PARK SPECIAL AREAS

The Harris Park Precinct contains several Special Areas as shown on the Harris Park Precinct Special Areas Map. The primary purpose of this section of this DCP is to preserve the overall integrity of the Special Areas, by ensuring all development protects, maintains and improves the particular character and significance of each area.

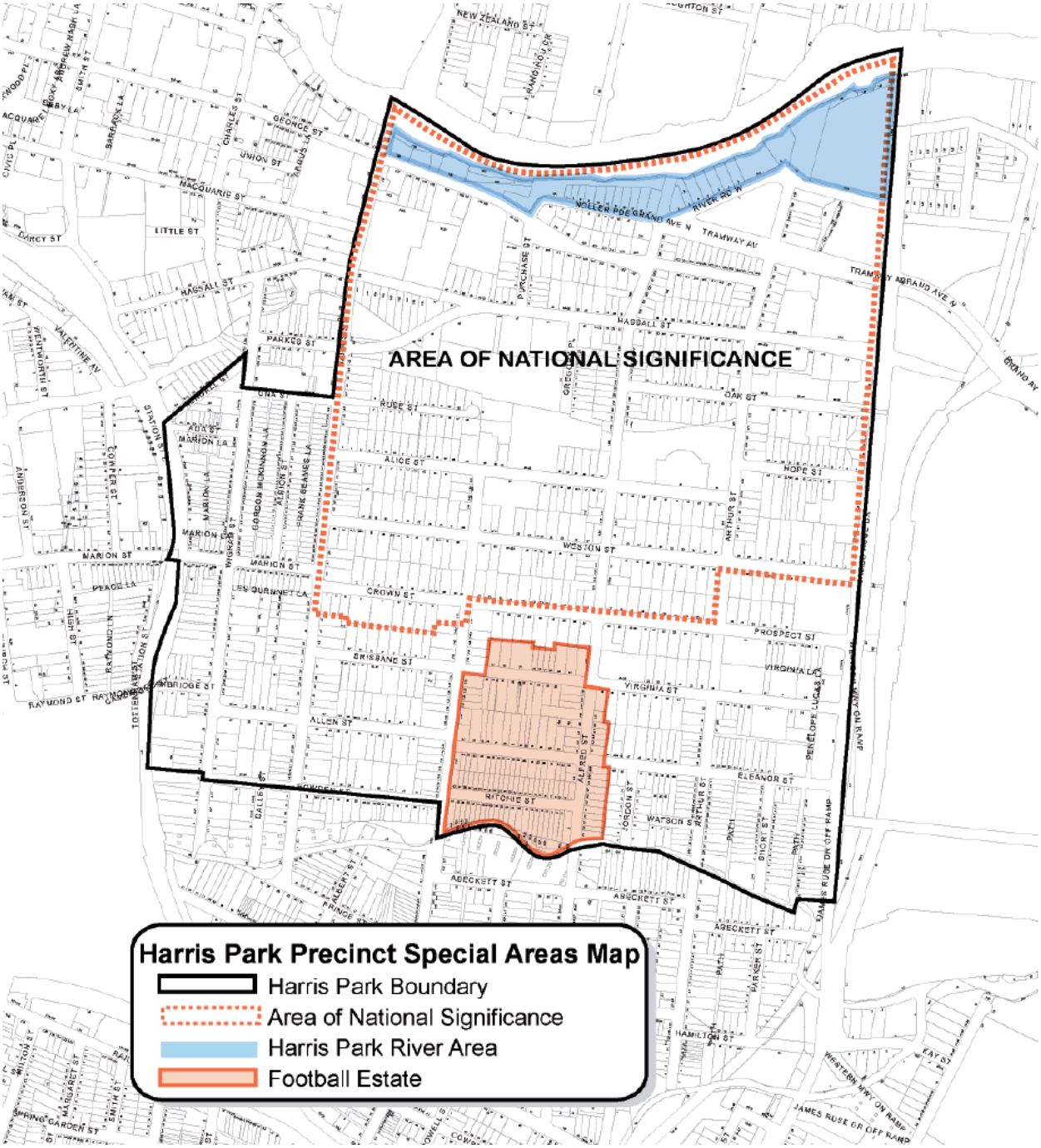

Figure 8.3.2.1 – Harris Park Special Areas Map

FOOTBALL ESTATE

This area demonstrates an early 20th century (1907-30s) residential re-subdivision of part of John and Elizabeth MacArthur's land grant, one of the most important agricultural enterprises in the colony, which at its greatest extent covered 1,000 acres. It demonstrates subdivision and speculation of modest workers' housing to serve the growing industrial area of Granville. It retains a consistency of narrow lots and small scale, simple form timber cottages built close together. The use of timber was typical of many parts of Sydney, but is now rare.

KEY DEVELOPMENT BLOCKS

Key Blocks are identified on the Key Block Location Plan. These are areas where redevelopment is likely to occur, but where some guidance is required in order to achieve the best outcome. The objective is to ensure an ordered, integrated and sustainable approach to development. Development on land within a Key Block is to be developed in accordance with the visions, strategies and detailed issue requirements specified in this clause.

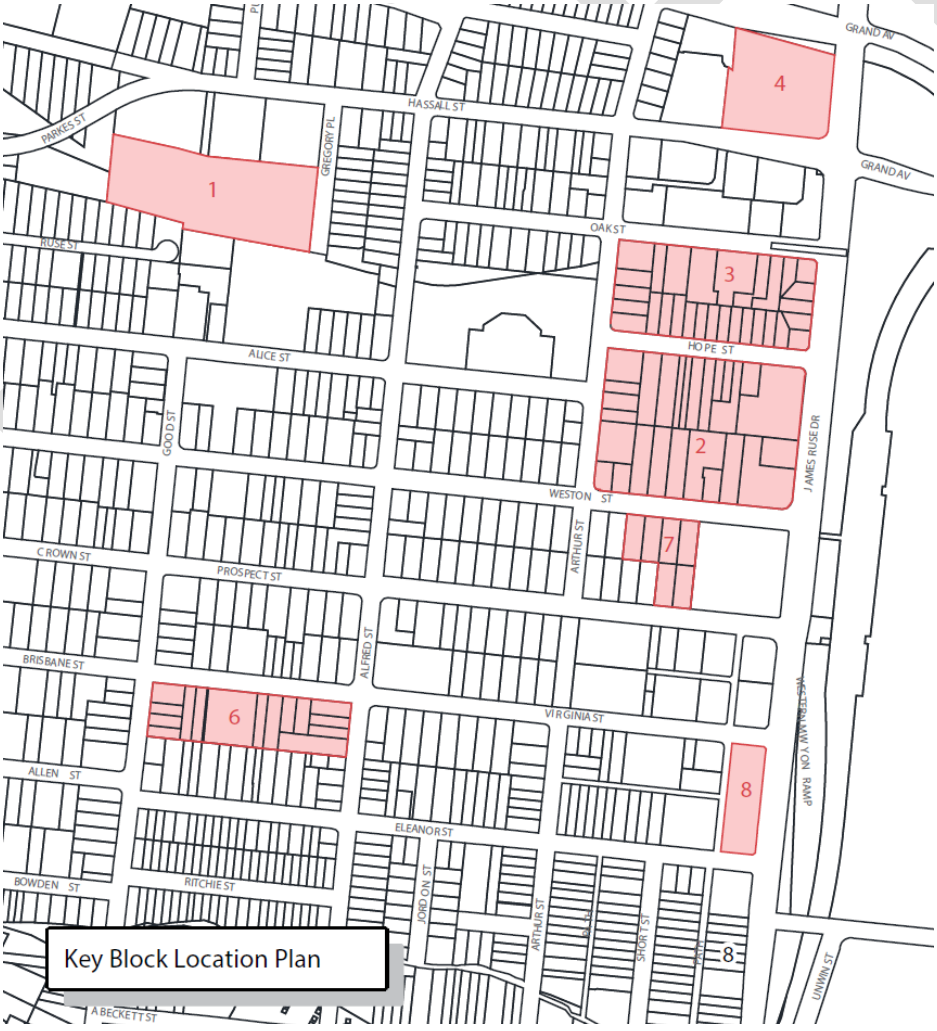

Figure 8.3.2.2 – Harris Park Key Blocks Location Plan

Controls

Area of National Significance

C.01 Before granting consent for development within the Area of National Significance, the consent authority must be satisfied that:

a) the scale, form, siting, materials and use of new development will not adversely affect the heritage significance of the Area of National Significance,

b) the existing allotment and development pattern, and the natural landform of the Area of National Significance will be maintained,

c) the original course of Clay Cliff Creek (as shown on the Harris Park Precinct Design Control Map) will be re-established or, if that is not reasonably practicable, permanent evidence of its original course will be provided by way of signs or other interpretative aids, and

d) that development does not impact upon or adversely affect the existing views into and out of the sites of Elizabeth Farm House, Experiment Farm Cottage and Hambledon Cottage, the Female Orphan School (University of Western Sydney Rydalmere Campus), the Parramatta River corridor and the Pennant Hills open space ridge line.

Harris Park River Area

C.02 Before granting consent for development within the Harris Park River Special Area, the consent authority must consider:

a) whether all reasonable opportunities to re-establish foreshore public land are taken up,

b) whether the development retains and enhances open space links along the Parramatta River foreshore,

c) whether the development retains and enhances open space links between Elizabeth Farm House, Experiment Farm Cottage, Hambledon Cottage and the Parramatta River foreshore, and facilitates or enhances the views and public access between the historic places in the Harris Park Precinct,

d) whether buildings adjacent to the River address the River with high quality facades and entrances,

e) whether the scale of buildings along the River will not dominate the topographical features of the River landscape,

f) whether the proposal maintains and re-establishes building setbacks along the River, and

g) whether the development improves foreshore landscaping and makes apparent the settings of the important historic places and views along the river, such as the Queens Wharf.

NOTE: See also Section 8.3.3 relating to land at 2-12 River Road West, Parramatta.

C.03 Before granting consent for development within the Football Estate Special Area, the consent authority must be satisfied that the existing character and heritage significance of the area is retained, including consideration of the following:

a) the scale, form, siting, materials and use of new development,

b) the existing allotment and development pattern, and the natural landform of the area, and

c) whether any new buildings in the R3 Medium Density Residential zone are stepped down with the slope of the site.

8.3.2.1 KEY BLOCK ONE: WYETH SITE

This is a large and important site currently in a state of flux after having been used for many years for light industrial purposes. It is zoned IN1 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.

