Attachment 3 - Council report on the Draft DCP for the Church Street North Precinct

The purpose of this Attachment is to illustrate:

- the new DCP changes to Section 9.5 of PDCP 2023; and
- the consequential changes required to Section 7.10.1, Part 9 and Part 9B of PDCP 2023 on account of the new changes.

Parramatta Development Control Plan 2023, Part 9: Parramatta City Centre
cityofparramatta.nsw.gov.au/sites/council/files/2023-09/09 - Part 9 Parramatta City Centre.pdf

Section of the DCP being amended	**New controls or consequential changes?**
Section 9.5.11 Church Street North Special Area controls	New controls
Section 9.1 to 9.9 Parramatta City Centre	Consequential changes
Section 7.10.1 Parramatta North Conservation Area	Consequential changes
Sections 9.10.1, 9.10.19 & 9.10.20, Site Specific Controls for 470 Church Street and 8-12 Victoria Road ad 2A Villiers Street	Consequential changes
Part 9B Parramatta City Centre Auto Alley (West)	Consequential changes

9.5.11 CHURCH STREET NORTH

The Church Street North Special Area forms the northern extension of the Parramatta City Centre and is located between Victoria Road, Belmore Park and two highly sensitive heritage areas - the North Parramatta Heritage Conservation Area (HCA) to the west and the Sorrell Street HCA to the east. The Parramatta Light Rail runs along Church Street and serves the area with a stop between Harold and Fennell Streets. The future character of the area continues the high street functionality of Church Street to the south of the Parramatta River with street defining buildings and active uses at lower levels (see Section 9.5.4 Church Street).

As the area is largely confined to urban blocks along the axis of Church Street, there is a need to provide a transition in use and form to the surrounding low scale, largely residential setting of North Parramatta. On the eastern side of the precinct, transition to the Sorrell Street HCA is achieved across blocks as building forms step up from a lower scale along Sorrell Street to towers along Church Street. East west view corridors between towers, mid-block tree planting, and street setbacks aligned to heritage buildings contribute to the transition. On the western side of the precinct, Villiers Street separates future development from the North Parramatta HCA. Additional transition is achieved with a step in building height from Villiers Street to Church Street and with a generous street setback along Villiers Street with canopy tree planting forming a direct visual interface to the heritage area.

A number of buildings of heritage significance are located along Church Street and are contributing to the streetscape and human scale of the area. These buildings are of 1-2 storeys and have varied settings that require a bespoke design response. Some items contribute to an aligned street wall edge, while others are set back from the street and sit in space.

To unify development across the precinct and respond to the broader heritage setting, consistent building setbacks along east-west streets are defined by prevailing heritage building frontage alignments. This not only allows heritage items to form a dominant part of the streetscape, but also provide opportunities to extend the vegetated character of North Parramatta by creating additional space for street tree planting within front gardens.

A new civic square, co-located with the light rail stop, provides much needed open space and opportunities for supporting multi-purpose community facilities that can be used for a range of programs and activities to serve the local community. New pedestrian through site links provide improved permeability and fine grain activity that complements Church Street. Communal open spaces within private development complement the public domain with landscaped courtyards and generous tree canopy in deep soil.

Church Street North Special Area controls aim to realise a mixed-use area of the City Centre with retail and commercial spaces at lower levels and predominantly residential uses within street edge podium and tower forms, arranged along green streets and around landscaped courtyards with increased tree canopy.

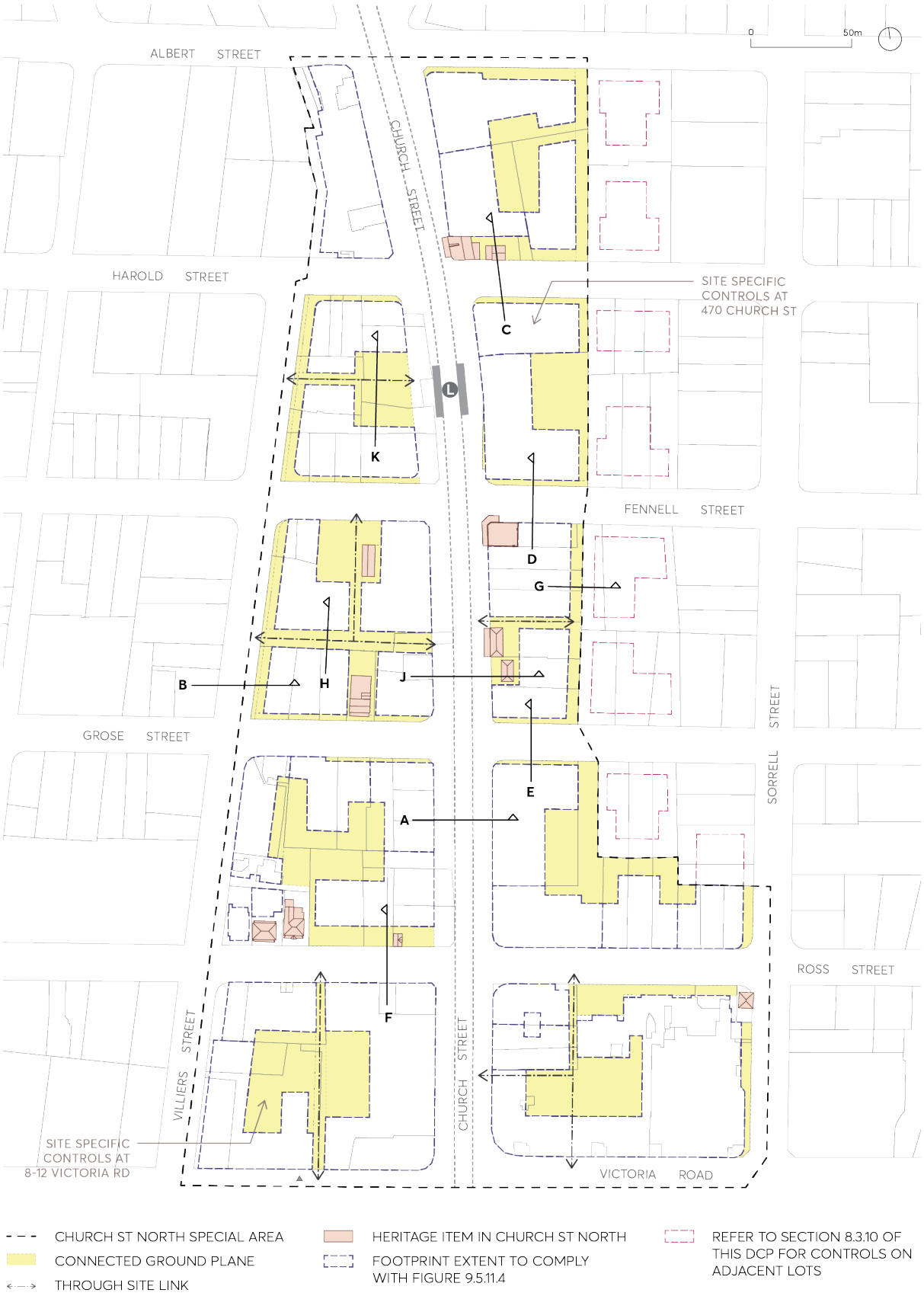


Figure 9.5.11.1 – Church Street North Special Area Framework

Objectives

O.01 Conserve heritage buildings to the highest standard and activate street frontages through both the adaptive reuse of heritage items as well as the provision of active ground floor spaces within and around the heritage buildings in the Church Street North Special Area.

O.02 Integrate heritage buildings as part of an overall site development strategy that achieves pedestrian connectivity and site permeability around the heritage buildings, resulting in a fine network of intimate streets and through site links in the area.

O.03 Allow heritage items, including those in the adjacent HCAs, to be the dominant features of the streetscape and create defined view corridors along east-west streets from HCAs up to Church Street and visa versa.

O.04 Maintain the vegetated character of North Parramatta by enabling large canopy trees in deep soil within the front setbacks, public domain and communal open spaces at ground.

O.05 Extend the fine-grain high-street character of Church Street from south of the River, northwards towards Belmore Park to create continuity between the north and south of the City Centre.

O.06 Provide building forms and communal open spaces that are appropriately proportioned for residential uses.

O.07 Encourage slender tower forms and generous separation between towers to create views to sky between towers when observed from both the North Parramatta Heritage Conservation Area and Sorrell Street Heritage Conservation Area.

O.08 Orientate building forms to minimise their impact on Heritage Conservation Areas and create consistent spacing between towers that aligns tower development across the block increasing views to sky.

O.09 Locate towers to protect view corridors of historical and cultural value such as the views along the Church Street axis, views to Prince Alfred Park, and views along east-west streets.

O.10 Protect solar access to significant public open spaces, the public domain, and adjacent heritage conservation areas.

O.11 Ensure new publicly accessible spaces, such as through site links and civic squares, are suitable distributed, adequately sized, integrated with the broader public domain network, and designed to Council's standards.

O.12 Improve legibility, pedestrian connections and enable transition between lots on Church Street, neighbouring lots, and Heritage Conservation Areas through a permeable ground plane with visual and/or physical connectivity through the blocks in accordance with **Figure 9.5.11.1** – *Church Street North Special Area Framework*.

Controls

Unless modified or specifically excluded below, all controls in **Sections 9.1 to 9.4 and Sections 9.6 to 9.9** of this Part apply to development within the Church Street North Special Area.

C.01 Site consolidation must comply with **Figure 9.5.11.2** – *Church Street North Special Area Public Domain and Consolidation Map* to realise the objectives of the Church Street North Special Area.

C.02 New through site links and civic square identified in **Figure 9.5.11.1** – *Church Street North Special Area Framework* and **Figure 9.5.11.2** – *Church Street North Special Area Public Domain and Consolidation Map* must be delivered through development or dedicated to Council for delivery in a coordinated manner.

Figure 9.5.11.2 – Church Street North Special Area Public Domain & Consolidation Plan

C.03 Development within the Church Street Special Area must comply with the building setbacks specified in **Figure 9.5.11.3** – *Church Street North Special Area Building Setbacks.*

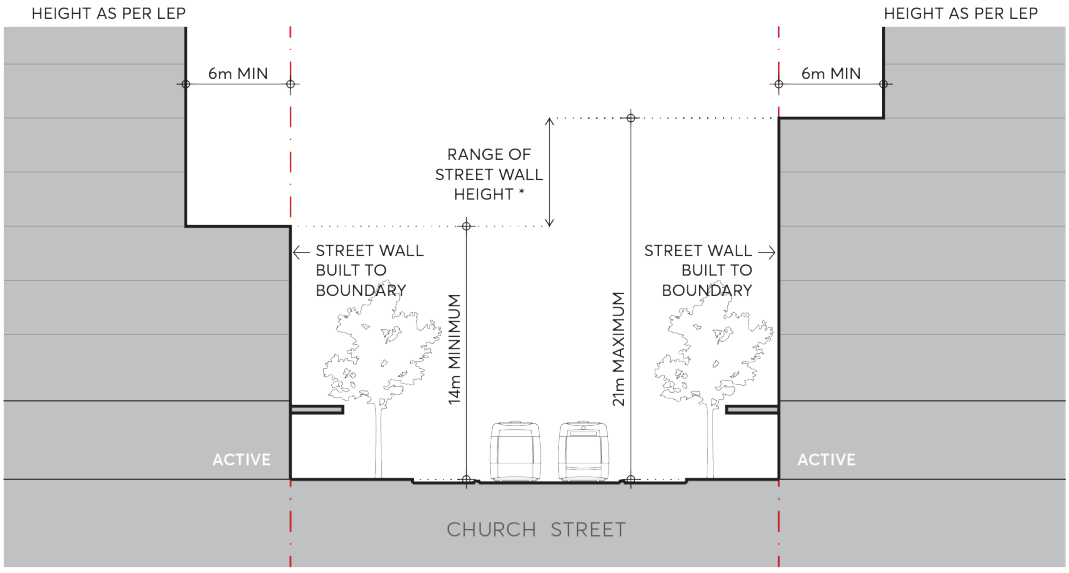
Figure 9.5.11.3 – Church Street North Special Area Building Setbacks

C.04 Development within the precinct must comply with the setback and envelope controls specified in **Figure 9.5.11.4** – *Church Street North Special Area Required Setbacks and Built Form.*

Figure 9.5.11.4 – Church Street North Special Area Required Setbacks & Built Form

C.05 Development within the precinct must comply with the following specified envelope controls:

a) On Church Street, the street wall must be built to boundary as per **Figure 9.5.11.5** unless otherwise specified in **Figure 9.5.11.3** and **Figure 9.5.11.4** to provide new civic square or curtilage to heritage items.



* EXCEPT WHERE MAXIMUM STREET WALL HEIGHT HAS BEEN DEFINED BY THE LEP

Figure 9.5.11.5 – Typical Setbacks and Street Wall Height on Church Street (Section A)

b) On the eastern side of Villiers Street, a minimum 6m street setback must be provided of which 2m is to be dedicated to street widening for the Marsden Street Cycleway project as per **Figure 9.5.11.6**.

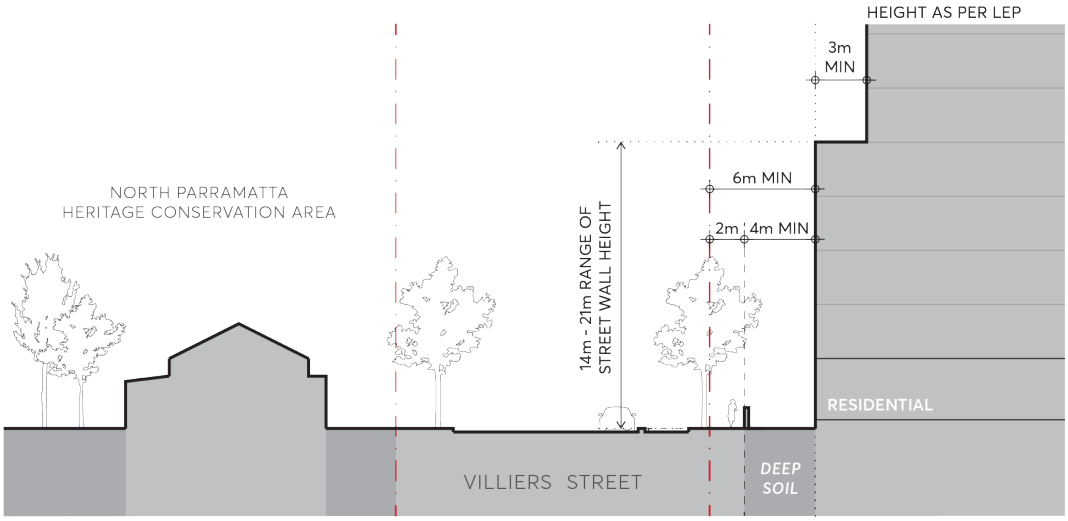


Figure 9.5.11.6 – Typical Setback and Street Wall Height on Villiers Street (Section B)

c) Street setbacks and street wall heights on Harold Street must comply with **Figure 9.5.11.7** (Section C). Development on the northern side of Harold Street must provide a 12 metre building setback to provide curtilage to the heritage item at 476 Church Street. The street wall must be set back a minimum 3 metres from the street boundary on the southern side of Harold Street with the tower set back a minimum of 3 metres from the street wall.

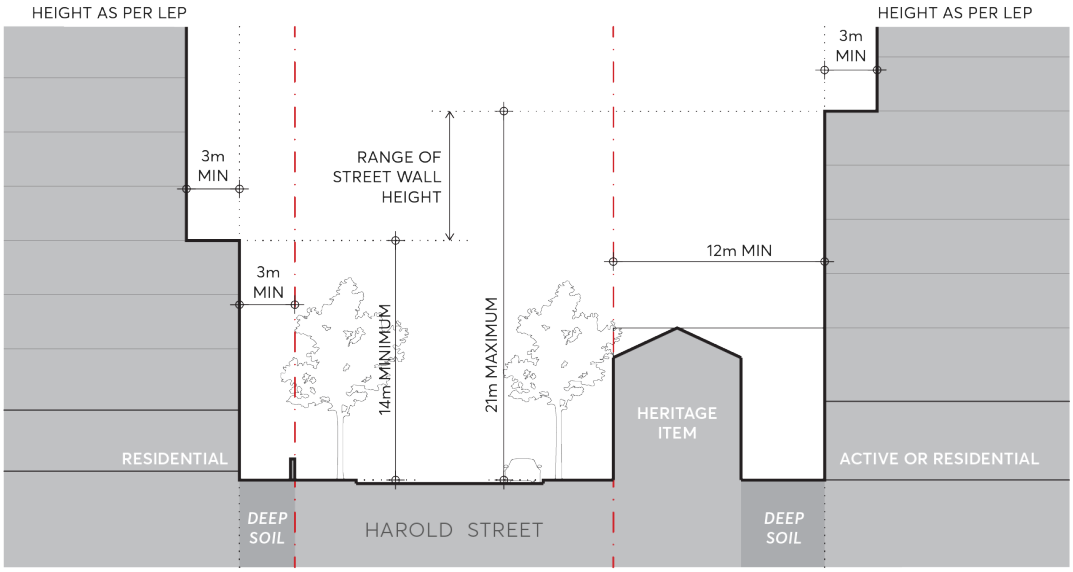
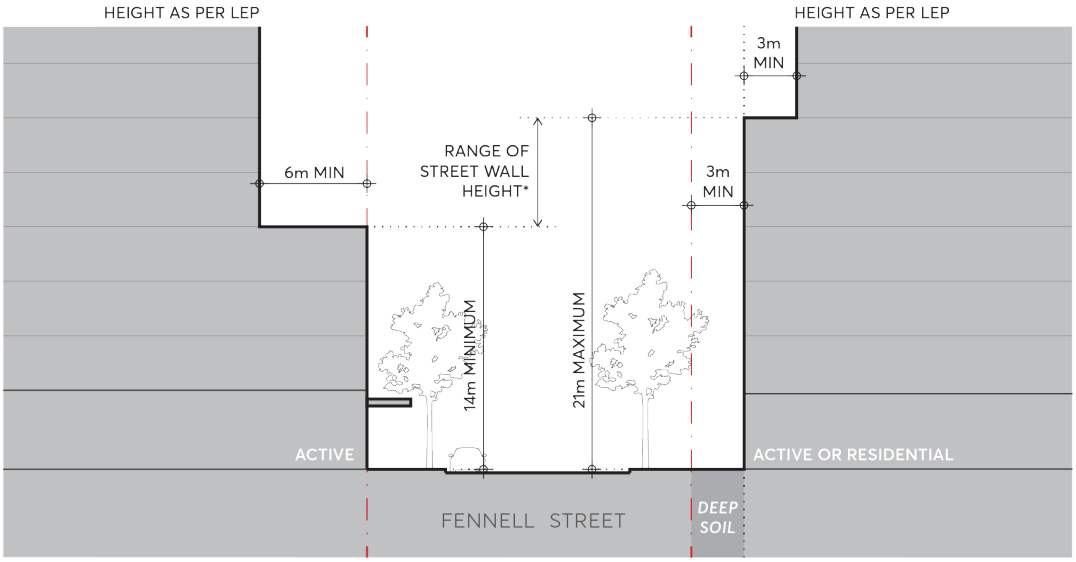


Figure 9.5.11.7 – Typical Setbacks and Street Wall Height on Harold Street (Section C)

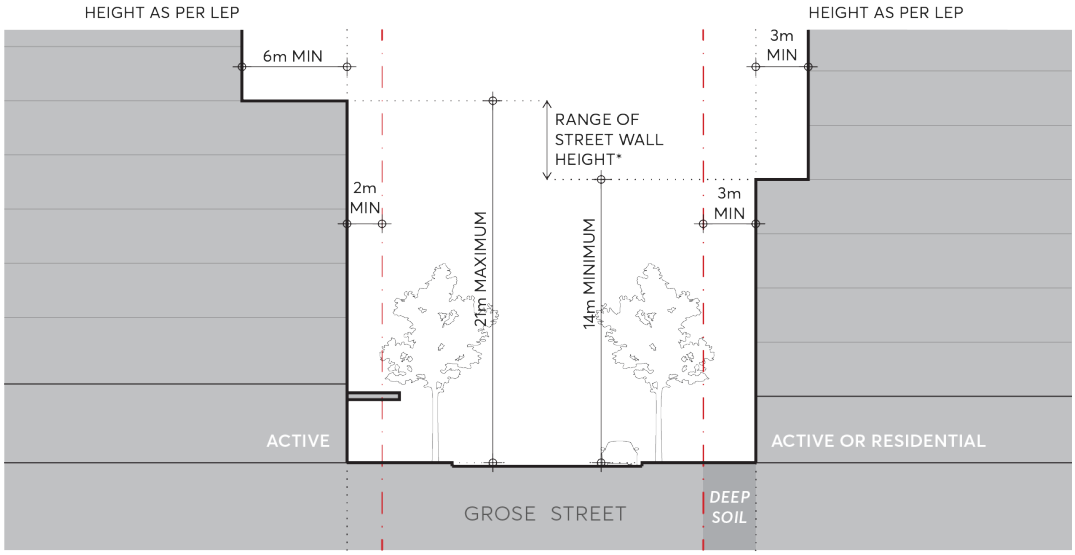
d) Street setbacks and street wall heights on Fennell Street must comply with **Figure 9.5.11.8** (Section D). Development on the northern side of Fennell Street must provide a 3 metre building setback to align with the prevailing setback defined by heritage items on the street, and towers set back a minimum of 3 metres from the street wall. Development on the southern side of Fennell Street may be built to the street boundary with towers set back a minimum of 6 metres from the street wall.



* EXCEPT WHERE MAXIMUM STREET WALL HEIGHT HAS BEEN DEFINED BY THE LEP

Figure 9.5.11.8 – Typical Setbacks and Street Wall Height on Fennell Street (Section D)

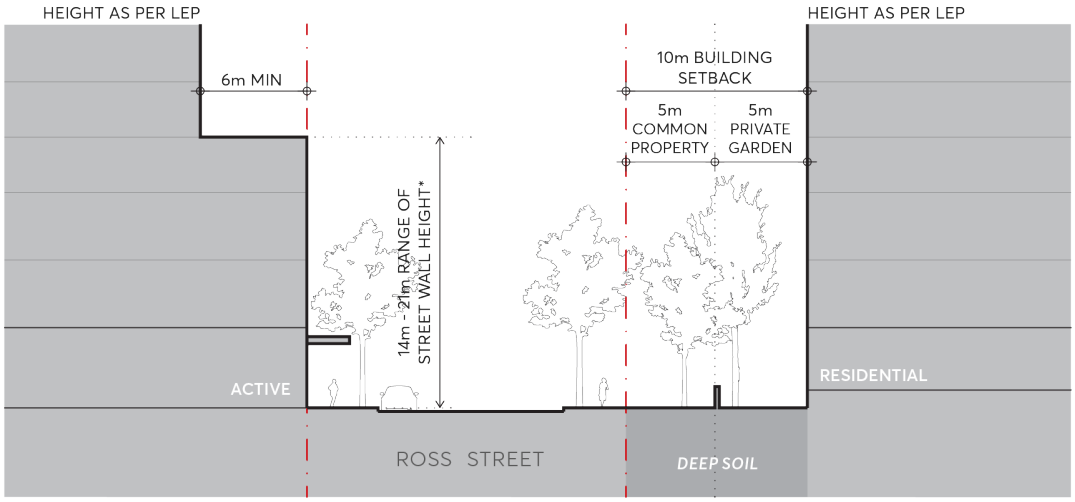
e) Street setbacks and street wall heights on Grose Street must comply with **Figure 9.5.11.9** (Section E). Development on the northern side of Grose Street must provide a 3 metre building setback to align with the prevailing setback defined by heritage items on the street, and towers set back a minimum of 3 metres from the street wall. Development on the southern side of Grose Street must provide a 2 metre building setback with towers set back a minimum of 6 metres from the street wall.



* EXCEPT WHERE MAXIMUM STREET WALL HEIGHT HAS BEEN DEFINED BY THE LEP

Figure 9.5.11.9 – Typical Setbacks and Street Wall Height on Grose Street (Section E)

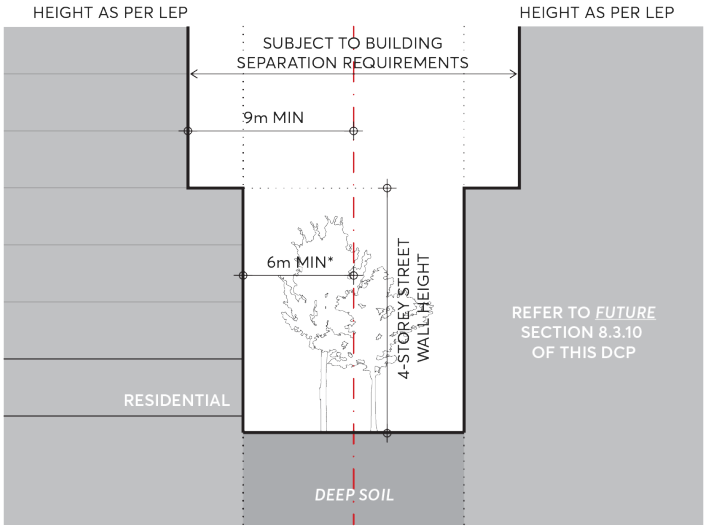
f) Street setbacks and street wall heights on Ross Street to the west of Church Street must comply with **Figure 9.5.11.10** (Section F). Development on the northern side of Ross Street must provide a 10 metre building setback to provide curtilage around the heritage item at 387 Church Street. This space is to be provided as deep soil landscape to support large canopy tree planting. Development on the southern side of Ross Street may be built to the street boundary with towers set back a minimum of 6 metres from the street wall.



* EXCEPT WHERE MAXIMUM STREET WALL HEIGHT HAS BEEN DEFINED BY THE LEP

Figure 9.5.11.10 – Typical Setbacks and Street Wall Height on Ross Street (Section F)

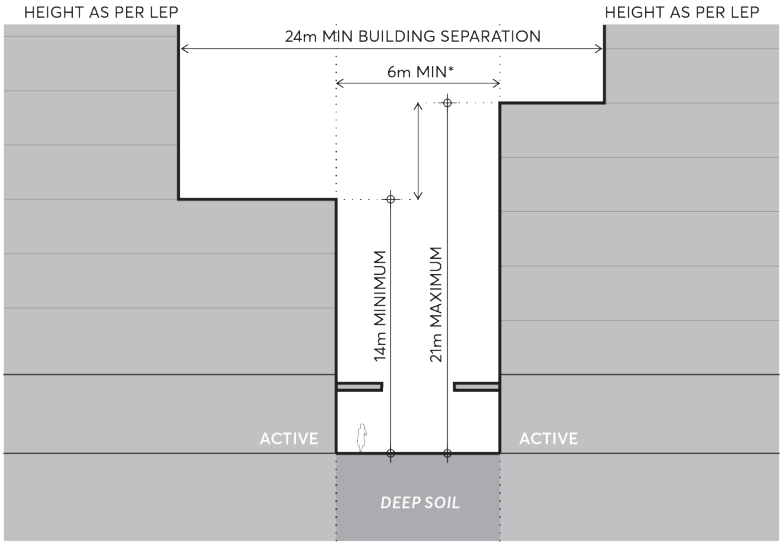
g) Buildings must provide a vegetated set back that is a minimum of 6 metres from the common boundary shared with lots to the east of the Church Street North Special Area, and towers set back a minimum of 9 metres from the common boundary as per **Figure 9.5.11.11** (Section G), subject to building separation controls specified in **C.07**.



* UNLESS OTHERWISE SPECIFIED BY FIGURE 9.5.11.4

Figure 9.5.11.11 – Setbacks and Street Wall Height to boundary shared with mid-block properties to the east (Section G)

a) Setbacks and street wall heights on east-west through site links must comply with **Figure 9.5.11.12** (Section H). Development must provide a through site link that is a minimum of 6 metres wide. Tower setbacks are to be determined by building separation requirements.



* WIDER THROUGH SITE LINK MAY BE REQUIRED SUBJECT TO BUILDING SEPARATION REQUIREMENTS

Figure 9.5.11.12 – East West (Section H) Through Site Link Setbacks and Street Wall Height

b) Setbacks and street wall heights for any part of development at 446-458 Church Street must comply with **Figure 9.5.11.13** (Section J). Development on these sites must provide a building set back of 14 metres from the street boundary to create curtilage around the heritage items. This set back must be open to sky and no part of the building may overhang heritage. Development on the western side of Church Street must be built to the street boundary with towers set back a minimum of 6 metres from the street wall.

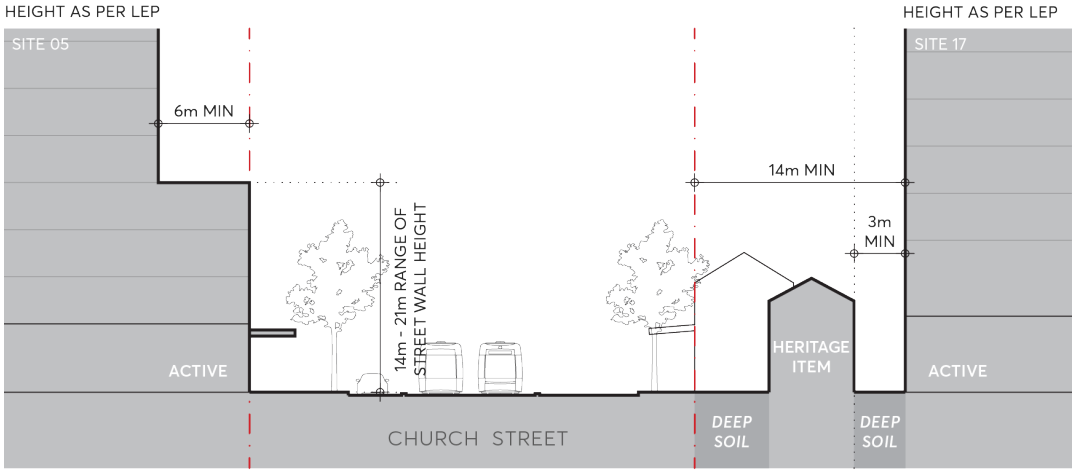


Figure 9.5.11.13 – Site 17 (Section J) Setbacks and Street Wall Height

c) Setbacks and street wall heights on the future civic space must comply with **Figure 9.5.11.14** (Section K). The civic space must have a minimum dimension of 30 metres in a north-south direction, and 24 metres in an east-west direction. The street wall height may be provided within the range of 14 metres to 21 metres, and towers set back a minimum of 3 metres from the street wall.

