8.5 SPECIFIC SITES

This section contains development controls for specific sites within The City, as identified in Figure 8.5.1 and Figure 8.5.2.

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

Figure 8.5.1 – Specific sites within the Parramatta Ward and Rosehill Ward

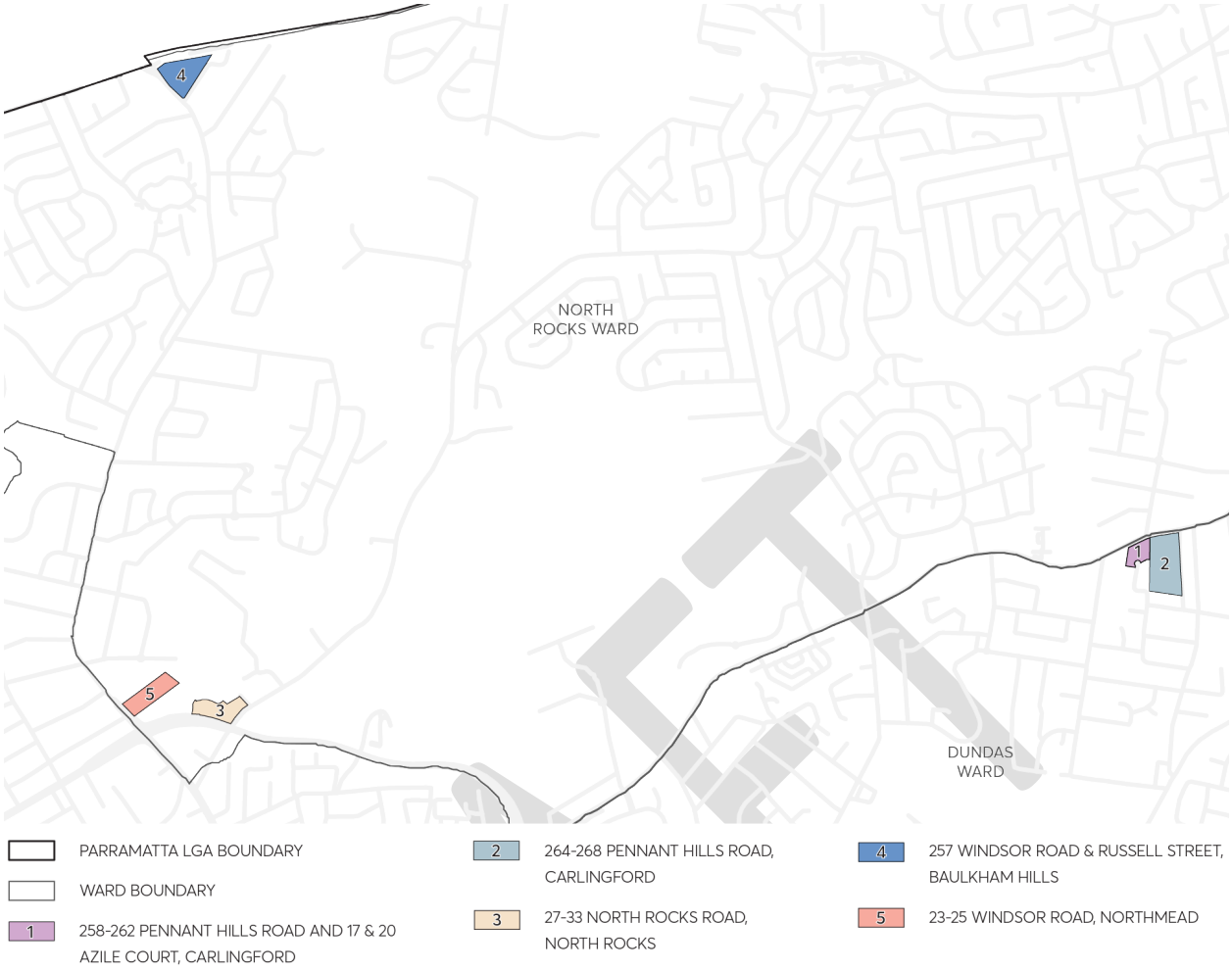


Figure 8.5.2 – Specific sites within the Dundas Ward and North Rocks Ward

CONTENTS

PARRAMATTA WARD

8.5.1 158-164 HAWKESBURY ROAD AND PART OF 2A DARCY ROAD, WESTMEAD

8.5.1.1 DESIRED FUTURE CHARACTER

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

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

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

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

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

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

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

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

Figure 8.5.1.1.1 –Land application map

Objectives

In addition to general objectives listed in Section 8.2.1 of this DCP, specific objectives for this special area are identified below.

O.01 Delivery of mixed use development that supports and meets the needs of the Westmead Precinct.

O.02 Ensure the built from features articulation and an attractive composition of building elements with a strong relationship between buildings and the streetscape.

O.03 Ensure the future built form is responsive to the existing siting, scale, form and character of heritage items.

O.04 Provide appropriate provision of and high quality public domain elements, including internal streets, footpaths, open space and public square for the benefit of the existing and future community.

O.05 Ensure building height is distributed across the site having regard for orientation, overshadowing, heritage buildings and views/vistas.

O.06 Provide active ground floor uses along Hawkesbury Road and Darcy Road to increase the safety, use and interest of the street.

O.07 Provide a visual and physical connection throughout the site for a high level of surveillance and safety.

O.08 Accommodate generated traffic and the mitigation of traffic effects, and the promotion of public transport to the site.

Subdivision

O.09 Ensure subdivision of the site reflects the road and public domain layout and is sensitive to the location of heritage buildings.

Control

C.01 Any subdivision of the site should ensure that the following occurs:

- Subdivision should reflect the road and public domain layout in Figure 8.5.1.2.1.
- All heritage buildings are located within a single allotment (and single ownership), where possible. If heritage buildings are located on separate allotments then measures should be put in place to ensure that the former relationships between them are interpreted.
- Subdivision boundaries should not extend across the footprint of heritage buildings or separate significant plantings and landscape features.
- Subdivision boundaries should be located to retain as much as possible of the immediate setting of each of the heritage buildings in the same allotment as the building.

8.5.1.2 BUILDING FORM & MASSING

Objectives

O.01 Ensure that buildings are compatible with the desired future character of the area in terms of building bulk and scale as demonstrated in Figure 8.5.1.2.1 and 8.5.1.3.1.

O.02 Ensure that new buildings reflect and recognise the exiting and proposed street and infrastructure pattern.

O.03 Ensure that new development responds well to the topography of the land.

O.04 Ensure that new development is sympathetic to heritage items and surrounding properties.

O.05 Ensure that development does not unreasonably diminish sunlight to neighbouring properties and within the development site.

Controls

Building Height

C.01 High quality urban built form should be provided for all buildings.

C.02 Variable building heights should be developed to ensure positive and cohesive relationships with other buildings both on the site and off the site.

C.03 Building heights should provide a transition in built form and land use intensity within the site.

C.04 Sunlight access should be provided to key areas of the public domain and further overshadowing of parks and community places are avoided or limited.

C.05 Development is to be designed and sited to minimise the extent of shadows that it casts on adjoining properties.

C.06 Development must have regard to the potential views/vistas from and to Parramatta Park.

C.07 The maximum height of development for the site is established by the *Parramatta LEP 2023*.

C.08 The site sections in Figure 8.5.1.5.2 to 8.5.1.5.3 demonstrate the maximum permitted tower and podium heights of each building.

C.09 Specific building height controls are provided as follows:

- For buildings within Precinct 2, street wall height fronting Hawkesbury Road will be limited to a maximum height of 14-16 metres (4 storeys) and street wall height fronting Darcy Road will be limited to a range of between 16 metres (4 storeys) at Hawkesbury Road rising to 27 metres (7-8 storeys);
- For buildings within Precinct 3, street wall height fronting Darcy Road will be limited to a maximum of 29 metres (8-9 storeys).

Floor Space Ratio

C.10 The maximum floor space ratio of development including the minimum non- residential floor space for the site is established by the *Parramatta LEP 2023*.

C.11 There should be a suitable mix and balance between residential and non-residential uses.

C.12 The intensity of activity from the site is to be limited to the location where its impact is minimised.

Design

C.13 Buildings should be designed to create streetscapes that are characterised by:

- clearly defined edges and corners, and
- architectural treatments that are interesting and relate to the design and human scale of existing buildings.

C.14 Development is to establish an appropriate scale and transition to heritage buildings that does not visually overwhelm them.

C.15 Activated frontages must be located at ground level, especially along the footpaths of infrastructure and open spaces.

C.16 Built form should define and contain the street corridors, street corners and open spaces on the site. Consider appropriate proportion (building heights), in particular towards Hawkesbury and Darcy Roads.

C.17 Appropriate solar access must be provided to other buildings and/or public open space within the site.

C.18 The slope across the site should be utilised to reduce potential bulky built form, thereby minimising its visual impact on streetscapes and surrounding public domain.

C.19 A strong visual address must be provided to Hawkesbury Road and Westmead Station.

C.20 Any buildings fronting the railway line are to provide adequate amenity with regard to noise and vibration.

C.21 A continuous street edge and articulated facades must be maintained throughout the site.

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

Figure 8.5.1.2.1 – Built Form Control

8.5.1.3 PUBLIC DOMAIN AND INDICATIVE LAYOUT

Objectives

O.01 Provide an open space network and site layout that enhances the existing and future built form.

O.02 Provide an open space network that facilities pedestrian access/circulation and which creates a sequence of spaces across the site.

O.03 Create opportunity for the enlivening of existing commercial streets, to create a safe environment, whilst minimising impacts on residential and pedestrian amenity.

Controls

Open Space

C.01 The portion of the public domain as indicated in Figure 8.5.1.3.2 must be provided at the time of the first Development Application (DA) for a building. That DA must detail by submission and subsequent conditions of consent the timing, phasing, extent (streets, trees, footpaths, street furniture etc) and management of that public domain.

C.02 The provision of public domain shall satisfy the provision of *Crime Pretention through Environmental Design* and be provided generally in accordance with Figure 8.5.1.2.1.

C.03 Landscaped areas shall constitute a minimum of 40% (including deep soil) of the site area.

C.04 Deep soil landscape area shall constitute a minimum of 30% of the site area.

C.05 No car parking will be permitted in areas designated as landscaped areas.

C.06 Landscaped area may include roof gardens.

C.07 The public domain as indicated in Figure 8.5.1.2.1 is to be incorporated into future development and subdivision of the site, including the open space, pedestrian linkages, internal private roads and footpaths.

C.08 The orientation of the public domain should provide good solar access and views and vistas internally and externally of the site.

C.09 A range of outdoor spaces shall be provided. Larger and smaller spaces and wider footpaths should be provided to enable a range of activities.

C.10 All street furniture, landscaping works, utilities and equipment shall contribute to the community's enjoyment of the public domain, but not impede pedestrian movement and safety nor visual quality.

C.11 Pedestrian surfaces shall be designed to be safe for all users, clearly identified and constructed from materials that provide consistency and continuity of streetscape.

C.12 There shall be an increase in native vegetation in the public domain spaces provided.

C.13 Level changes shall be avoided and cluttering of street furniture minimised to allow easy and unhindered access.

C.14 All open space shall reflect the principles of *'Safer by Design'* by minimising dead ends, high walls, dense planting and ensuring casual surveillance of public domain from both residential and non-residential uses.

C.15 Landscaping should ensure safety and security, and the perception of safety and security, with clear sight lines and minimal opportunities for concealment.

C.16 Street trees should be provided on all new streets to Council's specifications.

C.17 Landscaping should retain mature stands of trees (e.g. large figs and tallowwoods) where these contribute to area character and a canopied skyline.

C.18 The town square shall have a strong street address and presence on Hawkesbury Road. This includes prominent entrance locations, pedestrian access and visual connectivity.

Figure 8.5.1.3.1 – Indicative Concept Plan

Figure 8.5.1.3.2 – Public Domain Works to be provided at the time of the first Development Application

8.5.1.4 HERITAGE

Objectives

O.01 Ensure appropriate management of the heritage significance of the site.

O.02 Retain and reinforce the buildings of heritage significance and their settings indicated in Figure 8.5.1.4.1.

O.03 Ensure development is compatible with the heritage significance and character of the site.

Controls

General

C.01 New development must:

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

Adaptive Re-Use

C.02 Sensitive adaptive re-use of the heritage buildings is encouraged.

- New uses should be compatible with the heritage significance of the place and be undertaken in accordance with best-practice guidelines including *New Uses for Heritage Places: guidelines for the adaptation of historic buildings and sites*, prepared by the Heritage Council of NSW and RAIA (now Australian Institute of Architects) in 2008.
- The original / early external form and architectural detailing must be retained and enhanced. Any intrusive elements or additions should be removed.
- Original / early internal spaces and features should be retained, conserved and meaningfully incorporated into their adaptive re-use, wherever possible.
- Changes should meet legislated protection , access and safety requirements should be subservient to the primary architectural features of the buildings .
- New additions should be:

  b) located consistent with the original design principles for each building-they should generally be located to the rear and not adversely impact views of the principal elevations;

  c) subservient in terms of scale, bulk and massing-they should not visually dominate the existing building or adjacent significant buildings;

  d) designed to allow an ongoing appreciation of the heritage buildings as separate structures within a cultural landscape and continue to allow an understanding of their former functional and visual relationships;

  e) of contemporary architectural character, detailing and materials and should not be imitations of the existing building; and

  f) of an architectural quality (detailing , design and materiality) that is either equal to or greater than that of the existing building:

Figure 8.5.1.4.1 – Ariel View Demonstrating the Curtilage of the Buildings of Heritage Significance

New Buildings

C.03 New buildings should be consistent with best-practice guidelines including *Design in Context; guidelines for infill development in the historic environment*, prepared by the NSW Heritage Office (now Heritage Branch, Office of Environment and Heritage) and RAIA (now Australian Institute of Architects) in 2005.

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

8.5.1.5 TRAFFIC & TRANSPORT

Objectives

C.01 Encourage commuting by public transport in order to reduce the number of motor vehicles travelling through and to the site, and to improve overall environmental quality and pedestrian amenity.

C.02 Encourage the use of bicycles as an environmentally beneficial form of transport and an alternative to the use of private motor vehicles.

C.03 Encourage non-car trips by providing a maximum provision of car parking associated with each use.

Controls

C.04 The development of the site must demonstrate a mode split of 35% public transport to 65% private transport.

C.05 Buildings should be designed with car parking at the basement level.

C.06 The site development must provide secure bicycle parking and links to the existing cycle network.

C.07 Pedestrian and vehicle conflict should be minimised with limited vehicle crossings in the public domain.

C.08 New vehicular links within the site should be provided generally as shown in Figure 8.5.1.2.1.

C.09 Encourage and where possible improve pedestrian links as shown in Figures 8.5.1.5.1.

C.10 A Travel Plan must be provided and include:

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

C.11 Car parking provided in connection with a use must not result in exceeding the maximum as identified in Table 8.5.1.5.1.

C.12 A detailed traffic model and analysis must be provided.

Table 8.5.1.5.1 - Car parking requirements

Proposed use of building	Maximum number of parking spaces
Child care centres	A maximum of 1 parking space to be provided for every 4 child care places
Commercial	A maximum of 1 parking space to be provided for every 100m² of gross floor area
Health consulting rooms	A maximum of 1 parking space to be provided for every 300m² of gross floor area
Hostels and nursing homes	A maximum of 1 parking space to be provided for every 10 beds plus 1 parking space to be provided for every 2 employees plus 1 parking space to be provided that is suitable for an ambulance
Hotel accommodation	A maximum of 1 parking space to be provided for every 5 hotel units plus 1 parking space to be provided for every 3 employees
Residential flat buildings: studio apartments	A maximum of 0.6 spaces to be provided for every apartment
Residential flat buildings: 1, 2 and 3 bedrooms	A maximum of 1 parking space to be provided for every dwelling plus 1 parking space to be provided for every 5 dwellings for visitors
Restaurants	A maximum of 1 parking space to be provided for every 10m² of gross floor area or 1 parking space to be provided for every 4-seats (whichever is the lesser)
Seniors housing	A maximum of 1 parking space to be provided for every 10 dwellings plus 1 parking space to be provided for every 10 dwellings for visitors
Shops/retail	A maximum of 1 parking space to be provided for every 30m² of gross floor area

Bicycle Parking

C.13 Bicycle parking must be provided in accordance with Part 6 – Traffic and Transport of this DCP.

Streets

C.14 Streets are required to satisfy the requirements of the Australian Standards with respect to the width and form of streets and footpaths.

Alternative Means of Transport

C.15 Pedestrian links and facilities for non-car modes of transport must be provided.

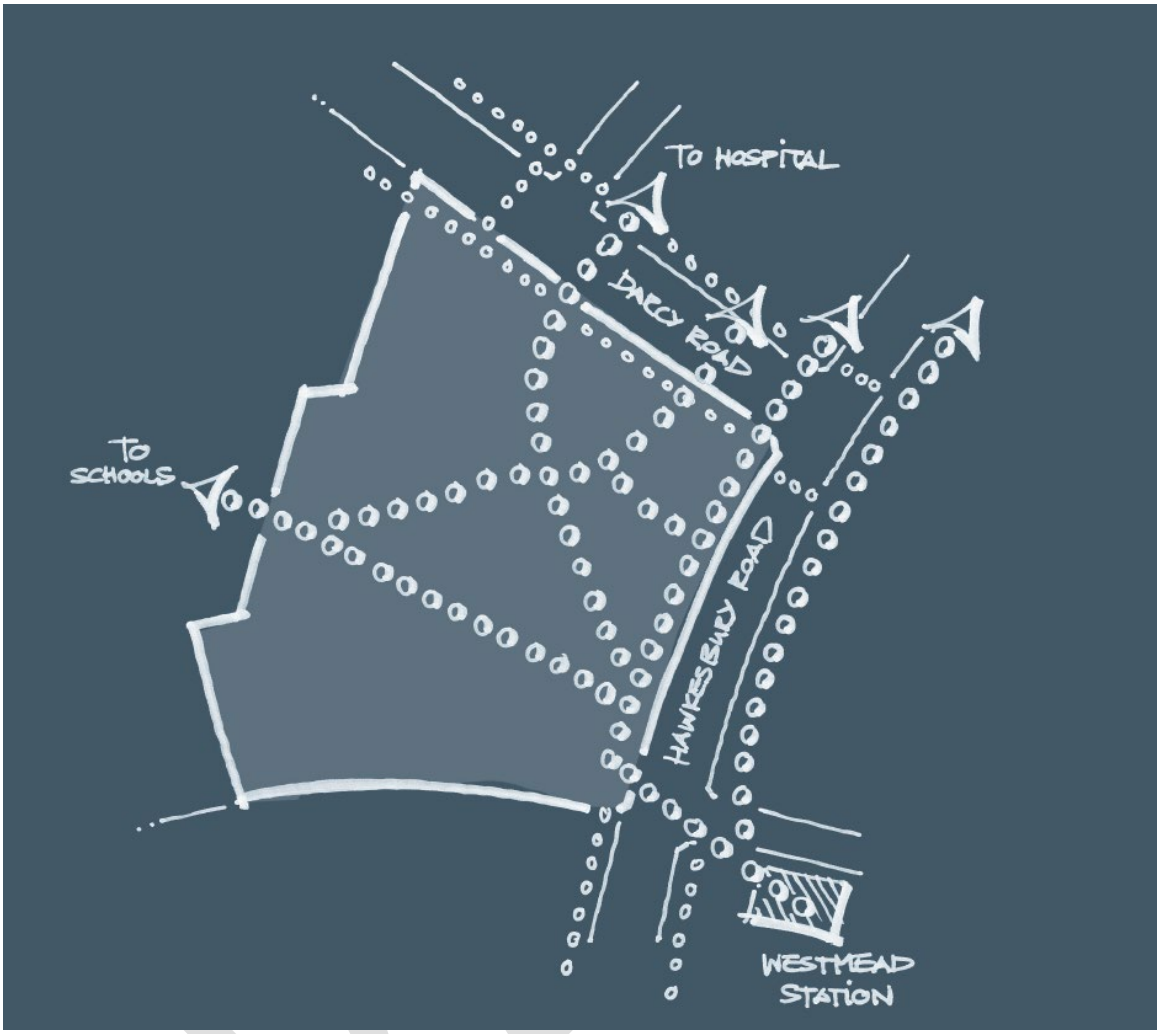


Figure 8.5.1.5.1 – Establish pedestrian desire lines

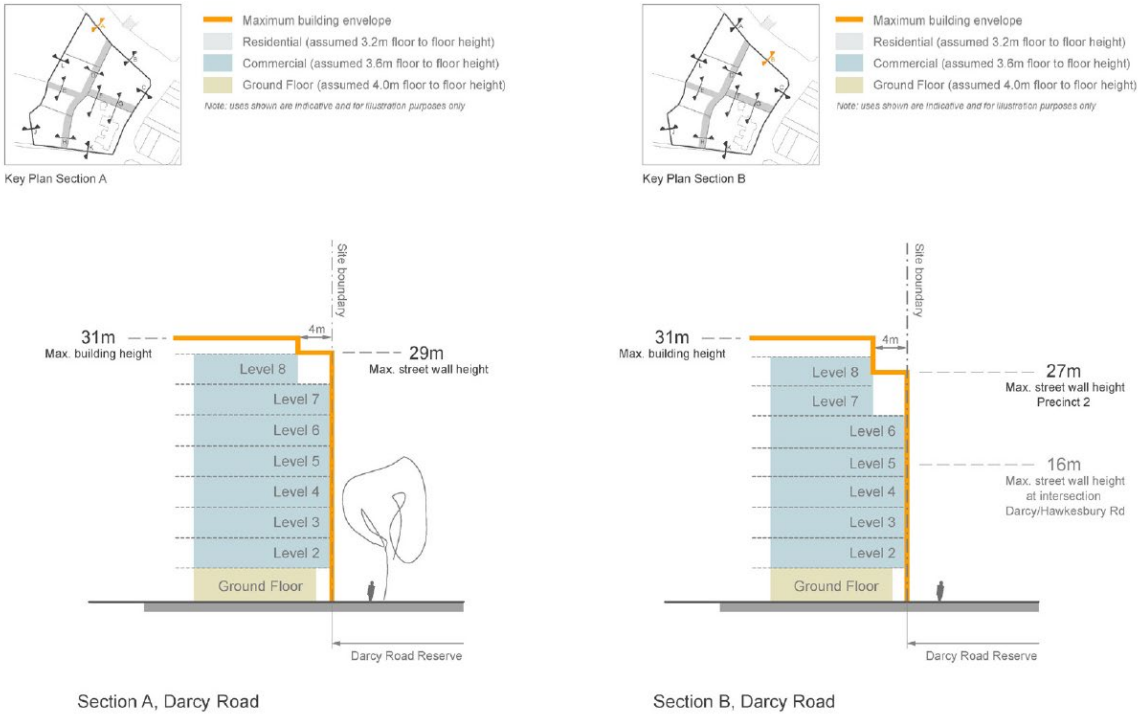


Figure 8.5.1.5.2 – Indicative Site Sections

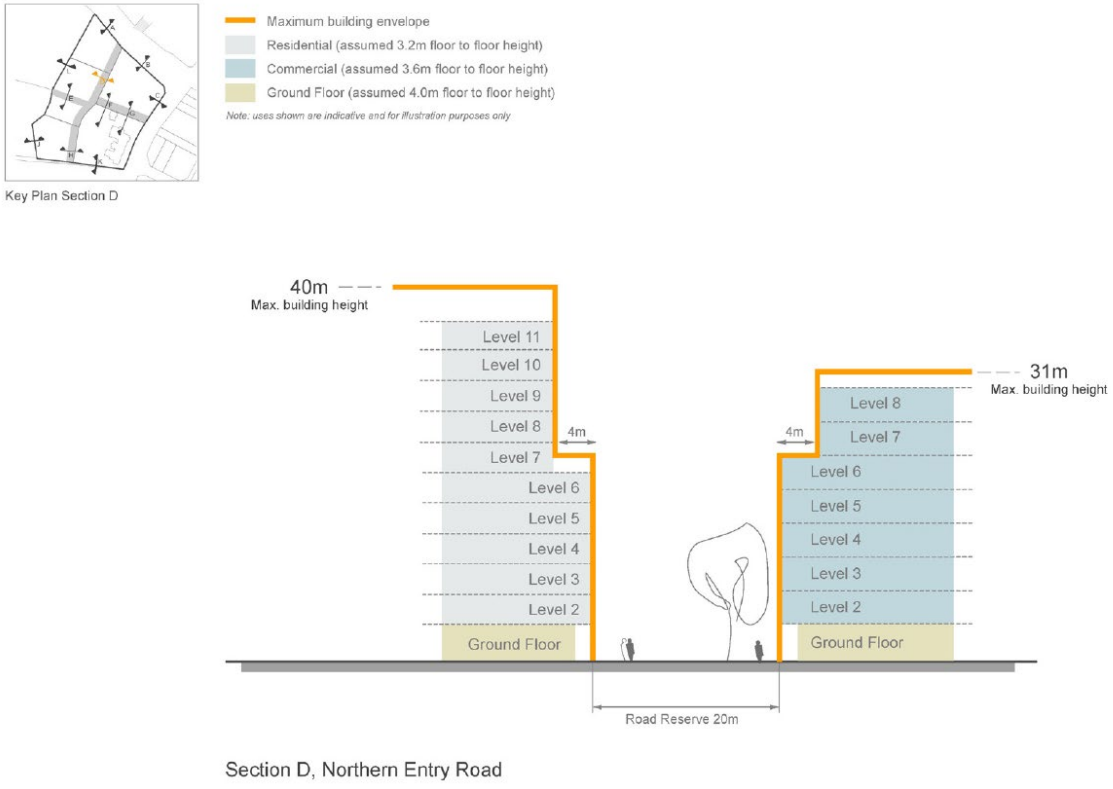


Figure 8.5.1.5.3 – Indicative Site Sections

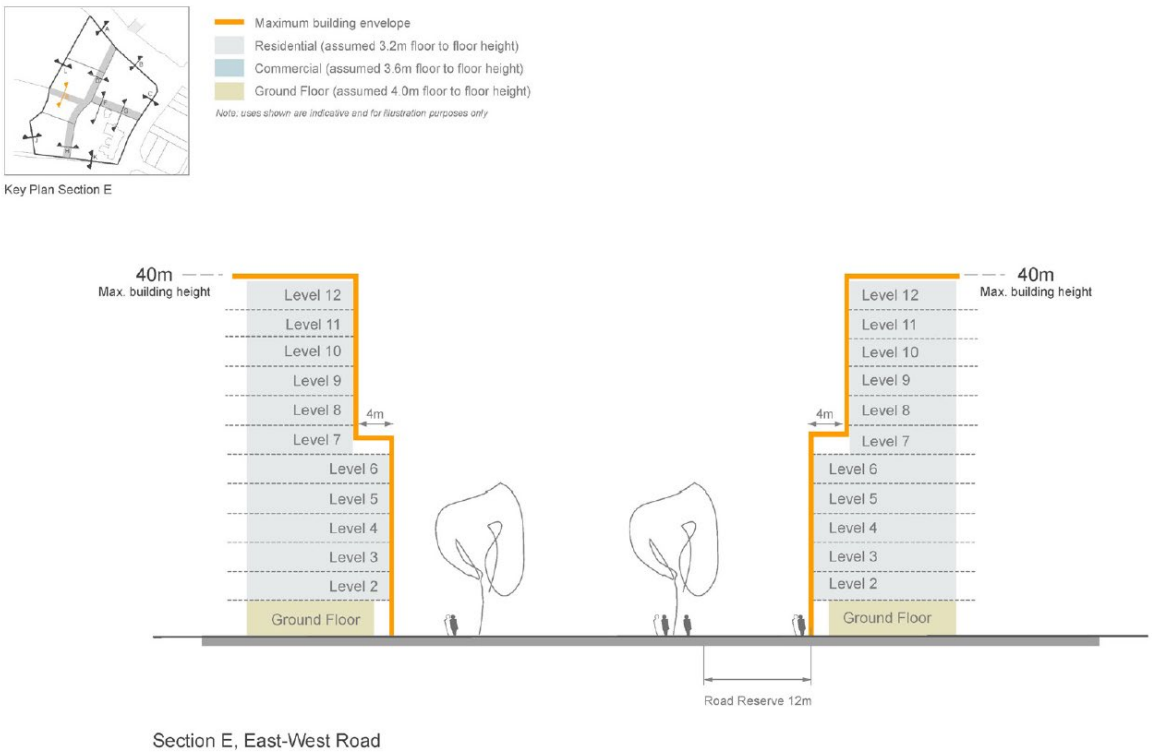


Figure 8.5.1.5.4 – Indicative Site Sections

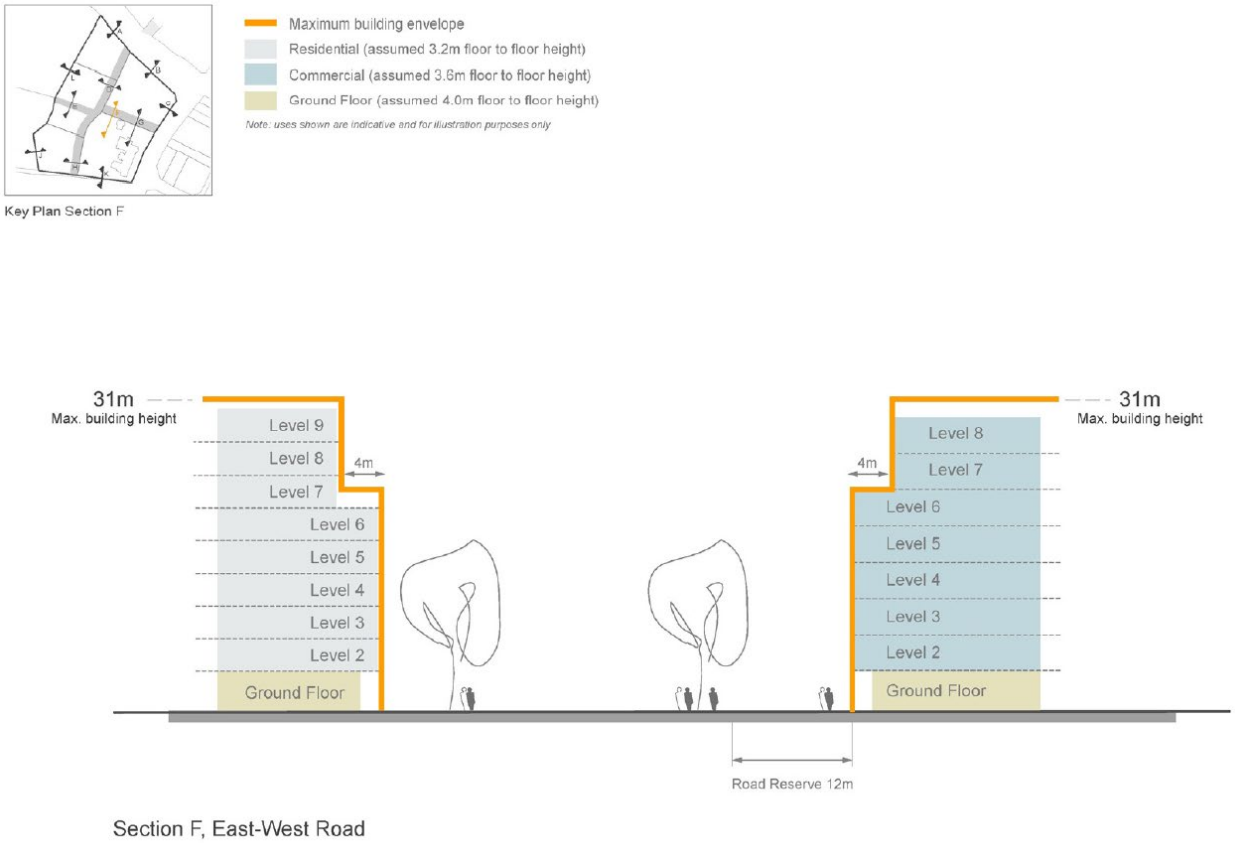
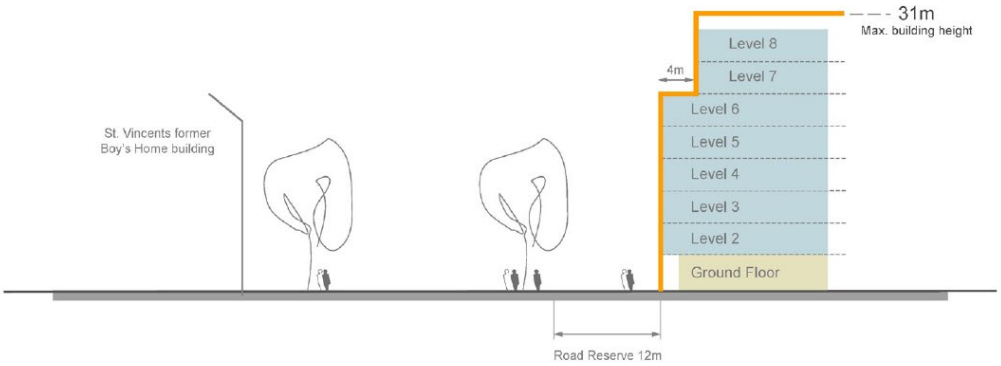
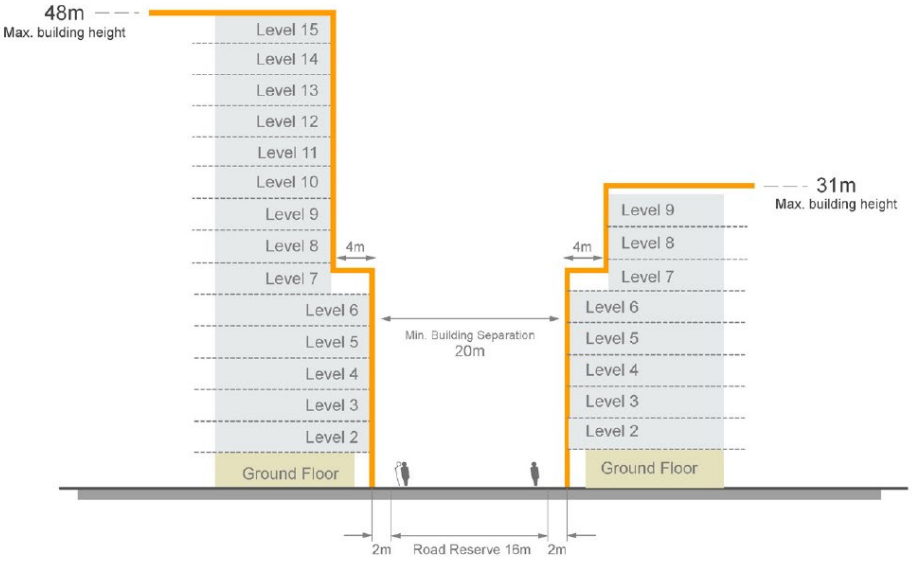


Figure 8.5.1.5.5 – Indicative Site Sections



Section G, East-West Road

Figure 8.5.1.5.6 – Indicative Site Sections



Section H, Southern Access Road

Figure 8.5.1.5.7 - Indicative Site Sections

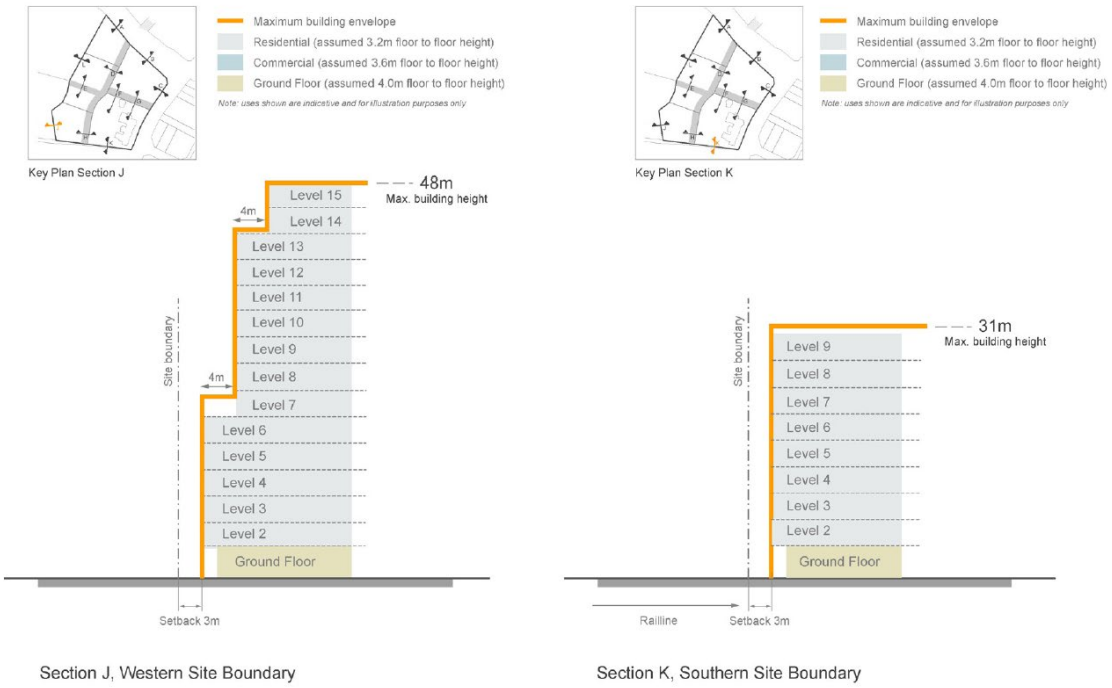
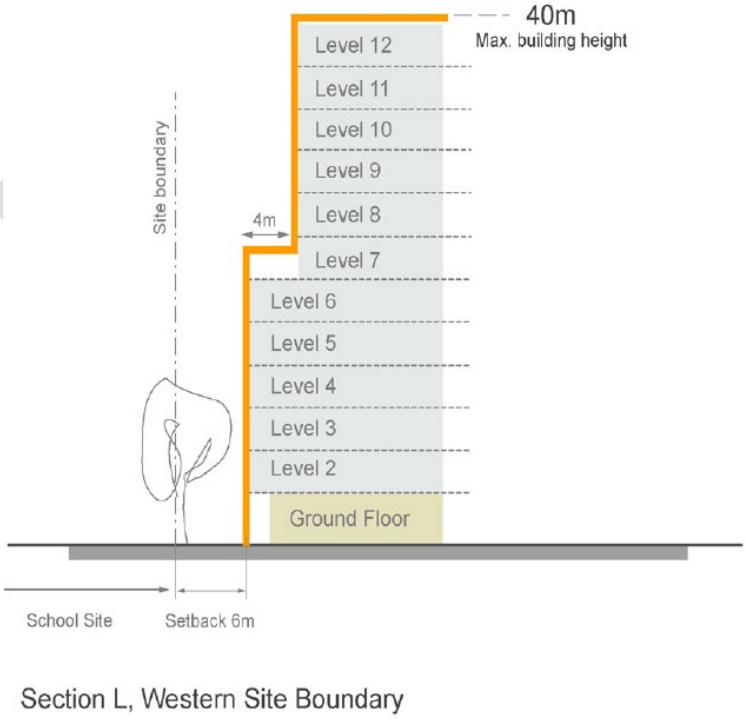


Figure 8.5.1.5.8 - Indicative Site Sections



Section L, Western Site Boundary

Figure 8.5.1.5.8 - Indicative Site Sections

8.5.2 24-26 RAILWAY PARADE, WESTMEAD

This section applies to land at 24-26 Railway Parade, Westmead. The DCP details the desired future character for the site as part of the greater Westmead precinct. It provides site-specific objectives and controls to achieve development that is consistent with the desired future character. The controls are further illustrated in Figures 8.5.2.1.1 to 8.5.2.2.4. Figure 8.5.2.2.2 provides an indicative Master Plan for the site.