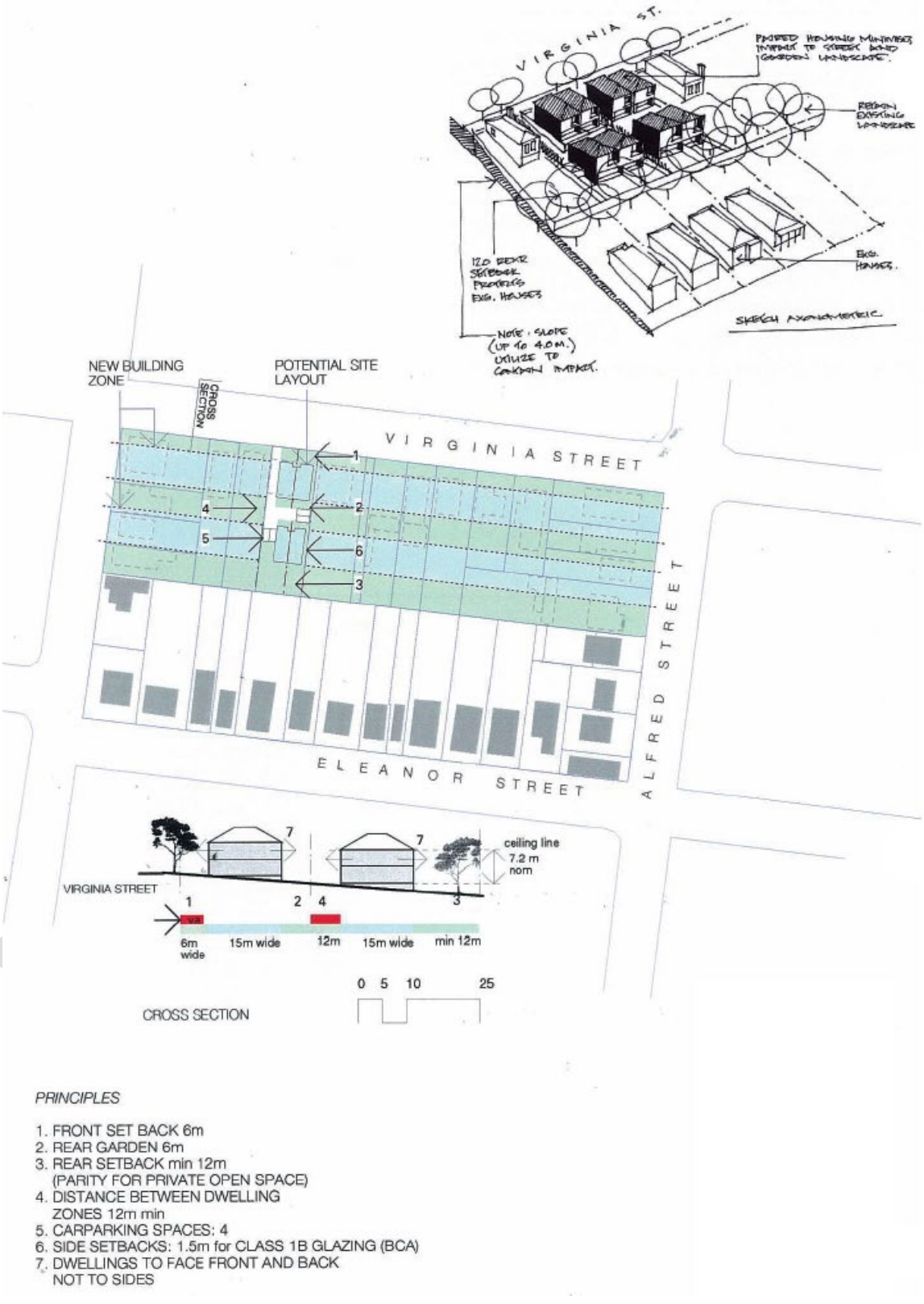

Figure 8.3.2.6.1 – Key Block 6

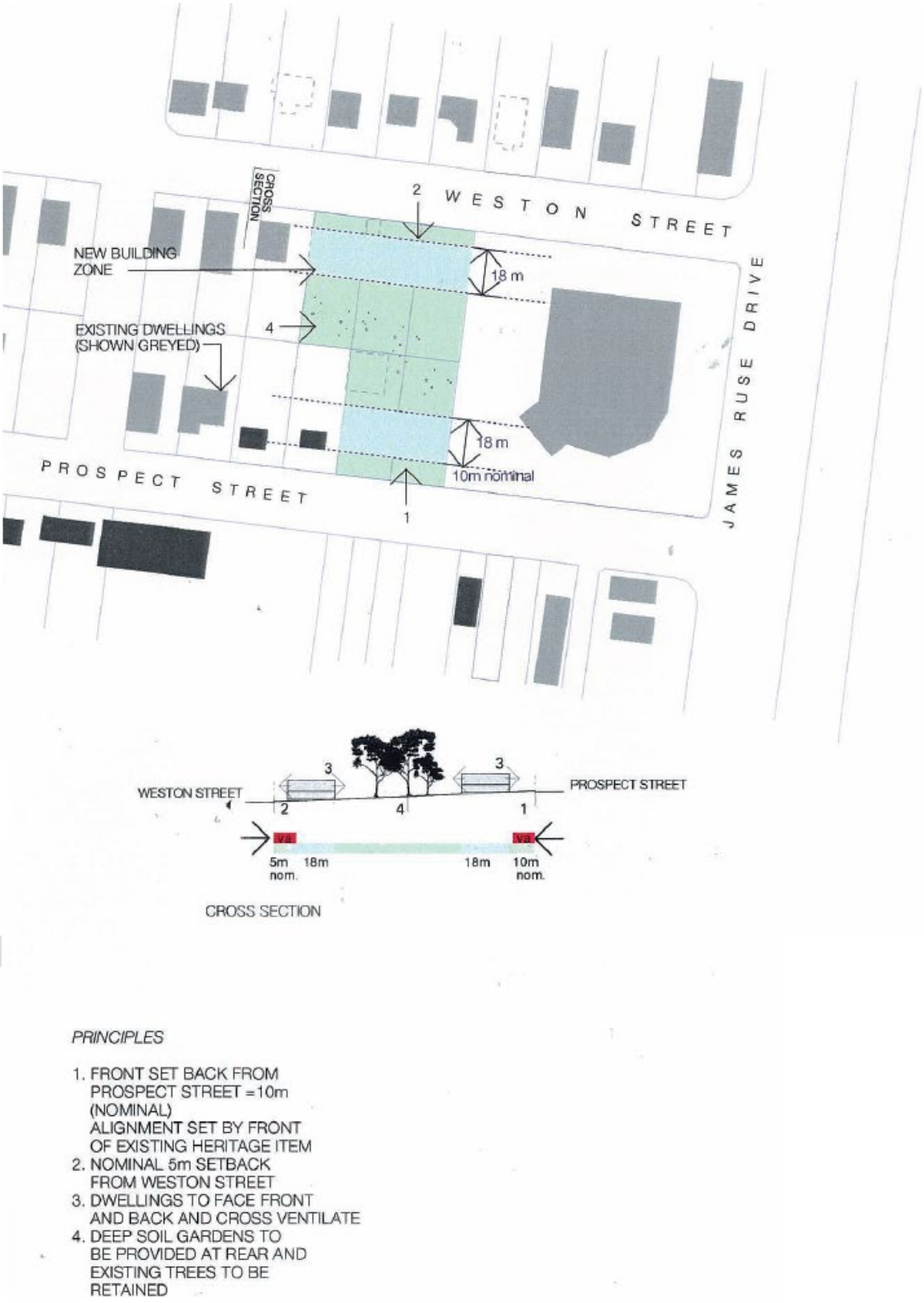

Figure 8.3.2.6.2 – Key Block 7

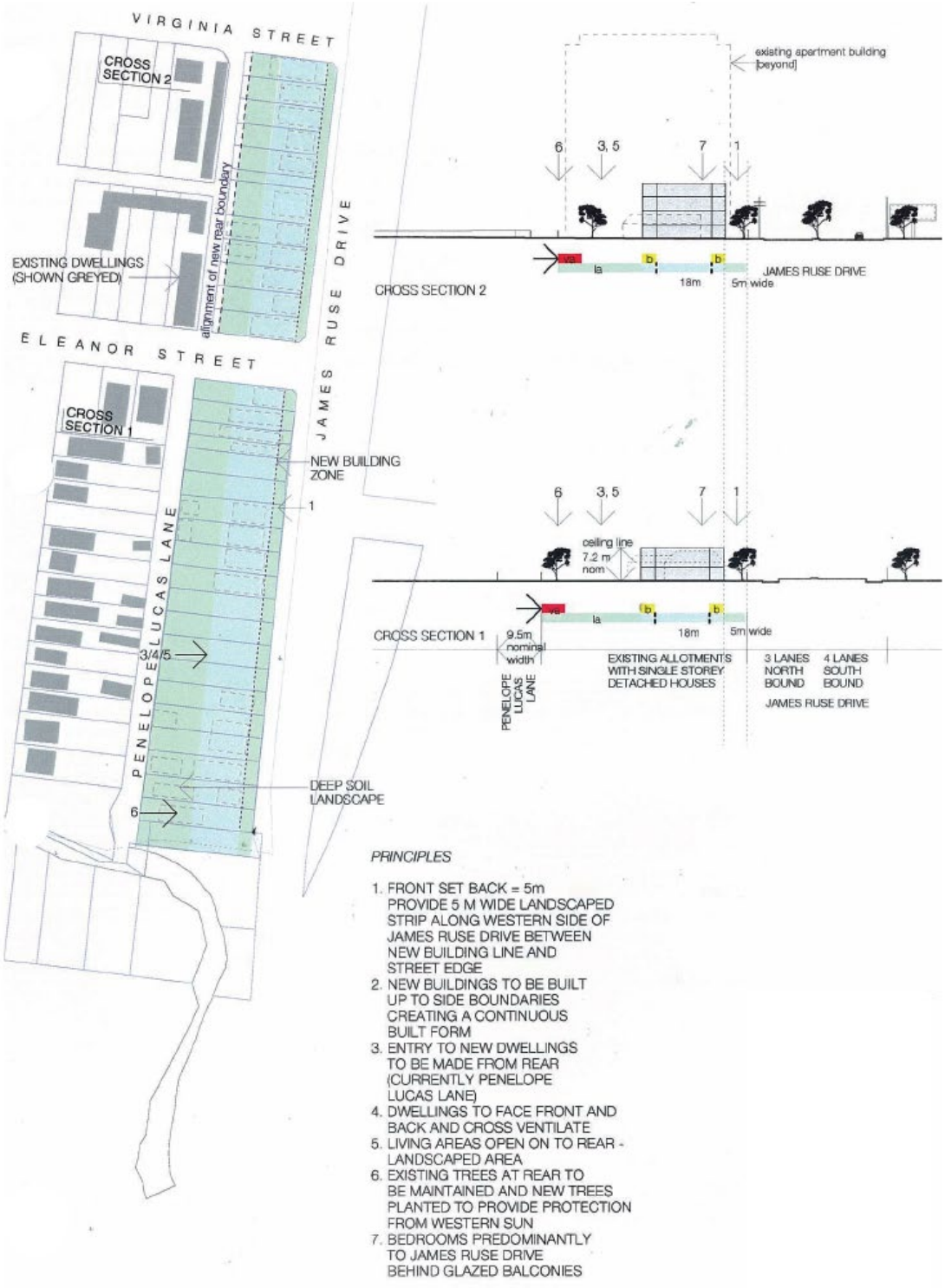

Figure 8.3.2.6.3 – Key Block 8

8.3.3 RIVER ROAD WEST

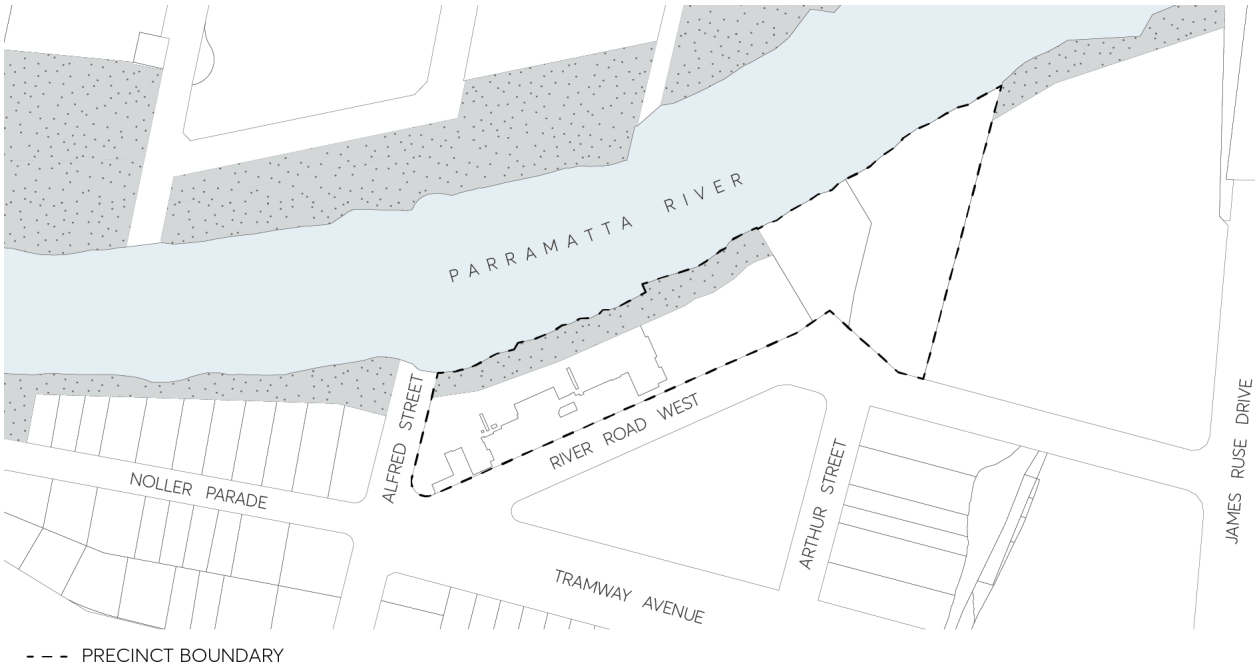

Figure 8.3.3.1 – River Road West Precinct

8.3.3.1 DESIRED FUTURE CHARACTER

The River Road West Precinct applies to 2-12 River Road West, Parramatta which is located at the eastern gateway to the Parramatta City Centre. On the southern foreshore of the Parramatta River, the site calls for urban renewal of residential and mixed use buildings addressing both the foreshore and street frontages and revitalising this section of the Parramatta River foreshore. Future redevelopment ensure that the site responds to its riverside location through substantial improvements to the foreshore and public domain and well designed buildings.

The provision of a foreshore open space corridor within this precinct open up a fundamental linkage along the Parramatta River between the Parramatta City Centre to the west and the University of Western Sydney and Rosehill Racecourse to the east. This facilitates the connection for both pedestrians and cyclists between the city centre and the eastern gateway to the city.

Buildings are located on the site to enable through-site linkages and public spaces between River Road West and the river foreshore to improve permeability between the road network and the foreshore. The orientation and layout of future development activate pedestrian edges to the foreshore, street frontages and through site links, as well as maximising opportunities for passive surveillance.

Building separation are designed to create visual linkages between the northern and southern sides of the foreshore, and between items of historical significance. Building height are stepped from west to east to ensure that the built form is responsive to its existing and potential future context. Tower elements of varying height provide visual interest and are designed to reduce the visual bulk of

development. Building articulation and modulation ensure that buildings suitably address both the street frontages and the Parramatta River.

Objectives

O.01 Ensure that new development:

a) provides a well designed interface that relates strongly to the river foreshore and responds well to existing land use types and built form on surrounding sites.

b) provides appropriate noise amelioration for residential uses to protect against existing noise generating industrial uses in the surrounding precinct and nearby James Ruse Drive and any future non-residential uses on and off the site.

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

d) results in minimal overshadowing within the site, surrounding properties and public open spaces, to ensure that adequate levels of amenity are achieved.

e) provides building separation that supports amenity and privacy, while also responding appropriately to important historic view corridors, and linkages across the Parramatta River.

f) that provides active ground floor uses along street frontages, through site links and the river frontage to create an active pedestrian edge as well as maximising opportunities for passive surveillance.

g) provides opportunity for new commercial and or retail uses.

h) provides open spaces that are publicly accessible and provide opportunities for passive and active recreation.

O.02 Provide new public open space adjacent to the Parramatta River foreshore, and new pedestrian and cycling connections between the river foreshore and the local road network.

O.03 Ensure that new development provides a suitable interface to any future pedestrian bridge over Parramatta River where that bridge adjoins Alfred Street.

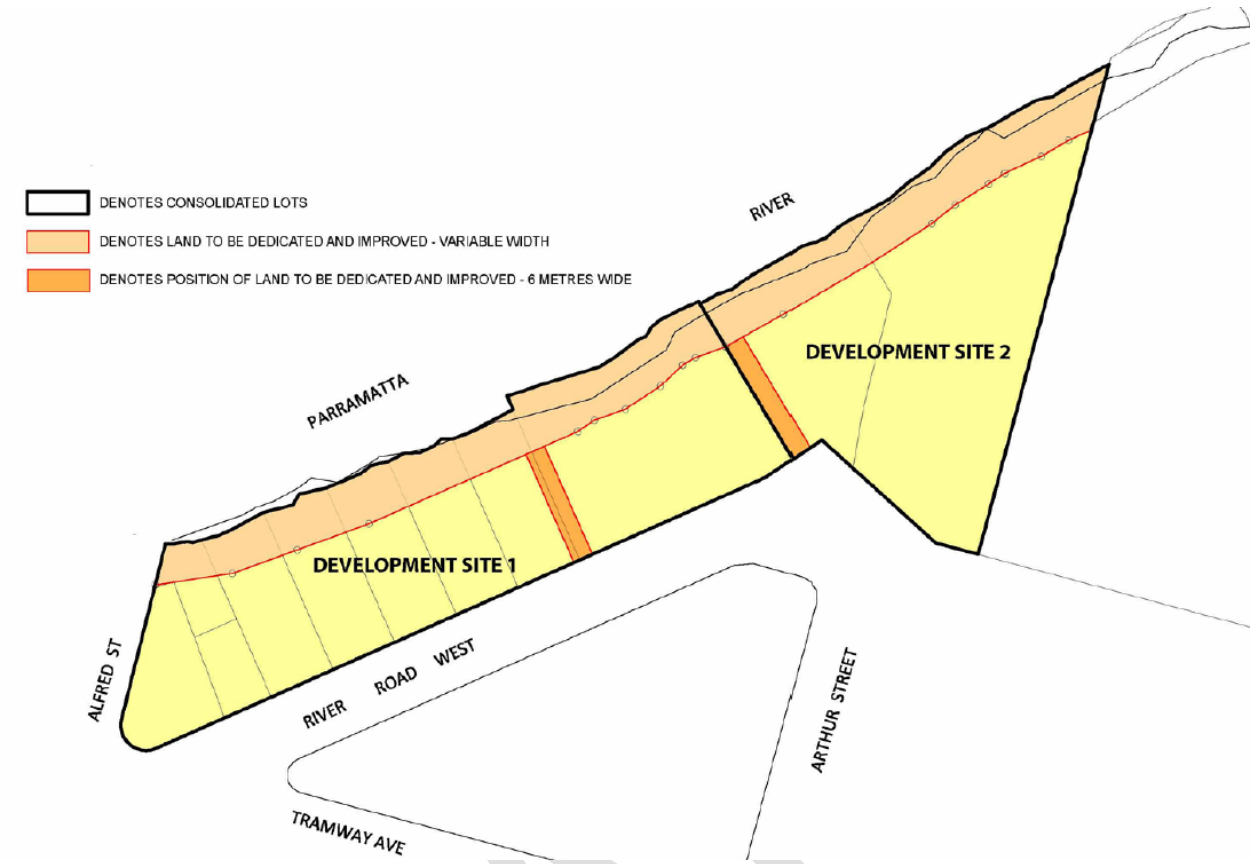

Figure 8.3.3.1.1 – Land to be dedicated

Voluntary Planning Agreements

Voluntary Planning Agreements (VPA) were made in respect of the planning proposal that sought rezoning, amended height, FSR and foreshore building line of the land at 2-12 River Road West, Parramatta. The VPAs provide for the dedication of foreshore land and through site links, provision of public domain works including landscaping, shared paths, public art/ interpretive signage, lighting, seating, and the like along those spaces to be dedicated, along with monetary contributions toward other public domain improvements. Figure 8.3.3.1.1 denotes the area of the land to be dedicated and improved by the VPAs. Any future redevelopment of the land must be consistent with the requirements of the VPA.

The voluntary planning agreements are to be registered to the title of the land. Where all relevant parties agree, the VPAs may be modified subject to appropriate process which may include public exhibition of an amended VPA/s.

S94 or S94A Development Contributions are payable on any future Development Application and are not to be reduced or excluded on the grounds of the VPA/s made in respect of the rezoning of the land.

NOTE: In calculating FSR for the site, the area to be dedicated along the foreshore is NOT to be included in the site area. However, the 6 metre through site links between River Road West and the Foreshore are to be included in the site area.

Controls

Consolidated Development Sites

C.01 2-12 River Road West comprises a maximum of two development sites, the first being Nos. 2- 8 River Road West and the second being Nos. 10-12 River Road West as shown in Figure 8.3.3.1.1. Development Applications for individual buildings on either of the development sites will not be considered in the absence of a concept proposal for the redevelopment of the development site as a whole in accordance with Section 83B of *the Environmental Planning & Assessment Act 1979*.

C.02 Building design, form, material finishes and colours need to present as a contiguous development across the two development sites. Design excellence and building diversity are to be achieved across the entire precinct.

NOTE: Where approval is required for works to the foreshore and through site links as required by the VPAs, it is recommended that consent be sought as part of the future Development Applications for building works on the site.

Land Use Mix

C.03 Ground level uses shall be predominantly non-residential and where appropriate shall create active frontages to the river foreshore, through site links and road frontages as shown in Figure 8.3.3.1.2.

C.04 Council may consider permitting residential development at ground level where it will not reduce desired pedestrian activation; where site specific constraints, including flood affectation, can be overcome; and where residents will be provided with suitable amenity and privacy.

C.05 Suitability of land uses at ground level need to have regard to the sensitivity to flooding impacts and ability to meet the requirements of Council's *Flood Plain Risk Management Plan*, *Parramatta LEP 2023* and Part 5 – Environmental Management of this DCP.

C.06 Where large non-residential uses floor plates are proposed, information is to be provided at the Development Application stage detailing the types of uses likely to occupy the spaces, the demand for such facilities in the locality and justification for volume of non-residential floor space sought.

Pedestrian Connections and Laneways

C.07 New pedestrian connections are to be provided in accordance with Figure 8.3.3.1.2 and the Voluntary Planning Agreements prepared for the site.

C.08 New pedestrian connections are to be provided along the Parramatta River foreshore, and between the buildings, linking the foreshore and River Road West. All connections shall be suitably designed to integrate with adjoining road and pedestrian networks, including potential future pedestrian bridge over Parramatta River at Alfred Street.

C.09 Pedestrian links must be dedicated to Council in accordance with the VPA and are to be clearly delineated as public space and not privatised within the development.

C.10 New development is to be designed and sited to appropriately integrate with and address pedestrian links ensuring activation and casual surveillance. Solid fencing is not to be provided adjacent to the pedestrian links.

C.11 New pedestrian links are to include constructed shared paths with a minimum width of 3 metres, being consistent in width for its full length.

C.12 It is desirable that future building envelopes enable an extension of Arthur Street, as a view corridor, extending to Parramatta River.