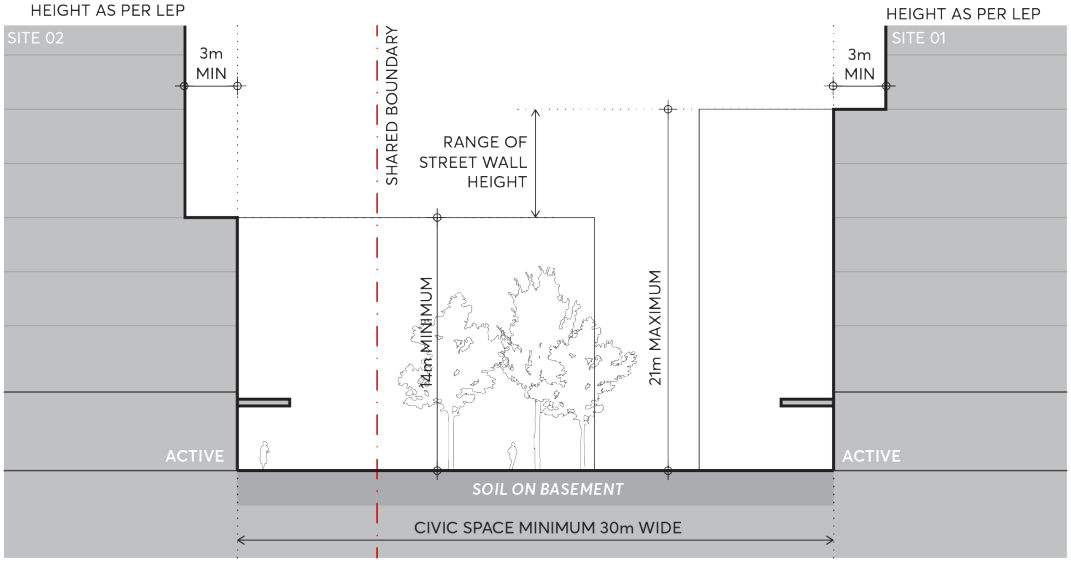


Figure 9.5.11.14 – Civic Space (Section K) Setbacks and Street Wall Height

C.06 Development on the eastern side of Church Street must provide a setback to neighbouring properties within the *North-East Parramatta Precinct (refer to **future Section 8.3.10** of this DCP).* Side setbacks must comply with **Figure 9.5.11.4** - *Church Street North Special Area Required Setbacks and Built Form and* ensure consistency with building separation objectives of the Apartment Design Guide.

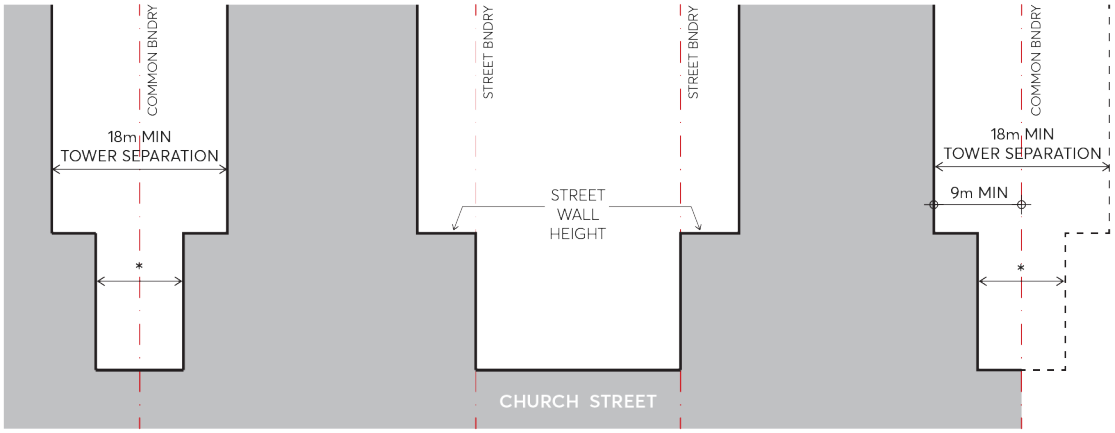
C.07 Where possible, buildings should be designed so that the short edge of towers may be orientated towards the North Parramatta Heritage Conservation Area and Sorrell Street Heritage Conservation Area to minimise their impact on these areas of heritage significance. Where possible, towers should be aligned across the block to create generous views to sky between towers when observed from either HCA, as per **Figure 9.5.11.15**.

Figure 9.5.11.15 – Spaces between towers to enable views to sky

C.08 Towers must have a minimum separation of:

a) 18 metres between primarily east-west facing facades as per **Figure 9.5.11.16** and

b) 24 metres between primarily north-south facing facades as per **Figure 9.5.11.17**.



* LOWER LEVEL SETBACK CONDITION DETAILED BY FIGURE 9.5.11.4

Figure 9.5.11.16 – Tower separation between primarily east-west facing facades

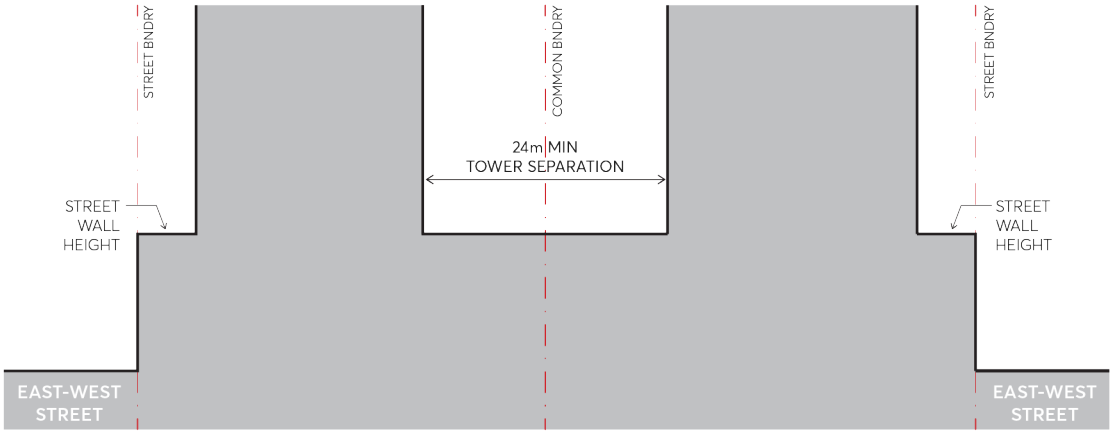


Figure 9.5.11.17 – Tower separation between primarily north-south facing facades

C.09 All development containing a residential component must provide a minimum deep soil area equal to 7% of the total site area. All deep soil zones must have a minimum dimension of 6 metres x 6 metres.

C.10 Where green coloured areas are shown in **Figure 9.5.11.4** - *Church Street North Special Area Required Setbacks and Built Form* it is desirable that these areas be used as a communal courtyard and/or landscaped area.

C.11 Deep soil is to be delivered primarily within the street setback zones and mid-block locations where they will be collocated with communal open space at ground.

C.12 Where the street setback adjoins active uses, the setback zone is to be provided as publicly accessible space and designed as an extension of the footpath. All stairs and ramps on active frontages must be internalised to ensure the public domain and front setback zones are kept relatively level, accessible and uncluttered.

C.13 Driveways servicing new development are not permitted on Church Street and Villiers Street.

C.14 Pedestrian and vehicle conflict are to be minimised with limited vehicle crossings to the public domain. Crossings are to be generally in accordance with **Figure 9.5.11.4** - *Church Street North Special Area Required Setbacks and Built Form*.

PARRAMATTA WARD

7.10.1 NORTH PARRAMATTA AND SORRELL STREET CONSERVATION AREAS

The location of North Parramatta Conservation Area is depicted in Figure 7.10.1.1 and the location of Sorrell Street Conservation Area is depicted in Figure 7.10.1.2.

The southern portion of the North Parramatta Conservation Area situated between Grose and Ross Streets is located within the Parramatta City Centre via *SEPP (Church Street North Precinct) 2023* which rezoned this block from the R2 zone to the MU1 zone. Therefore, applicants must also consult section 9.6 Heritage in Part 9 of this DCP as it supports clause 7.22 Managing heritage impacts in *Parramatta LEP 2023* which also applies to this portion of the Conservation Area.

7.1.1.1 HISTORY

NORTH PARRAMATTA

By 1846, there was little development north of Fennell Street, apart from along Church Street. The only building from this period is Roseneath, built c 1837, but there are likely to be some belowground archaeological deposits. A decade later, when the streets were surveyed to enable them to be officially aligned, more cottages had been erected. Several dwellings remain from the 1860s and 1870s.

The 1880s was the most intensive period of development. The economic confidence of the time encouraged speculative builders and landowners to construct houses. By 1895, when the area was surveyed for the sewerage system, a relatively dense pattern of houses had developed, with only a few pieces of vacant land west of Church Street.

The area retained its character as an area for cottages, with some houses built each decade. From the 1960s onwards, Council approved two and three storey residential flat buildings in North Parramatta, most of which involved the demolition of two or more small old dwellings.

Archaeological investigations in Parramatta have shown that there is a high likelihood of valuable archaeological material below ground that is worthy of investigation and archaeological excavation if and when development occurs.

SORRELL STREET

Sorrell Street was one of the early streets developed north of the Parramatta River. Its southern end between Palmer and Grose Streets was shown on a map of 1825, and the Brownrigg Map of 1844 shows the full extent of the street as it is today. At this time there were few buildings, mostly south of Grose Street, none of which remain today. There has been considerable re-subdivision including the creation of allotments to face Sorrell Street, whereas most originally faced north or south to Ross, Grose or Fennell Streets.

Most buildings were constructed before 1895. Development was underway here in the 1840s as land in the centre of Parramatta was occupied. Building continued steadily from the 1860s to the 1880s. By the late nineteenth century, the original houses had been replaced by larger houses, some of which replaced two smaller houses. New houses were occasionally built in the subdivided grounds of existing houses with several houses built every decade. From the 1960s, Council approved residential flat buildings on the western side of Sorrell Street that required the amalgamation of several properties and the demolition of small houses.

Today the area includes houses in a range of scales and materials, dating from the 1830s to the 1950s, and residential flat buildings dating from the late 1950s to the 1990s. Buildings and grounds vary in scale from Endrim (the oldest house in the street), a two-storey villa with a large garden that occupies most of the land on the eastern side between Albert and Harold Streets, to small cottages built close to the street.

7.1.1.2 STATEMENT OF SIGNIFICANCE

NORTH PARRAMATTA

An area of early government subdivision in Parramatta that retains a considerable number of small dwellings and houses built from the mid-nineteenth century until the early twentieth century. In the nineteenth and early twentieth century this area was popular with the proprietors of businesses in Parramatta and it retains much of its residential character from this period. The predominance of small single storey cottages on their own allotments reflects the character of Parramatta north of the river from the mid nineteenth century until redevelopment for residential flats started in the 1960s. This area contains 46% of the dwellings that existed here in 1895.

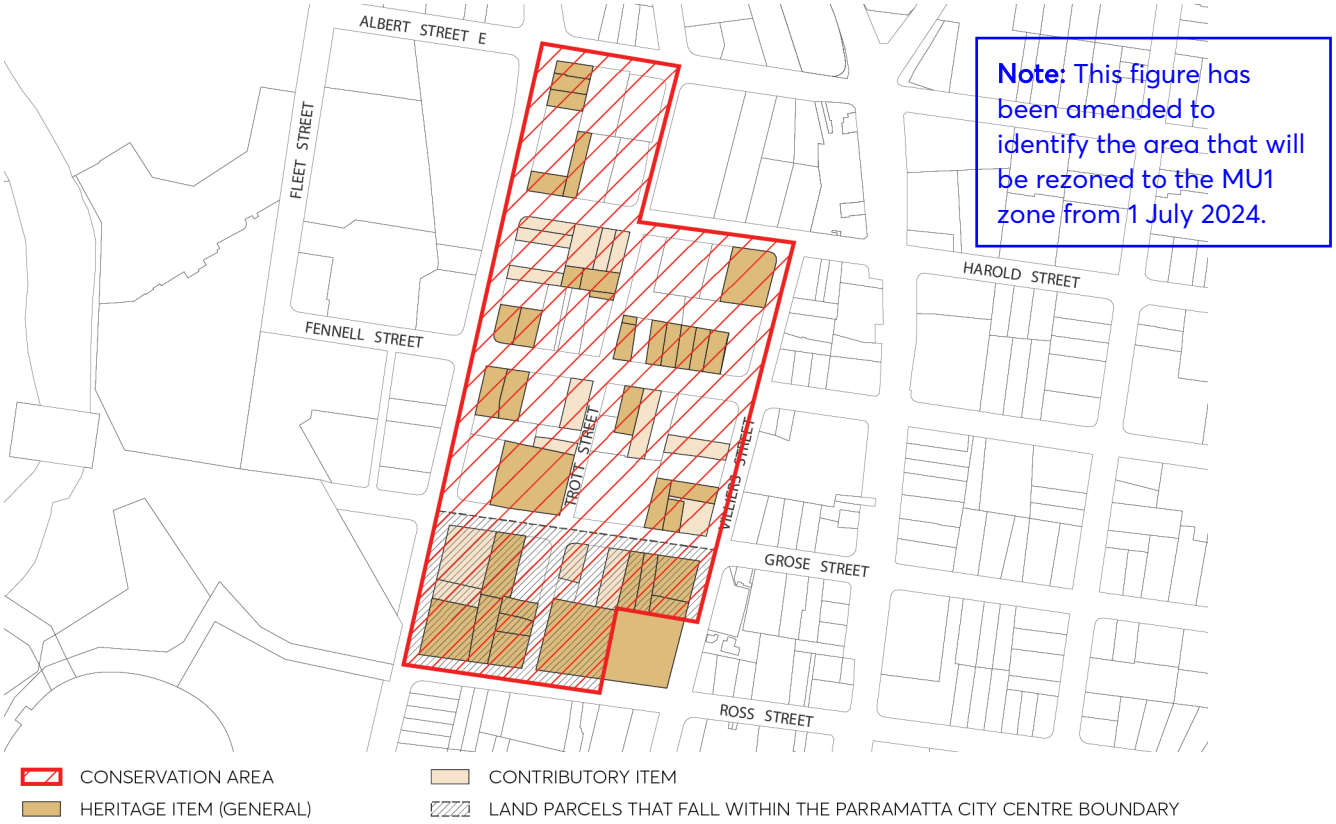


Figure 7.10.1.1 – North Parramatta Conservation Area

SORRELL STREET

An important local road in Parramatta north of the river, together with street trees and houses dating from the mid-nineteenth century to the mid-twentieth century. The Sorrell Street area demonstrates the variety of small and large dwellings built in Parramatta, north of the river, in the nineteenth and early twentieth century. The predominance of small single storey cottages on their own allotments reflects the character of Sorrell Street from the mid-nineteenth century until redevelopment for residential flats started in the 1960s. This area contains 63% of the dwellings that existed here in 1895.

Figure 7.10.1.2 – Sorrell Street Conservation Area

7.1.1.3 DISTINCTIVE CHARACTERISTICS

- Gently sloping landform.
- Pattern of development from the nineteenth and early twentieth centuries of mostly small single-storey dwellings on their own allotments, in a variety of forms and styles with front verandahs, sited close to the street, together with a small number of larger houses with gardens.
- Twentieth century houses built on undeveloped land or replacing early small dwellings set further back than earlier houses with small front gardens.
- Gardens/yards at the rear of small dwellings that are likely to retain old wells from the era before the installation of a town water supply.
- Residential flat buildings dating from the 1960s onwards, two to four storeys in scale with driveways and ground level garages: these developments involved the amalgamation of two or more small allotments and the demolition of small dwellings.
- Absence of driveways across footpaths and hence the absence of garages at the front of lots and in the street scene.
- Stone kerbs and gutters and street trees.
- Street pattern from original government subdivision.
- Archaeological evidence of early dwellings constructed in Parramatta before the present buildings.

7.1.1.4 PROVISIONS

Development should be in accordance with the general provisions under Section 7.4 of this DCP and the additional specific provisions below:

Objectives

The following objectives are applicable to both North Parramatta Conservation Area and Sorrell Street Conservation Area.

O.01 Reinstatement of residential use in buildings originally constructed as dwellings. Where a development application affects land zoned MU1 in North Parramatta Conservation Area, non-residential uses must be accommodated within the fabric of the building.

O.02 Ensure residential development are compatible with the small scale of its significant buildings.

O.03 Retention of all buildings that contribute to the history of the area as a residential area from the mid-nineteenth century up to 1945.

O.04 Retention of the existing pattern of allotments of North Parramatta and Sorrell Street Conservation Areas.

O.05 Continued use for residential purposes and the re-establishment of residential use within buildings originally constructed as dwellings. Where a development application affects land zoned MU1 in North Parramatta Conservation Area, non-residential uses must be accommodated within the existing building footprint and layout.

O.06 To avoid disturbance of significant archaeological deposits without investigation in accordance with the provisions of the *Heritage Act 1977*.

Controls

The following controls are applicable to both North Parramatta Conservation Area and Sorrell Street Conservation Area.

Subdivision

C.01 Maintain the historical pattern of subdivision and re-subdivision to form allotments for small dwellings including for any development application proposing non-residential development in the MU1 zone in North Parramatta Conservation Area.

C.02 Allow re-subdivision of lots that have been amalgamated in the past along the north-south line, or along previous boundaries as shown in the 1895 plan.

C.03 Avoid re-subdivision across the line of subdivision or by amalgamation of rear garden space.

C.04 Avoid development that involves the amalgamation of allotments and buildings that cross allotment boundaries.

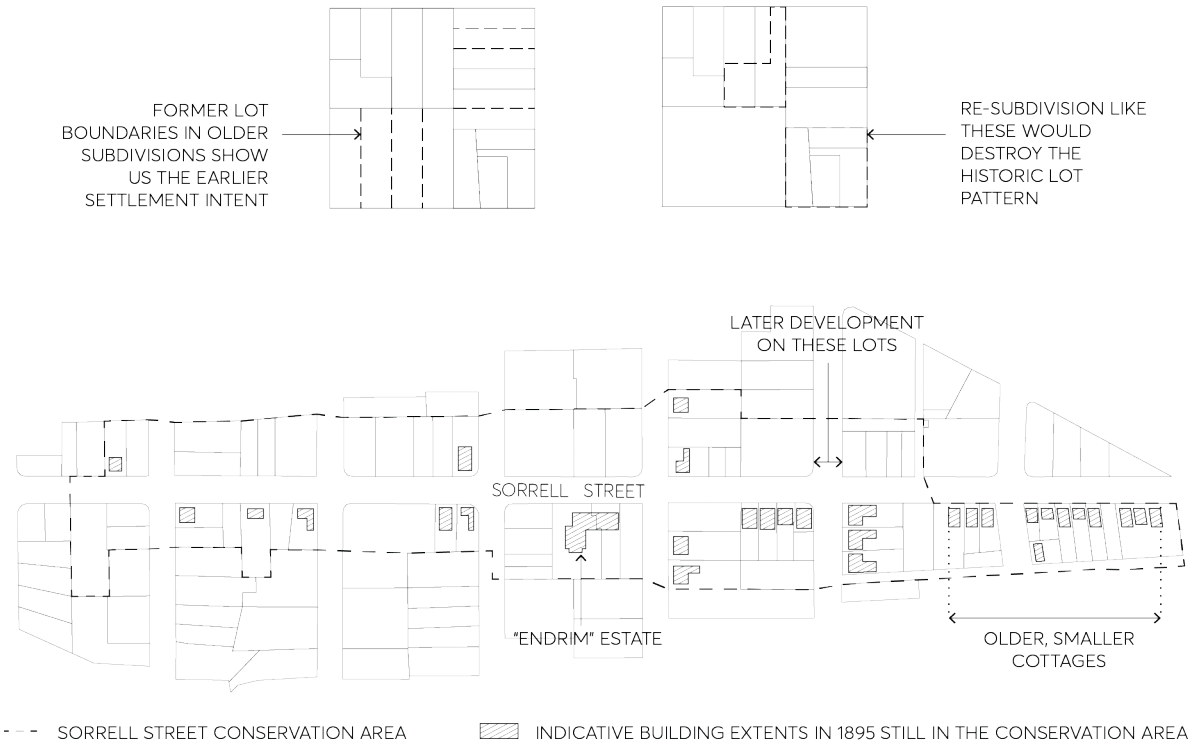


Figure 7.10.1.3 – Subdivision - Sorrell Street Conservation Area, 1895

Existing Significant Buildings

C.05 Consider removal of metal cladding followed by repair or reinstatement of weatherboards or other original cladding for buildings that have been clad in metal weatherboards.

C.06 Consider reinstatement of residential use in buildings built as dwellings but now in commercial use, except on land zoned MU1 situated within the North Parramatta Conservation Area.

C.07 Avoid removal of stucco from buildings that were originally constructed with a stucco exterior.

C.08 Avoid re-skinning of brick walls.

C.09 Avoid removal of original details, except where they are decayed beyond repair and are to be replaced with an identical detail.

C.10 Avoid adding new period details for which there is no evidence in the existing fabric or in historical photographs.

C.11 Avoid covering original timber walls with another building material, such as imitation brickwork or metal cladding.

C.12 Avoid altering the roof form above the main body of the building, other than to reinstate an original roof form.

C.13 Avoid adding rooms above the main body of the house which require alterations to the existing roof height or shape. Rooms in the roof may be considered but only where ventilated by flat in-plane skylights at the rear of the roof.

Siting and Garden Area

C.14 Maintain the historical pattern of development of detached dwellings with garden space around, with the oldest dwellings close to the front boundary and later dwellings and other buildings with larger setbacks including on land in the MU1 zone.

C.15 At least 40% of the site must be garden area. Ensure a high level of amenity for dwellings with garden spaces suitable for outdoor living, clothes drying, children's play, etc,.

C.16 Maintain features of heritage value in the garden area.

C.17 Keep brick paving for paths and driveways.

C.18 Keep all mature trees.

Alterations and Additions

C.19 Additions, limited to one storey, may occur at the rear of heritage buildings to increase the facilities available, provided the original character of the building is retained, the works do not involve demolition of significant parts of the building, and are in scale with the existing buildings. For most cottages, the roof space is too small for rooms to be accommodated without changing the roof scale and form.

C.20 Keep the existing form of the roof above the main body of the existing building.

C.21 Avoid additions higher than the ridgeline of the existing building.

C.22 Additions at the rear are encouraged in linked pavilions or skillions.

New Dwellings

A new small dwelling may be permissible in the rear garden of an historic building except where land is zoned MU1. Provided substantial land is retained around the existing building, car access can be obtained using an existing driveway, or from a rear lane or right of way from an adjoining property. Rooms in the roof may be permissible in the new dwelling provided the total height of the building does not exceed the height of the ridge of the existing building by more than 1m.

C.23 New rear buildings should be single storey scale with a wall height not greater than 3.6 metres.

C.24 Avoid hearted or speckled bricks in light colours.

C.25 Avoid using brightly-coloured or shiny roof coverings, excepting corrugated iron. The following controls apply to development on properties listed under 'Existing Significant Buildings' at the end of this Section.

C.26 Avoid placing new buildings closer to the front boundary than the existing adjoining buildings and no closer than 6 metres.

C.27 New buildings to be set back from the rear of existing buildings by a minimum of 10 metres.

C.28 Investigate archaeological potential of area where new buildings are sited.

C.29 Keep and repeat the existing form of the roof above the main body of building.

C.30 Hipped or gabled pitched roofs should not exceed 35 degrees.

C.31 Materials for new buildings to be rendered brick, common or face bricks, with tiles or corrugated iron roof.

C.32 Keep significant archaeological deposits intact unless excavated in accordance with the provisions of the *Heritage Act 1977*.

The following controls apply to new development on all properties not listed under 'Existing Significant Buildings' at the end of this Section.

C.33 The building should have a residential use, including on land zoned MU1 situated within the North Parramatta Conservation Area.

C.34 Keep and repeat the existing setback from the front boundary (or minimum setback of 6m whichever is the greater).

C.35 Keep and repeat verandahs at the front of buildings.

C.36 Keep and repeat the scale of nearby historic buildings, with no building exceeding 10m in width at the front wall.

C.37 Avoid having rooms in the roof which are larger than 60% of the floor area of the ground floor covered by the same roof.

C.38 Avoid constructing buildings of similar scale to the existing residential flat buildings.

Character of Additions and New Dwellings

C.39 New building works should respect the scale of historic buildings but should not copy their style or details (such as by reproducing small panel windows). It is appropriate for the new work to be in a contemporary style.

Utilities

C.40 Aerials, antennae, air conditioning units, hot water systems, communication devices, rainwater tanks, roof vents, skylights, solar panels and the like should not be visible from the streetscape or a public place.

Garages, carports and other ancillary development

C.41 Garages and carports should not become a prominent part of the streetscape.

C.42 Back garden placement of garages, carports and other utility buildings must be separate from the main building.

C.43 Carports may be sited beside the house but only where they:

i) are constructed of lightweight frame of timber or metal

ii) stand at least 1 metres back from the front wall of the building and would not be a feature in the streetscape, and

iii) are not attached to the building and would not obstruct light and air into the building.

C.44 Avoid creating new vehicular access driveways off Sorrell Street or anywhere in the North Parramatta Conservation Area.

C.45 Avoid integrating garages into the facades of new buildings, except at the rear of allotments with access to two street frontages (eg laneway frontage) or with access to Trott Street.

Fences

C.46 Use low light-weight fences along the front boundary, such as timber picket fences with square tops, or timber frame fences with wire panels, which are common in the area.

C.47 Front fences are not to exceed 1.2 metres in height.

C.48 Open wire or other metal fences are permissible provided shrubs, hedges or vines are planted to cover the fence.

Public Lands

C.49 Avoid change to existing stone kerbs and gutters. If repairs are needed, reuse stone for both kerbs and gutters.

C.50 Avoid planting of shrubs and trees that will obscure the views along the streets for pedestrians.

C.51 Avoid designs that involve major changes to the street pavement, such as chicanes, wide paved speed bumps or decorative paving.

7.1.1.5 EXISTING SIGNIFICANT BUILDINGS

The following buildings together demonstrate the history of the area and contribute to its significance. They must be retained, together with their original features.

NORTH PARRAMATTA CONSERVATION AREA

- Fennell Street: 2*, 4*, 9*, 11*, 12*, 16*, 17, 18*, 20*, 21*, 23, 22*, 24*
- Grose Street: 1*, 6*, 8*, 9, 10*, 12*, 13, 15*, 17*, 19*, 20*, 22*, 24
- Harold Street: 1, 2, 3, 5
- O'Connell Street: 40-42*, 44, 46, 48, 56, 60, 62*, 72*, 74*, 76*
- Trott Street: 1*, 2*, 3*, 3c*, 5, 9*
- Villiers Street: 1, 3, 9

SORRELL STREET CONSERVATION AREA

- Albert Street: 44*, 54*
- Gladstone Street: 1, 4
- Grose Street: 44*, 46*, 48.
- Isabella Street: 8*, 10*, 12A*, 14*, 25*
- Sorrell Street: 31, 33, 36, 40*, 42, 44*, 48, 50*, 51A, 52*, 53*, 54*, 54A (north of Endrim) 56, 60*, 62*, 63*, 64*, 66*, 68A*, 70*, 72*, 75*, 76*, 77*, 78*, 79*, 80*, 81*, 82*, 86*, 88*, 90*

* Heritage Item

CONTENTS

Explanatory note: Sections which **do not** contain an amendment have been omitted from this version of the DCP only for the purposes of reporting and notification. The sections of this DCP which contain a proposed amendment have been retained and are shown in blue.

Explanatory note: Sections which **are not** being amended have been omitted from this version of the DCP for the purposes of reporting and notification. Proposed changes are shown in blue text.

PARRAMATTA CITY CENTRE

9.1 INTRODUCTION

9.1.1 APPLICATION

The controls in this Part apply to the Parramatta City Centre as shown in the Land Application Map, below. The controls in this Part support the controls contained in Part 7 of *Parramatta LEP 2023*.

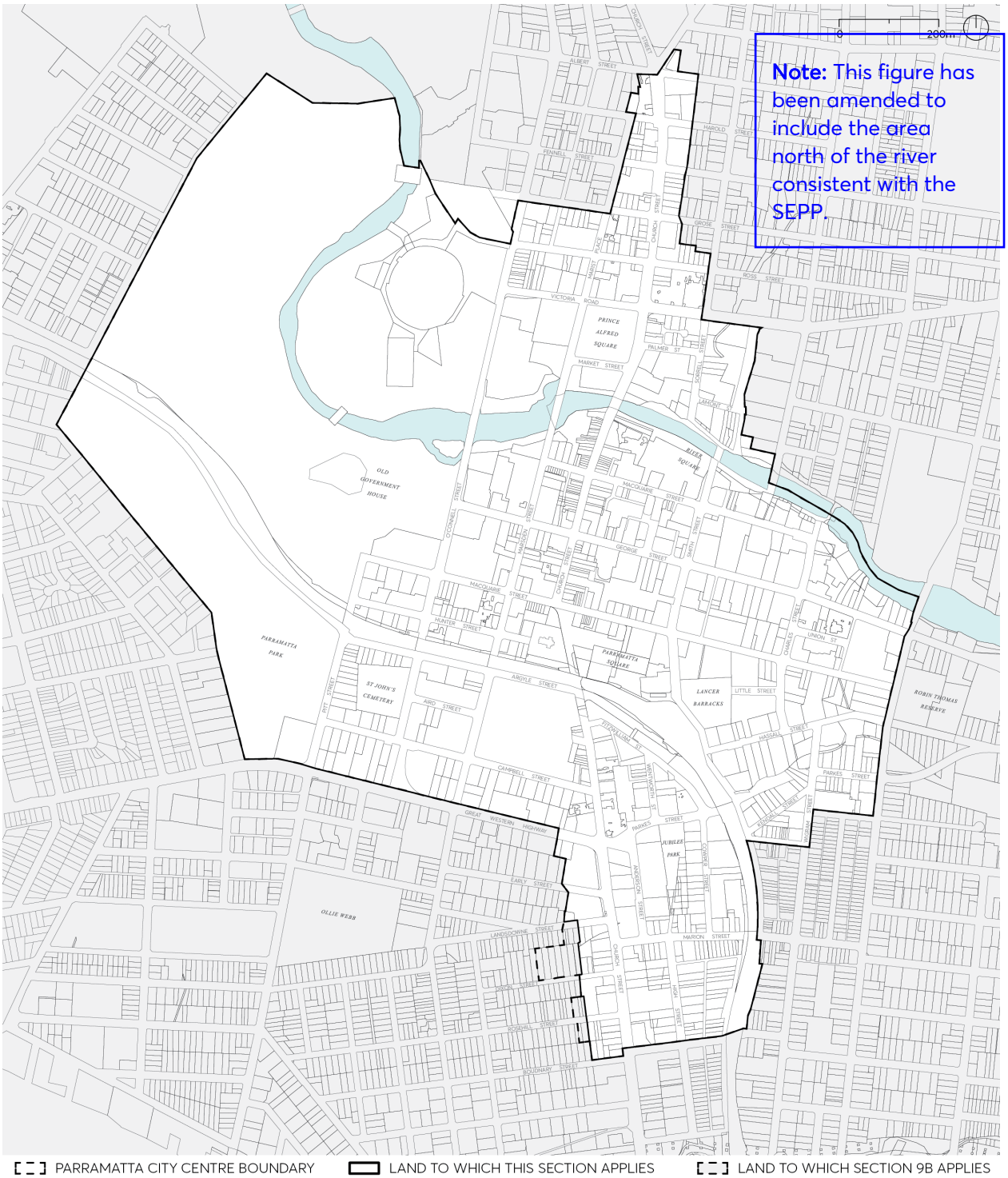


Figure 9.1.1 – Land Application Map – Parramatta City Centre

9.2 DESIGN QUALITY

Explanatory note: No proposed amendments to Sections 9.2 and 9.3.1 - 9.3.4.