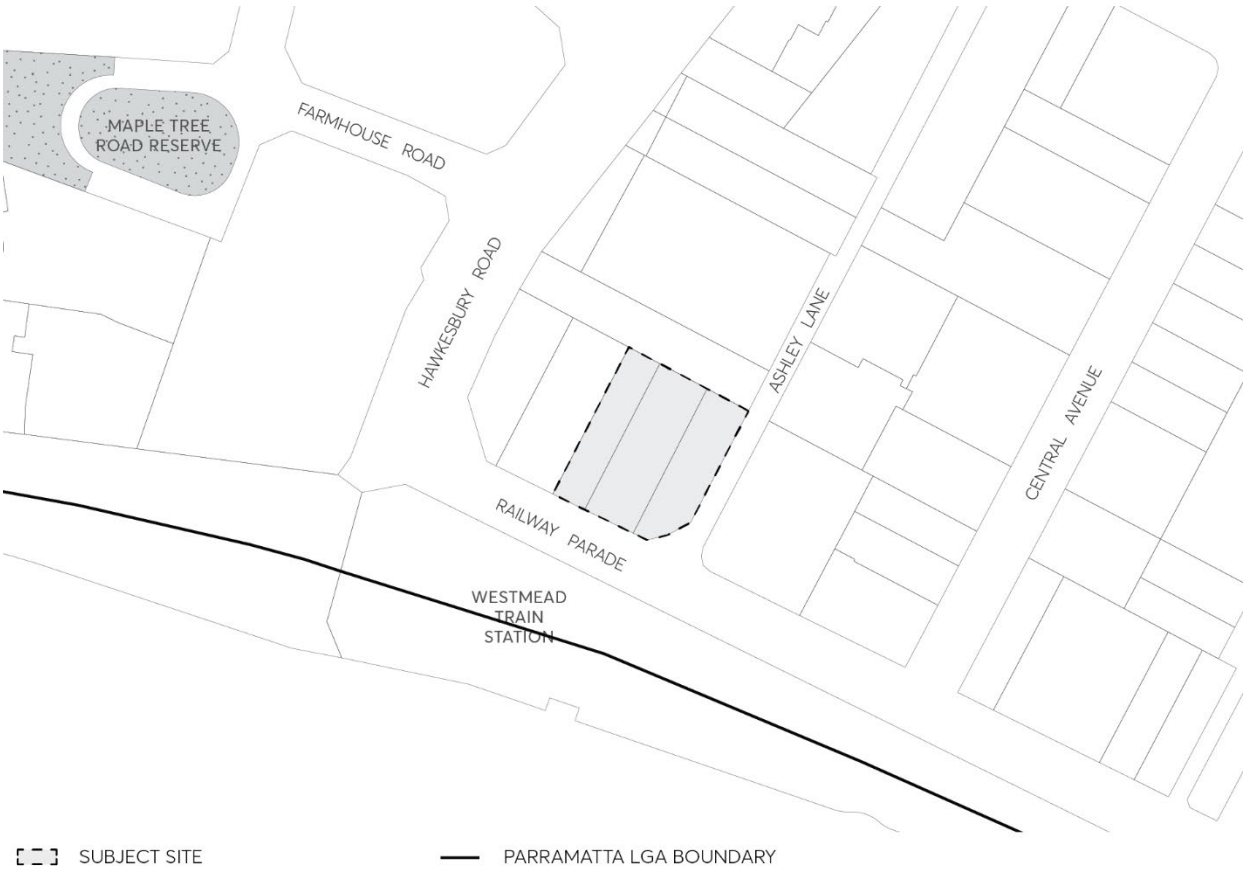


Figure 8.5.2.1 – Land application map

8.5.2.1 DESIRED FUTURE CHARACTER

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

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

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

The tower marks the Darcy Road termination, and complements the gateway to Westmead Precinct with development of a similar scale on the UWS site to the west.

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

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

Objectives

Site Objectives

O.01 Respond to the role of Westmead as a Specialised Centre under the *Metropolitan Strategy for Sydney 2036*.

O.02 Provide a mix of uses that support the role of Westmead Town Centre and Westmead Hospital Precinct.

O.03 Strengthen the built form relationship with the western edge of the Parramatta City Centre.

O.04 Revitalise the Westmead Town Centre.

O.05 Recognise the southern gateway and transport hub of Westmead through built form emphasis.

O.06 Encourage high quality built form outcomes and achieve design excellence.

O.07 Activate the block edges to Railway Parade with appropriate uses.

O.08 Integrate new built form with recent new development in the subject block.

O.09 Minimise any adverse impacts on the amenity of adjoining uses in particular residential apartments.

O.10 Achieve a safe and vibrant station precinct and public domain.

Building Form and Massing

O.11 Achieve a sense of transition in use and form to the residential neighbourhoods to the east and north.

O.12 Maintain the landscape vistas from Old Government House and its heritage significance.

O.13 Respond sensitively to the scale, proportions and form of the heritage Old Boys Home on Hawkesbury Road through the streetscape response of any new development.

O.14 High quality urban built form should be provided for all buildings.

O.15 Variable building heights should be developed to ensure positive and cohesive relationships with surrounding built form.

O.16 Development is to be designed and sited to minimise the extent of shadows that it casts on surrounding properties.

O.17 Development is to minimise areas of blank walls. Where unavoidable, blank walls are to be treated with high quality materials and articulated to create visual interest

Controls

Maximum building heights

C.01 Maximum height of 15 storeys at the corner of Railway Parade and Ashley Lane.

C.02 Maximum height of 10 storey to the rear of the site along Ashley Lane.

C.03 Maximum height of 4 storeys to south west of the site on Railway Parade.

Figure 8.5.2.1.1 – Built form controls – Storeys

Street frontage heights

C.04 Maximum 3 storey height facing Ashley Lane.

C.05 Maximum 4 storey height facing Railway Parade with transition to 3 storeys in 1/3 of the facade length towards the laneway (east).

Building setbacks

C.06 Minimum 3 metre setback to Railway Parade to widen the existing footpaths.

C.07 Minimum 3 metre setback to Ashley Lane to allow for a wider footpath along the laneway.

Building setbacks above maximum street frontage heights

C.08 Minimum 6 metres to Ashley Lane

C.09 Minimum 6 metres to Railway Parade.

8.5.2.2 PUBLIC DOMAIN AND LANDSCAPING

Objectives

O.01 Encourage street level pedestrian movement networks and recognise the existing desire lines between the station and hospital uses.

O.02 Improve the landscape character and quality of the public domain of Westmead in particular Railway Parade and Hawkesbury Road.

Controls

Publicly accessible open space

C.01 A minimum area of 350m² with minimum dimensions in accordance with Figure 8.5.2.2.1 of this DCP.

C.02 Solar access of minimum 2 hours between the hours of 10:00am and 3:00pm on June 22nd to at least 50% of the public open space area.

C.03 A double storey through-site pedestrian link with a minimum width of 6 metres.

Open space

C.04 Activated on all edges with the proposed development (minimum 90% of active edges minimum).

C.05 A high quality urban space including landscaping, art works and areas for dining and passive recreation.

Pedestrian link

C.06 Activated on all edges within the proposed development (minimum 90% to be active edges).

C.07 Maximum depth of building covering the link is to be 12 metres.

C.08 The link is to have a glazed roof to optimize solar access as illustrated in Figures 8.5.2.1.1, 8.5.2.2.1, 8.5.2.2.2 and 8.5.2.2.4.

Figure 8.5.2.2.1 – Built form controls – Setbacks and building depths

Figure 8.5.2.2.2 – Indicative Master Plan

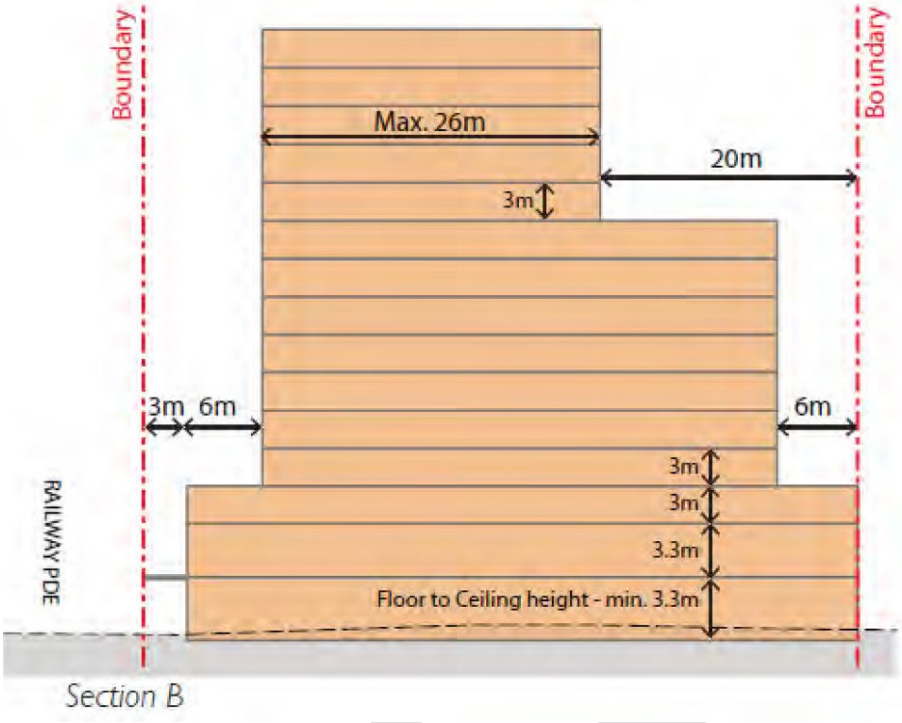


Figure 8.5.2.2.3 – North-South Section of Site Building Envelope

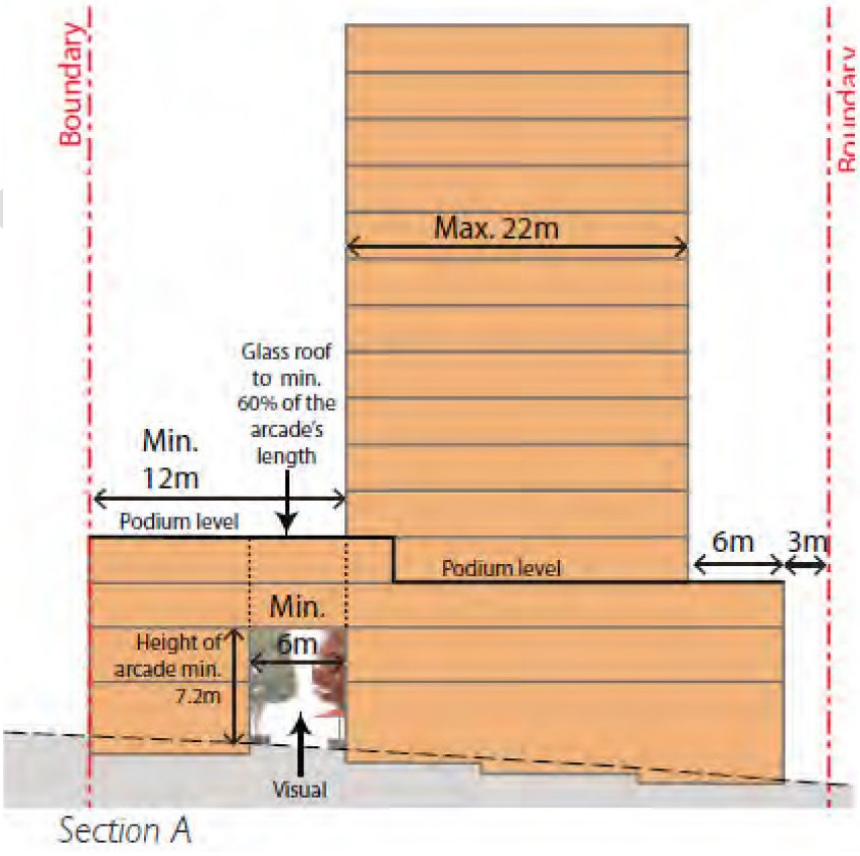


Figure 8.5.2.2.4 – East-West Section of Site Building Envelope

8.5.2.3 TRAFFIC AND TRANSPORT

Objectives

O.01 Design buildings with car parking at the basement level.

O.02 Minimse pedestrian and vehicle conflict through limited vehicle crossings in the public domain.

O.03 Design buildings using high-quality materials for sections of vehicle access ways visible from the public domain.

Controls

C.01 All vehicle access is to be from Ashley Lane.

C.02 Vehicle and service access widths are to be minimised and incorporated into the building form.

C.03 High quality design and materials are to be used for the security shutters into the car park and loading areas.

C.04 Any on grade or above ground car parking and service areas are to be sleeved with other uses such as commercial and residential and is not to be visible to the public domain.

C.05 Where possible car parking and garbage is to be located in basements.

C.06 Services and service access points are to be minimised on the street frontages.

C.07 A detailed traffic model and assessment must be provided with a Development Application.

C.08 Bicycle parking must be provided in accordance with Part 6 – Traffic and Transport of this DCP.

C.09 Car parking is to be provided in accordance with the maximum rates in Table 8.5.2.3.1.

Table 8.5.2.3.1 – Maximum Parking Rates

Use	**Parking Rate**
Retail	1 space per 30m^2 GFA
Medical Suites	1 space per 300m^2 GFA
Tavern	1 space per 100m^2 GFA
Hotel	1 space for every 5 hotel units plus 1 space for every 3 employees
Residential	1 space per dwelling plus 1 space for every 5 dwellings for visitors

ROSEHILL WARD

8.5.3 LAND ON THE CORNER OF PARRAMATTA ROAD, GOOD STREET AND COWPER STREET, GRANVILLE

This section applies to a 5,150m^2 land parcel in Granville that has frontage to Parramatta Road, Good Street and Cowper Street, as shown in Figure 8.5.3.1. The site comprises 15 individual land parcels as follows:

Lot 1 DP 604204, Lot 1 DP 76041, Lot 1 DP 998948, Lot 1 DP 783581, Lot 1 DP 979437 Section A, Lot 2 DP 979437 Section A, Lot 7 DP 979437 Section A, Lot 1 DP 1075357, Lot 2 DP 1075357, Lot 3 DP 1075357, Lot 4 DP 1075357, Lot 5 DP 1075357, Lot 6 DP 1075357, Lot 12, DP 575064, and Lot 1 DP 721626.

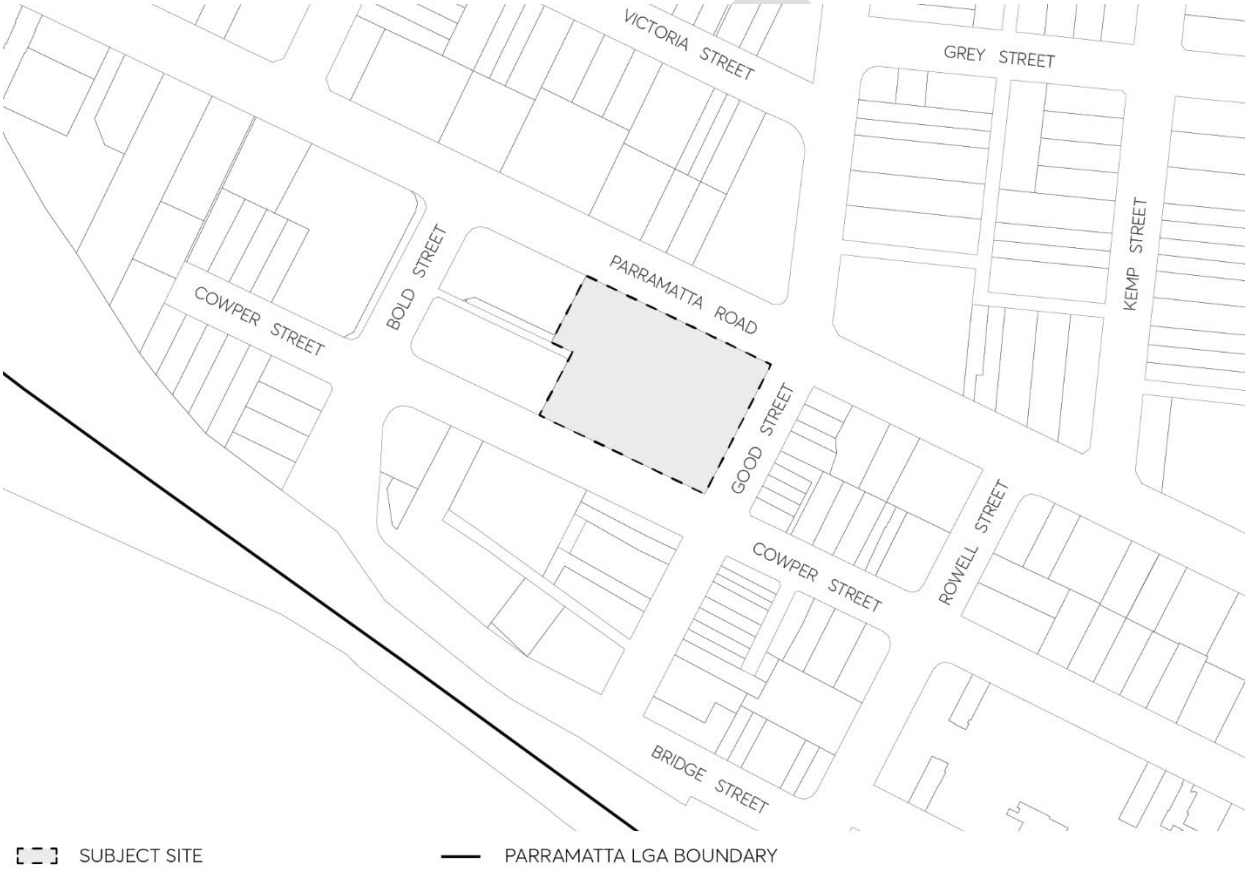


Figure 8.5.3.1 - Land application map

This Section is to be read in conjunction with other parts of this DCP and the *Parramatta Local Environmental Plan (LEP) 2023*. It establishes principles, objectives and controls to be interpreted during preparation and assessment of Development Applications and supports the objectives of the LEP.

8.5.3.1 DESIRED FUTURE CHARACTER

The location of the site is consistent with the State Government policies for a renewed Parramatta Road Corridor, and is well located in relation to the Parramatta City Centre.

The mixed use character of development complements the Granville Town Centre and provide a positive design statement, appropriately marking the connection of the town centre main street (Good Street) with Parramatta Road. The mix of land uses includes ground floor retail, commercial offices, residential apartments, public spaces and thoroughfare, and the retention of heritage.

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

- Respond to the generally orthogonal east-west north-south street pattern;
- Reinforce the Good Street precinct as the primary local retail destination, a primary pedestrian and vehicular connection across Parramatta Road to the north as well as being a primary pedestrian route to Granville Station;
- Minimise residential noise exposure from Parramatta Road;
- Provide a finer grain pedestrian network; and
- Retain the original extent of the front heritage façade of "The Barn" – 138 Parramatta Road through its deconstruction and reconstruction in line with the 6 metre setback proposed to Parramatta Road (subject to approval though the Development Application process) to prevent the item's total loss should road widening be required by RMS as a result of the Granville Precinct Wide Traffic Study.

Built form comprises of a podium edge to the three streets with recessed tower forms. The podium comprises of 3-4 storeys and includes the façade retention of the heritage property known as "The Barn" that fronts Parramatta Road after the façade is setback 6 metres from the Parramatta Road edge to prevent its future loss should the land along Parramatta Road be required for road widening.

Large consolidated sites result in a loss of grain and character at street level. The street wall, separate from tower forms above, are designed as the architectural component of the development that defines and imparts fine grain and character to the street. Principles to be incorporate in the design of the street wall include:

- Maximising the setback of higher tower forms in order to differentiate the street wall as a separate architectural element, which can be distinct and different in character from the higher tower elements;
- The street wall should be designed to provide a well-modulated pedestrian experience at street level. A smaller, more detailed scale should be used in its articulation;
- The design of the street wall should have regard to the traditional narrow subdivision plan and reflect this in its composition and articulation; and
- Ground floor facades should be rich in variation and detail. Many doors and vertical relief in the facades intensify the walking experience, with awnings included and integrated in the design in order to provide adequate pedestrian shelter

A low scale to Good Street is provided through the podium, with residential exposure to Parramatta Road minimised within the podium. A maximum height of 82 metres (25 storeys), excluding plant and lift overrun, is adhered to for the majority of the site.

The north to south through site pedestrian link is generally open, with the exception of any opening that pass beneath the tower(s) above. Double sided active retail uses fronting Good Street and the pedestrian through site link are required.

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

The proposed reference design concept for the site is shown in Figure 8.5.3.1.1. As seen in the legend of the Figures, the hatched land along Parramatta Road represents the location of the Heritage Item which subject to Development Application approval is proposed to be relocated

in line with the 6 metre setback to Parramatta Road to prevent its future removal should the land be required for road widening in the future as a result of the Granville Precinct Wide Traffic Study.

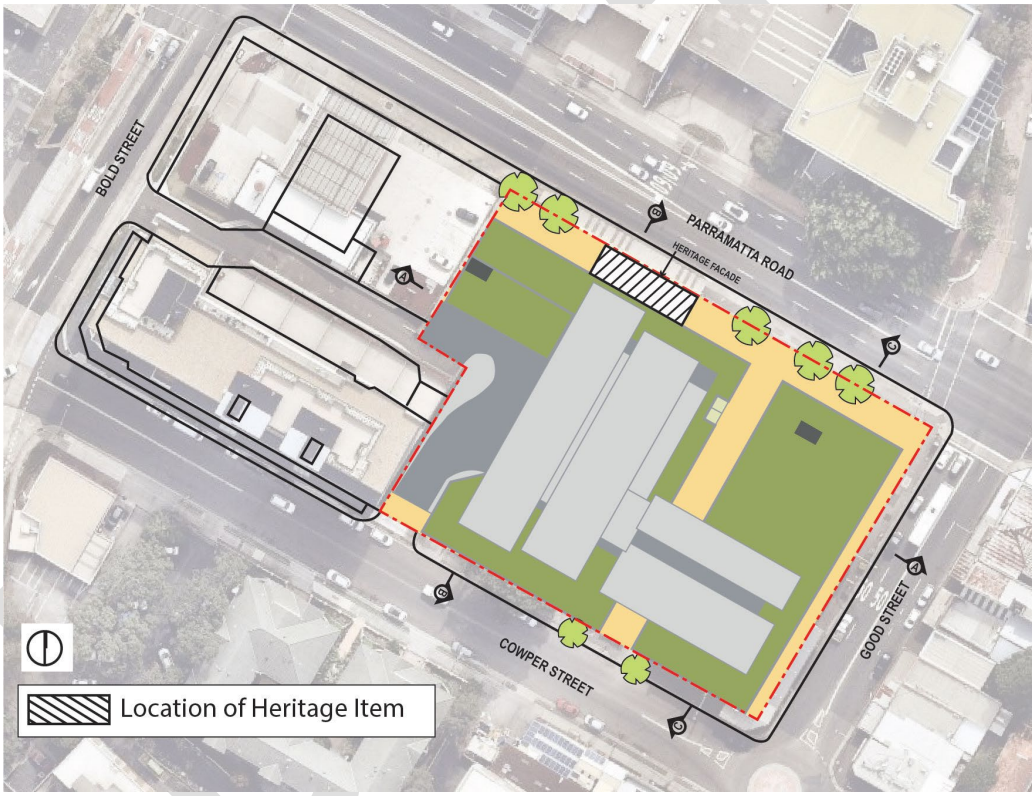


Figure 8.5.3.1.1 - Reference design for the site

Objectives

O.01 Provide a mix of uses that support the role of the Granville Town Centre.

O.02 Revitalize the northern end of Granville Town Centre.

O.03 Encourage high quality built form outcomes and achieve design excellence.

O.04 Create an attractive and safe urban street environment for pedestrian and retail, community activities in the surrounding streets.

O.05 'Future proof' the subject site by ensuring land is retained through setbacks for road widening along Parramatta Road and Good Street should it be required in the future, and have flexible controls to allow the land within the setbacks to either form part of the public domain or part of the road infrastructure.

O.06 Activate the block edges to Parramatta Road, Good Street and Cowper Street.

O.07 Complete the laneway connection between Bold Street and Cowper Street.

O.08 Minimise adverse impacts on the amenity of adjoining uses and that the built form be sympathetic to the Heritage Item.

O.09 Restore and conserve the front façade and associated portions of lateral walls of the Heritage Item "The Barn" through its deconstruction and reconstruction in line with the 6 metre setback proposed to Parramatta Road (subject to approval through the Development Application process) to prevent the item's total loss should road widening be required by RMS as a result of the *Granville Precinct Wide Traffic Study*.

O.10 Provide the opportunity for the widening of the Parramatta Road corridor and permit deep soil planting between the site and Parramatta Road should the land form part of the public domain and not be required for road widening, which will be confirmed after the completion of the *Granville Precinct Wide Traffic Study*.

O.11 Provide a through site pedestrian link between Parramatta Road and Cowper Street.

O.12 Incorporate up to 4,000m^2 of non-residential uses into the proposal.

8.5.3.2 BUILT FORM AND MASSING

Objectives

O.01 Ensure that the built form sensitivity responds to the sites location in relation to the town centre, Parramatta Road and Good Street.

O.02 Set variable building heights to ensure positive and cohesive relationships with surrounding land and uses.

O.03 Design development to activate the three streets at its edges;

O.04 Provide a through site link that is:

- Activated;
- Provides a positive urban environment;
- Open to the sky with no over-hanging building elements above except as shown in the diagrams;
- Located at natural ground level;

- Activated at ground level;
- Overlooked and suitably lit; and
- Named to Council approval and signed.

O.05 Ensure that the Heritage Item 'The Barn' retains its landmark status within the context of the new built form following approval for its relocation 6 metres from Parramatta Road.

O.06 'Future proof' the subject site by ensuring land is retained through setbacks for road widening along Parramatta Road and Good Street should it be required in the future; and have flexible controls to allow the land within the setbacks to either form part of the public domain or part of the road infrastructure.

Controls

Maximum building heights

C.01 Maximum height of 82 metres (25 storeys) for the majority of the site.

C.02 A maximum building height of 17 metres (4 storeys) fronting Good Street.

C.03 The maximum number of storeys is indicated in Figure 8.5.3.2.1.

Note: A range in the number of storeys is shown in Figure 8.5.3.2.1 for the eastern component of the tower. This is to provide an option for distributing the gross floor area permitted under the *Parramatta LEP 2023*. The height of this part of the building is to be explored as part of the Design Excellence competition process, but consideration should be given to maintaining the difference in height between the towers.

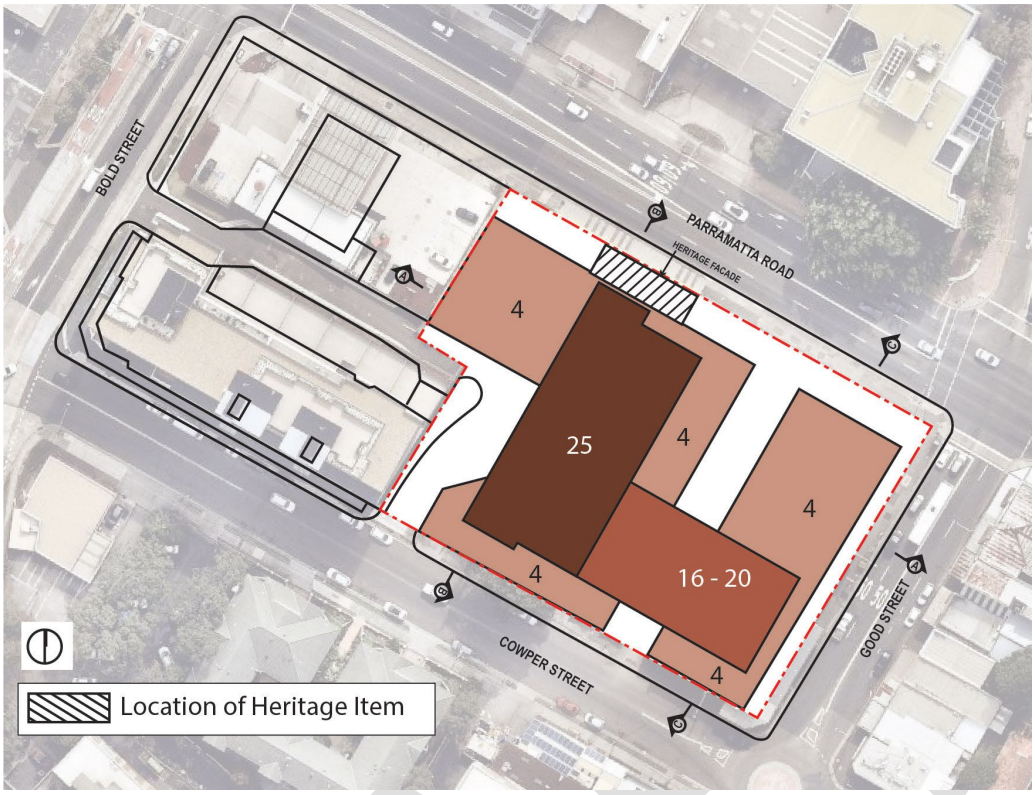


Figure 8.5.3.2.1 - Maximum number of storeys

Shared frontage heights

C.04 4 storey podium fronting Good Street.

C.05 Retention of "The Barn" façade and exposed portions of side walls, and their incorporation into a podium building fronting Parramatta Road.

Building setbacks

C.06 The setbacks and separations at street level are shown in Figure 8.5.3.2.2.

C.07 The setbacks are to 'future proof' the land for road widening along Good Street and Parramatta Road should additional road infrastructure be required by the RMS. This is to be determined as part of a precinct wide traffic study in Granville to accommodate for the anticipated growth proposed under the *Parramatta Road Urban Transformation Strategy*;

C.08 As shown in Figure 8.5.3.2.2, a 2.8 metre setback to Good Street and a 6 metre setback to Parramatta Road (inclusive of the land that includes "The Barn" Heritage Item which may be relocated in line with the 6 metre setback subject to Council consent) are to be retained and dedicated for Council to 'future proof' the subject site should it be required for road widening. The land will form part of the public domain until it is confirmed that it is needed for road infrastructure. The Heritage Item façade is proposed to form part of the future building design, and subject to approval will be setback 6 metres from Parramatta Road to ensure its retention if the land is required for road widening in the future.

C.09 The setbacks to the tower above the podium are shown in Figure 8.5.3.2.3.

C.10 The Development Application and the Design Excellence processes will explore the most appropriate methodology to relocate the heritage façade in line with the proposed 6 metre setback to Parramatta Road. Council's Heritage Advisor will be involved in these processes to ensure the façade is deconstructed and reconstructed in the most appropriate way in order to retain the integrity of the item as part of the future design of the overall building.

Building envelopes and massing

C.11 Figure 8.5.3.4.2, 8.5.3.4.3 and 8.5.3.4.4 at the end of this section comprise three sections that provide form and massing guidance for tower location.

C.12 The Design Excellence process will also explore variations to the massing and building envelopes to accommodate the gross floor area permitted under the *Parramatta LEP 2023* if it is considered to deliver a better built form outcome than proposed under this Site Specific DCP.

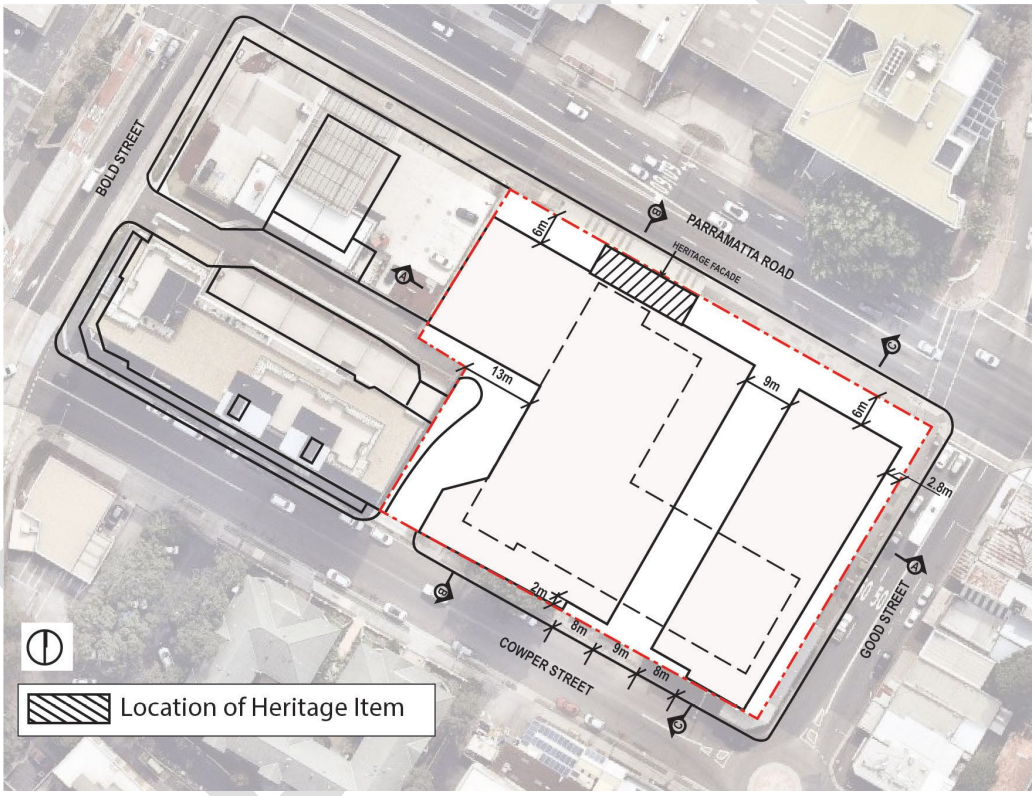


Figure 8.5.3.2.2 - Setback and separation at street level

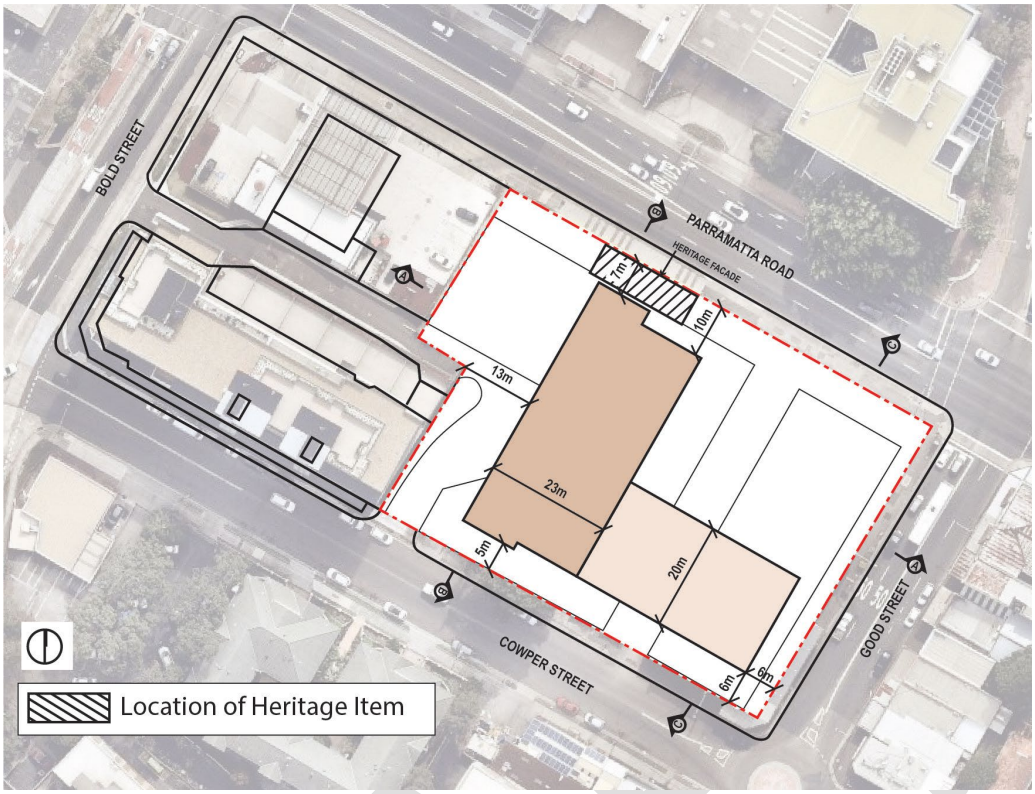


Figure 8.5.3.2.3 - Tower setbacks

8.5.3.3 PUBLIC DOMAIN AND LANDSCAPING

Objectives

O.01 Encourage street level pedestrian networks.

O.02 Activate the pedestrian laneway.

O.03 Improve the public domain amenity and quality in Good Street and Cowper Street.

O.04 Create a safe retail environment along Parramatta Road by providing a proper landscape screening between the road and building interface.

Controls

C.01 The north-south pedestrian laneway is to have dimensions and location generally in accordance with Figures 8.5.3.2.2 & 8.5.3.3.1.

C.02 Where the laneway passes below any tower a three to four storey opening for the pedestrian laneway is to be achieved.

C.03 The pedestrian laneway is to be activated at ground level generally in accordance with Figure 8.5.3.3.2.

C.04 Street frontage awnings are to be provided along active frontages to provide shade and shelter in accordance with Figure 8.5.3.3.3.

C.05 The extent of the basement is to be generally in accordance with Figure 8.5.3.3.4.

C.06 Landscaping plan is to be prepared by a suitably qualified landscape architect with heritage experience to ensure that the historic significance and views of the "The Barn" Heritage Item are retained.

C.07 Reconstruct and upgrade the footpath pavement and provide comfortable and high quality street furniture, street lighting as specified by Council during the development.

C.08 Awnings are to provide comfort and weather protection to the pedestrian, but not to create conflicts with street tree planting that might be required in the location.

C.09 Provide a continuous landscape ship along the building frontage on Parramatta Road, which allows large canopy trees and combination shrub and groundcover plantings. If confirmed by RMS that the land within the 6 metre setback along Parramatta Road is needed for road widening as a result of a Precinct Wide Traffic Study in Granville, then this area will be landscaped in the interim until the land is used for road widening.