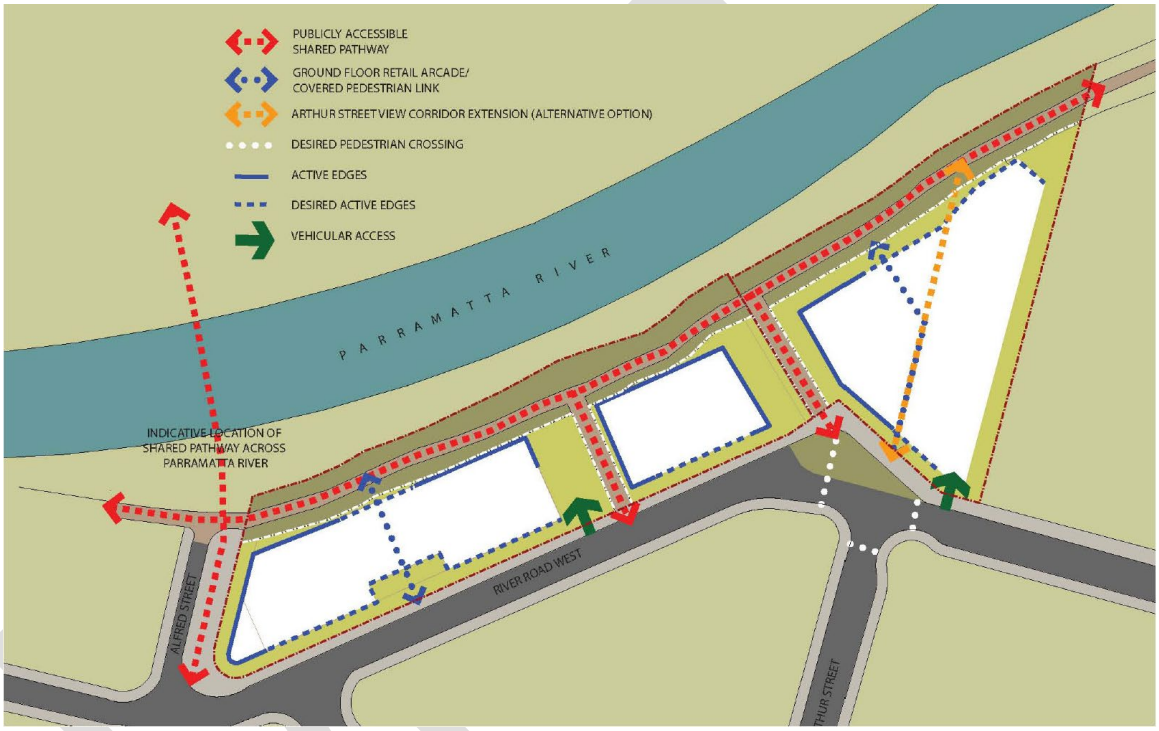

Figure 8.3.3.1.2 – Pedestrian Links and Laneways

8.3.3.2 BUILDING FORM

Objectives

In addition to general objectives listed in this DCP, specific objectives for this site in relation to built form are detailed below.

O.01 Ensure design excellence and to provide for redevelopment that addresses the desired future character of the precinct.

O.02 Ensure that new buildings reflect and recognise the existing and proposed road and pedestrian networks.

O.03 Ensure that new development responds well to the topography of the land, the context of surrounding development and the visual setting of the site as a gateway approach to the Parramatta City Centre along the River.

O.04 Ensure that new development provides for new connections and views to Parramatta River, including a desired extension of Arthur Street as a view corridor to Parramatta River.

O.05 Ensure that new development will respond appropriately to historic view corridors 5 and 6 as shown in Appendix 1.

Controls

C.01 Designs of buildings are to address both the river foreshore and all road frontages and pedestrian networks.

C.02 Ensure that buildings are articulated using an appropriate mix of design elements to provide visual interest and high quality building design.

C.03 New buildings should provide active spaces at the ground floor level as detailed in Figure 8.3.3.1.2. This should include retail and commercial spaces, as well as building entrances to the residential parts of each building.

C.04 The ground floor of each building shall have flexible floor plates to accommodate a diversity of uses and respond to changing market conditions over time.

C.05 The buildings should ensure that their presentation to the street has:

a) clearly defined edges and corners, and

b) architectural treatments that are interesting and relate to the design and human scale of built form.

NOTE: Regarding Historic View Corridors: It is noted that in developing the building envelopes shown in Figures 8.3.3.2.1, 8.3.3.2.2 and 8.3.3.2.3. It was recognised that not all view corridors shown in Appendix 1 will be retained as a result of future redevelopment of the site. Any significant change to the building envelopes proposed will need to have regard to views 5 and 6 shown at Appendix 1.

Building Envelopes

C.06 Future built form should provide a high quality design solution and correlate with the indicative building envelopes shown at Figures 8.3.3.2.1 (or Figure 8.3.3.2.2 where relevant) and 4.1.10.4.

NOTE: Figure 8.3.3.2.2 provides an alternate solution to Figure 8.3.3.2.1, for 10-12 River Road West, enabling a desired extension of Arthur Street as a view corridor toward Parramatta River.

NOTE: The building envelopes are indicative only and will be subject to further analysis and design responses relating to flooding, overshadowing, urban design and the like.

C.07 With the exception of Building D, building envelopes (for the tower element) should not exceed 24 metres, including balcony zone. The uppermost level building envelope shall not exceed 15 metres, including balcony zone.

C.08 For Building D the building envelope (tower element) should not exceed 27 metres, with a preferred maximum building depth of 24 metres including balcony zone. The uppermost level building envelope shall not exceed 18 metres, including balcony zone.

C.09 For the alternate solution for Buildings D, E & F, the building envelopes and setbacks should be as dimensioned in Figure 8.3.3.2.2.

C.10 All balconies are to meet the minimum dimensions required in Part 2 – Residential Development of this DCP.

C.11 Council may consider allowing greater building depths where this will not unnecessarily add to the bulk of the building and where a high quality building design, massing and articulation is achieved, particularly when viewed from the building ends.

C.12 Ground level podium floor plates are to be designed having regard to:

a) flood affectation, including the need to allow for overland flow paths between and around buildings;

b) commercial/retail floor space demand in this locality and the types of uses likely to occupy the spaces;

c) the built form objectives and controls outlined above.

C.13 Large ground level floor plates/podiums will not be permitted where those areas will largely be used to provide for building service areas and/or car parking unless an appropriate design solution demonstrates that the objectives and controls outlined for the land are achieved to a high level of design excellence.

C.14 Where hatched areas are shown in Figure 8.3.3.2.1 it is desirable that these areas be used as a courtyard/ landscaped area (and may be above basement but otherwise unenclosed). Council may permit the area east Buildings D and E to be used as service area where it can adequately screened and/or landscaped particularly when viewed from proposed units above and/or the public domain.

Figure 8.3.3.2.1 – Building Envelopes

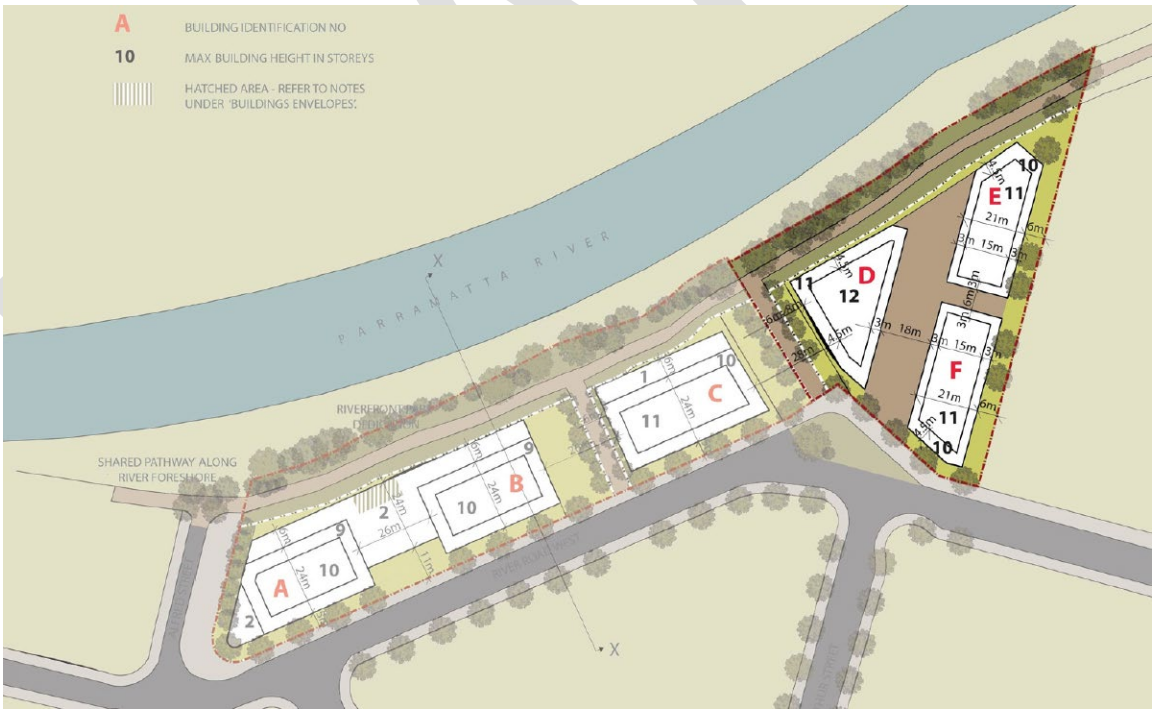

Figure 8.3.3.2.2 – Building Envelopes

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.

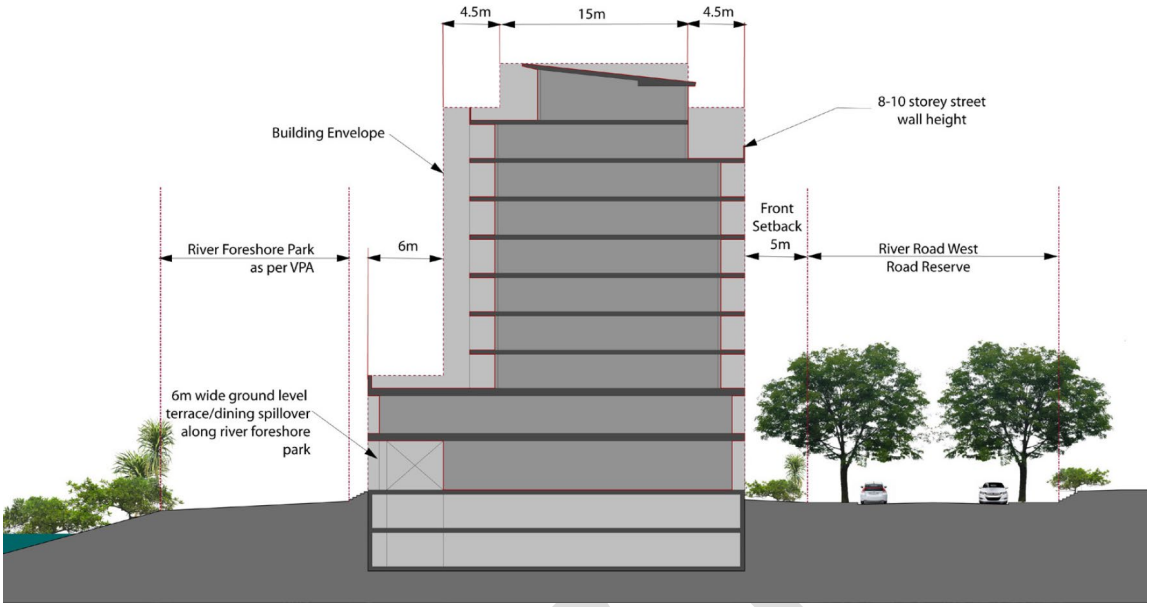

Figure 8.3.3.2.3 – Building Setbacks

Building Separation

C.20 Minimum separation between buildings should be in accordance with Figure 8.3.3.2.1 (or 8.3.3.2.2 where relevant).

C.21 Separation between each of the buildings should enable a strong visual connection between River Road West and the river foreshore and provide new sight lines to the River.

C.22 Adequate building separation should be provided between buildings to respond appropriately to Historic View Corridors 5 and 6 as referred to in Appendix 1 of this DCP (see Note regarding historic view corridors).

C.23 Areas between buildings should allow for pedestrians to comfortably move between the buildings, and promote the principles of passive surveillance. These areas should provide a sense of public, as opposed to private space.

C.24 Where appropriate areas provided between buildings should be used to provide for overland flow in flood events. However, any such overland flow path must not conflict with emergency evacuation paths.

Residential Development

C.25 Where applicable, new residential development is to be designed to meet the requirements of *State Environmental Planning Policy (SEPP) No. 65 – Design Quality of Residential Flat Development* and the *Residential Flat Design Code*.

C.26 Development should provide secure access to the residential component of each building, separate from access to any commercial development, such that there is a clear sense of building address for residents and their visitors.

Solar Access, Ventilation & Acoustic Amelioration

C.27 Buildings are to be designed to ensure that solar access and cross ventilation requirements detailed in *SEPP 65* and Part 3 – Residential Development of this DCP are achieved for residential development both on and off the site. Solar access must also be reasonably provided/ retained within the existing and future public domain areas and on adjoining non-residential sites.

C.28 The design of buildings must take account of the need for adequate acoustic amelioration measures for new development, particularly where buildings have an interface with industrial development or other non residential uses either on or off the site. Consideration must also be given to the acoustic impacts of James Ruse Drive when designing new developments.

C.29 Where non-residential uses are proposed on the site, consideration must be given to ensure appropriate amelioration measures are considered with regard to noise, odours and the like to reduce conflict with residential development.

Flooding

C.30 In order to minimise impacts associated with flood inundation, the buildings are to accommodate the 20 year and 100 year flood levels. New development should also consider the PMF event.

C.31 Any future redevelopment of the site is to meet the flooding controls contained within *Parramatta LEP 2023*, Part 5 – Environmental Management of this DCP and the *Lower Parramatta River Floodplain Risk Management Plan* (and any other relevant legislation and/or guidelines).

C.32 In determining the flood affectation of the site, consideration must be given to the impacts of climate change and sea level rise on the Lower Parramatta River Catchment and Clay Cliff Creek, including any changes to the 100 year flood level.

C.33 Before final building envelopes are approved an Engineers Report is to be provided to accompany a Development Application for new structures certifying that:

a) any structure can withstand the forces of floodwater, debris and buoyancy up to and including a probable maximum flood (PMF) level.

b) Development will not increase flood affectation elsewhere having regard to:

- loss of flood storage;
- changes in flood levels and velocities caused by alterations to the flood conveyance;
- the cumulative impact of multiple potential developments in the same catchment.

C.34 The above sub-clause (b) includes the undertaking of appropriately detailed hydraulic modelling of the passage of Clay Cliff Creek catchment runoff/floodwaters through the site where issues including confirmation of the magnitude of those spill flows from the Clay Cliff Creek channel and associated blockage issues have been considered. The modelling is to include consideration of 100 year and PMF event modelling with and without concurrent Parramatta River flooding. Due to the complexity of those flood regimes the modelling shall be undertaken with either 2 Dimensional or quasi 2 Dimensional modelling software.

C.35 Where basement parking is proposed, this shall be designed to prevent the 100 year flood waters from entering basement levels. The basement walls and entry/exits in any future

development should eliminate the risk of entry of flood waters up to and including the 100 year flood event. It is desirable that the PMF event also be considered, and where possible the basement be designed to eliminate the entry of flood waters in the PMF event.

C.36 A Site Specific Flood Evacuation Response Plan is to accompany any future Development Application. This plan is to be compliant with any relevant flood evacuation strategy and is to consider the full range of potential flood events. Consideration must also be given to the range of land uses on the site, including any non residential uses at ground level. Particular emphasis must also be given to the appropriate emergency evacuation of the basement including and up to the PMF flood event.

C.37 Emergency Service Authorities are to be consulted in the preparation of any Site Specific Flood Evacuation Response Plan for the site.

C.38 The flowpath along the bank of the river, between the Parramatta River itself and the proposed buildings is to remain clear of any obstructions which could impede the flow of flood waters.

C.39 Building facades shall be designed so as not to obstruct flood flows in extreme flood events.

C.40 Access and egress points to all buildings are to be positioned away from overland flow paths and above 100 year flood level plus freeboard.

C.41 Adequate signage is to be installed that identifies the flood risks between the buildings and the Parramatta River and Clay Cliff Creek.

C.42 Landscaping is to be designed to slope and/or direct flows towards Parramatta River and any increase in planting densities between the buildings and the river is to be certified as to not having adverse impact on the passage of the 100 year flood associated with both the Parramatta River and Clay Cliff Creek regimes. It is expected that such certification will be based on interrogation of the results of specific flood modelling.

C.43 Any fencing or property security should be 'flood friendly' allowing flood waters to easily pass through.

Landscaping and Deep Soil

C.44 Landscaping and deep soil planting shall be provided in accordance with 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).

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 202X, *State Environmental Planning Policy No. 55 (Remediation of Land)* and any other relevant legislation and guidelines.