9.3 BUILT FORM

9.3.1 GUIDING PRINCIPLES

9.3.2 MINIMUM SITE FRONTAGE

9.3.3 THE BUILDING ENVELOPE

9.3.4 THE STREET WALL

9.3.5 THE GROUND FLOOR

9.3.5.2 FLOOD AFFECTED SITES

Controls for flood affected sites in this section apply to land identified on the Floodplain Risk Management Map of ~~Figure 9.7.1~~ *Parramatta LEP 2023*. This section should be read in conjunction with Section 9.7 – Flood Risk Management and follow the site planning and design responses outlined.

Flooding conditions can be a major constraint for any development and must be incorporated in the initial stages of design work. Applicants should contact Council's Flood Engineers at the beginning of the design process to establish the requirements and to avoid abortive work.

Flood affected sites generally require habitable floors to be raised above natural ground level, which may have important implications for ground level relationships with the public domain. In this section a number of possible arrangements at this interface are illustrated. In determining the appropriate layout for each development, the design must take into account and synthesize the flooding parameters, proposed ground level functions, and the context and conditions of the site.

9.3.6 ABOVE GROUND PARKING

9.3.7 RESIDENTIAL APARTMENT DESIGN QUALITY

9.3.8 WINTERGARDENS

9.3.9 DWELLING MIX AND FLEXIBLE HOUSING

Explanatory note: No proposed amendments to Sections 9.3.6 to 9.3.9.

9.4 PUBLIC DOMAIN

Figure 9.4.1 indicates the existing and intended future Public Domain of the Parramatta City Centre together with relevant surrounding places.

Public spaces – streets, squares and parks – are the most enduring spaces of the city, the shared social and cultural domain that make up the organising framework of the City. Their clarity, quality and amenity contribute in a fundamental way to the identity and experience of the city.

This section details aspects of the design of the public domain, and must be read in conjunction with the Public Domain Guidelines, which sets out the process, design guidelines and submission requirements for all new public domain assets in the City of Parramatta.

Note: This figure has been amended to include the area north of the river consistent with the SEPP.

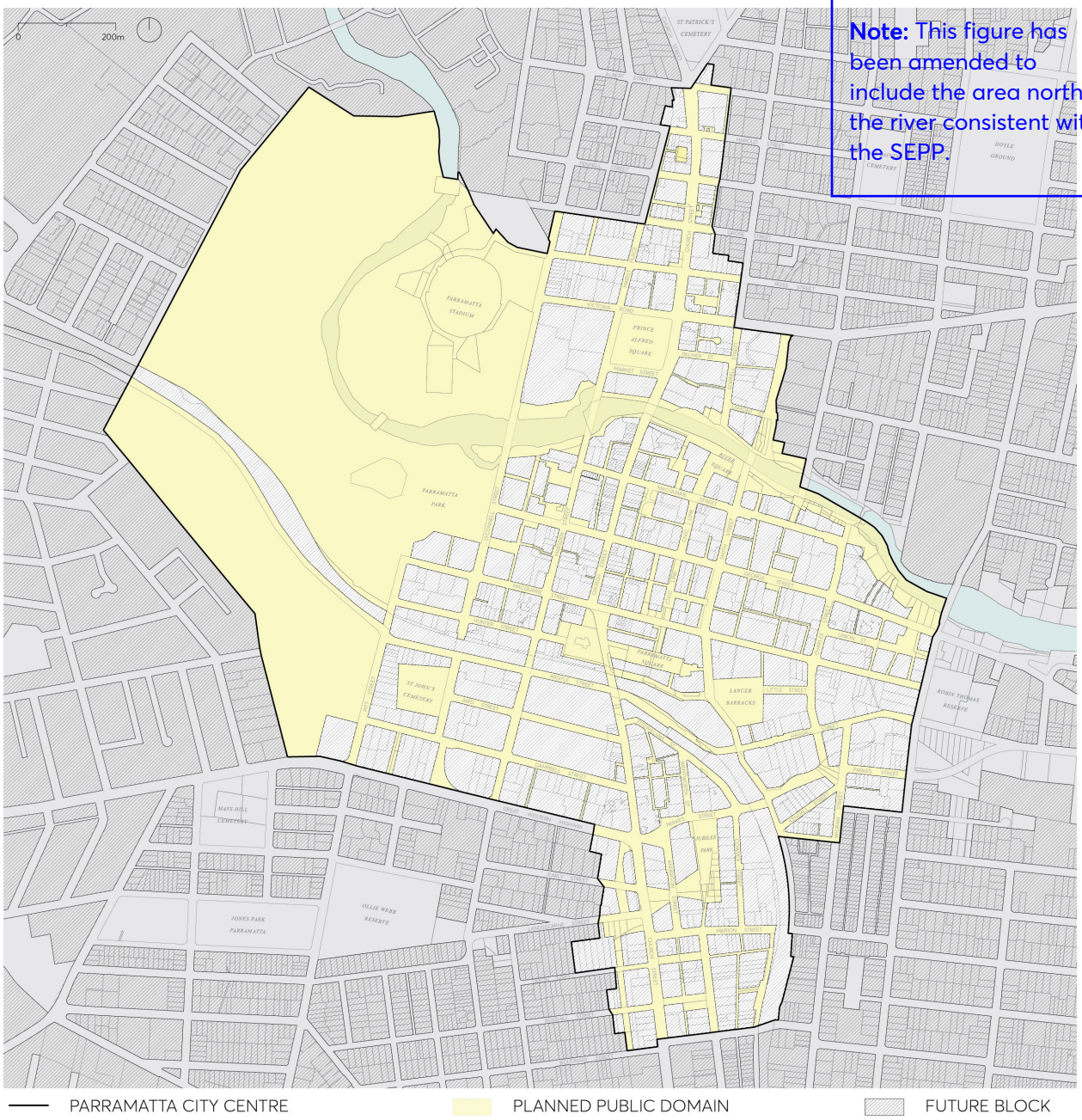


Figure 9.4.~~1~~ – The Public Domain

9.4.1 SOLAR ACCESS TO SIGNIFICANT PARKS AND SPACES

Good solar access is an important contributor to the amenity of public spaces. Maintaining sunlight to significant public spaces within and close to the perimeter of the Parramatta City Centre will provide benefit to existing and future residents, workers, and visitors. The provision of solar access throughout the year is essential for a successful public open space. In addition, sunlight is crucial for the establishment and sustained health of tree planting and vegetation which provides attractive and cool environments for people in the City Centre.

The *Parramatta LEP 2023* provides specific solar access controls for Parramatta Square, Lancer Barracks, the River Foreshore and Jubilee Park. Additional parks and spaces within and close to the perimeter of the Parramatta City Centre have been identified in Figure 9.4.1.1 as providing valuable opportunities to maintain and enhance solar access.

Objectives

O.01 Maintain or maximise solar access to the significant parks and spaces in and around the Parramatta City Centre during periods in the day when they are most used throughout the year.

O.02 Maintain or maximise solar access to spaces which have important recreation values, aesthetic qualities and or heritage significance.

O.03 Maintain or maximise solar access to existing spaces which may contribute to the open space network in the future.

O.04 Promote active and passive recreation to public spaces to service existing and planned population of the Parramatta City Centre and surrounds.

O.05 Ensure the successful growth and survival of trees and vegetation within these parks and spaces.

Controls

C.01 New development, or additions and alterations to existing buildings, must not create any overshadowing to areas marked 'no overshadowing' in all Figures referenced in Column 2 of Table 9.4.4.1, between the nominated times listed in Column 3 of Table 9.4.1.1. Contact Council to source CAD files of areas identified for 'no overshadowing'.

C.02 Where overshadowing of parks and spaces identified in Figure 9.4.1.1 is likely, a statement with supporting solar access studies must be submitted by a registered architect demonstrating that the proposed development does not overshadow the affected open space consistent with all Figures referenced in Column 2 of Table 9.4.1.1.

C.03 New development and additions or alterations to existing buildings are to comply with the solar access controls irrespective of the existing height of nearby buildings.

C.04 Ancillary structures such as columns, pillars, spires, flag poles, public art, and architectural roof features including equipment for servicing the building, such as plant, lift motor rooms, fire stairs and the like, must not be excluded from any overshadowing analysis.

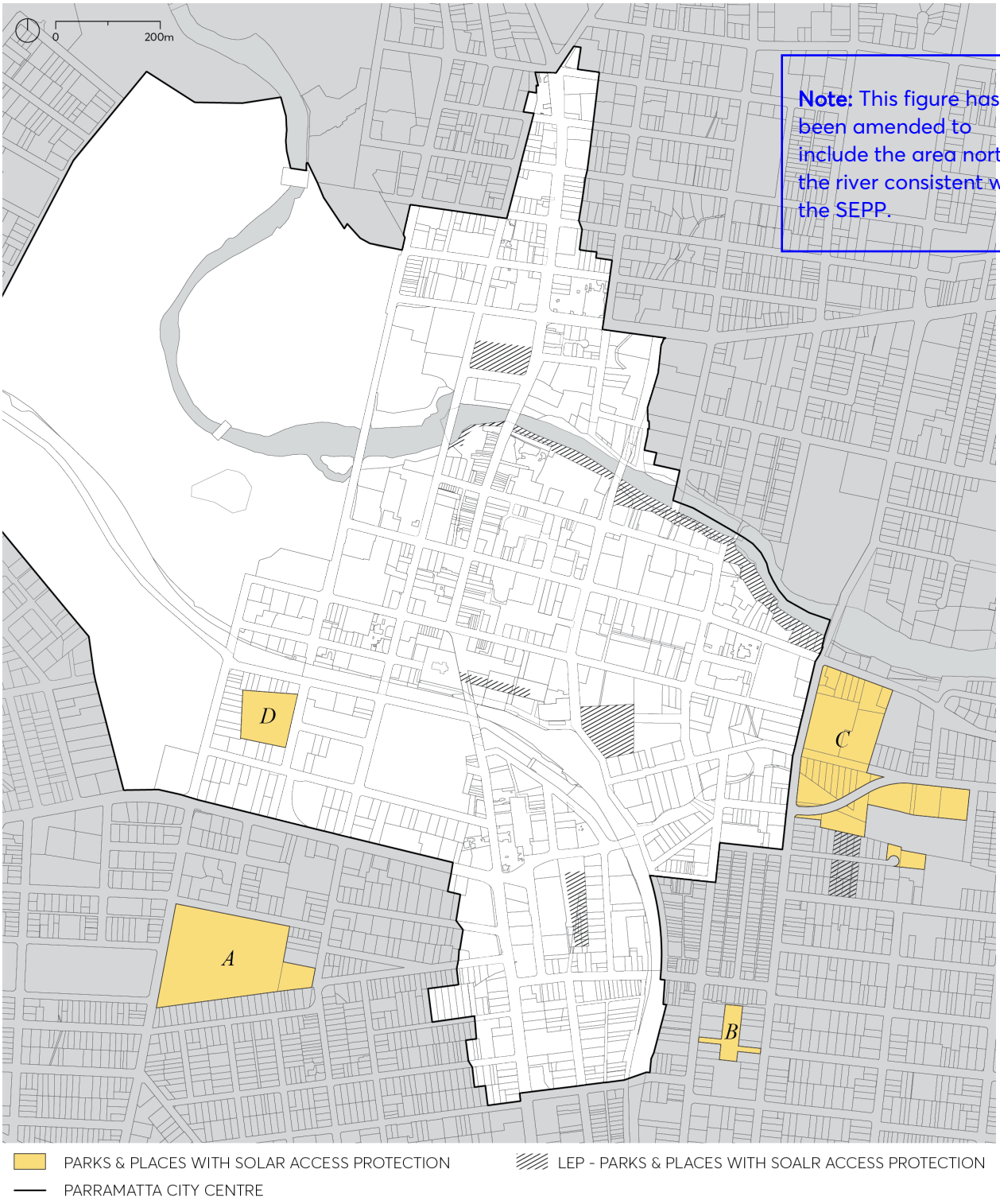


Figure 9.4.1.1 – Parks and Places with Solar Access Protection

9.4.2 AWNINGS AND TREES ON STREETS

Awnings encourage pedestrian activity along streets by providing comfortable conditions at footpath level and, in conjunction with active ground floor frontages, contribute to the vitality of the streets. Awnings are the favoured means to provide shelter and weather protection for pedestrians. Colonnades are generally not supported as they restrict views of the frontage and fragment the public domain.

Trees are essential for their contribution to the amenity and character of the City Centre. When properly selected, located, planted and maintained street trees provide a multitude of benefits to the urban environment.

Ideally, in streets with active ground floor frontages, footpaths in the City Centre would be wide enough for awnings as well as street trees, but public footpath widths are generally 3.6 – 3.9 metres, and mostly insufficient to adequately accommodate both. Consequently, the following sections nominate controls for those streets where awnings have priority, those where trees have priority, and a possible strategy to achieve both awnings and trees where circumstances permit.

9.4.2.1 AWNINGS HAVE PRIORITY

Objectives

O.01 Ensure increased amenity in areas of high pedestrian volume by providing continuous protection from rain, sun and wind down draft.

Controls

C.01 Continuous awnings must be provided along streets where identified in Figure 9.4.2.1.1.

C.02 Dimensions of awnings must be in accordance with Figure 9.4.2.1.2.

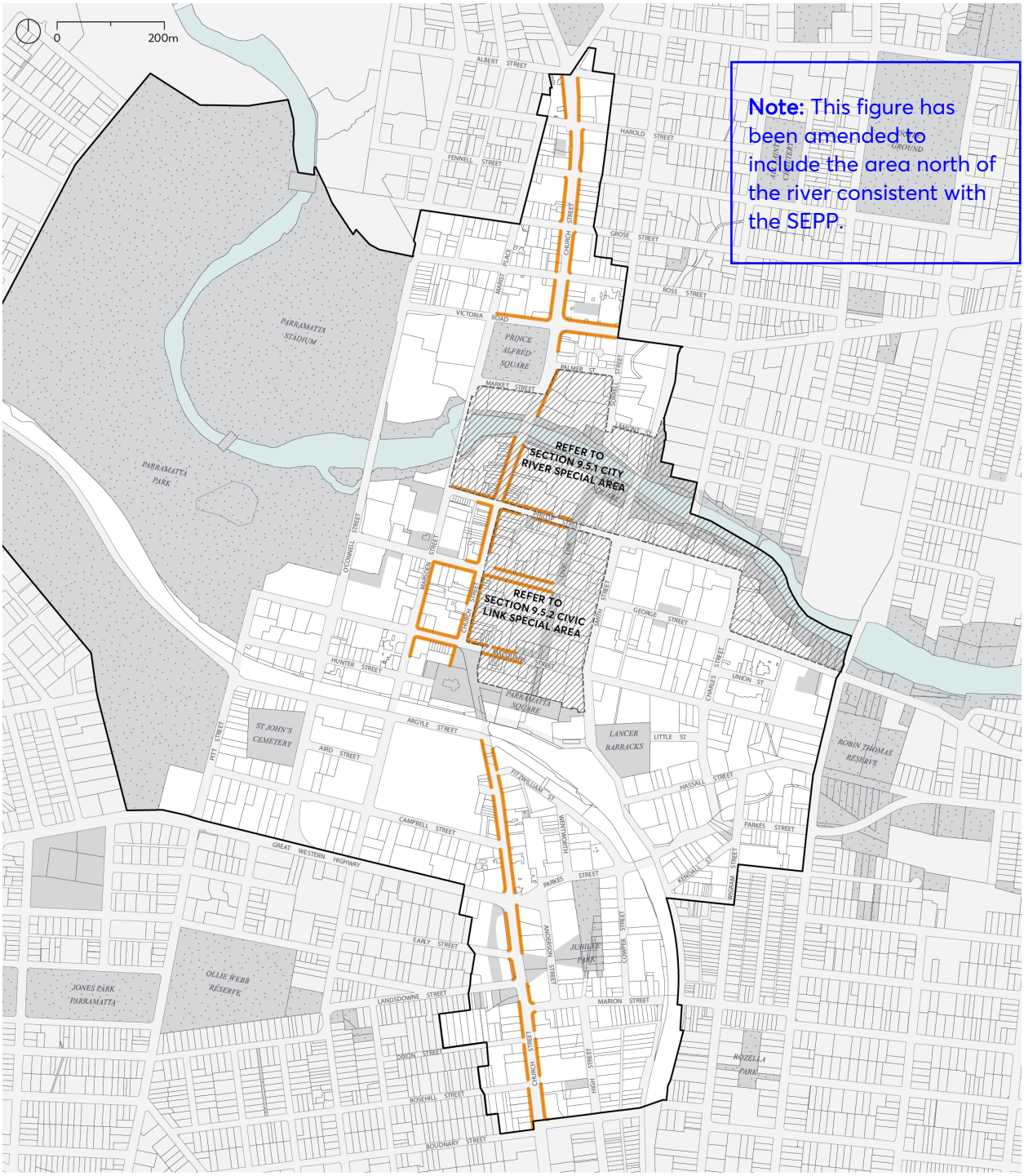


Figure 9.4.2.1.1 – Awnings have priority – Continuous awnings

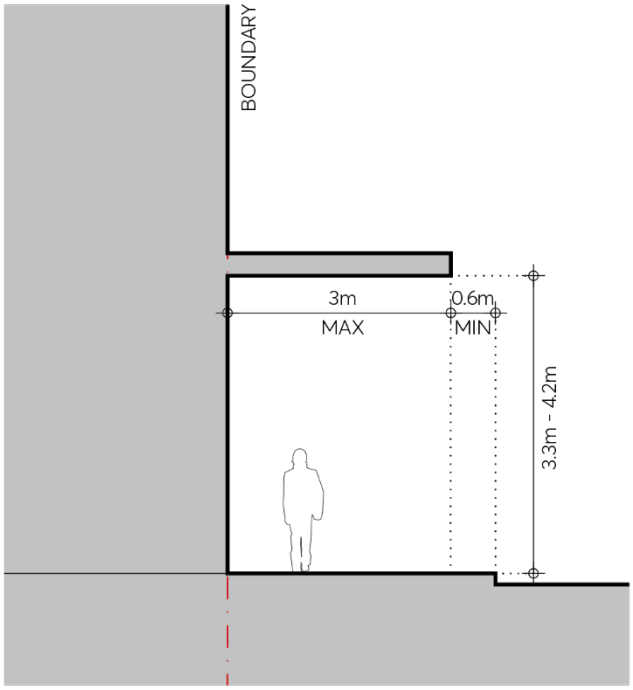


Figure 9.4.2.1.2 – Awnings have priority – Dimensions of awnings

9.4.2.2 STREET TREES HAVE PRIORITY

In those areas where trees have priority, awnings of reduced width may be provided where footpaths are of sufficient width.

Parramatta Public Domain Guidelines identify the location of street trees and species selection and should be consulted when proposing the delivery of street trees as part of any development.

Objectives

O.01 Maintain existing street trees and plant additional street trees within the public domain.

O.02 Improve and enhance environmental biodiversity and mitigate temperature at ground level.

O.03 Ensure maximum street tree crown development and performance.

O.04 Improve visual amenity of the public domain.

O.05 Improve quality of view for residents, workers and others overlooking the public domain.

Controls

C.01 Street trees must be provided along those streets identified in Figure 9.4.2.2.1.

C.02 Where footpath widths are 3.9 metres or greater, narrow width awnings may also be provided in accordance with Figure 9.4.2.2.2.

C.03 Street tree species and spacing must be as specified in the Parramatta Public Domain Guidelines.

C.04 Street trees must be installed in accordance with the Parramatta Public Domain Guidelines and Council Design Standards.

C.05 A Public Domain Alignment Plan indicating the street tree locations as detailed in the Parramatta Public Domain Guidelines must be submitted for the Development Application and Construction Certificate Application.

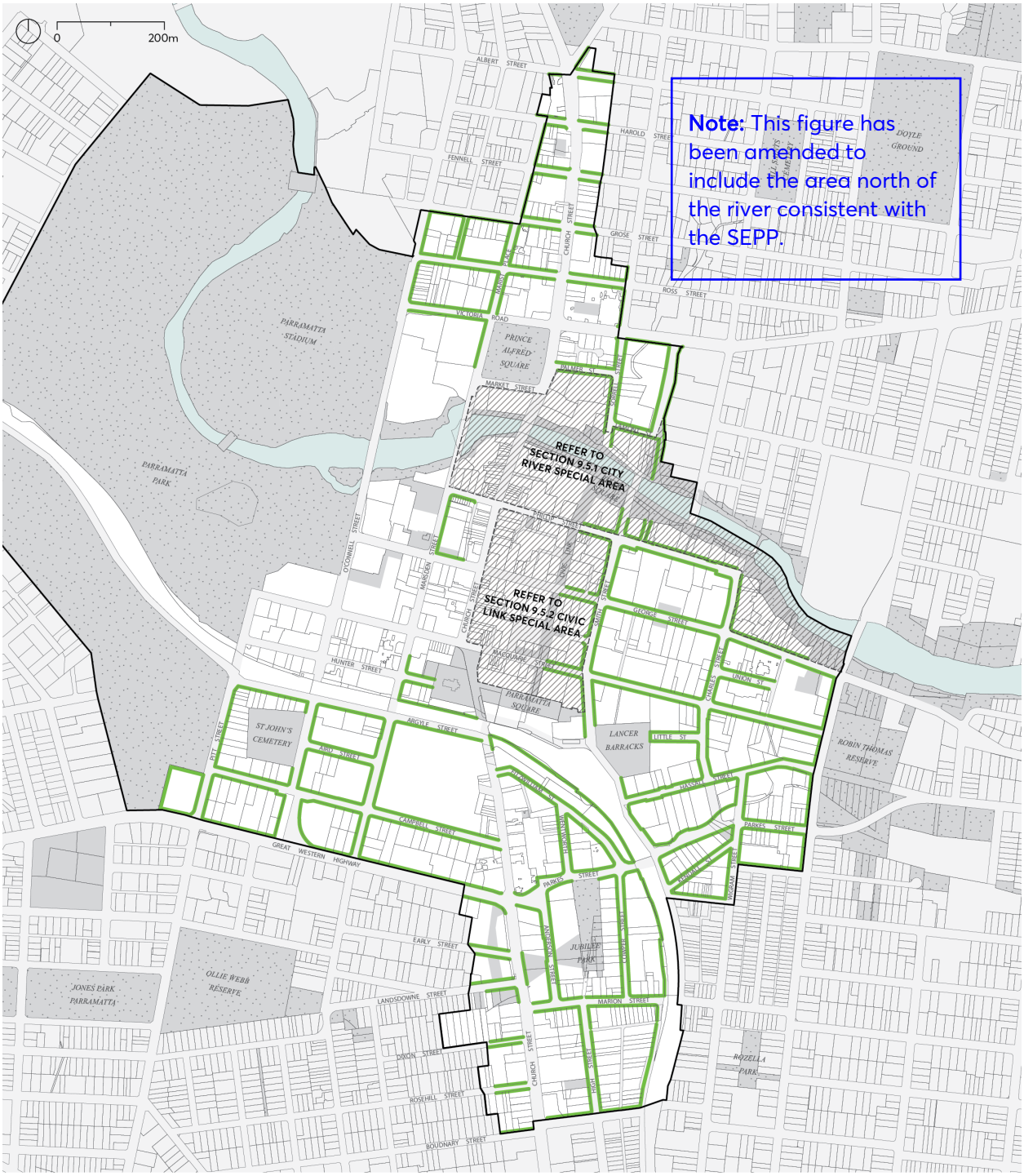


Figure 9.4.2.2.1 – Street trees have priority

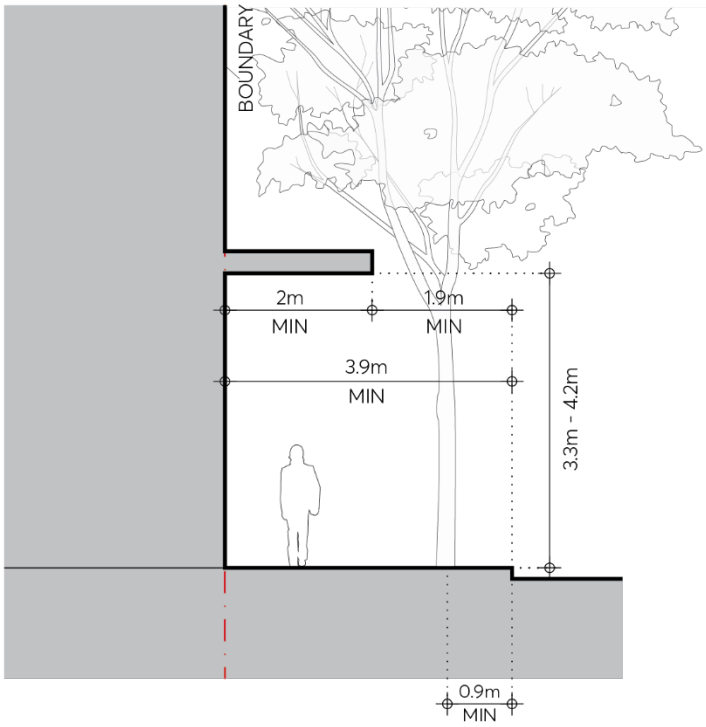


Figure 9.4.2.2.2 – Street Trees have priority, narrow width awnings

9.4.2.3 SEMI-RECESSED AWNINGS

Semi-recessed awnings are an option for consideration either where awnings or street trees have priority. Setting the ground floor frontage back from the boundary and integrating the awning with the building soffit above can provide a generous footpath width, good awning cover as well as the necessary space for street trees.

Existing and possible future adjacent context must be taken into account in determining whether this option is feasible in each situation. Applicants should contact Council at the start of the design process to establish the street and awning profile for the proposal.

Objectives

O.01 Allow for the possibility of generous footpaths, shelter from awnings as well as street trees where circumstances permit.

Controls

C.01 Semi-recessed awnings may be provided in accordance with Figure 9.4.2.3.1.

C.02 Where a semi-recessed awning is proposed, the following must be incorporated in its design:

a) The awning must be integrated with the building soffit above as shown in Figure 9.4.2.3.1.

b) The space under the semi-recessed awning must be free of columns.

c) The frontage must be integrated with the adjacent existing frontage.

d) A clear path of travel must be provided in the public domain as defined in the Parramatta Public Domain Guidelines.

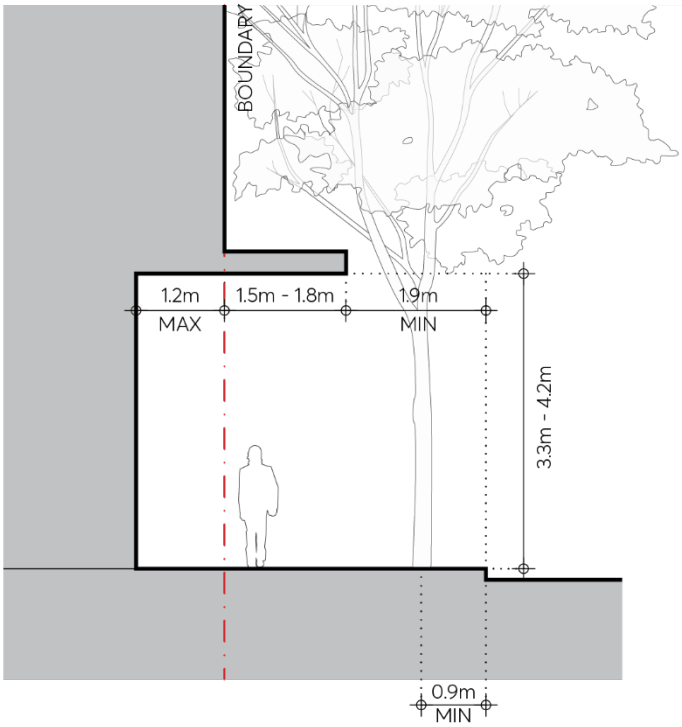


Figure 9.4.2.3.1 – Semi-Recessed Awnings

9.4.3 DESIGN OF AWNINGS

Well designed awnings provide a sheltered, humanly scaled space on the footpath that creates an accommodating pedestrian environment for shopping, dining, walking and lingering. They also provide weather protection for the doorways, openings and display areas of the active ground floor frontage of the building.

As an architectural element that is both part of the building as well as the public space of the street, the awning must integrate both with the characteristics of the building as well as existing and possible future adjacent awnings.

9.4.3.1 AWNINGS ON STREETS

Objectives

O.01 Design awnings to provide protection from rain, sun and wind down draft.

O.02 Maintain complementary architectural detail of awning design.

Controls

C.01 Awning dimensions must be in accordance with Figures 9.4.2.1.2, 9.4.2.2.2 and 9.4.2.3.1.

C.02 Double height awnings are not permitted.

C.03 All awnings and shading devices must have non-reflective surfaces.

Note – Non-reflective surfaces is defined in Section 9.8.5 – Urban Cooling.

C.04 Glazed awnings are not permitted except for minor articulation purposes.

C.05 New awnings must be designed to take account of adjacent existing awnings.

C.06 The awning roof must be designed so that all gutters are concealed and downpipes incorporated in the building fabric.

C.07 Lighting and other fixtures must be recessed and integrated into the design of the soffit.

C.08 Where street trees are provided, the entire length of the awning must be set back from the kerb as shown on Figures 9.4.2.2.2 and 9.4.2.3.1. Cut outs for trees and light poles in awnings are not permitted.

C.09 The conversion of awnings to verandahs or balconies is not permitted.

C.10 Where a proposed building is located on a street corner and an awning is not required on one frontage, the awning must extend around the corner by a minimum of 6m from the boundary corner.

9.4.3.2 AWNINGS ON LANES

Objectives

O.01 Encourage well-designed entrance canopies in order to provide additional shelter in lanes.

O.02 Ensure that individual entry points are defined and address the lane.

Controls

C.01 Continuous awnings are not permitted in lanes.

C.02 Entrance canopies must not be supported with posts in order to maintain sight lines and a clear path of travel along the building edge, in accordance with the Parramatta Public Domain Guidelines.

C.03 Fixed awnings must not obstruct traffic.

C.04 Retractable awnings must be a folding arm type and that extends into the lane no more than footpath width, in accordance with the Parramatta Public Domain Guidelines.

C.05 Provide individual awnings at building entries that are visually attractive.

9.4.4 PEDESTRIAN LANES, SHARED ZONES AND SERVICE LANES

Many street blocks within the Parramatta City Centre are long, some being over 250 metres in an east-west direction and over 140 metres in a north-south direction. The benefits of a finer network of lanes are numerous: greater connectivity, increased frontage for entries and business opportunities, and a spatial intimacy and variety in the public domain. Service lanes also assist with activation of primary street frontages by providing back of house vehicular access, thereby reducing the necessity for driveways disrupting major city footpaths.

