cities TASKFORCE

Development Control Plan

Revitalising

Parramatta

CITY CENTRE PLAN

03

NSW GOVERNMENT
Department of Planning

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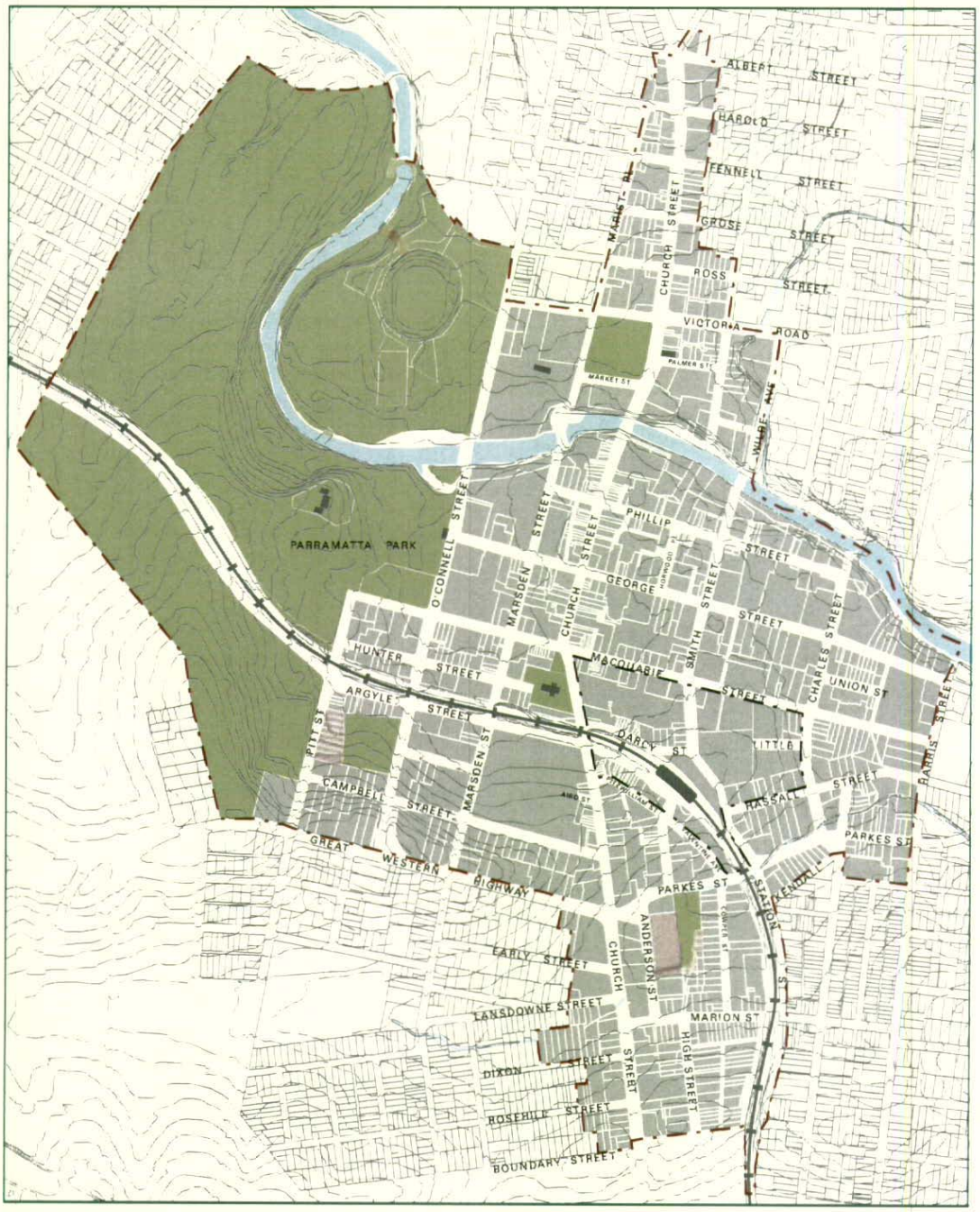
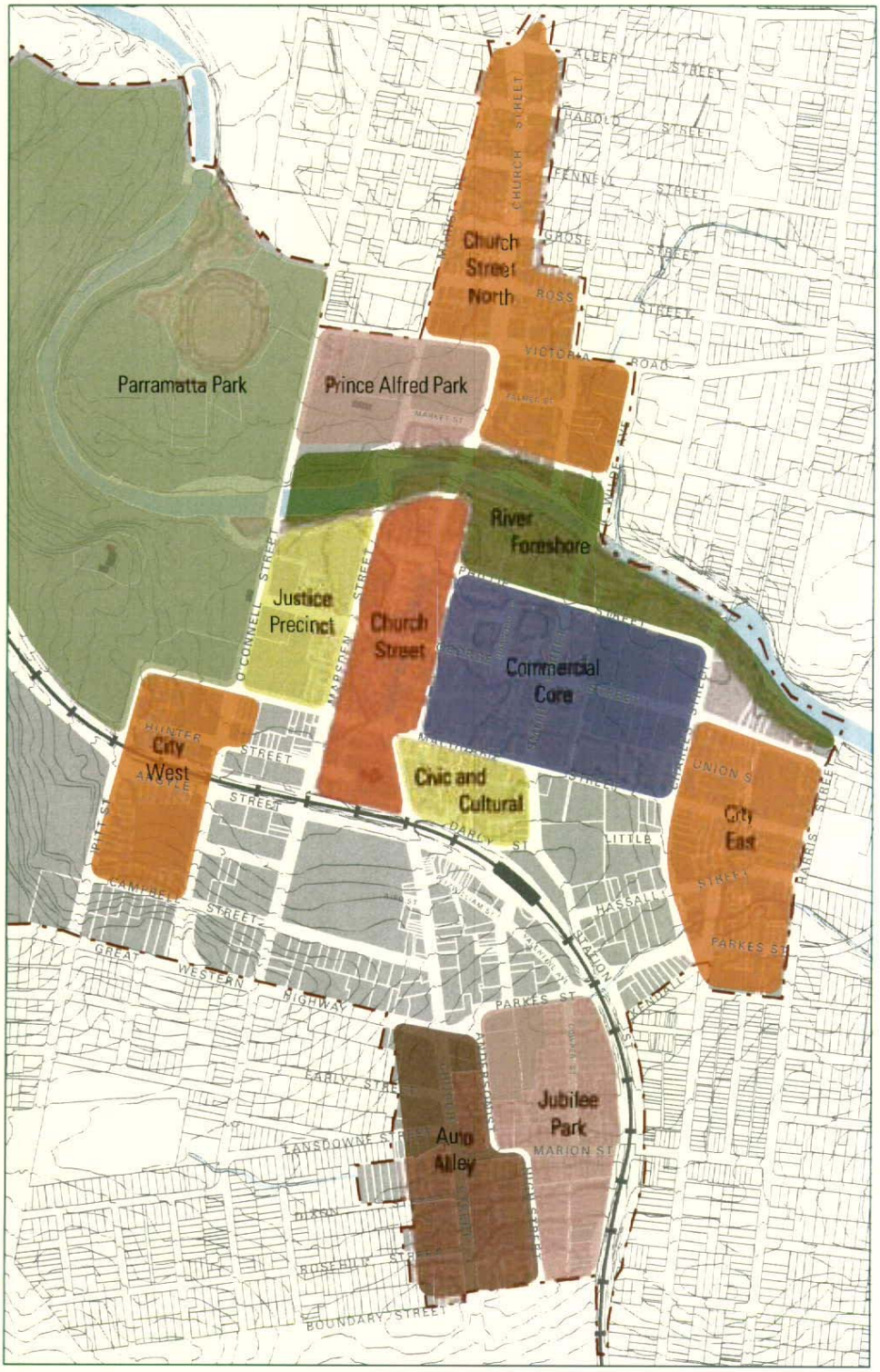
FIGURE 1.1: MAP OF DCP AREA