8.3.4 MORTON STREET

Figure 8.3.4.1 – Morton Street Precinct Map

8.3.4.1 DESIRED FUTURE CHARACTER

The Morton Street Precinct is located adjacent to the Parramatta City Centre with the capacity to accommodate more residential growth and supporting infrastructure. It will undergo managed growth and change in its urban form with anticipation of a mix of housing types with mixed use community activity centred on Morton Street.

New pedestrian and vehicular links create better connections within the precinct and access to the Parramatta River. The river foreshore provides a strong recreational and communal focus for the precinct and beyond. It includes an important riverside pedestrian and bike link between the Parramatta City Centre and the University of Western Sydney. In the short term, the precinct's larger sites are prioritised for renewal. This renewal sets the design and quality benchmark for other development within the precinct.

The built form includes some taller building elements along north/south orientated sites to reduce visual bulk, encourage more modulation, reduce overshadowing, and encourage dual aspect apartments for enhanced access to sunlight and breezes. The building form for east/west sites are lower in height to optimise solar access to private and public open space and allow view corridors from the south. Taller, slender 'statement' buildings are located along the foreshore to enable a

strong visual relationship between the precinct and the City Centre, mark the entry to Parramatta, and provide a punctuated built edge to the river.

New pedestrian and vehicular links create better connections between the site and the Parramatta River foreshore. The river foreshore provides a strong recreational and communal focus. It includes an important riverside pedestrian and cycleway to facilitate the link between the Parramatta City Centre and the University of Western Sydney.

The development of the precinct allows for a greater emphasis and recognition of the riverside location and the opportunity for enhancing the foreshore and public domain with development that is both well-designed and strongly related to the river. The connection of the north and south banks of the river with a pedestrian bridge are explored to provide better linked communities across the river.

Redevelopment preserves views and vistas, particularly views of historical significance and other important views as described in Section 2.8 of this DCP.

Objectives

O.01 Ensure that new development:

a) Provides buildings with articulation and an attractive composition of building elements.

b) Results in minimal overshadowing of adjoining development, particularly windows of living areas, solar collectors and outdoor recreation areas.

c) Provides building separation that supports private amenity.

d) Provides active ground floor uses along Morton Street to increase the safety, use and interest of the street.

e) Provides open space areas by way of an internal common area courtyard and / or private open space being an extension of the main living areas of individual apartments.

O.02 Encourage perimeter block development with a strong relationship between buildings and the streetscape, and providing a central common open space for the benefit of residents.

O.03 Ensure development fronting the public domain and foreshore provides a visual and physical connection to this area to improve surveillance and safety.

The Morton Street Precinct is split into three areas, as follows:

- Area 1 - Riverfront
- Area 2 - Morton Street – West
- Area 3 - Morton Street – East
- Area 4 - No. 2 Morton Street

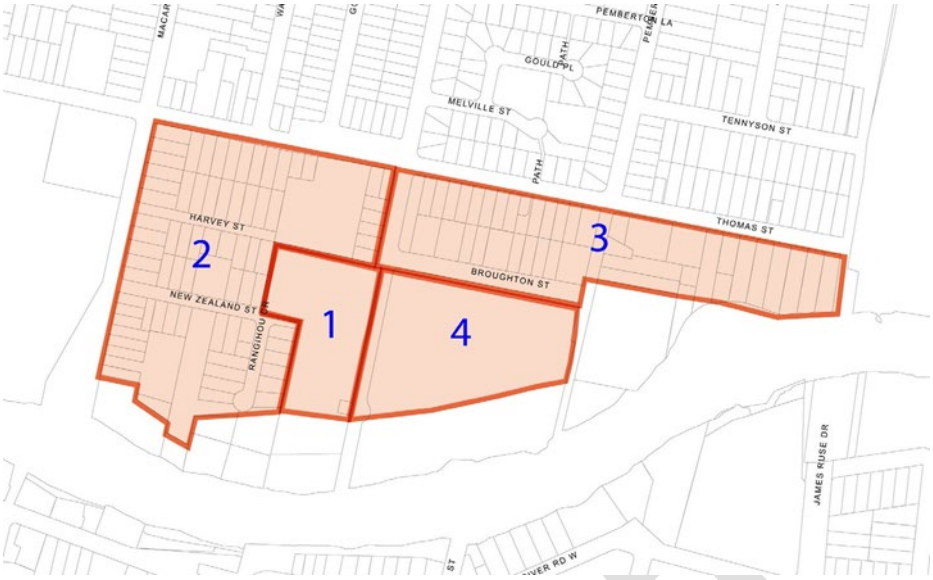

Figure 8.3.4.1.1 - Morton Street Areas

Areas 1 and 4 are to be developed as large single parcels, without further subdivision prior to their development, to ensure that development occurs in an integrated manner, resulting in perimeter style arrangement of buildings, defining the streets, facilitating the provision of communal open space and pedestrian connections.

Areas 2 and 3 shall also adopt a perimeter style of development but building typologies are likely to be more diverse with land along Thomas Street responding more closely to the suburban environment to the north and north-west towards Victoria Road. The areas are shown in Figure 8.3.4.1.1.

Controls

Indicative Building Envelopes

C.01 Development in Area 1 - Riverfront must be in accordance with the indicative building envelopes as shown in Figure 8.3.4.1.2.

C.02 Development in Areas 2 and 3 - Morton Street East and West must explore and assess the context of the site in relation to the indicative building envelopes, as shown in Figure 8.3.4.1.2. However, alternative design solutions to that of the indicative building envelopes may be acceptable in Areas 2 and 3 if it can be shown that the design will:

a) achieve a positive and cohesive relationship with other buildings;

b) achieve optimum solar access and overshadowing does not affect functional open space, or habitable rooms of adjoining development; and

c) respond to the principles embedded in the desired future character statement for Morton Street.

C.03 Development in Area 4 must be in accordance with the indicative building envelopes as shown in Figure 8.3.4.1.2. Development must provide an appropriate design response to the management of environmental and flood characteristics of the site.

Building Height

C.04 In Area 4, the Parramatta *LEP 2023* sets a maximum height limit of 40 metres (equal to 12 Storeys). However, the built form principles for the development will not result in 40 metre buildings being dispersed across the entire site. The site has the potential to be developed for mixed use and high-density development with the height of buildings ranging from 6-8 storeys with two tower elements of 10 and 12 storeys to achieve the desired future character.

Building Form

C.05 The built form controls correlate with the indicative building envelopes shown in Figure 8.3.4.1.2. The design of buildings must comply with the relevant standards for each building type.

C.06 Building typologies have been specified to ensure that new buildings are consistent with the orientation of streets. This will achieve a more orderly pattern of development that is distinguishable, reflects the level of density while maximising solar access and minimising overshadowing impacts to all forms of open space.

C.07 The different typologies respond to different street conditions, for example new development along Macarthur Street responds to its location as a gateway by encouraging strongly defined vertical elements with no upper level setbacks to mimic the prominence of buildings within the City Centre whereas in Morton Street, buildings are set back to encourage active street frontages.

C.08 Buildings should be designed to create streetscapes that are characterised by:

a) Clearly defined edges and corners, and

b) architectural treatments that are interesting and relate to the design and human scale of existing buildings.

C.09 Development is to establish a scale in the immediate vicinity of heritage items that does not overwhelm the item, and is sensitive to its curtilage and historic setting, and makes a transition to higher development in the precinct.

C.10 Opportunities for views to the City, northern escarpment and across the river are to be realised in the design of new buildings.

C.11 Buildings fronting the off-road pedestrian network are to be designed to provide for casual surveillance.

C.12 Building circulation cores are to be glazed with entrances / windows recessed into the structural form.

C.13 Balconies are to be a combination of projected and enclosed forms.

C.14 Buildings fronting the proposed public open space area along the riverfront are to be modulated to create interest as viewed from the river and foreshores.

Figure 8.3.4.1.2 - Indicative Building Envelopes

Building Form Type A

Description

This building typology is formed with the view of creating activate street frontages with emphasis on setbacks that facilitate pedestrian interaction. The placement and design of buildings should ensure that there is a high degree of integration between buildings and the street through the use of substantial areas of door, window and display space at ground and possibly upper levels. Roof designs are to incorporate flat and mono-pitch roof lines with over-sailing eave lines and curved noses.

Table 8.3.4.1.1 - Controls for Form Type A

Control	**Building Form Type A**
Street Setbacks	3 metres from the property boundary, which is to be dedicated to Council for the purposes of the construction of a footpath.
Street Frontage Height	• 9 metres for a 4-storey building • 14 metres for a 6-storey building • 20 metres for a 8-storey building
Upper Level Setbacks	The two uppermost storeys of the building are to be setback 4 metres
Depth of Building	Maximum of 18 metres
Site Frontage	Minimum 24 metres in Areas 2 and 3

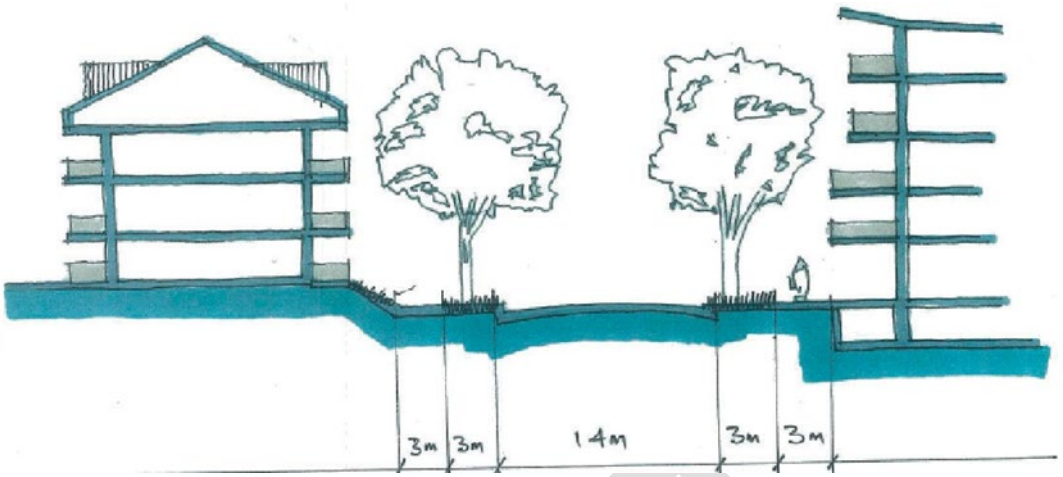

Figure 8.3.4.1.3 - Building Type A in Morton Street

Building Form Type B

Description

These building typologies are to have very strong vertical elements divided into units of equal proportion. There should be a variety of projected and recessed balconies. A small setback to the street is required to enable incorporation of small landscaped courtyards and to ensure a suburban character, with individual entries to dwellings. Gabled roofs are encouraged, with the potential for dormer windows and attic rooms. This will blend new development with the adjoining residential area.

Table 8.3.4.1.2 - Controls for Form Type B

Control	**Building Form Type B**
Street Setbacks	Minimum 4 metres and maximum of 6 metres from property boundary
Street Frontage Heights	Frontage height is to be 11 metres for a 3 storey building and 14 metres for a 4 storey building
Depth of Building	Minimum of 16 metres and maximum 18 metres
Site Frontage	Minimum 24 metres in Areas 2 and 3

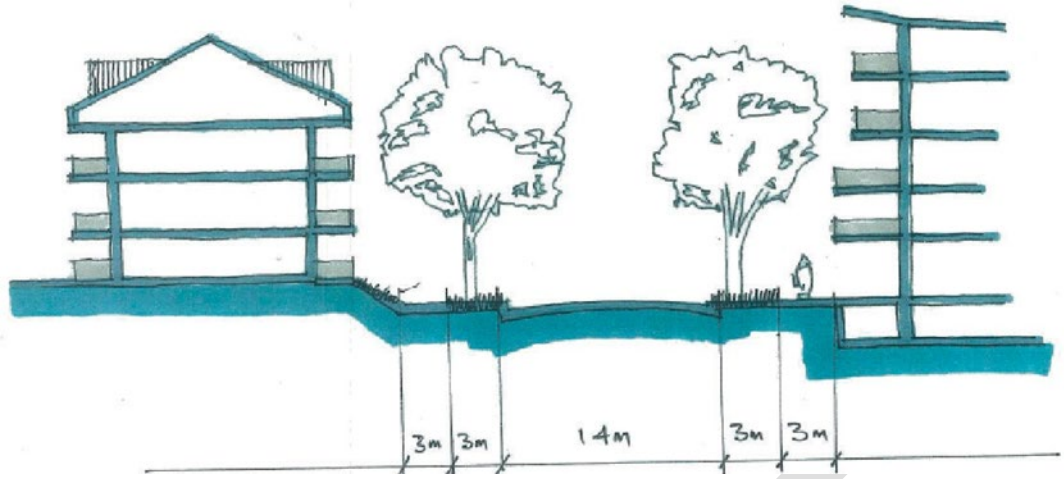

Figure 8.3.4.1.4 - Building Type A and B building as viewed from Broughton Street

Building Form Type C

Description

This building typology is to encourage a street edge pattern, a variety of roof forms to provide visual interest to the skyline and rear setbacks to preserve privacy. These buildings need to ensure the privacy and safety of ground floor units by stepping up the ground floor from the level of the footpath, including balustrades and establishing window sill heights to minimise site lines into apartments.

Table 8.3.4.1.3 - Controls for Form Type C

Control	**Building Form Type C**
Street Setbacks	3 metres from the property boundary.
Street Frontage Height	11 metres for a 3-storey building 14 metres for a 4-storey building
Rear Level Setbacks	The upper storey of the building is to be set back 4 metres
Upper Level Setback	The two uppermost storeys of the building are to be setback 4 metres
Depth of Building	Maximum of 18 metres
Site Frontage	Minimum 24 metres in Area 2

Building Form Type D

Description

The key element in this building typology is emphasis on the treatment of corners. Corner elements should portray a street theme and be unique in design. Each element should be tailored with prominent entrances and windows as well as an opportunity for the integration of public art (particularly for land located within Areas 1 and 4). These spaces should act as core elements and rely on building materials that are contemporary and different from other elements within the overall building facade.

Table 8.3.4.1.4 - Controls for Form Type D

Control	Building Form Type D
Street Setbacks	3 metres from the property boundary.
Street Frontage Heigh	maximum of 20 metres for an 8-storey building and 14 metres for a 6-storey building
Upper Level Setbacks	The second and third storey of the building is to be set back 4 metres
Depth of Building	minimum 16 metres to a maximum of 18 metres
Site Frontage	Minimum 24 metres within Area 2

Type E – Tower Elements

Description

Towers should be architecturally integrated with the perimeter block architecture at the base, differentiated by a change in plane, material and/or fenestration. While setbacks are appropriate to create a building base vertical expression of the tower is encouraged. Towers should be designed to provide an interesting silhouette, profile and volumetric form on the skyline through variation of building material, building shape, plane and setbacks.