Pedestrian lanes are non-trafficable and can be narrower in width than those with vehicular access. Shared lanes have pedestrian priority over vehicle movement and typically have a flush surface for the full width of the lane. Service lanes prioritise vehicle movement and separate pedestrian movement by the use of kerbs or barriers. Service lanes should also be preserved from residential encroachment to ensure servicing is maintained or improved.

Council's City Centre Lane Policy and Parramatta Public Domain Guidelines provide further guidance on the design of pedestrian lanes, service lanes and shared zones.

Objectives

O.01 Retain and increase connectivity in the public domain and variety in the street network.

O.02 Encourage vehicular entries from shared zones and service lanes and not primary street frontages.

O.03 Design lanes, shared zones and service lanes to encourage pedestrian amenity and safety.

O.04 Encourage active frontages along lanes, shared zones, and service lanes without compromising safe pedestrian access and use.

O.05 Ensure that any proposed privately owned lanes have a fully public nature equivalent to the public domain.

Controls

C.01 A development must fully or partially deliver a pedestrian lane, service lane or shared zone as shown in Figure 9.4.4.1 Existing and Required lanes in the Parramatta City Centre

C.02 Any development that proposes a new pedestrian lane, shared zone or service lane in addition to those indicated in Figure 9.4.4.1 must demonstrate that it meets the objectives and controls of this section.

C.03 The minimum width of a pedestrian lane must be 4 metres as measured from the property boundaries.

C.04 The minimum width of a shared zone or service lane must be 6. 5 metres as measured from the property boundaries.

C.05 The design and finish of pedestrian lanes, shared zones or service lanes must be in accordance with the Parramatta Public Domain Guidelines.

C.06 All pedestrian lanes, shared zones and service lanes must:

a) Be fully open to the sky.

b) Be accessible to the public at all times.

c) Provide direct throughways with direct sightlines.

d) Be unencumbered by any basement car parking or any other private infrastructure under.

C.07 Where a proposed lane or shared zone is not able to be dedicated to Council:

a) The lane must be designed as part of the public street network, of equivalent status to the public domain, with its fully public nature embedded in the title arrangements.

b) The lane must be designed with the same parameters and finishes as required for Council owned lanes outlined in this section.

c) The lane must be named and signposted in the same way as for Council owned lanes.

C.08 Pedestrian lanes must be clear of all obstructions, including columns, stairs, escalators and fixed furniture. A minimum of 50 per cent of lane width is to provide clear pedestrian access.

C.09 Main building entry points on lanes must be clearly visible and defined as appropriately with canopies, building signage, lighting and high-quality articulation. Steps, handrails, or Tactile Ground Surface Indicators must not protrude into or interfere with the lane.

C.10 Arcades are a secondary pedestrian option and must not to replace the role or function of a lane, shared zone, or service lane.

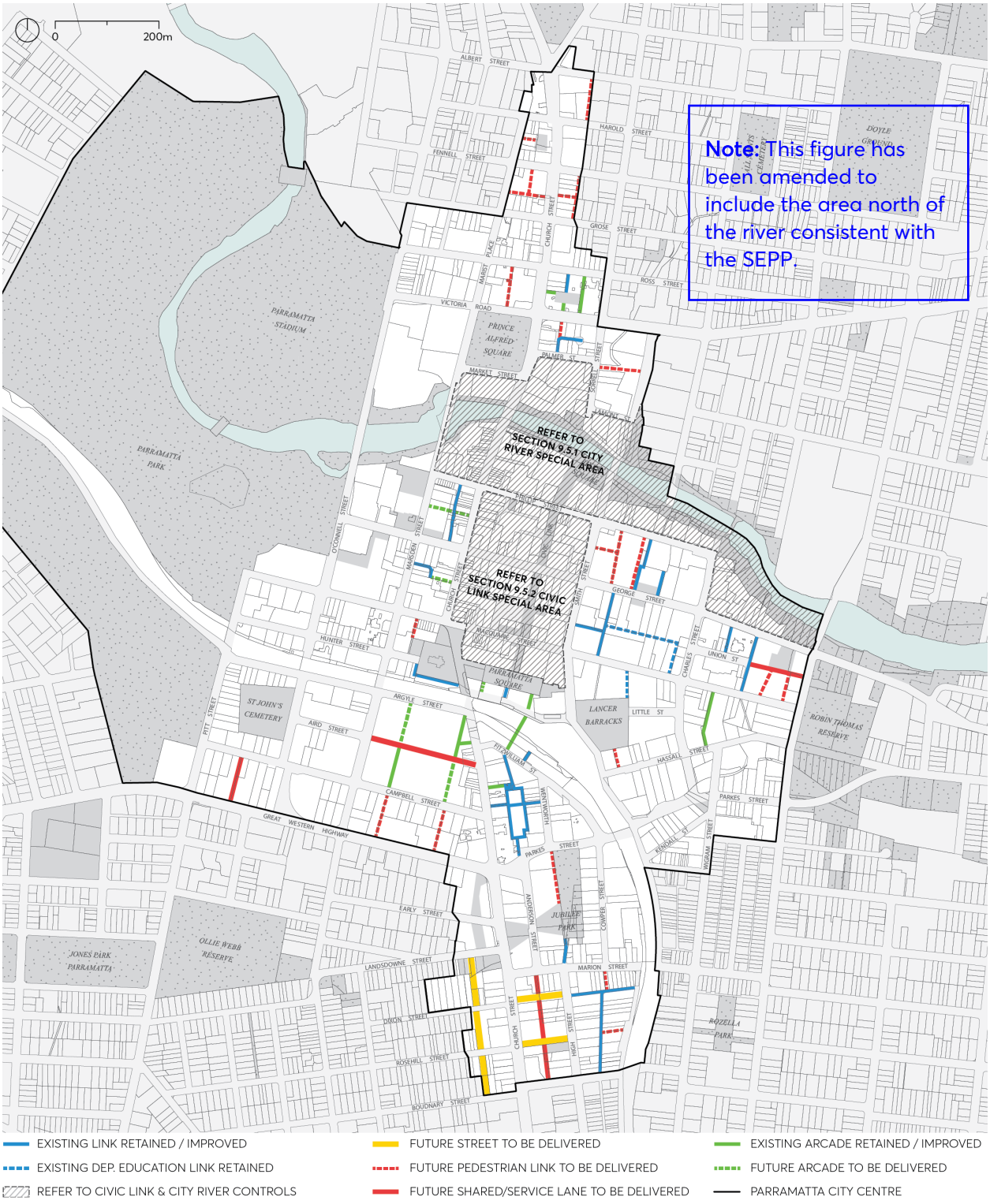


Figure 9.4.4.1 – Existing and Required Lanes ~~in the Parramatta City Centre~~

9.4.5 PEDESTRIAN OVERPASSES AND UNDERPASSES

Explanatory note: No amendments to Section 9.4.5 Pedestrian Overpasses and Underpasses

9.4.6 VEHICLE FOOTPATH CROSSINGS

The design and location of vehicle access to developments should minimise conflicts between pedestrians and vehicles on footpaths, particularly along primarily pedestrian streets. Vehicle access should also be designed to minimise visual intrusion and disruption of the public domain.

Porte-cocheres are not encouraged as they disrupt pedestrian movement, do not contribute to active street frontage, and provide no public benefit.

Objectives

O.01 Provide a simple, legible, and direct pedestrian footway on all streets.

O.02 Make vehicle access to buildings more compatible with pedestrian movements and the public domain.

O.03 Prioritise safe pedestrian movements within the public domain.

O.04 Ensure vehicle entry points are integrated into the building design and contribute to high quality architecture and streetscapes.

O.05 Minimise the width of any vehicular footpath crossing.

O.06 Ensure vehicle access to heritage items is not detrimental to the values, setting or context of that heritage place.

Controls

C.01 No additional vehicle entry points will be permitted into the parking or service areas of development along those streets identified as significant pedestrian circulation routes in Figure 9.4.6.1.

C.02 In all other areas, one vehicle access point only will generally be permitted, which is to include the access for service vehicles and parking for both residential and non-residential uses within mixed use developments.

C.03 Where practicable, vehicle access must be from lanes and minor streets rather than primary street fronts or streets with major pedestrian activity.

C.04 Vehicle slip lanes in public streets for private use are not permitted.

C.05 Where practicable, adjoining buildings must share or amalgamate vehicular access points, basements and servicing facilities. Internal on-site signal equipment must be used to allow shared access. Wherever appropriate, new buildings must provide vehicle access points that can be shared at a later date.

C.06 Vehicle access ramps must be perpendicular to the street frontage to minimise the width of vehicle entry and exit openings.

C.07 Vehicle landings (for the length of one vehicle) must be flush with the public domain to maximise visual contact with oncoming pedestrians.

C.08 The design of vehicle access doors to vehicle access points must be fitted behind the building facade and be of materials that integrate with the design of the building and that contribute positively to the public domain.

C.09 Vehicle entries visible from the street when doors are open must have a high quality finish to walls and ceilings as well as a high standard of detailing. No service ducts or pipes are to be visible from the street.

C.10 Porte-cocheres may be permitted in exceptional circumstances for hotels and major tourist venues, subject to high quality urban design, streetscape, heritage and pedestrian safety and amenity considerations.

C.11 If permitted, a porte-cochere must be internal to the building with one combined vehicle entry and exit point, or one entry and one exit point on two different street fronts of the development. In exceptional circumstances, for buildings with one street frontage only, an indented porte-cochere with separate entry and exit points across the footpath may be permitted.

C.12 A porte-cochere must be constructed level to the public domain.

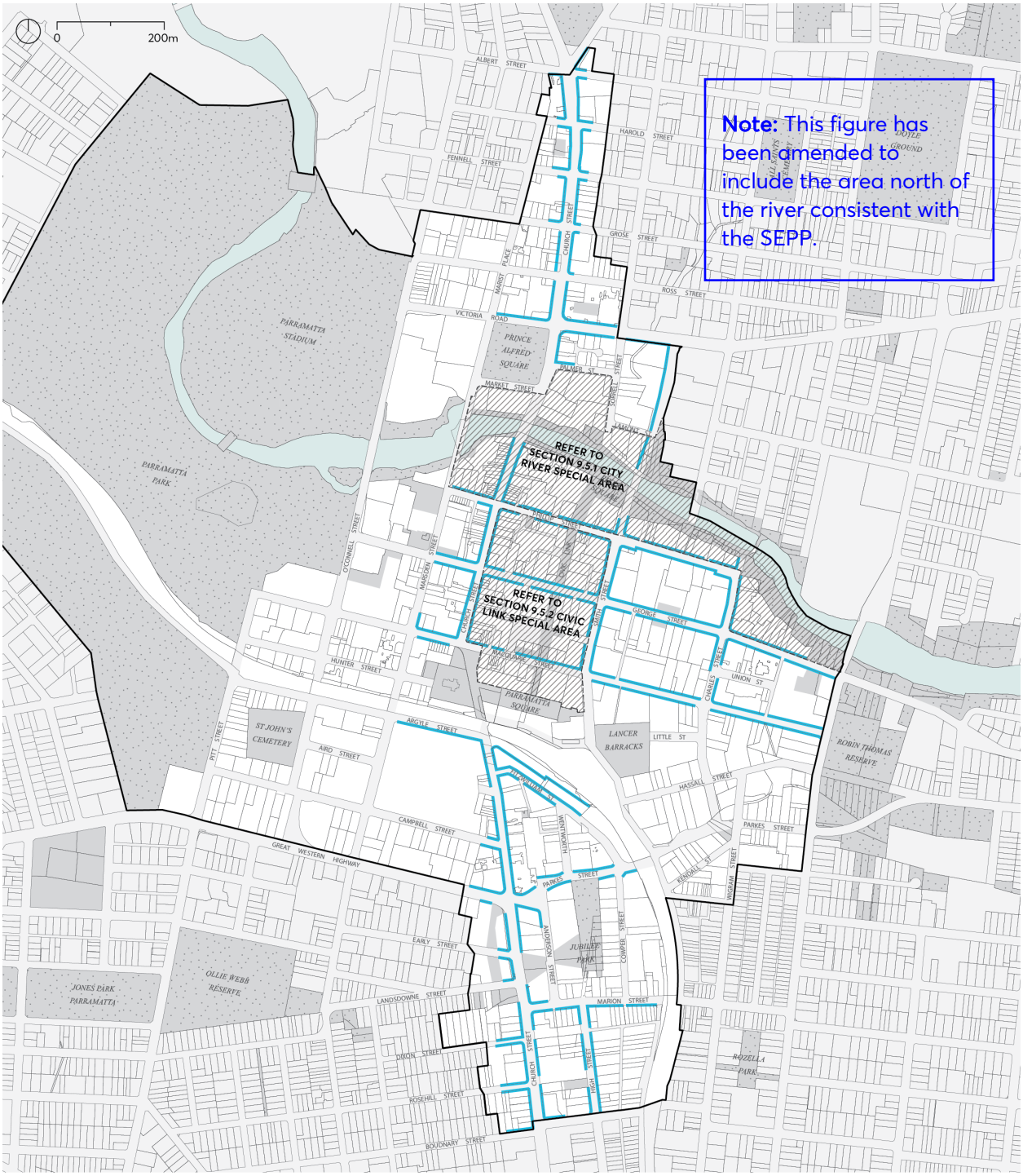


Figure 9.4.6.1 – No Additional Vehicle Entry Permitted

9.4.7 VIEWS

Important views contribute to way finding and a sense of place and identity for the city. Views are shaped and informed by their surrounds.

The physical setting of the Parramatta City Centre, generally framed by Parramatta Park, Parramatta River, and the heavy rail corridor makes for special views of the natural setting with significant heritage and cultural elements. It is important that significant views within, into and out of the city are maintained from as many points in the public domain as possible.

Design that acknowledges the value of important views can protect and enhance these views, thereby contributing to the character and quality of the public domain.

Explanatory note: These controls in Section 9.4.7 are proposed to apply to the City Centre area situated north of the river.

The controls in this section apply to sites within the City Centre that are affected by view corridors illustrated in Figure 9.4.7.1. ~~This includes sites within the deferred Area A identified on the Special Provisions Area Map in *Parramatta LEP 2023*.~~

Objectives

O.01 Reinforce the sense of place and way finding in the City Centre.

O.02 Maintain and enhance views from the City Centre to significant heritage, natural features and significant trees.

O.03 Maintain and reinforce views along streets and to urban spaces.

O.04 Maintain views of silhouettes of the tops of major buildings or structures as seen against the sky.

O.05 Encourage views from Parramatta City Centre to Parramatta River and to Parramatta Park.

Controls

C.01 Where a proposed development is within the corridor of the identified views in Figure 9.4.7.1 and Table 9.4.7.1, an analysis must demonstrate:

a) The impact of the proposed development.

b) How the view is maintained and reinforced by the proposal.

c) How the view informed site planning, architectural form, finish, materials and detailing of the proposal.

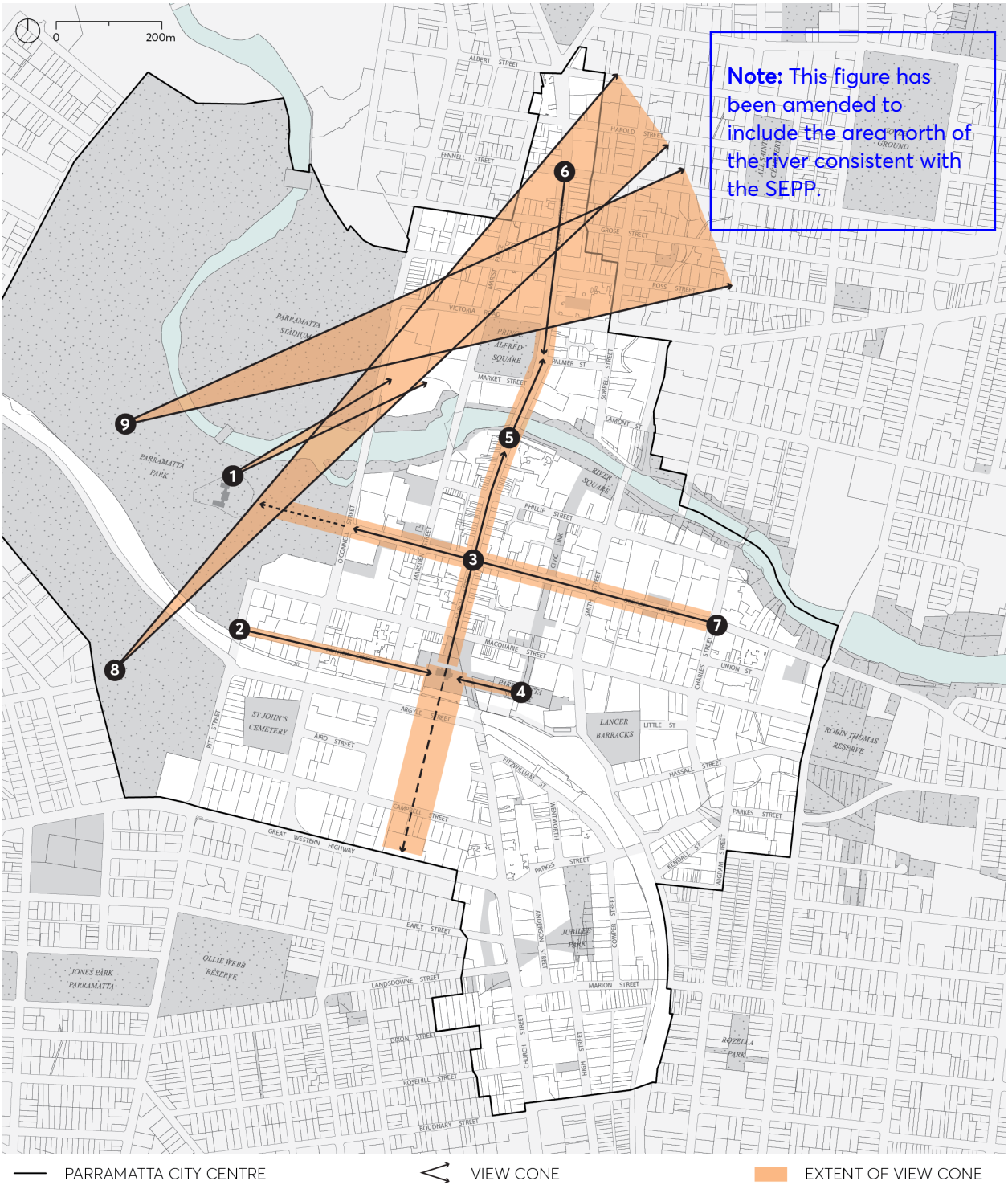


Figure 9.4.7.1 – Historic Views to be protected

Table 9.4.7.1 – Identified Historic Views to be protected

	Identified View	Significance
1.	Old Government House view northeast to the river, Old King's School building and site of former Government farm.	Key historic view demonstrating the relationship between the Governor, early Government farm and major school institution. Setting of both heritage items.
2.	Views east along Hunter Street to St John's Cathedral and spires, available back to Parramatta Regional Park.	Vistas along Hunter Street providing a framed view to St John's Cathedral, across the cathedral grounds towards the Town Hall, and to the site of the Governor's annual 'feast' with Aboriginal clans (instituted by Governor Macquarie) that took place at the rear (eastern end) of the Cathedral.
3.	Views southwards to and beyond St John's Cathedral and Centenary Square, and northwards along the procession of Church Street.	Historic main street approach to City Centre and St John's Cathedral with other heritage items in view, as well as the procession and views from St John's northwards, up Church Street. Views from Church Street towards St John's Cathedral must allow the silhouette of the Cathedral spires to be seen against the sky.
4.	Views west along Parramatta Square to St John's Cathedral, past the Town Hall.	Backdrop and setting of church. Views to the Cathedral and spires.
5.	Views north and south along Church Street, including views of the Western Sydney Stadium and heritage buildings, St John's Church spires to the south and St Peter's church.	Historic main street and approach to city, framed by a number of heritage buildings and recurrent views to Parramatta Park.
6.	Approach to Parramatta along Church Street from Fennell Street, and sequential views southward.	Historic main street and approach. Relatively consistent scale and setback of streetscape.
7.	Views along George Street to Parramatta Park / George Street Gatehouse and trees.	Key historic street approach to the park and Old Government House. City edge of park, framing views to George Street Gatehouse, trees, and Old Government House (not now visible), views of streetscape, heritage items.
8.	View from Marys Hill across Parramatta's City Centre to distant hills.	Key historic viewing point from the highest part of the Parramatta Park with best views of the city in the river valley, glimpses to hills behind the city between buildings.
9.	View from The Crescent to the distant hills Key historic viewing point from the ridge of The Crescent.	Key historic viewing point from the ridge of The Crescent to glimpses of distant hills between buildings.

9.5 SPECIAL AREAS

Note: Figures in Section 9.5.1 City River require consequential changes. Also, a new section 9.5.11 Church Street North is proposed.

Special Areas are defined precincts with distinctive conditions that require specific controls relating to the characteristics of the area. Development within a Special Area must respond to the particular attributes and qualities of that place.

This Special Areas section should be read in conjunction with the other sections of the City Centre controls. Unless modified or specifically excluded in this section, all controls in Sections 9.1 - 9.4 and Sections 9.6 - 9.9 apply to development in Special Areas.

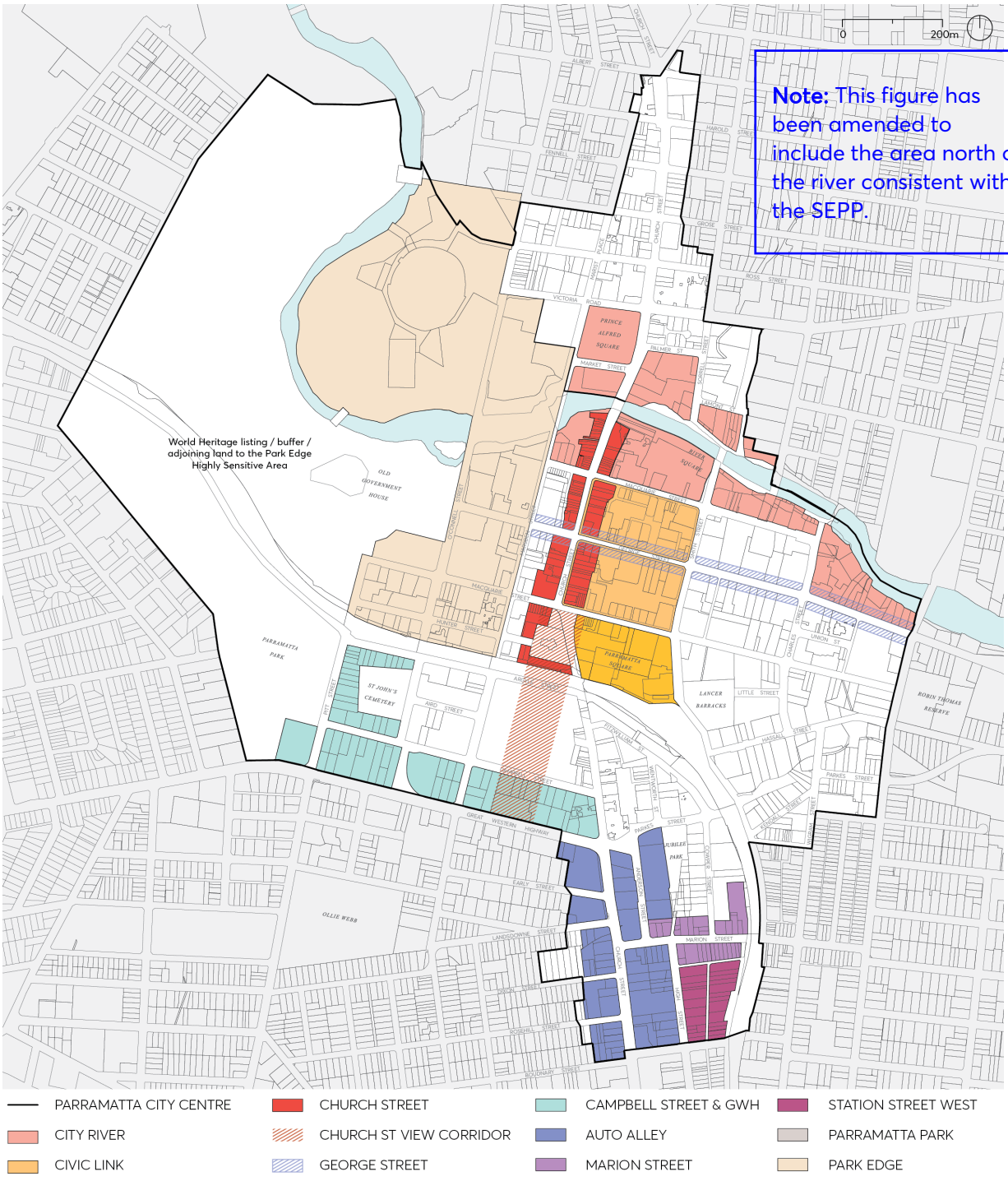


Figure 9.5.1 – ~~Parramatta City Centre~~ Special Areas

9.5.1 CITY RIVER

Explanatory note: Only Figures 9.5.1, 9.5.1.1.1 and 9.5.1.1.2 are required to be included in this section given consequential changes are required to them. The rest of Section 9.5.1 City River is not included because consequential changes are not proposed.