Area covered by this plan

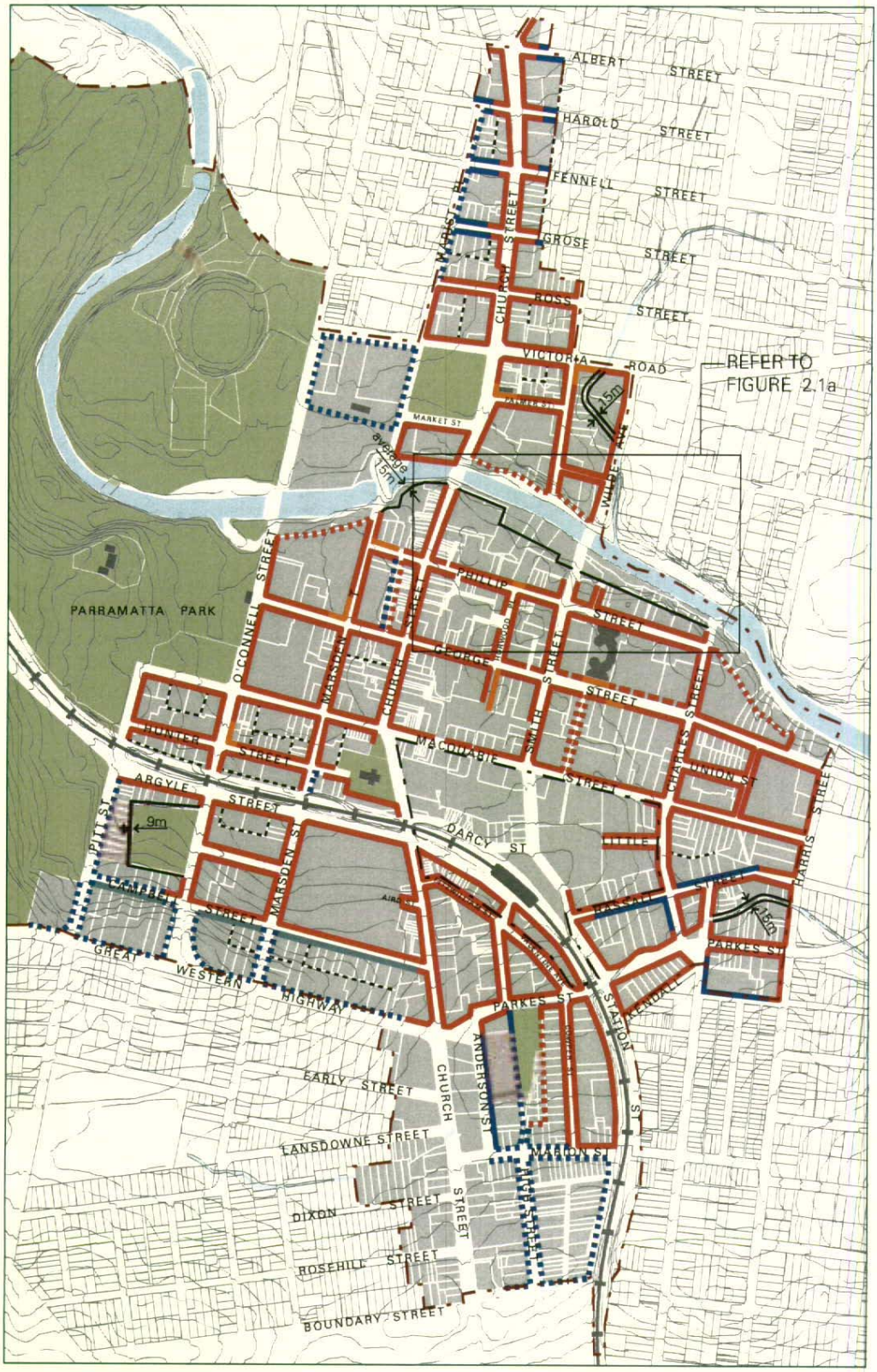
Area covered by the Civic Place Development Control Plan

FIGURE 1.2: CITY CENTRE SPECIAL AREAS



Area covered by this plan

FIGURE 2.1: SPECIFIC STREET ALIGNMENT AND STREET SETBACKS



Continuous built edge to street alignment

Built to street alignment, may be discontinuous – side setbacks are permitted

Continuous built edge, setback 2.0 – 3.0 m from street alignment

Built to 2.0 – 3.0 m front setback, may be discontinuous – side setbacks are permitted

6.0 m minimum setback

Discontinuous built edge to setback distance specified

Retain existing setback

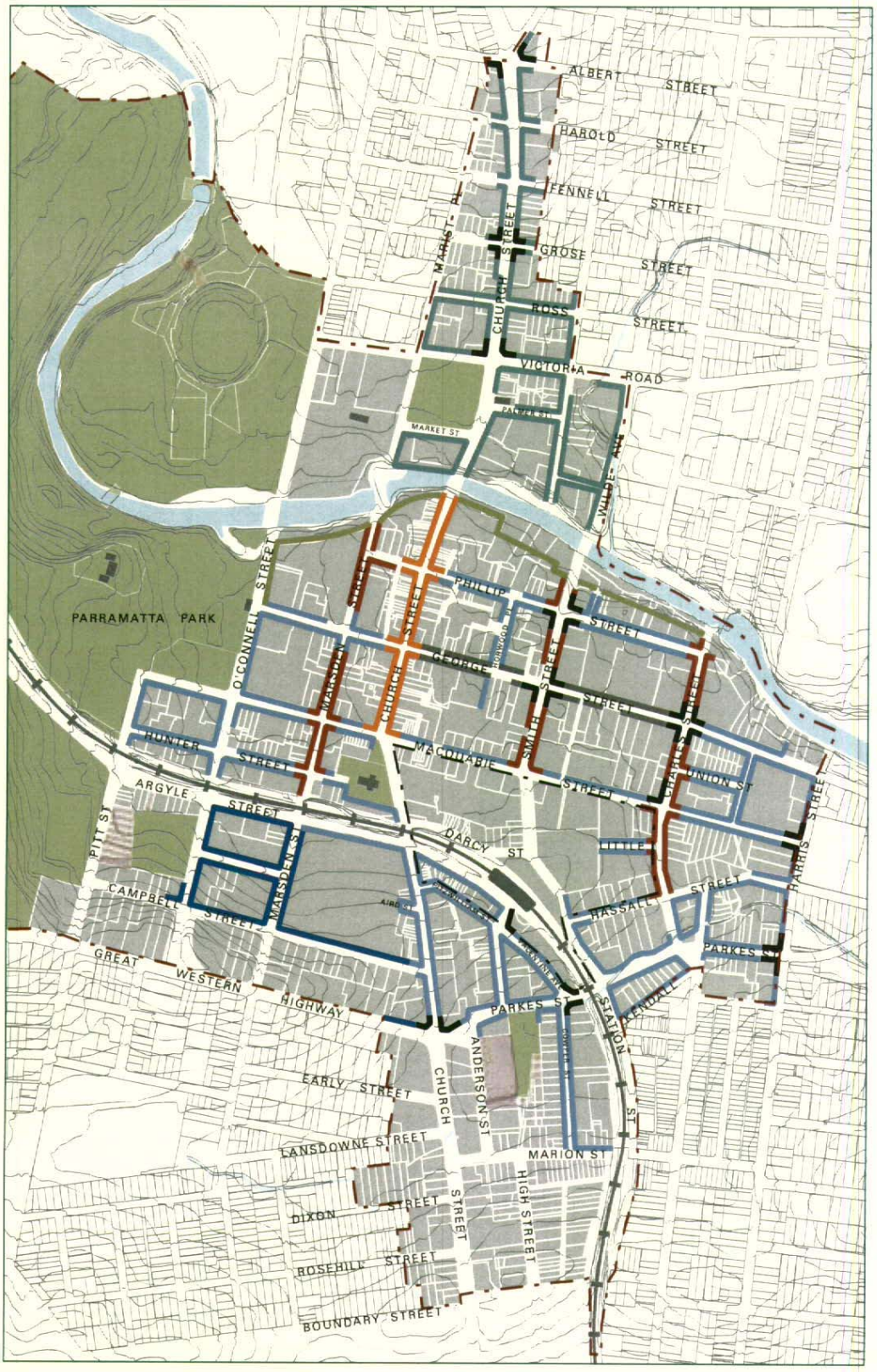
Continuous built edge, setback to match 110 George Street (the Octagon Building)

Special side or rear boundary setbacks apply – refer to Section 2.4

DCP Area

Area covered by the Civic Place Development Control Plan

FIGURE 2.2: STREET FRONTAGE HEIGHTS



Street frontage type A applies – refer to Figure 2.3

Street frontage type B applies – refer to Figure 2.4

Street frontage type C applies – refer to Figure 2.5

Street frontage type D applies – refer to Figure 2.6

Street frontage type E applies – refer to Figure 2.7

Section type F applies – refer to Figure 2.8

Street frontage type G applies – refer to Figure 2.9

Special emphasis on corner or gateway location – refer to Figure 2.10

DCP Area

Area covered by the Civic Place Development Control Plan

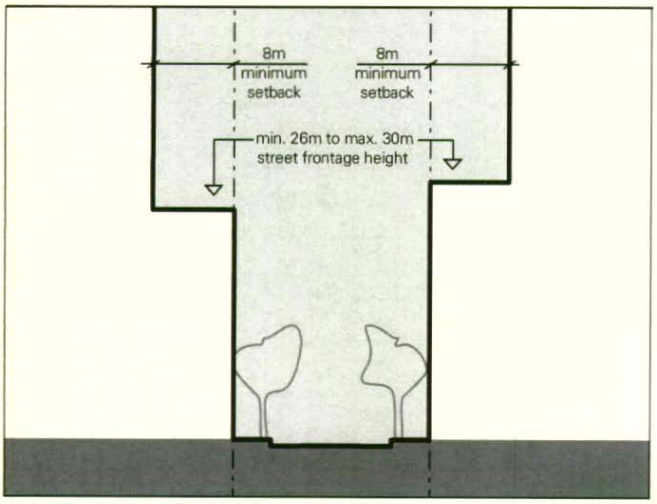


Figure 2.6: Street Frontage Height Type D. Above street frontage heights, buildings are to be set back a minimum of 8 metres