Table 8.3.4.1.5 - Controls for Form Type E

Control	Building Form Type E
Street Setbacks	4 metres from the property boundary
Street Frontage Height	28 metres for a ten storey building 34 metres for a twelve storey building
Upper Level Setbacks	Upper two storeys to be setback 4 metres on all sides

Depth of Building	Minimum 16 metres to a maximum 18 metres

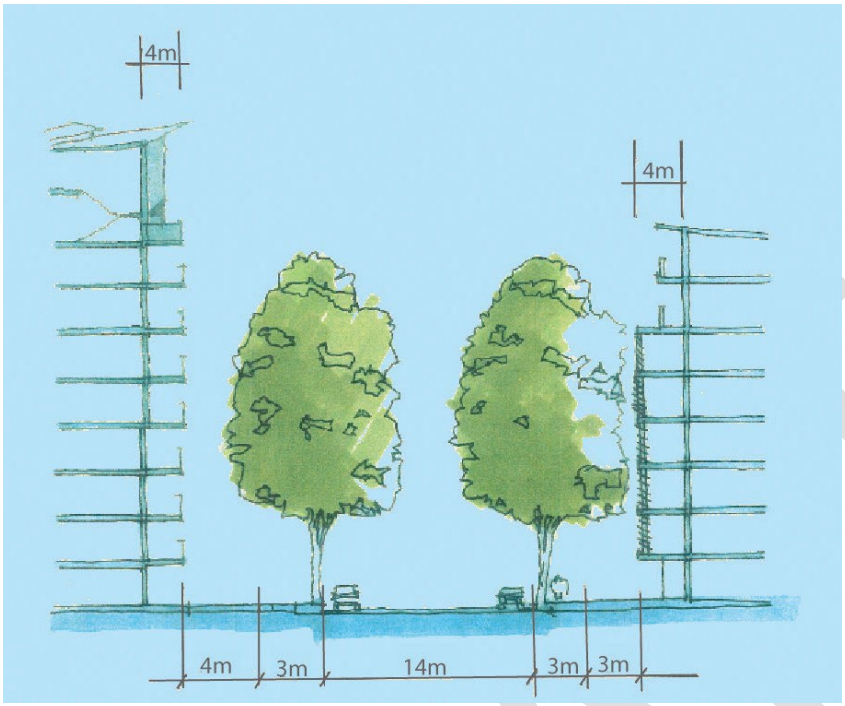

Figure 8.3.4.1.5 - Type E tower element building as viewed from Morton Street looking north

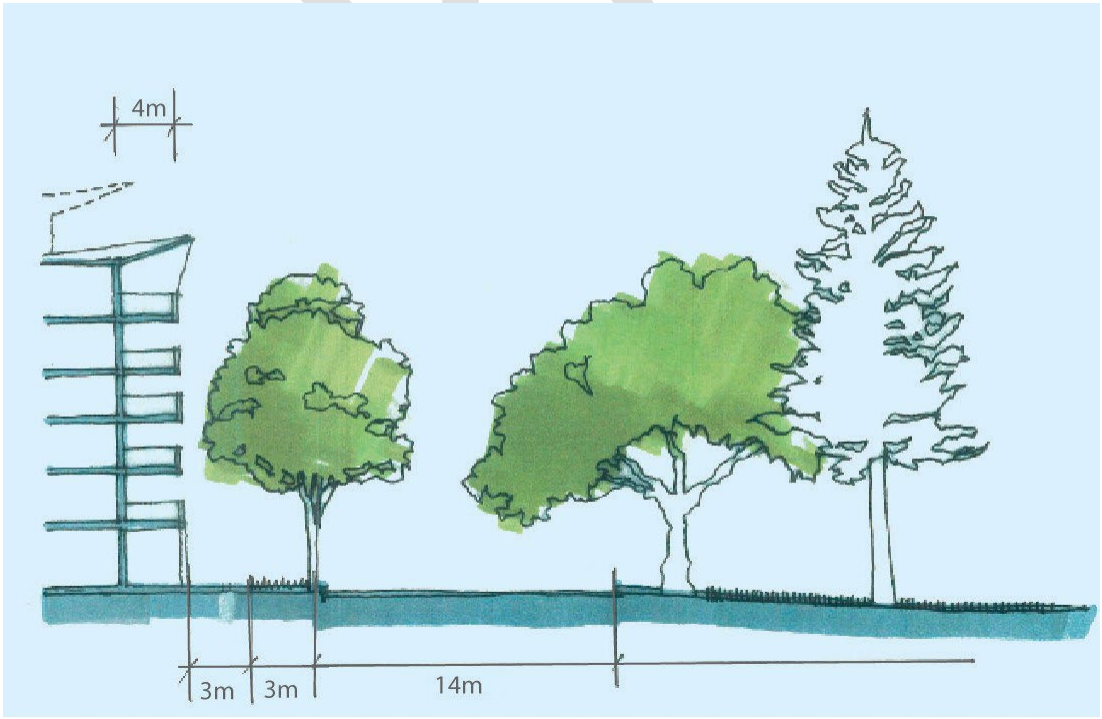

Figure 8.3.4.1.6 - Cross Section of development that has an interface with the riverfront.

Note the emphasis on creating an interesting roof 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 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 Mixed Use zone.

C.23 Buildings are to be designed to have flexible ground floor uses to accommodate a diversity of living arrangements and potential future commercial uses.

C.24 Development should provide secure access to the residential component of mixed use development, separate from access to any commercial development, such that there is a clear sense of building address for residents and their visitors.

C.25 For mixed use development, special consideration must be given to noise attenuation measures, privacy issues, parking and vehicular access arrangements including the location and design of vehicular access points to be integrated into the building design and to reduce pedestrian and vehicular conflict.

C.26 Vehicular crossings are to be minimised to reduce disruption of pedestrian flow and safety.

Landscaping and Deep Soil

C.27 Street trees are to be provided on all new streets to Council's specifications.

C.28 Landscaping is to increase safety and security, and the perception of safety and security, with clear sight lines and minimal opportunities for concealment.

C.29 Landscaping is to retain mature stands of trees (eg. large eucalypts on the Council site) where these contribute to area character and a canopied skyline.

C.30 New development is required to provide a landscaped quality to front gardens and setbacks. Landscaping should reinforce the public realm without secluding and hiding areas where surveillance is limited.

a) In the B4 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 Mixed Use zone not less than 40% of the site is to be landscaped.

NOTE: Landscaped area in the B4 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.

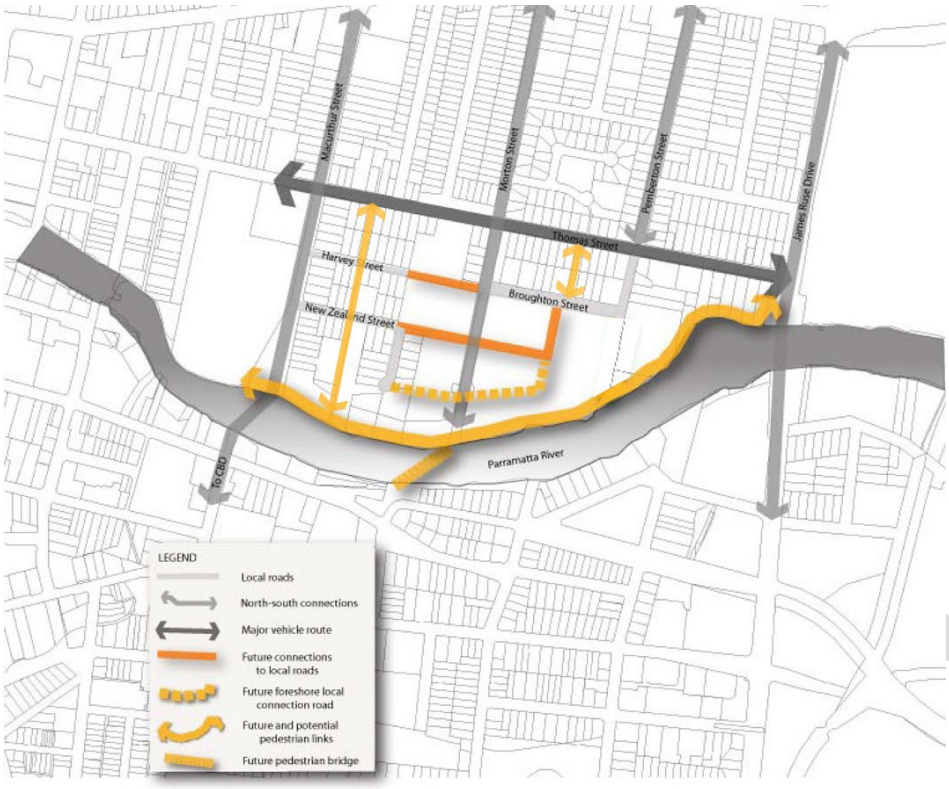

Figure 8.3.4.1.7 - Pedestrian and vehicle connections

Public Domain

C.38 A sequence of foreshore open spaces of different size, shape and character is to be provided to contribute to a rich and varied promenade experience that draws people along the waterfront.

C.39 The promenade is to be enhanced with generous pedestrian and cycle ways, an integrated suite of urban elements (lighting, seating, signage), and planting.

C.40 Two major open spaces are to be provided: a park area; and a more structured area incorporating active recreation including for children and young people.

C.41 A new foreshore park / plaza area is to be provided focused at the termination of Morton Street and linked to the foreshore promenade.

C.42 Large Australian native signature trees are to be planted along the foreshore, to make a transition to urban scale buildings of 4-5 storeys.

C.43 Pedestrian connections between the public open spaces on the northern and southern banks of the river are to be considered.

C.44 Consideration is to be given to ways in which to improve visual / physical connections to the foreshore. This approach would need to be explored in partnership with the relevant State authorities.

C.45 A new link between the University of Western Sydney and the existing foreshore multi purpose path is to be created.

C.46 Establish Morton Street as a major north-south street, terminating in an attractive, interesting and inviting public space at the river foreshore.

C.47 New pedestrian and road connections are shown in Figure 8.3.4.1.7.

C.48 The following specifications apply to road reserves within the precinct:

a) Morton Street

- Road reserve: 20 metres (widened from 16 metres south of Broughton Street).
- Carriageway 14 metres. Verge between 3, with grassed edge to street, 3 metre wide footpath.

b) Extension to New Zealand Street

- Road reserve: 17 metres
- Carriageway: 12 metres
- Verge: 1 metre with grass edge to street and 1.5 metre footpath

c) Proposed Foreshore Road

- Road reserve: 15 metres
- Carriageway 10 metres
- Verge: 3 metre footpath and 2 metre grass verge with street trees on north side.
- Footpaths to be extended to 4 metres where Type E buildings (Tower elements) are proposed.

C.49 Where a development provides for dedication of land to Council for the purposes of providing public access and the construction of the access way (as shown in Figure 8.3.4.1.7, Council may consider increasing the maximum floor space ratio. As a guide, the maximum floor space ratio may be increased by the equivalent area represented by 50% of the land area to be dedicated to Council for the public access. The site area may include the area of land to be dedicated to Council for the purpose of the floor space ratio calculation. The proposed variation to floor space is to be addressed under Clause 4.6 'Exception to development standards' in the Parramatta *LEP 2023*.

NOTE: All new road extensions as described in Figure 8.3.4.1.7 are to be constructed to public road standard and dedicated to Council.

8.3.5 EAST RYDALMERE

Figure 8.3.5.1 – (East) Rydalmere Precinct Map

8.3.5.1 DESIRED FUTURE CHARACTER

A mix of residential, retail and business development in the precinct encourage a mix of housing types including residential flat buildings, multi dwelling housing and shop top housing. Retail and business uses are concentrated around the intersection of Pine Street and Park Road, and on the south eastern corner of Victoria and Park Roads. New residential development are concentrated in close proximity to existing transport services on Victoria and Park Roads and Rydalmere Ferry Wharf.

New development are required to have regard to sensitive environmental areas and heritage items, and to consider noise impacts from Victoria Road and adjacent industrial development. Developments provide passive surveillance to existing public open spaces including public reserves and pedestrian laneways. Where sites directly adjoin existing creek corridors new development retain and/or enhance the indigenous vegetation corridor.

Objectives

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

O.01 Ensure that redevelopment south of Victoria Road will occur on regular shaped development sites.

O.02 Encourage retail and business activity at the intersection of Park Road and Pine Street.

O.03 Ensure that new residential development is suitably treated to reduce noise impacts associated with Victoria Road and surrounding industrial uses.

O.04 Ensure that new development adjacent to existing creeks and waterways retains and enhances the indigenous vegetation corridor.

Controls

Pedestrian Connections and Laneways

C.01 New pedestrian connections and laneways should be provided in accordance with Figure 8.3.5.1.1. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with C.02 below.

C.02 Where a development provides for dedication of land to Council for the purposes of providing public access and the construction of the access way, Council may consider increasing the maximum floor space ratio. As a guide, the maximum floor space ratio may be increased by the equivalent area represented by 50% of the land area to be dedicated to Council for the public access. The site area may include the area of land to be dedicated to Council for the purpose of the floor space ratio calculation. The proposed variation to floor space is to be addressed under Clause 4.6 'Exception to development standards' in the *Parramatta LEP 2023*.

C.03 New pedestrian links are to improve through block connections and access to existing public open spaces, and are to have a minimum width of 3 metres being consistent in width for its full length.

C.04 Existing pedestrian connections are to be retained and enhanced.

Setbacks

C.05 Building setbacks are to be in accordance with Figure 8.3.5.1.1, and any additional controls set out below.

C.06 Development in the B1 Neighbourhood Centre zone should have a nil side setback where it will not have a detrimental impact upon adjoining development, to achieve a continuous street edge.

C.07 Development at the intersection of Park and Victoria Roads is to provide splay corners to the satisfaction of Council/TfNSW.

Land Amalgamation

C.08 Land amalgamation is to result in regular shaped development sites throughout the precinct, particularly within the R4 High Density Residential south of Victoria Road. Examples of preferred amalgamation patterns are shown in Figure 8.3.5.1.2.

Figure 8.3.5.1.1 – Building Setbacks and Pedestrian Links

Figure 8.3.5.1.2 – Preferred amalgamation patterns

8.3.6 ERMINGTON NAVAL STORES– WATERFRONT AND SILVERWATER ROAD

8.3.6.1 DESIRED FUTURE CHARACTER

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

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

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

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

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

The location of buildings within the lots frame views between the lots to the foreshore. Basement levels between buildings on Lots 301 to 302 and Lots 303 to 304 are designed to ensure that visual connections between the buildings to the foreshore are maintained. The orientation and layout of future development activate pedestrian edges to the foreshore, and street frontages, as well as maximise opportunities for passive surveillance.

Building height step down from north to south with all buildings adjacent to the foreshore having a 4 storey scale and fifth floor setback from the foreshore, to ensure that the built form is responsive to the amenity of the foreshore and its existing and potential future context. Building articulation and modulation ensures that buildings suitably address both the street frontages and the Parramatta River.

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

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

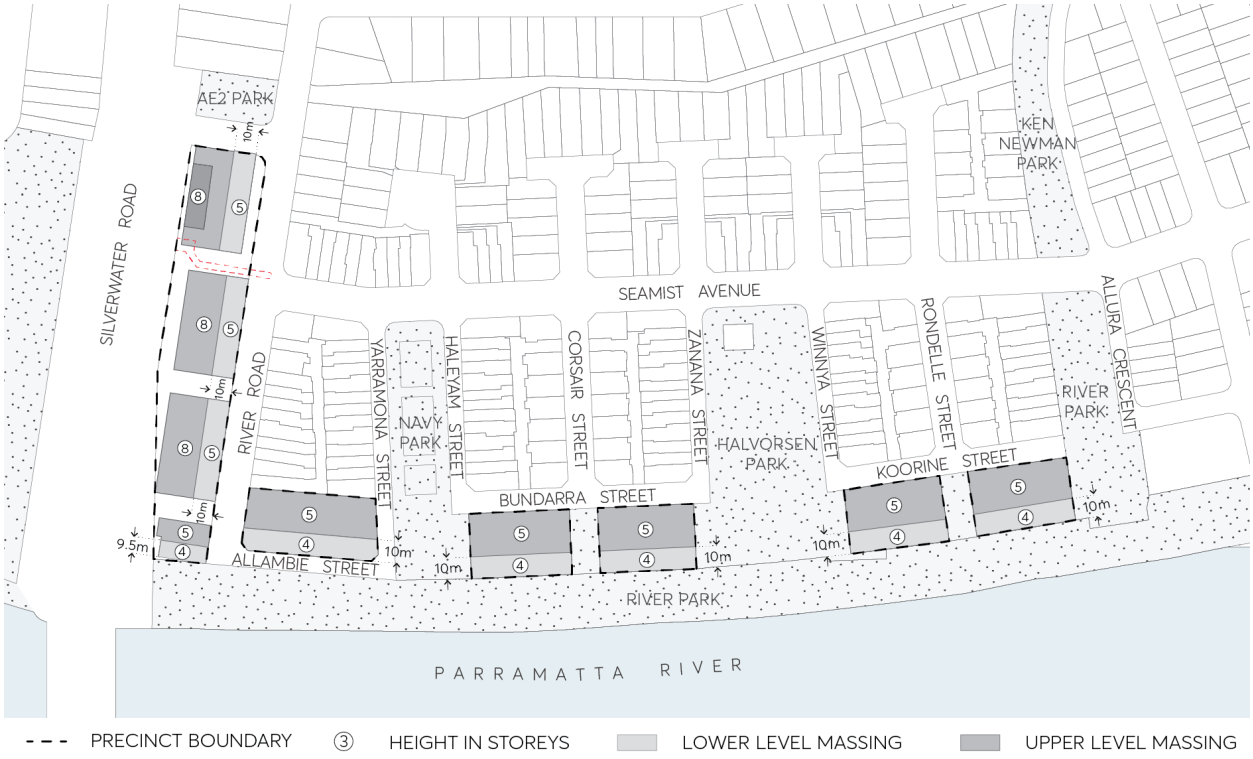

Figure 8.3.6.1 – Site Plan

Objectives

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

O.01 Ensure that new development:

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

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

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

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

e) is capable of providing the necessary quantum of 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.

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 20XX do not apply to the Ermington Naval Stores Precinct - Waterfront and Silverwater Road.

C.08 Notwithstanding C.08 above, where basement levels extend under the pockets parks between Lots 301 to 302 and 303 to 304, visitor parking should be provided for all lots within the Ermington Naval Stores Precinct - Waterfront and Silverwater Road at a minimum rate of 0.25 visitor spaces per dwelling.