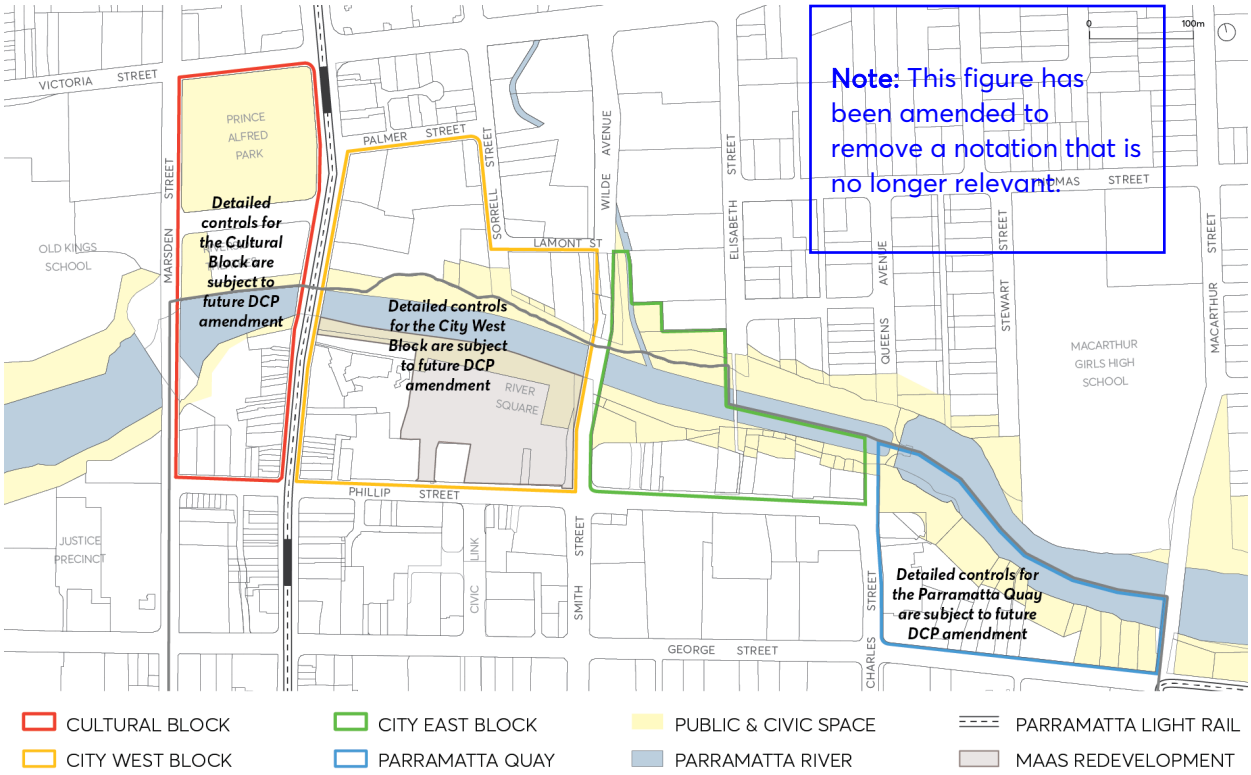


Figure 9.5.1.1 – City River Special Area

9.5.1.1 CITY EAST BLOCK

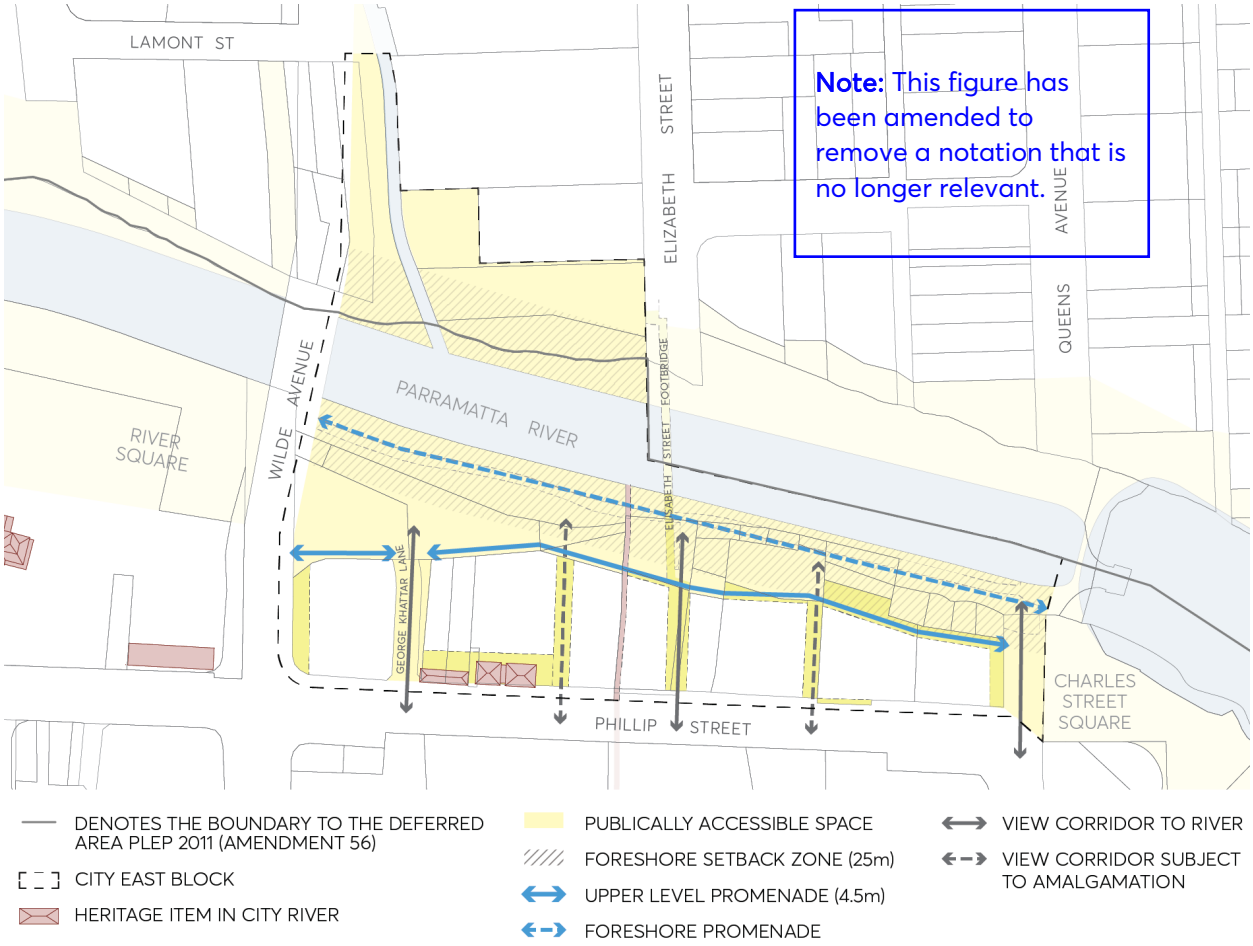


Figure 9.5.1.1.1 – City East Block Framework Plan

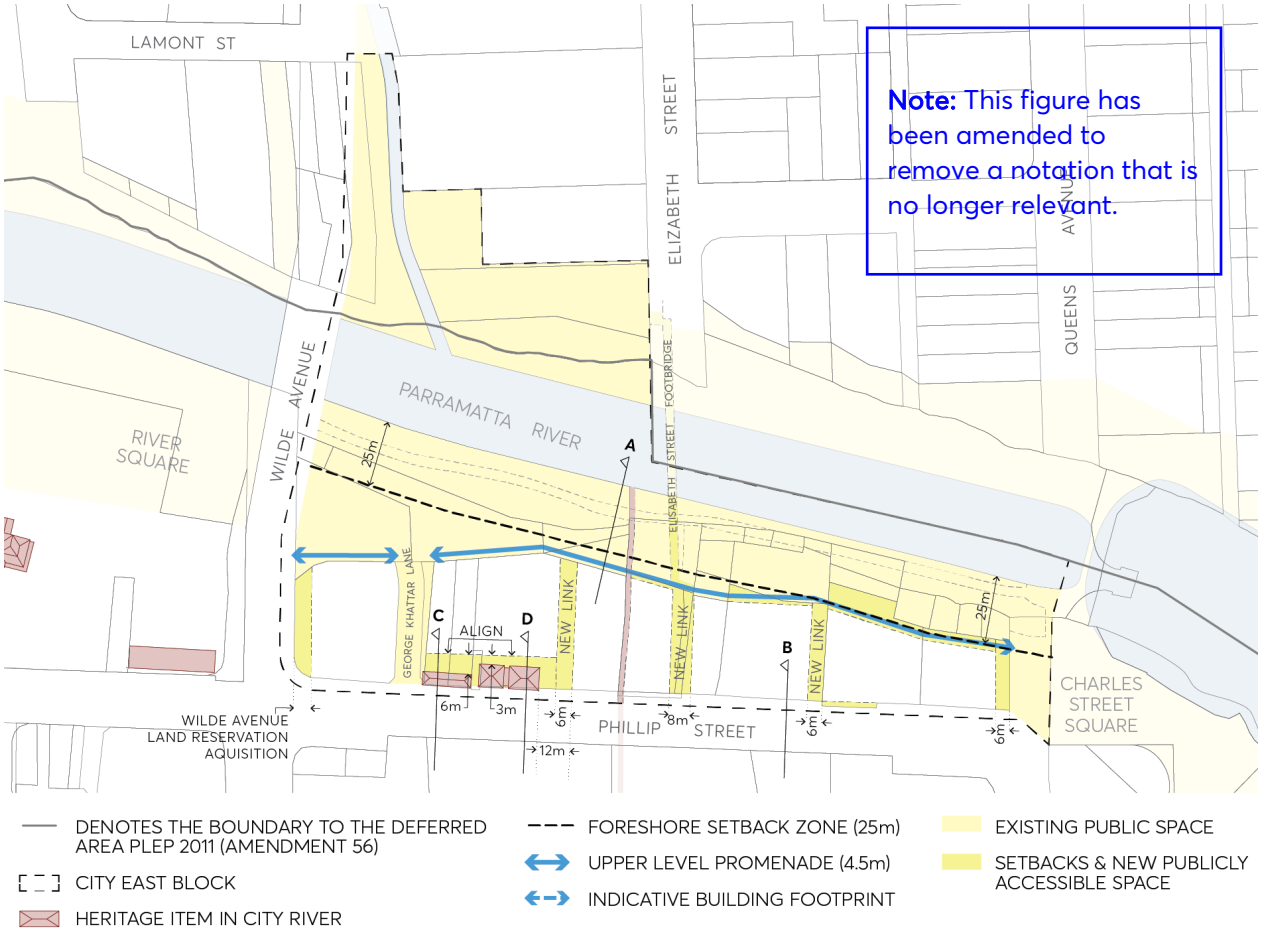


Figure 9.5.1.1.2 – City East Block Public Domain

9.5.2 CIVIC LINK

9.5.3 GEORGE STREET

9.5.4 CHURCH STREET

9.5.5 MARION STREET

9.5.6 CAMPBELL STREET & GREAT WESTERN HIGHWAY

Explanatory note: Sections 9.5.2 to 9.5.6 do not require any changes as these special areas are not located north of the river.

9.5.7 AUTO ALLEY

The Auto Alley Special Area has been identified as a long-term growth area for the City. The future form of Auto Alley is proposed to retain the existing large retail tenancies on the street for automotive uses, while also providing an opportunity for commercial redevelopment in the long term. The controls for this precinct ensure a more localised response to the specific character established by the historical usage of south Church Street and the remnant commercial occupancies.

The Auto Alley Special Area must also deliver future open space for the City Centre and improve pedestrian connectivity in the south of the city. Approximately 1 hectare of park and plaza must be delivered alongside the redevelopment of Auto Alley. Several new streets must be provided: a north-south street is provided at the western boundary of the precinct; two east-west streets extend Dixon Street and Rosehill Street from Church Street to High Street; and a north-south lane extends Anderson Street from Marion Street to Raymond Street.

Built form must also consider the potential future development and public domain expected in the adjacent Marion Street Special Area to the north, and in the Station Street Special Area to the east. Specifically, the mixed-use eastern portion of the precinct must be considered as a transition area, as reflected in the lower building heights and FSR requirements in the *Parramatta LEP 2023*.

The controls for Auto Alley (West) which is made up of the land zoned E3 Productivity Support are contained in Part 9B.

Explanatory note: The above amendment referencing the E3 zoned land is the only required amendment to section 9.5.7.

9.5.8 STATION STREET WEST

9.5.9 CREEK CORRIDORS

9.5.10 PARK EDGE HIGHLY SENSITIVE AREA

Explanatory note: Sections 9.5.8 to 9.5.10 do not require any changes as these sections do not apply to the Church Street North Precinct.

9.5.11 CHURCH STREET NORTH [SEE NEW SECTION ABOVE]

9.6 HERITAGE

Explanatory note: Section 9.6 will apply to the Church Street North Precinct where clause 7.22 Managing heritage impacts applies.

This section of the DCP should ~~be read in conjunction with Part 7 – Heritage and Archaeology (including~~ Section 7.8, which addresses Aboriginal cultural heritage, Section 7.10 – Heritage Conservation Areas) and Section 5.3.4 – Tree and Vegetation Preservation in Parramatta DCP 2023.

This section of the DCP outlines Council's integrated approach to protecting and celebrating heritage within a collective urban form that has a strong focus on the pedestrian experience. These controls apply to all land in the Parramatta City Centre, not just sites containing a heritage item or next to a heritage item, because heritage items in the City Centre form a collective network of heritage places that together enliven and enrich the city.

This section must also be read in conjunction with relevant heritage inventory sheets, the Australia ICOMOS Burra Charter 2013, relevant heritage studies, and any heritage guidelines.

Explanatory note: No proposed amendment to Section 9.6.1 to 9.6.7.

9.7 FLOOD RISK MANAGEMENT

Explanatory note: Section 9.7 will apply to the Church Street North Precinct where clause 7.11 Floodplain risk management in *Parramatta LEP 2023* applies.

Parramatta City Centre sits in the floodplain of both the Upper and Lower Parramatta River Catchments, Clay Cliff Creek and other tributaries. The City is prone to mainstream (or river) flooding events and local overland flow flooding. All of this is 'flash flooding' with short warning times for building occupants and people in the streets and public spaces.

For many sites, conventional (horizontal) evacuation of a building during a flood event is suitable. For sites where this is not possible, taking refuge within buildings above the Probable Maximum Flood is required. This is termed 'Shelter in Place'. This Section explains how these alternatives are pursued for new and upgrading development.

This section provides the guidance for early consideration of integrated built form solutions that address flood risk, flood safety and good design.

The controls within this section apply to flood prone land in the Parramatta City Centre. This includes land identified as being within the 'Floodplain Risk Management Area' on the Floodplain Risk Management Map in *Parramatta Local Environmental Plan 2023* ~~as well as the deferred Area A as identified on the Special Provisions Area Map in *Parramatta LEP 2023*~~.

This section should also be read in conjunction with:

- Section 5.1.1 – Flooding and where there is an inconsistency, this section prevails. Refer also to Section 9.3.5.2 – Flood Affected Sites.
- Council's Floodplain Risk Management Policy and Plan as required by the NSW Flood Policy and NSW Floodplain Development Manual.

Note – A word or expression used in this Section has the same meaning as it has in the NSW Government's Floodplain Development Manual 2005 unless it is otherwise defined in this DCP.

Objectives

O.01 The flood environment, its risks and consequences are to be understood and responded to accordingly.

O.02 Levels of flood risk and threats to personal safety and property present for particular developments are to be minimised or significantly reduced with appropriate responses to this environment.

O.03 Council is to provide direction, guidance and regulation for the safe and sustainable development on all land affected by flooding.

O.04 Buildings and the uses they contain are to be compatible with the identified flood risk.

O.05 Early site planning and consideration of flood conditions is essential to achieve an integrated flood response that manages flood risk and provides optimum development design outcomes and interface with the public domain.

O.06 Adequate, safe flood conveyance and management of floodwaters is to be achieved, while providing for the rehabilitation, conservation and embellishment of floodways andother flood affected lands where appropriate.

Controls

C.01 Flood Hazard Modelling and hazard, risk and safety assessments for all development involving the construction of a new building or significant alterations to an existing building, and or intensification of a use is to address the PMF and floods greater than the 1% Annual Exceedance Probability (AEP) as part of the Development Application (DA), particularly where there is a potential risk to life.

C.02 Where this information is available, Council requires an Applicant to make a Flood Information Enquiry. The information supplied to an applicant via a Flood Information Enquiry will form the basis of the DA flood assessment.

C.03 In some cases, Council may require an applicant to prepare an additional flood study, for example for special local conditions, or if the proposed development is of a form or type that requires more site-specific flood modelling. Where Council requires an applicant to submit an additional flood study, the applicant must use parameters provided by Council to prepare the flood study.

9.7.1 ASSESSMENT AND MINIMISATION OF FLOOD HAZARDS, RISKS AND POTENTIAL FOR HARM

9.7.2 LAND USE AND BUILDING LEVELS

9.7.3 SENSITIVE AND CRITICAL USES

9.7.4 FLOOD WARNING AND EMERGENCY RESPONSE PLANNING

9.7.5 DEVELOPMENT IN AND NEAR FLOODWAYS, RIPARIAN ZONES AND NATURALISED CHANNELS

9.7.6 CONTROLS FOR FLOODWAYS

9.7.7 CONTROLS FOR PARRAMATTA RIVER BANK AND FORESHORES

9.7.8 CAR PARK BASEMENTS IN FLOOD PRONE AREAS

Explanatory note: No proposed amendment to Section 9.7.1 to 9.7.8.

9.8 ENVIRONMENTAL SUSTAINABILITY

Explanatory note: No proposed amendment to Section 9.8.

Sustainability and infrastructure studies undertaken for the Parramatta City Centre found that the predicted CBD growth under the development as usual scenario will result in:

- 3 x increase in energy and water demand, and
- 4 x increase in sewer loads.

This will increase greenhouse gas emissions, place increasing pressure on our energy, water and sewer infrastructure, and lock households and businesses in to higher than necessary utility costs.

The temperature increases already experienced in Parramatta, and the densification of the City Centre (less pervious surfaces, vegetation and trees, and increase in built form) mean that urban heat impacts will also increase as our city grows.

To limit the impact of this growth, it's important to design and build environmentally sustainable buildings that reduce energy and water use, greenhouse gas emissions and urbanheat.

9.9 VEHICULAR ACCESS, PARKING AND SERVICING

9.9.1 VEHICLE DRIVEWAYS AND MANOEUVRING

Explanatory note: No proposed amendment to Section 9.9.1.

9.9.2 ON SITE CAR PARKING

On-site parking includes underground (basement) parking, surface (at-grade) parking and above ground parking. It also includes car parking stations.

Underground and semi-underground parking minimises visual impact of car parking as viewed from the public domain. Above ground parking may be appropriate for some sites, especially for sites constrained due to flood levels or archaeology. Above ground parking will only be accepted if it is of high design quality and meets the design controls specified in Section 9.3 – Built Form.

Car parking rates for developments within the Parramatta City Centre are contained in Division 4 of *Parramatta Local Environment Plan 2023*~~, specifically in clause 7.17 if development is outside the deferred Area A, or Clause 7.19 if included within Deferred Area A~~. These rates are maximums and are not to be exceeded.

This section should be read in conjunction with Part 6 Traffic and Transport of this DCP in relation to car share and green travel plan controls and Section 9.9.3 – Bicycle Parking and End of Journey Facilities.

Car parking facilities require specific design considerations in flood risk areas in addition to the universal considerations that minimise the visual impact of these structures. A safely designed car park restricts flood water entry while providing failsafe opportunities for emergency egress. This section should be read in conjunction with Section 9.7.8 – Car Park Basements in Flood Prone Areas regarding flood risk management particularly for basement car parking.

Objectives

O.01 Facilitate an appropriate level of on-site parking for development within the Parramatta City Centre to cater for a mix of development types.

O.02 Minimise the impact of on-site parking on the design quality of the building and the public domain.

O.03 Provide adequate space for parking and manoeuvring of vehicles, including service vehicles.

O.04 Recognise the current and existing demand for parking for bicycles and electric vehicles.

O.05 Design car parking for safe pedestrian and bicycles movements.

Controls

C.01 Basement car parking must be located within the site boundaries and must not encroach on the public domain.

C.02 Where car parking is provided in basements and semi basements which involve excavation, development must incorporate the recommended site management procedures set out in the Parramatta Historical Archaeology Landscape Management Study.

C.03 New access points to all parking (basement or above ground) are to be limited in accordance with Figure 9.4.6.1 (in Section 9.4.6 – Vehicle Footpath Crossings). New access points may be permitted from existing lanes or any new lanes proposed as part of the development.

C.04 Design car parking which:

a) Maximises the efficiency of car park design with predominantly orthogonal geometry and related to circulation and car space size.

b) Is well-lit and minimises reliance on artificial lighting and ventilation.

c) Is well-ventilated and uses natural rather than mechanical ventilation where possible.

d) Provides marked safe path so travel for pedestrians and cyclists with clear lines of sight and safe lighting.

e) Avoids hidden areas and enclosed areas. Where these are unavoidable use mirrors and similar devices to aid surveillance.

C.05 Provide readily accessible parking spaces at the rates specified under the National Construction Code which are designed and appropriately signed for use by people with disabilities in accordance with AS 2890.6.

C.06 Provide a separate parking space for 1 motorcycle for every 50 car spaces, or part thereof. The size of a motorcycle parking space is to be in accordance with AS 2890.1. Motorcycle parking does not contribute to the number of car parking spaces permitted.

C.07 On-site parking must meet the relevant Australian Standards.

C.08 For residential flat buildings or the residential component of a mixed use development, stack parking of up to 2 cars is permitted where spaces are attached to the same single dwelling unit.

C.09 To facilitate adaptation of car parking to other uses in the long term, or to promote de-coupled car parking, consideration will be given to car parking remaining as part of the common property and not part of or attached to individual strata units.

9.9.3 BICYCLE PARKING AND END OF JOURNEY FACILITIES

Explanatory note: No proposed amendment to Section 9.9.3.

9.10 SITE SPECIFIC CONTROLS

This section contains development controls for specific sites in the City Centre as identified in Figure 9.10. ~~Site specific controls for land at 470 Church Street and 8-12 Victoria Road and 2A Villiers Street which is situated in the deferred area are contained in Section 9B.6.~~

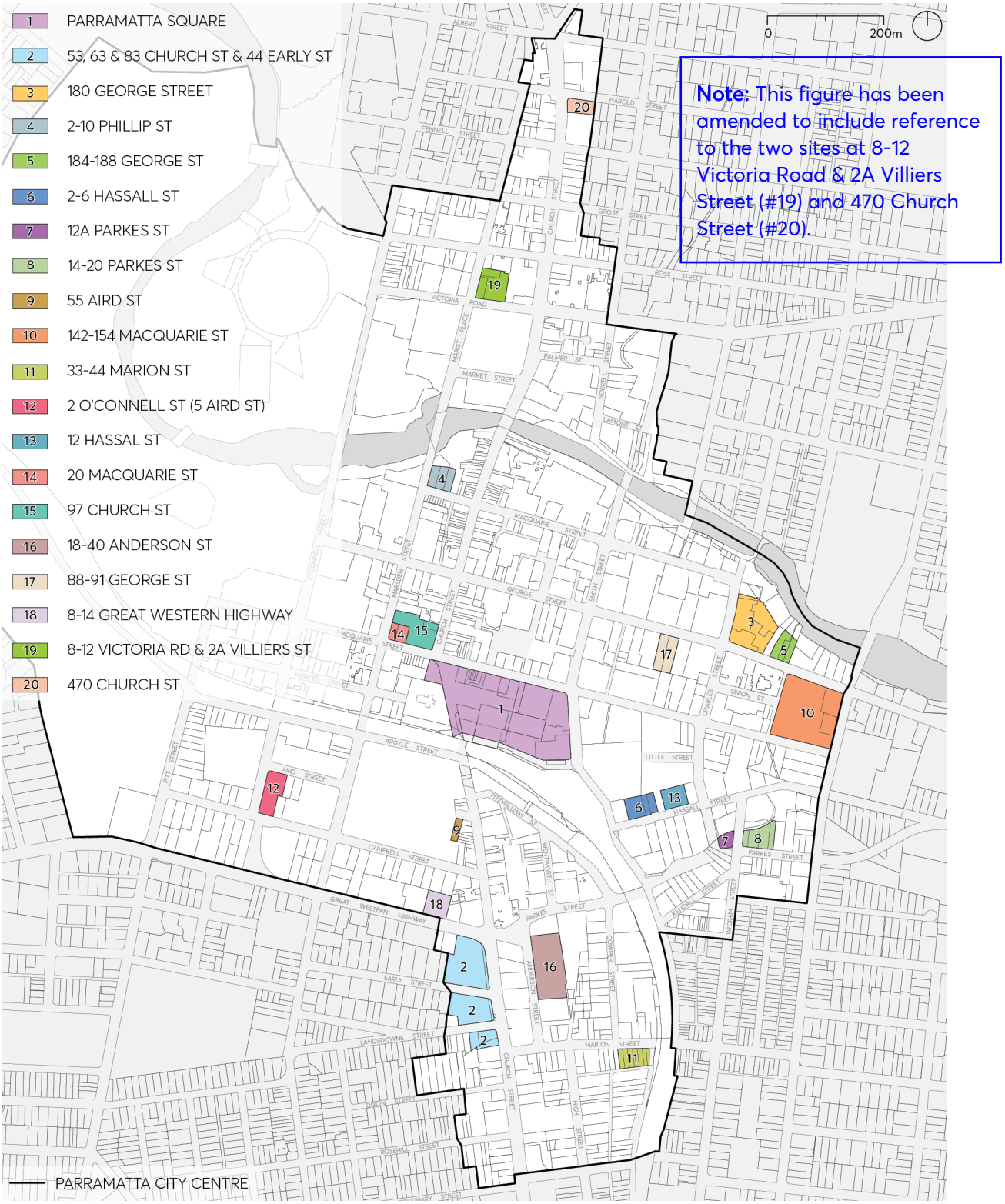


Figure 9.10 – Land parcels with Site Specific Controls

Explanatory Note: Sections 9.10.1 to 9.10.18 are not proposed to be amended.
Refer overleaf to the re-housed site specific controls for the sites at:

- 8-12 Victoria Road and 2A Villiers Street; and
- 470 Church Street.

9.10.21 8-12 VICTORIA ROAD AND 2A VILLIERS STREET

This Section applies to land at 8 – 12 Victoria Road and 2A Villiers Street, Parramatta, as shown in Figure 9.10.19.

Explanatory Note: these controls are proposed to be relocated from Part 9B to Part 9 as sections 9.10.19 and 9.10.20.

Figure 9.10.19 – Land Application map

9.10.21.1 DESIRED FUTURE CHARACTER

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

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

this park. Building articulation and modulation of the Victoria Road facade will ensure that the building suitably addresses the road and Prince Alfred Park.

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

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

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

Site Objectives

This Section ~~of this DCP~~ documents the objectives that will determine the future form of development of the subject site. The objectives establish the key parameters that will ensure that future development on the site contributes to achieving the overall desired future character.

O.01 To provide for development that supports the growth of a vibrant precinct on the northern edge of the Parramatta City Centre ~~Deferred Area~~.

O.02 To encourage high-quality built form outcomes and achieve design excellence.

O.03 To minimise any adverse impacts on the amenity of adjoining heritage uses and in particular Prince Alfred Park.

O.04 To improve pedestrian connectivity between Victoria Road and Ross Street.

O.05 To provide for the establishment of non-residential uses on the Victoria Road and Villiers Street ground floor frontages of the site.

O.06 To provide for improved traffic flows on Villiers Street.

9.10.21.2 BUILDING FORM AND MASSING

Objectives

O.01 To respond sensitively to the scale, proportions and form of the nearby heritage items at Prince Alfred Park, St Patrick's Cathedral and Our Lady of Mercy College.

O.02 To limit overshadowing impacts on Prince Alfred Park.

O.03 To ensure that the Victoria Road facade is of a civic scale with strong vertical articulation and fine grain.

O.04 To ensure that the Victoria Road frontage provides good pedestrian amenity by incorporating elements such as an open colonnade or continuous footpath awnings.

O.05 To ensure that the built form at the Villiers Street corner complements the form and materials of St Patrick's Cathedral.

Controls

Maximum building heights

C.01 The distribution of building height across the site is to be in accordance with Figure 9.10.19.1, 9.10.19.2, 9.10.19.3.

Street frontage heights

C.02 Maximum street wall height of 14m facing Victoria Road and Villiers Street with a setback of 4m to the upper levels as shown in Figure 9.10.19.1, 9.10.19.2, 9.10.19.3.

Building setbacks

C.03 Minimum 3m on the eastern boundary to allow for the establishment of a through site link between Victoria Road and Ross Street, as shown in Figure 9.10.19.1.

Building design

C.04 Buildings are to be designed with regard to nearby heritage items and to ensure sensitive consideration of colour, materials, and building articulation.

9.10.21.3 TRAFFIC AND TRANSPORT

Site Objectives

O.01 To minimise pedestrian and vehicle conflict by limiting vehicle crossings in the public domain.

O.02 To provide space to widen Villiers Street to accommodate increased traffic and pedestrian volumes as a result of additional development on the site.

Controls

C.01 All vehicular access must only be provided along Villiers Street and be located as far as possible from Victoria Road.

C.02 A minimum 1m boundary setback is to be provided on Villiers Street, as shown in Figure 9.10.19.1.

Figure 9.10.19.1 – Built Form Design Controls – Heights and Setbacks

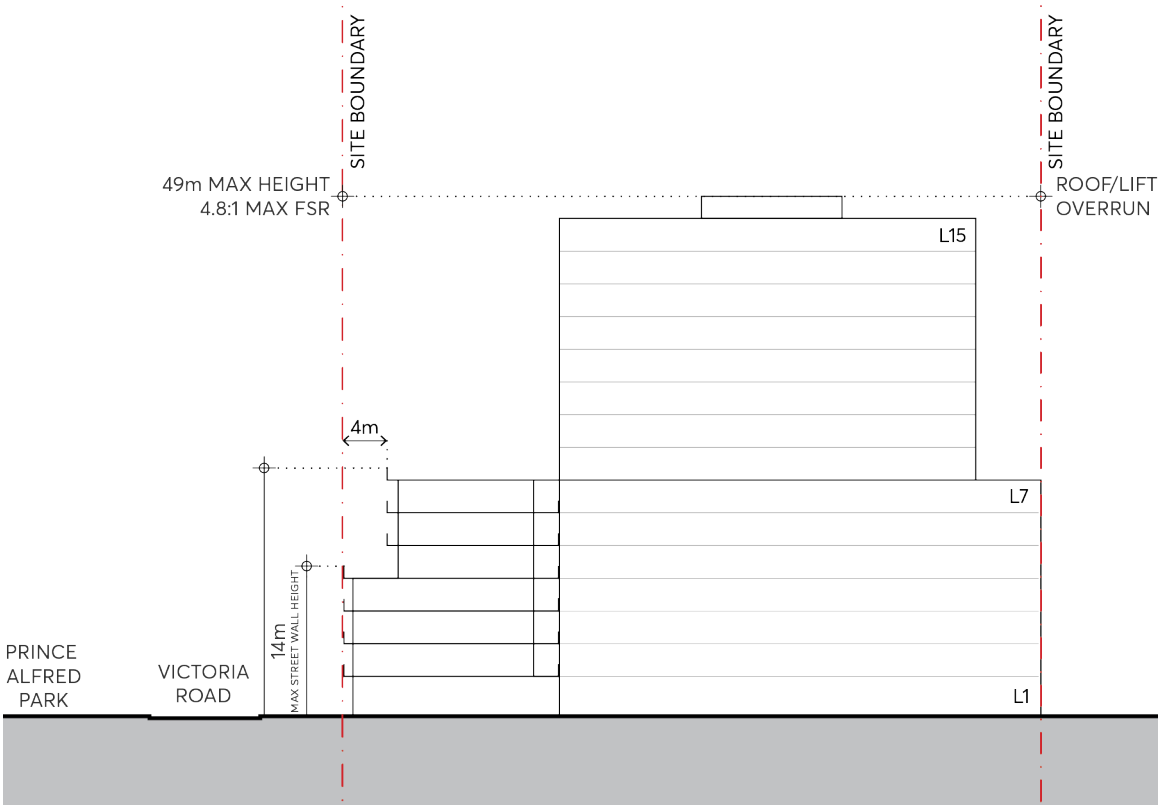


Figure 9.10.19.2 – North - South Section of Site Building Envelope

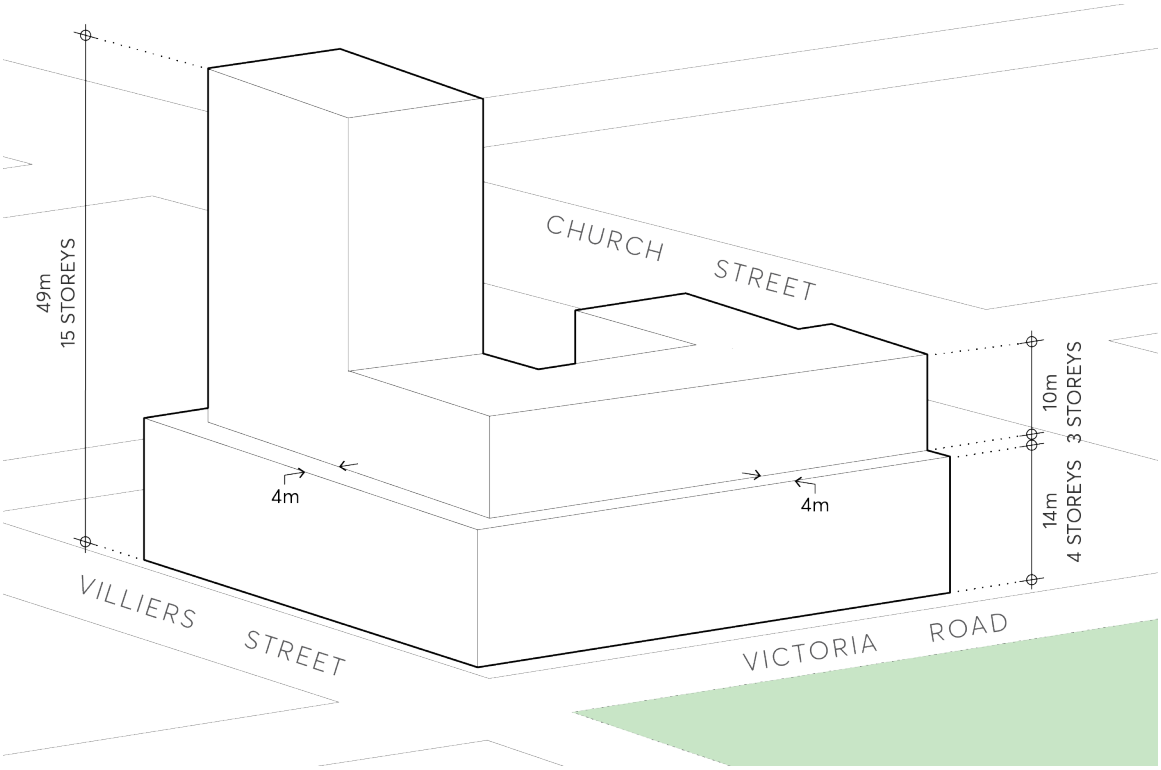


Figure 9.10.19.3 – Indicative Built Form

9.10.22 470 CHURCH STREET, PARRAMATTA

This Section applies to land at 470 Church Street, Parramatta legally known as Lot 1 DP 785930 within the Parramatta City Centre ~~– Deferred Area A~~ as illustrated in Figure 9.10.20 below.