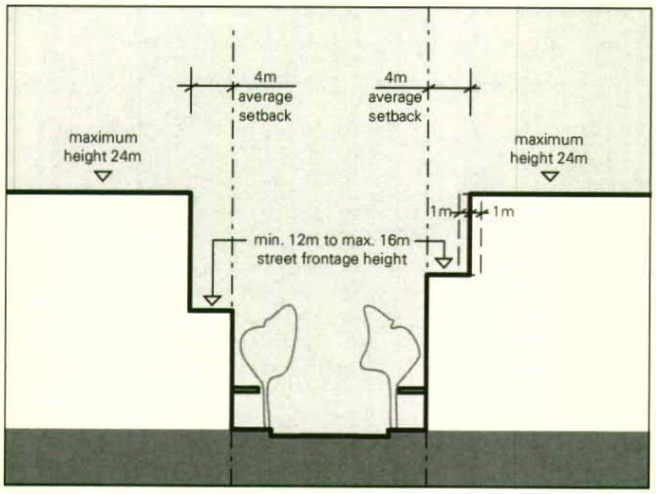


Figure 2.7: Street Frontage Height Type E. Street frontage height of new development should respond to existing adjacent built form and be in the range of 12-16 metres. Above the street frontage height buildings are to be set back 4 metres

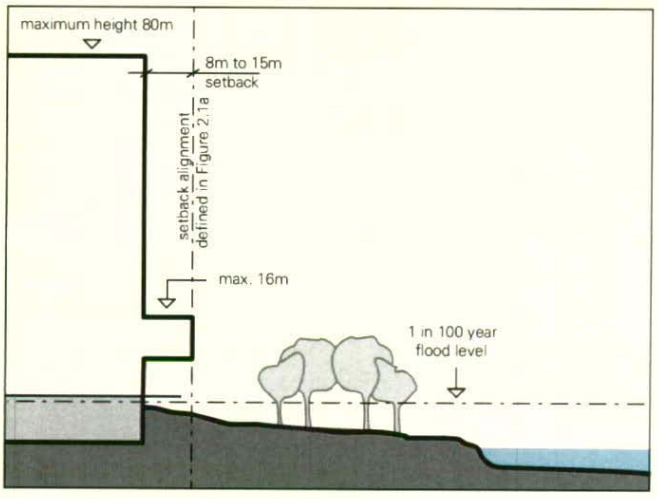


Figure 2.8: River Foreshore Edge Condition. New development should be built to the alignment defined for the river foreshore to a maximum of 16m. Above 16m development must be set back between 8 and 15 metres

2.3 BUILDING DEPTH AND BULK

Parramatta features a temperate climate and pleasant outdoor conditions for much of the year. Controlling the size of floor plates 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 where mixed use buildings have larger commercial floor plates combined with smaller residential floor plates. The following controls are therefore classified into residential or commercial at the detail level.

Objectives

- To promote the design and development of sustainable buildings.
- To achieve the development of living and working environments with good internal amenity and minimise the need for artificial heating, cooling and lighting.
- To provide viable and useable commercial floor space.
- To achieve usable and pleasant streets and public domain at ground level by controlling the size of upper level floor plates of buildings.
- To achieve a city skyline sympathetic to the topography and context.
- To allow for view sharing and view corridors.
- To reduce the apparent bulk and scale of buildings by breaking up expanses of building wall with modulation of form and articulation of facades.

Controls

a) On land zoned Commercial Core, above street frontage height:

- Buildings with large floor plates must be expressed as separate building elements of not more than 1,200 square metres (refer to figure 2.11).
- The horizontal dimensions of any building facade must not exceed 60 metres.
- The preferred maximum floor plate area of a building is 2,500 square metres.

b) On land not zoned Commercial Core, above street frontage height:

- The preferred maximum floor plate area of non-residential buildings is 1,200 square metres and maximum depth is 20m.
- The preferred maximum floor plate area of residential or serviced apartment buildings is 900 square metres and maximum depth is 18m.

c) All points on an office floor should be no more than 10m from a source of daylight (eg. window, atria, or light wells). The preferred depth for office floors with openings on one side is 10m. The preferred depth for office floors with openings on two opposite sides is 20m.

d) Use atria, light wells and courtyards to improve internal building amenity and achieve cross ventilation and/or stack effect ventilation.

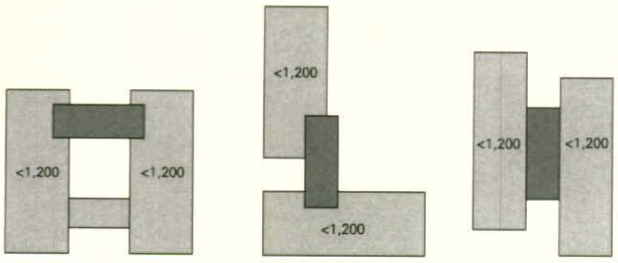


Figure 2.11: Commercial buildings with large oor plates must be expressed as separate building elements of not more than 1,200 square metres. The horizontal dimensions of any building facade must not exceed 60 metres

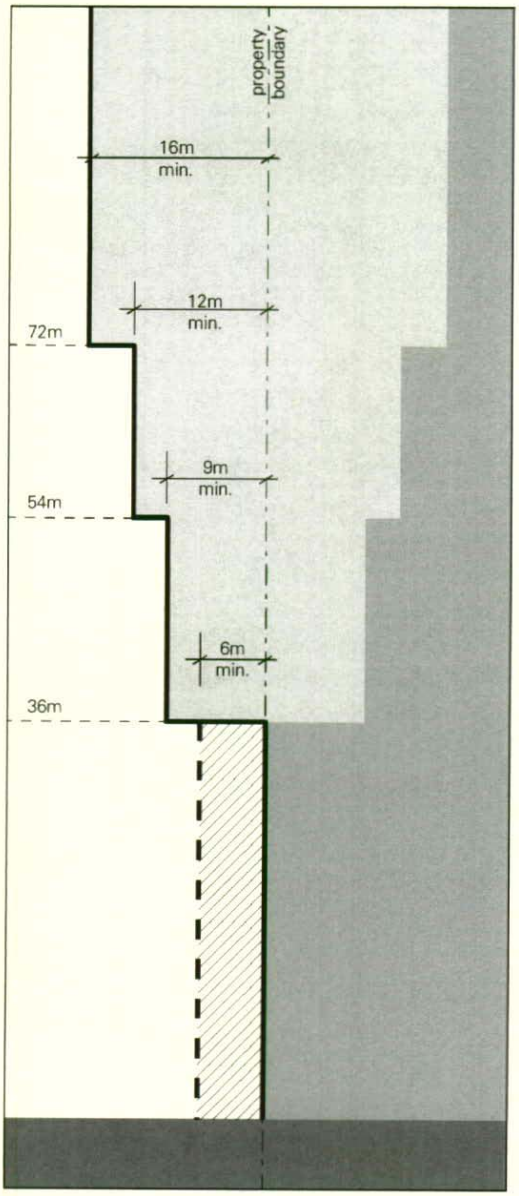


Figure 2.12: Minimum side and rear building setbacks. Generally the lower levels of buildings are to be built to the boundary at the street frontage OR set back at least 6 metres. Applies to all side and rear boundaries unless identified in Figure 2.1.

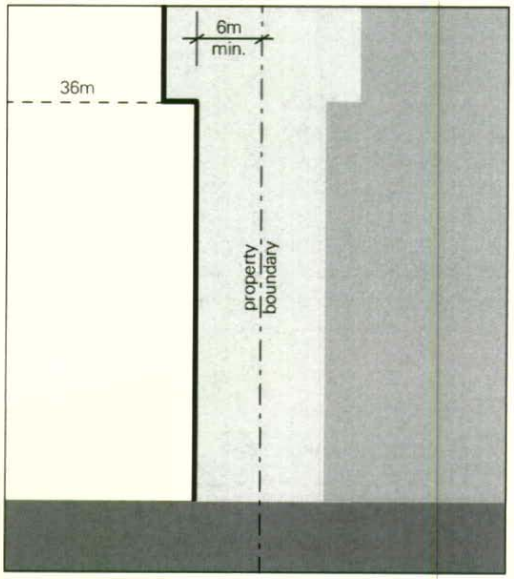


Figure 2.13: Minimum side and rear building setbacks for lower levels in special locations (as indicated in Figure 2.1). Applies north of Parkes Street and south of Victoria Road. For buildings above 36m setbacks in Figure 2.11 apply.

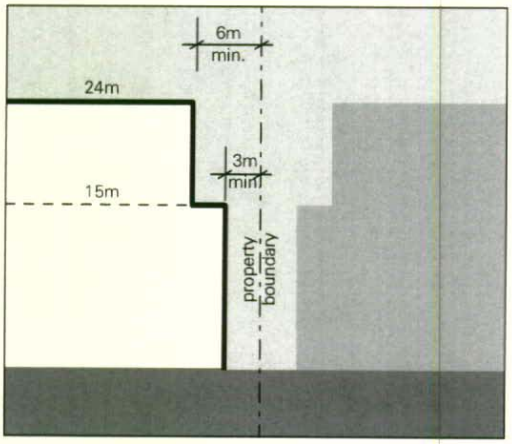


Figure 2.14: Minimum side and rear building setbacks for lower levels in special locations (as indicated in Figure 2.1). Applies south of Parkes Street and north of Victoria Road.

b) 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 2.7 metres.

c) Separate commercial service requirements, such as loading docks, from residential access, servicing needs and primary outlook.

d) Locate clearly demarcated residential entries directly from the public street.

e) Clearly separate and distinguish commercial and residential entries and vertical circulation.