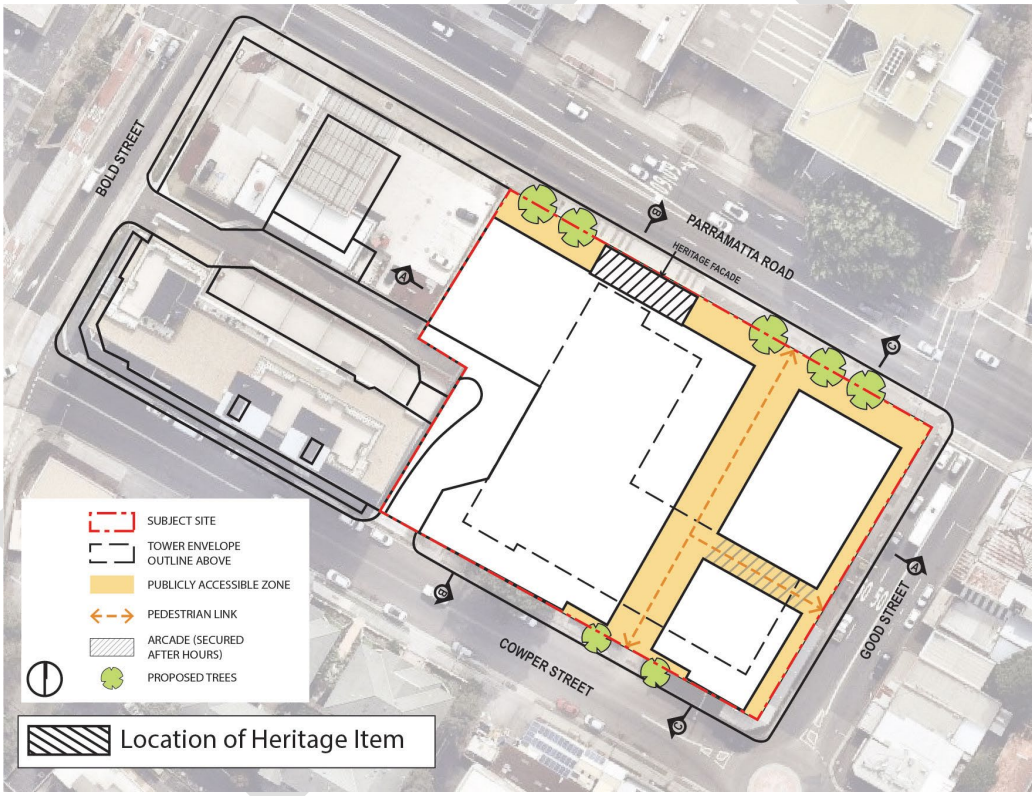


Figure 8.5.3.3.1 - Publicly accessible zones and tree planting locations

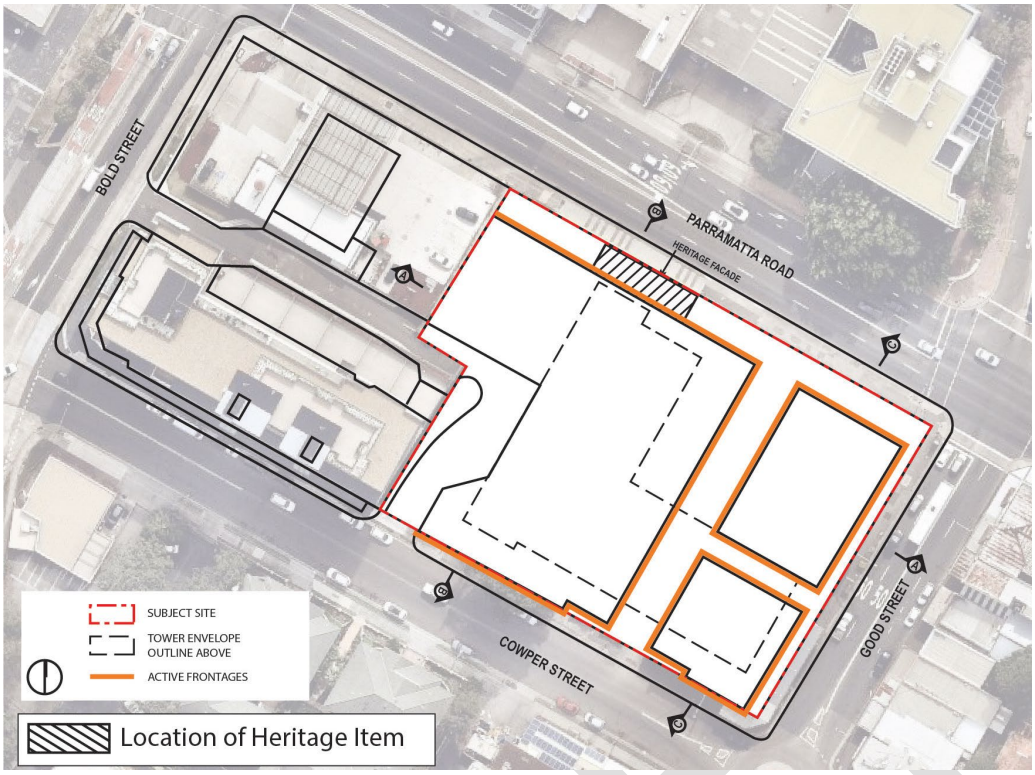


Figure 8.5.3.3.2 - Active frontages

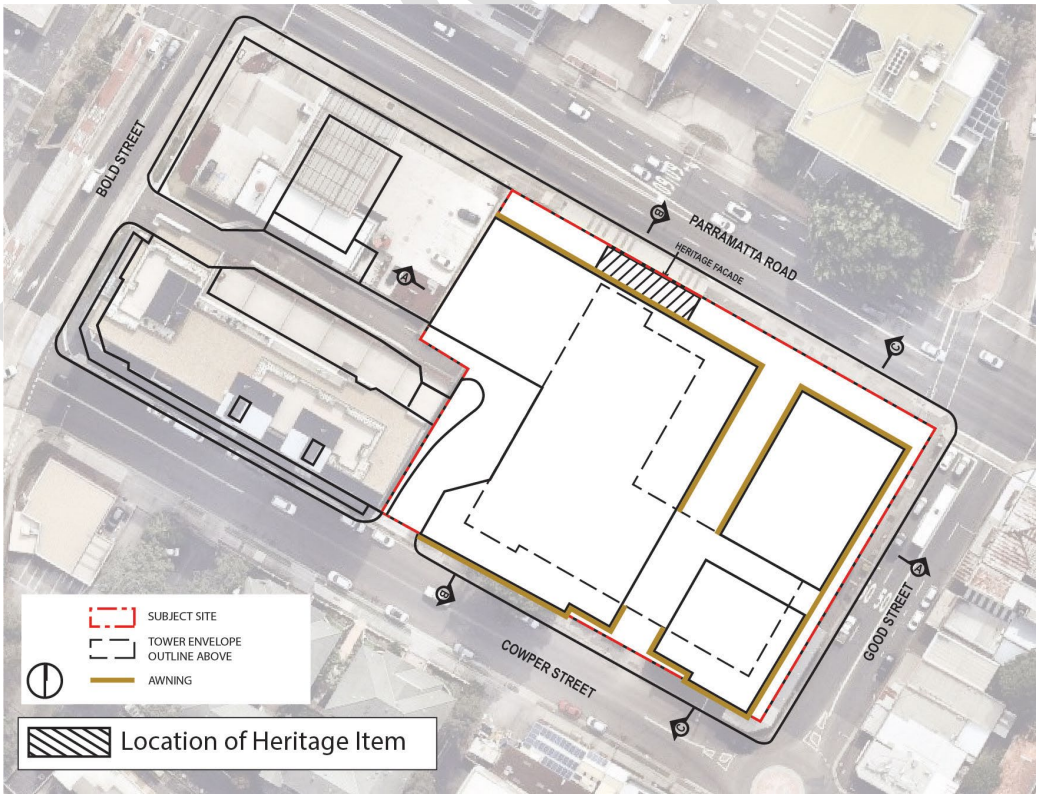


Figure 8.5.3.3.3 - Awning locations

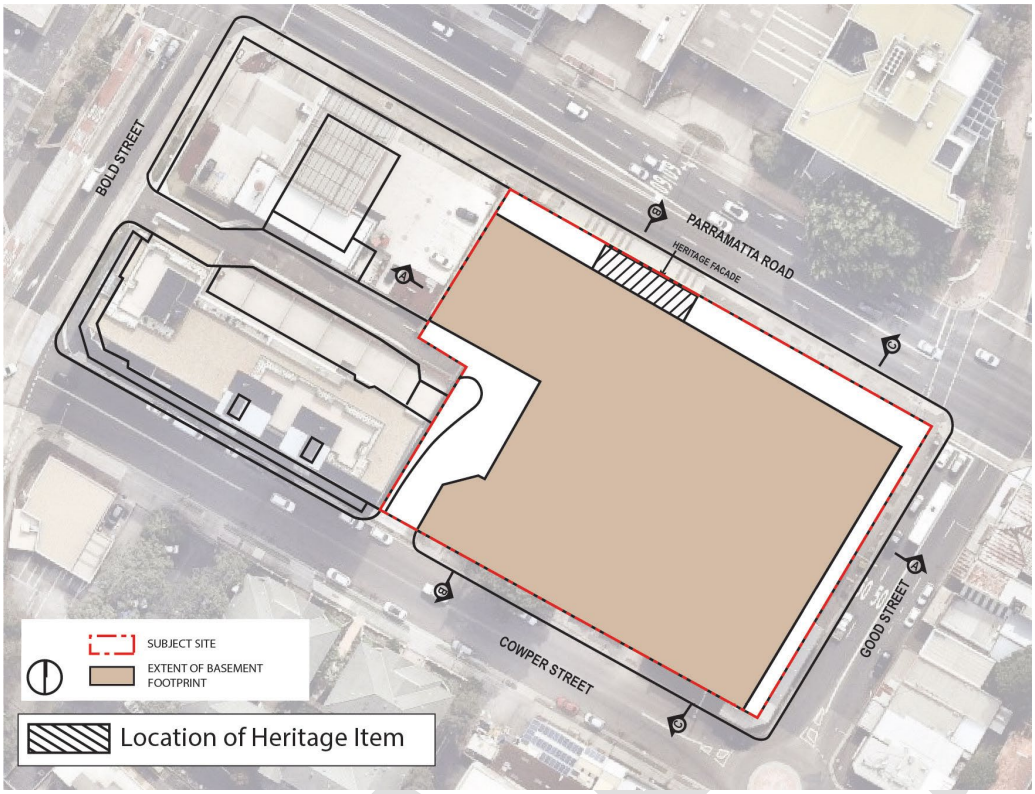


Figure 8.5.3.3.4 - Basement plan

8.5.3.4 TRAFFIC AND TRANSPORT

Objectives

O.01 Buildings should be designed with car parking at the basement level.

O.02 Pedestrian and vehicle conflict should be minimised.

O.03 The site is to provide the completion of the vehicular laneway from Bold Street to Cowper Street.

O.04 Buildings should be designed using high-quality materials for sections of vehicle access ways visible from the public domain.

Controls

C.01 All vehicle access is to be form the laneway that connects Bold and Cowper Streets. Vehicular access and servicing is to be generally in accordance with Figure 8.5.3.4.1.

C.02 High quality design and materials are to be used for the security shutters into the car park and loading areas.

C.03 Services, service access points, and garbage collection points are not to be located on Parramatta Road, Good Street or Cowper Street, and are to be located off the laneway, consistent with Figure 8.5.3.4.1.

C.04 A small splay (corner cut-off setback with the size yet to be designed as part of the DA process) is required on the corner of Good Street and Parramatta Road to ensure large vehicle movements should an additional left turning lane from Good Street into Parramatta Road be required.

C.05 A detailed traffic model and assessment and an active transport (pedestrian and cyclist) management plan must be provided with a Development Application.

C.06 Car parking and bicycle parking is to be provided to the rates set out below:

Table 8.5.3.4.1- Parking Rates

Residential (maximum car parking rate per dwelling)	
Studio	0.6 spaces
1 bedroom	0.9 spaces
2 bedroom	1.2 spaces
3 or more bedroom	1.5 spaces
Visitors	0.2 per dwelling
Accessible Parking Spaces	1 space per adaptable/accessible apartment
Car Share Spaces	A minimum of 1 car share space. If a car share provider is not obtained, then the car share space is to be used as a visitor parking space
Motorcycle Parking	1 space for every 25 parking spaces
Bicycle Parking	1 space per dwelling & 1 visitor space per 10 dwellings
Retail and Commercial	
Retail	Maximum of 1 space per 50m^2 of GFA
Commercial	Maximum of 1 space per 70m^2 of GFA
Accessible Parking Spaces	Minimum of 1% of all spaces to be readily accessible spaces designed in accordance with the Australian Standards
Motorcycle Parking	1 space for every 25 onsite car parking spaces
Bicycle Parking Spaces	Bicycle Parking Spaces
Retail	Employee: 1 per 250m^2 GFA Visitor: 2 spaces + 1 per 100m^2
Commercial	Employee: 1 per 150m^2 GFA Visitor: 1 per 400m^2 GFA

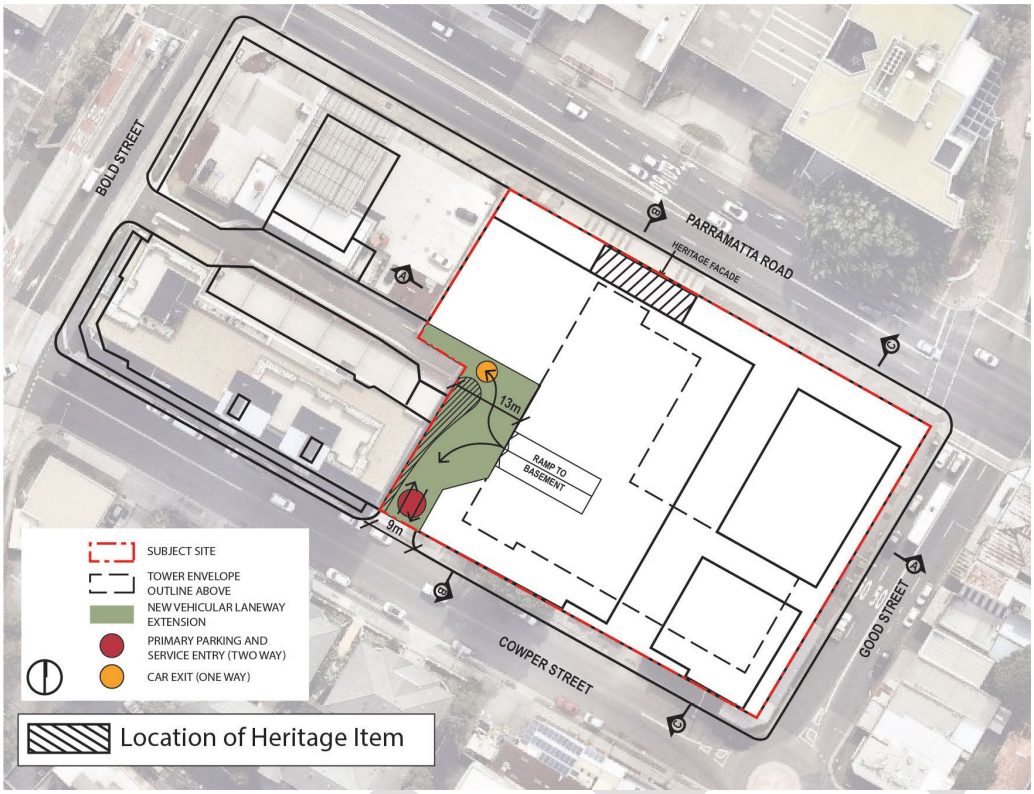


Figure 8.5.3.4.1 - Vehicular access and servicing

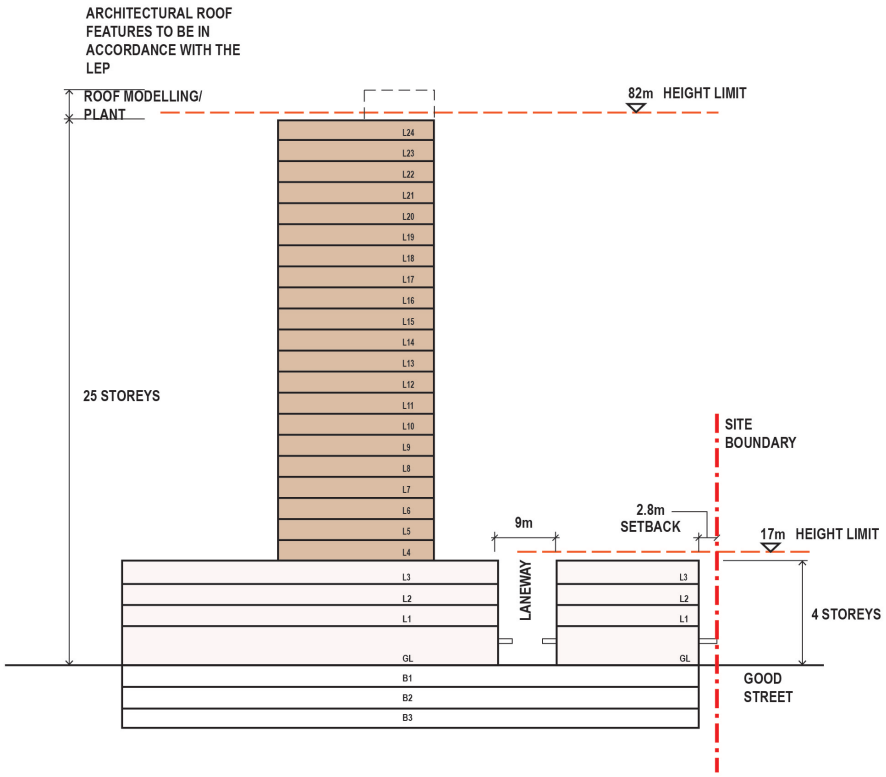


Figure 8.5.3.4.2 - Building envelope section A-A

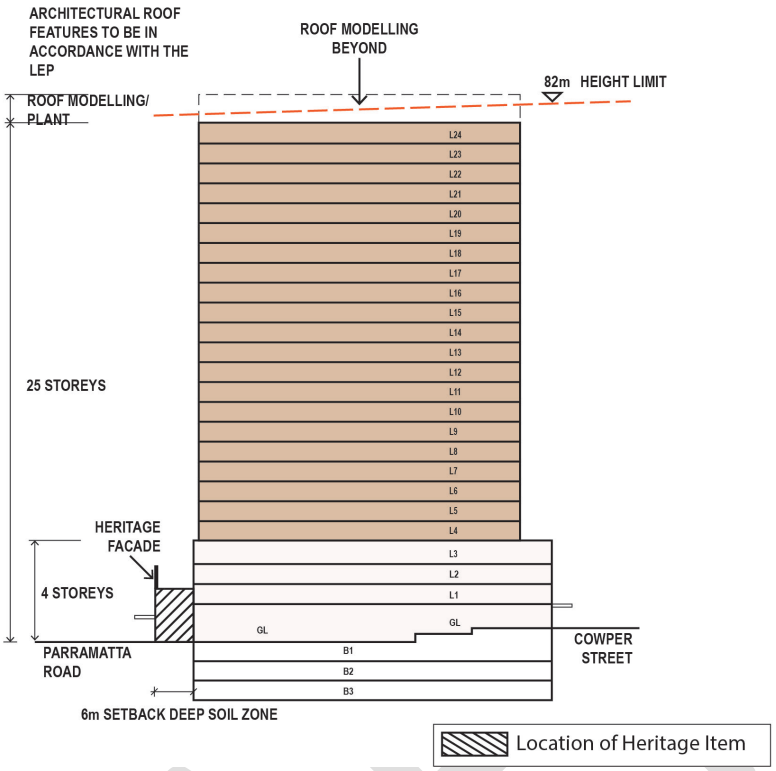


Figure 8.5.3.4.3 - Building envelope section B-B

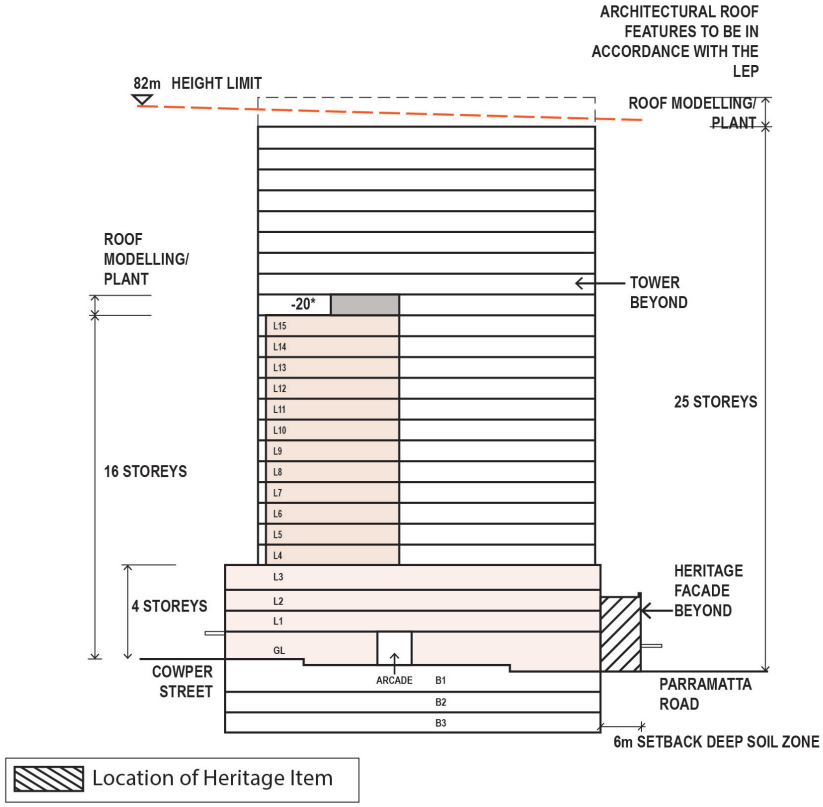


Figure 8.5.3.4.4 - Building envelope section C-C (*final height of tower to be determined through the Design Excellence process)

8.5.4 38-42 EAST STREET, GRANVILLE

This section applies to land at 38-42 East Street, Granville legally known as Lot 1 DP 1009146, Lot 1 DP 195784 and Lot 1 DP 996285 as illustrated in Figure 8.5.4.1. The yield for the site comprises a floor space ratio of 6:1.

Figure 8.5.4.1 - Land application map

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

This DCP establishes objectives and controls to be interpreted during preparation and assessment of Development Applications and supports the objectives of the LEP.

8.5.4.1 DESIRED FUTURE CHARACTER

Future development at 38-42 East Street are designed to respond to the high density mixed use character developing in the precinct in its transition from light industrial uses as envisioned by the Parramatta Road Corridor Urban Transformation Strategy.

Adjacent development is characterised by a podium and tower building typology with 4 storey street walls and residential towers above. The mix of land uses includes retail/commercial uses at the ground floor with residential apartments above.

Developments establish active edges at ground level to enhance activity, movement and safety in the streetscape while providing opportunities for boutique retail, café and commercial floor space.

A tall, slender tower form is encouraged within a podium of above ground parking to buffer the adjacent rail corridor.

Objectives

O.01 Provide a mix of uses that support the role of the Granville Town Centre.

O.02 Encourage high quality built form outcomes and achieves Design Excellence.

O.03 Create an attractive and safe activated urban environment within East Street and the adjacent pocket park / future pedestrian link over the railway.

O.04 Deliver housing growth directly adjacent to Granville Rail Station.

Controls

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

C.01 Respond to the north facing frontage with an appropriate built form that maximises solar access.

C.02 Create a ground floor with presentation to the street of design excellence which contributes to the design quality of the public domain.

C.03 Development is to comply with the objectives and controls set out below and any other relevant objectives and controls of this DCP.

8.5.4.2 BUILT FORM AND MASSING

Objectives

O.01 Ensure that the built form appropriately responds to the desired future context at street level and the wider precinct.

O.02 Ensure the future development adds visual interest and diversity to the local skyline.

O.03 Ensure urban design outcomes demonstrated in the Planning Proposal are achieved.

O.04 Tower form should appear as tall and slender.

O.05 Podium form should exhibit fine grain character and appropriate scale.

Controls

C.01 Maximum building heights shall be in accordance with Figure 8.5.4.2.1.

C.02 Building setbacks shall be in accordance with Figure 8.5.4.2.1.

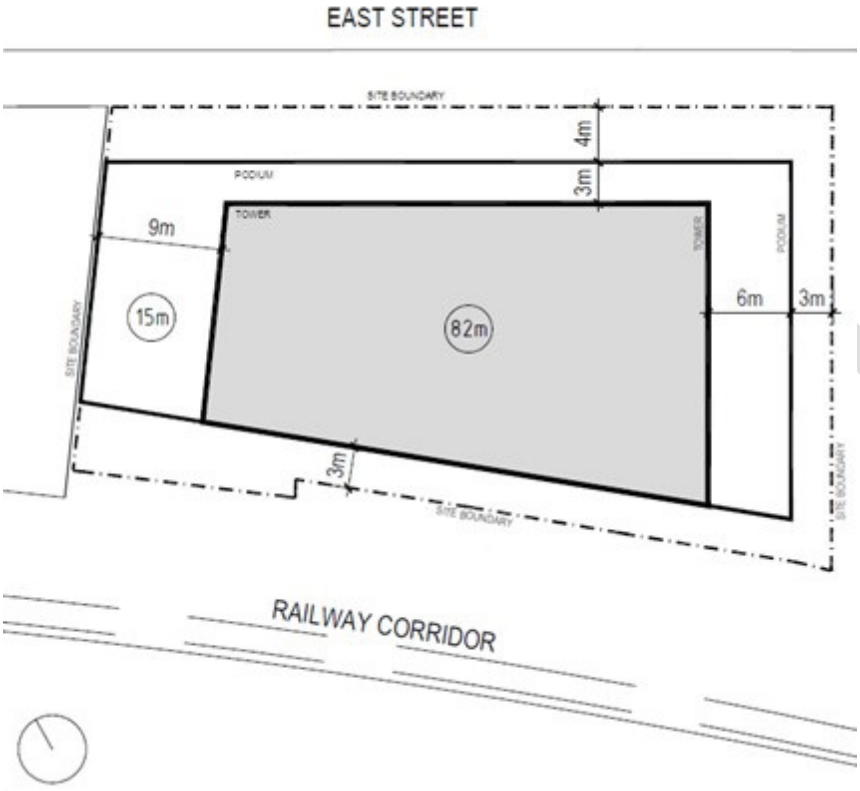


Figure 8.5.4.2.1 - Building Height and Setback Control

8.5.4.3 PODIUM, GROUND LEVEL AND PUBLIC DOMAIN

Objectives

O.01 The podium façade should be designed as the architectural component of the building that defines and imparts grain and character to the street and the pocket park. It should be thought of as a separate architectural element distinct from the tower above.

O.02 The street wall should be designed to provide a well-modulated pedestrian experience at street level. An appropriate scale should be used in its articulation, and the ground floor façade and public domain should be rich in quality and detail.

O.03 The street facades of the podium fronting carparking should be considered in detail. Green walls, thin skins or screens are not appropriate – depth, scale and materiality should be aimed for, incorporating passive surveillance and natural ventilation.

O.04 Maximise active street frontage to East Street and the adjacent pocket park.

O.05 Ensure flush access between retail tenancies and outdoor spaces to encourage outdoor dining opportunities.

O.06 Take account of and complement the public domain of the adjacent development to the west.

Controls

C.01 Retail shopfronts should provide step-free transition between indoor and outdoor space.

C.02 Provide adequate space on the East Street and pocket park frontage for outdoor dining.

C.03 Awnings facing East Street are not to restrict tree growth.

C.04 Separate the commercial and residential lobbies.

C.05 Provide minimum articulation depth of 600mm to carpark facades.

C.06 Ensure there are no direct sightlines from pedestrians to vehicles within carpark and to consider lighting and night views from streets into carpark areas.

8.5.4.4 COMMUNAL OPEN SPACE

Objectives

O.01 Ensure appropriate provision of communal open space.

Controls

C.01 Provide communal open space on the podium accessible off the lift core on the western edge.

C.02 Accommodate an undercover communal facility within the tower footprint adjacent to the open to the sky communal open space.

8.5.4.5 TRAFFIC

Objectives

O.01 Encourage use of active and public transport.

O.02 Reduce dependency on private vehicle use.

O.03 Encourage above ground parking as a buffer to rail corridor visual and acoustic impacts and mitigation of flood risk.

O.04 Minimise loading area impact on retail / commercial uses.

O.05 Minimise vehicular circulation within the site.

Controls

C.01 Car parking is to be provided at the following rates in accordance with the *Parramatta Road Corridor Urban Transformation Strategy:*

Table 8.5.4.5.1 – Parking rates

Residential Use (Maximum spaces per dwelling)	
Studio	0.3 spaces
1 bedroom	0.5 spaces
2 bedroom	0.9 spaces
3 or more bedroom	1.2 spaces
Visitors	0.1 spaces
Motorcycles	1 space per 25 car spaces
Bicycles	0.5 spaces per dwelling in secure enclosure
Commercial / Retail Use	
Commercial	1 space / 100m^2 GFA
Retail	1 space / 70m^2 GFA
Bicycles	1 space per 200m^2 GFA accessible to visitors

C.02 Provide at least 1 car share space.

C.03 Buildings should be designed with car parking at podium levels (see 'Podium, Ground Level and Public Domain').

C.04 Vehicular access to the site shall be via a single two way driveway with crest height in accordance with flood planning requirements.

C.05 Loading space shall be provided on East Street subject to consultation with Council

8.5.4.6 SUBSTATIONS

Objectives

O.01 Design new substations within building footprints, minimising impacts on public domain.

O.02 Relocate existing padmount substation (see Figure 8.5.4.6.1) located in the north eastern corner of the site within a new substation enclosure to maximise the open space and activation of the pocket park subject to design consultation with Endeavour Energy.

Controls

C.01 Substations are to be provided within buildings, not within the street, open spaces or setbacks, and are to be designed to ensure protection of residents from Electro Magnetic Radiation (EMR) emissions.

C.02 Development Application shall include consultation with Endeavour Energy to relocate existing padmount substation.

Figure 8.5.4.6.1 - Existing padmount substation at 38 East Street, Granville

8.5.4.7 FLOODING

Objectives

O.01 Building design should minimise or eliminate risk to human life resulting from 'high hazard floodwater' and 'localised / overland flooding'.

O.02 Ensure that building design shall comply with relevant flood planning requirements.

O.03 Ensure that building design should consider 'shelter in place' strategies for flood events.

Controls

C.01 Development Application for the site shall be accompanied by a detailed flood impact study.

C.02 A 'flood planning / shelter in place' strategy shall be provided with any Development Application.

C.03 Habitable uses and vehicular parking shall be provided at a height above relevant flood planning levels.

8.5.4.8 WINTERGARDEN BALCONIES

Objectives

O.01 Design wintergarden balconies in such a way that the space is perceived as an external balcony that has operable glazing to enable it to be modified to control intrusive noise. To this end, all elements of the space should be designed appropriately, which includes a drained impervious floor finish and precludes air conditioning units being located within the space.

Controls

C.01 Wintergardens areas able to be excluded from GFA shall be those fronting the railway corridor and limited to the minimum balcony areas as noted in the Apartment Design Guide (ADG) or dwelling types: 8m² for 1 bedroom apartments, 10m² for 2 bedroom units, and 12m² for 3 bedroom units. The maximum wintergarden areas to be excluded from GFA is capped at 400m². Any wintergarden area exceeding 400m² will be included in the GFA calculations.

8.5.5 38 COWPER STREET, GRANVILLE

This section applies to part of the site at 14-38 Cowper Street, 5-5A Rowell Street and 21-41 East Street, Granville, which is legally known as Lot 50 DP 1238546 as illustrated in Figure 8.5.5.1 below.

This DCP sets relevant development controls for the form and character of tower Building C above the approved podium and adjacent to two approved towers on the site.

Figure 8.5.5.1 - Land application map

This Part of this DCP is to be read in conjunction with other parts of the Parramatta DCP and the *Parramatta Local Environmental Plan 2023* (*PLEP 2023*).

If there is any inconsistency between this Part of this DCP and other parts of the Parramatta DCP 202X, this Part of this DCP will prevail.

This DCP establishes objectives and controls to be interpreted during preparation and assessment of Development Applications and supports the objectives of the LEP.

8.5.5.1 BUILT FORM

The residential tower (Building C) that is the subject of this DCP forms part of a large, long development (some 57 metres), in which two other towers (Buildings A and B) as well as an extensive podium have received development consent.

The objectives of this DCP are to inject a measure of variety and diversity in the built form and character of the project and at the same time to modulate and articulate the subject tower to mitigate its length. To this end, a Design Excellence competition is included in the process and the built form controls are formulated to achieve these objectives.

Objectives

O.01 Achieve a variety and diversity in the built expression of the project.

O.02 Incorporate a range of difference heights to the local skyline.

O.03 Break down the perceived length of the tower into two nominally separate buildings.

O.04 Provide variation to what would otherwise be the symmetry and uniformity of height of Buildings A and C.

Controls

C.01 Any future Development Application seeking to increase the height of Building C must not be approved unless it has been subject to a Design Excellence competition and has been granted Design Excellence in accordance with Clause 6.13 of the *PLEP 2023*.

C.02 The envelope of Building C must be consistent with Figure 8.5.5.1.1, Figure 8.5.5.1.2 and Figure 8.5.5.1.3.

C.03 Setbacks must be measured perpendicular to the street wall face to the outer faces of the building.

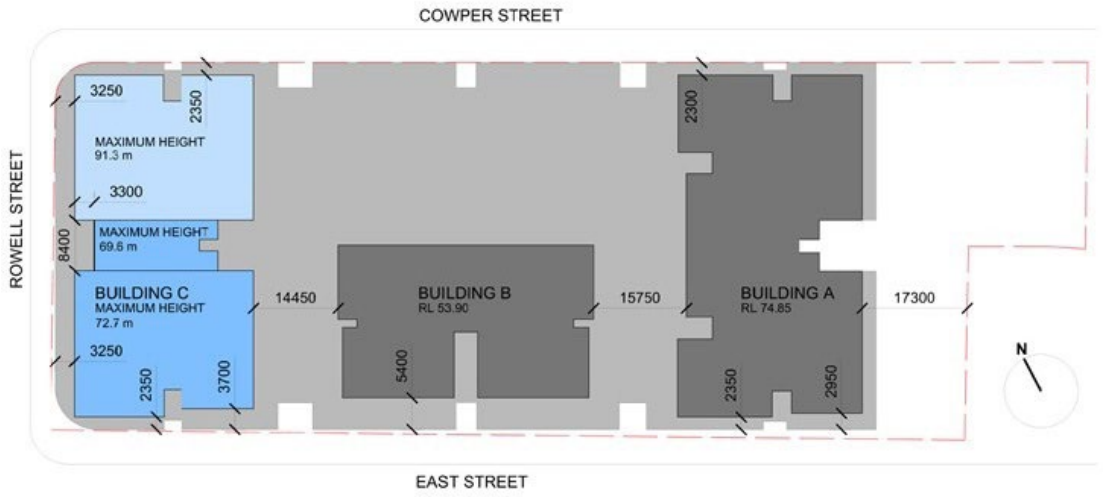


Figure 8.5.5.1.1 - Building C Envelope, Heights and Setbacks

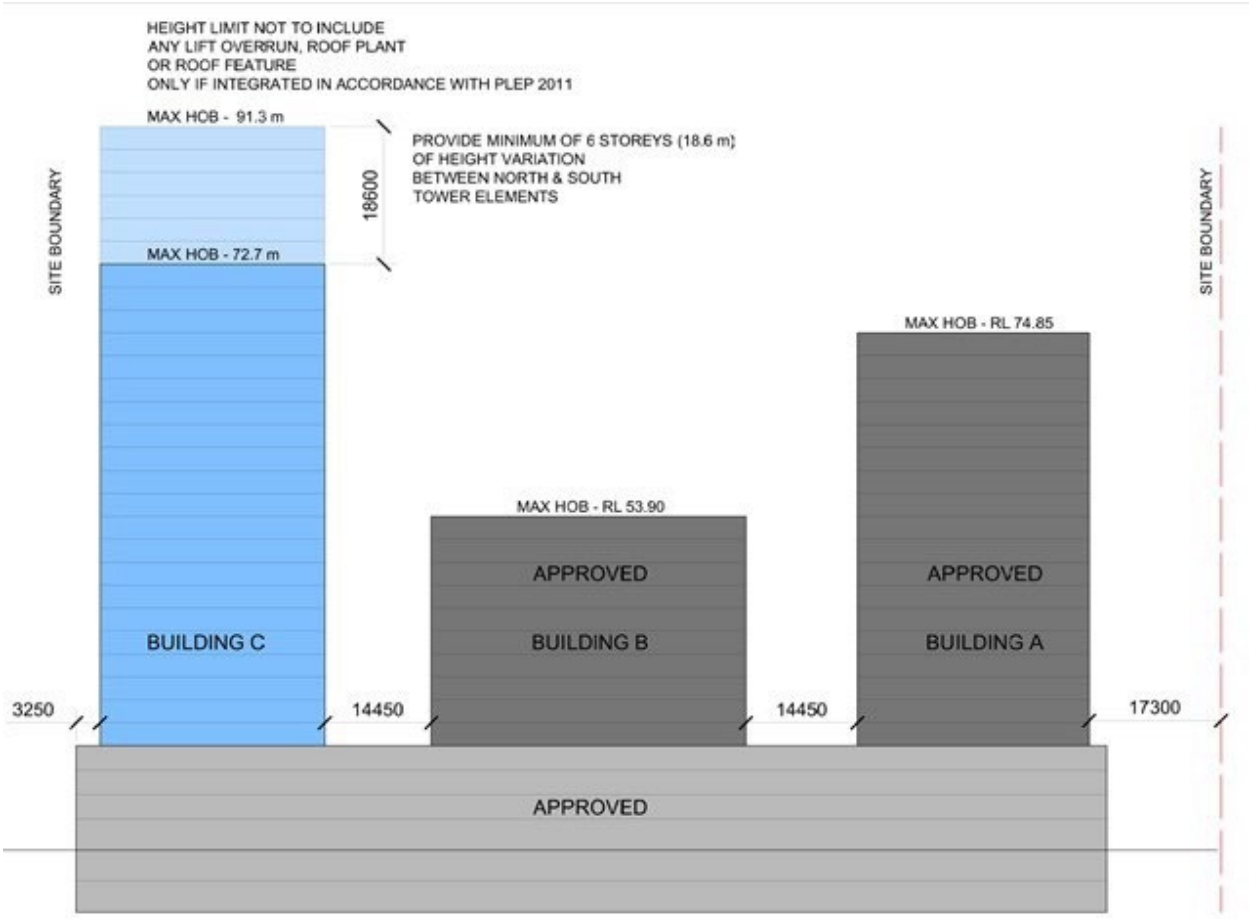


Figure 8.5.5.1.2 - Elevation from East Street

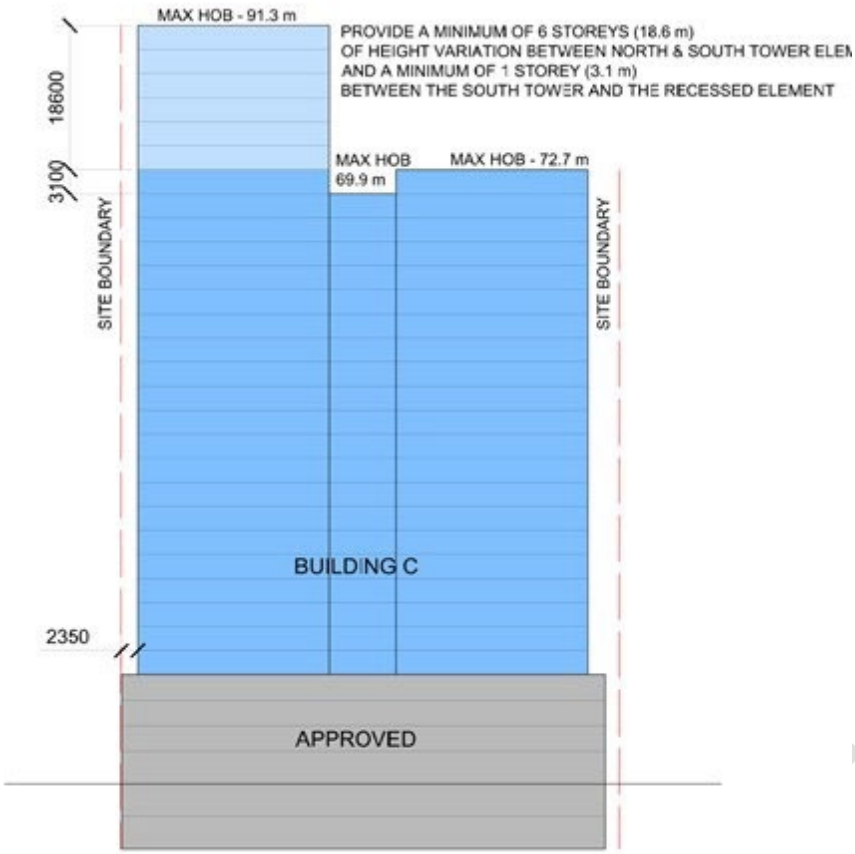


Figure 8.5.5.1.3 - Elevation from Rowell Street

DUNDAS WARD

8.5.6 258-262 PENNANT HILLS ROAD AND 17 & 20 AZILE COURT, CARLINGFORD

Figure 8.5.6.1 - Land application map

8.5.6.1 DESIRED FUTURE CHARACTER

This site comprises a 6,313m^2 land parcel in Carlingford that has frontage to Pennant Hills Road and Azile Court.