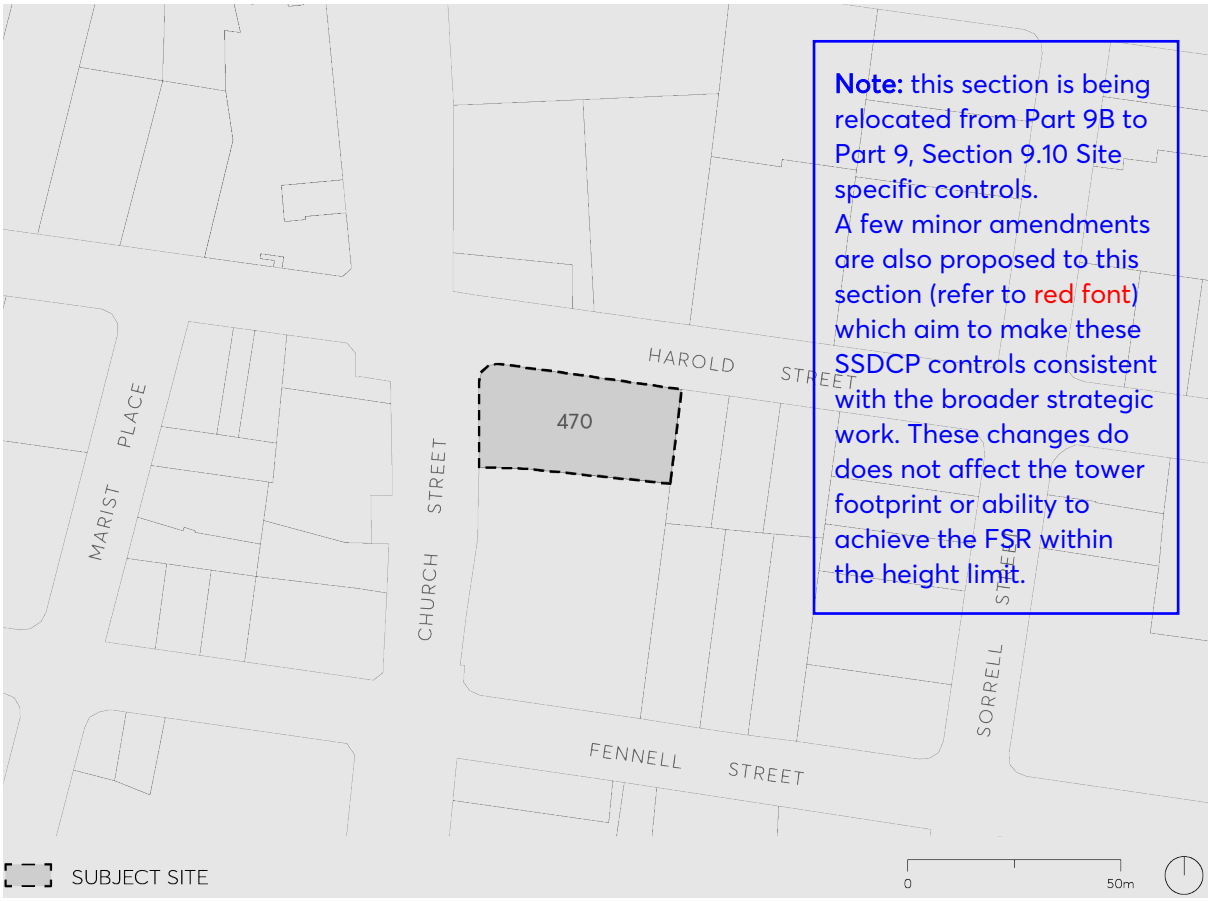


Figure 9.10.20 – Land application map

This Section establishes site specific principles, objectives and controls to be interpreted during preparation and assessment of Development Applications for the site = and is to be read in conjunction with ~~other Parts of this DCP~~ Part 9 including Section 9.5.11 Parramatta North Precinct Special Area of this DCP.

DESIRED FUTURE CHARACTER

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

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

Design Principles

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

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

Create a podium and presentation to the street of design excellence which contributes to the design quality of space and streets in the City Centre ~~Deferred Area~~.

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

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

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

Site objectives

O.01 To provide a mix of uses that support the role of Parramatta City Centre ~~and the Deferred Area~~.

O.02 To revitalise Church Street and Harold Street.

O.03 To encourage high-quality built form outcomes and achieve design excellence.

O.04 To minimise adverse impacts on the amenity of adjoining uses.

BUILT FORM, DESIGN AND MASSING

Objectives

To ensure that the built form:

O.01 Responds positively to the site's location in relation to the City Centre, nearby Sorrell Street Heritage Conservation Area and ~~the Deferred Area~~ the streetscape.

O.02 Has a positive and cohesive relationship with surrounding land and uses.

O.03 Has adequate separation to minimise visual bulk and to ensure adequate amenity within the site and to neighbouring development.

O.04 Achieves usable and pleasant street and podium environment in terms of daylight and solar access, scale and wind mitigation.

Controls

Street Frontage Heights

C.01 ~~Maximum street wall height of~~ The street wall is to be built to a height of 14m (3-4 storeys) fronting Church and Harold Streets.

Building Setbacks

C.02 The minimum building setbacks are to be in accordance with the table below:

	Minimum setback (m)
Podium	
Western boundary (Church Street) ~~and northern boundary (Harold Street)~~	0m
Northern boundary (Harold Street)	3m
Eastern boundary	~~0m~~ 4.5m
Southern boundary	0m (commercial) ~~9m~~ 6m (residential levels 2-3)
Tower (upper level)	
Western boundary (Church Street)	6m
Eastern boundary	12m
Northern boundary (Harold Street)	~~3m~~ 6m (to the property boundary, 3m to the podium)
Southern boundary	~~9m~~ 6m (to the property boundary)

Tower Floor Plate

C.03 The reduced tower setback of ~~3m to Harold Street~~ 6m to the southern boundary will accommodate a tower with a floorplate of approximately 650m².

Building Design

C.04 The street wall/podium is to be a separate architectural element, that is distinct and different in character from the tower element.

C.05 High-quality design and materials are to be used for the security shutters into the car park and loading areas.

C.06 To ensure landscape courtyard on the podium is usable, take into account solar access and wind mitigation.

LAND USES

Objectives

O.01 To provide for useable and functional commercial floor space that can support the desired use, achieve internal spaces appropriate to their function and support the Parramatta City Centre ~~and the Deferred Area~~.

Controls

O.02 The ground floor street frontage is to be used for active commercial uses.

O.03 Commercial/retail tenancies are to be of a sufficient size and layout to cater for their desired use and function.

TRAFFIC AND TRANSPORT

Objectives

O.04 To ensure adequate parking is provided on site.

O.05 To minimise pedestrian and vehicle conflict by locating vehicle access away from the Church Street intersection.

O.06 To ensure parking design is integrated into the design of the building.

Controls

C.01 Vehicle access is to be from Harold Street, at the eastern end of the site.

C.02 Parking in the podium is discouraged. However, where it is provided it must be well integrated into the overall facade and not be visible from the public domain utilising screening or other appropriate design excellence solution.

C.03 Car parking is to be provided in accordance with clause 7.18 in *Parramatta LEP 2023* and bicycle parking is to be provided in accordance with ~~the Parramatta City Centre Strategic Transport Study~~ Section 9.9.3 Bicycle Parking and End of Journey Facilities.

~~C.04 Investigate options to integrate vehicular access with the adjacent site at 23-27 Harold Street through one access point.~~

PARRAMATTA CITY CENTRE – AUTO ALLEY (WEST) ~~DEFERRED AREA A~~

CONTENTS

9B PARRAMATTA CITY CENTRE - AUTO ALLEY (WEST)

The controls in this Part ~~Section of this DCP~~ apply to land zoned E3 Productivity Support ~~development~~ within the Parramatta City Centre ~~Deferred Area A as identified on the Special Provisions Area Map in *Parramatta LEP 2023* but exclude the Phillip Street block and the Park Edge Highly Sensitive Area as~~ shown in Figure 9B.1.

The specific objectives and controls for this precinct detailed below are to be applied in conjunction with the general objectives and controls in Part 2, 3, 5, 6 and 7 of this DCP. Where there is any inconsistency with any other part of the DCP, the objectives and controls of this section will prevail.

~~Refer to Section 9 – Parramatta City Centre for the controls affecting the area shown grey in Figure 9B.1 below and Section 9.5.10 for the Park Edge Highly Sensitive Area controls.~~

~~The controls in this Section prevail here there is any inconsistency with Part 9 or other Section of the DCP except in the case of the site-specific controls in Section 9B.6, and in the case of the R2 Low Density Residential zoned land at 15 Albert Street.~~

~~The site known as Lot 5, DP795141 which constitutes part of the property known as 15 Albert Street, North Parramatta is zoned R2 Low Density Residential. The controls affecting this site are contained in Part 3 – Residential Development of this DCP.~~

The broad objectives for ~~the Parramatta City Centre – Deferred Area~~ Auto Alley (West Area) are:

~~O.01 To support the primacy of the centre as an employment node with a strong commercial core occupied by high order quality commercial buildings in its proximity to the commercial core.~~

O.02 To support the commercial core with surrounding mixed use development that reinforces and complements the centre's core employment role.

O.03 To ensure high-quality design of buildings ~~and public areas.~~

~~O.04 To activate the Parramatta River edge and the relationship of the river to the city.~~

O.05 To provide for the conservation and interpretation of Parramatta's heritage.

O.06 To improve the natural environment.

Figure 9B.1 – Land Application Map – Auto Alley (West) ~~Parramatta City Centre Deferred Area~~

9B.1 BUILDING FORM

The provisions in this Section are intended to encourage high-quality design ~~for new buildings in the City Centre Deferred Area A (in part) identified in Figure 9B.1~~. New development should contribute to an attractive public domain and produce a desirable setting for its intended uses.

Note: ~~Refer also to site specific controls in Section 9B.6 – Site Specific Controls which affect sites at 470 Church Street and 8-12 Victoria Road and 2A Villiers Street~~

Objectives

The following general objectives apply to this Section:

O.01 To establish appropriate scale, dimensions, form and separation of buildings.

O.02 Achieve active street frontages with good physical and visual connections between buildings and the street.

O.03 Define the public street so that it provides spaces that are legible, safe, comfortable, functional and attractive.

O.04 Ensure building depth, bulk and separation allows for view sharing and protects amenity, daylight penetration and privacy between adjoining developments.

O.05 Achieve an articulation and finish of building exteriors that contributes to a high-quality and sustainable urban environment.

~~O.06 Protect and provide visual connections to the Parramatta River and parkland.~~

9B.1.2 MINIMUM BUILDING STREET FRONTAGE

Objectives

O.01 To ensure that visually, buildings have an appropriate overall horizontal proportion compared to their vertical proportions.

O.02 To ensure that vehicular access is reasonably spaced and separated along roads and lanes.

O.03 To provide appropriate dimensions for the design of car parking levels.

Controls

C.01 Development parcels are required to have at least one street frontage of 20m or more ~~on land zoned E2 Commercial Centre, MU1 Mixed Use or E3 Productivity Support~~.

C.02 Exceptions to the minimum building street frontage will be considered:

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

9B.1.3 BUILDING TO STREET ALIGNMENT AND STREET SETBACKS

Street setbacks and building alignments establish the front building line and reinforce the spatial definition of streets. ~~In all areas of the City Centre Deferred Area c~~Consistent building lines within streets and blocks are desirable and generally buildings should be built to the street alignment to enhance pedestrian amenity and activity at street level. Setbacks should also respond to public spaces, the river foreshore, enhance heritage settings and may also provide for landscape areas and growing areas for street trees.

Objectives

O.01 To provide street edges which reinforce, improve or support the hierarchy and character of specific city streets and lanes.

O.02 To ensure there are consistent street frontages with buildings having common alignments.

O.03 To present appropriate design responses to nearby development that complement the streetscape.

O.04 To create a clear transition between public and private space.

O.05 To assist in achieving visual privacy to apartments from the street.

O.06 To allow for street landscape character, where appropriate.

Controls

C.01 Comply with the street building alignment and front setbacks specified in Figures ~~and~~ 9B.1.2.1 ~~and 9B.1.2.~~

C.02 Building alignments and setbacks should also respond to important elements of the nearby context including public spaces and heritage buildings, monuments and landscape elements, in order to complement the streetscape. In some places, this may require greater building setbacks than those specified in Figure 9B.1.2.1.

C.03 Where the building alignment is set back from the street alignment, balconies are to be generally within the building envelope and may project up to 600mm into front building setbacks.

C.04 Minor projections into front building lines and setbacks for sun shading devices, entry awnings and cornices are permissible. (See also Section ~~6~~9B.1.8 – Building Exteriors).

Figure 9B.1.2.1 – Building Alignment and Front Setbacks (to streets)~~, public domain and watercourses)~~

9B.1.4 STREET AND RIVER FRONTAGE HEIGHTS AND UPPER LEVEL SETBACKS

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

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

Objectives

O.01 To strengthen the urban form of the City Centre Deferred Area with consistent street wall heights.

O.02 To achieve comfortable street and riverfront environments for pedestrians in terms of daylight, scale, sense of enclosure and wind mitigation as well as a healthy environment for street trees.

O.03 To enhance the distinctive character of streets within Parramatta City Centre Deferred Area.

Controls

C.01 Buildings must comply with the relevant street and river frontage heights and upper level setbacks as shown in Figures 9B.1.12 and 9B.1.64. Podium heights must not exceed both the number of storeys and the height in metres.

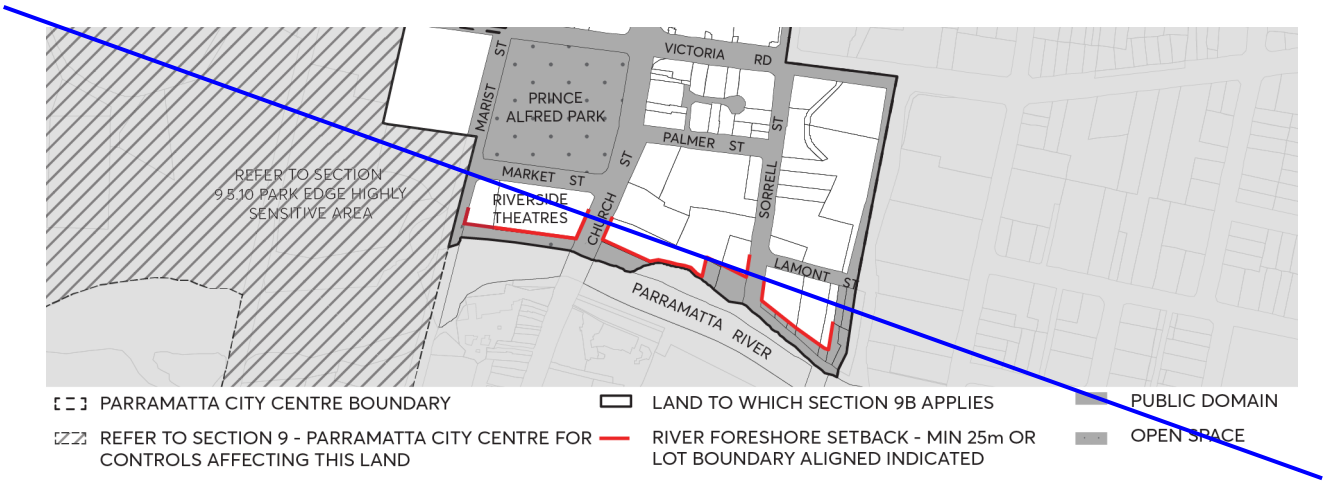
C.02 The street frontage height that applies to a shared lane is the same as that of the closest street frontage height the lane connects to. In instances where the lane connects to two or more streets, the higher street frontage height applies (to a maximum of 26 metres).

Corner sites may be built with no upper level setback to the secondary street edge for the first 45 metres within the same site/amalgamation. This helps to articulate corners, generate feasible floor plates as well as allow corner towers to engage directly with the street and footpath. Refer to Figure 9B.1.64.

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

Streets running E-W

Streets running N-S



~~Figure 9B.1.2 – River Foreshore Setbacks in part of the Deferred Area~~

Figure 9B.1.1 – Street / River Frontage Heights – Parramatta City Centre Deferred Area Auto Alley (West)

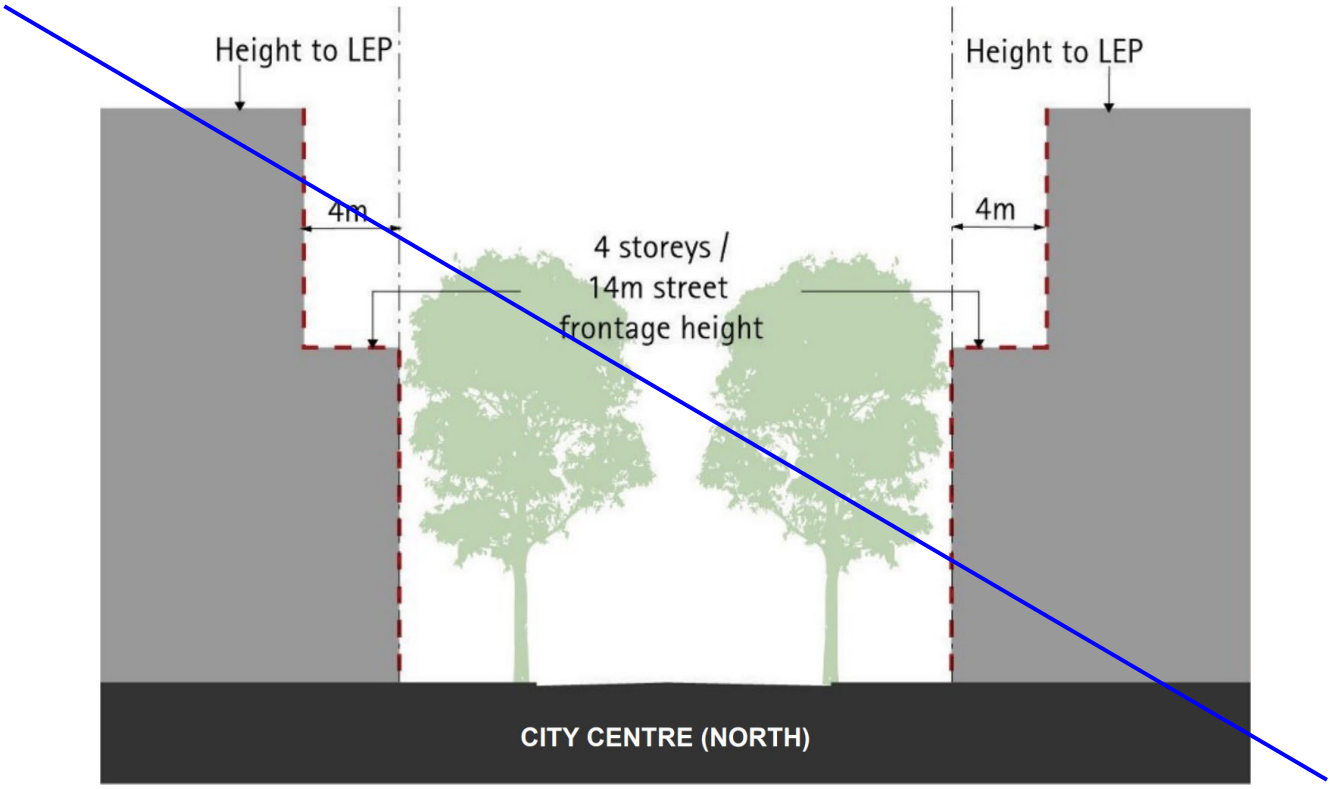


Figure 9B.1.4 – Street Frontage Heights and Upper Level Setbacks City Centre (North)

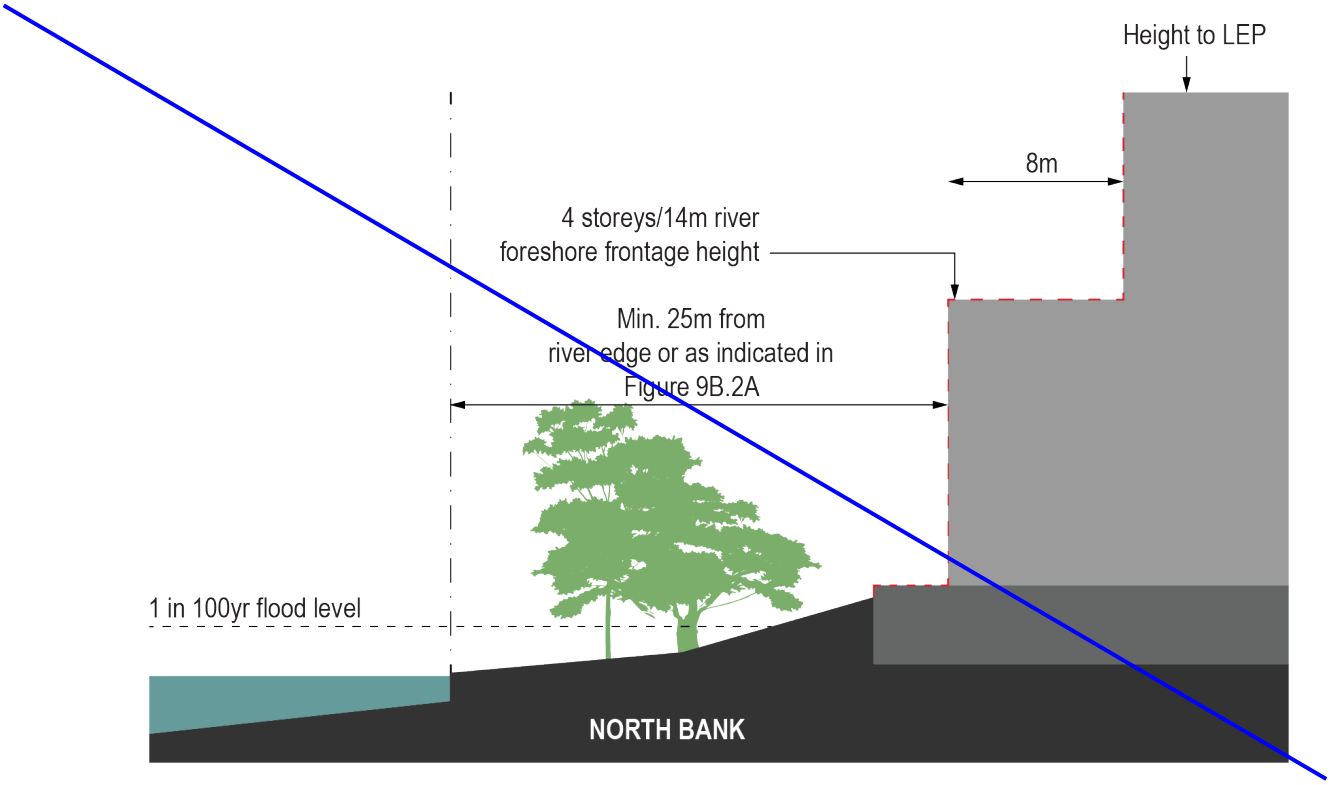


Figure 9B.1.5 – River Frontage Heights and Upper Level Setbacks, River Foreshore

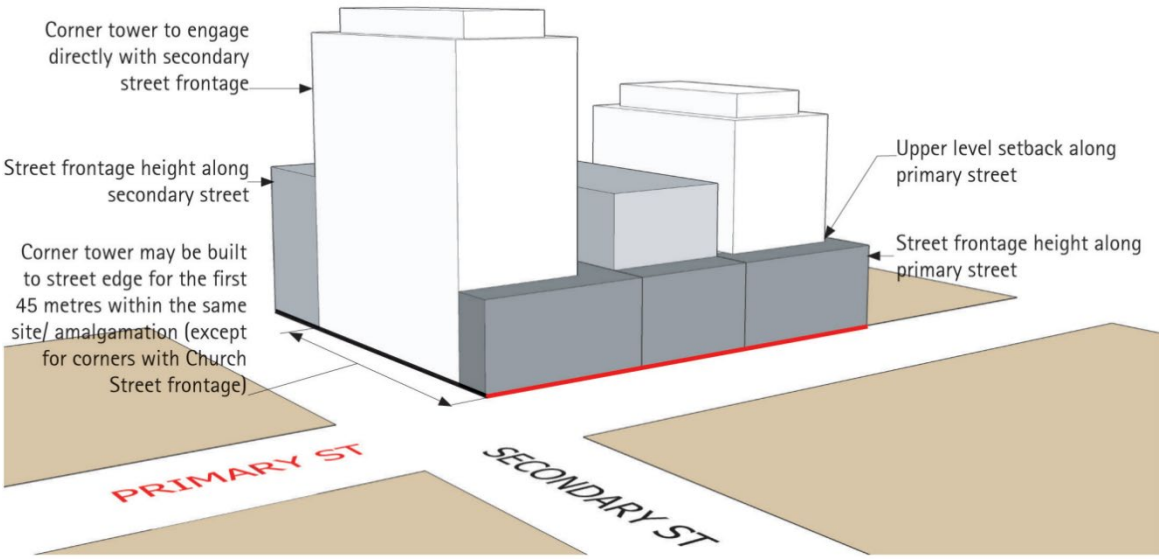


Figure 9B.1.64 – Indicative Corner Condition with different Street Frontage Heights

9B.1.5 BUILDING DEPTH AND BULK

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

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

Objectives

O.01 To promote the design and development of sustainable buildings.

O.02 To achieve living and working environments with good internal amenity and minimise the need for artificial heating, cooling, and lighting.

O.03 To provide viable and useable commercial floor space.

O.04 To achieve usable and pleasant streets and public domain at ground level by controlling the size of upper level of buildings.

O.05 To achieve a city skyline sympathetic to the topography and context.

O.06 To allow for view sharing and view corridors.

O.07 To reduce the apparent bulk and scale of buildings by breaking up expanses of building wall with modulation of form.

Controls

C.01 All points on an office floor should be no more than 12m from a source of daylight (e.g. window, atria, or light wells).

~~C.02 The preferred maximum floor plate area of residential or serviced apartment buildings is 1,000 square metres above a street frontage height of 26 metres. The floor plate area is to be measured to include balconies, external wall thicknesses, internal voids, and atria.~~

9B.1.6 BULIDING SEPARATION

Objectives

O.01 To ensure an appropriate level of amenity for building occupants in terms of daylight, outlook, view sharing, ventilation, wind mitigation, and privacy.

O.02 To achieve usable and pleasant streets, lanes, parks, and public spaces in terms of wind mitigation, daylight, and solar access.

Controls

~~C.01 The minimum building setbacks from the side and rear property boundaries are illustrated in Figures 9B.1.7 and 9B.1.8 or to shared lanes in Figure 9B.1.9.~~

C.02 Where permissible, side and rear boundaries are to be built to zero metres at lower levels of buildings.

C.03 Where a rear setback/courtyard is proposed at ground level, a minimum dimension of 6 metres must be provided. Ground level setbacks must have daylight and amenity. Deep soil zones/podium landscape should be co-located to the rear to create pockets of landscape/mature trees within the block.

~~C.04 Notwithstanding the controls in this Section, for residential development additional setbacks may be necessary to satisfy building separation, solar access and amenity requirements of *State Environmental Planning Policy 65 - Design Quality of Residential Apartment Development*.~~

C.05 Notwithstanding side setback controls, the podium should be built to the side boundaries (0 metres setback) where fronting the street.

C.06 If the specified setback distances cannot be achieved when an existing building is being refurbished or converted to another use, appropriate visual privacy levels are to be achieved through other means.

C.07 The building separation distances between buildings on the same site are not to be less than those required between buildings on adjoining sites, unless it can be demonstrated that reducing the separation distances provides adequate privacy and solar access to the buildings concerned.