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

g) Provide safe pedestrian routes through the site.

h) Front buildings onto major streets with active uses.

i) Avoid the use of blank building walls at the ground level.

2.6 DEEP SOIL ZONES

Deep soil zones are areas of natural ground retained within a development, uninhibited by artificial structures and with relatively natural soil profiles. Deep soil zones have important environmental benefits, including;

- promoting healthy growth of large trees with large canopies,
- protecting existing mature trees, and
- allowing infiltration of rainwater to the water table and reduction of stormwater runoff.

Objectives

- To provide an area on site that enables soft landscaping and deep soil planting, permitting the retention and/or planting of trees that will grow to a large or medium size.
- To limit building bulk on a site and improve the amenity of developments, allowing for good daylight access, ventilation, and improved visual privacy.
- To provide passive and active recreational opportunities.

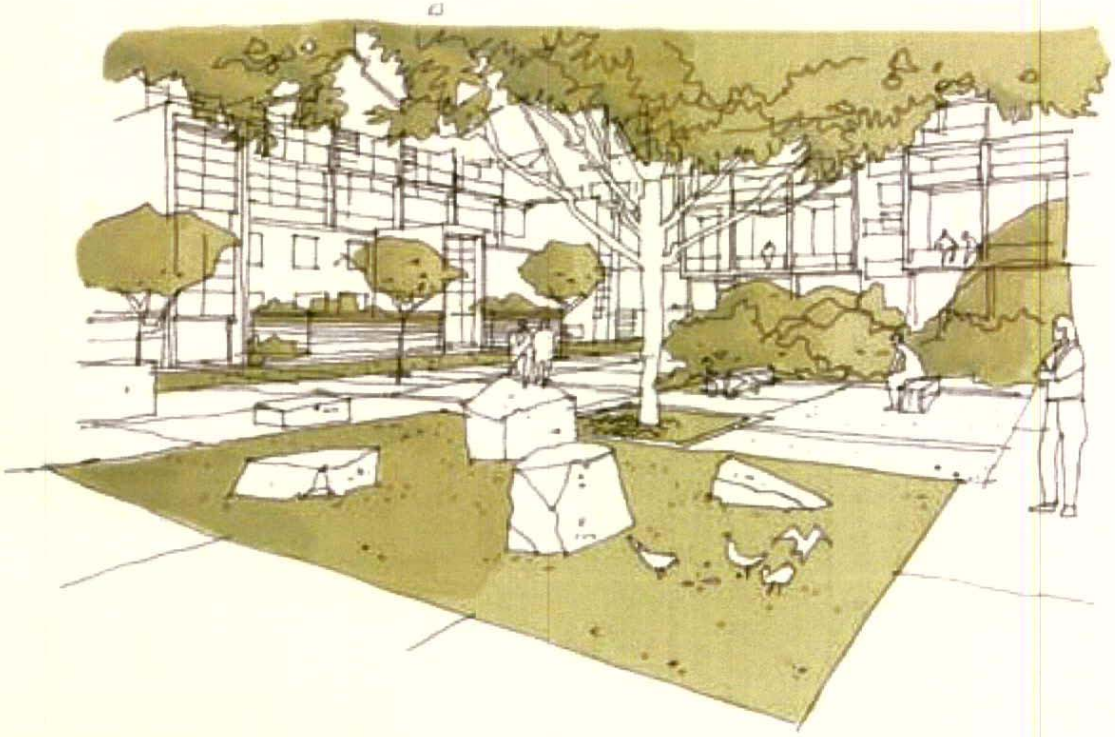


Figure 2.15: Communal public space with deep soil zone allows for tree planting and high quality landscape

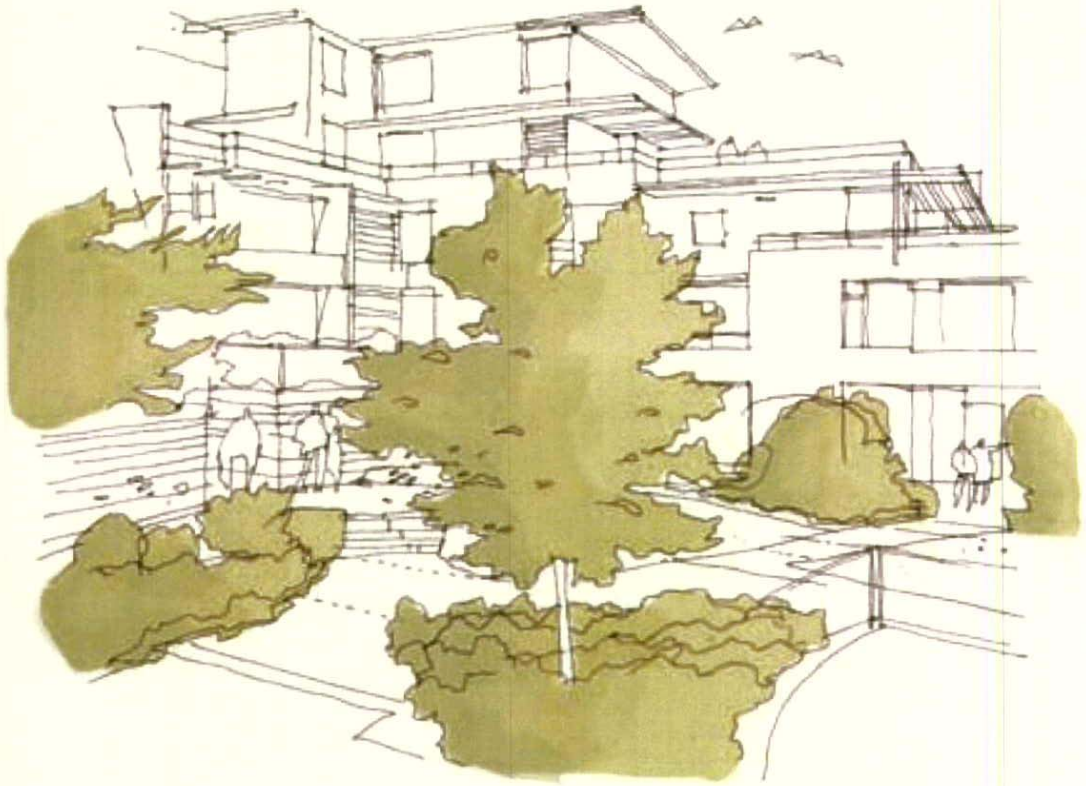


Figure 2.16: Encourage high quality landscape on structures and in internal communal courtyards

Controls

a) Areas with planting on structures are to be irrigated with recycled water.

b) Design for optimum conditions for plant growth by:

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

c) 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.

d) Increase minimum soil depths in accordance with:

- the mix of plants in a planter for example where trees are planted in association with shrubs, groundcovers and grass,
- the level of landscape management, particularly the frequency of irrigation,
- anchorage requirements of large and medium trees, and
- soil type and quality.

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

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

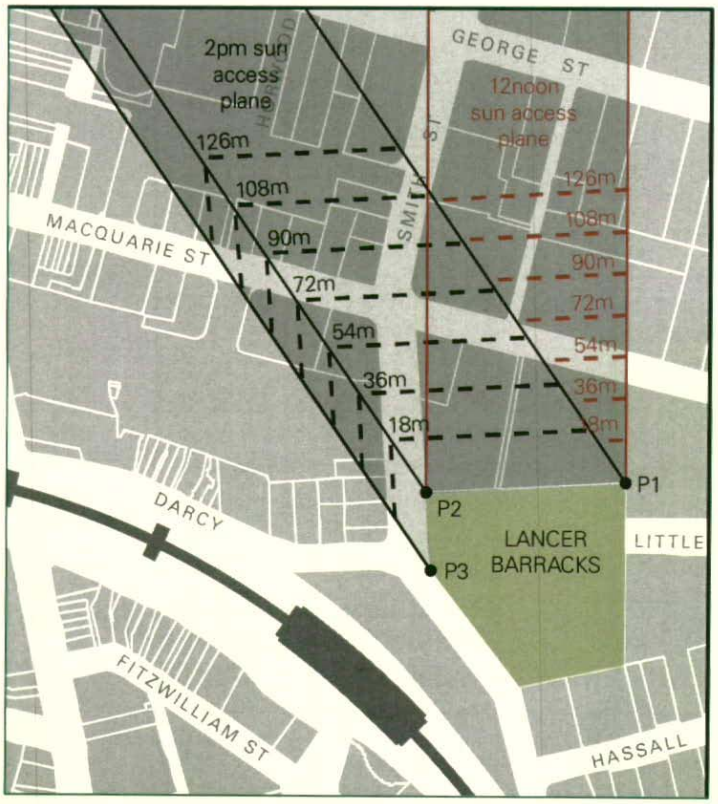


Figure 2.17: Sun Access Plane Diagram – Lancer Barracks.
The sun access plane is generated from sun access to Lancer Barracks on June 22 between 12 noon and 2pm, measured at 7 metres above surveyed ground level at points P1, P2 and P3 (P1 = 12.9m AHD; P2 = 13.7 AHD). Building heights are indicative only