8.3.7 DUNDAS

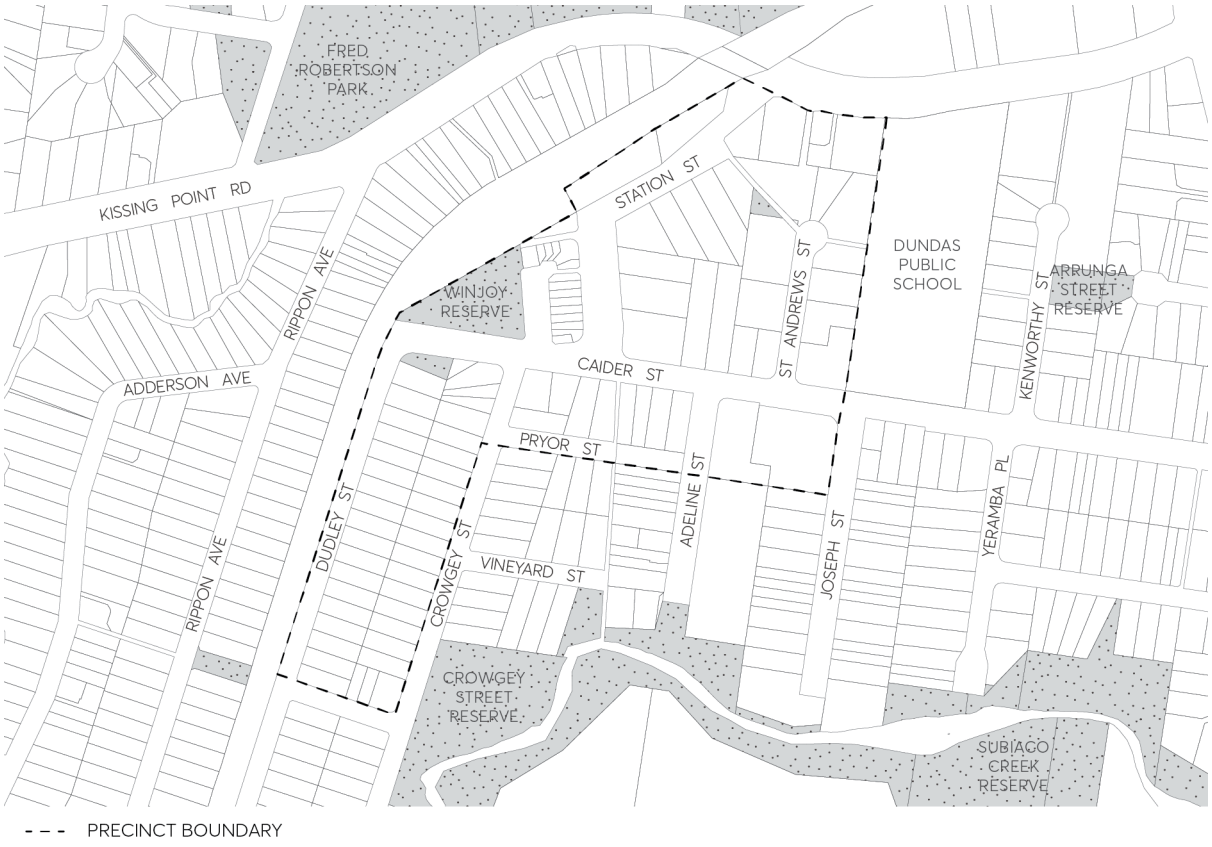

Figure 8.3.7.1 - Dundas Precinct Map

8.3.7.1 DESIRED FUTURE CHARACTER

Residential density in the Dundas Precinct is concentrated close to the existing shops, train station and school. A mix of housing, including residential flat buildings, multi dwelling housing and detached housing occur within the precinct.

Opportunities for redevelopment of the existing shops provide better orientation and address to the adjoining park (Winjoy Reserve), providing improved safety and surveillance. Development also maintains an address to Station Street as the primary frontage.

Objectives

O.01 Ensure that new development provides a strong interface to existing parks, the railway station and surrounding streets.

O.02 Ensure that new development adjacent to Winjoy Reserve provides opportunities to activate the public open space.

Controls

Pedestrian Connections and Laneways

C.01 New pedestrian connections and laneways should be provided in accordance with Figure 8.2.7.1.1. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with C.02 below.

C.02 Where a development provides for dedication of land to Council for the purposes of providing public access and the construction of the access way, Council may consider increasing the maximum floor space ratio. As a guide, the maximum floor space ratio may be increased by the equivalent area represented by 50% of the land area to be dedicated to Council for the public access. The site area may include the area of land to be dedicated to Council for the purpose of the floor space ratio calculation. The proposed variation to floor space is to be addressed under Clause 4.6 'Exception to development standards' in the *Parramatta LEP 2023*.

C.03 A new shared vehicular and pedestrian laneway adjoining Winjoy Reserve should be provided over the B1 Neighbourhood 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 Zone applies to the first 3 storeys of development. Additional storeys shall be setback a minimum of 3 metres from the boundary as shown in Figure 8.2.7.1.2.

Balconies may encroach the upper level setback area as shown on Figure 8.2.7.1.2 as follows:

- An unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.
- Balconies may extend 1 metre into the setback area for the upper 2 storeys.

b) The setback shown on the western side of the B1 Neighbourhood Centre Zone is to the desired laneway rather than the park edge.

C.08 Where a nil front setback is shown on Figure 8.2.7.1.1 in the B1 Neighbourhood Centre Zone, development should have a nil side setback where it will not have a detrimental impact upon adjoining development, to achieve a continuous street edge.

Figure 8.2.7.1.1 – Setbacks, pedestrian links and laneways

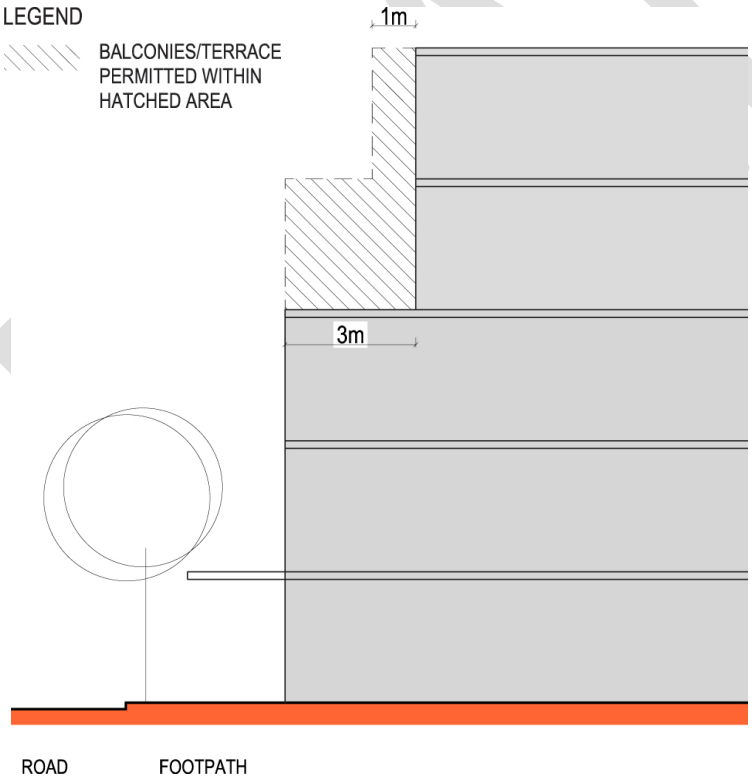

Figure 8.2.7.1.2 - Upper Level Setbacks and balcony locations

8.3.8 COLLET PARK (NORTH PARRAMATTA)

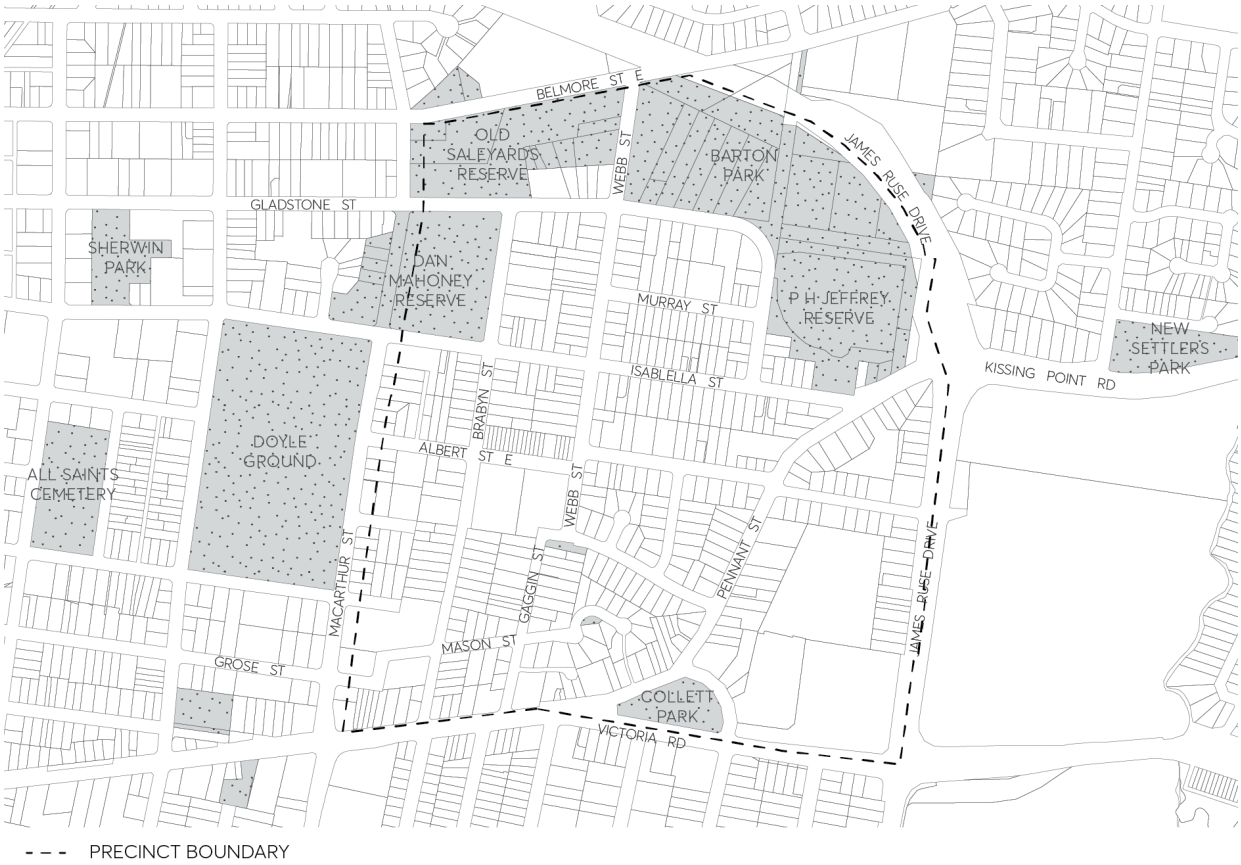

Figure 8.3.8.1 – Collet Park Precinct (North Parramatta) Map

8.3.8.1 DESIRED FUTURE CHARACTER

The Collett Park Precinct increases opportunities for new housing focused around retail shops, community facilities, local primary school, university and public open space. New residential development are in the form of residential flat building, multi dwelling housing. and shop top housing. Some higher buildings are located along Victoria Road and Pennant Street. Building heights are predominantly low in scale, responding to existing development.

Better pedestrian connections are created by requiring new links, and pedestrian safety is enhanced by designing buildings that have natural surveillance of pathways, laneways, parks, open space corridors or other elements of the public domain.

Street trees and the surrounding open space network contribute significantly to the character of the neighbourhood, including the row of large trees on the western side of Webb Street opposite the school. This character is reinforced and enhanced in new developments with landscaped settings.

Objectives

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

O.01 Provide for high and medium density housing development that responds to existing development.

O.02 Provide improved pedestrian links throughout the precinct, particularly to and from the primary school, university and public open spaces.

Controls

C.01 New pedestrian connections and laneways should be provided in accordance with Figure 8.3.8.1.1. Where a development provides for desired public access connections, a variation to Council's floor space ratio control can be sought in accordance with C.02 below.

C.02 Where a development provides for dedication of land to Council for the purposes of providing public access and the construction of the access way, Council may consider increasing the maximum floor space ratio. As a guide, the maximum floor space ratio may be increased by the equivalent area represented by 50% of the land area to be dedicated to Council for the public access. The site area may include the area of land to be dedicated to Council for the purpose of the floor space ratio calculation. The proposed variation to floor space is to be addressed under Clause 4.6 'Exception to development standards' in the *Parramatta LEP 2023*.

C.03 New pedestrian links are to improve through block connections and permeability of the precinct. Particularly better connectivity is to be provided to the existing university, primary school and public open spaces.

C.04 New pedestrian links are to have a minimum width of 3 metres, being consistent in width for its full length.

C.05 Existing pedestrian connections are to be retained and enhanced.

Figure 8.3.8.1.1 – Pedestrian Links

8.3.9 HUNTERFORD ESTATE, OATLANDS

Figure 8.3.9.1 – Hunterford Estate Oatlands

Controls

Streetscape and character

C.01 The design of buildings should reflect and complement the streetscape and avoid monotonous or symmetrical design.

C.02 Development should contribute to an attractive residential environment with clear character and identity.

C.03 Variation in the location and height of buildings along streets through varied building setbacks and heights.

C.04 Other quantitative controls relating to streetscape are those established by this plan relating to landscaping, height and building setbacks.

Building platform and views

C.05 The site layout should take into account the views available from the southeast corner of the site.

C.06 Dwelling orientation should take advantage of views.

C.07 Building form and design should where possible allow for view sharing.

Building setbacks

Front

C.08 The minimum front setback shall be 7.5 metres from the adjusted boundary following excision of the land required by the TfNSW, for all buildings fronting Pennant Hills Road, providing noise attenuation measures are put in place to reduce traffic noise in accordance with EPA Standards for the future inhabitants of the development. A 3 metre setback shall be provided for all other roads in the development. If a stacked car parking space is required to meet the car parking requirements the setback to the garage is to a minimum of 5.5 metres.

Side and Rear Setbacks

C.09 The minimum setback shall be 4.5 metres to the boundary of an existing adjoining property for one storey developments, and 6 metres to the boundary of an adjoining property for two storey developments, except for that part of the site that adjoins properties Lot 9-13 in DP 229301 Regency Court where the minimum setback shall be 8.5 metres. Zero setbacks are permissible as part of the small lot housing development.

C.10 Residential flat buildings should have a minimum side setback of 3 metres and should have due regard for overlooking and overshadowing of adjacent dwellings within the integrated scheme. The side setback will be increased to reduce any impact of overlooking and overshadowing on adjacent dwellings within the small lot housing scheme.

C.11 Where front verandahs or patios are provided, they may project forward of the building line to within 2 metres of the front property boundary.

C.12 With respect to roads and adjoining properties, up to 25% variation in setback may be considered where there will be no detrimental impact on the streetscape and there is no significant overlooking or overshadowing of adjoining properties.

Landscaping and open space

Trees and other plantings should be used to achieve an improved level of privacy between units while allowing casual surveillance for safety.

C.13 High quality landscape design which includes significant tree planting, well defined entrances, play areas and kerbside planting are considered important elements for the creation of a good urban setting for urban housing, and should be encouraged.

C.14 Landscaping design should incorporate species indigenous to the area and those which will not cause damage to adjacent buildings or driveways.

C.15 Fencing in or adjacent to communal open space areas is to be minimised. Where provided, such fencing is to be of a height, design and construction which reflects the landscape character of the site.

Reference should be made to the relevant category of development listed below.

For all dwellings (except residential flat buildings) with a site density of 40 dwellings per ha or less.

a) The minimum private open space area required is 20% of the site area, with a minimum dimension of 3 metres.

b) The private open space should have a maximum gradient of 1 in 10 metres.

c) Screening (minimum 1.8 metres) should be provided where necessary to ensure privacy to users of the open space.

For all dwellings (except residential flat buildings) with a site density more than 40 dwellings per ha.

a) Dwellings should be provided with a total minimum area of 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.

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. They were generally built 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 Partof this DCP is to be read in conjunction with other Parts of the Parramatta DCP 202X and the *Parramatta Local Environmental Plan (LEP) 2023*. If there is any inconsistency between this Partof this DCP and other parts of the Parramatta DCP 202X, this section of this DCP will prevail.