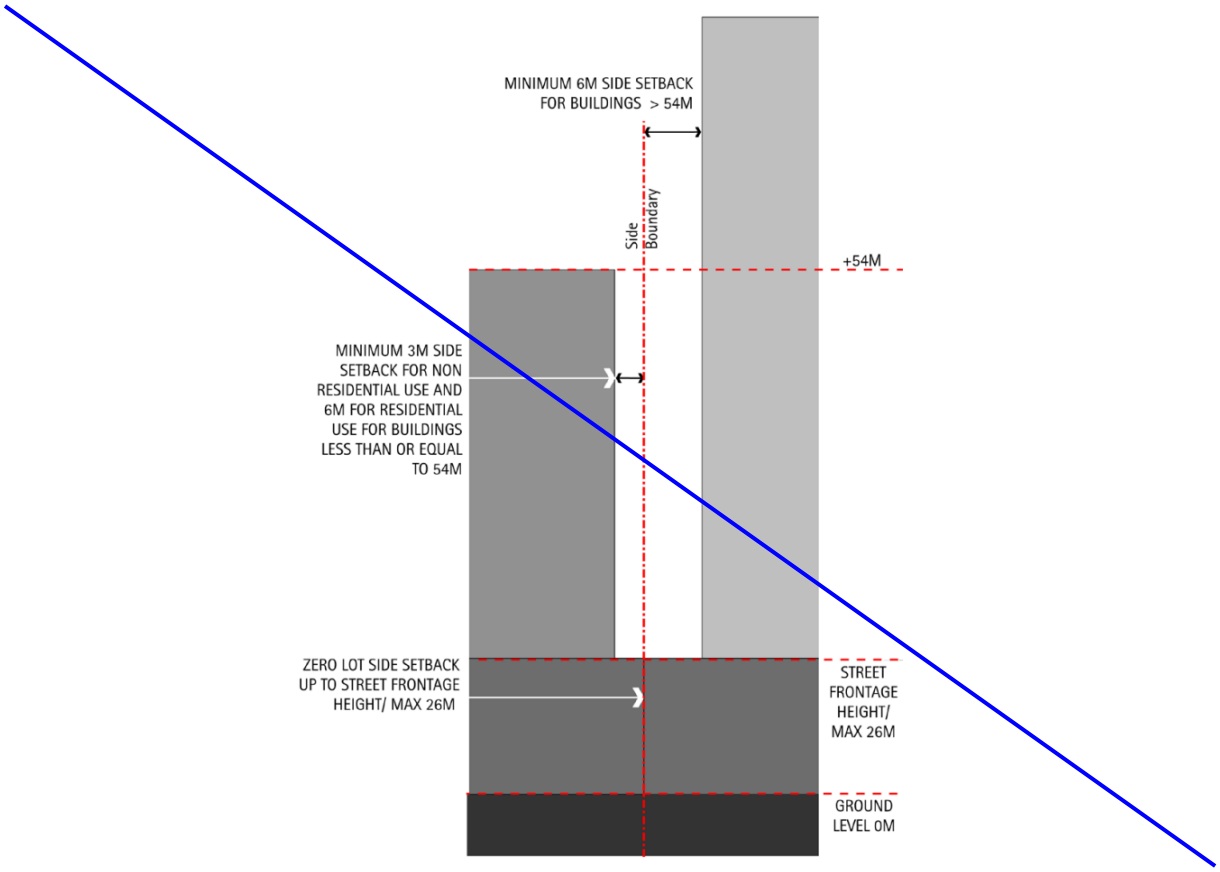


Figure 9B.1.7 – Side Setback

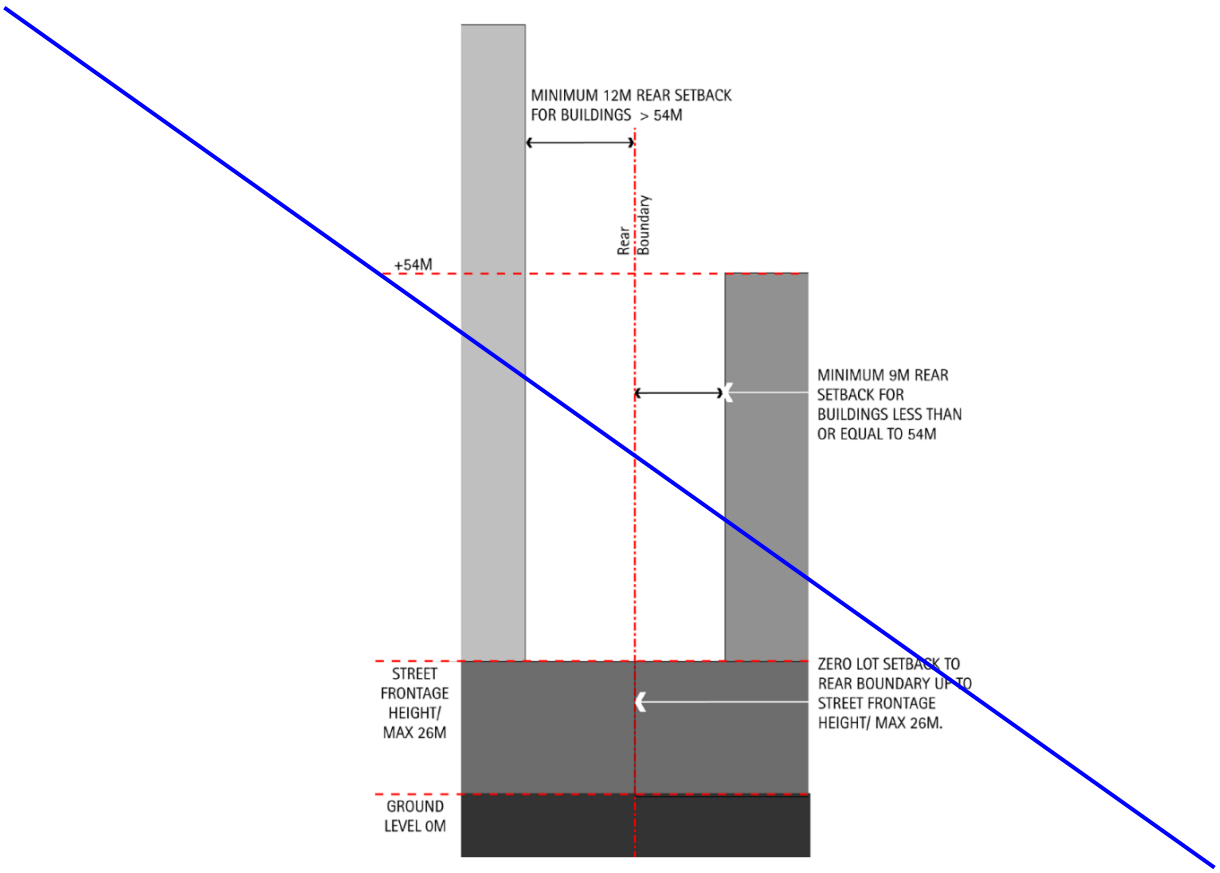
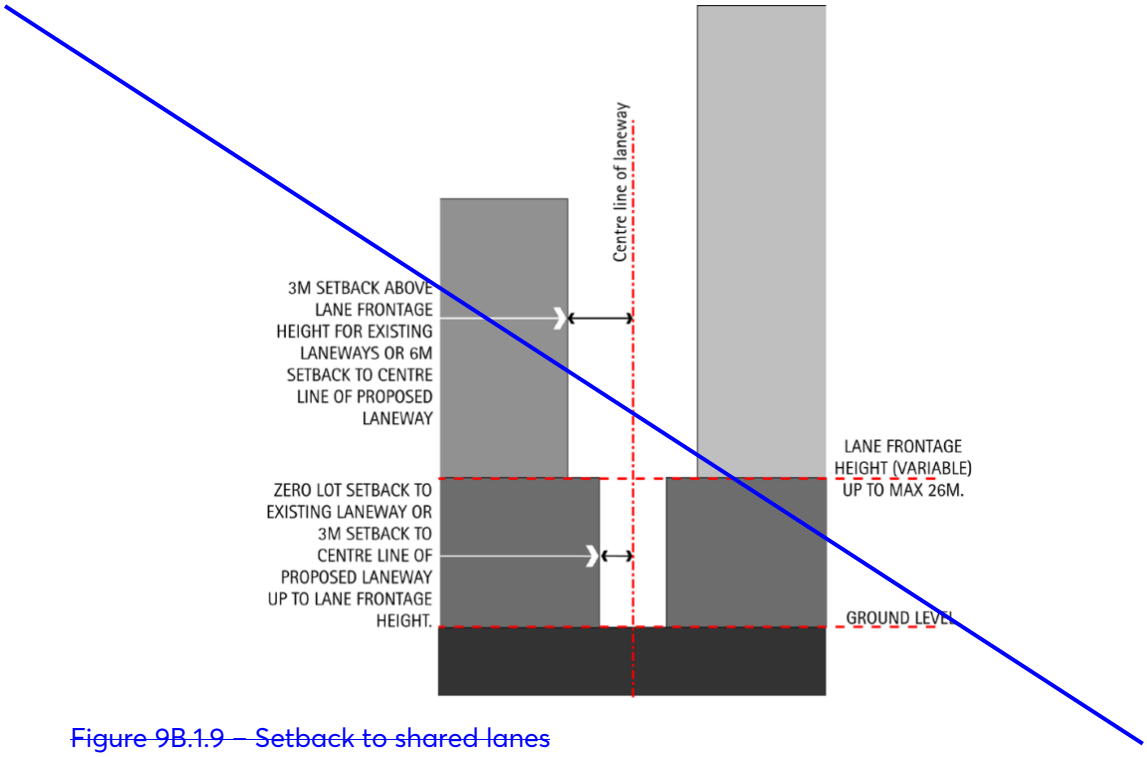


Figure 9B.1.8 – Rear Setback



~~Figure 9B.1.9 – Setback to shared lanes~~

9B.1.7 BUILDING FORM AND WIND MITIGATION

Objectives

O.01 To ensure that building form enables the achievement of nominated wind standards to maintain safe and comfortable conditions in the City Centre Deferred Area Auto Alley (West) streets and lanes.

Controls

C.01 To ensure public safety and comfort the following maximum wind criteria are to be met by new buildings:

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

C.02 Site design for tall buildings (towers) should:

- Set tower buildings back from lower structures built at the street frontage.
- Protect pedestrians from strong wind downdrafts at the base of the tower.
- Ensure that tower buildings are well spaced from each other to allow breezes to penetrate City Centre Deferred Area Auto Alley (West).
- Consider the shape, location and height of buildings to satisfy wind criteria for public safety and comfort at ground level.

- Ensure useability of open terraces and balconies.

~~C.03 Wind Effects Report is to be submitted with the DA for all buildings greater than 32m in height.~~

~~C.04 For buildings over 50m in height, results of a wind tunnel test are to be included in the report.~~

9B.1.8 BUILDING EXTERIORS

Parramatta's cityscape and public domain is defined by its buildings, streets and public places. The maintenance and improvement of the public domain is dependent on a high-quality approach to the design of new development including the articulation and finish of building exteriors.

Objectives

To ensure that buildings ~~in Parramatta City Centre Deferred Area~~:

O.01 Contribute positively to the streetscape and public domain by means of high-quality architecture and selection of appropriate materials and finishes.

O.02 Provide richness of detail and architectural interest especially at visually prominent parts of buildings such as lower levels and roof tops.

O.03 Present appropriate design responses to nearby development that complement the streetscape.

O.04 Clearly define the adjoining streets, street corners and public spaces and avoid ambiguous external spaces with poor pedestrian amenity and security.

O.05 Maintain a pedestrian scale in the articulation and detailing of the lower levels of the building.

~~O.06 Contribute to a visually interesting skyline.~~

O.07 Restrict the reflection of sunlight from buildings to surrounding areas and buildings.

Controls

C.01 Adjoining buildings (particularly heritage buildings) are to be considered in the design of new buildings in terms of:

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

C.02 Balconies and terraces should be provided, particularly where buildings overlook parks and on low rise parts of buildings. Gardens on the top of setback areas of buildings are encouraged.

C.03 Articulate façades so that they address the street and add visual interest.

C.04 External walls should be clad with high-quality and durable materials and finishes.

C.05 Finishes with high maintenance costs, those susceptible to degradation or corrosion that result in unacceptable amenity impacts, such as reflective glass, are to be avoided.

C.06 To assist articulation and visual interest, avoid large expanses of any single material.

C.07 Limit opaque or blank walls for ground floor uses to 30% of the building street frontage.

C.08 Maximise glazing for ground floor retail uses, but break glazing into sections to avoid large expanses of glass.

C.09 A materials sample board and schedule is required to be submitted with applications for development over $1 million or for that part of any development built to the street edge.

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

- expressed cornice lines that assist in enhancing the streetscape, and
- projections such as entry canopies that add visual interest and amenity.

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

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

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

9B.2 MIXED USE BUILDINGS

~~City Centre Deferred Area~~ Auto Alley (West) buildings provide for a variety of uses and activities that reinforce the character and function of the ~~City Centre Deferred Area~~ Auto Alley (West) and create activity and lively streets. In mixed use buildings, different uses are contained within the same building and are best located to a pattern and layout suitable to the mix of uses.

Objectives

O.01 To create active and lively streets with enhanced public safety by increasing activity in the public domain.

O.02 To minimise potential conflicts and achieve compatibility between different uses.

~~O.03 To ensure that the design of mixed-use buildings addresses residential amenity and supports commercial and retail uses.~~

O.04 To create legible and safe access and circulation in mixed use buildings.

O.05 To ensure that buildings address the public domain and the street.

Controls

C.01 Specialised retail and business activity should be provided at ground level to support street activation ~~and residential uses, requiring privacy and noise mitigation, should be located above street level~~.

C.02 Ground floor of all mixed-use buildings are to have a minimum floor to ceiling height of 3.6m in order to provide for flexibility of future use. Above ground level, minimum floor to ceiling heights are to be a minimum of 2.7 metres.

C.03 ~~Separate commercial service requirements, such as loading docks, from residential access, servicing needs and primary outlook.~~ Service entries are to be provided from the rear where possible.

~~C.04 Locate clearly demarcated residential entries directly from the public street.~~

~~C.05 Clearly separate and distinguish commercial and residential entries and vertical circulation.~~

C.06 Provide security access controls to all entrances into private areas, including car parks and internal courtyards.

C.07 Front buildings onto major streets with active uses.

C.08 Avoid the use of blank building walls at the ground level at street or lane frontages.

C.09 Facilities for servicing the building, sub-stations, waste collection and the like are to be integrated as part of the building design to minimise the impact on active street frontages.

9B.3 PUBLIC DOMAIN AND PEDESTRIAN AMENITY

The public domain includes the publicly accessible shared spaces ~~of the Deferred Area in the City Centre,~~ including streets, lanes, squares and parks ~~(refer to Figure 9B.3.1).~~ The public domain is also affected by the private domain - the design quality of adjoining buildings, overshadowing, the design and location of building entrances, setbacks and signage.

The pedestrian network is a key aspect of the public domain. The pedestrian amenity provisions in this Section are intended to achieve a high-quality of urban design, pedestrian comfort and safety in the public spaces of the ~~City Centre Deferred Area~~ Auto Alley (West). ~~Parramatta's streets, lanes, arcades and through site links should form an integrated and legible pedestrian network providing choice of routes at ground level for pedestrians. The design of individual developments will be required to contribute to and integrate with this network.~~

Council has adopted the Parramatta Public Domain Guidelines which are available on Council's web site. These guidelines need to be referred to for new developments in the ~~City Centre Deferred Area~~ Auto Alley (West) and require the preparation for approval of an Alignments Plan and a Public Domain Plan.

Council's tree mapping in its Parramatta Public Domain Guidelines has a Street Tree Plan, available on request, which should be consulted when preparing a public domain plan. Species selection for ~~City Centre Deferred Area~~ Auto Alley (West) developments should be appropriate for proposed building heights and ~~City Centre Deferred Area~~ Auto Alley (West) micro-climates to mitigate the urban heat island effect.

~~9B.3.1 SITE LINKS AND LANES~~

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

~~**Note:** Refer also to site specific controls in Section 9B.6 – Site Specific Controls which affect sites at 470 Church Street and 8 -12 Victoria Road and 2A Villiers Street.~~

Objectives

~~O.01 To improve access in the City Centre Deferred Area Auto Alley (West) by providing new lanes and site links and enhancing existing links as redevelopment occurs.~~

~~O.02 To contribute to the legibility of the pedestrian network.~~

~~O.03 To ensure that site links have active frontages.~~

~~O.04 To provide for pedestrian amenity and safety.~~

~~O.05 To encourage removal of vehicular entries from primary street frontages.~~

~~O.06 To retain and further develop lanes and small spaces as useful and interesting pedestrian connections as well as for service access.~~

~~O.07 To implement Council's Parramatta City Centre Lanes Policy.~~

Controls

~~C.01 Through site links, arcades, shared ways and laneways are to be provided as shown in Figure 9B.1.3 Street / River Frontage Heights (denoted by an orange line).~~

~~C.02 The design and finish of new site links is to be provided in accordance with Council's Parramatta Public Domain Guidelines.~~

~~C.03 Site links for pedestrians and shared pedestrian and vehicular lanes are to:~~

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

~~C.04 Pedestrian site links are to have a minimum width of 3 metres non-leasable space clear of all obstructions (including columns, stairs, and escalators).~~

~~C.05 Internal arcades will not be approved in preference to activation of an existing or required lane or site link.~~

~~C.06 Building address to lanes and site links shall create visual interest such as landscaping, awnings, paved finishes, and good lighting.~~

~~C.07 Shared lanes and vehicular lanes are to have a minimum width of 6m clear of all obstructions.~~

~~C.08 To provide interest in these spaces, public art installations are encouraged in lanes.~~

9B.3.2 ACTIVE FRONTAGES

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

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

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

Objectives

O.01 To promote pedestrian activity and safety in the public domain.

O.02 To maximise active street and lane fronts in the ~~City Centre Deferred Area~~ Auto Alley (West).

~~O.03 To maximise active frontages to the river foreshore.~~

O.04 To define areas where active frontages are required.

Controls

Active Frontages ~~for non-residential development~~

C.01 Active frontages are required throughout the ~~City Centre Deferred Area~~ Auto Alley (West) ~~on primary street frontages~~ for a minimum of 50% of each building front~~; and on secondary street frontages and lanes for a minimum of 40% of each building front~~.

C.02 Active ground floor uses are to be at the same level as the footpath and be accessible directly from the street. (Refer to Council's Parramatta Public Domain Guidelines and the requirement for an Alignments Plan).

C.03 Provide multiple entrances for large developments including an entrance on each street frontage.

C.04 Security grilles detract from an active street front, but where they are essential, must be fitted only internally within the shopfront and set back from the line of enclosure. Such grilles are to be fully retractable and at least 50% transparent in their closed state.

C.05 Extend active frontages above ground floor level with uses and building design, which provide transparency, and visual contact with the public domain.

~~C.06 Opportunities for active frontages to parks, public squares and the river foreshore are to be maximised.~~

~~Active frontages with street address for residential development~~

~~C.07 Street address for residential development is to include entries, lobbies, and habitable rooms with clear glazing to the street not more than 1.2m above street level and excluding car parking areas.~~

~~C.08 Residential developments are to provide a clear street address and direct pedestrian access off the primary street front and allow for apartments to overlook all surrounding streets and lanes.~~

~~C.09 Provide multiple entrances for large developments including an entrance on each street frontage.~~

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

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

9B.3.3 PEDESTRIAN OVERPASSES AND UNDERPASSES

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

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

Objectives

O.01 To promote ease of access for pedestrians in streets and public places.

O.02 To promote 'Safer by Design' and crime prevention principles.

O.03 To encourage pedestrian circulation at street level.

O.04 To protect views and vistas along streets.

Controls

C.01 New overpasses over streets will generally not be approved. In exceptional circumstances, new overpasses over service lanes may be considered by the consent authority subject to assessment of impacts on safety and crime prevention, streetscape amenity and activation of the public domain. In such circumstances, overpasses are to be fully glazed, not greater than 6 metres wide or more than one level high.

C.02 Underpasses may be considered by the consent authority for direct connection under adjacent streets to railway stations;

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

C.03 Access to underpasses should be provided directly from a public footpath at the street alignment (rather than reducing the space of the footpath). This will ensure public access at all times and enhance the use and activities of the public domain.

C.04 All underpasses are to have a minimum width of 5 metres clear of all fixed obstructions and a minimum ceiling height of 4 metres.

9B.3.4 AWNINGS

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

Objectives

~~O.01 To increase pedestrian amenity in areas of high pedestrian volume by providing protection from wet weather and sunlight with awnings.~~

Controls

~~C.01 Continuous street frontage awnings are to be provided for all new developments as indicated in Figure 9B.3.1.~~

~~C.02 New awnings must align with adjacent existing awnings and complement building facades.~~

~~C.03 Wrap awnings around corners where a building is sited on a street corner.~~

~~C.04 For streets, awning dimensions should generally be:~~

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

~~C.05 Where street trees are required the entire length of the awning is to be set back from the kerb by 1.2 metres. Cut outs for trees and light poles in awnings are not acceptable.~~

~~C.06 For lanes:~~

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

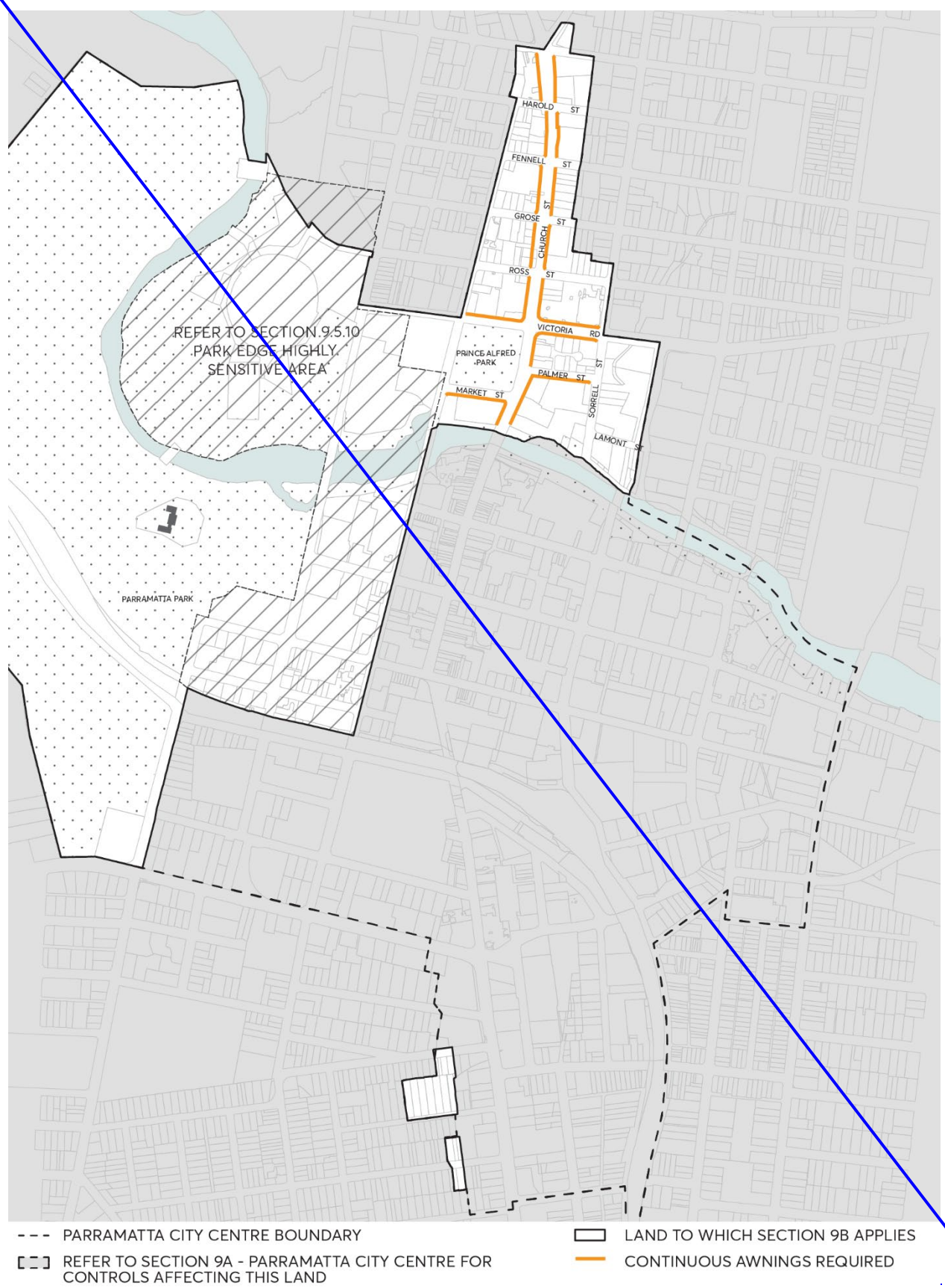


Figure 9B.3.1 – Awnings

9B.3.5 COURTYARDS AND SQUARES

Objectives

O.01 To expand and enhance the public domain.

Controls

C.01 Integrate forecourts, squares and courtyards with through block links where appropriate.

C.02 Design forecourts, squares and courtyards to visually and physically extend the public domain.

C.03 Forecourts, squares and courtyards should be delightful outdoor rooms, and must be well considered with regard to aspect and height to width, and depth to width proportions.

C.04 It is preferred that courtyards and squares are the same level as the street to facilitate access and integration with the public domain.

C.05 Basement carparks should be contained predominantly within building footprints and allow for deep soil beneath forecourts and courtyards for large canopy tree planting.

Squares

C.06 Squares are to be spatially defined with at least three substantially or fully built edges, will not exceed a depth to width ratio of 3:1, and will be not less than 12m wide.

~~9B.4~~ ACCESS AND PARKING

9B.4.1 VEHICLE FOOTPATH CROSSINGS

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

Objectives

O.01 To make vehicle access to buildings more compatible with pedestrian movements and the public domain.

O.02 To ensure vehicle entry points are integrated into building design and contribute to high-quality architecture and streetscapes.

Controls

Location of Vehicle Access

~~C.01 No additional vehicle entry points will be permitted into the parking or service areas of development along those streets identified as significant pedestrian circulation routes in Figure 9B.4.1.~~

C.01 ~~In all other areas,~~ One vehicle access point only (including the access for service vehicles and parking for non-residential uses within mixed use developments) will be generally permitted.

C.02 Where practicable, vehicle access is to be from lanes and minor streets rather than primary street fronts or streets with major pedestrian activity.

C.03 Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on-site signal equipment is to be used to allow shared access. Where appropriate, new buildings should provide vehicle access points so that they are capable of shared access at a later date.

C.04 Vehicle access may not be required or may be denied to some heritage buildings.

Design of Vehicle Access

C.05 Vehicle access ramps parallel to the street frontage will not be permitted.

C.06 Doors to vehicle access points are to be fitted behind the building façade and to be of materials that integrate with the design of the building and contribute to a positive public domain.

C.07 Vehicle entries are to have high-quality finishes to walls and ceilings as well as high standard detailing. No service ducts or pipes are to be visible from the street.

Porte Cocheres

C.08 Porte cocheres disrupt pedestrian movement and do not contribute to active street frontage. They may only be permitted in exceptional circumstances for hotels and major tourist venues subject to high-quality urban design, streetscape, heritage and pedestrian amenity considerations.

C.09 If justified, porte cocheres should preferably be internal to the building with one combined vehicle entry and exit point, or one entry and one exit point on two different street fronts of the development.

C.10 In exceptional circumstances for buildings with one street frontage only, an indented porte cochere with separate entry and exit points across the footpath may be permitted, as long as:

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

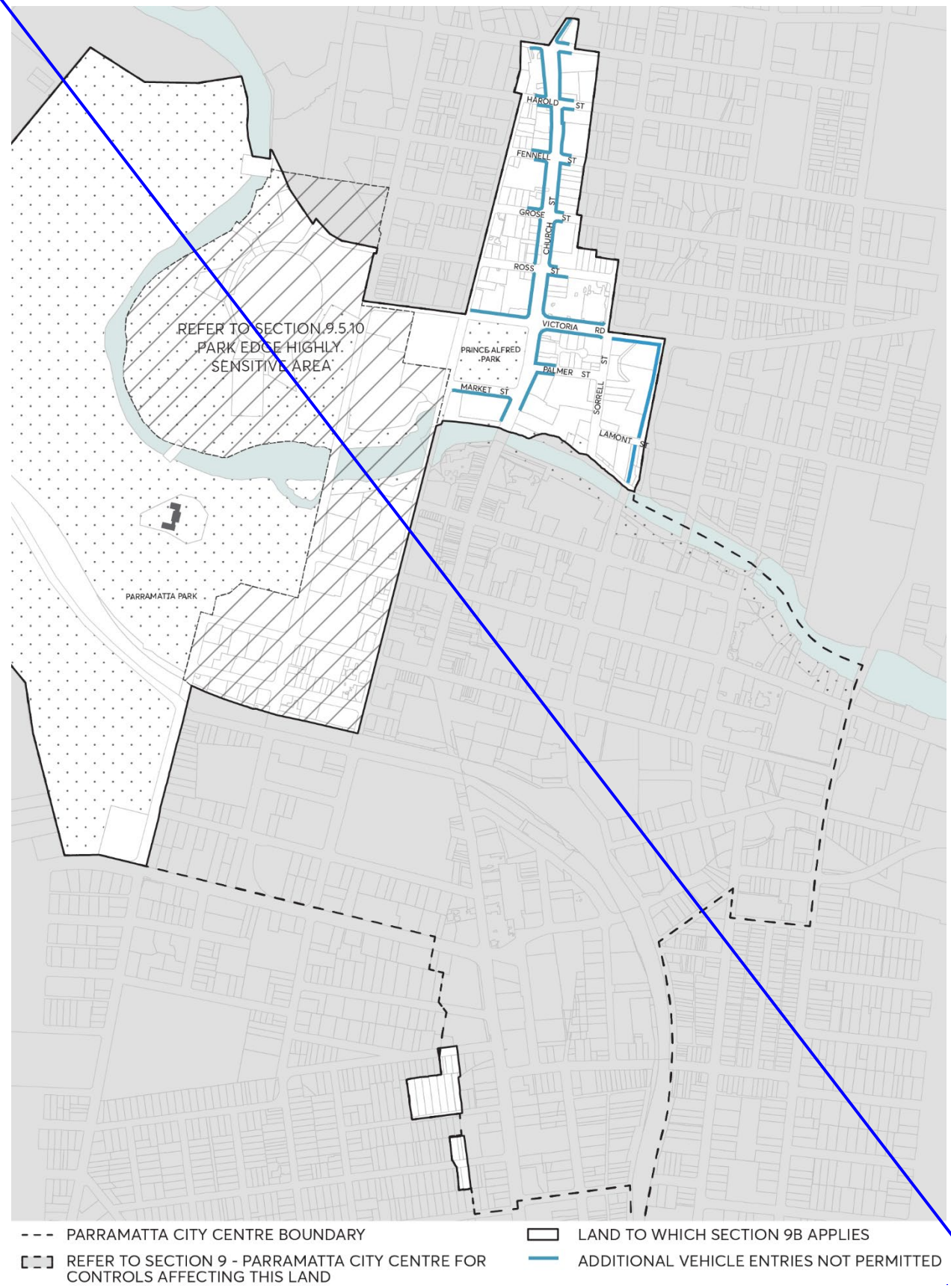


Figure 9B.4.1 – Restrictions on Vehicle Entries

9B.4.2 PEDESTRIAN ACCESS AND MOBILITY

Objectives

O.01 To ensure that all people who live, work, or visit the city are able to access and use all spaces, services and facilities through the creation of a barrier free environment in all public spaces, premises and associated spaces.

O.02 To provide a safe and easy access to buildings to enable better use and enjoyment by people regardless of age and physical condition, whilst also contributing to the vitality and vibrancy of the public domain.

Controls

C.01 Main building entry points should be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage or high-quality architectural features that improve clarity of building address and contribute to visitor and occupant amenity.

C.02 Access to public areas of buildings and dwellings should be direct and without unnecessary barriers. Avoid obstructions, which cause difficulties including:

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

C.03 The design of facilities (including car parking requirements) for disabled persons must comply with the relevant Australian Standard (AS 1428.1 and AS1438.2, or as amended) and the *Disability Discrimination Act 1992* (as amended).

C.04 The development must provide at least one main pedestrian entrance with convenient barrier free access in all developments to at least the ground floor.

C.05 The development must provide continuous paths of travel from all public roads and spaces as well as unimpeded internal access.

C.06 Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours.

9B.4.3 VEHICULAR DRIVEWAYS AND MANOEUVRING AREAS

Objectives

O.01 To minimise the impact of vehicle access points and driveway crossovers on streetscape amenity, pedestrian safety and the quality of the public domain by:

- designing vehicle access to required safety and traffic management standards,

- integrating vehicle access with site planning, streetscape requirements, traffic patterns, and
- minimising potential conflict with pedestrians.

O.02 To minimise the size and quantity of vehicle and service crossings to retain streetscape continuity and reinforce a high-quality public domain.

Controls

C.01 Driveways should be:

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

C.02 Vehicle access is to be designed to:

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

C.03 All vehicles must be able to enter and leave the site in a forward direction without the need to make more than a three point turn.

C.04 Separate and clearly differentiate pedestrian and vehicle access.

C.05 Locate vehicle access a minimum of 3 metres from pedestrian entrances.

C.06 Minimise the size and quantity and visual intrusion of vehicle access points.

C.07 Vehicular access may not ramp along boundary alignments edging the public domain, streets, lanes parks, water frontages and the like.

C.08 Design of driveway crossings must be in accordance with Council's standard Vehicle Entrance Designs, with any works within the footpath and road reserve subject to a Section 138 *Roads Act* approval.

C.09 Driveway widths must comply with the relevant Australian Standards.

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

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

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

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

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

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

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

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

9B.4.4 ON-SITE PARKING

On-site parking includes underground (basement), surface (at-grade) and above ground parking, including parking stations. Underground and semi-underground parking minimises the visual impact of car parks and is an efficient use of the site. Above ground parking may be appropriate for some sites, especially for sites constrained because of flood levels or archaeological conditions. However, above ground car parking will only be accepted if it is of a high design quality and meets the design controls specified in this Section. Car parking rates for the Parramatta City Centre Deferred Area are contained in Clause 7.17 Car Parking of *Parramatta LEP 2023*. These rates are maximum rates and are not to be exceeded.

9B.4.4.1 CAR PARKING RATES

Objectives

O.01 To facilitate an appropriate level of on-site parking provision in the Auto Alley (West) ~~City Centre Deferred Area~~ to cater for a mix of development types.

O.02 To minimise the visual impact of on-site parking.

O.03 To provide adequate space for parking and manoeuvring of vehicles (including service vehicles and bicycles).

O.04 To recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking.

Controls

C.01 Where car parking is provided in basements, and semi-basements, development which will involve excavation shall incorporate the recommended site management procedures set out in the Parramatta Historical Archaeological Landscape Management Study.