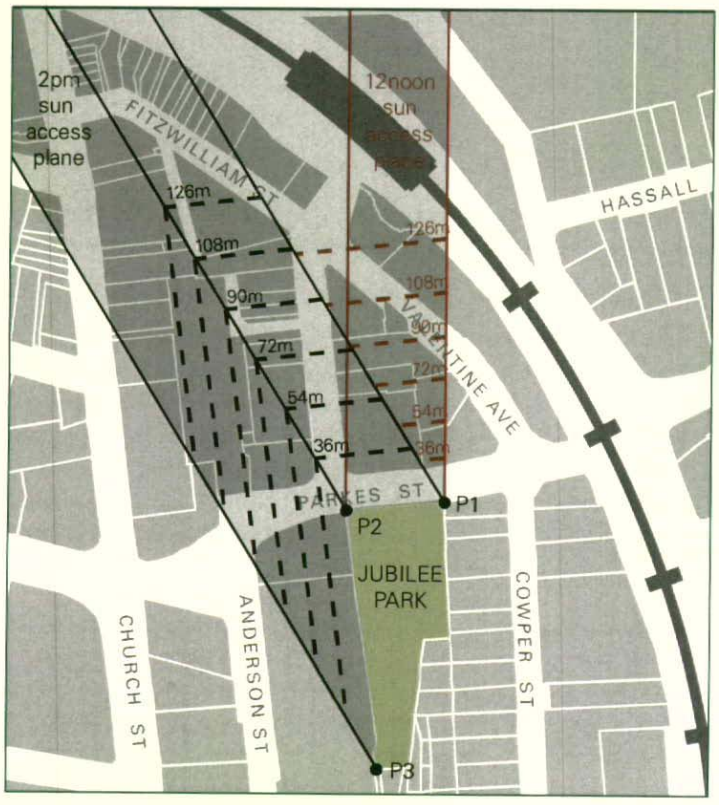
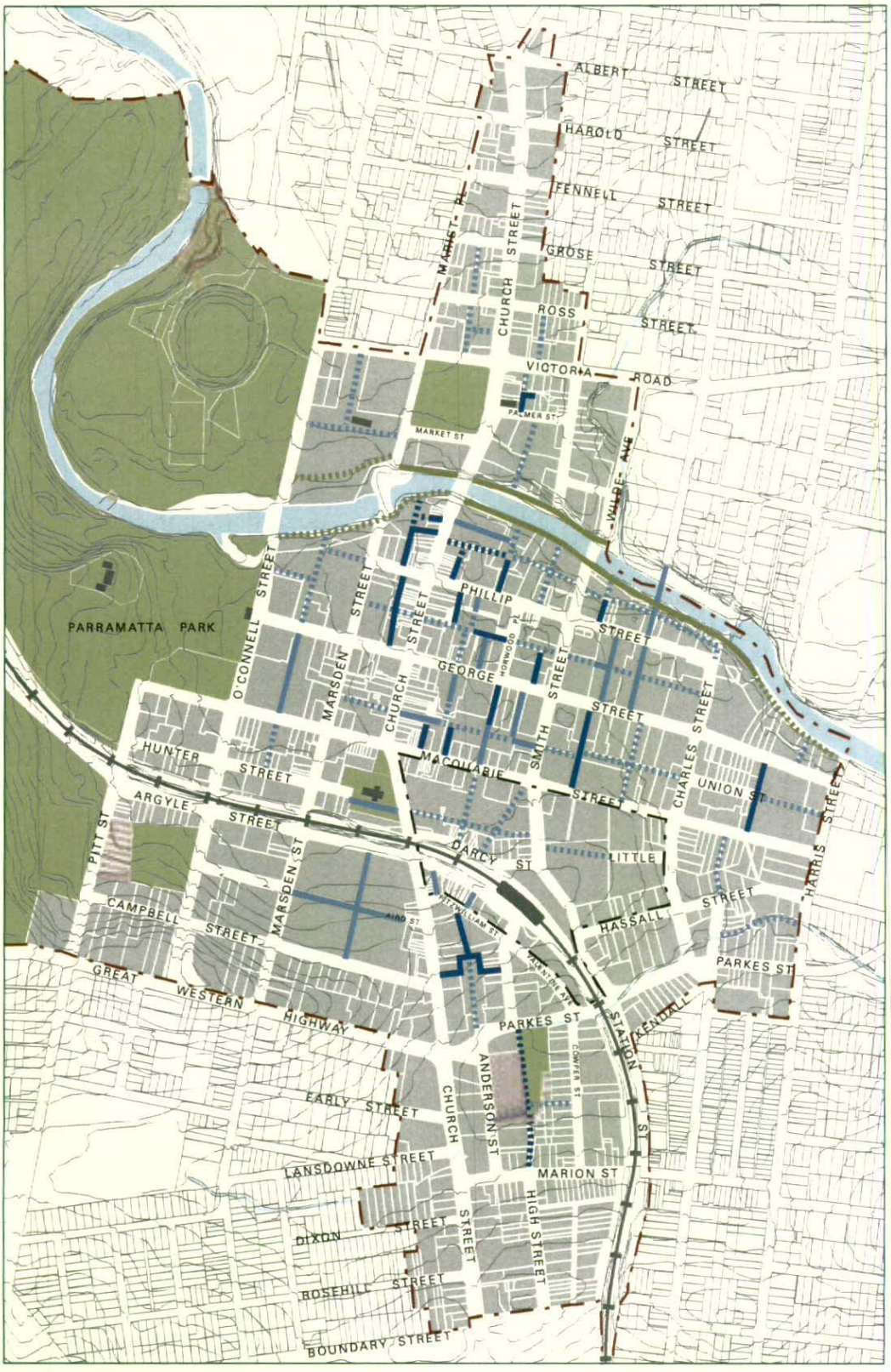


Figure 2.18: Sun Access Plane Diagram – Jubilee Park.
The sun access plane is generated from sun access to Jubille Park on June 22 between 12 noon and 2pm, measured at 20 metres above surveyed gound level at points P1, P2 and P3 (P1 = 9.2m AHD; P2 = 9.9 AHD; P3 = 12.5m). Building heights are indicative only