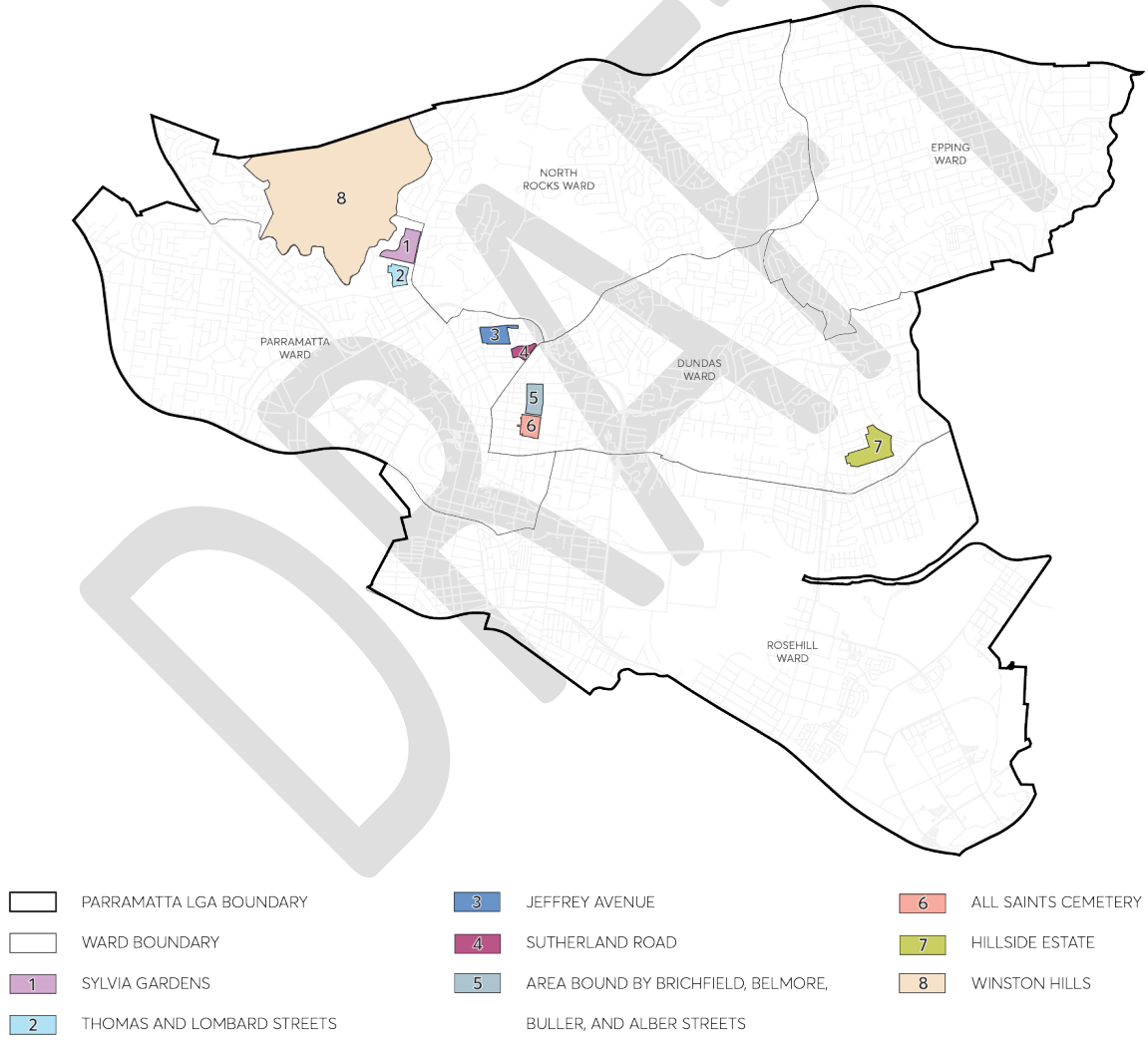

Figure 8.4.1 – Special Character Areas

Objectives

O.01 Ensure development within each Special Character Area is compatible with the identified character and reinforces the special attributes and qualities of the area.

O.02 Ensure development maintains the level of residential amenity currently enjoyed and positively contributes to the distinctive characteristics of each area.

CONTENTS

8.4.1 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.

8.4.2 THOMAS AND LOMBARD STREETS

Figure 8.4.2.1 – Thomas and Lombard Streets, Northmead

8.4.2.1 DISTINCTIVE CHARACTER STATEMENT

This area contains a reasonably intact group of detached cottages and houses from the early twentieth century, illustrating the development history of the locality and creating a residential precinct with a distinctive character. Timber cottages were erected from about 1912 onwards in Lombard Street, and most of the houses in this street date from prior to 1920. There are some houses of a slightly later era, and some modern development. All of the older houses are of timber and/or fibro construction.

The houses in Thomas Street are on land which was originally owned by the Moxham family, and subdivided in 1915. A few cottages were erected in the years immediately following subdivision, but most of the houses in the street were built in a surge of development that occurred in the mid 1920's. Older houses in Thomas Street are mostly of timber and/or fibro construction but also of brick. There is also some modern development.

8.4.2.2 DISTINCTIVE CHARACTERISTICS

- Land rises from Old Windsor Road and then falls gently towards Kleins Road
- All older houses are single storey, detached dwellings, with similar setbacks, giving a generally consistent character and rhythm to the streetscape

- Most older houses are asymmetrical, gable-fronted with hipped roofs. All older houses have a verandah of some sort, with differing design and detailing
- Timber and/or fibro construction is typical, with some houses of 'face' brick construction in Thomas Street
- Timber double hung sash windows on earlier houses, timber casements on some later houses, awnings over windows common on earlier houses
- Car accommodation generally at rear of property
- Low, open fencing, and a predominance of soft landscaping in front gardens
- More fences of timber paling construction than any other type

Objective

O.01 Ensure that development is consistent with the existing character of the area. The main elements of that character are the consistency of scale, siting and design of most of the older houses, and the existing landscaping features, including fencing.

Controls

Development consistent with the existing character of the area:

C.01 Additions and/or dual occupancy development at the rear of older houses, as long as there is minimum impact on the character of the existing house and the streetscape.

C.02 Single storey only is preferred. Additional accommodation may be provided at a second level, provided that it is substantially or entirely contained within the roof space. In any case, the roof line of any new addition should be no higher than the ridge height of the existing house.

C.03 Lightweight construction (e.g. timber, fibro-cement) should be used for additions, except for brick houses, where brick may be used.

C.04 Garages or carports in rear gardens.

C.05 Open carports beside the house, preferably at least 2 m back from the front wall.

C.06 Replacement of roofs with historically appropriate materials; generally corrugated steel, possibly tiles depending on era of house.

C.07 Low, open fencing, no higher than 900mm. A preference for timber paling construction, but other materials and designs such as link-mesh, timber 'post-and- rail', or brick may be considered where it is appropriate in relation to a particular house.

Development not consistent with the existing character of the area:

C.08 Demolition of older houses, other than in exceptional circumstances.

C.09 Recladding of timber / fibro houses in anything other than similar materials and profiles.

C.10 Painting, rendering or re-skinning of brick houses.

C.11 Any fence higher than 900mm.

C.12 Landscaping in front yards which results in a predominance of paved surfaces over soft landscaping.

8.4.3 JEFFERY AVENUE

Figure 8.4.3.1 - Jeffery Avenue, North Parramatta

8.4.3.1 DISTINCTIVE CHARACTER STATEMENT

This land is one of the first areas in the vicinity of Parramatta to be totally designed and constructed by the Housing Commission, which resumed the land on 25 July 1947. It was surveyed in 1948 and the subdivision was drawn up by Parramatta surveyor H.C. de Low for the Housing Commission. The road layout is curvilinear in the manner typical of the post-war era. The streets are named after Parramatta aldermen and mayors.

The area was developed with detached dwellings, mostly in brick with some fibro-cement with brick bases. It has a high standard of amenity, and with good management, will become more special as time goes by. The present residents stand to gain most from this special care.

8.4.3.2 DISTINCTIVE CHARACTERISTICS

- Curvilinear road layout typical of the 1940s and 50s
- Consistency in the scale, siting and design of houses with only minor obvious changes
- Detached houses - two or three bays wide, with a projecting bay, often including the porch with wrought iron railing
- Houses in brown, mottled brick or fibro-cement with brick base; low hipped roofs in terracotta or cement tiles, some with gabled ends clad in white painted weatherboards
- Double hung sash windows with timber frames
- Grassed front gardens merging with verge, some front boundaries defined by planting and a few low brick walls
- Wire or paling fences separating the front and rear gardens
- Narrow grassed verge without footpaths
- Street tree planting of bottle brushes, in recent decades
- Mature trees in gardens and streets

Controls

Development consistent with the existing character of the area:

C.01 Additions at the rear of houses designed to have minimum impact on the façade and roof of the house, using similar materials, such as bricks matching original bricks.

C.02 Additions that protect the views and amenity of neighbouring properties.

C.03 Garages or carports in rear gardens.

C.04 Carports beside the house at least 3 metre back from the front wall.

C.05 Wire fences no higher than 1 metre.

Development not consistent with the existing character of the area:

C.06 Painting, rendering or re-skinning of brick houses or the brick base of houses.

C.07 Painting, rendering or demolition of brick fences.

C.08 Front fences other than low walls marking the boundary.

8.4.4 SUTHERLAND ROAD

Figure 8.4.4.1 - Sutherland Road, North Parramatta

8.4.4.1 DISTINCTIVE CHARACTER STATEMENT

This area was auctioned as the Parramatta Heights Estate on 2 May 1925, by real estate agents, Peach Brothers. Construction of housing commenced in the 1930's. In May 1939 the area was covered by a residential district proclamation that required the external walls of houses to be of brick construction.

This is a high quality residential area at the edge of the nineteenth century development of Parramatta. Its value as a residential area, and an important part of the history of Parramatta, will become more obvious as time goes by and development of this period becomes more widely appreciated.

8.4.4.2 DISTINCTIVE CHARACTERISTICS

- Undulating terrain
- Streets and some houses with views and glimpses of parramatta to the south
- Includes a small park enclosed by houses, with laneway access from pennant hills road and sutherland road

- Houses date from the late 1920s to the 1950s; mostly single storey brick, with marseilles- tiled roofs including some distinctive skillion-roofed houses; a few original two-storey houses
- Consistency in the siting, scale, and character of houses
- Face brick
- Roads have grass verges, without footpaths, but with continuous street tree planting forming an avenue
- Low brick fences
- Gardens with open lawns and feature planting including mature trees and views
- Several large eucalypts in front and rear gardens add interest to the street scene

Controls

Development consistent with the existing character of the area:

C.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.

8.4.5 AREA BOUNDED BY BRICKFIELD, BELMORE, BULLER AND ALBERT STREETS

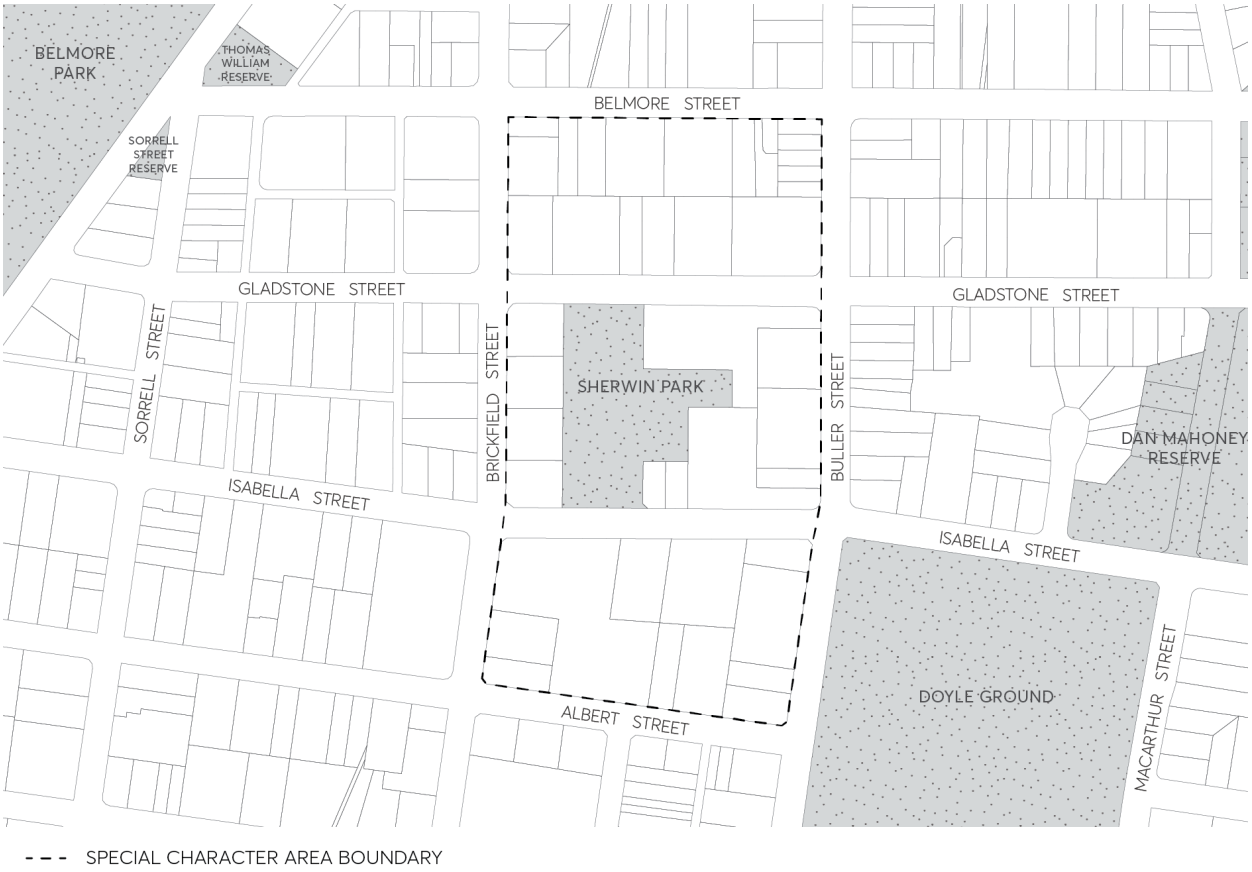

Figure 8.4.5.1 - Area bounded by Brickfield, Belmore, Buller and Albert Streets North Parramatta

8.4.5.1 DISTINCTIVE CHARACTER STATEMENT

The area bounded by Brickfield, Belmore, Buller and Albert Streets, North Parramatta should reflect the sensitivity of this area due to the impact of residential flat development and the close proximity to Doyle Ground. Nearby lower density residential areas, the style and character of primarily traditional housing, including heritage items, in the general locality strengthen the character of the area.

Objectives

O.01 A consistent building line in order to provide an appropriate and attractive built edge to the street.

O.02 Housing form that incorporates themes from the traditional housing style of the locality, (ie. closely spaced cottages, semi-detached houses and terraces), particularly when viewed from Doyle Ground.

Controls

C.01 The front setback is to be a maximum of 5 metres and a minimum of 3 metre consistent with the prevailing setbacks in the immediate locality.

C.02 Development should have the appearance of terrace-style housing in order to reflect the character of the traditional housing in the vicinity.

C.03 In Buller Street, opposite Doyle Ground, the terrace form of housing should provide a sense of address of the dwellings to the street and to Doyle Ground, particularly on the ground floor. In this area it is also desirable that car parking be situated at the rear of the site and accessed via a 4 metres wide rear lane.

8.4.6 ALL SAINTS CEMETERY

Figure 8.4.6.1 – All Saints Cemetery, North Parramatta

8.4.6.1 DISTINCTIVE CHARACTER STATEMENT

This subdivision, with its characteristic late nineteenth century subdivision pattern of narrow lots and back lanes for night soil disposal, is remarkably different from all other subdivisions in the area. This subdivision is almost completely intact and contains most of its original houses, built gradually from the later part of the nineteenth century to the 1930s.

Later twentieth century development around the cemetery has continued the low scale residential character of the earlier Short Street development, although with wider allotments and greater garden space between houses. The result today is a remarkably intact single storey residential enclosure of an early Parramatta burial ground which, with the landscape of the cemetery itself, provides a very special rural/residential precinct near the heart of a large city.

8.4.6.2 DISTINCTIVE CHARACTERISTICS

- Gently sloping land, falling from a small but prominent knoll in the north-east corner down to the creeks beyond the southern and western boundaries of the precinct

- The quiet residential character of the precinct is provided by its enclosure/framing by individual, low-scale residential buildings and their gardens and trees, and its border on three sides by residential roads
- Buildings address the cemetery and provide a sense of enclosure
- Low-scale development around the perimeter of the cemetery: a consistency in the character of the buildings, particularly in their single storey scale and limited range of building materials
- The nineteenth century subdivision and development pattern along Short and Buller Streets, which strengthens the character of the precinct
- The landscape of the cemetery itself is rural in character, most of it an open area with mown grasses, remnant native vegetation and little evidence of deliberate plantings except around parts of the perimeter
- The historic relationship between the cemetery, its church (All Saints) and rectory (Endrim, 54 Sorrell Street) remain, and can be observed, particularly from the north-east corner of cemetery
- Remnant sandstone walls and gateway stands along the Fennell Street alignment and an almost continuous sandstone kerb and gutter down Short Street are able to be observed

Objectives

O.01 Retention and reinforcement of all attributes that contribute to the heritage significance of the cemetery and its setting.

O.02 A transition zone between the higher density development on land west of Brickfield Street and the open space of the cemetery through dense but low-scale residential development, similar in character to the early development in Short Street.

O.03 Maintenance of the rural village character and quiet residential amenity of the precinct.

O.04 Retention of the existing consistency in the scale and building materials in the precinct.

O.05 Maintenance of the special character of this area and the marked difference between it and the adjoining higher density zones.

Controls

Subdivision Pattern

C.01 Maintain all the evidence of the nineteenth century subdivision and development pattern along Short Street and Buller Streets.

C.02 Maintain the subdivision and development pattern for the three houses adjoining the cemetery fronting Albert Street, and the space and mature tree plantings this allows between buildings and the cemetery.

C.03 Amalgamation of allotments facing Short, Buller or Albert Streets, or construction across allotment boundaries on these streets is to be avoided, so as to retain the existing subdivision pattern.

C.04 Maintain the subdivision and development pattern for the houses facing Fennell Street and the space this allows for mature tree planting and landscaping.

C.05 Encourage resubdivision and amalgamation along Brickfield Street to provide new development having the appearance of separate houses, such as town houses, facing the cemetery.

C.06 Subdivision of No 16 Short Street is permitted, in order to provide one allotment only beside the house at No 18.