The site is highlighted below in Figure 8.5.6.1.

The site is located within walking distance to Carlingford and Telopea Railway Stations and is serviced by high frequency bus route along Pennant Hills Road.

Development on the subject site results in residential apartment buildings that will provide an appropriate transition to the lower density areas to the south and west of the site.

Redevelopment of the site results in an increase in the density and allow for approximately 68 new dwellings. Development could occur as a single stage or as two distinct stages on each side of the pedestrian pathway that splits the site.

An access road, the signalisation of Baker Street and Pennant Hills Road intersection, and an upgrade of the through site pedestrian link between Azile Court and Pennant Hills Road services the population and wider community.

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

General Objectives

O.01 Capitalise on the locational, ecological, topographical and aesthetic values of the site by ensuring that future built form respects the characteristics of the site that provide amenity and character.

O.02 Create a high quality street character by aligning buildings to address streets and pedestrian links, thereby defining the territorial boundaries of the public and private realms and creating positive spaces between the buildings.

O.03 Facilitate a development density which is appropriate for the site having regard to its strategic location in relation to public transport services and its role in providing a transition between the higher density development occurring around Carlingford railway station and the lower density areas to the south and west.

O.04 Ensure that the buildings and open spaces respond to the landform and the desired future character of the precinct.

8.5.6.2 BUILT FORM AND MASSING

Objectives

O.01 Ensure that the built form sensitively responds to the sites location and topography.

O.02 Ensure that the built form is a high quality.

O.03 Set variable building heights to ensure positive and cohesive relationships with surrounding land and uses.

O.04 Ensure that the built form and massing of development does not unjustly reduce solar access to habitable rooms and private open space on adjoining properties.

O.05 Design the development to activate the two streets at their interface and to ensure that the massing of development is not detrimental to the public domain and addresses the pedestrian through site link that enjoys passive surveillance and a safe urban environment.

Controls

C.01 Maximum Building Heights

Building heights must be in accordance with *Parramatta LEP 2023* Height of Buildings Map to respond to the context, to provide visual interest and to minimize and mitigate adverse overshadowing and privacy impact to adjoining properties and adjoining public domain and land uses.

C.02 Building Setbacks 6 metres to Pennant Hills Road, in addition to the road reservation.

- 6 metres to Baker Street extension.
- 9-10 metres to the western boundary to allow for tree root protection.
- 12 metres between buildings where the pedestrian walkway dissects the site.
- 9 metres to the southern boundaries to provide a transition to low density dwellings to the south.

C.03 Setbacks and the building envelope zone are illustrated in Figure 8.5.6.2.1.

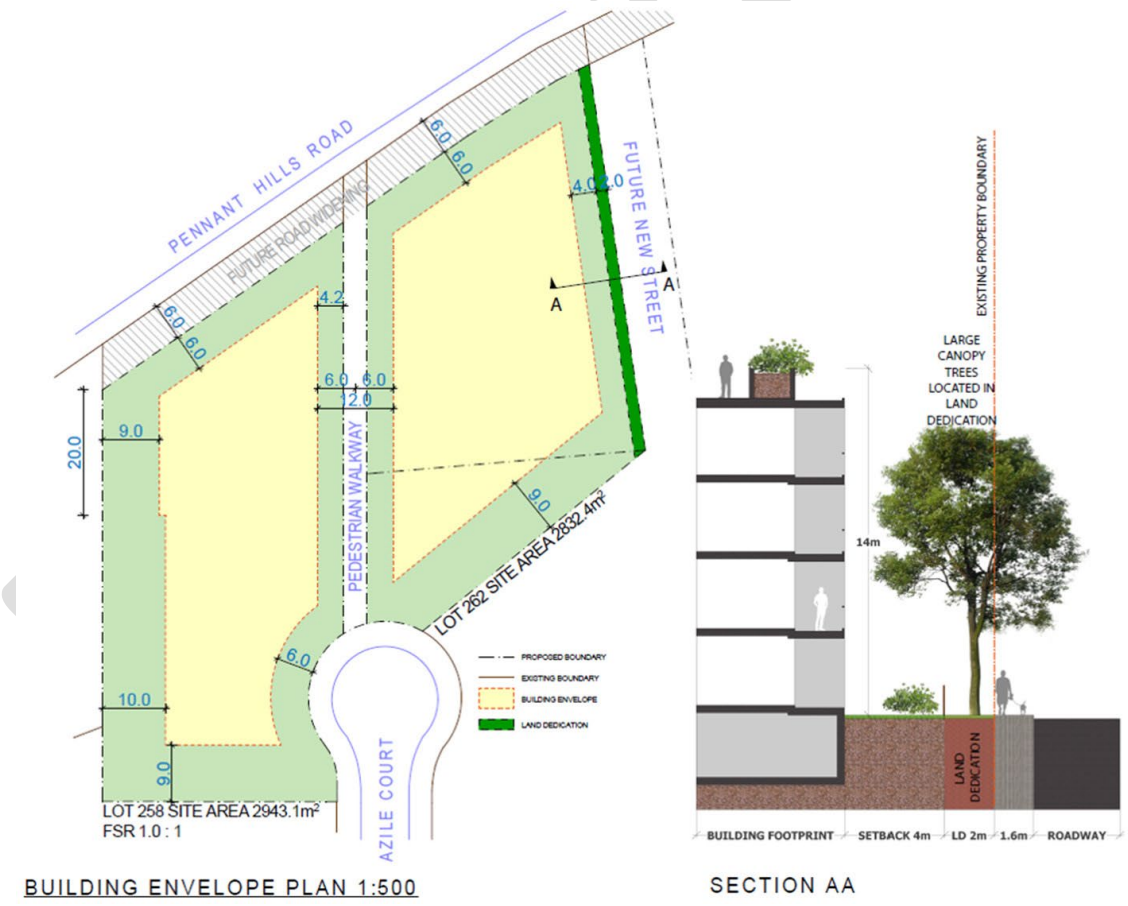


Figure 8.5.6.2.1 - Building Envelope Plan

8.5.6.3 HEIGHT OF BUILDINGS

Objectives

O.01 Ensure heights of buildings respond appropriately to the surrounding context and setting.

O.02 Organise buildings, streets and pedestrian laneway to respond to the topography and desired future character of the site.

O.03 Minimize the perceived density and visual impact of buildings when viewed from surrounding residential areas and the public domain.

O.04 Create positive relationships with other buildings adjoining the site.

O.05 Provide a transition to the adjacent lower density residential areas to the south and west.

Controls

C.01 Building heights must be in accordance with *Parramatta LEP 2023* Height of Buildings Map to respond to the context, to provide visual interest and to minimise and mitigate adverse overshadowing and privacy impact to adjoining properties and adjoining public domain and land uses.

C.02 The buildings must not be more than 4 storeys and 14 metres in height.

8.5.6.4 FLOOR SPACE RATIO

Objectives

O.01 Ensure that the resulting population density is appropriate for the characteristics of the site, its immediate surrounds and LGA.

Controls

C.01 The area of the public pedestrian pathway is not included as part of the site area for the purposes of calculating FSR and the provision of FSR is 1:1 on residentially zoned land.

8.5.6.5 PUBLIC DOMAIN AND AREAS OF ECOLOGICAL VALUE

Objectives

O.01 Encourage street level pedestrian movement networks.

O.02 Activate the pedestrian laneway.

O.03 Enhance the existing natural feature of vegetation on the site.

Controls

C.01 Landscaping and buildings should operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both future and existing residents and the adjoining public domain.

C.02 The existing stand of trees on the western boundary of the site must be retained and the built form is to be setback to protect the tree root zone consistent with Figure 8.5.6.2.1.

C.03 Any Development Application must include a detailed landscape plan by a qualified landscape architect.

C.04 A land dedication of 2 metres to be provided to Council for planting large canopy trees along the western side of the Future North-South Road along the eastern boundary.

8.5.6.6 TRAFFIC AND TRANSPORT

Objectives

O.01 Minimise the impact of car parking.

O.02 Minimise pedestrian and vehicle conflict.

O.03 Provide high quality entrances to car parks using high quality detailing and materials buildings should be designed using high-quality materials for sections of vehicle access ways visible from the public domain.

Controls

C.01 Vehicle access is to be from the future North-South road along the eastern boundary and Azile Court.

C.02 The access ramp/driveway to the basement to be located at the lower end of the slope and provided from the future North-South Road.

C.03 High quality design, detailing and materials are to be used for car park entrances and the security shutters etc.

C.04 Services, service access points and garbage collection points are not to be located on Pennant Hills Road.

C.05 A detailed traffic assessment must be provided with a Development Application.

C.06 Car Parking and Bicycle parking must be provided consistent with Parramatta DCP requirements.

8.5.7 264-268 PENNANT HILLS ROAD, CARLINGFORD

Figure 8.5.7.1 – Land application map

8.5.7.1 DESIRED FUTURE CHARACTER

This site comprises approximately 2.75ha of residential land in the suburb of Carlingford. The site is bound by Pennant Hills Road to the north, Martins Lane to the east, residential properties fronting Homelands Avenue to the south and residential properties fronting Azile Court to the west (see Figure 8.5.7.1).

The site is located within walking distance to Carlingford and Telopea railway stations (approximately 800 metres) and is serviced by the high frequency bus route along Pennant Hills Road. The site has excellent access to public transport which provides links to several major centres including Parramatta City Centre, Epping, Macquarie Park, Rydalmere, Norwest and Carlingford. These centres offer a variety of services including retail facilities and employment opportunities. The site also has convenient access to a range of public and private schools and nearby bushland and park areas.

Development on 264–268 Pennant Hills Road, Carlingford results in residential apartment buildings that provide an appropriate transition to the lower density areas to the south and west. Redevelopment of the site results in an increase in the density and allow for new dwellings to be provided.

New access roads, the signalisation of the Baker Street and Pennant Hills Road intersection, and public domain widening of Martins Lane also service the population and wider community.

Objectives

In addition to the general objectives listed in Section 8.2 of this DCP, specific objectives relating to the redevelopment of 264 -268 Pennant Hills Road, Carlingford are to:

O.01 Capitalise on the ecological, topographical and aesthetic values of the site by acknowledging the special characteristics of the site that provide amenity and character.

O.02 Create a legible network of streets and open spaces for cyclists, pedestrians and cars that provide access for residents and visitors and a street address for future buildings.

O.03 Enhance street character by aligning buildings to address the streets and define the territorial boundaries of the public and private realms.

O.04 Facilitate a development density which is appropriate for the site having regard to its strategic location in relation to public transport services and its role in providing a transition between the higher density development occurring around Carlingford railway station and the lower density areas to the south and west.

O.05 Preserve and enhance areas within the site identified as being of high and medium ecological significance.

O.06 Ensure that the buildings, streets and open spaces are organised to respond to the landform and emerging built form context.

8.5.7.2 PUBLIC DOMAIN

A street network appropriate for purpose is critical to ensure equity of access for all users and enhance permeability to and through the site. The street network will be required to provide frontage to buildings and create a public domain that prioritises pedestrian movement.

Objectives

O.01 Maintain neighbourhood amenity and appropriate residential character.

O.02 Improve connectivity and permeability in the Precinct.

O.03 Create a legible hierarchy of roads and integration with the broader road network.

O.04 Implement the principles of Water Sensitive Urban Design (WSUD).

O.05 Ensure the public domain is accessible, safe, and secure for all members of the community having regard to *Crime Prevention through Environmental Design* (CPTED) principles.

Controls

C.01 The site should have:

- A north-south street along the western boundary of the site. This street will not allow for vehicle access at its northern edge and a turning bay will be provided.
- An east-west street to connect Martins Lane to the new north-south street mid-way through the site.
- An east-west accessway located along the northern edge of the high value ecological zone on the southern part of the site.
- A new pedestrian link from Grace Street / Azile Court connecting to the north-south street and publicly accessible open space area.

C.02 The site should be permeable and provide links to the wider area.

C.03 Martins Lane is to have a widened verge so that the high quality vegetation is retained.

C.04 The areas of high and moderate ecological significance are to be protected and enhanced.

C.05 Water Sensitive Urban Design (WSUD) principles should be implemented within the public domain areas.

C.06 New development should be designed and sited to appropriately integrate with and address streets and pedestrian links to provide activation and casual surveillance.

C.07 Fencing along the public domain should allow for casual surveillance.

C.08 Options for public access to the high value ecological zone adjacent to the southern boundary of the site should be considered. There shall be no direct vehicular connection into the site from Pennant Hills Road.

C.09 Vehicular movements at the Pennant Hills Road/Martins Lane intersection will be left out (of Martins Lane) only.

C.10 The northern end of the carriageway of Martins Lane is to be widened to facilitate safer left hand turns out of this street.

C.11 Martins Lane public domain widened area must be dedicated to Council.

C.12 Street typologies must be provided as detailed in Figure 8.5.7.2.1.

C.13 Public access (24 hours a day, 7 days a week) is to be provided to the high value ecological zone to the southern boundary as identified in Figure 8.5.7.2.1.

C.14 A new public pedestrian connection is to be provided between Grace Street / Azile Court and Pennant Hills Road and to the publicly accessible open space area on the southern boundary of the site as shown in Figure 8.5.7.2.1.

C.15 All new streets / accessways as shown in Figure 8.5.7.2.1 below are to be publicly accessible 24 hours a day, 7 days a week.

C.16 No basement or sub-floor structures are to be located under new streets, accessways or publicly accessible open space.

Figure 8.5.7.2.1 - Public Domain Plan for 264-268 Pennant Hills Road, Carlingford

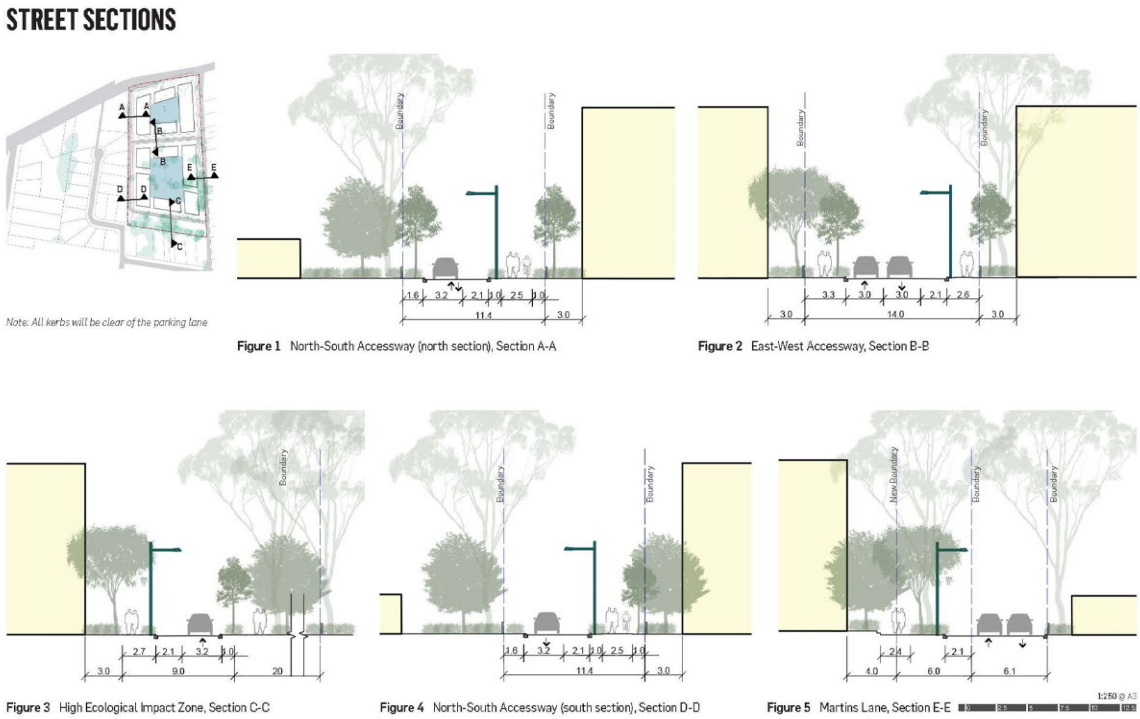


Figure 8.5.7.2.2 - Street Typologies (Extract from Urbis Urban Design Report, May 2018)

Note: The footpath along the western edge of Martins Lane (as shown in Section E-E) will be located so as to avoid trees to be retained.

8.5.7.3 HEIGHT OF BUILDINGS

Objectives

O.01 Ensure heights of buildings respond appropriately to the surrounding context and setting.

O.02 Organise buildings, streets and open space to respond to the topography and desired future character of the site.

O.03 Minimise the apparent density and visual impact of buildings when viewed from surrounding residential areas and the public domain.

O.04 Ensure that development does not unreasonably reduce solar access to neighbouring properties.

O.05 Create positive relationships with other buildings adjoining the site.

Controls

C.01 Building heights should provide a transition to the adjacent lower density residential areas to the south and west.

C.02 Building heights must be in accordance with *Parramatta LEP 2023* Height of Buildings Map as shown below in Figure 8.5.7.3.1 to respond to the context, to provide visual interest and to

minimise and mitigate adverse overshadowing and privacy impact to adjoining properties and adjoining public domain and land uses.

C.03 When viewed from adjoining streets and adjacent properties the buildings on the site are to appear no higher than 4 storeys.

C.04 A minimum of 3 hours solar access is to be provided to the communal open space areas between 9:00am and 3:00pm on 21st June.

C.05 Overshadowing of community places and areas of high and moderate ecological significance is to be minimised.

C.06 Buildings should to be designed and sited to minimise overshadowing of adjoining properties consistent with the Apartment Design Guide.

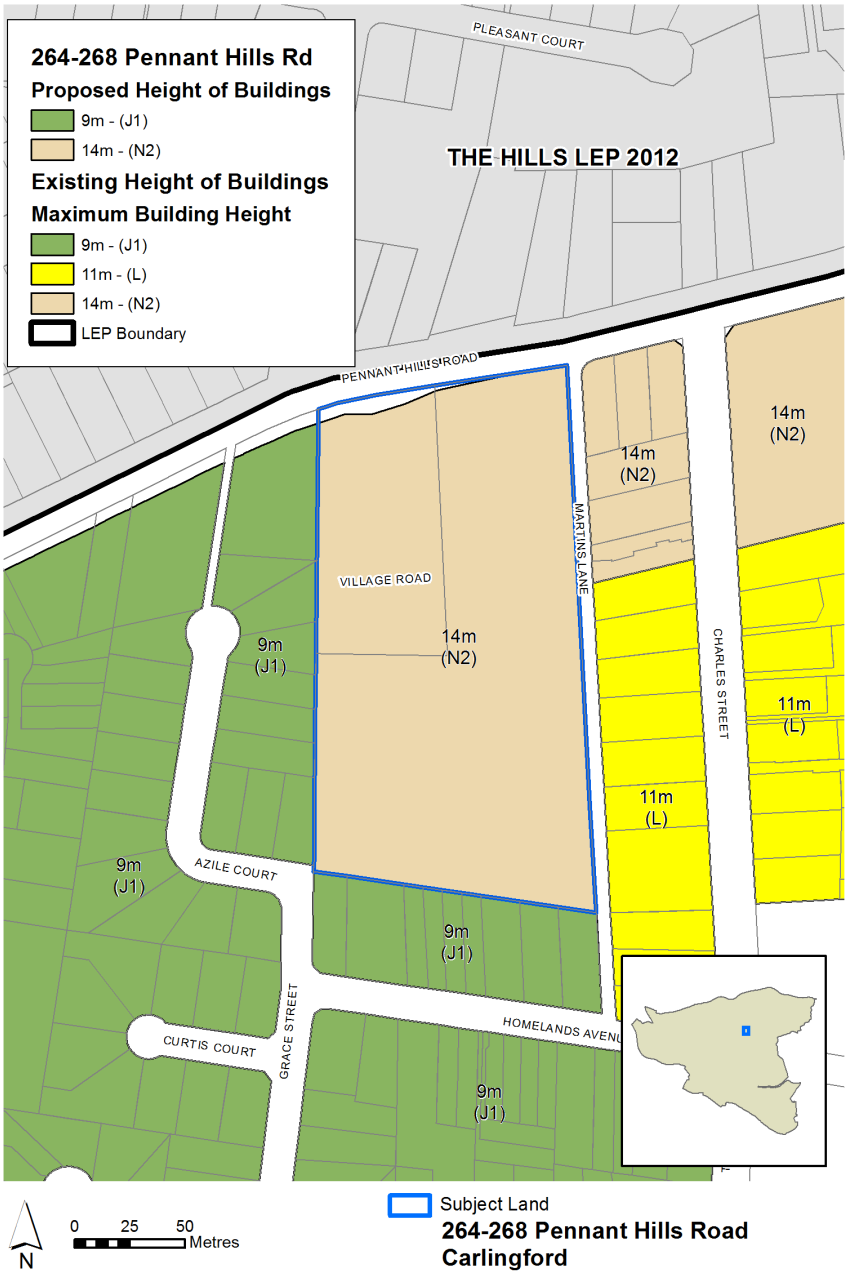


Figure 8.5.7.3.1 - Extract from Parramatta LEP 2011 Height of Buildings LEP Map

8.5.7.4 SETBACKS

Objectives

O.01 Provide:

- a generous interface with existing and proposed streets.
- an appropriate transition between higher density residential development and low density residential development on adjoining sites.

O.02 Allow adequate space to provide landscaping.

O.03 Provide appropriate separations between buildings.

Controls

C.01 Setbacks must be provided in accordance with Figure 8.5.7.4.1.

C.02 Setbacks should create positive and cohesive relationships between buildings and between buildings and streets.

C.03 Generous setbacks should be provided to the street edges.

C.04 Setbacks should minimise any potential negative impacts on adjoining properties.

C.05 The setback on Pennant Hills Road is to allow dense landscaping to mitigate negative impacts.

C.06 A minimum setback of 6m must be provided from the SP2 zoned land along Pennant Hills Road.

C.07 Development must not occur within the setback areas except for soft landscaping, footpaths, fencing, driveways, retaining walls and essential infrastructure.

C.08 Ground floor apartments may have courtyards that extend up to 3m into the setback where they front a street or public pedestrian accessway.

C.09 An ecological assessment is to be submitted with development applications on land proximate to areas identified on the LEP Natural Resources – Biodiversity map as areas of high and medium ecological constraint to determine the appropriate setbacks between the built form and existing trees within these areas to ensure their protection and ongoing health.

Figure 8.5.7.4.1 – Site Setbacks for 264-268 Pennant Hills Road, Carlingford

8.5.7.5 FLOOR SPACE RATIO

Objectives

O.01 Ensure that the resulting population density is appropriate for the characteristics of the site, its immediate surrounds and LGA.

O.02 Encourage an overall built form and building layout which respond appropriately to the principles detailed in the overall objectives of this site specific DCP.

Controls

C.01 The following areas may be included as part of the site area for the purposes of calculating FSR:

- The widening of Martins Lane
- The north-south road

- The east-west roads
- The provision of any public pedestrian pathway
- The areas of high and moderate ecological value as mapped on the LEP Natural Resources – Biodiversity map.

C.02 Floor space ratios must be in accordance with the FSR LEP map reproduced at Figure 8.5.7.4.2.

Figure 8.5.7.4.2 - Extract from *Parramatta LEP 2011* Floor Space Ratio LEP Map

8.5.7.6 LANDSCAPED SPACES AND AREAS OF ECOLOGICAL VALUE

Objectives

O.01 Enhance the existing natural features of the site including topography, geology; vegetation/vegetation communities; micro climate; hydrology (surface and sub-surface).

O.02 Enhance the natural environmental performance of the site by coordinating water and soil management, solar access, micro-climate, tree canopy and habitat values.

O.03 Retain existing trees where possible and use landscaping to make a positive contribution to the streetscape and neighbourhood.

O.04 Provide water sensitive urban design for the management of stormwater drainage.

O.05 Ese open space areas, new roads and pedestrian links to assist with stormwater management, provide deep soil zones and maximise rainfall infiltration.

O.06 Design all public spaces and landscaping to a high quality with a demonstrated consistent design.

O.07 Retain, protect and enhance areas identified as having high or moderate ecological significance area.

Controls

Site Coverage

C.01 Site coverage should provide for adequate deep soil, communal spaces, streets and separation between buildings.

Landscape Generally

C.02 Existing high ecological significance trees must be retained where possible.

C.03 The setback to Pennant Hills Road must be densely landscaped with species endemic to the area. This setback shall be provided as a deep soil zone with no basement or sub-floor structures.

C.04 Landscaping must use predominantly indigenous species that reflect the region's character of the Sydney Blue Gum High Forest and Sydney Turpentine-Ironbark Forest vegetation communities. Opportunities to plant species representative of the communities and the existing areas of moderate and high ecological significance located on the site are to be explored provided planting of these species does not present a danger to residents and the public.

C.05 Selected plant species must provide form, enclosure, texture and colour. The planting should also take on a further role in providing biodiversity, shade and protection.

C.06 A mix of local trees, shrubs and grasses must be used to create attractive, colourful and low maintenance landscaped areas.

C.07 All building setbacks are to be landscaped.

C.08 Any Development Application must include a detailed landscape plan and landscape design report prepared by a qualified landscape architect. The landscape plans are to include details of plant species, pot sizes, mature height, tree protection measures and a detailed maintenance program.

C.09 Deep soil zones must be provided for the first 3 metres of all property boundaries other than Pennant Hills Road which requires a 6 metre deep soil zone (Refer Control C.03).

C.10 Landscaping and buildings should operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both future and existing, surrounding residents and the adjoining public domain.

C.11 Landscape design should optimise usability, privacy and social opportunity, equitable access and respect for neighbours' amenity, and provide for practical establishment and long-term management.

C.12 Landscaping should enhance the existing natural attributes of the site (including existing vegetation and topography) and seek to maintain and enhance those features as far as possible.

C.13 Deep landscaped setbacks should be provided to Pennant Hills Road to enhance amenity along this frontage.

C.14 Street trees and landscaping should be provided along footpaths to enhance the quality of the streetscape and maximise pedestrian amenity.

C.15 Tree and plant species endemic to the area should be used.

Communal Open Space Areas

C.16 All communal open space areas must include the following:

- sub-surface drip irrigation systems controlled by timers using soil moisture or rainfall sensors;
- drought tolerant plants and grasses;
- water retaining media mixed into soil; and
- tree planting and landscaping using elements such as indigenous plant species, interesting sculptural elements and pavement design.

Details of these elements are to be shown on landscape plans submitted with Development Applications.

C.17 Communal Open Space on both Site A and Site B is to reflect the rectangular shape and approximate area size illustrated in the Public Domain Plan Figure at 8.5.7.2.1.

C.18 Communal open space areas should be sized to allow opportunities for passive and active recreation.

Pedestrian Links

C.19 Well-defined paths should be provided to allow access to Pennant Hills Road and other public domain areas.

C.20 A safe pedestrian environment should be provided.

C.21 Pedestrian links should be designed and located to assist in in providing increased casual surveillance.

Water Sensitive Urban Design (WSUD)

C.22 Post-development peak flows from the development site must not exceed pre- development peak flows.

C.23 Landscape works must be undertaken in collaboration with the hydraulic and civil works to develop an integrated stormwater design.

C.24 Open space and green links should be provided to assist with stormwater management, provide deep soil zones and maximise rainfall infiltration.

C.25 All development including landscape designs must incorporate WSUD measures including rain gardens, bioswales, biosinks, and water polishing ponds, wetlands and other constructed ecologies which can detain, retain and reuse water.

Areas of High and Moderate Ecological Significance

C.26 Areas identified as being of high or moderate ecological significance are shown on Figure 8.5.7.5.1.

C.27 Any development on land containing or immediately adjoining areas of high or moderate ecological significance must confirm the boundaries of the area of ecological significance with detailed analysis to ensure no adverse impacts to those areas occurs as a result of the development.

C.28 A flora and fauna assessment must be submitted with any Development Application on land identified as containing areas of high or moderate ecological significance.

Figure 8.5.7.5.1 - Areas of High and Moderate Ecological Significance

8.5.7.7 BUILT FORM AND SITE REQUIREMENTS

Objectives

O.01 Position buildings so that they relate to the topography, the streets and each other. The massing and siting of the buildings should:

- Reflect the building typology and height.
- Enable buildings to address and align with streets and public spaces.
- Define positive spaces.
- Minimise stepping.
- Meet site coverage requirements.
- Minimise cut and fill.

O.02 Minimise the apparent density of the development.

O.03 Minimise site coverage and provide areas of communal open space, setbacks, deep soil and open space. Minimum site areas, site frontages, setbacks and separation distances should be provided for the different building typologies.

O.04 Provide adequate privacy and amenity for existing and future residents within and beyond the site.

O.05 Respond to the topography and minimise the extent of cut and fill.

Controls for Residential Apartment Building Development

C.01 Setbacks and siting of buildings must provide areas for deep soil/permeable surfaces, communal open space areas and private open spaces.

C.02 The massing and siting of the buildings must:

- Enable buildings to address and align with streets and public spaces
- Define positive spaces
- Minimise stepping
- Use the sloping topography to locate apartments at ground level
- Provide setbacks as per Figure 8.5.74.1.
- Provide building separations consistent with the provisions of Part 2F of the Apartment Design Guide.

C.03 Sites must be a minimum of 1,500m^2 for development of apartment buildings of 3 or more storeys.

C.04 Sites must have a minimum frontage of 24 metres for development of apartment buildings of 3 or more storeys.

8.5.7.8 BUILDING DESIGN EXCELLENCE, FINISHES AND MATERIALS

Objectives

O.01 Have buildings that are well designed in terms of massing, proportions, scale, materials and detailing. The buildings should:

- Meet the requirements of the Apartment Design Guide.
- Address the streets and public domain.
- Be scaled and well- proportioned through modulation, articulation, materials and detailing.
- Use robust minimum maintenance materials.

O.02 Have buildings that are constructed to a high quality, require minimal maintenance and use robust materials suitable for the context.

O.03 Minimise the apparent density of the development.

O.04 Maximise the amenity of residents.

Controls

C.01 A detailed site analysis plan must be submitted with a Development Application proposing residential apartment building(s) and/or multi-unit residential development.

The massing and siting of the buildings should:

- Enable buildings to address and align with streets and public spaces.
- Define positive spaces.
- Minimise stepping.
- Relate the ground floor to the ground plane and reflect that relationship in the detailing.

C.02 Buildings must be designed to:

- Provide entrances, outlook and address to the street and/or public/pedestrian thoroughfare and communal open space(s) to maximise passive surveillance opportunities.
- Create positive spaces between buildings.
- Be scaled and well- proportioned through appropriate modulation, articulation, materials and detailing.
- Use robust minimum maintenance materials of the typology and context.
- Use brick and/or other hardy materials that require minimal maintenance.

C.03 Attached housing must demonstrate that the design principles of the Design Guide for Low Rise Housing Diversity and the *SEPP (Housing Code)* have been considered.

NORTH ROCKS WARD

8.5.8 27-33 NORTH ROCKS ROAD, NORTH ROCKS

This section of this DCP must be read in conjunction with Parramatta DCP 202X.

This section applies to all land commonly referred to as the "Target Site" within this section, comprising of those lots identified in Figure 8.5.8.1 below and legally identified as:

- Lot 1 DP 127003;
- Lots 2 and 3 in DP 22931;
- Lot 2 DP 721567;
- Lot 101 DP 617754; and
- Lots 2 DP 1158967.

This site has a total area of 13,139.6m^2.

Figure 8.5.8.1 – Land application map

The indicative master plan (Figure 8.5.8.1.1) and design principles (Figure 8.5.8.1.2) underpin the controls in this DCP.

Where there is any inconsistency between this section of this DCP and any applicable section of this DCP, the provisions of this section of this DCP shall prevail.

This plan should be read in conjunction with relevant maps from *Parramatta LEP 2023* that demonstrate bushfire prone land and vegetation.

8.5.8.1 DESIRED FUTURE CHARACTER

A sustainable development that is the new benchmark in architectural excellence in the North Rocks area. The development enhances the amenity and visual quality of the North Rocks Road streetscape, the southern and eastern edge of Russell Walker Reserve and the natural character of the riparian corridor along Darling Mills Creek.

It provides a built form landmark at the approach to North Rocks Road. Development buffers the creek corridor and reserve from the noise and visual impacts of James Ruse Drive whilst allowing generous view corridors to the reserve beyond. The development provides greater diversity in dwelling types and housing choice close to public transport.

The development improves the interface to North Rocks Road, the creek, and reserve through additional landscaping.

Figure 8.5.8.1.1 – Indicative master plan

Figure 8.5.8.1.2 – Design Principles

General objectives

O.01 Repair and enhance the riparian corridor of Darling Mills Creek and buffer to Russell Walker Reserve.

O.02 (Provide a transition in scale to the low-scale residential development to the east by providing a generous landscaped setback along the eastern boundary.

O.03 Connect the new site access road for the Target Site 7 to the west with the existing informal walking track by the creek.

O.04 Create a strong sense of address for the development to North Rocks Road and the new access street to the adjacent target site through the use and placement of a taller built form.

O.05 Minimise vehicle entry impacts to North Rocks Road.

O.06 Provide affordable housing choices for the local community close to services and facilities.

Views

O.07 Maximise opportunities for high quality creek and reserve outlooks and northern solar access to dwellings.

O.08 Respond to the view from James Ruse Drive towards the site through architectural excellence and a more dominant and stronger form.

O.09 Maintain some visual connection from North Rocks Road footpath through the site to Russell Walker Reserve and the creek corridor.

O.10 Achieve generous view corridors to the creek and reserve between built form.

O.11 Minimise the visual and amenity impacts of James Ruse Drive through orientation, design and built form.

Built form

O.12 Provide a built form that responds to adjoining development and accentuates the corner of James Ruse Drive and North Rocks Road.

O.13 Provide an appropriate built form envelope and Development Controls for the subject site that realise its potential for greater density.

O.14 Achieve a high quality development that is responsive to the existing natural and built form environment around the site.

O.15 Achieve a design solution that demonstrates best practice urban design and architecture.

O.16 Require a design that responds to the amenity impacts created by James Ruse Drive and North Rocks Road.

Landscaping

O.17 Improve the amenity and outlook towards the wall to James Ruse Drive through landscape and maximising opportunities for spaces.

O.18 Extend and enhance the existing landscape character of North Rocks Road.

O.19 Maximise the landscape setting between the creek and any new development.

O.20 Achieve a well-considered and attractive landscape and built form interface to the Darling Mills Creek.

8.5.8.2 HUNTER PIPELINE EASEMENT & AGL GAS MAIN

The applicant is required to consult with Caltex Australia Petroleum Pty Ltd and AGL Energy with respect to the location of any proposed structure or building on or in the vicinity of the pipeline or gas main.

Evidence of consultation and the concurrence of Caltex Australia Petroleum Pty Ltd and AGL Energy is to be submitted with any Development Application.

8.5.8.3 BUILT FORM AND SITE PLANNING

Objectives

Siting

O.01 Ensure appropriate placement of development on the site to minimise impact to the creek line, reserve and neighbouring properties.

O.02 Ensure appropriate distribution of built form across the site to maximise view corridors to the reserve from James Ruse Drive.

O.03 Minimise adverse impacts from the proximity of James Ruse Drive on future apartments within the development.

O.04 Achieve a landscape transition that responds to the natural features and topography of the site.

Height of buildings

O.05 Respond to the role of this site as a Target Site for greater residential density.

O.06 Ensure that development on the subject site complements without challenging the role of Target Site 7 as a gateway site.

O.07 Provide recognition through the allowable height of the visual prominence of the site for drivers on James Ruse Drive.

O.08 Ensure that the new development does provide a high quality address to James Ruse Drive from the east and to North Rocks Road.

O.09 Ensure the new development provides a built form buffer for the creek corridor and development to the north from the noise and visual impacts of James Ruse Drive whilst allowing generous north-south view corridors across the site.

Density

O.10 Provide a dwelling density that reflects the target site status of the land.

O.11 Provide high density residential development in proximity to public transport.

O.12 Ensure that an appropriate level of development is provided on the site that does not dominate the adjoining Target Site 7 or the lower scale development along North Rocks Road.

Setbacks and separation

O.13 Mitigate adverse impacts on neighbouring properties.

O.14 Mitigate acoustic impacts of James Ruse Drive.

O.15 Ensure new development is appropriately setback from North Rocks Road.

O.16 Encourage solar penetration and view corridors through the site

O.17 Safeguard and protect the required riparian corridor and enable regeneration of native landscape to the creek banks and corridor.

O.18 Provide sufficient setback form the riparian corridor toa low private open space to occur at ground level.

Apartment layout

O.19 Provide an apartment design that achieves a functional layout and high level of amenity.

O.20 Ensure that appropriate storage and facilities are provided within the unit.