FIGURE 3.1: EXISTING AND DESIRED LINKS



Existing lanes to be retained and enhanced

Desired new lanes

Existing pedestrian links to be retained

Desired new pedestrian links

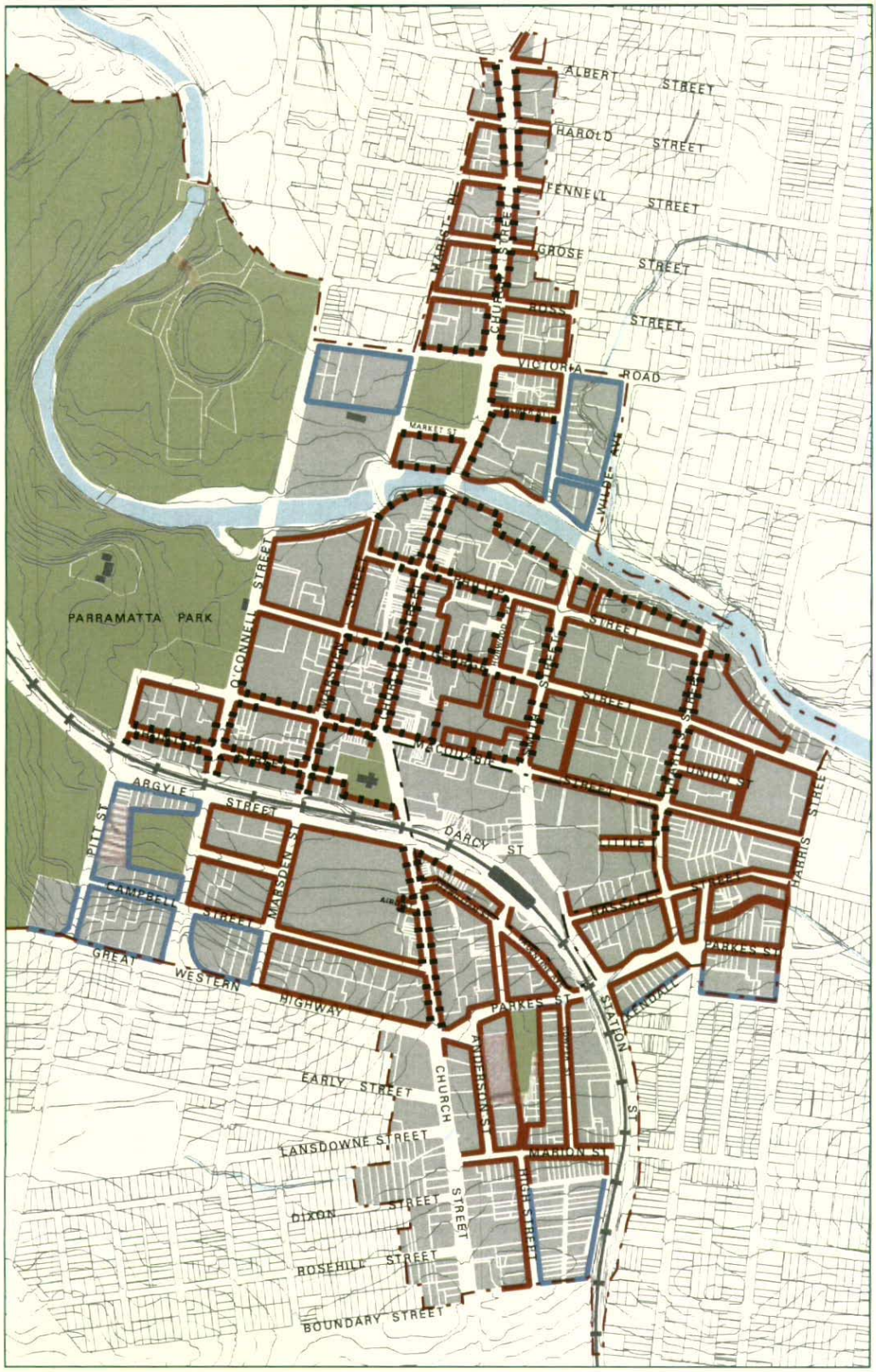
Existing foreshore link

Desired foreshore link extension

DCP Area

Area covered by the Civic Place Development Control Plan

FIGURE 3.2: ACTIVE STREET FRONTAGES AND STREET ADDRESS



Active street frontages required

Street address required

Active street frontages required and outdoor dining encouraged

DCP Area

Area covered by the Civic Place Development Control Plan

Objectives

- Ensure front fences allow for passive surveillance of the street.
- To clearly define the interface between the public and private domain.
- To encourage the preservation and/or construction of fences and walls that contribute to the character of the locality.

Controls

a) Front fences include fences to the primary and secondary street frontages, and side boundary fences forward of the building alignment.

b) Front fences must be a maximum height of 1.2m above adjacent footpath or public domain level.

c) Front fences should:

- be integrated with the building and landscape design through the use of materials and detailing;
- highlight building entrances, and allow for outlook and street surveillance;
- conform with the predominant character of fences in the street.
- indicate clearly street numbers
- provide suitably designed post boxes of sufficient dimension to accommodate standard mail formats.

3.4 SAFETY AND SECURITY

A safe and secure environment encourages activity, vitality and viability, enabling a greater level of security. Planning and design can identify and address safety and security issues through the use of environmental and technical measures.

Objectives

- Address safety, security and crime prevention requirements in the planning and design of development (including the NSW Police 'Safer by Design' crime prevention though environmental design (CPTED) principles).
- Reduce opportunities for crime through environmental design and the provision of natural and technical surveillance opportunities.
- Control access through the provisions of physical or implied barriers which can be used to attract, channel or restrict the movement of people.
- Implement territorial reinforcement by encouraging community ownership of public space.
- Promote space management by ensuring that public open space is effectively utilised and maintained.

Controls

a) Ensure that the building design allows for casual surveillance of accessways, entries and driveways.

b) Avoid creating blind corners and dark alcoves that provide concealment opportunities in pathways, stairwells, hallways and car parks.

c) Provide entrances which are in visually prominent positions and which are easily identifiable, with visible numbering.

d) Where private open space is located within the front building alignment any front fencing must be of a design and/or height, which allows for passive surveillance of the street.

e) Provide adequate lighting of all pedestrian access ways, parking areas and building entries. Such lighting should be on a timer or movement detector to reduce energy consumption and glare nuisance.

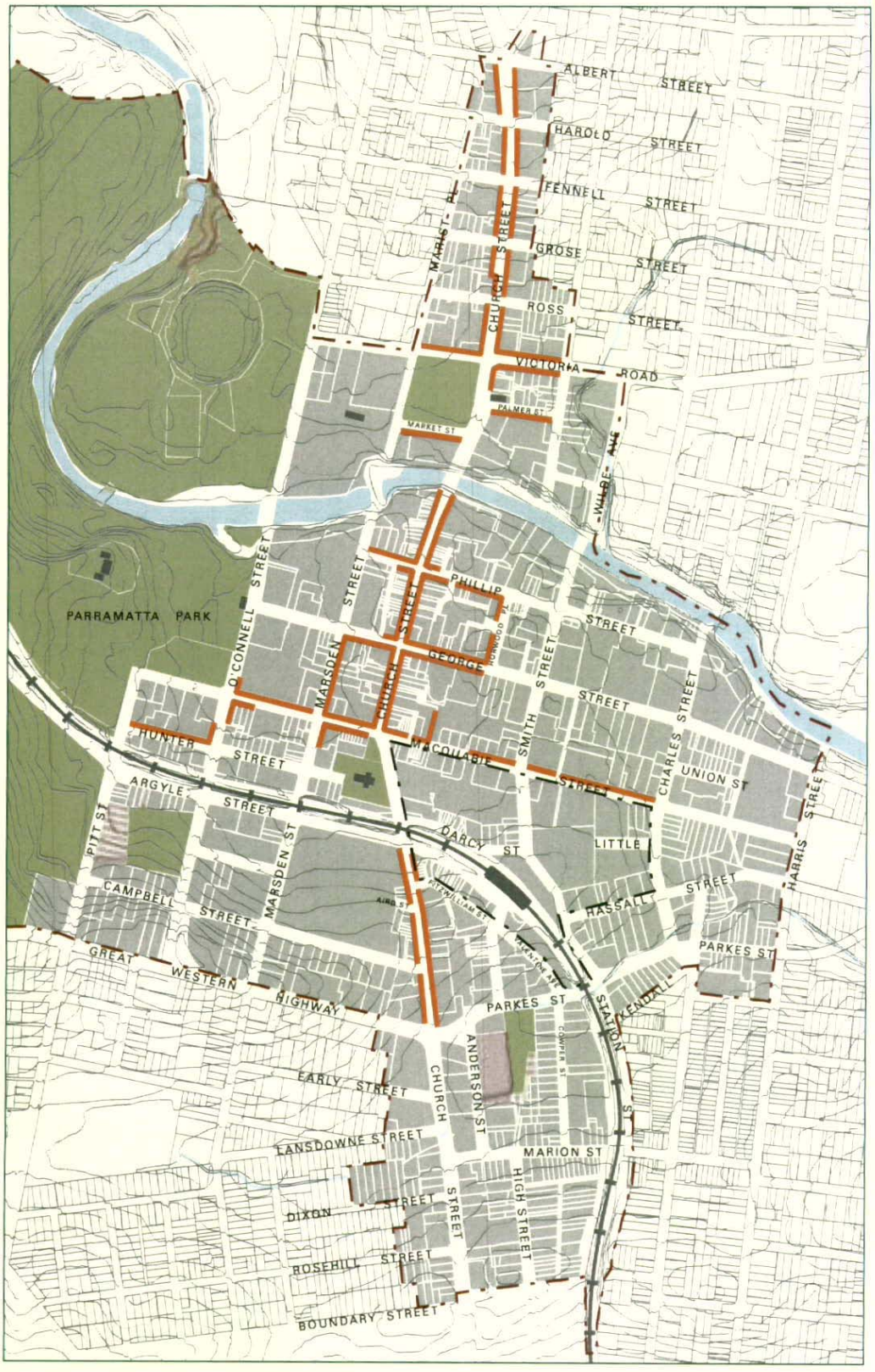
f) Provide clear lines of sight and well-lit routes throughout the development.

g) Where a pedestrian pathway is provided from the street, allow for casual surveillance of the pathway.

h) For large scale retail and commercial development with a GFA of over 5,000m^2, provide a 'safety by design' assessment in accordance with the CPTED principles from a qualified consultant.

i) Provide security access controls where appropriate.