C.02 Consolidate basement car parking areas under building footprints to maximise the area available for deep soil planting beneath forecourts and courtyards.

C.03 Maximise the efficiency of car park design with predominantly orthogonal geometry and related to circulation and car space sizes.

C.04 Design parking structures which minimise reliance on artificial lighting and car exhaust ventilation.

C.05 Provide 1-2% readily accessible parking spaces, designed and appropriately signed for use by people with disabilities.

C.06 Provide separate parking for motorcycles for an area equal to 1 car parking space, as a minimum, for every 50 car parking spaces provided, or part thereof. Motor cycle parking does not contribute to the number of parking spaces for the purpose of complying with the maximum number of parking spaces permitted.

C.07 On-site parking must meet the relevant Australian Standard (AS 2890.1 2004 – Parking facilities, or as amended).

C.08 Provide marked pedestrian pathways to car parking areas with clear lines of sight and safe lighting especially at night.

Bicycle Parking

C.09 Make provision for secure bicycle parking in all public car parks and every building with onsite parking, in compliance with Part 6 – Traffic and Transport of this DCP.

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

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

~~Parking for residential flat buildings~~

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

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

Parking for commercial developments and mixed use developments

C.12 The impact of any at-grade car parking must be minimised by:

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

C.13 Natural ventilation should be provided to underground parking areas where possible, with ventilation grilles and structures;

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

9B.4.5 ABOVE GROUND CAR PARKING

Objectives

O.01 To provide car parking in an efficient and cost-effective manner.

O.02 Ensure the manner in which the car parking is provided maintains and improves the amenity, aesthetic quality and liveability of the public domain.

O.03 Provide car parking in a manner that would make a reduction in the amount and rate of car parking provision possible as the city economy strengthens and alternative modes of transport are developed to serve the city.

O.04 Design car parking to be energy efficient, well lit, safe, and attractive.

Controls

C.01 The preferred location of car parking in the Auto Alley (West) ~~Parramatta City Centre Deferred Area~~ is in basements. Above ground car parking may be appropriate for some sites, especially where there are constraints such as flood levels and/or archaeological conditions. Above ground car parking will only be permitted where the car parking:

- Is of high-quality design and will not have an adverse impact on the visual and acoustic amenity of neighbouring buildings and public domain.
- Is located behind other active uses including residential, specialised retail and office when the frontage is to a primary street or public domain as indicated on Figure 9B.4.2. Where activation of above ground levels is required, the active use is to wrap around the corner of the building for a minimum of 15m. Refer to Figure 9B.4.3
- Is screened from the public domain, including all streets and lanes through the use of screening devices, architectural elements and landscaping that is integrated into the design of the building. Cars are not to be visible from the public domain. Car parking luminaires are not to be visible from the public domain. Refer to Figure 9B.4.3.
- Has an access that will not have an unacceptable impact on streetscape or the public domain in accordance with Figure 9B.4.1.
- Does not extend higher than the frontage and podium heights permitted on adjoining streets and in the case of different heights the lesser of the two.
- Is fully enclosed by a suitably designed wall or screen at ground level (on the frontages not required to be sleeved with active uses), with the exception of air supply vents, which should be a minimum of 2.3m above the ground at their lowest point, and designed to ensure the interior of the car park is not visible from the adjoining public domain.
- Allows for the creation of mid-block connections and laneways as indicated on Figure 9B.4.2.
- Is set back from the rear boundary of lots by a minimum of 6 metres to allow for natural 'make up air supply' to ensure efficient low energy operation.

- New access points to all parking (above and below ground) are to be limited in accordance Figure 9B.4.2. New access points will be permitted from existing lanes or new lanes, which may be created as part of the development.
- If located on a roof top, is not open to the sky or visible from other buildings.
- Has a minimum floor to ceiling height, clear of obstruction, of 2.7 metres above ground level and 3.3m on ground level.

C.02 Car parking areas:

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

C.03 To facilitate adaptation of car parking to other uses in the long term, consideration will be given to car parking remaining as part of the common property and not part of, or attached to, individual strata units.

9B.4.6 LEASING OF EXISTING SURPLUS COMMERCIAL CAR PARKING SPACES

Objectives

O.01 To facilitate the efficient use of under-occupied car parking spaces within existing commercial buildings in the ~~City Centre Deferred Area~~ Auto Alley (West).

O.02 To appropriately regulate and manage the use of ~~City Centre Deferred Area~~ Auto Alley (West) parking spaces in a manner that responds to the changing demand for car parking over time.

O.03 To encourage greater use of under-utilised car parking so as to increase the availability of short term parking in other locations in the ~~City Centre Deferred Area~~ Auto Alley (West)

Controls

Parking spaces within an existing commercial building or commercial component of a mixed use building (but not residential parking) may, subject to development consent, be leased as parking spaces to persons or businesses who do not occupy that building, as provided in Clause 7.17 of *Parramatta LEP 2023*.

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

The following criteria must be satisfied:

C.01 The number of surplus spaces in the building must be specified, justified and shown on a site plan submitted with the Development Application. The number of surplus spaces represents

the number of spaces above the maximum number required for the floorspace in the building based on the current car parking rates.

C.02 There is demand for take up of this car parking by other commercial enterprises within the ~~City Centre Deferred Area A~~ Auto Alley (West).

C.03 The car parking layout and circulation routes, both pedestrian and vehicular are safe and suitable.

C.04 To promote the orderly and efficient use of surplus parking, spaces will only be permitted to be leased for long term parking (a minimum continuous period of one month).

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

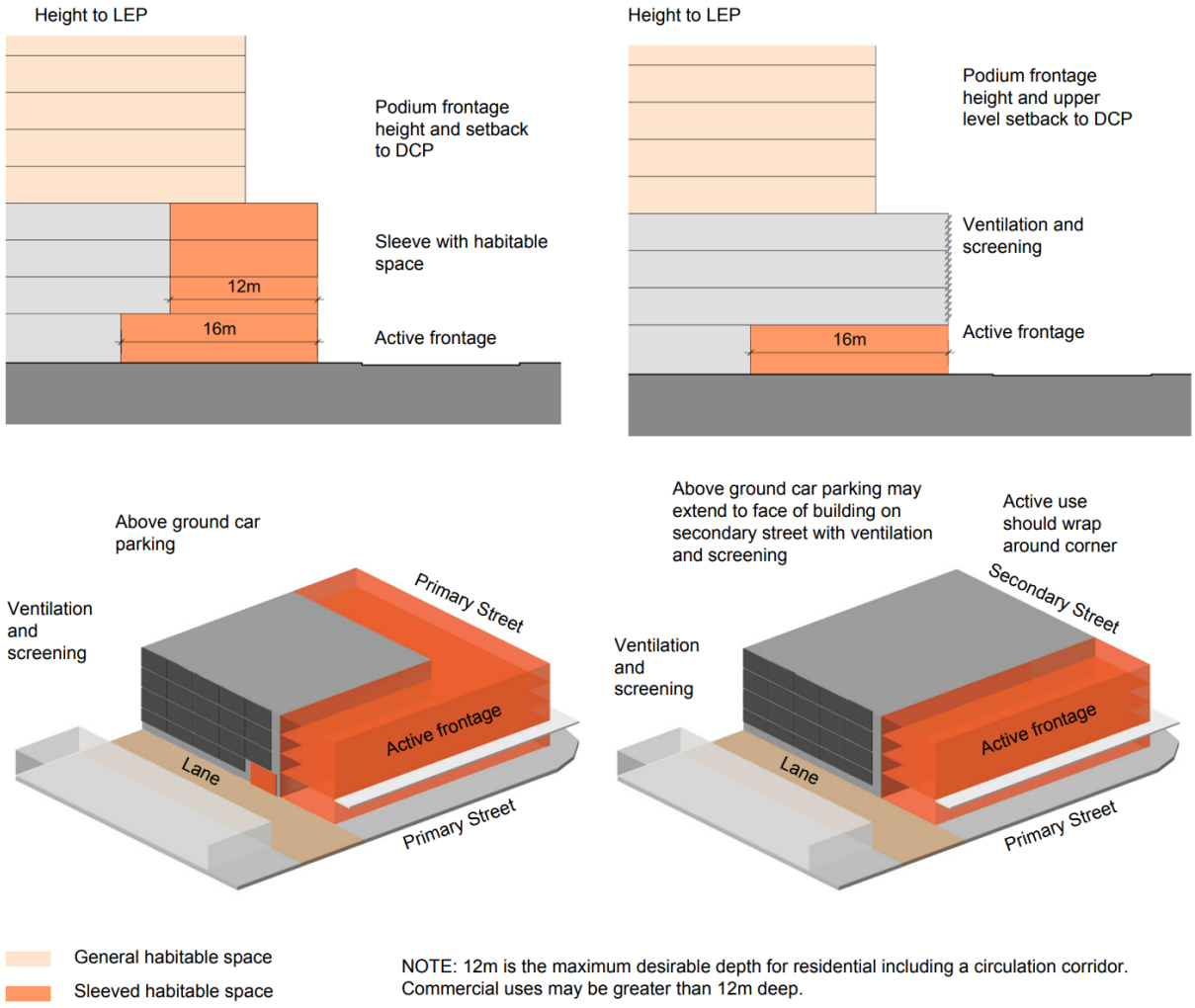


Figure 9B.4.2 – Frontage Treatments for Above Ground Car parking

Figure 9B.4.3 – Above Ground Carparking Frontage Treatments

9B.5 ENVIRONMENTAL MANAGEMENT

9B.5.1 LANDSCAPE DESIGN

Objectives

O.01 To ensure landscaping is integrated into the design of development within ~~City Centre Deferred Area~~ Auto Alley (West).

O.02 To encourage well designed landscaping that ameliorates heat bank effects in the ~~City Centre Deferred Area~~ Auto Alley (West).

Controls

C.01 Commercial and retail developments are to incorporate planting in accessible outdoor spaces such as courtyards, forecourts, terraces and roofs.

C.02 A landscape concept plan must be provided for all landscaped areas. The plan must outline how landscaped areas are to be maintained for the life of the development.

C.03 Street trees are to be provided in the footpath in accordance with the street tree mapping in Council's Parramatta Public Domain Guidelines.

C.04 Landscaping of city buildings should consider the use of 'green walls' in appropriate locations.

C.05 Basement car parks should be contained predominantly within building footprints to allow for deep soil beneath forecourts and courtyards for canopy tree planting.

9B.5.2 PLANTING ON STRUCTURES

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

Objectives

O.01 To contribute to the landscape quality and amenity of buildings within the ~~City Centre Deferred Area~~ Auto Alley (West)

O.02 To encourage the establishment and healthy growth of landscaping in urban areas within the ~~City Centre Deferred Area~~ Auto Alley (West).

Controls

C.01 Design for optimum conditions for plant growth by:

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

C.02 Design planters to support the appropriate soil depth and plant selection by:

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

C.03 Provide sufficient soil depth and area to allow for plant establishment and growth. The following minimum standards are recommended:

Table 9B.5.2.1 – Minimum soil depth for plant establishment

Plant type	Min soil depth	Min soil volume
Large trees (over 8m high)	1.3m	150m^3
Medium trees (2m to 8m high)	1.0m	35m^3
Small trees (up to 2m high)	800mm	9m^3
Shrubs and ground cover	500mm	N/A

9B.5.3 GREEN ROOFS

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

Objectives

O.01 To promote the use of green roofs to assist with reduction of energy use, improve stormwater management, enhance environmental biodiversity and reduce urban heat island effects.

Controls

C.01 Buildings are encouraged to include a green roof component on the roof space.

9B.5.4 ENERGY AND WATER EFFICIENT DESIGN

In addition to the objectives and principles in Section 5.4 – Environmental Performance the following objectives also apply to ~~the City Centre Deferred Area~~ Auto Alley (West).

~~O.01 Residential developments with 4 or more floors should be built with energy and water saving technologies equivalent to a 5 Green Star Office Design.~~

O.02 Non-residential developments should be designed to meet a minimum rating of 5 Green Star Office Design.

O.03 Any building refurbishment with a value greater than $500,000 should result in a refurbished building with an estimate minimum 3.5 NABERS star rating.

9B.5.5 RECYCLED WATER

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

Objectives

O.01 To increase the resilience of the City to interruptions in supply and during droughts by providing an alternative water supply to City buildings in ~~the Deferred Area~~ Auto Alley (West).

O.02 To defer the need to invest in new potable water supply infrastructure to supply future demand in the City.

O.03 To support the recycled water targets of the State Government's 'Metropolitan Water Plan'.

Controls

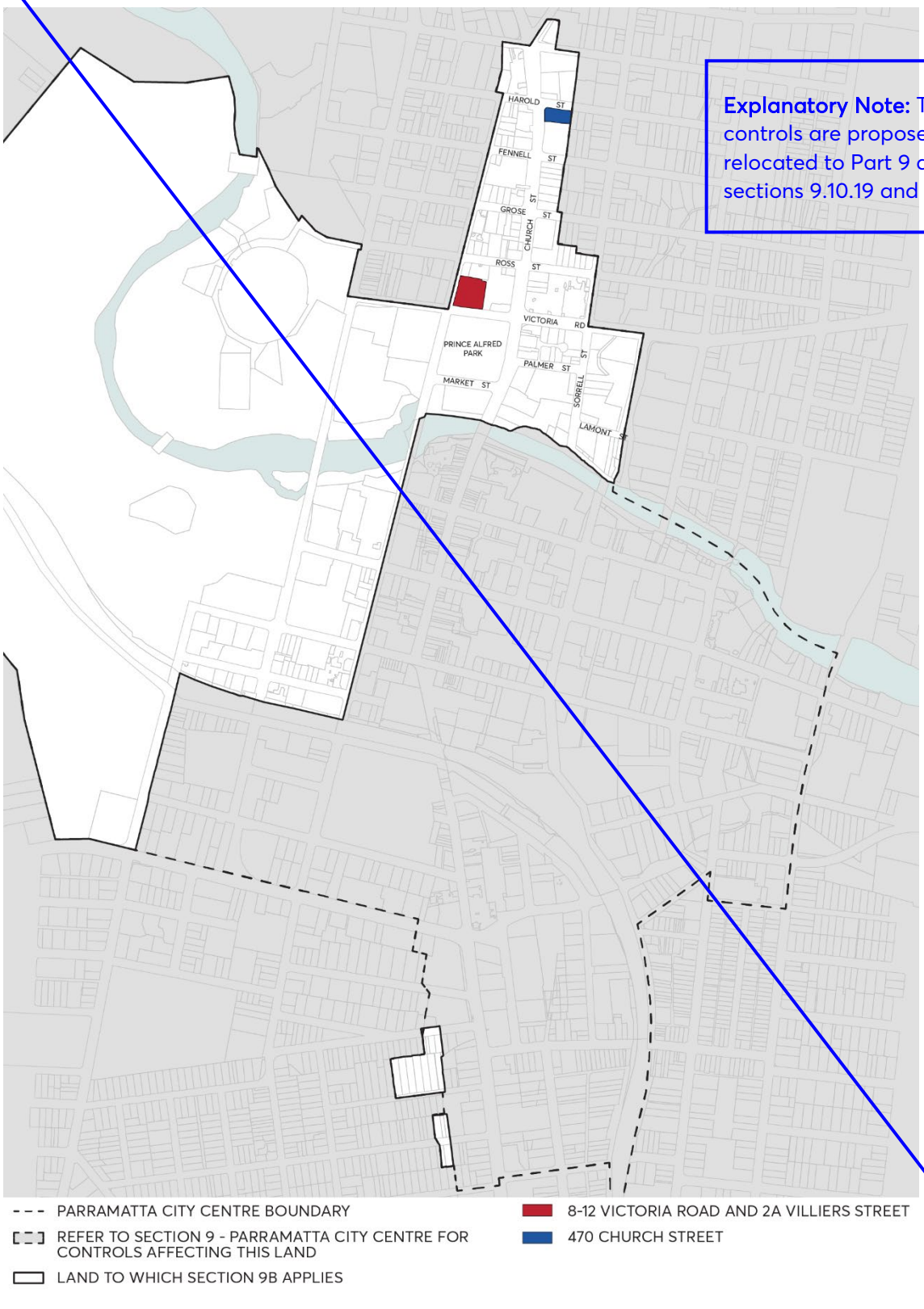
C.01 Dual reticulation (dual pipe) systems should be installed in new commercial, industrial and mixed use buildings, with the dual reticulation system being of sufficient size to supply all non-potable water uses of the building.

C.02 Use of building or precinct level water harvesting/treatment systems to reduce or eliminate non-potable water demand is encouraged.

~~9B.6 SITE SPECIFIC CONTROLS~~ [RELOCATED TO SECTION 9.10, PART 9]

~~This Section includes objectives and controls for sites within the Parramatta City Centre – Deferred Area A as identified in Figure 9B.6.1. These supplementary controls reinforce the desired qualities and patterns of built form for these sites.~~

Explanatory Note: These controls are proposed to be relocated to Part 9 as new sections 9.10.19 and 9.10.20.



~~Figure 9B.6.1 – Sites with site specific controls~~

~~9B.6.1 8-12 VICTORIA ROAD AND 2A VILLIERS STREET~~

~~This Section applies to land at 8 – 12 Victoria Road and 2A Villiers Street, Parramatta, as shown in Figure 9B.6.2.~~

~~Figure 9B.6.2 – Land Application~~

~~9B.6.1.1 DESIRED FUTURE CHARACTER~~

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

~~Future built form will be designed to achieve a harmonious relationship with neighbouring heritage buildings as well as to provide appropriate heights and setbacks to street frontages. Low building forms will occupy land fronting Victoria Road and a slim tower will be located in the north western~~

~~corner of the site. As a result, the visual scale of development will be reduced on Victoria Road, providing a suitable frame and backdrop for Prince Alfred Park and minimising overshadowing of this park. Building articulation and modulation of the Victoria Road facade will ensure that the building suitably addresses the road and Prince Alfred Park.~~

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

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

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

Site Objectives

~~This Section of this DCP documents the objectives that will determine the future form of development of the subject site. The objectives establish the key parameters that will ensure that future development on the site contributes to achieving the overall desired future character.~~

~~O.01 To provide for development that supports the growth of a vibrant precinct on the northern edge of the Parramatta City Centre Deferred Area.~~

~~O.02 To encourage high-quality built form outcomes and achieve design excellence.~~

~~O.03 To minimise any adverse impacts on the amenity of adjoining heritage uses and in particular Prince Alfred Park.~~

~~O.04 To improve pedestrian connectivity between Victoria Road and Ross Street.~~

~~O.05 To provide for the establishment of non-residential uses on the Victoria Road and Villiers Street ground floor frontages of the site.~~

~~O.06 To provide for improved traffic flows on Villiers Street.~~

~~9B.6.1.2 BUILDING FORM AND MASSING~~

Objectives

~~O.01 To respond sensitively to the scale, proportions and form of the nearby heritage items at Prince Alfred Park, St Patrick's Cathedral and Our Lady of Mercy College.~~

~~O.02 To limit overshadowing impacts on Prince Alfred Park.~~

~~O.03 To ensure that the Victoria Road facade is of a civic scale with strong vertical articulation and fine grain.~~

~~O.04 To ensure that the Victoria Road frontage provides good pedestrian amenity by incorporating elements such as an open colonnade or continuous footpath awnings.~~

O.05 To ensure that the built form at the Villiers Street corner complements the form and materials of St Patrick's Cathedral.

Controls

Maximum building heights

C.01 The distribution of building height across the site is to be in accordance with Figure 9B.6.3, 9B.6.4 and 9B.6.5.

Street frontage heights

C.02 Maximum street wall height of 14m facing Victoria Road and Villiers Street with a setback of 4m to the upper levels as shown in Figure 9B.6.3, 9B.6.4 and 9B.6.5.

Building setbacks

C.03 Minimum 3m on the eastern boundary to allow for the establishment of a through site link between Victoria Road and Ross Street, as shown in Figure 9B.6.3.

Building design

C.04 Buildings are to be designed with regard to nearby heritage items and to ensure sensitive consideration of colour, materials, and building articulation.

9B.6.1.3 TRAFFIC AND TRANSPORT

Site Objectives

O.01 To minimise pedestrian and vehicle conflict by limiting vehicle crossings in the public domain.

O.02 To provide space to widen Villiers Street to accommodate increased traffic and pedestrian volumes as a result of additional development on the site.

Controls

C.01 All vehicular access must only be provided along Villiers Street and be located as far as possible from Victoria Road.

C.02 A minimum 1m boundary setback is to be provided on Villiers Street, as shown in Figure 9B.6.3.

Figure 9B.6.3 – Built Form Design Controls – Heights and Setbacks

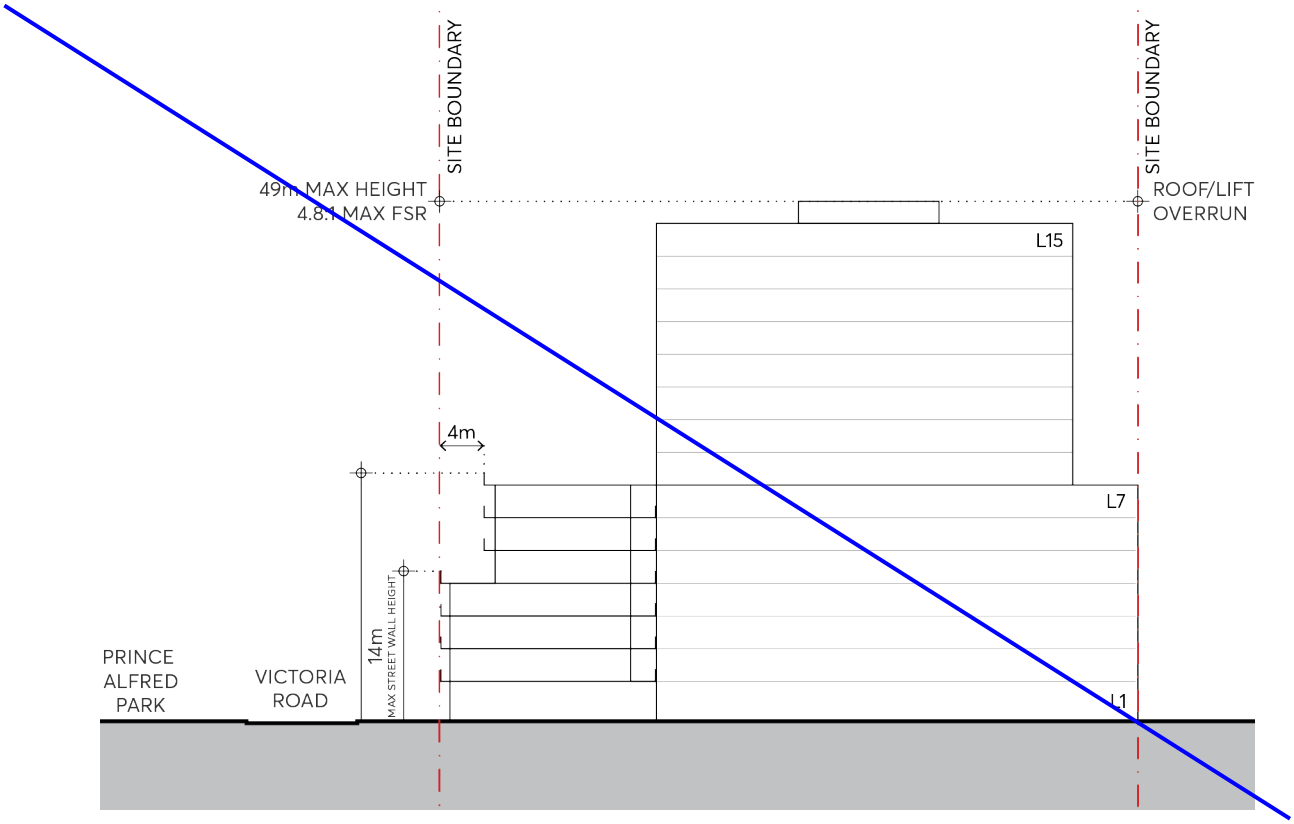


Figure 9B.6.4 – North - South Section of Site Building Envelope

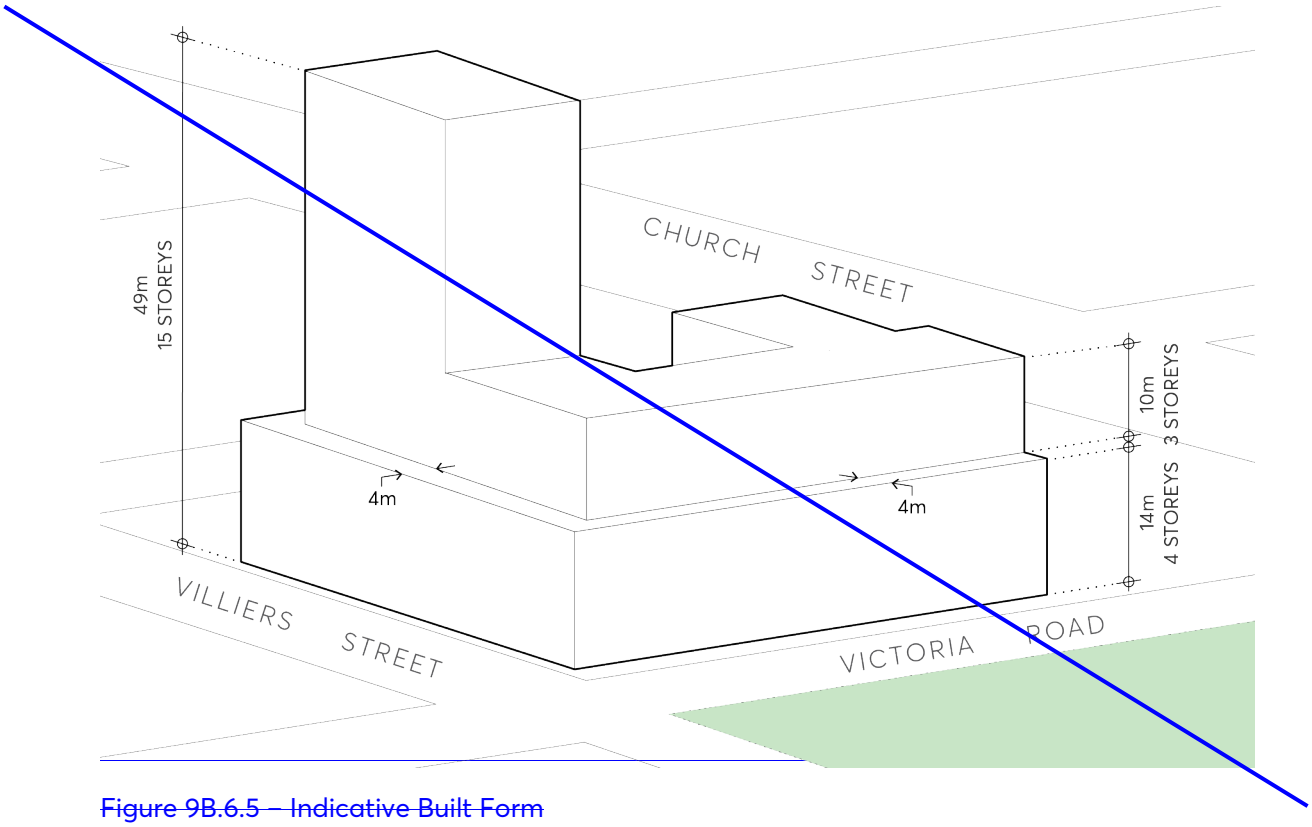


Figure 9B.6.5 – Indicative Built Form

~~9B.6.2 470 CHURCH STREET, PARRAMATTA~~

~~This Section applies to land at 470 Church Street, Parramatta legally known as Lot 1 DP 785930 within the Parramatta City Centre – Deferred Area A as illustrated in Figure 9B.6.6 below.~~

~~Figure 9B.6.6 – Land application~~

~~This Section is to be read in conjunction with other Parts of this DCP and the *Parramatta LEP 2023*. It establishes site specific principles, objectives and controls to be interpreted during preparation and assessment of Development Applications for the site.~~

~~9B.6.2.1 DESIRED FUTURE CHARACTER~~

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

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

Design Principles

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

~~P.01 Respond to the north facing frontage and generally east-west site with an appropriate built form that maximises solar access.~~

~~P.02 Create a podium and presentation to the street of design excellence which contributes to the design quality of space and streets in the City Centre Deferred Area.~~

~~P.03 Comprise a podium edge to the streets with recessed tower form. The podium is to be four storeys.~~

~~P.04 The street wall should be designed to provide a well-modulated pedestrian experience at street level. A smaller, more detailed scale should be used in its articulation.~~

~~P.05 Ground floor façade should be rich in variation and detail. Vertical relief in the façade maximises the walking experience, with awnings included and integrated in the design so as to provide adequate pedestrian shelter.~~

~~P.06 Development is to comply with the objectives and controls set out below and any other relevant objectives and controls of this DCP.~~

Site objectives

~~O.01 To provide a mix of uses that support the role of Parramatta City Centre and the Deferred Area.~~

~~O.02 To revitalise Church Street and Harold Street.~~

~~O.03 To encourage high-quality built form outcomes and achieve design excellence.~~

~~O.04 To minimise adverse impacts on the amenity of adjoining uses.~~

~~9B.6.2.2 BUILT FORM, DESIGN AND MASSING~~

Objectives

~~O.01 To ensure that the built form:~~

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

Controls

~~Street Frontage Heights~~

~~C.01 Maximum street wall height of 14m (3-4 storeys) fronting Church and Harold Streets.~~

Building Setbacks

C.02 The minimum building setbacks are to be in accordance with the table below:

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

Tower Floor Plate

C.03 The reduced tower setback of 3m to Harold Street will accommodate a tower with a floorplate of approximately $650m^2$.

Building Design

C.04 The street wall/podium is to be a separate architectural element, that is distinct and different in character from the tower element.

C.05 High-quality design and materials are to be used for the security shutters into the car park and loading areas.

C.06 To ensure landscape courtyard in the podium is usable taking into account solar access and wind mitigation.

9B.6.2.3 LAND USES

Objectives

O.01 To provide for useable and functional commercial floor space that can support the desired use, achieve internal spaces appropriate to their function and support the Parramatta City Centre and the Deferred Area.

Controls

C.01 The ground floor street frontage is used for active commercial uses.

C.02 Commercial/retail tenancies are of a sufficient size and layout to cater for their desired use and function.

9B.6.2.4 TRAFFIC AND TRANSPORT

Objectives

O.01 To ensure adequate parking is provided on site.

O.02 To minimise pedestrian and vehicle conflict by locating vehicle access away from the Church Street intersection.

O.03 To ensure parking design is integrated into the design of the building.

Controls

C.01 Vehicle access is to be from Harold Street, at the eastern end of the site.

C.02 Parking in the podium is discouraged. However, where it is provided it must be well integrated into the overall facade and not be visible from the public domain utilising screening or other appropriate design excellence solution.

C.03 Car and bicycle parking is to be provided in accordance with the Parramatta City Centre Strategic Transport Study.

C.04 Investigate options to integrate vehicular access with the adjacent site at 23-27 Harold Street through one access point.