O.21 Maximise opportunities for cross ventilation and solar access.

O.22 Ensure a direct relationship between living spaces and private open spaces for each dwelling.

Controls

Siting

C.01 Future development to be located generally in accordance with Figure 8.5.8.5.1.

C.02 Building depth is to be a maximum of 18 metres from glass line to glass line excluding balconies.

Height of buildings

C.03 Building heights are not to exceed the maximum number of storeys shown in Figures 8.5.8.1.1 and 8.5.8.1.2.

- Building A – 9 storeys

- Building B – 9 storeys
- Building C – 9 storeys
- Building D – 8 storeys
- Building E – 7 storeys

C.04 Mezzanine levels will be counted as storeys.

C.05 Number of storeys excludes where basements protrude above ground due to topography on the site.

C.06 Additional height for architectural roof features is considered appropriate to achieve architectural excellence

Density

C.07 No more than 150 dwellings may be provided on the site.

NOTE: The maximum density should not be considered as the desired yield for the site. The final yield will be dependent on identifying designs that address all of the objectives of this development control plan.

Setbacks and separation

C.08 Average building setbacks and minimum separation distances between the built forms are to be provided in accordance with Figure 8.5.8.3.1 providing that any windows on the side facades of the buildings (excluding the eastern façade of Building E) are either frosted or high level to ensure adequate privacy is achieved.

C.09 The minimum front setback is to align with the predominant setback within the street or 9 metres whichever is greater.

C.10 The setback to buildings from James Ruse Drive is to be a minimum of 19 metres including balconies and access corridors.

C.11 The setback to the north eastern boundary is to be a minimum of 21 metres.

C.12 The setback to Russell Walker Reserve is to be a minimum of 8 metres.

C.13 Additional setbacks are to be provided for built form beyond the riparian corridor to the north to allow for generous private open space terraces and additional landscaping between the development and the riparian zone.

Planting on structures

C.14 Plant growth is to be optimised by:

- providing soil depth, volume and area appropriate to the size of the plants to be established;
- providing appropriate soil conditions and irrigation methods; and
- providing appropriate drainage

C.15 Planters are to be designed to support the appropriate soil depth and plant selection by:

- ensuring planter proportions accommodate the largest volume of soil possible; and
- providing square or rectangular planting areas, rather than long narrow linear areas.

C.16 Minimum soil depths are to accordance with the following:

Table 8.5.8.3.1 – Minimum soil depths

Large trees such as figs (16 metres canopy diameter at maturity)	
Minimum soil volume	150m^3
Minimum soil depth	1.3 metre
Minimum soil area	10x10 metres area or equivalent
Medium trees (8 metre canopy diameter at maturity)	
Minimum soil volume	35m^3
Minimum soil depth	1 metre
Approximate soil area	6x6 metres or equivalent
Shrubs	
Minimum soil depth	500-600mm
Ground cover	
Minimum soil depth	300-450mm
Turf	
Minimum soil depth	100-300mm

Any subsurface drainage requirements are in addition to the minimum soil depths quoted above.

Apartment layout

C.17 Long continuous corridors servicing units are to be avoided.

C.18 All living areas and private open space areas are to be oriented to the north towards the creek corridor or Russell Walker Reserve.

C.19 Minimise the number of habitable rooms located to the south adjacent to James Ruse Drive.

C.20 Locate wet areas, service rooms and circulation to the southern portion of the buildings or adjacent to James Ruse Drive and North Rocks Road.

C.21 Provide the following minimum storage area to each unit:

- 1 bed apartment - 6 cubic metres
- 2 bed apartment - 8 cubic metres
- 3 bed apartment + - 10 cubic metres

C.22 A minimum of 50% of the storage requirement is to be provided within the unit via separate linen and storage cupboards and is not to include wardrobes or kitchen cupboards in the calculation.

8.5.8.4 SOLAR ACCESS AND OVERSAHDOWING

Objectives

O.01 Orient the development to maximise solar access to living areas and open spaces.

O.02 Ensure adjacent dwellings and their private open spaces achieve a reasonable level of solar access.

O.03 Provide adequate passive shading to north, west and east facing windows and private open space areas to minimise the need for reliance on fossil fuels for cooling in summer.

O.04 Minimise the number of south facing units and single aspect apartments

Controls

C.01 Buildings are to be oriented so that solar access to living areas and private open spaces is optimised.

C.02 Dual aspect apartments are to be maximised with no apartments to be south facing as their only orientation.

C.03 Living rooms and private open spaces for at least 70% of apartments in the development are to receive a minimum of three hours direct sunlight between 9:00am and 3:00pm in mid-winter.

C.04 A minimum of 60% of the communal open space areas must receive at least three hours of sunlight between 9:00am and 3:00pm on 21 June.

C.05 Buildings are to be designed to provide passive shading and glare control, especially in summer, by:

- using shading devices, such as eaces, awnings, colonnades, balconies, pergolas, external louvers and deciduous planting (where appriorate);
- using high performance glass; and
- minimising external glare off windows and other external surfaces by using glass/surfaces with reflectivity index not exceeding 20%.

8.5.8.5 DESIGN EXCELLENCE

Objectives

O.01 Achieve design excellence in the architecture and landscape design of any new development.

O.02 Ensure high quality materials and detailing is provided which are sustainable and minimise on-going maintenance costs to the development.

Controls

C.01 New development is to provide a high quality architectural response to the site in terms of:

- Articulation and visual interest within the massing and height required.
- Use of high quality, low maintenance materials.
- Interesting roof forms and silhouettes to the buildings.
- Treatment of side walls using high quality materials and visual interest, if fenestration is not provided.
- High quality landscape design solutions maximising the use of native vegetation.
- Presentation to James Ruse Drive in terms of facade treatment, materials and colours and articulation.

C.02 Elevation treatment is to be generally consistent with Figure 8.5.8.5.3.

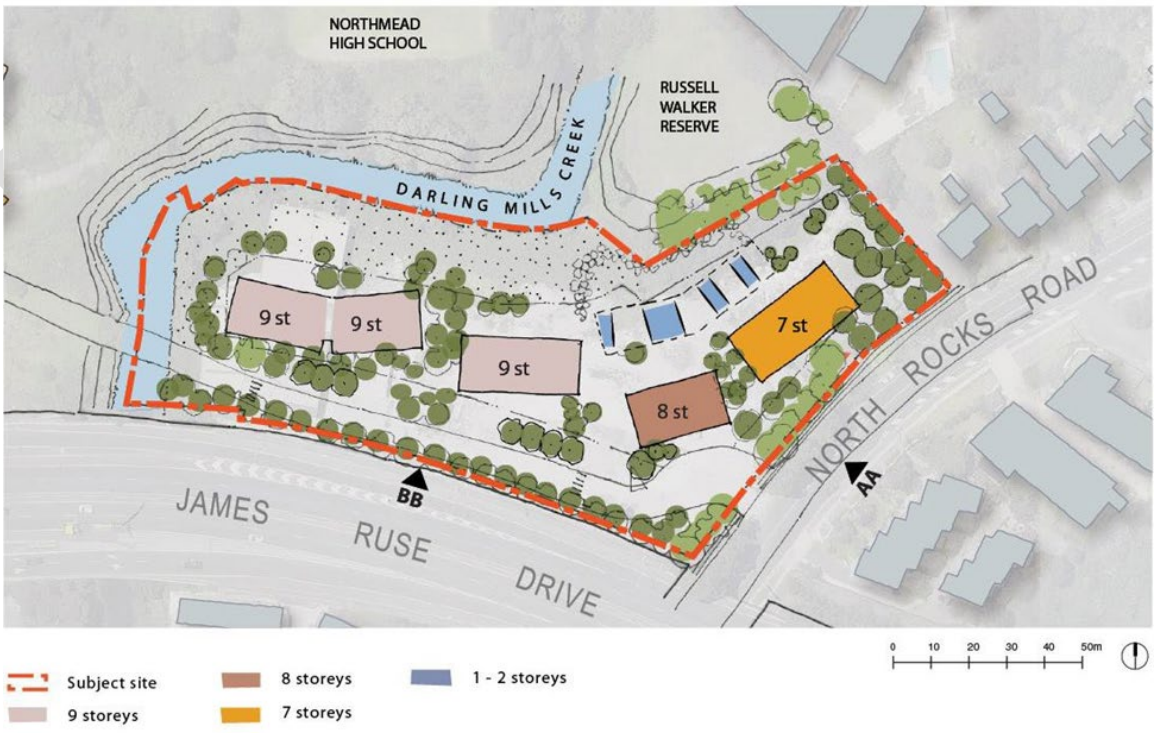
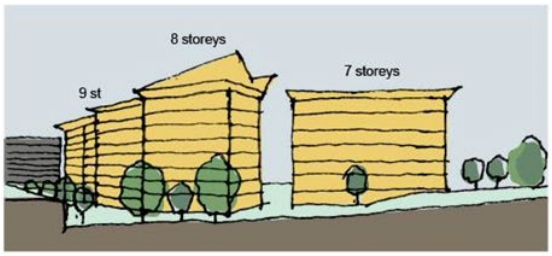


Figure 8.5.8.5.1 – Development footprint location and building heights

Note: Number of storeys does not include basement protrusion above ground



Elevation A-A to North Rocks Road

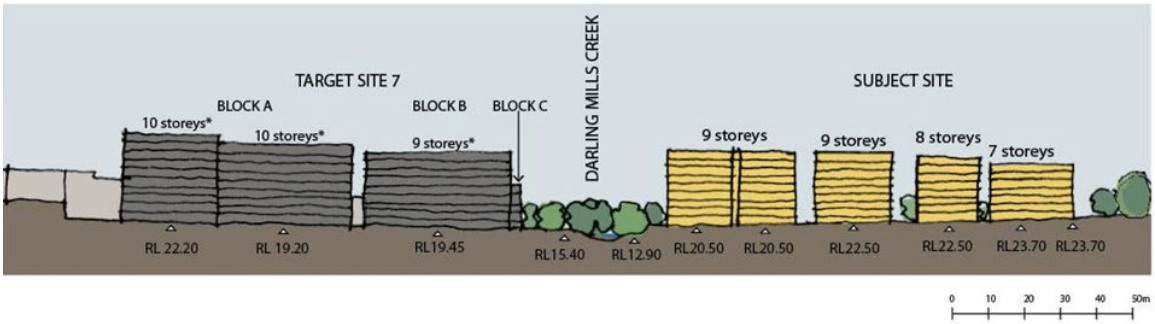
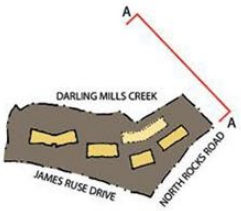
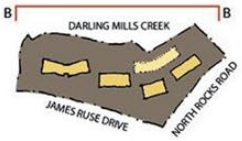


Figure 8.5.8.5.2 – Indicative Built Form

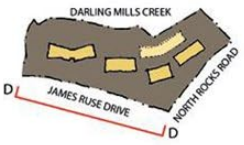


Elevation A-A



Elevation B-B

Elevation C-C



Elevation D-D

Figure 8.5.8.5.3 – Indicative elevations and building materials

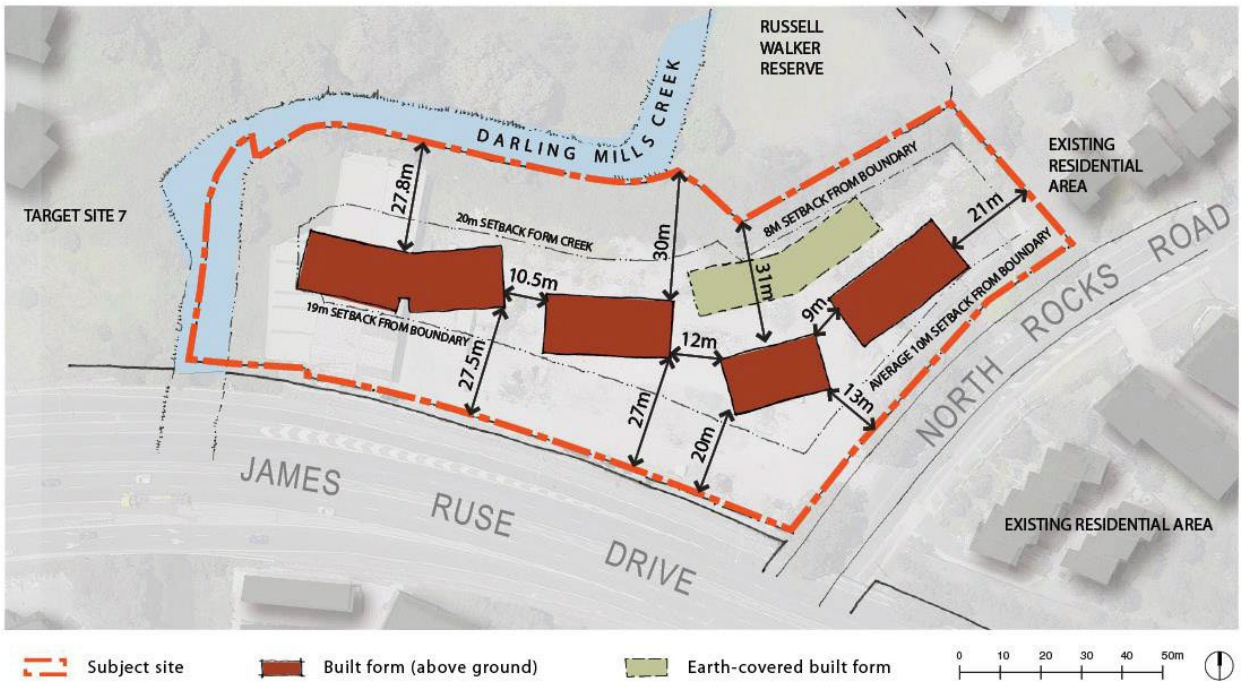


Figure 8.5.8.5.4 – Minimum setback and separation distances

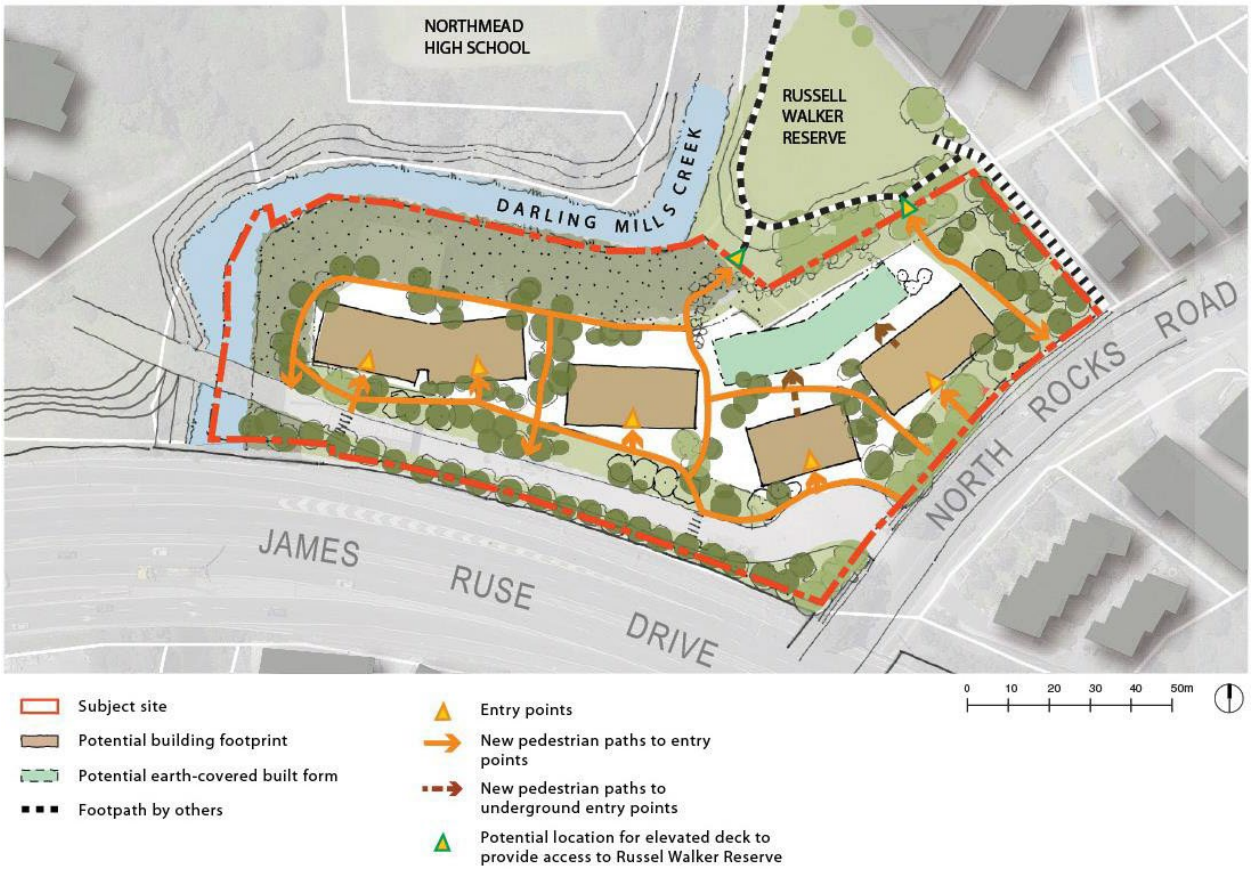


Figure 8.5.8.5.5 – Pedestrian access

8.5.8.6 TRAFFIC AND TRANSPORT

Objectives

Pedestrian access

O.01 Achieve legible way-finding through the site and convenient access into building for residents and visitors.

O.02 Ensure access to building entries is direct and clearly visible and a strong sense of address is provided to North Rocks Road.

O.03 Provide a range of pedestrian routes through the development to the creek corridor and opportunities to link the site to Russell Walker Reserve.

Vehicle access

O.04 Minimise the visual impact of vehicle access areas to pedestrian areas, North Rocks Road and the development as a whole.

O.05 Achieve a single access point for vehicles from North Rocks Road, if possible.

O.06 Ensure vehicle access meets with sound traffic management principles.

O.07 Ensure that vehicle movement occurs in a safe and efficient manner.

O.08 Ensure that access for waste collection vehicles meets Council's waste collection requirements.

Car parking

O.09 Ensure that all car-parking demands generated by the development are accommodated on the development site.

O.10 Protect the free flow of traffic into and out of residential flat building developments and the surrounding street network.

Controls

Pedestrian access

C.01 Pedestrian links and entry points are to be provided generally in accordance with Figure 8.5.8.5.5 Pedestrian access.

C.02 Resident pedestrian paths through the site are to be located outside the core riparian corridor and protected waters.

C.03 A new public pathway is to be provided within the riparian corridor as an elevated walkway connecting the existing reserve to the new road access for Target Site 7.

C.04 Access points for pedestrians are to be separated from vehicle access driveways to ensure safety.

C.05 Pathway locations must ensure natural surveillance from primary living areas of adjoining units.

C.06 Design buildings to the north eastern boundary of the site to overlook the adjacent pedestrian pathway. A visually permeable, low fence to allow dwellings to address the pathway is preferred.

C.07 Bicycle lock-up facilities are to be provided adjacent to the main entries of the buildings and bicycle storage is to be provided as part of the parking space for each unit.

C.08 Building entrances are to be fully accessible. Entries are to be clearly visible to public areas and are to be located either directly from North Rocks Road or the access street to Target Site 7.

C.09 Identification signage is to be located at the entry to the site along North Rocks Road displaying clearly the property's name and address.

Vehicle access

C.10 Vehicle entry points are to be provided generally in accordance with Figure 8.5.8.6.1.

C.11 The preferred location for vehicle and service access is by the new access road for Target Site 7 along the site's southern boundary avoiding multiple entry points along North Rocks Road.

C.12 The design and configuration of driveways shall be in accordance with Part 6 – Traffic and Transport of this DCP.

C.13 Potential pedestrian/vehicle conflicts are to be minimised by:

- Limiting the width of vehicle access points Ensuring clear sight lines at the pedestrian and vehicle crossing.
- Vehicle driveways and entry points into buildings are to ensure that:
    - Garbage collection areas and servicing areas are accessible directly from the access road for Target Site 7, well screened and not visible to the street.
    - Driveways are recessed into the main façade line of the building.
    - Exposed car parking ramps are not permitted.
    - Continue the façade material into the car park entry recess for the extent visible from the street as a minimum to achieve a high quality outcome.

C.14 All vehicles, including waste and removalist trucks must be able to manoeuvre on site without relying on access to Target Site 7.

C.15 The Roads and Maritime Services will be consulted in relation to any Development Application on the site. Road and traffic management improvements to North Rocks Road are to be undertaken as specified by and to the satisfaction of the Roads and Maritime Services and Council.

Car parking

C.16 Car parking is to be provided in the locations shown in Figure 8.5.8.6.2.

C.17 Car parking shall be in accordance with Part 6 – Traffic and Transport of this DCP.

C.18 Car parking is to be located within the basement of any new development. The line of the basement car park shall fit generally within the building footprint as shown in Figure 8.5.8.6.2 with considerations given to optimising consolidated areas of deep soil.

C.19 The basement car park shall be designed to mitigate flood impacts.

C.20 No car parking is to be exposed to the creek riparian corridor or to the reserve.

C.21 Any car parking above natural ground due to the slope of the land is to be sleeved behind residential uses or landscaped terraces.

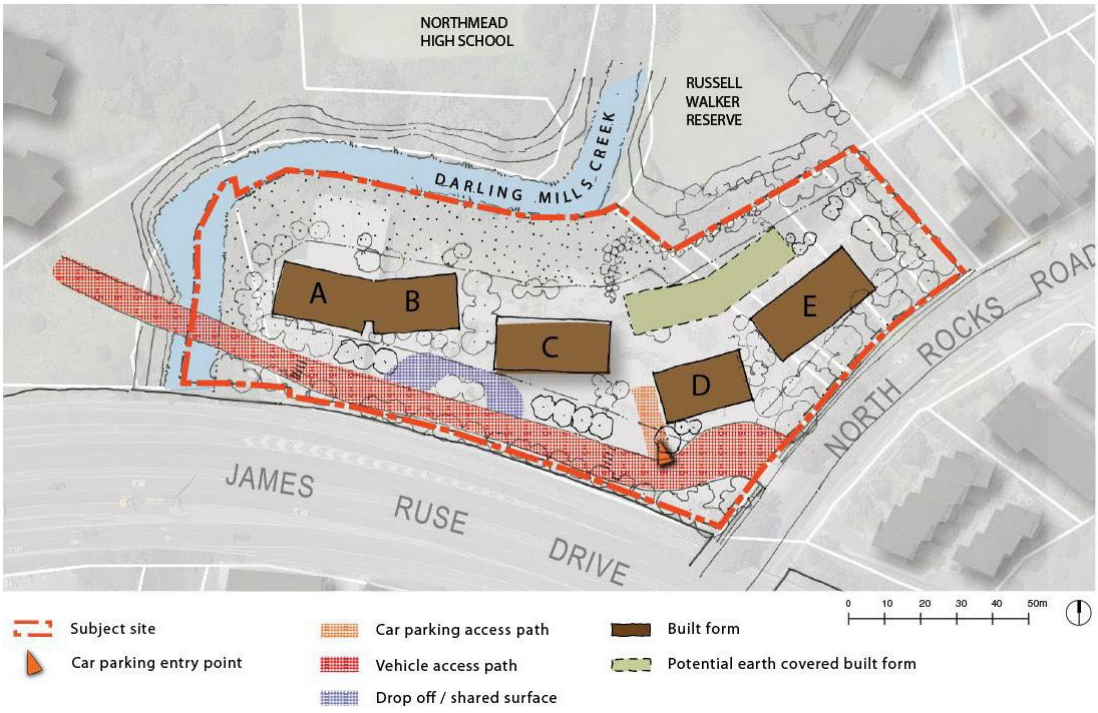


Figure 8.5.8.6.1 – Vehicular access

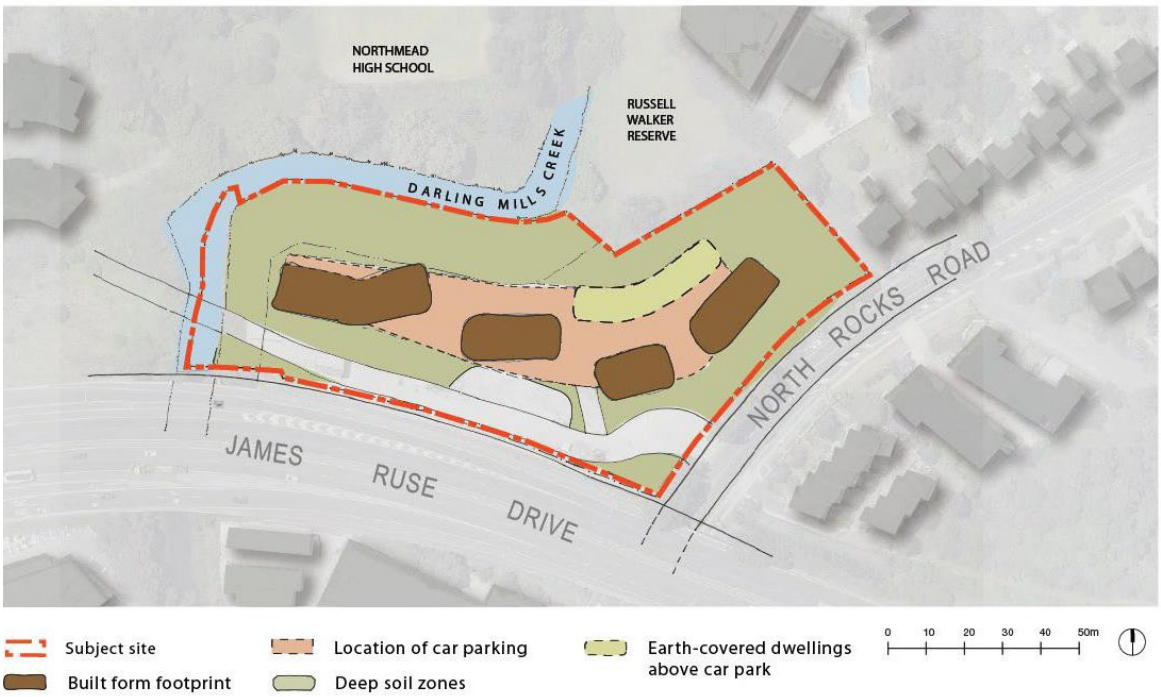


Figure 8.5.8.6.2 – Location of parking, built form and deep soil planting

8.5.8.7 LANDSCAPE AND OPEN SPACE

Objectives

O.01 Maintain and enhance the natural vegetation along Darling Mills Creek and Russell Walker Reserve.

O.02 Maximise landscaping and provide opportunities for the planting of native species.

O.03 Provide high quality landscaping along the Target Site 7 access road and frontage to North Rocks Road.

O.04 Provide a high quality landscaped outlook and private open space for residents.

O.05 Retain the existing tree planting within the site where possible.

O.06 Minimise visual privacy impacts to the dwellings to the north east.

O.07 Maximise deep soil zones within the site.

O.08 Minimise the visual impact of the existing retaining wall to James Ruse Drive.

O.09 Provide high quality communal open space for residents including a range of recreational opportunities for residents

Deep soil

O.10 Maximise opportunities for deep soil particularly adjacent to Darling Mills Creek, James Ruse Drive and North Rocks Road to contribute to the landscape character of these areas.

O.11 Assist with the management of water quality and the water table on the site.

O.12 Improve the amenity of the site and its surroundings by retaining existing trees or replacing them with the same or similar species

Planting on structures

O.13 Contribute to the quality and amenity of communal open space over car parking areas.

Controls

C.01 Landscaping is to be provided in the locations shown in Figure 8.5.8.7.1.

C.02 Additional street trees of an appropriate species are to be provided along the North Rocks Road boundary.

C.03 Landscaped area is to comprise a minimum of 60% of the site area.

C.04 Areas less than 2 metres in width will be excluded from the landscape calculation.

C.05 A minimum of 2,300m^2 of common open space is to be provided.

C.06 The new access street to Target Site 7 is to be landscaped with semi mature street trees and landscaped frontages to reduce the visual impact of James Ruse Drive.

C.07 Consultation is required with Caltex to consider landscaping opportunities on and adjacent to the Hunter Pipeline easement prior to the lodgement of any Development Application.

C.08 A Vegetated Riparian Zone is to be provided along Darling Mills Creek in accordance with NSW Office of Water requirements (See Figure 8.5.8.7.4). It is to function as an ecological system and therefore cannot contain any access routes or recreational areas unless detailed as part of a Development Application for the land prior to issue of the Controlled Activity Approval.

C.09 Existing trees and vegetation in the riparian corridor and in the 1 in 100 year flood zone (refer to *Flood Impact Report* by HKMA dated 15/12/2011) are to be retained and the corridor re-vegetated, using native species appropriate to the flood affected location in accordance with NSW Office of Water requirements.

C.10 Erosion and sediment control works and water diversion structures are to be provided in accordance with the NSW Office of Water requirements.

C.11 A vegetation management plan must be prepared for approval by the NSW Office of Water as part of any development. It is to follow the Office of Water's *Guidelines for Vegetation Management Plans on Waterfront Land*.

C.12 Endemic riparian species that overhang the creek should also be used and emergent aquatic vegetation restored where possible.

C.13 Existing trees on site are to be retained. If it is not possible to retain existing trees then a replacement mature specimen of the same or similar species is to be provided.

C.14 Open spaces are to be concentrated on the northern side of the development.

C.15 Landscaping shall be designed to positively contribute to the site's existing characteristics by:

- using plant species that are endemic to the area where appropriate; and
- retaining and incorporating changes of level in the landscape design.

C.16 The energy and solar efficiency of dwellings and the micro-climate of private open spaces are to be improved by:

- Incorporating deciduous trees and landscaping which allow shading in summer and low angle sun penetration in winter;
- varying heights of different species of trees and shrubs to shade walls and windows; and
- locating pergolas on balconies and within courtyards to create shaded areas in summer and private areas for outdoor living.

C.17 Landscape design is to contribute to water and stormwater efficiency by:

- using plants with low water demand to reduce mains consumption;
- using plants with low fertiliser requirements; and
- utilising permeable surfaces.

C.18 Private and common spaces are to be clearly defined through landscape.

C.19 Communal open space is to be provided to the northern area of the site adjacent to the creek corridor and existing reserve.

C.20 The design of this area is to ensure privacy for ground floor units adjacent to it.

C.21 Communal open space is to be accessible to all residents.

C.22 Provision of a gym or pool must be restricted to indoors to minimise noise impacts to adjoining residents.

Deep soil

C.23 Deep soil is to be provided generally in the locations shown in Figures 8.5.8.6.2 and 8.5.8.6.3.

C.24 Deep soil is to comprise a minimum of 30% of the landscape area. (Note: the landscape area excludes the riparian corridor zone and the riparian recovery zone).

Figure 8.5.8.7.1 – Landscape strategy

Figure 8.5.8.7.2 – Landscape character images

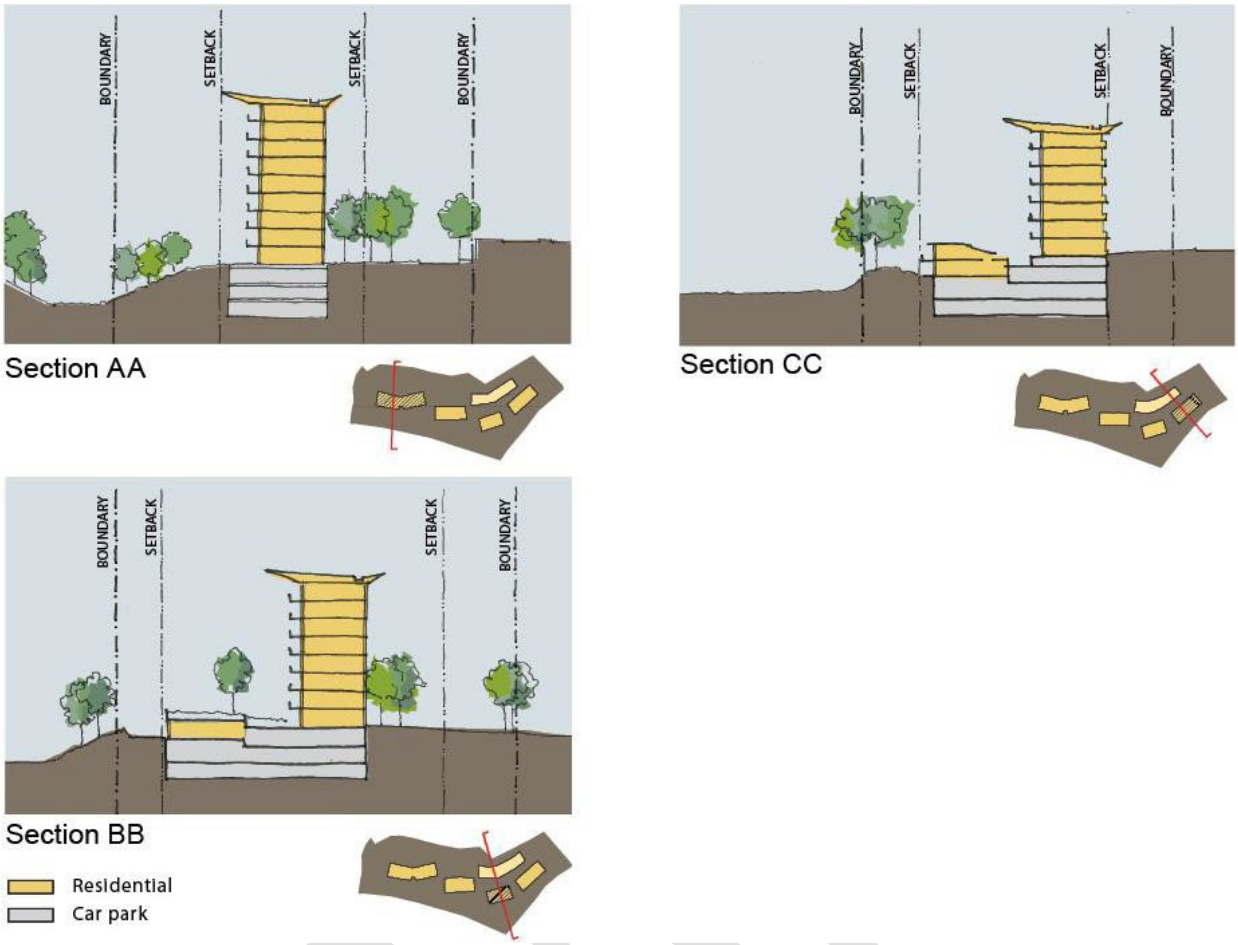


Figure 8.5.8.7.3 – Sections showing location of car parking relative to ground level

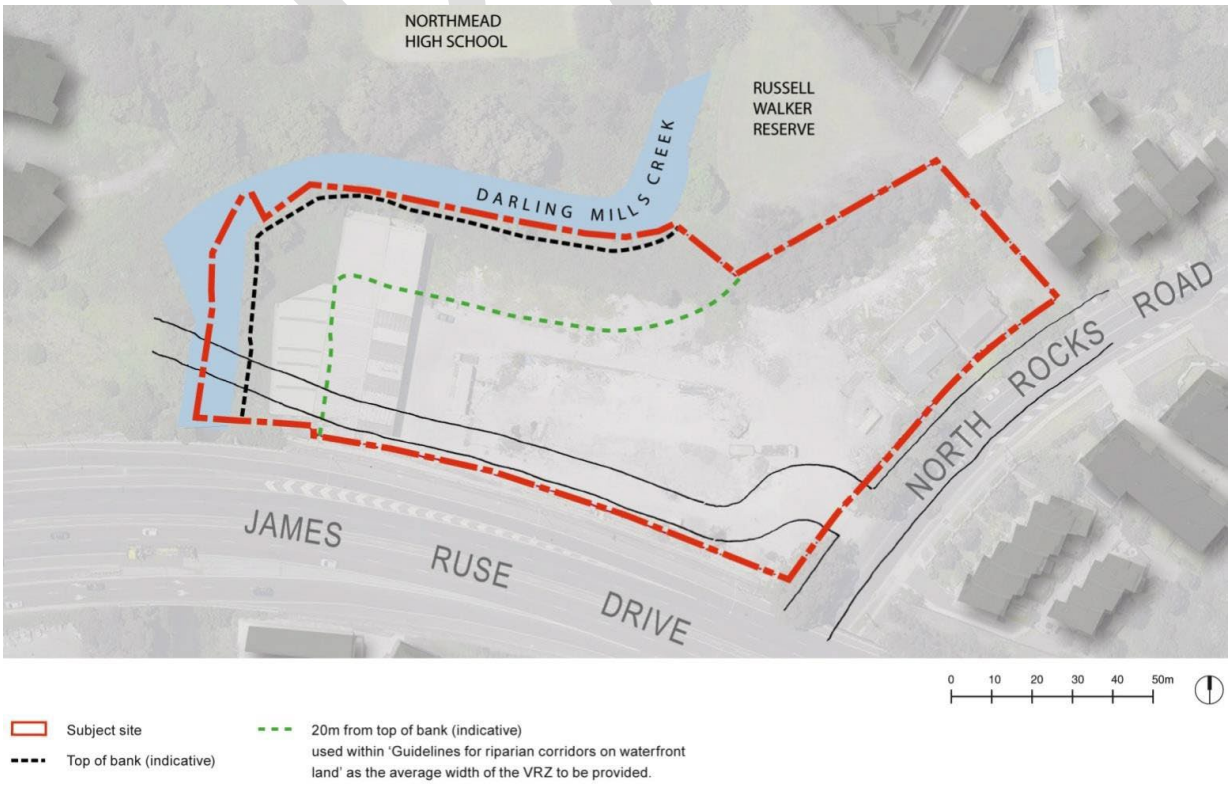


Figure 8.5.8.7.4 – Riparian corridor zone

8.5.8.8 FLOODING

Objectives

O.01 Minimise the impact of flood events on new development.

O.02 Maximise public safety and minimise potential damage to property.

Controls

C.01 Flood levels have been determined by the Upper Parramatta River Catchment Thrust (UPRCT) as part of the Upper Parramatta River Flood Study. For any new development all habitable spaces and private open space must be located at or above the established freeboard for the site. This freeboard of RL 17.0 is set up 500mm above the 1% ARI Flood Level (Darling Mills Creek).

C.02 Basement access is to be at least on or above the freeboard of RL 17.0.

C.03 Basements are to be constructed as a watertight structure and mechanically ventilated.

C.04 Appropriate warning signs, flood depth indicators and directional signs are to be indicated as part of any Development Application.

8.5.8.9 NATURAL VENTILATION

Objectives

O.01 Maximise opportunities for cross ventilation.

O.02 Reduce energy consumption by minimising reliance on mechanical ventilation.

Controls

C.01 A minimum of 60% of units are to be cross- ventilated

C.02 A minimum of 25% of kitchens are to have access to natural ventilation.

C.03 Building layout is to maximise the potential for natural ventilation by designing narrow building depths and providing dual aspect apartments

8.5.8.10 NOISE AND VISUAL PRIVACY

Objectives

O.01 Minimise acoustic impacts from James Ruse Drive and North Rocks Road.