C.07 Resubdivision of allotments fronting Brickfield Street is permitted, but only where the subdivision runs parallel to the east/west boundary line.

Existing Buildings and Structures

C.08 Keep all buildings and other structures that individually and together contribute to an understanding of the history and character of this precinct.

C.09 Keep all stone kerbs and gutters in Short Street.

C.10 Retain all metal and concrete fences on the northern boundary of the cemetery.

C.11 Avoid adding vehicle crossings over sandstone kerb and gutter in Short Street; allow rear lane access only.

C.12 Buildings to primary street frontage should face directly towards the cemetery.

Garages

C.13 Ensure new garaging and carparking do not intrude upon the existing character of the precinct, in particular by maintaining uncluttered space between building line and front fence as an important part of the character of the precinct.

C.14 Maintain the fence line of Short and Buller Streets unaffected by driveway openings.

C.15 Driveways are not to continue over the footpath space.

C.16 Avoid establishing new driveways, garages or carports with access to Short Street or Buller Street; lane access only is to be used.

C.17 Avoid basement communal car parking that opens directly onto the street.

C.18 Garages and carports are to be located at least 1 metre behind the front wall of a residential building and sited in an unobtrusive manner.

C.19 Driveways should be made of concrete, bitumen, gravel, dark bricks or other unobtrusive materials and should not continue over the footpath space; wheel tracks with a central grass/planting strip are preferred to fully paved driveway space.

Fences

C.20 Maintain the character of the area, where houses face and enclose the cemetery over low fences.

C.21 Maintain existing street amenity and safety by the continued use of light weight front fences which allow each garden to be viewed from the street, and allow each house to view the street and cemetery.

C.22 Keep rear boundary fence at Nos 41, 43 and 45 Albert Street.

C.23 Consider using square topped picket fences painted in light colours, eventually for all properties facing the cemetery, to reinforce a cohesive sense of enclosure.

C.24 Fence openings in excess of 3 metre width are to be avoided.

Short and Buller Streets

C.25 Maintain visual importance of existing historic buildings and other structures.

C.26 Keep the consistency of siting, scale, shape and materials in new work and in extensions to existing buildings so that it does not detract from historic buildings in the precinct, or from the street's visual cohesiveness and amenity.

C.27 For extensions to existing buildings,

ii) use linked pavilions under separate roof, or skillion extensions to back of house

iii) 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

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.

C.40 Balconies should not protrude beyond the wall of a building, except in the case of verandahs, which are permitted at ground level.

C.41 Light-painted or plastered walls or hearted, speckled, multicoloured or textured bricks in light colours are not appropriate.

C.42 Imitation slate or obtrusively coloured roofing materials are not appropriate.

New buildings facing Fennell Street

C.43 Development is to reinforce low scale, village-like enclosure of cemetery.

C.44 Development should be consistent with the prevailing scale of existing development around the cemetery, but should maintain the character of freestanding buildings on individual lots of land, separated from each other and from the street by side and front garden space.

C.45 Combined side setbacks for each allotment to be no less than 5 metres, which, apart from access drive, is to be landscaped with trees, garden and lawn.

C.46 Maximum 3 metre width for driveway and vehicular entrance.

C.47 Buildings are to address Fennell Street.

C.48 Garaging must be a single car garage and must not be visible from the street.

New buildings facing Albert Street

C.49 Retain the space between and behind buildings so that the existing character of trees and open gardens on the crest of hill can be maintained as the northern backdrop to cemetery.

C.50 Maintain the existing character of development, of freestanding houses on individual allotments separated by garden space and landscaping.

C.51 6 metre minimum front setback; area to be landscaped with trees, garden and lawn.

C.52 Combined side setbacks for each allotment to be no less than 8 metres, which, apart from access drive, is to be landscaped with trees, garden and lawn.

C.53 Maximum 3 metre width for driveway and entrance.

C.54 Maximum two driveways per existing allotment.

C.55 Sufficient space in the back garden to allow for the growth and maintenance of large mature trees.

C.56 Buildings must address Albert Street.

C.57 Garaging must a single car garage and must not be visible from the street.

C.58 Side and front setbacks must not contain structures or paving, other than a single-width driveway.

8.4.7 HILLSIDE ESTATE

8.4.7.1 DISTINCTIVE CHARACTER STATEMENT

This land was acquired by the firm of John Bridge Ltd who engaged land surveyors Lockie, Gannon, Worley and Campbell to design this subdivision, with its distinctive curvilinear layout. The Housing Commission acquired the estate in 1945. The estate with a variety of double-fronted and triple-fronted single storey brick houses with hipped or gabled roofs. The majority of houses have light tan or brown mottled bricks. Some houses have common bricks or mottled cream bricks, some of which have been painted or rendered. Some houses have been divided into two single person units for older people with minor changes to insert a second front door with a protective brick screen, while maintaining the architectural character of the building.

The allotments originally had low arris rail fences painted white. Most properties have no front fences while a few properties have low, open metal fences. The open space and pathway/drainage system has been grassed but remains open with few plantings.

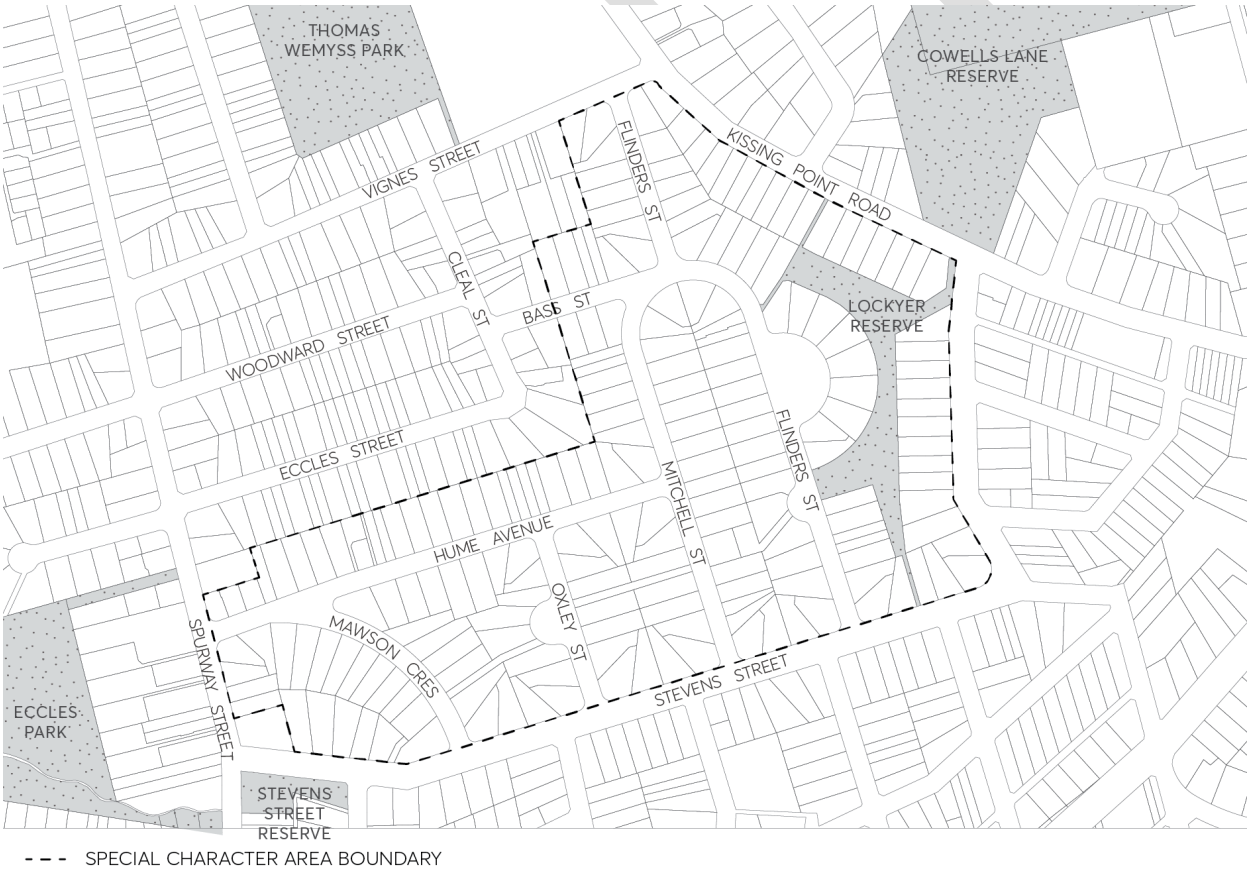

Figure 8.4.7.1 – Hillside Estate, Ermington

8.4.7.2 DISTINCTIVE CHARACTERISTICS

The natural slope of the land (to the south and east) and the absence of major changes, give the area a distinctive character. Other characteristics include;

- straight and curvilinear pattern of roads, named after Australian explorers
- combined open space and drainage and walkway system
- siting and design of houses, with a variety of high quality face bricks - mostly mottled in tan and brown, with a few cream mottled bricks, painted brick work or rendered brick work
- wide setbacks from side boundaries with space for trees and driveways to rear garages
- open front gardens, without front fences, which merge with the wide grass verges
- mature trees and shrubs from the early decades of development
- views from the street and houses to the south and east

Objectives

O.01 To keep the character of this area and its houses, especially when viewed from the streets.

O.02 To keep the character of the houses including their open front gardens, the practice of siting carports at the rear or side of houses, with garages at the rear, is encouraged.

O.03 To facilitate improvements and additions that are consistent with the architectural character of the area.

O.04 Maintain and improve residential amenity.

O.05 Maintain and improve open space areas.

Controls

Landform/Natural Characteristics

C.01 Maintain the shape of the natural landform and avoid high retaining walls and changes of land produced by cut and fill.

Subdivision Pattern

C.02 Maintain the existing subdivision pattern of roads, allotments, open space drainage and access and avoid amalgamation of allotments and subdivision across the allotment.

Existing Buildings

C.03 Maintain existing buildings and their architectural character that individually or together contribute to an understanding of the history and character of the area and the original character of the front of the house.

C.04 The painting, rendering or re-skinning of brick work is to be avoided.

C.05 Extra rooms above the main body of the house which require alteration of the existing roof space are to be avoided unless rooms within the existing roof space can be created where they are ventilated by flat in plane skylights as opposed to new dormer windows.

Additions to Existing Dwellings

C.06 Maintain the visual importance of the original houses by retaining existing face bricks and avoiding textured bricks in light colours.

C.07 Additions at the front or side of houses which reduce the setback from front and side boundaries are to be avoided.

C.08 Additions at the rear of an existing house which include rooms in the roof may be considered provided they do not change the architectural character of the house as viewed from the street.

C.09 Additions higher than the ridgeline of the existing house by more than 1 metre are to be avoided.

Garages and Carports

C.10 Maintain uncluttered space between building line and front boundary as an important part of street character.

C.11 Keep garages and carports as secondary utilitarian buildings.

C.12 Maintain the established pattern of one opening per allotment for single car access.

C.13 Carports can be constructed at the side or rear of the house, but no further forward than the adjoining wall of the house.

C.14 Driveways of concrete or other hard surfacing in excess of 2.6 metres in width are to be avoided. Wheel tracks with central grass/planting are preferred to fully paved driveway space are preferred.

C.15 Garages which compete with scale and architecture of the house are to be avoided.

Fences

C.16 Retain the open character of front gardens, without front fences and only consider reinstatement of low timber rail fences, which were original to some lots.

C.17 Timber paling fences to side and rear boundaries are preferred.

C.18 High privacy fences and metal cladding fences at side and rear boundaries are to be avoided.

C.19 Fences may be considered in Kissing Point Road provided they allow views into gardens and are made of materials such as timber and wire mesh that are suitable as a frame for plants.

Street Trees

C.20 Maintain existing street trees and consider additional street trees where there is no street tree planting.

8.4.8 WINSTON HILLS

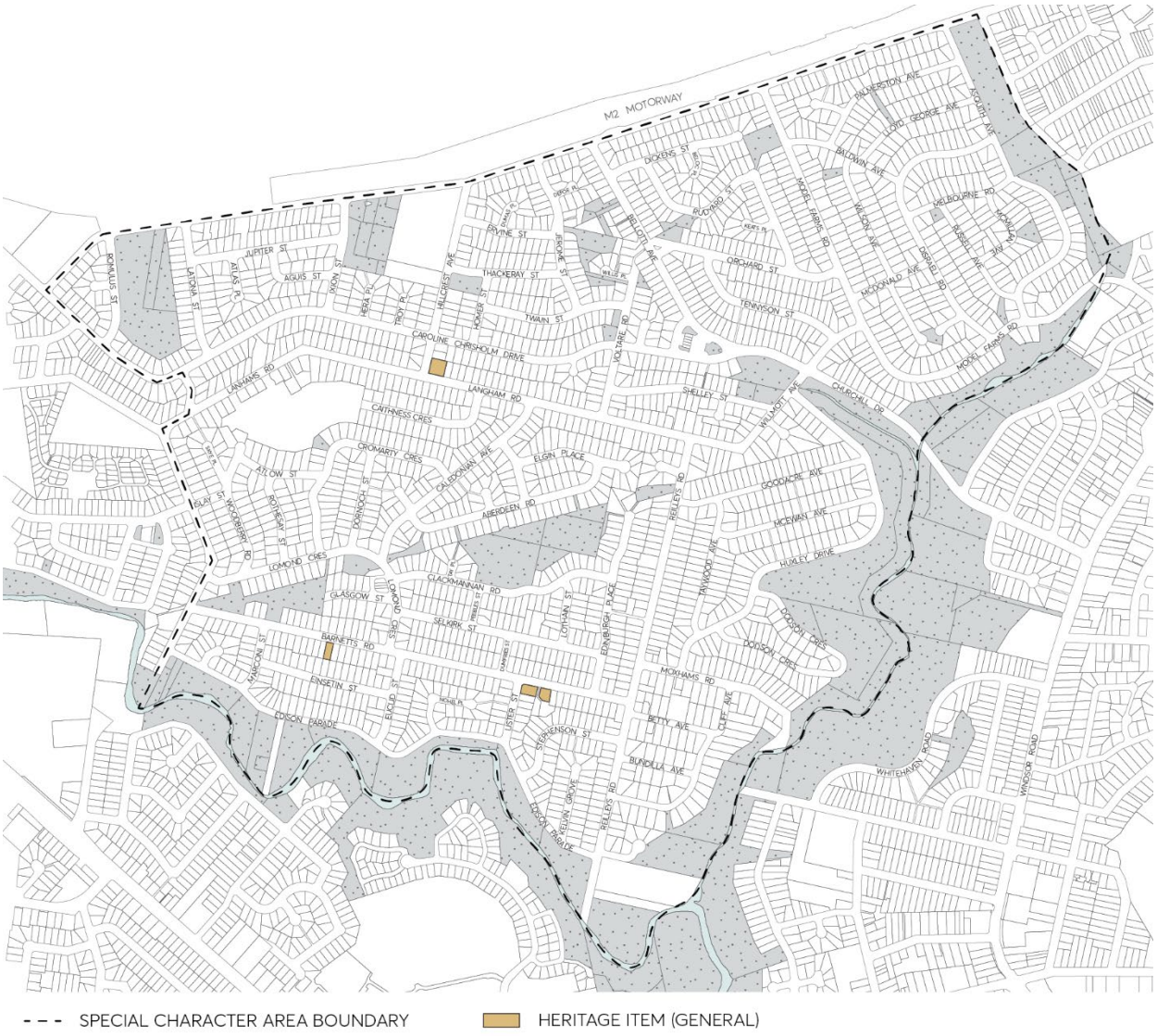

Figure 8.4.8.1 – Winston Hills

8.4.8.1 DISTINCTIVE CHARACTER STATEMENT

This large development was the most important subdivision of its time. The land was acquired by Hooker-Rex and developed as the Model Farm Estate; a complete neighbourhood development. It was one of the last releases of land zoned as Green Belt, providing one of the last greenfields development areas. A number of the original farmhouses remain, incorporated in the subdivision plan. It was opened in 1965 as Winston Hills. The subdivision plan is characterised by curvilinear street designs, gully parklands, wider and less deep allotments than traditional subdivision patterns. House construction is 'wide-fronted' with low, horizontal lines.

This appearance is created by a number of factors including the siting of houses across the allotments, garages integrated with the house, simple low-pitched roofs with ridges parallel to the street, overhanging eaves or verandahs, and window and door detailing. Most homes are of brick construction with tiled roofs. There is a mixture of single, split level and two-storey homes, and wall

finishes include face brick, painted brick and cement rendering. There are additions on some houses, in both brick and lightweight construction.

Controls

Additions to existing dwelling houses

C.01 Additions must be designed to protect the amenity of neighbours and generally compliment the architectural character of the original dwelling house.

C.02 Second storey additions to existing single storey dwelling houses should be positioned to the rear of the existing house where a consistent single storey scale is a predominant streetscape element.

New dwelling houses

C.03 New dwelling houses must be compatible with existing houses in the streetscape so that they do not dominate or stand out in marked contrast to existing dwellings.

C.04 Setbacks must be consistent with neighbouring buildings.

C.05 Dwelling houses should be 'wide-fronted' across the site. Overly complex roof forms should be avoided.

C.06 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