FIGURE 3.3: AWNINGS

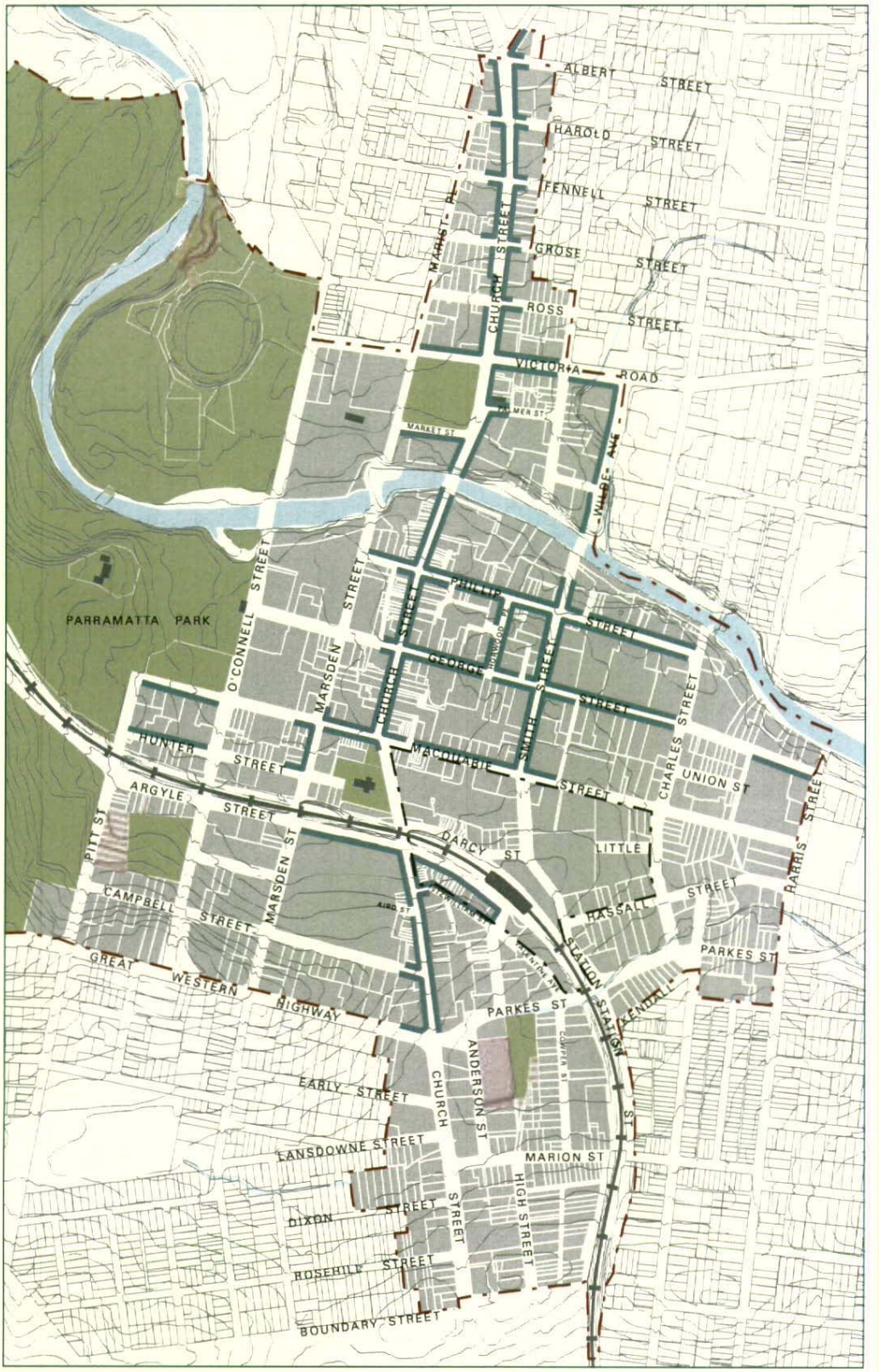


Continuous awnings required

DCP Area

Area covered by the Civic Place Development Control Plan

FIGURE 3.5: RESTRICTIONS ON VEHICULAR ENTRIES



Additional vehicular entries not permitted

DCP Area

Area covered by the Civic Place Development Control Plan

- maintain a pedestrian scale in the articulation and detailing of the lower levels of the building,
- contribute to a visually interesting skyline.

Controls

a) Adjoining buildings (particularly heritage buildings) are to be considered in the design of new buildings in terms of:
   - appropriate alignment and street frontage heights,
   - setbacks above street frontage heights,
   - appropriate materials and finishes selection,
   - facade proportions including horizontal or vertical emphasis, and
   - the provision of enclosed corners at street intersections.

b) 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) Articulate façades so that they address the street and add visual interest.

d) External walls should be constructed of high quality and durable materials and finishes with 'self-cleaning' attributes, such as face brickwork, rendered brickwork, stone, concrete and glass.

e) 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.

f) To assist articulation and visual interest, avoid expanses of any single material.

g) Limit opaque or blank walls for ground floor uses to 30% of the street frontage.

h) Maximise glazing for retail uses, but break glazing into sections to avoid large expanses of glass.

i) Highly reflective finishes and curtain wall glazing are not permitted above ground floor level (see Section 5.3).

j) 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.

k) 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,
   - projections such as entry canopies that add visual interest and amenity, and
   - provided that the projections do not detract from significant views and vistas (see Appendix 2).

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

3.9 ADVERTISING AND SIGNAGE

Advertisements and advertising structures are an important element of the built environment. These provisions are intended to protect the significant characteristics of buildings, streetscapes, vistas and the city skyline and to encourage well designed and well positioned signs which contribute to the vitality and legibility of Parramatta City Centre and which respect the amenity of residents and pedestrians and the safety of motorists.

In considering innovative design proposals for signs not envisaged by these provisions or where there are issues of interpretation, the consent authority will consider the design excellence of the proposed design and the degree to which it meets the objectives of this section.

Objectives

- To ensure that all advertising achieves a very high level of design quality in terms of graphic design, its relationship to the architectural design of buildings and the character of streetscapes.

e) In considering applications for new signs the consent authority must have regard to the number of existing signs on the site and in its vicinity and whether that signage is consistent with the provisions of this section and whether the cumulative impact gives rise to visual clutter.

Illuminated signs

f) Illuminated signs are not to detract from the architecture of the supporting building during daylight.

g) Illumination (including cabling) of signs is to be:

- concealed, or
- integral with the sign, or
- provided by means of carefully designed and located remote or spot lighting.

h) The ability to adjust the light intensity of illuminated signs is to be installed where the consent authority considers necessary.

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

j) Uplighting of signs is prohibited. Any external lighting of signs is to be downward pointing and focused directly on the sign and is to prevent or minimise the escape of light beyond the sign.

Signs and Road Safety

k) Signs are regarded as prejudicial to the safety of the travelling public if they:

- obscure or interfere with road traffic signs and signals or with the view of a road hazard, oncoming vehicles, or any other vehicle or person, or an obstruction which should be visible to drivers or other road users,
- give instructions to traffic by use of the word 'stop' or other directions, which could be confused with traffic signs,
- are of such a design or arrangement that any variable messages or intensity of lighting impair drivers' vision or distract drivers' attention, and
- are situated at locations where the demands on drivers' concentration due to road conditions are high such as at major intersections or merging and diverging lanes.

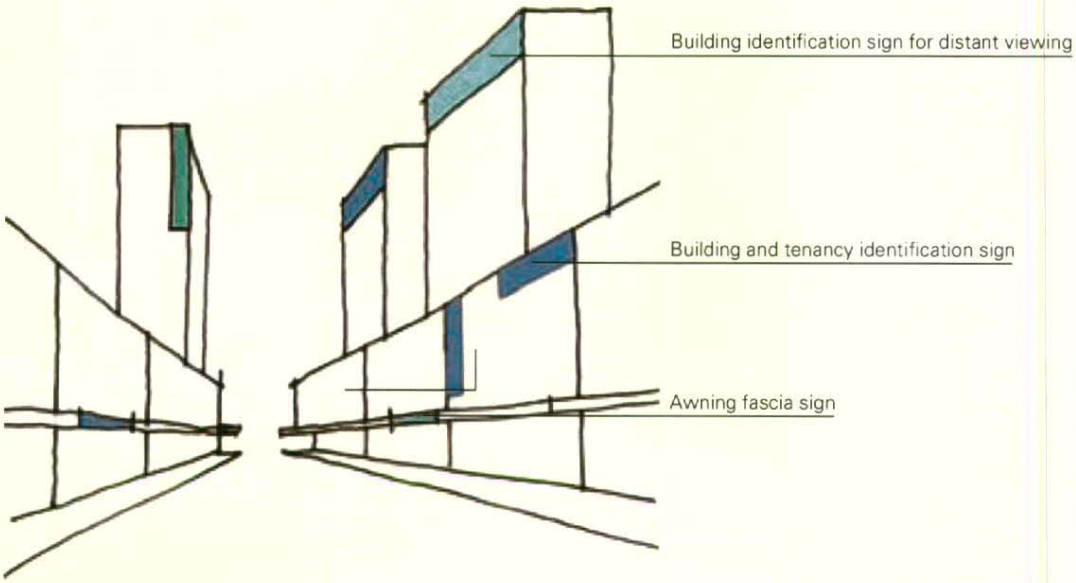


Figure 3.8: Signage zones

also be applied to hanging panels inside the display window.

u) As a general rule, only one sign will be permitted per frontage with an area no larger than 0.75m2, where the bottom of the sign is at least 2.6m above the pavement and where the outer edge is at least 1m from the kerb.

v) Timber or cast metal signs are encouraged on traditional shop frontages.

3.10 PUBLIC ARTWORKS

Public art in both the public domain and privately owned buildings enriches the city's cultural life and visual quality. Refer to the Public Domain Plan and the Arts Facilities and Cultural Places Framework (2005).

Objective

- To encourage high quality artworks in new development.

Control

a) Provide high quality artworks in new development in publicly accessible locations, near main entrances and street frontages and in lobbies.

3.11 VIEWS AND VIEW CORRIDORS

Views contribute to the character and amenity of a city, enhancing the sense of place and identity. The physical setting of the Parramatta city centre between the Parramatta Park and adjacent Parramatta River provides for special views of this natural setting and significant heritage elements.

It is important that views within the city and into and out of the city are maintained from as many points as possible.. In the redevelopment of some sites consideration should be given to opening up new significant views. Views are regarded as significant when they terminate at places of architectural, landscape, or cultural significance. This may include views of, major parks or publicly significant objects or heritage buildings.

The silhouettes of many buildings are significant and contribute to the identity of the commercial core of the city and its skyline. The massing and arrangement of the skyline and existing building silhouettes should be carefully considered and proposed development should be carefully designed so that its appearance complements the city skyline.