O.02 Minimise noise transmission in between dwellings and from common open areas.

O.03 Avoid overlooking of living areas and private open space.

O.04 Maximise opportunities for passive visual surveillance.

Controls

C.01 Stack ventilation should be considered to achieve cross ventilation in apartments where acoustic requirements will not allow operable windows to the southern facade of the development.

C.02 Any development proposal is to be accompanied by a noise impact assessment (Acoustic Report) detailing typical noise levels within dwellings.

C.03 Minimise direct overlooking of living areas and private open space areas of dwellings both within and between dwellings on site and adjoining sites through building location and orientation, landscape, screening devices and window size, location and glass treatment.

C.04 Any plant and equipment for the development is to be screened and acoustically rted to avoid noise transference.

8.5.8.11 BUSH FIRE

Development consent will not be granted for subject site unless the consent authority:

- is satisfied that the development conforms to the specifications and requirements of *Planning for Bush Fire Protection 2006*, prepared by NSW Rural Fire Service in co-operation with the Department of Planning; or
- has been provided with a certificate prepared by a qualified consultant in bush fire risk who is recognised by the NSW Rural Fire Service stating that the development conforms to the relevant specification and requirements

8.5.8.12 CONTAMINATION

The subject site is to be fully remediated and a validation report submitted to Council's satisfaction prior to the issue of a Construction Certificate for residential development on the site.

Submission requirement

- A validation report indicating that the site has been made free from contamination.

8.5.8.13 WASTE STORAGE AND REMOVAL

Controls

C.01 All waste storage and servicing will be accessible off the access road to Target Site 7 and comply with Council's preferred waste management strategy.

C.02 A waste management plan shall be prepared for green and putrescible waste, garbage, glass, containers and paper.

C.03 Every dwelling will include a waste cupboard or temporary storage area of sufficient size to hold a single day's waste and to enable source separation.

C.04 All waste storage will comply with Council's Waste Management Information and Bin Bay Design Specifications for Multi-unit Developments

8.5.8.14 STAGING OF DEVELOPMENT

Controls

C.01 Development approval for the 27-33 North Rocks Road, North Rocks Target Site must have appropriate regard to the amenity of the adjoining residential development known as Target Site 7. Accordingly, any Development Application for the residential development of Lot 2 DP 1158967 shall have regard to the access requirements for development of the site.

C.02 Staging should be organised to follow a logical sequence and minimise disruption to surrounding development.

8.5.9 257 WINDSOR ROAD AND RUSSELL STREET, BAULKHAM HILLS

This Section of this DCP applies to all land commonly referred to as "Russell Street Target Site", and comprises those lots identified in Figure 8.5.9.1 and legally identified as:

- Lots 1 to 5, 20 to 22, DP 8214
- Lots 1, 3 to 6, DP 866897

Figure 8.5.9.1 – Land application map

This Section is to be read in conjunction with other relevant sections including:

- Part 3 – Residential Development
- Part 5 – Environmental Management
- Part 7 – Heritage and Archaeology

Where any provision of this Section of this DCP is inconsistent with provisions in other Parts of this DCP, the provisions of this Section shall prevail.

8.5.9.2 General objectives

O.01 Provide detailed design and environmental standards for the development of the Russell Street Target Site.

O.02 Ensure the development adopts a form and style that enhances the green garden character of the City and neighbourhood.

O.03 Demonstrate best practice in urban and residential design to act as a model development and prototype for other target sites within the Sire.

O.04 Enhance and preserve the historic school buildings and provide for their long term preservation.

8.5.9.3 GENERAL

Proposed development demonstrates that it represents a high quality urban design solution and that adequate regard has been given to the following aspects of the design.

Objectives

Visual Impacts and Views

O.01 Be compatible with the surrounding heights of the adjacent mixed height single dwellings and two storey multi dwelling housing.

O.02 Explore built form that minimises any negative impacts on the Russell Street streetscape/landscape.

O.03 Explore a range of building forms that represent a transition between the low scale residential forms to the east and the two storey multi dwelling housing developments to the west and higher building forms within the site.

O.04 Preserve the existing views of the historic school precinct from Windsor Road.

Heritage

O.05 Reflect and respect the significant heritage buildings and identified curtilage.

Land Use and Density

O.06 Achieve an appropriate relationship to the topography of the site and ensure the built form does not adversely impact on the solar access and privacy of adjoining owners.

O.07 Provide adequate communal open space.

O.08 Respect the historic low density visual setting of the historic school curtilage.

Access

O.09 Provide comfortable and safe pedestrian access for future residents.

O.10 Not adversely impact on the residential ambiance of Russell Street.

O.11 Limit vehicular access into and out of site to three locations along Russell Street.

Urban Structure

O.12 Provide an appropriate transition between the low-rise, low-density housing skirting the east and west boundaries and higher density residential development within the site.

Landscape and Character

O.13 Where possible retain and protect any existing mature trees within the site that have been identified for retention.

O.14 Provide appropriate communal streetscape character of Russell Street with sympathetic landscaping treatment.

O.15 Have regard to the physical setting of the site, including the fall from the north-east to the north- west.

O.16 Ensure the retention and ongoing maintenance of the identified historic plantings associated with the school through the provision of generous space for spread and protection of root zones.

Controls

The site analysis process has lead to the identification of a number of key design controls including:

C.01 Retention/reinforcement of perimeter landscape. Augmentation of internal landscape to reinforce and reinstate the gardenesque characteristics of both the site and the area. This will also provide the basis for a series of active passive communal recreational places within the site.

C.02 Adaptive re-use of the heritage buildings and curtilage for communal active functions.

C.03 10 metre building setback from historic school buildings.

C.04 Low rise development (to maximum two storeys plus attic) within the zone contiguous with curtilage and heritage buildings and generally paralleling Windsor Road.

C.05 Primary vehicular access to the site from Russell Street located to take advantage of site slopes and thus giving vehicular entry to basements associated with individual building complexes.

C.06 Pedestrian entry zones identified to provide for a range of alternate access points from both Windsor Road and Russell Street.

C.07 Three storeys plus attic buildings located behind perimeter landscaping to Russell Street. Facades to be articulated.

C.08 Six storey residential flat building located in the centre of the site with a norther aspect. Siting designed to maximise panoramic views and minimise external impacts.

C.09 Maximum development capacity of 130 dwellings consistent with the recommendations in the Traffic Report.

C.10 Internal roads and vehicular access/visitor parking to be lightly incised into the site.

Figure 8.5.9.2.1 – Opportunities & constraints

Figure 8.5.9.2.2 – Design principles

8.5.9.4 BUILT FORM, HEIGHT OF BUILDINGS AND SITE PLANNING

Objectives

Site planning

O.01 Achieve coherent site planning and development that relates to the natural contours of the site and contributes to the character of the area.

O.02 Protect, contribute and enhance the existing residential character and amenity.

Setbacks

O.03 Provide setbacks that compliment the surrounding setting and allow flexibility.

O.04 Front setback to be provided to enhance the existing character and streetscape quality of Russell street and provide opportunity for visually significant as well as functional landscape.

Building height and form

O.05 Ensure that the scale and bulk of new buildings have regard to the natural topography and retain vegetation within the site.

O.06 Ensure that new buildings are compatible in bulk and scale with the surrounding developments.

O.07 Ensure that the new buildings have minimum impact on the neighbouring properties in terms of overshadowing, privacy and views.

O.08 Ensure that new buildings within the two storey zone are compatible in height, bulk and scale with the remaining heritage buildings.

Controls

Site planning

C.01 Future development to be located generally in accordance with Figure 8.5.9.2.2.

C.02 The site coverage shall be a maximum 50% of the site area.

Setbacks

C.03 Setbacks are to complement the existing and future desired streetscape of the area.

C.04 Setbacks are to provide sufficient area for landscaping to compliment building form.

C.05 Front setbacks for the proposed development are to minimise negative impact on the existing landscape.

C.06 Side and rear setbacks of the proposed development are to minimise any adverse impacts such as overshadowing and privacy between the proposed and existing developments.

C.07 Development setbacks shall be in accordance with Figure 8.5.9.3.1.

Table 8.5.9.3.1 - Setbacks

Residential flat buildings	
Front Setback (Windsor Road)	10m
Front Setback (Russell Street)	10m
Read Setback (M2 Motorway)	6 metres
Multi dwelling housing (two storeys + attic)	
Front Setback (Windsor Road)	10m
Front Setback (Russell Street)	10m
Read Setback (M2 Motorway) – Single storey or more	6 metres

Figure 8.5.9.3.1 – Setbacks

Building height and form

C.08 The height of new buildings shall be related to the topography of the site.

C.09 The height of new building shall not exceed the bulk and scale of buildings on adjoining lands.

C.10 Building height and bulk shall be located on the site to ensure that there is no significant loss of amenity to adjacent dwellings and the public domain.

C.11 The design of the units adjacent to Russell Street properties should provide for articulation of built form and fenestration to provide visual interest and diversity.

C.12 The maximum height of any two storey building and attic abutting the M2 Motorway, Windsor Road or Russell Street shall not exceed 7.2 metres (height to eaves).

C.13 The maximum height of any three storey building and attic or part of a building addressing Russell Street shall not exceed 12 metres to the eaves or 14 metres to the ridge.

C.14 The maximum height of any building abutting the M2 Motorway along the northern boundary shall not exceed more than six residential storeys (18 metres height to eaves or 20 metres maximum ridge height).

C.15 The attic level in any unit may contain a maximum of one bedroom (with associated wardrove and ensuite). The maximum total useable floor area permitted in the attic is 25m^2 (including the area of the ensuite and wardrobe). No additional floor space will be permitted in the attic area.

Refer to Figure 8.5.9.2.2 for building storey heights and Figures 8.5.9.3.2 and 8.5.9.3.3 – Indicative sections and elevations.

Figure 8.5.9.3.2 – Indicative Russell Street elevation

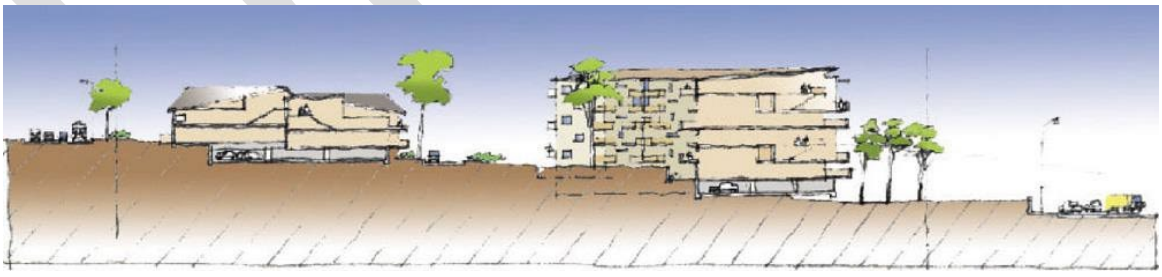


Figure 8.5.9.3.3 – Indicative cross section

8.5.9.5 LANDSCAPE AND VEGETATION

A vegetation report for the site was prepared in January 2000. The report noted that there were approximately 200 trees on site of which a significant proportion were of good health and form. It was

noted that very few were indigenous to the area and that none represented remnant tree species. The species range was dominated by native Australian and American trees.

The report noted that the trees were generally some 60 to 80 years old and of more recent origin than the heritage buildings. The older trees generally occurred on the south-western corner and along the western boundary. Significant numbers of planting within the site were consistent with the built framework defined by the later school buildings [now demolished] which were in the order of 20 to 25 years old.

Landscaping within the historic school boundary consists of some mature native and exotic species. Of particularly high aesthetic and historic value are the two fig trees fronting Windsor Road on the northern section of the site.

The supporting drawing clearly indicates that the report identified significant groupings of trees within courtyards formed by the school buildings. It is evident that a substantial number of trees have now been removed from the site, even though they were identified in the January 2000 report as being in good condition and of a substantial scale. This is regrettable since their retention would have contributed to the gardenesque character of the area and would have also added significant value to any proposed residential development. There is no evidence that the removal of significant vegetation has been approved by Council.

The vegetation drawing, Figure 8.5.9.4.2, clearly shows the remaining vegetation on site and those trees that may be impacted as a result of the proposed development outlined as part of this Section of this DCP. In addition, the drawing also shows those trees that were identified in the January 2000 report to be in good condition and which have subsequently been removed from the site, together with those trees that were identified to be in poor condition and scheduled for removal in the January 2000 report.

Opportunities

There is substantial perimeter planting which will help to mitigate the impact of development within the site. The landscape to the edges of the site represents an important element which will facilitate screening the residential development and provide a foil, particularly against the M2, Russel Street and Windsor Road frontages.

The loss of vegetation previously identified as being in fair/good/excellent condition, particularly within the previous 'courtyards', will need to be addressed as part of the detailed landscape proposals associated with the development of the site.

Figure 8.5.9.4.1 – Access

Figure 8.5.9.4.2 – Vegetation

Objectives

O.01 Integrate the landscape design with the design of the future residential development.

O.02 Protect and enhance the gardenesque character of the City.

Controls

C.01 Landscaping is to be appropriately scaled and locate relative to both the building bulk, incorporating existing vegetation where possible.

C.02 The landscape area shall be a minimum 50% of the area of the site, exclusive of access driveways and parking.

C.03 Areas less than 2 metres in width will be excluded from the landscaped area calculation.

C.04 A minimum of 25% of the landscaping area shall permit deep soil planting.

C.05 Landscape plans shall clearly demonstrate that an additional quantum of mature landscaping will be provided and located in a form that reflects as loosely as possible the landscape that exists as at January 2000 (refer Figure 8.5.9.4.2).

C.06 A 7,500mm wide deep soil planting landscape medium island is to be provided at the entry to the central driveway off Russell Street which provides access to the six storey building basement.

C.07 Mature landscaping is to be provided on Russell Street to supplement existing trees and enhance screening of the future development from Russell Street

8.5.9.6 TRAFFIC AND ACCESS

The triangular site is bounded by the M2 motorway along the northern boundary, Windsor Road on the west and Russell Street to the east.

A pedestrian footpath skirts the east and west boundary along Windsor Road and Russell Street.

Traffic Solutions Pty Ltd prepared a report on the potential traffic impact of the proposed re-zoning of the site to permit residential flat buildings. The statement addressed the following requirements of Council:

a) Existing traffic environment

"The intersection of Windsor Road and Russell Street and Oakland Avenue and Ventura Road currently operates at an unsatisfactory level of service due to the lengthy delays for right turn vehicles.

A previous Development Application proposed the installation of traffic signals at this intersection as part of the proposal, however the Roads and Traffic Authority strongly objected to the concept"

b) Proposed development - traffic generation

"The development proposal of 130 units is estimated to generate approximately 52 vehicle trips in the morning and evening peak hour."

"Consequently, the proposed development with an estimated potential traffic generation of 52 vehicle trips in the peak hours will not increase the peak hour volumes beyond the RMS (300 max) or Council's suggested maximum environmental goal for Russell Street, Baulkham Hills."

c) Cumulative impact in locality and surrounding streets

The impacts on the surrounding network, including Oakland Avenue and Ventura Road were examined and found to be minimal.

d) Need for traffic improvements in the locality

The assessment explored the need for traffic improvements including the Windsor Road/Russell Street intersection.

e) Sight distance

"The proposed driveway locations along the Russell Street frontage of the site will provide satisfactory site lines in both directions along Russell Street."

f) Conclusion

"The good Level of Service at the intersection of Windsor Road will continue with the estimated additional traffic generation of the proposed residential development and even if the right turns were prohibited at Russell Street."

"The additional traffic demand on the intersections of Windsor Road with Oakland Avenue and Ventura Road, as a consequence of additional traffic utilizing these intersections to turn around (including the proposed development) will only alter the Degree of Saturation and Total Average Delays minutely."

The following opportunities and constraints were identified:

Opportunities:

- Enhance level of service and minimise the number of accidents occurring at the Windsor Road and Russell Street intersection by controlled left turn entry and egress during peak hours only.
- Take advantage of the Russell Street pavement width and sight lines.

Constraints:

- Single point of access to Windsor Road.

Objectives

O.01 Provide sufficient and convenient on site parking for residents and visitors and hence maintain the amenity of adjoining properties and the efficiency of the road network.

O.02 Ensure that vehicular access to and from the development is simple, safe and direct

Controls

C.02 Car parking shall be located underground where practicable, to minimise the height of buildings above the natural ground level.

C.03 Driveway design shall provide safe and efficient ingress/egress to the site.

C.04 The design of driveways and parking areas shall minimise the visual impact of hard paved areas

C.05 The driveway design shall make provision for service vehicles where practicable.

Public Roads

C.06 Line marking and curb treatment to delineate left and right turns for vehicles exiting Russell Street is to be provided to council's requirements.

Car parking

C.07 All car parking areas and spaces shall be designed in accordance with Part 6 – Traffic and Transport.

C.08 Tandem car parking may be considered depending upon the merits of the proposal having regard to overall car parking provision.

Figure 8.5.9.5.1 – Car parking & vehicular access

C.09 A carwash bay must be provided in accordance with the following:

a) The carwash bay can be either a designated car space separate to that of total car spaces as calculated, or can be a visitor space when not utilised by visitors.

b) A minimum provision of one designated carwash bay space per residential multi-unit development.

c) Car wash bays are not to be used to carry out engine degreasing or mechanical repairs and must be signposted to reflect this prohibition.

d) Wastewater must be treated so as to remove grease, oil and silt and must be either reused for car washing or used for irrigation of landscaped areas on site. To treat wastewater in this way application for a licence must be applied for from the Office of Environment and Heritage. Approval can be sought from www.environment.nsw.gov.au/licensing/.

e) Alternatively wastewater can be discharged to the sewer, This is only where (b) is not feasible according to a report provided by a hydraulic engineer, the Council or the Office of Environment and Heritage. Approval from Sydney Water must be sought by applying for Permission to Discharge Trade Wastewater. Refer to the fact sheet on Sydney Water's web site www.sydneywater.nsw.gov.au. - Disposal of Trade Wastewater from Residential Car Wash Bays.

f) Wastewater option (e) requires the construction of a roof over the designated car wash space and must be bunded to exclude rainwater as per Sydney Water's requirements.

g) Approval must be obtained either from the Office of Environment and Heritage or Sydney Water prior to construction of the development.

C.10 Car parking design to be generally in accordance with Figure 8.5.9.5.1.

Pedestrian Access

C.11 Separate pedestrian access shall be provided from the street independent of vehicular access.

C.12 Pedestrian access shall be legible, inviting, safe and provide visible interest.

C.13 Pedestrian access to be in accordance with Figure 8.5.9.2.2.

C.14 Given the existing width of Russell Street the opportunity to establish perpendicular to the kerb car parking zones for visitors, together with associated landscaping should be explored with the Council during the DA design phase. The introduced landscape should be no less than one mature street tree for every four car parking spaces.

Driveways

C.15 Vehicular access to the site should reflect the principles shown in Figure 8.5.9.5.1.

C.16 The design and configuration of access ways and driveways shall be in accordance with Part 6 of this DCP.

8.5.9.7 OVERLOOKING AND VISUAL/ACOUSTIC PRIVACY

Objectives

O.01 Limit views into private open space areas and internal living room areas within the development as well as adjacent dwellings.

O.02 Protect residents from external noise.

O.03 Contain noise within a dwelling without unreasonable transmission to adjoining dwellings.

Controls

C.01 Private open space areas and habitable rooms of proposed and adjacent existing dwellings shall be reasonably protected from overlooking by considering, but not being limited to:

- Building layout.
- Location, size and design of windows & balconies.
- Screening devices.
- Landscaping.

C.02 Private open space areas and habitable rooms shall be reasonably protected from uncomfortable levels of external noise by considering, but not being limited to:

- Use of noise resistant wall, ceiling, floor and roofing materials.
- Site planning.
- Location of habitable rooms placing them away from the noise source.
- Use of double glazing.
- Use of fencing, porches, walls and landscaping as noise buffers

C.03 Windows of living rooms with direct outlook to any living room window of any proposed, or and/or existing adjoining dwelling living rooms within 9 metres shall be:

- offset a minimum of 1 metre from the edge of one window to the edge of the other.
- screened by permanently fixed structures made of durable but aesthetically pleasing materials.

C.04 Dividing walls and floors between dwellings shall be constructed to limit noise transmission to 45 STC (Sound Transmission Class) in accordance with Part F(5) of the *Building Code of Australia*.

C.05 Submission of an acoustic report prepared by a suitably qualified person that addresses internal noise levels of dwellings based on *AS 3671 – Road Traffic Noise Intrusion Guidelines*

8.5.9.8 SOLAR ACCESS AND OVERSHADOWING

Objectives

O.01 Ensure reasonable access of sunlight to living areas within buildings and open space areas around buildings in winter and minimize the need for artificial heating.

O.02 Ensure adjacent open space/areas, living areas of adjacent dwellings, and communal areas are not deprived of reasonable solar access.

O.03 Minimise the need for artificial lighting in dwellings during the day.

O.04 Provide adequate shading to internal areas and private open space in summer to minimise the need for artificial cooling.

Controls

C.01 Sunlight is to be available to the majority of living areas and private and communal open space areas of the proposed dwellings, and to any adjoining dwellings having regard but not limited to:

- Preferred living area orientation between 20 degrees east and 30 degrees west.
- Larger windows to the north and smaller to east, west and north.
- Pergolas, eaves and fencing. Building height.
- Window shading devices.

C.02 Locate the private open space areas to achieve 4 hours sunlight between 9:00am and 3:00pm on 21 June.

C.03 A target of 70% of units to achieve solar access to living areas.

Figure 8.5.9.7.1 – June 21, 09:00

Figure 8.5.9.7.2 – June 21, 1200

Figure 8.5.9.7.3 – June 21, 15:00

Figure 8.5.9.7.4 – December 21, 09:00

Figure 8.5.9.7.5 – December 21, 12:00

Figure 8.5.9.7.6 – December 21, 15:00

8.5.9.9 PRIVATE AND COMMUNAL OPEN SPACE

Objectives

O.01 Provide private open space for outdoor living areas for use by the future residents.

O.02 Provide communal open space.

O.03 Enhance the quality of the built environment by providing opportunities for adequate vegetation and landscaping.

O.04 Fully integrate the proposed landscape as part of the overall design of the site.

Controls

C.01 Private and communal open space areas to be located to receive adequate sunlight and shading, maintain privacy and minimise noise.

C.02 Each dwelling shall provide an area of useable private open space, or private courtyard area, which has direct private access from the dwelling.

C.03 Area(s) of communal open space shall be provided for the recreational needs of the future residents.

C.04 The location of all open space areas shall have regard to such requirements as solar access, outlook, noise minimisation, privacy and location of adjoining dwellings.

C.05 Ground floor dwellings shall be provided with courtyards.

C.06 Private open space areas shall be directly accessible form living areas of all dwellings.

C.07 For dwellings with ground level access private open space to be provided by way of courtyard shall be:

- A minimum width of 4 metres and a depth of 3 metres.
- A maximum gradient of 1 in 15.
- Provided with enclosing screen walls of other forms of screening designed to ensure visual privacy, both from communal open space area access ways and between the adjoining other dwellings and their courtyards.

C.08 For Above Ground Level Dwellings

- A balcony or roof top area conveniently accessible from a main living area of the dwelling, having a minimum area of 10m^2, with a minimum depth of 2.5 metres.
- The balcony shall be recessed into the façade of the building to a minimum depth of 1.5 metres.

Communal Open Space

C.09 To provide for the recreational needs of the residents, communal open space is to be provided in the locations as shown in Figure 8.5.9.3.1.

C.10 Such open space area is to include equipment such as seats, shade structures, barbecues and children's play equipment for passive recreational use.

C.11 Access to and through the common open space area shall be secured for use by residents of the development only.

C.12 The area provided shall be equivalent to the rate of 20m^2 per dwelling.

8.5.9.10 SITE FACILITIES & SERVICES

Objectives

O.01 Provide site facilities that are adequate and conveniently located for fulfilling the resident's needs.

O.02 Ensure that the site facilities are practical, attractive and easily maintained.

Controls

C.01 Rubbish and recycling bin enclosures, letter boxes, clothes drying areas and other site facilities should be adequate in size, made of durable, weatherproof materials, and to be visually integrated with the development. They need to be located having regard to the protection of residential amenity, vehicle serviced access, visual impact and residents access.

C.02 A minimum of $10m^2$ of dedicated storage space shall be provided to each dwelling with a minimum clearance height of 2.1 metres from floor level. This can be provided in a way of an enclosure and as an extension of the dedicated car park for each unit.

C.03 An internal laundry shall be provided to each dwelling.

C.04 Letter boxes shall be provided in accordance with the delivery requirements of Australia Post.

C.05 A communal rubbish storage area shall be provided within the site. The storage area shall:

- Be of a construction material that is the same as the construction material of the development and of a similar style and colour
- Include a bin wash down facility
- Have sufficient capacity in accordance with Council's requirements.

8.5.9.11 ECOLOGICALLY SUSTAINABLE DEVELOPMENT

Objective

O.01 Actively encourage and promote urban design and urban housing developments to minimize consumption of energy from non- renewable sources, improve the comfort of dwellings, preserve the environment and reduce the greenhouse emissions

Controls

C.01 All dwellings shall be sited and designed to maximise natural cross-ventilation and solar access to all living area by:

- Maximising orientation of living areas to the north with access to the winter sun and provision for summer shade.
- Shading large glass openings located on the northern side from the higher summer sun by providing roof eaves, verandahs, balconies, hoods and/or external screens. Conversely these design elements shall be flexible to permit exposure of living areas to the lower winter sun.
- Location of windows and doors to permit cross ventilation.

C.02 Landscaping shall assist microclimate management by the strategic location of deciduous trees to permit winter sunlight access to living areas and provide summer shade to north exposed windows and other glass openings.

C.03 The building shall adopt:

- Water recycling
- Energy and water efficient fittings.
- Stormwater runoff detention and treatment.

C.04 The building shall achieve, as minimum, a 3.5 star rating by NatHERS in respect to energy efficiency and a greenhouse score of 4. Details of the rating are to be submitted with the Development Application.

Elements include:

- Passive solar design strategies.
- Reduction of energy requirements by incorporating low energy appliances and lighting, supplementary systems, and active solar design strategies like:
  - A hot water system, suitable for each dwelling, with a greenhouse score of 4 or greater;
  - Water efficient fittings and fixture; and
  - Rubbish recycling space within the refuse area.

8.5.9.12 HERITAGE

Objectives

O.01 Retain the former school building, teacher's residence and heritage curtilage within the development of the subject site for the benefit of future residents.

O.02 Enhance and preserve the fabric of the remaining heritage structures and provide for their long-term preservation.

O.03 Utilise the heritage curtilage of heritage buildings for communal open space and recreation.

Materials

O.04 Achieve development that respects and makes a positive contribution to the heritage character of the remaining school buildings

Controls

C.01 Future use of the former school building to provide a communal function for use by future residents of the subject site.

C.02 Future use of the former teacher's residence as a caretaker's residence and meeting room for the development.

C.03 The preservation and maintenance of historic school buildings and landscape plantings within the historic boundary of the former Baulkham Hills Public School.

C.04 The former school and teacher's residence are to be used solely for the benefit of the residents of the subject development for uses such as a gymnasium, pool change room, caretaker's residence and meeting room.

C.05 The historic buildings and curtilage are to be retained upon the same title as the subject site and maintained by the strata body corporate.

C.06 A Conservation Management Plan is to be prepared by a suitably qualified conservation architect and is to be submitted with a Development Application for the redevelopment of the subject site.

C.07 The historic buildings and curtilage are to be the subject of restoration works in accordance with a Conservation Management Plan and are to occur concurrent with the redevelopment of any part of the subject site and be completed prior to the issue of an occupation certificate and/or subdivision certificate.

C.08 Future development shall ensure the ongoing preservation and maintenance of the historic fig trees at the northern end of the historic school site.

C.09 The Plan shall have regard to the following documentation:

- Preliminary Heritage Assessment 1999 - Clive Lucas, Stapleton and Partners Pty Ltd.
- Heritage Management Plan 2004 - Clive Lucas, Stapleton and Partners Pty Ltd.

Materials

C.10 Compatibility of style and character of the proposed development with that of the predominant style and character of surrounding residential or heritage buildings shall be demonstrated within the Development Application.

C.11 Building materials and colours selected and utilised on the site are to be coordinated throughout the site and be compatible with the remaining heritage structures.

8.5.10 23-25 WINDSOR ROAD, NORTHMEAD

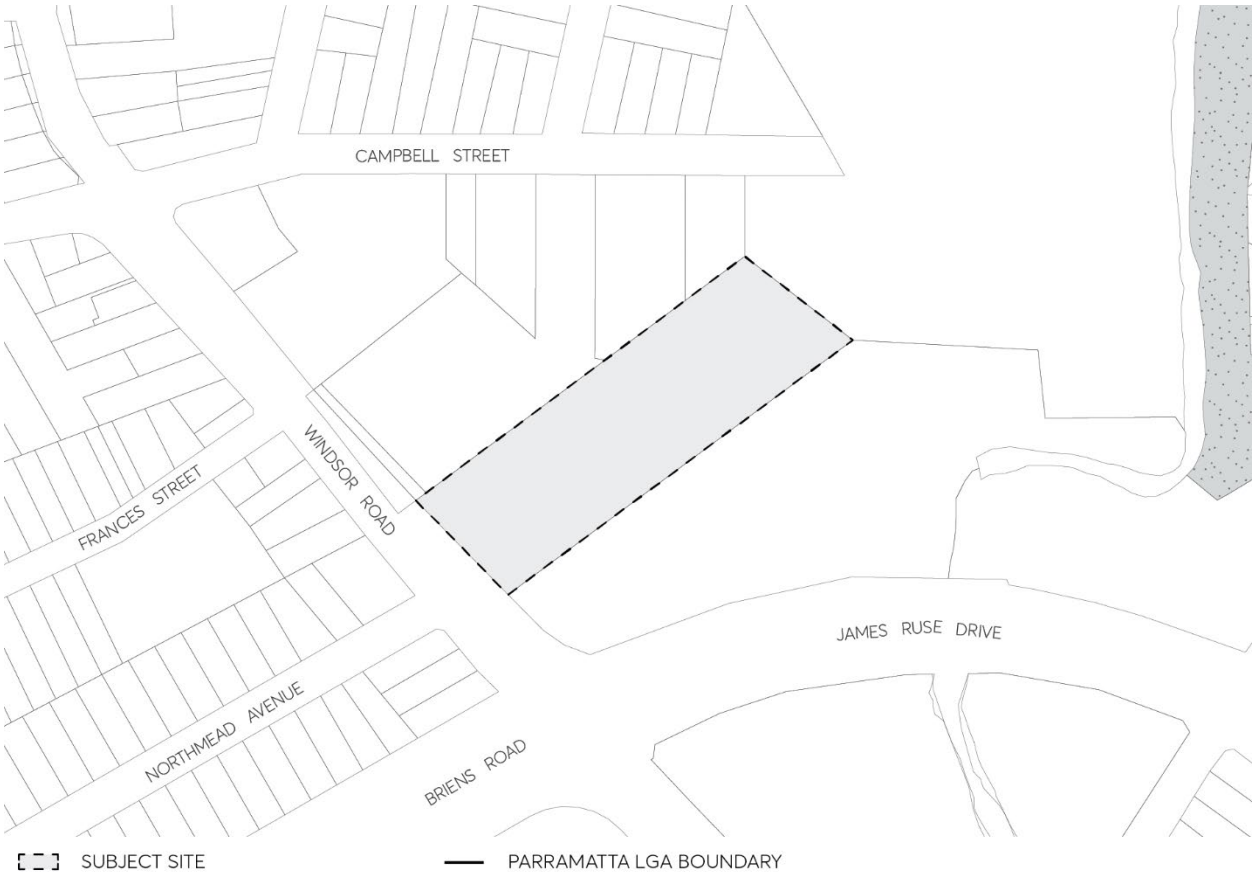


Figure 8.5.10.1 – Land application map

8.5.10.1 DESIRED FUTURE CHARACTER

The site-specific DCP applies to 23-25 Windsor Road, Northmead, which is located to the north of the Parramatta City Centre at the juncture of Windsor Road and James Ruse Drive. The site provides the opportunity for the urban renewal of remnant industrial land, where all surrounding allotments have realised their residential zoning. Therefore, the redevelopment of this land for residential purposes will ensure that it exists more cohesively in its context. It will also revitalize this section of Windsor Road, with the site responding to its diverse location, on a major road, surrounded by residential and educational uses. Increased publicly accessible open spaces and linkages with the broader pedestrian network will result in a substantial improvement for the area a whole, with greater connectivity away from the major road system, providing increased comfort for pedestrians and cyclists to facilities such as the Northmead Performing Arts School to the east and the local shopping centre to the north.

Buildings will be located to benefit from the northern orientation of the site, consisting of two principle U-shaped forms, which enable the maximum amount of cross ventilation and solar access into individual dwellings. This also allows for the creation of central open space areas within the development, to create meaningful and well-oriented communal open spaces.

Encourage a through site link from the property to the south of the site, past the subject site and on through Northmead Performing Arts High School and a future connection across the Darling Mills Creek to public open space and active recreation facilities. This would provide a significant public benefit and should be included as part of wider public domain works including landscaping, shared paths, lighting, seating, children's playground and the like within publicly accessible open spaces. It would be reasonable that the monetary contribution may be used to implement these works, subject to the agreement of adjoining landowners.

The principle driveway along the northern side of the site enables ingress and egress in a consolidated manner, while allowing for separation with development to the adjoining site to the north. This driveway is to read as a public street, providing a legible address to all buildings. It is to be designed as a 2-way and 24hr publicly accessible access-way including parallel parking bays, facilitating longer term aspirations to provide a future connection to the adjoining high school.

Building separation is designed to create visual linkages within the development, while ensuring that adequate privacy within dwellings and to neighbouring sites is achieved, despite the position of building forms on adjoining sites that do not necessarily meet the relevant planning controls.

Building height will be at its highest at the eastern and western sides of the site, to book-end each end of the development. The middle forms will lower to respond to development to the north and still enable outlook to be achieved from the property directly south. This ensures that the location and form of the buildings is both responsive and respectful of the existing context, assuming that the adjoining sites are unlikely to undergo redevelopment.

The design of buildings is to ensure sufficient solar access is provided within the development to enable a suitable level of amenity to be achieved for future occupants. This is to be delivered understanding that solar access requirements as per the *ADG* may not be fully met at the proposed density due to the predetermined orientation of the allotment. The building design is to also incorporate opportunities for natural ventilation to contribute to the environmental efficiency of the development.

Objectives

In addition to general objectives listed in Part 3 – Residential Development for Residential Flat Buildings, specific objectives for this precinct are identified below. Ensure that new development:

O.01 Provides a built form that relates strongly within the confines of the site and is sensitive to existing residential and educational land uses on surrounding sites.

O.02 Provides a built form that delivers a high quality amenity outcome for residents, particularly to the west, where the development interfaces with Windsor Road.

O.03 Provides appropriate noise amelioration for residential uses to protect against existing noise in the surrounding precinct, particularly traffic noise generated from Windsor Road and James Ruse Drive.

O.04 Results in minimal overshadowing within the site, surrounding properties and public open spaces, to ensure that adequate levels of amenity are achieved throughout the year.

O.05 Achieves the desired orientation and organisation of the built form massing, noting that solar access requirements as per the Apartment Design Guide (ADG) may not be fully met.

O.06 Provides building separation that supports amenity and privacy, both within the development and to adjoining sites.

O.07 Provides communal and publicly accessible open space that incorporates opportunities for social gathering and passive recreation between buildings within the development.

O.08 Supports the predominant street pattern with buildings perpendicular to the lot, reinforcing the orthogonal grid in this location.

8.5.10.2 BUILT FORM

The priority for this precinct is to deliver a built form that supports and rationalises the predominant subdivision pattern of this location, while providing a comfortable and amenable environment for both existing and future residents. The site's spatial context is to be reinforced through an orthogonal arrangement of built form and centrally located open space. Building outcomes on site should relate to a street wall typology, with appropriate upper levels setbacks.

As per the reference scheme below, regular U-shaped and north-west facing courtyards are to be maintained throughout the design development. All built form is to be designed perpendicular to the lot with the exception of the western wing, which is to be aligned with Windsor Road to create a legible continuation of the street wall as defined by the development to the south.

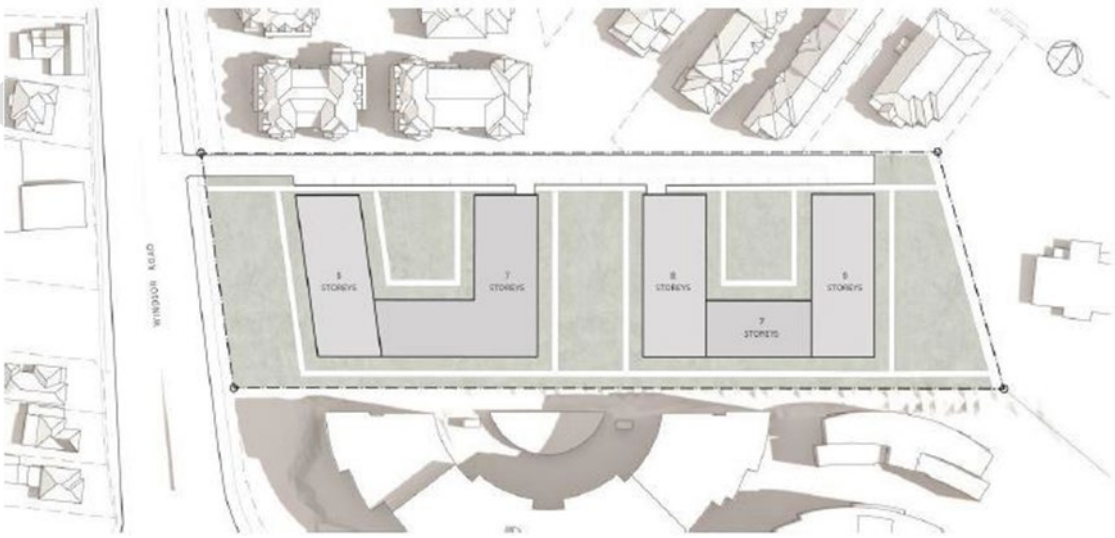


Figure 8.5.10.2.1 – 23 - 25 Windsor Road Reference Scheme

Objectives

Specific objectives for this site in relation to the built form are detailed below:

O.01 Prioritise the spatial definition of streets (public and private) and open spaces through the organisation of taller buildings, creating a continuation of the existing street wall.

O.02 Respond to and reinforce the existing urban form through a centrally located open space and minimising building height to the centre of site.

O.03 Ensure new development responds to the sloping topography, the context of surrounding development and the visual setting of the site between various residential buildings.

O.04 Ensure that new development responds to the constraints imposed by neighbouring sites and maximises positive visual outlook within the development and adjoining sites.

O.05 Ensure built form is organised in an orthogonal manner that supports the predominant subdivision pattern in this location.

O.06 Create a clear delineation between public, communal and private spaces.

O.07 Define and design the street alignment and setback area to achieve amenity and privacy for residents, as well as engagement with and passive surveillance of communal spaces.

O.08 Ensure the presentation of buildings to the internal streets provides clearly defined edges and corners, and an architectural resolution that relates to the ground plane with legible entries.

Controls

Building envelope

The building envelope, resulting from the setbacks and heights outlined in this DCP constitute a three dimensional volume within which, together will all other applicable controls, a coherent built form is to be designed. Future built form should provide a high quality design solution and correlate with the indicative building envelopes shown at Figure 8.5.10.2.2.

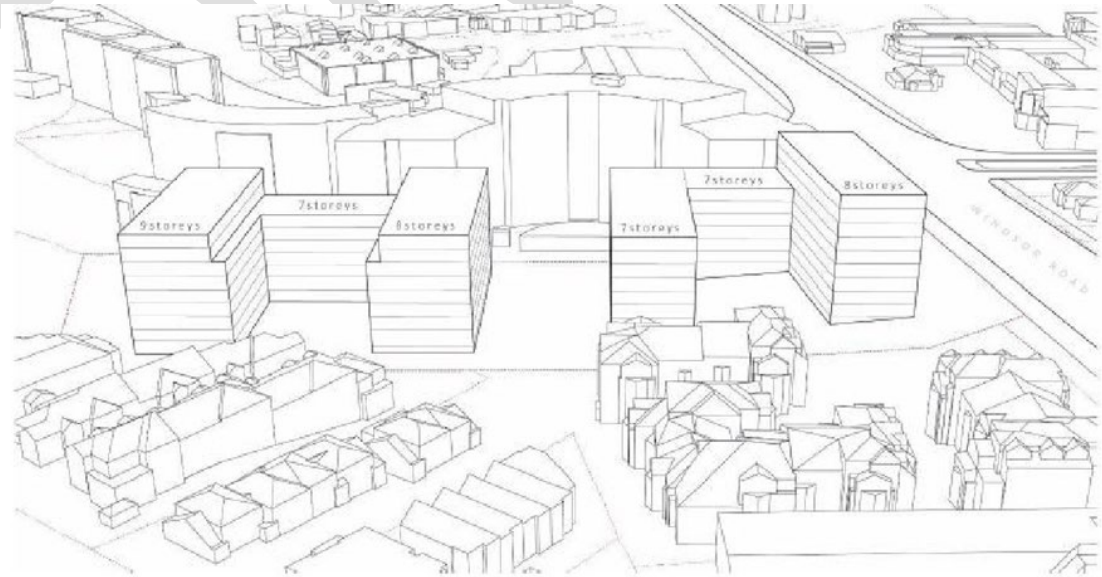


Figure 8.5.10.2.2 – Building Envelopes

C.01 Maximum building heights shall be in accordance with Figure 8.5.10.2.2, utilising regular building forms that utilise the sloping topography and minimise the perceived density of development.

C.02 Height of new buildings are to ensure positive and cohesive relationships with other buildings, both on the site and off the site, and are to respond to the desired scale and character of the local area.

C.03 Floor to ceiling and floor to floor heights are to be in accordance with the NSW Apartment Design Guide.

C.04 Setbacks are to be measured perpendicular to the boundary to the outer faces of the building including balconies, winter gardens, screening and the like. A 1 metre articulation zone may be provided where primary private open spaces face communal open space.

C.05 Building setbacks are to be in accordance with Figures 8.5.10.2.3 to 8.5.10.2.6 and Table 8.5.10.2.1.

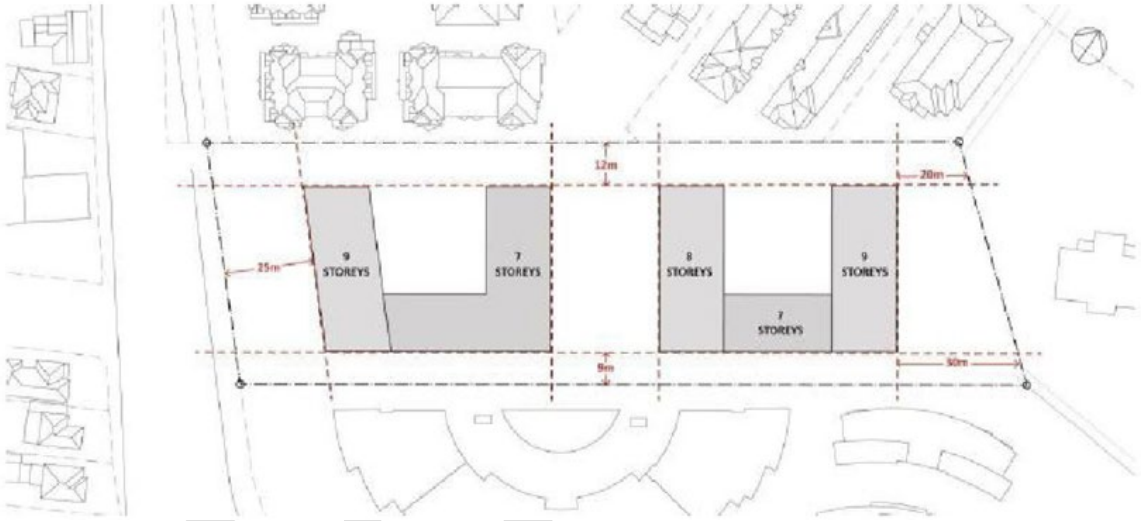


Figure 8.5.10.2.3 – Building Heights and Setbacks

Table 8.5.10.2.1 – Building setbacks

Front setback	25 metres	The front setback is to be parallel to Windsor Road, providing a continuation of the existing street wall. The area within the front setback is to allow space for a generous tree canopy, providing amenity for the street and residents.
Rear setback	20 metres at northern edge and 30 metres at southern edge	The rear setback is to maintain a large curtilage to significant trees to the rear of the site, providing opportunity for additional large canopy planting.
Northern setback	12 metres	The northern setback is to allow for the maximum retention of trees on the shared boundary and provide the primary vehicular access, one lane of parallel parking and pedestrian thoroughfare on site

Southern setback	9 metres	The southern setback provides for a separation distance that may be less than *ADG* requirements. Therefore, detailed schemes are to minimise the number of habitable rooms on this boundary. The southern setback at ground may be used for private open space opportunities for south facing ground floor units.

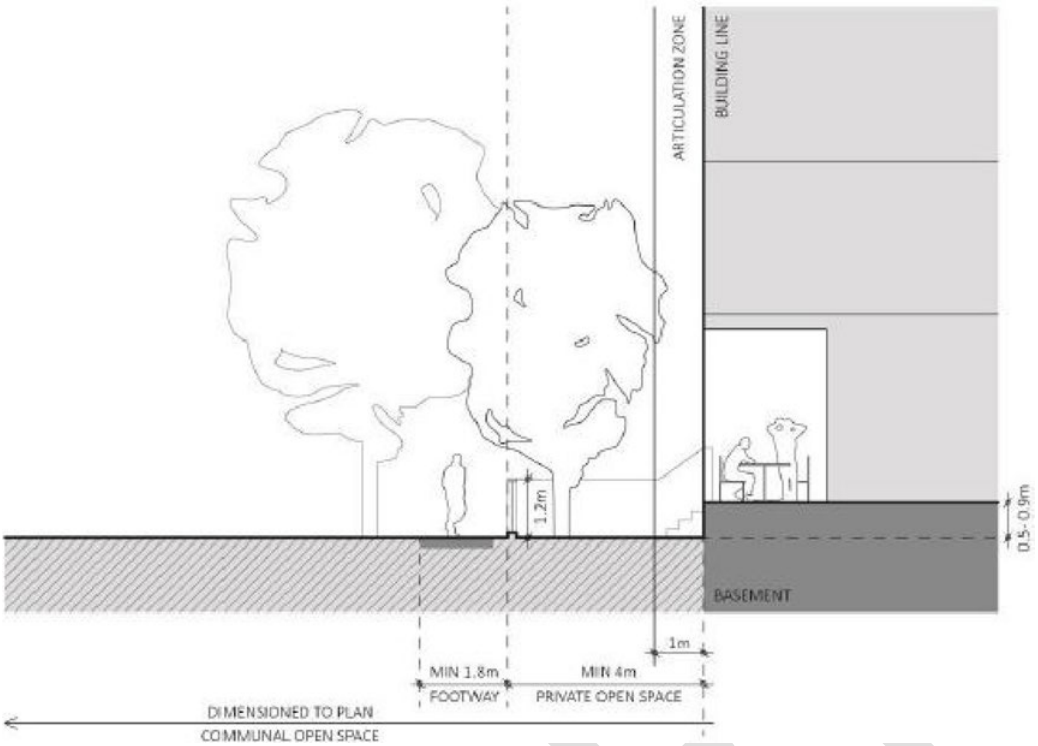


Figure 8.5.10.2.4 – Communal Open Space Interface

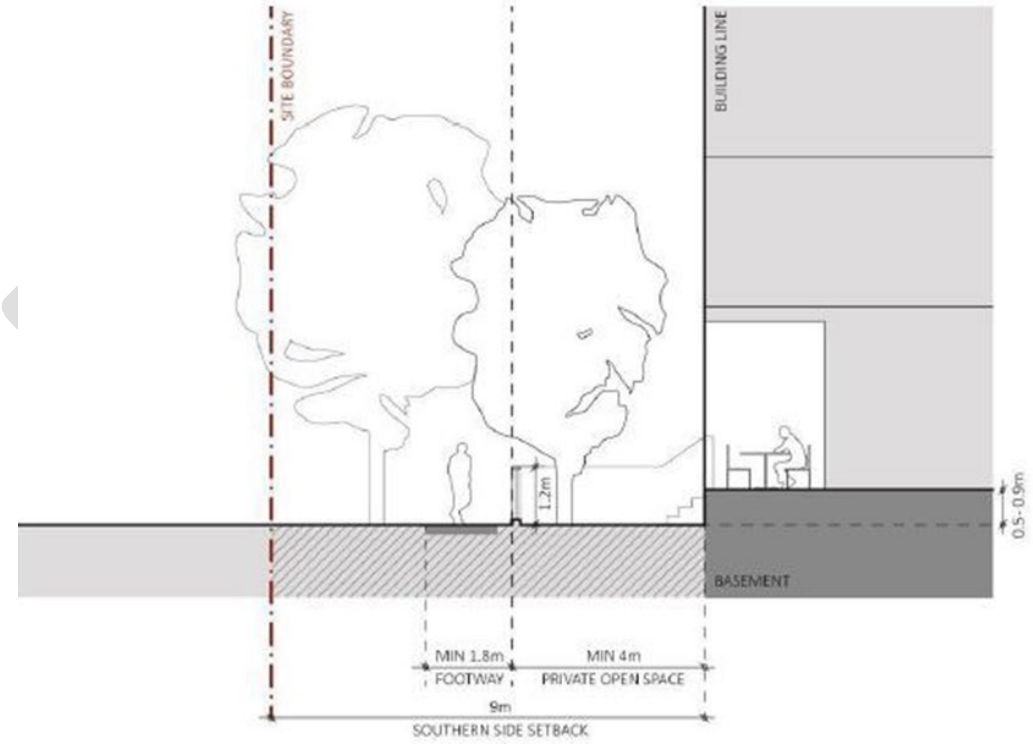


Figure 8.5.10.2.5 – Southern Setback Condition

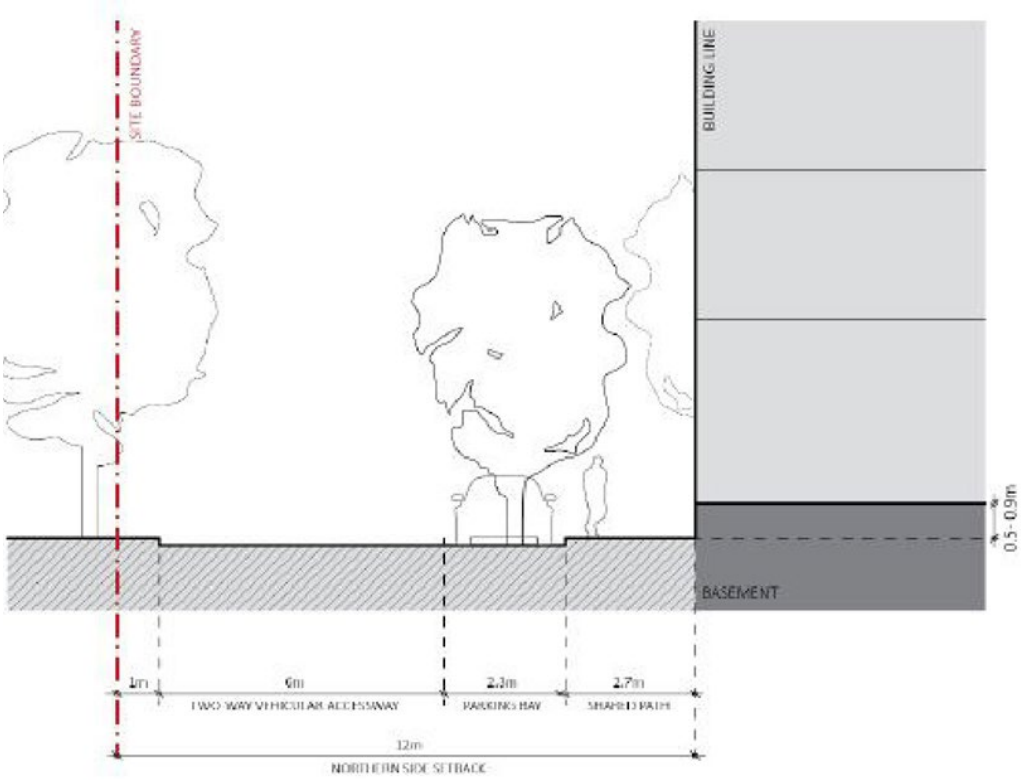


Figure 8.5.10.2.6 – Northern Setback Condition

Building separation

To protect and manage the impact of new development on the public domain, neighbouring sites and between buildings on site, the following buildings separations requirements are to be met:

C.06 Minimum separation between buildings should be in accordance with Figure 8.5.10.2.7 and the NSW *ADG* requirements.

C.07 Habitable spaces are to be carefully positioned within each unit to ensure that visual and acoustic privacy is maximized.

C.08 Setbacks and separation must be measured perpendicular to the building face, inclusive of balconies, wintergardens, vertical and horizontal circulation, internal voids and external walls.

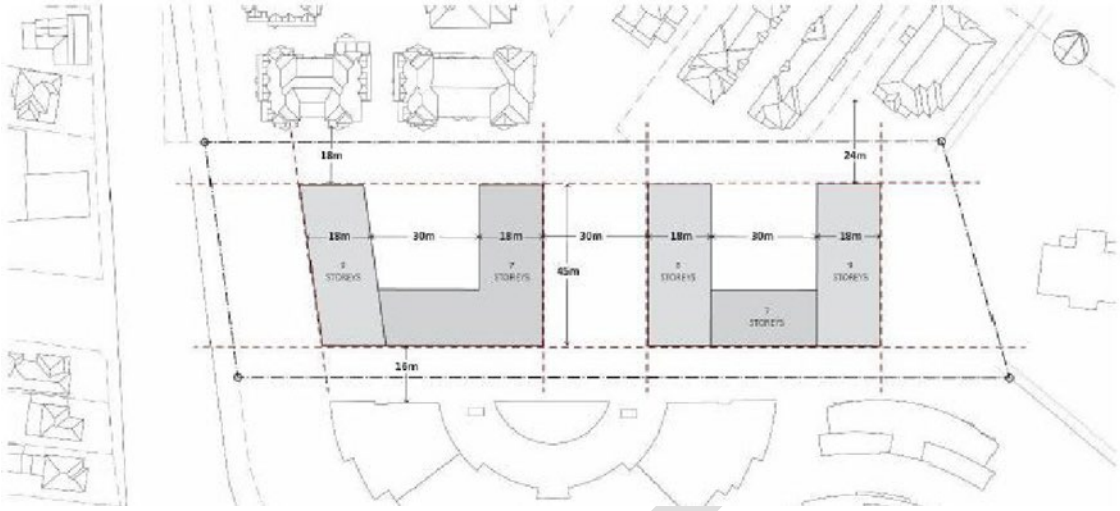


Figure 8.5.10.2.7 – Building Separation

Private and communal open spaces

C.09 Communal open space and landscaped areas should be provided between buildings as shown in Figure 09 to promote opportunities for community interaction within the development.

C.10 Areas between buildings should allow for pedestrians to comfortably move between the buildings, and promote the principles of passive surveillance. These communal areas should provide a safe and unobstructed path of travel, as opposed to private space.

C.11 Communal open spaces are to be designed to maximise solar access in mid-winter and canopy cover in mid-summer.

C.12 Opportunities for seating and gathering spaces for passive recreation, play and informal activities such as outdoor dining are to be provided within the internal circulation system of the development is to be provided where appropriate.

C.13 Water Sensitive Urban Design principles shall be implemented in communal open space areas.

C.14 Fencing fronting the communal open spaces must not exceed 1.2 metres in height, are to be of solid masonry construction and integrated with any dividing walls for private open spaces at ground. Higher fencing may be considered on Windsor Road, subject to context analysis. Fencing on side boundaries is to be provided to a maximum height of 1.8 metres.

C.15 All balconies are to meet the minimum dimensions required in the NSW *ADG*. Wintergardens may be permitted on Windsor Road to improve the amenity of apartments fronting this arterial road. The floor space of the wintergarden will be excluded from the FSR calculations provided that it complies with and does not exceed the *ADG*.

C.16 Council may consider allowing greater building depths where this will not unnecessarily add to the bulk of any building and where high quality building design, massing and articulation is achieved.

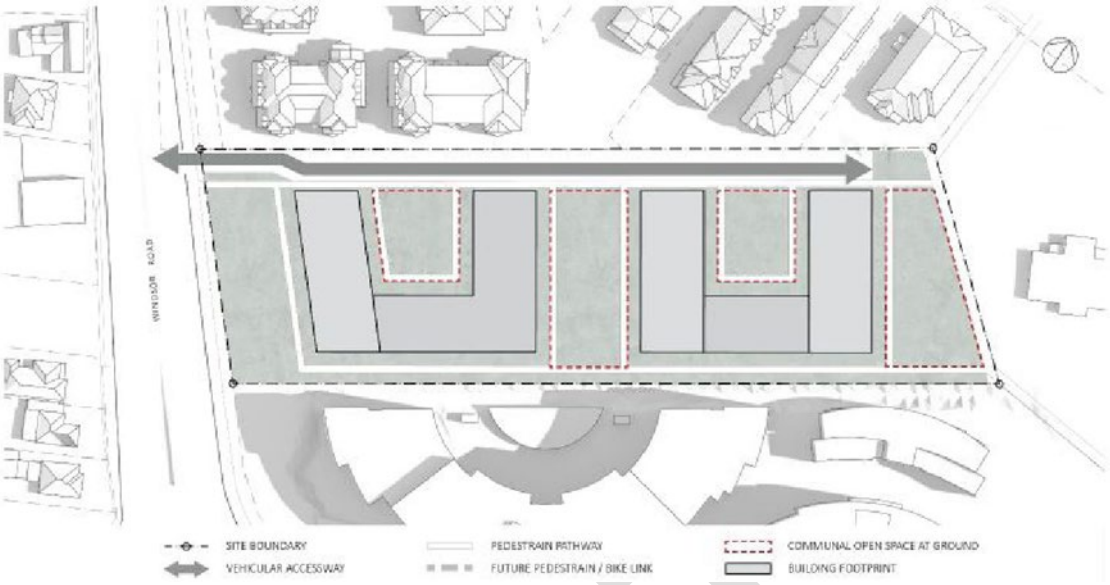


Figure 8.5.10.2.8 – Communal Open Space

Landscaping and deep soil

C.17 Landscaping and deep soil shall be provided in accordance with Part 2 – Design in Context of this DCP, Figure 8.5.10.2.9 and Figure 8.5.10.2.10.

C.18 A detailed landscape plan is to be prepared demonstrating the location of all contiguous deep soil areas with proposed landscaping, including retained and new canopy trees, submitted to the satisfaction of Council.

C.19 Deep soil is provided in a contiguous manner to facilitate healthy soils, uninterrupted flows of groundwater, and opportunity for existing and new trees to thrive and reach mature height.

C.20 Existing trees on the site are to be retained, as possible. Future development must not impinge on TPZ requirements of all trees in the neighbouring property must be protected and retained.

C.21 Landscaping should include endemic species suitable to the environmental constraints and orientation of communal open spaces shall be utilised throughout the site.

C.22 The front setback is to be planted with large shady trees capable of reaching a mature height of more than 13 metres to provide a visual buffer and shading of the public footpath along Windsor road.

C.23 The rear setback should be planted with large trees, capable of reaching a mature height of more than 13 metre to enable Council's vision of providing mature trees and natural shade in the City. Any new trees are to be planted more than 3 m away from any built structure.

C.24 Dual basements contained within the building envelope are to be provided, ensuring substantial and contiguous deep soil zones to the front, centre and rear.

C.25 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.

C.26 Detailed design development must have regard to the sensitivity to flooding impacts, not impede overland storm water flows and able to meet the requirements of Council's *Flood Plain Risk Management Plan*, *Parramatta LEP 2023* and Part 5 – Environmental Management of the Parramatta DCP 202X.

C.27 A report is to be submitted by a suitably qualified ecologist at Development Application stage demonstrating that there are no adverse impacts from the development.

C.28 A minimum setback of 1 metre is required between the northern boundary and the driveway to allow for landscaping while still maintaining site access at the northern most point of the site off Windsor Road.

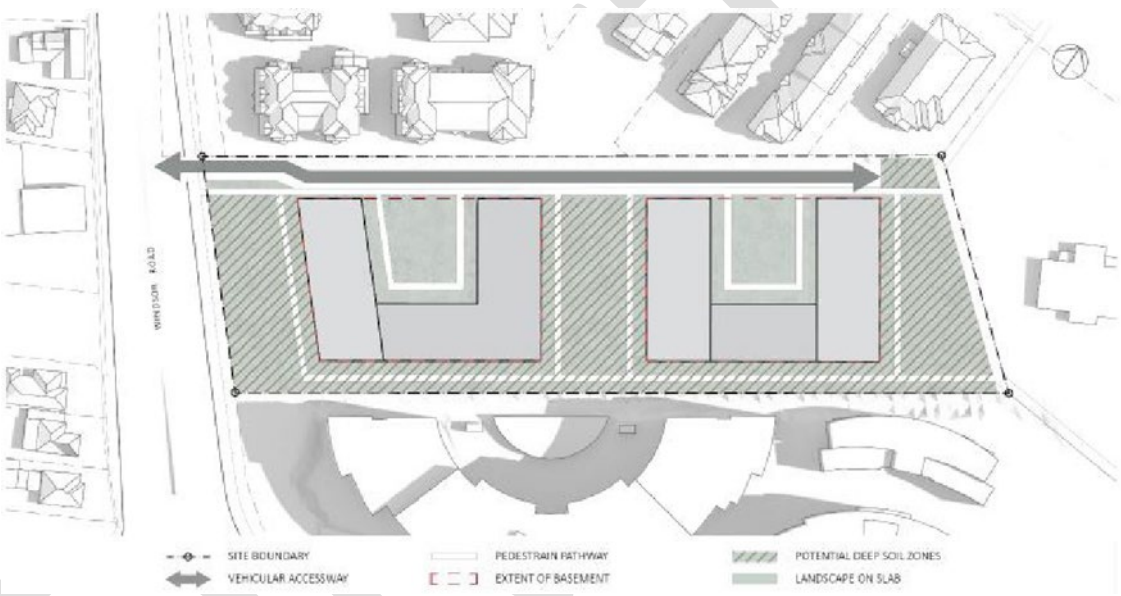


Figure 8.5.10.2.9 – Potential Deep Soil Zones

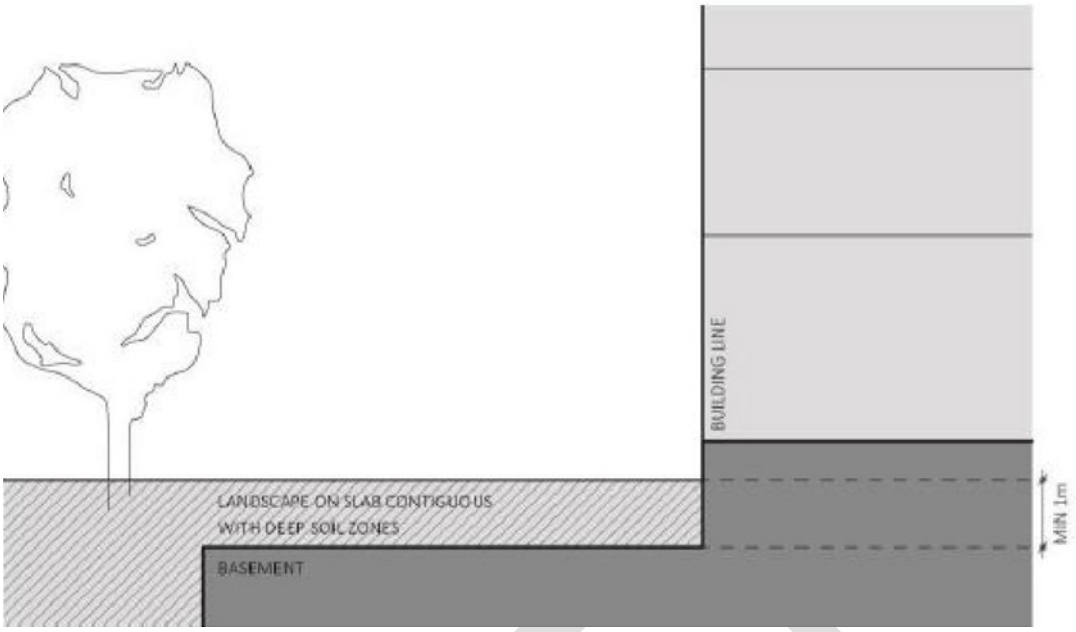


Figure 8.5.10.2.10 – Landscaping on Slab Contiguous with Deep Soil Zones

Wintergardens

C.29 Wintergardens must improve amenity of balconies in high rise apartments and apartments fronting noisy environments such as busy roads or railway lines.

C.30 Wintergardens are to be designed and constructed as a private external balcony with drainage, natural ventilation and finishes acceptable to an outdoor space and must not be treated as a conditioned space or weatherproof space.

C.31 Approximately 80% of vertical surface area of wintergardens are to be fully operable louvres or sliding glass panels.

C.32 A generous opening must be provided between the wintergarden and any adjacent living area to allow connection of the spaces when ambient conditions are suitable.

C.33 Acoustic control for living areas and bedrooms must be provided on the internal façade line between the wintergarden and the living area or bedroom.

C.34 Glazing in the external façade of a wintergarden must have a solar absorption of less than 35%glass to have solar heat absorption not greater than a clear float glass of the same composition.

C.35 The flooring of the wintergarden must be an impervious finish and provide exposed thermal mass.

C.36 Air conditioning units must not be located on wintergarden balconies.

Solar access, ventilation & acoustic amelioration

C.37 Buildings are to be designed to ensure that solar access and cross ventilation requirements detailed in *SEPP 65*, the NSW Apartment Design Guide and Part 3 – Residential Development of this DCP are achieved for residential development both on and off the site.

C.38 Solar access must also be reasonably provided/ retained within the existing and future public domain areas and on adjoining sites to maximise solar access in mid- winter and canopy cover and shading in mid-summer.

C.39 The design of buildings must take account of the need for adequate acoustic amelioration measures for new development, particularly where buildings have an interface with major roads, including Windsor Road and James Ruse Drive or other non-residential uses in proximity to the site.

Pedestrian connections and vehicular access way

C.40 New pedestrian and vehicular connections are to be provided in accordance with Figure 8.5.10.2.11.

C.41 The vehicular access way is to be designed to have a fully public nature equivalent to the surrounding public domain and suitably designed to integrate with adjoining road and pedestrian networks.

C.42 New pedestrian connections are to be provided between the buildings, to enable linkages to recreated to both Windsor Road and the future pedestrian/bike link to the east and improve the development interface and amenity with all adjacent properties and frontages.

C.43 All site circulation must be provided as 24hr publicly accessible circulation - designed to provide building entries that are easily identifiable, with a clear sense of building address for residents and their visitors.

C.44 Main building entry points must be clearly visible and signalled appropriately with building address, lighting and high quality articulation. Steps, handrails or TGSIs must not protrude into or interfere with any vehicular or pedestrian access way.

C.45 The pedestrian link along the eastern boundary must be publicly accessible by 24/7 access easement in favour of Council in accordance with the Voluntary Planning Agreement prior to the first Occupation Certificate and is to be clearly delineated as public space.

C.46 New development is to be sited to appropriately integrate with and address pedestrian links ensuring activation and casual surveillance. Tall fencing is not to be provided adjacent to the pedestrian links.

C.47 All internal pedestrian systems shall incorporate access in accordance with *AS 1428* and any other relevant standard. These pathways are to enable a future connection to the school from the development to the south to the external pedestrian system surrounding the site.

C.48 Public domain alignment drawings are to be submitted to the satisfaction of Council. All levels are to be resolved and proposed public domain treatments shown in accordance with the requirements outlined in the Parramatta *Public Domain Guidelines 2017* (Chapter 2).

C.49 A minimum width of 9 metres is to be provided to the vehicular access way, inclusive of two-way vehicular access and at least one lane of parallel parking.

C.50 A minimum width of 1.8 metres is to be provided for all pedestrian pathways.

C.51 A minimum width of 2.8 metres is to be dedicated for the future pedestrian and cycleway shared path along the new vehicle access way and eastern boundary. It should be publicly accessible by a 24/7 access easement in favour of Council in accordance with the Voluntary Planning Agreement prior to first Occupation Certificate.

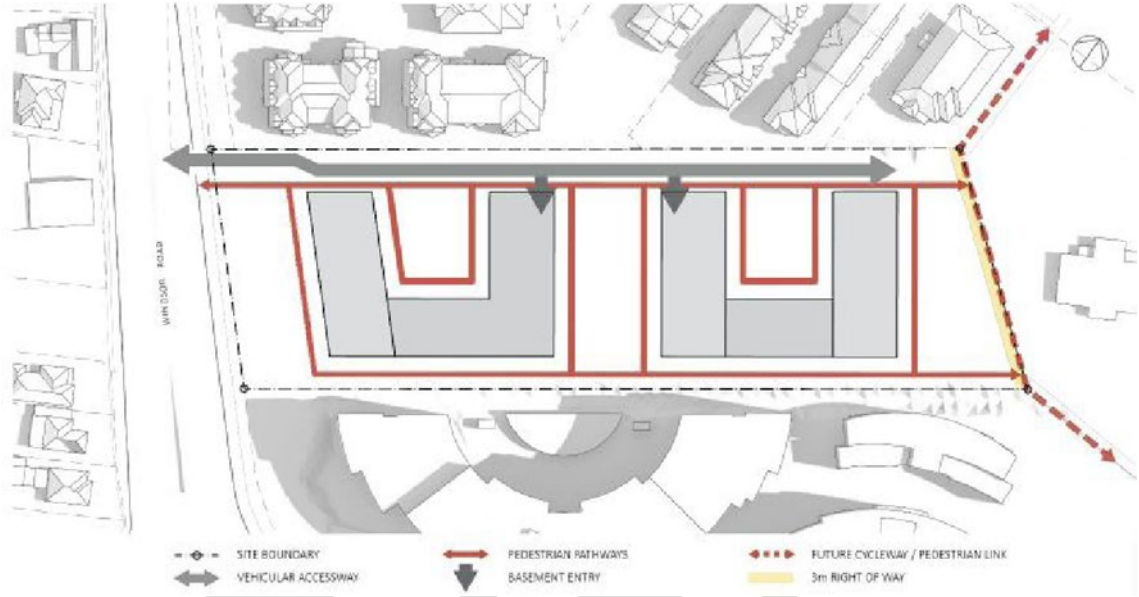


Figure 8.5.10.2.11 – Pedestrian Connections and Vehicular Access way

Traffic, access, parking & services

C.52 All car parking is to be provided at basement level to ensure that the visual appearance of car parking structures does not dominate the building design. Basement structures may not protrude any greater than 1 metre above natural ground.

C.53 Building services and access to car parking areas are to be minimized to the internal street frontages to ensure that a high level of design excellence is achieved and opportunities for passive surveillance are maximized. Pedestrian and vehicle conflict are to be minimised with limited vehicle crossings to the public domain and internal access way.

C.54 Vehicle crossings are to be provided in accordance with Figure 8.5.10.2.11 (above), or as otherwise agreed by Council.

C.55 Vehicle crossings must not provide conflict with pedestrian through site links or any pedestrian crossing.

C.56 The width and surface area of driveways and other hard surfaces associated with the movement and parking of vehicles is to enable 2 vehicles plus one lane of parallel parking.

C.57 Provision of loading bays or service vehicle areas, building service/plant areas, and building services (such as substation) must be adequately screened from any public domain areas, including the street, through site links.

C.58 The vehicular access way must maintain its potential to connect through the adjacent school to Campbell Street in the future. This access way is to terminate in a hammer head, rather than a cul-de-sac configuration, so as to maintain the visual continuity of this link and kerb lines.

8.5.11 LAND IDENTIFIED WITH ADDITIONAL MATTERS FOR CONSIDERATION

This section includes site-specific controls relating to residential subdivision patterns, proposed roads (including road widening), and setbacks for land identified in the following areas:

- Carlingford
- Northmead
- North Parramatta
- North Rocks
- Parramatta and Granville

The controls are shown in the Figure 8.5.11.1 to Figure 8.5.11.16 as part of this Section of this DCP.

Controls

C.01 Ensure the development outcome is in accordance with detailed controls as shown in the Figure 8.5.11.1 to Figure 8.5.11.16 as part of this Section of this DCP.

CARLINGFORD

Detailed controls for land within Carlingford are shown in the Figures below.

Figure 8.5.11.1 – Land within Carlingford Central (Carlingford Local Centre).

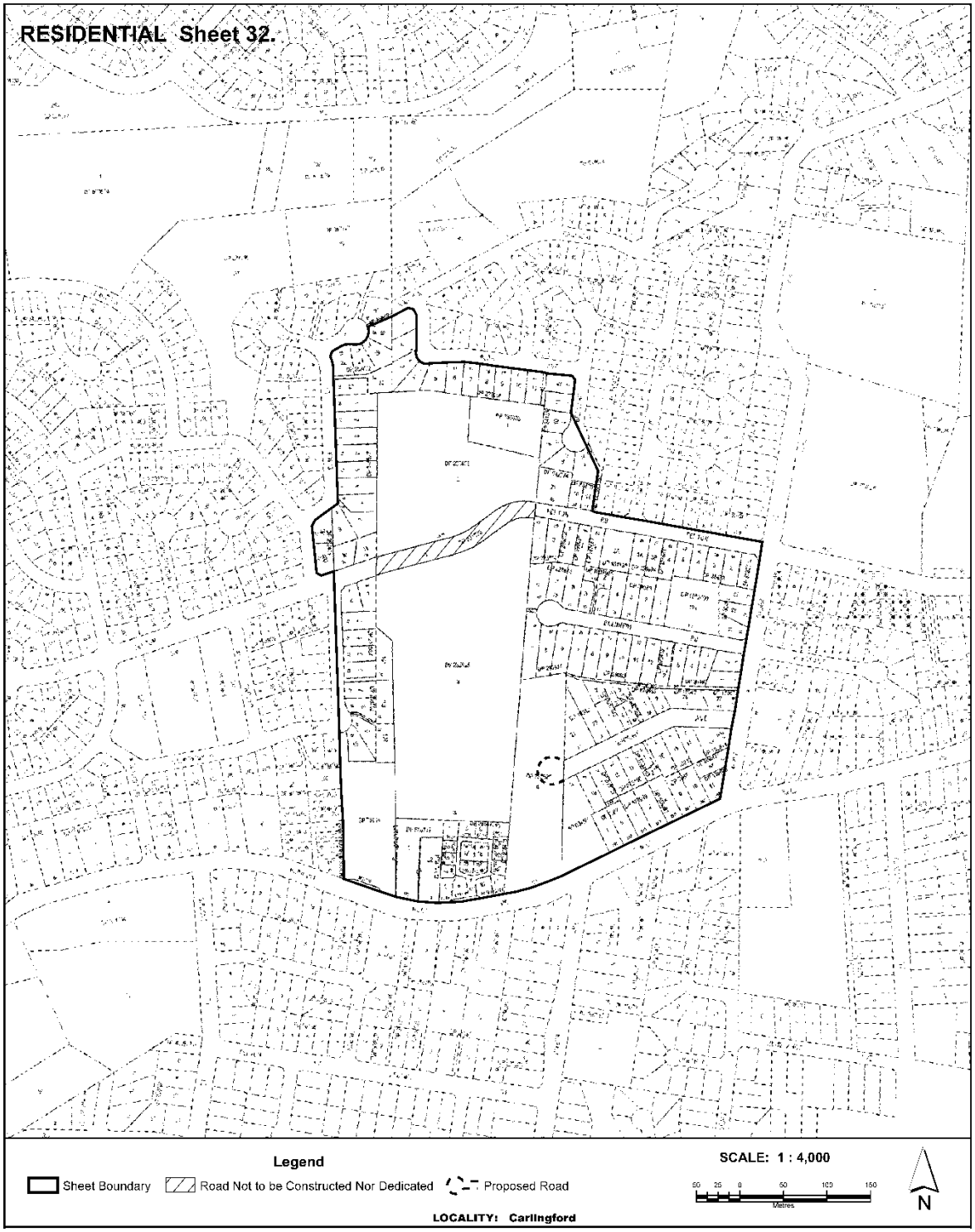


Figure 8.5.11.2 – Land within Carlingford

Figure 8.5.11.3 – Setback provisions for land on the corner of Pennant Hills Road and Carlingford Road, Carlingford.

NORTHMEAD

Detailed controls for land within Northmead are shown in the Figures below.

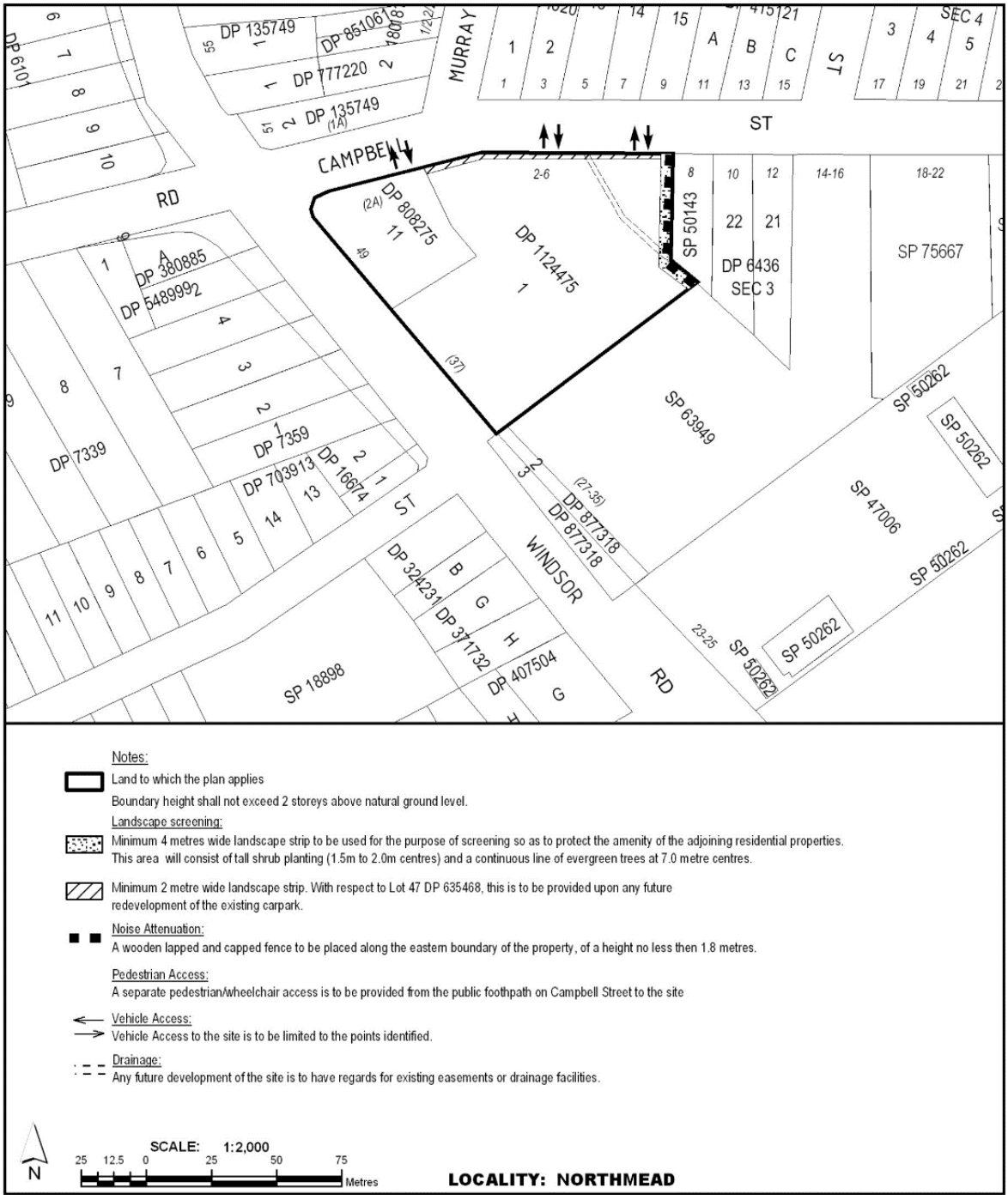


Figure 8.5.11.4 – Land at 2-3 and 2A Campbell Street, Northmead

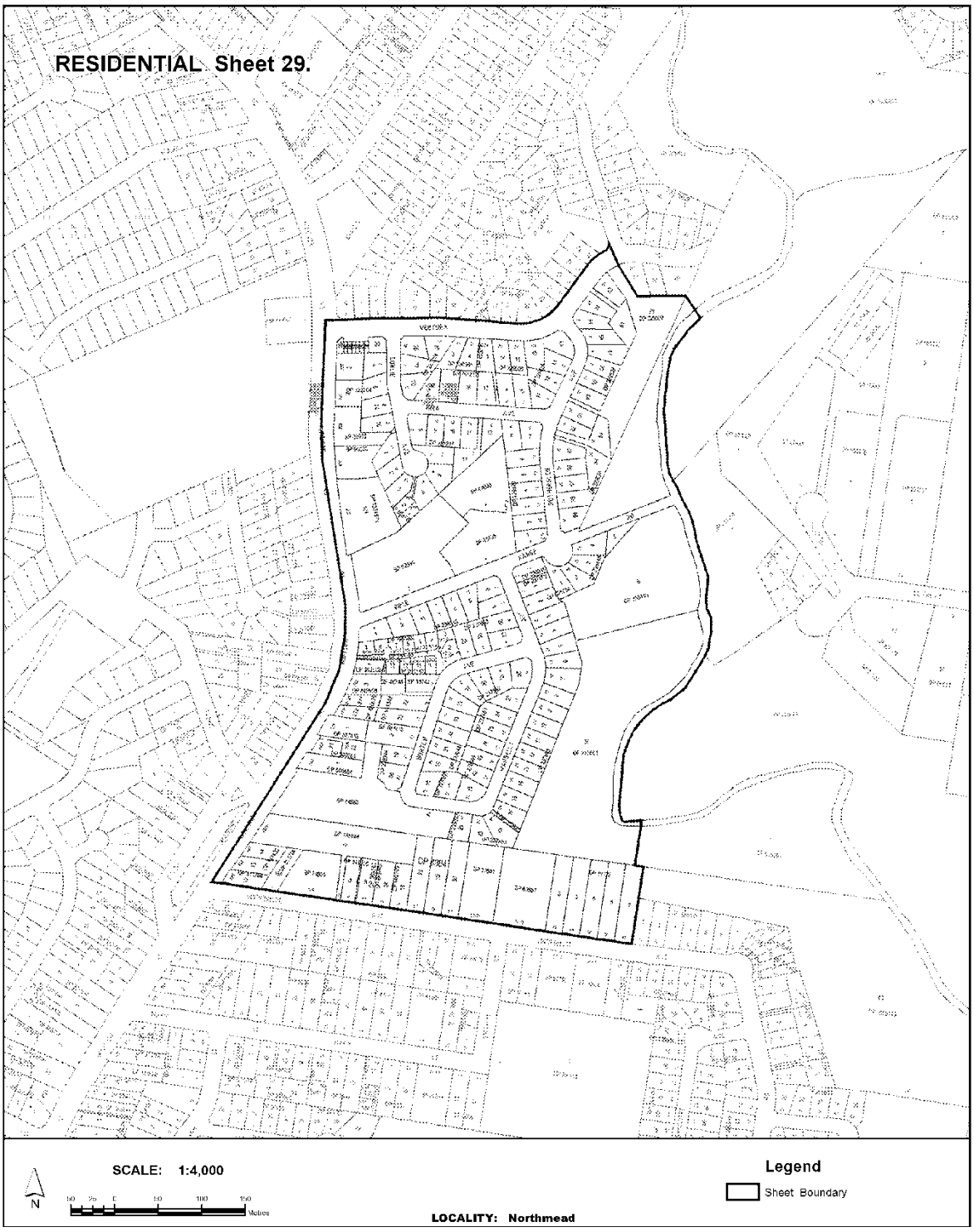


Figure 8.5.11.5 – Land bound by Ventura Road and Windermere Avenue, Northmead.

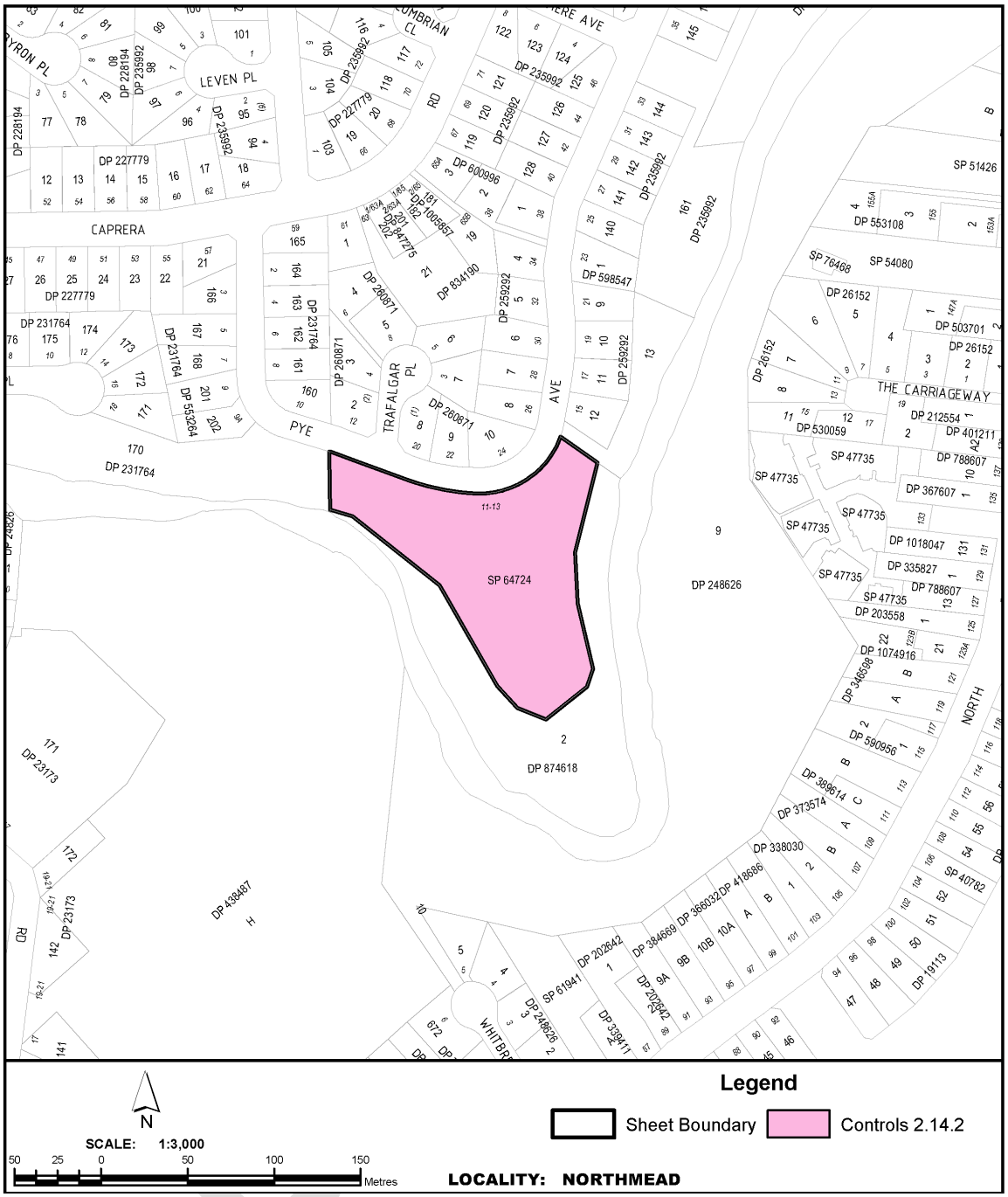


Figure 8.5.11.6 – Land at 11-13 Pye Avenue, Northmead

NORTH PARRAMATTA

Detailed controls for land within North Parramatta are shown in the Figures below.

Figure 8.5.11.7 – Land within North Parramatta

Figure 8.5.11.8 – Land south of Burnside Homes and bound by James Ruse Drive, North Parramatta

NORTH ROCKS

Detailed controls for land within North Rocks are shown in the Figures below.

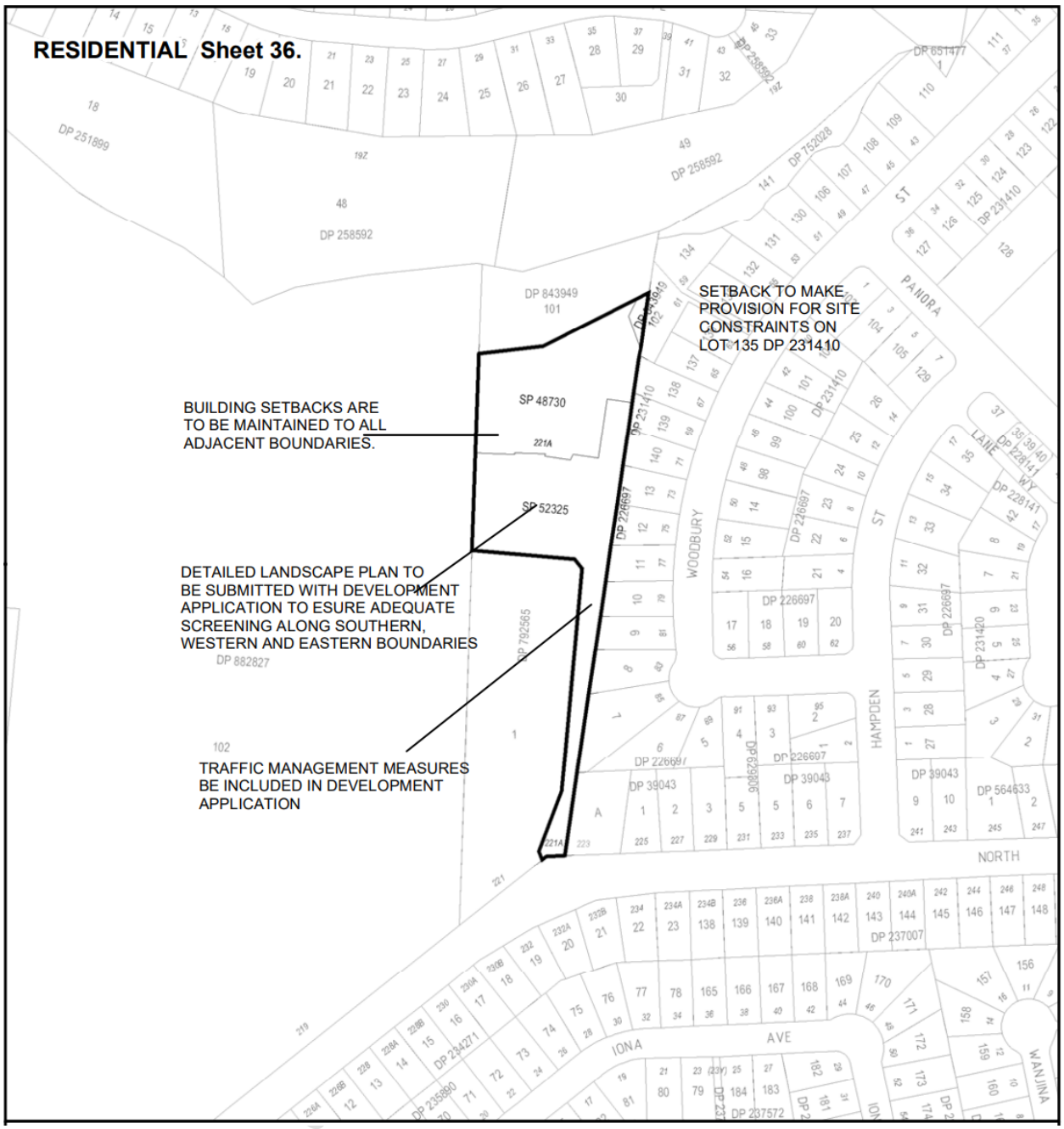


Figure 8.5.11.9 – 221A North Rocks Road and part of 61 Woodbury Street, North Rocks

Notes:

The ratio of the gross floor space of any building to the total site area shall not exceed 0.4:1

Future redevelopment of the site must maintain existing ingress and egress points.

Building height shall not exceed 2 storeys or 8 metres above natural ground level.

Landscape Screening

Minimum 2 metre wide landscape strip and be used for the purpose of screening so as to protect the amenity of adjoining residential development. This area will consist of tall shrub planting (1.5m to 2.0m centres) and or continous line of evergreen trees at an average 7.0m centres.

Setbacks

1	North Rocks Road	10 metres
2	Lawndale Avenue	3 metres
	Western and Southern Boundaries	
3	Two storey development	6 .0 metres
4	Single storey development	4.5 metres

N

SCALE: 1:600

10 5 0 10 20 Metres

LOCALITY: NORTH ROCKS

Figure 8.5.11.10 – Setback requirements for land on the corner of Lawndale Avenue and North Rocks Road, North Rocks (355 North Rocks Road, North Rocks)

NORTH ROCKS INDUSTRIAL AREA

Detailed controls for land within North Rocks Industrial Area are shown in the Figures below.

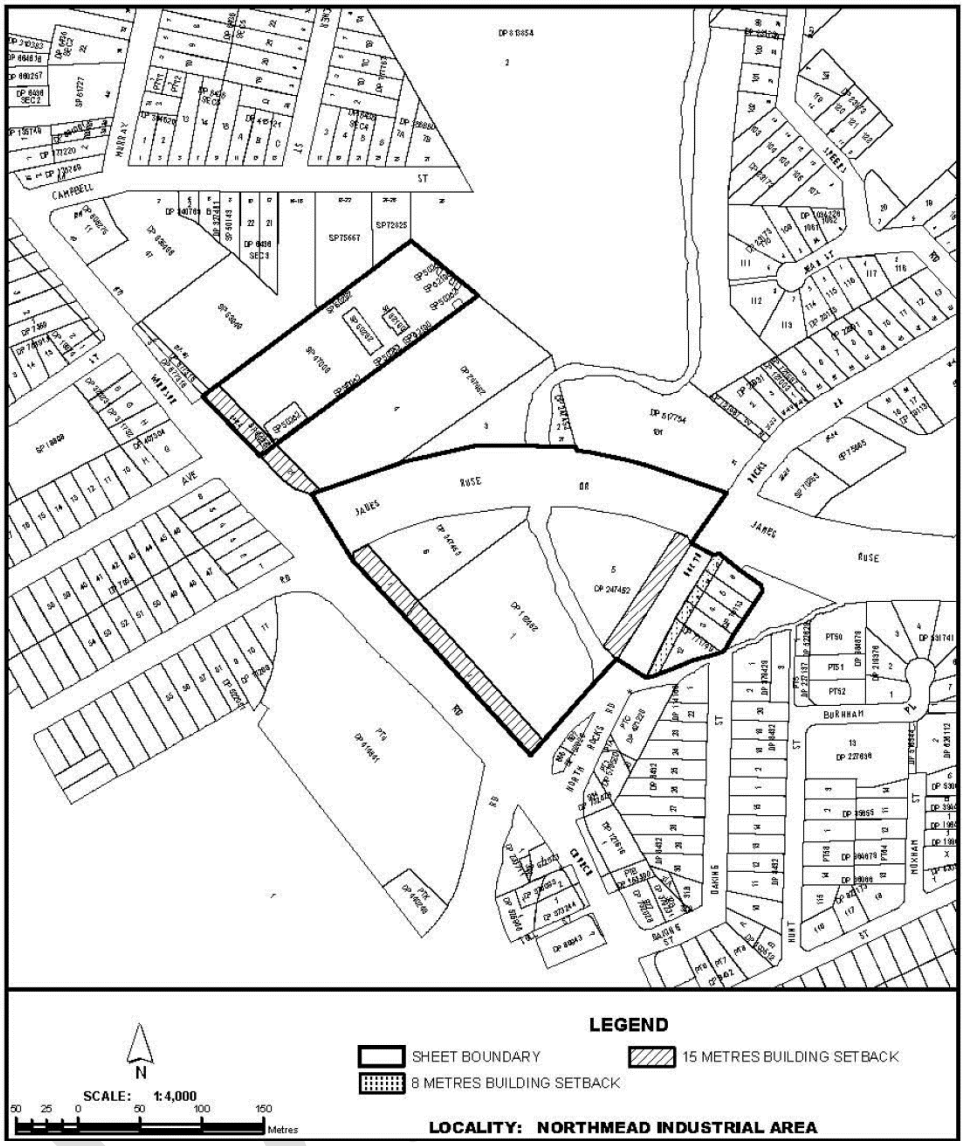


Figure 8.5.11.11 – Setback requirements for land on the corner of Windsor Road and North Rocks Road, Northmead

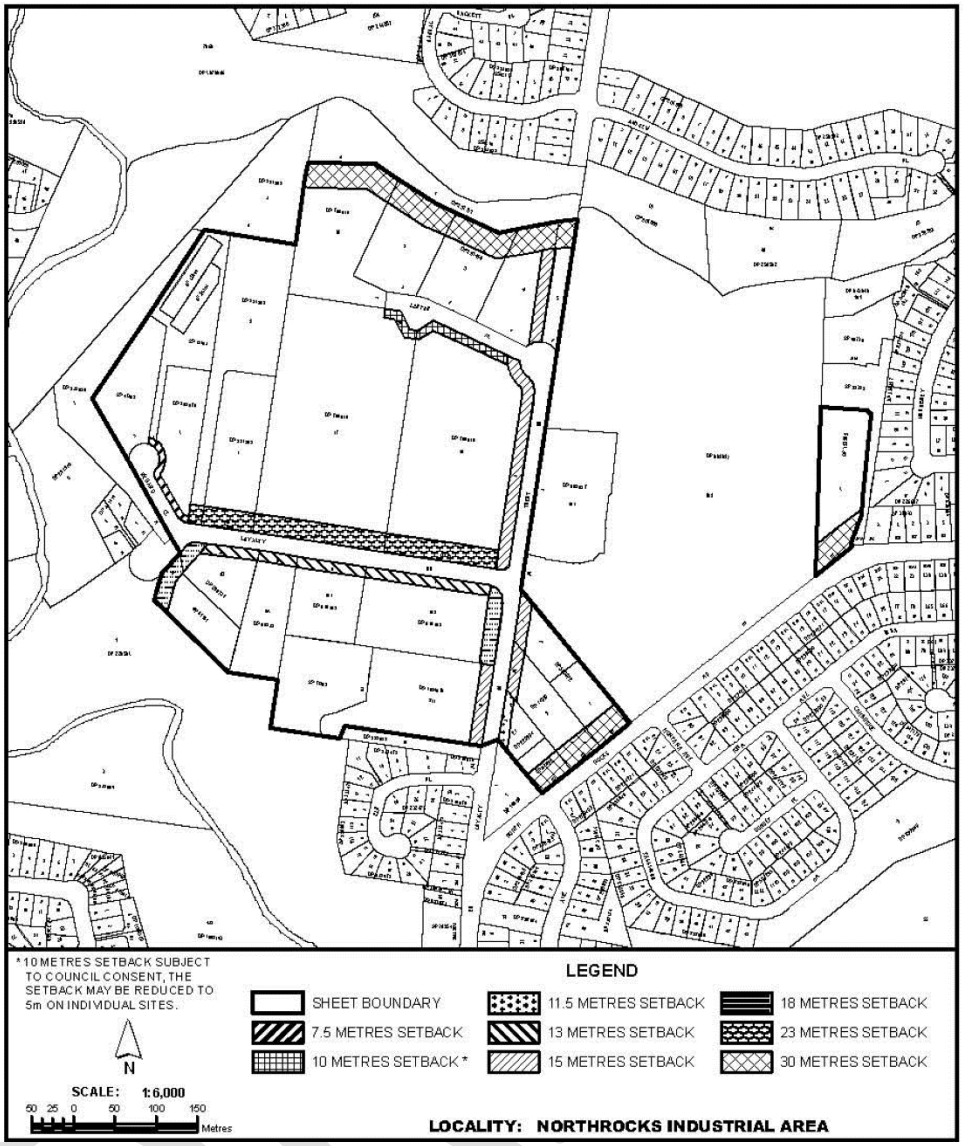


Figure 8.5.11.12 – Setback requirements for land within North Rocks Industrial Area

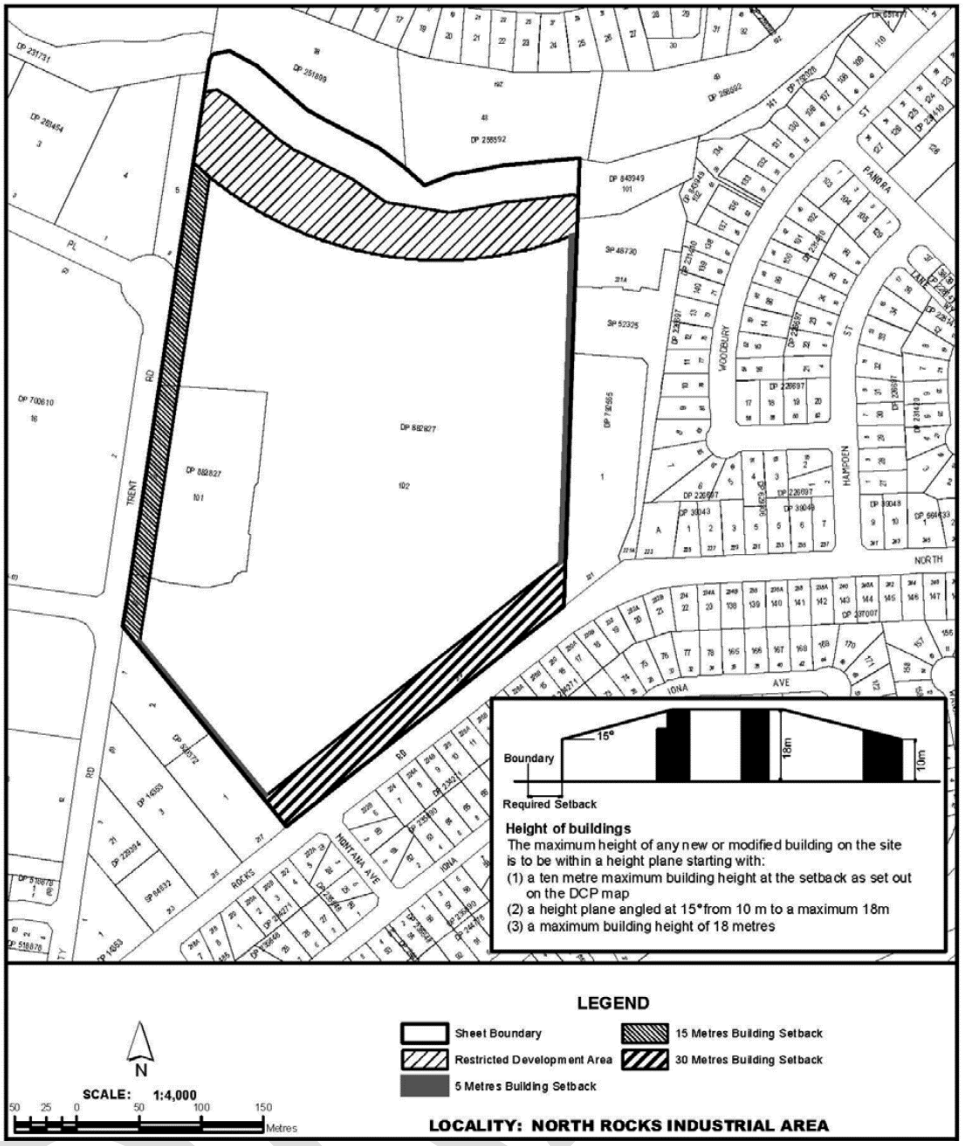


Figure 8.5.11.13 – Setback requirements and restricted development areas for land within North Rocks Industrial Area

PARRAMATTA AND GRANVILLE

The increase in population associated with higher density development makes it necessary for wider carriageways and footpaths to cater for the increase in vehicular and pedestrian traffic. Therefore, to achieve a more consistent road width and a more efficient road system, Council requires in those areas of higher density development, that a strip of land be dedicated for road widening.

This Section of this DCP provides provisions to guide development and ensure appropriate measures are taken to support Road Widenings, Road Closures and Splay Corners In and Adjacent To Residential R4 Zones within Parramatta and Granville. These are shown in Figure 8.5.11.14, Figure 8.5.11.15 and Figure 8.5.11.16.

Objectives

O.01 Provide controls for road widening, road closures and splay corners.

O.02 Achieve a more consistent carriageway width along the length of nominated roads.

O.03 Achieve a more efficient road system in those areas of higher density development associated with the increase in population.

O.04 Provide wider carriageways and footpaths to cater for the increase in vehicular and pedestrian traffic.

O.05 Within the 'no development' strip located at the rear of the properties between Tottenham Lane and High Street, Granville (shown in Figure 8.5.11.14 and Figure 8.5.11.15)

a) to make the laneway a safer place;

b) to create passive supervision;

c) to improve landscaping; and

d) to minimise opportunities for graffiti and vandalism

Controls

C.01 Plans for Development Applications must show any road widenings, splay corners, road closures and/or "No Development Strips" that are required by the provisions of this development control plan. This applies where:

a) the property is identified in Figure 8.5.11.14 and Figure 8.5.11.15 of this Section; and

b) the property is not a single dwelling house.

Road Widening

C.02 1.5 metres of land shall be dedicated for road widening and/or footpath widening in areas where wider carriageways and footpaths are necessary to cater for the increase in vehicular and pedestrian traffic, as identified in Figure 8.5.11.14.

C.03 The developer must meet the cost of constructing the widened road pavement, kerb and gutter and foot paving on the new alignment in accordance with the provisions of this plan.

Splay Corners

C.04 In accordance with Figure 8.5.11.13 and Figure 8.5.11.14 showing where splay corners must be provided, the developer must construct and dedicate to Council any splay corner thus identified.

Road Closures

C.05 Figure 8.5.11.14, Figure 8.5.11.15, and Figure 8.5.11.16 show where road closures will be constructed by Council. Council will maintain access to existing developments after the road closures have taken place.

C.06 All new developments will not be permitted to use the roads proposed to be closed by the provisions of this plan for access to their land. Access to these sites must be off another road.

Strip

C.07 The 'no development' strip is located at the rear of the properties between Tottenham Lane and High Street, shown in Figure 8.5.11.14 and Figure 8.5.11.15. The 'no development' strip is to start from the rear of the lots, and be a strip of land 4 metres wide. Landscape this land and keep it free from any structures.

C.08 Locate decorative tubular pool style fencing that stands a minimum of 1.5 metres on the boundary of the laneway. Existing conditions are permitted, but the no development strip must be implemented for any future development to be approved.

Rear Access Laneway between High Street and Tottenham Lane

C.09 Existing access from the laneway to lots will be continued. Access from the laneway to new developments will be prohibited, with access being from either Raymond Street, High Street, Junction Street or Tottenham Lane.

Implementation

C.10 Carry out the construction of the road widening when:

a) Affected sites are developed for any purpose other than for a single dwelling house.

b) Affected sites containing an existing use, other than a single dwelling house, is the subject of an application for further development.

c) Affected sites are the subject of an application for subdivision or strata subdivision.

C.11 Complete the works required under this Development Control Plan prior to the release of an occupation certificate by Council.

C.12 In the case of all sites, other than those used, or to be used, for a single dwelling house, show the required works on any strata or subdivision plan submitted to Council for approval. Council will hold a bond on the dedication of the subject land.

C.18 5 metres of land as shown in Figure 8.5.11.15 – Road Widening requirements for land fronting Church is to be dedicated to Council for the purposes of road widening.

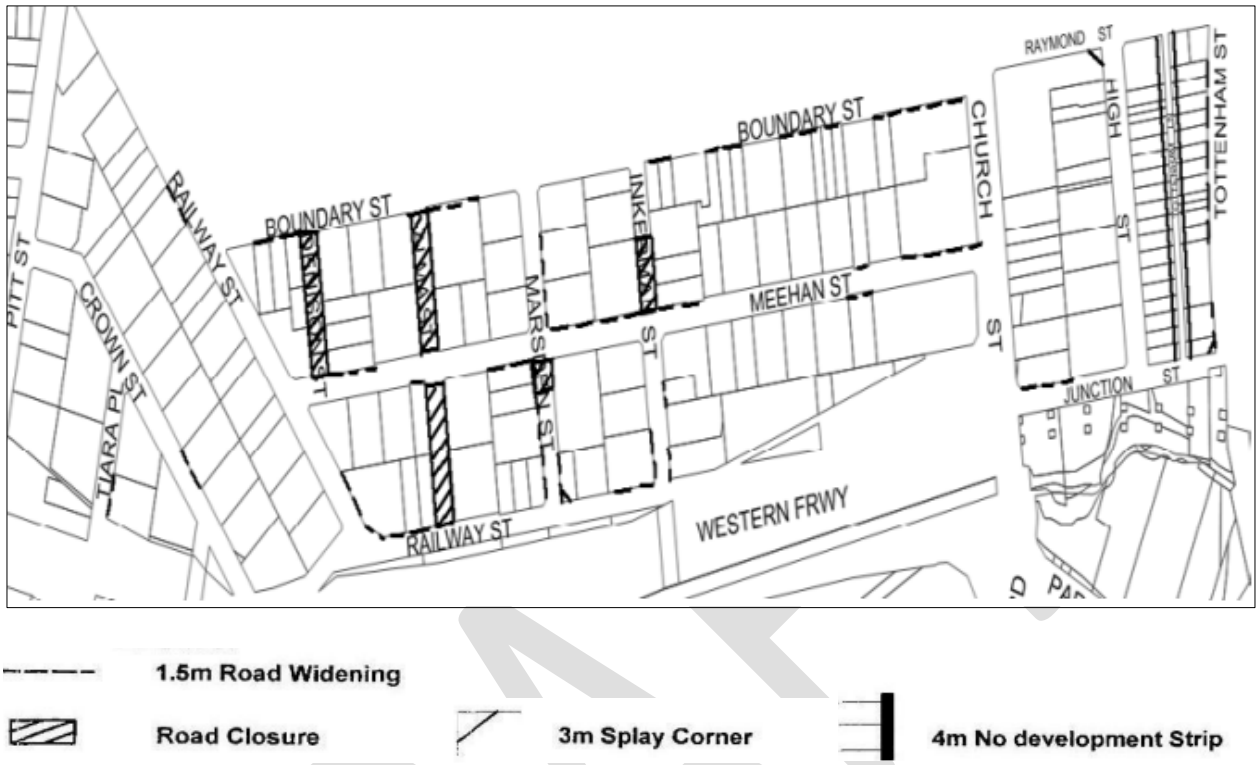


Figure 8.5.11.14 – Land subject to road widening and splay corners in Parramatta and Granville

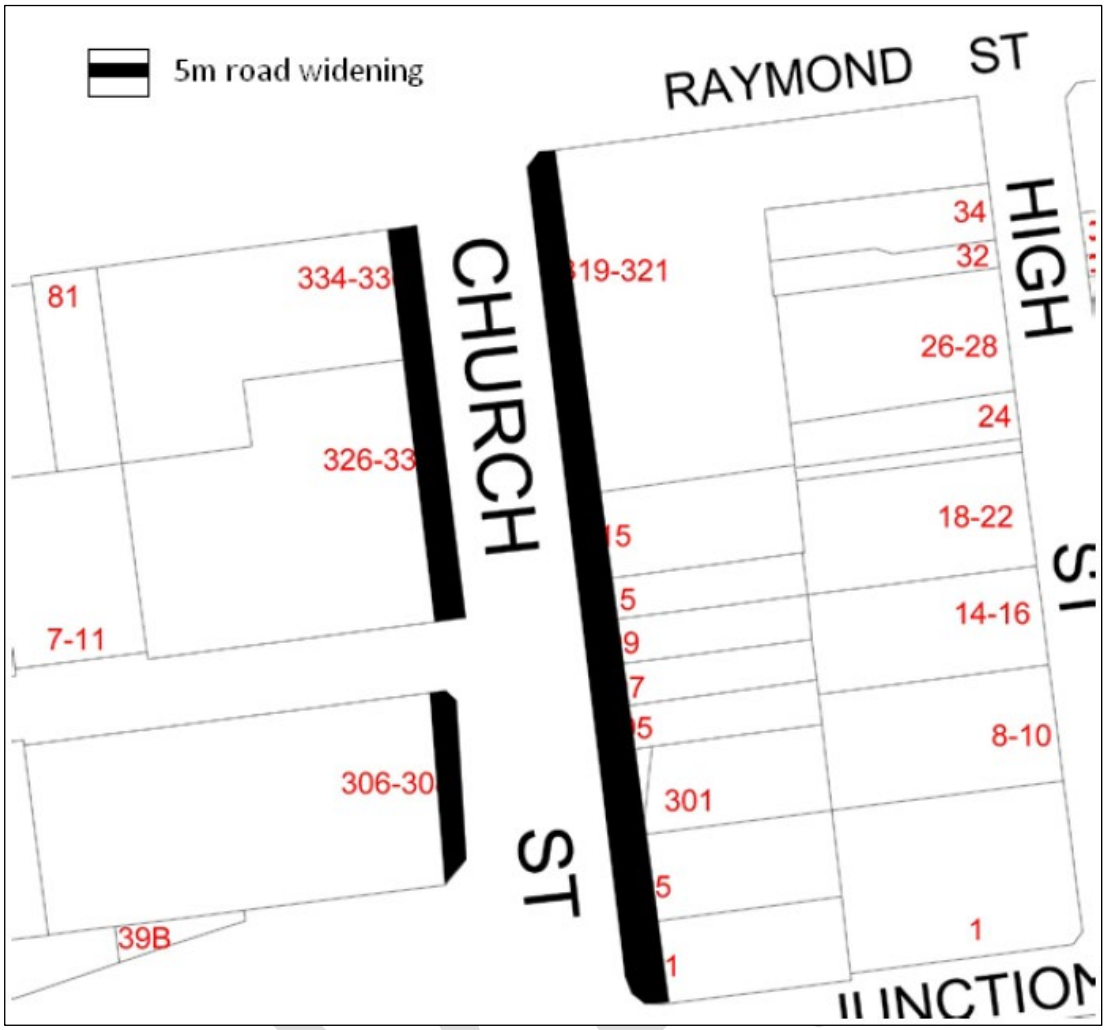


Figure 8.5.11.15 – Road Widening requirements for land fronting Church Street, Granville

Lot Size and Frontage

Objectives

O.06 Ensure residential flat development is carried out on sites adequate in size and dimensions to provide appropriately proportioned development which is sited to allow for the provision of private outdoor space with regard to solar and daylight access, and convenient vehicle access and parking where required.

O.07 Maximise the potential of land to best achieve urban consolidation and to improve the quality and variety of housing design.

Controls

C.19 The minimum lot frontage for residential flat buildings at the property line is 24 metres for the areas shown in Figure 8.5.11.16.

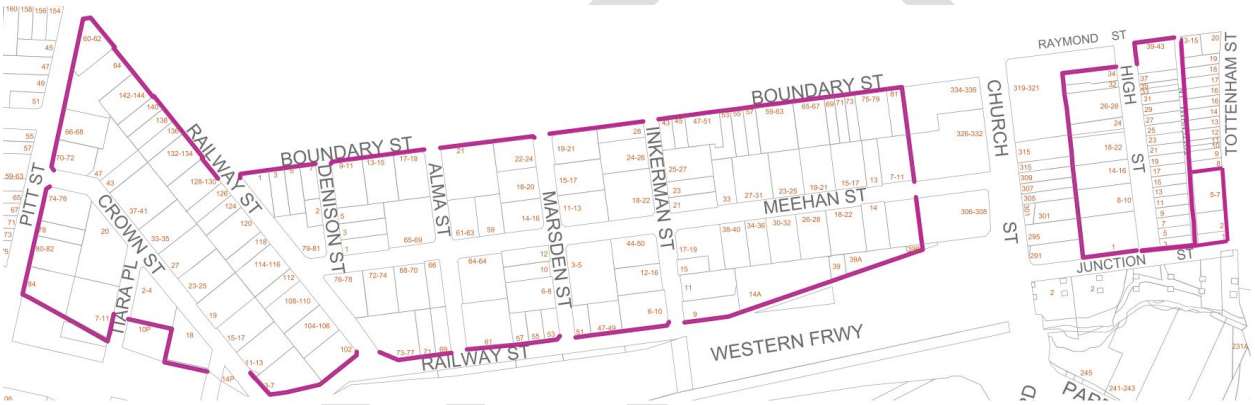


Figure 8.5.11.16 – Frontage requirements - land within Parramatta/Granville