Objectives

- To maintain and enhance views from the city centre to significant heritage or natural features.
- To enhance views along city streets.
- To protect silhouettes of the tops of major buildings or structures as seen against the sky.

Controls

a) Existing views shown in Appendix 2 are to be protected in the planning and design of development.

b) Align buildings to maximise and frame view corridors between buildings.

c) Carefully consider tree selection to provide views along streets and keep under storey planting low where possible.

d) Site analysis must address views with the planning and design of building forms taking into account existing topography, vegetation and surrounding development.

4.2 VEHICULAR DRIVEWAYS AND MANOEUVRING AREAS

The location, type and design of vehicle access points to a development can have significant impacts on streetscape, the site layout and the building façade design.

Objective

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

Controls

a) 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 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.

b) Vehicle access is to be designed to;
   - Minimise the 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) Where practicable, buildings are to share, amalgamate, or provide a rear lane for vehicle access points.

d) 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.

e) Separate and clearly differentiate pedestrian and vehicle access.

f) Locate vehicle access a minimum of 3 metres from pedestrian entrances.

g) Minimise the size and quantity and visual intrusion of vehicle access points. The preferred width of driveway crossings and car park and service entries is 2.7m.

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

i) 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.

j) Driveway widths must comply with the relevant Australian Standards.

k) Car space dimensions must comply with the relevant Australian Standards.

l) Driveway grades, vehicular ramp width/ grades and passing bays must be in accordance with the relevant Australian Standard, (AS 2890.1).

m) Vehicular ramps less then 20 metres long within developments and parking stations must have a maximum grade of 1 in 5 (20%). Ramp widths must be in accordance with AS 2890.1

n) Access ways to underground parking should not be located adjacent to doors or windows of the habitable rooms of any residential development.

o) For residential development in the Mixed Use zone, use semi-pervious materials for all uncovered parts of driveways/spaces to provide for some stormwater infiltration.

Commercial developments and mixed use developments in all other zones

r) The impact of any on-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;
- allowing for safe and direct access to building entry points; or
- incorporating car parking into landscape design of the site (such as plantings between parking bays to improve views, selection of paving material and screening from communal and open space areas).

s) 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.

Above Ground Car Parking

t) Above ground car parking is discouraged in the Parramatta City Centre.

u) Located at least 16 metres behind a building alignment that addresses a public street or public space and/or fronting a service lane with appropriate screening (refer to Figure 4.1).

v) Above ground internal car parking must be located substantially behind the building alignment and be screened;

w) Above ground car parking is permitted to Torrens title dwellings and must be located behind the building line unless accessed via a lane or private street;

x) Minimum floor to ceiling height, clear of obstruction, for all multi-storey car parking, above ground level is 2.7 metres;

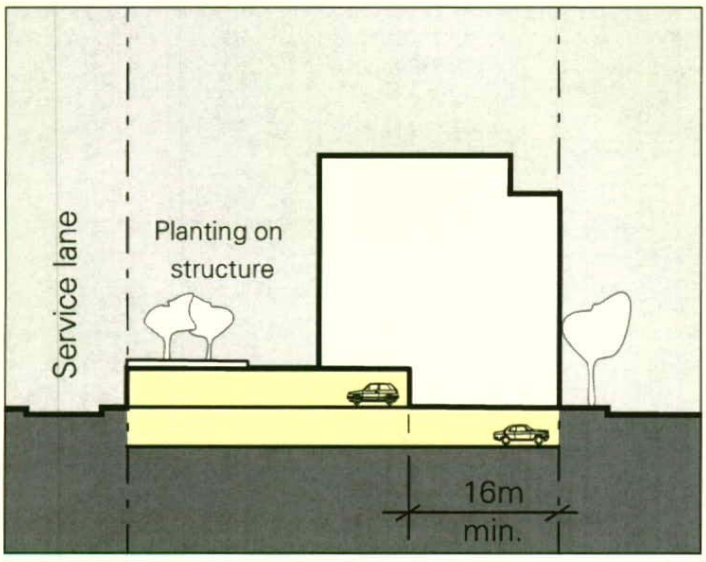


Figure 4.1: Above ground parking may be located adjacent to a lane, as illustrated above and with appropriate screening to reduce the impact on the street

k) Where above ground garbage collection is prohibitive or impractical due to limited street frontage, or would create an unsafe environment, an on-site basement storage area must be provided.

l) Where a mobile compaction vehicle is required to enter the site, the access and circulation area shall be designed to accommodate a vehicle with the following dimensions:

m) Service docks and loading/unloading areas

Position	Dimension
Vehicle length	12300mm
Vehicle width	3500mm
Vehicle height – travel (Safe height in confined areas – top door closed and forks down)	3800mm
Vehicle height – operation (Top door open with a bin at full tipping position)	6000mm

- Provide adequate space within any new development for the loading and unloading of service/delivery vehicles.
- Preferably locate service access off rear lanes, side streets or rights of way.
- Screen all service doors and loading docks from street frontages and from active overlooking from existing developments.
- Design circulation and access in accordance with AS 2890.1.

Fire service and emergency vehicles

n) For developments where a fire brigade vehicle is required to enter the site, vehicular access, egress and manoeuvring must be provided to, from and on the site in accordance with the NSW Fire Brigades Code of Practice – Building Construction – NSWFB Vehicle Requirements.

o) 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.

Residential

p) Provide either communal or individual laundry facilities to every dwelling, and at least one external clothes drying area. The public visibility of this area should be minimised. Clothes drying is only permitted on balconies that are permanently screened from public view.

r) Provide storage at rate of 10 m^2 per dwelling unit.

s) Make provision for on site carwashing.

t) Make provision for on site composting.

d) All non-residential development Class 5-9 will need to comply with the Building Code of Australia energy efficiency provisions.

e) For all commercial development with a construction cost over $5 million:

- Provide an Energy Efficiency Report from a suitably qualified consultant that demonstrates a commitment to achieve no less than a 4 stars under the Australian Building Greenhouse Rating Scheme or equivalent.

5.2 INTEGRATED WATER CYCLE MANAGEMENT

Parramatta's catchments drain to the Parramatta River and Sydney Harbour, Sydney's most important tidal estuary. It is imperative to manage catchments in such a way to avoid environmental degradation and achieve sustainability. Building design can contribute to environmental sustainability by integrating measures for improved water quality and efficiency of use. Water can be conserved in two ways; by reducing water demand from the mains and by re-using water, which would otherwise be lost, as run off or waste water. By integrating water use efficiency; water collection and water reuse measures into building and associated infrastructure design development can contribute to environmentally sustainable outcomes.

Objectives

- To reduce per-capita mains consumption of potable water;
- To harvest rainwater and urban stormwater runoff for use;
- To reduce wastewater discharge;
- To capture, treat and reuse wastewater where appropriate;
- To safeguard the environment by improving the quality of water run-off; and
- To ensure infrastructure design is complementary to current and future water use.

Controls

Residential

a) New dwellings, including a residential component within a mixed use building and serviced apartments intended or capable of being strata titled, are to demonstrate compliance with State Environmental Planning Policy – Building Sustainability Index (BASIX).

b) Development applications for new dwellings and alterations and additions to existing dwellings must comply with the Government's Building Sustainability Index (BASIX) under the relevant provisions of the EP&A Regulation and BASIX SEPP. This includes that an application must be accompanied by a BASIX certificate or BASIX certificates for the development issued no earlier than 3 months before the date on which the application is made. All commitments listed on a BASIX certificate must be marked on all relevant plans and specifications.

c) Ensure that AAA rated water efficient shower heads, water tap outlets, toilet cisterns are installed in new developments, major renovations of existing structures or changes of use to a building.

Non-residential

c) The following water saving measures are to be incorporated into non-residential building. Water fixtures (shower heads, taps, toilets, urinals, etc) are to be 3 stars (WELS Scheme) or better rated.

- Appliances (dishwashers, clothes washers etc) are to be 3 stars (WELS Scheme) or better rated with respect to water use efficiency. Demonstrate, if necessary, how these requirements will be achieved for replacement appliances, appliances not installed at construction, or bought in by occupants following construction.
- Stormwater runoff control, capture and reuse, including water quality management in accordance with Council's guidelines on water sensitive urban design.

Controls

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

b) Visible light reflectivity from building materials used on the facades of new buildings should not exceed 20%.

c) 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.

5.4 WIND MITIGATION

Windy conditions can cause discomfort and danger to pedestrians, and downdrafts from buildings can inhibit the growth of street trees. Conversely, moderate breezes that penetrate the streets can enhance pedestrian comfort and disperse vehicle emissions and air conditioning plant exhausts.

Objectives

- To ensure that new developments satisfy nominated wind standards and maintain comfortable conditions for pedestrians.
- To ensure that the moderate breezes are able to penetrate the streets of Parramatta City Centre.

Controls

a) 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

b) Site design for tall buildings (towers) should:
   - Set tower buildings back from lower structures built at the street frontage to 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.
   - 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) A Wind Effects Report is to be submitted with the DA for all buildings greater than 32m in height.

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

5.5 WASTE AND RECYCLING

The minimisation of waste from development can reduce impacts on the public domain, contribute to the amenity of the building and limit the potential harmful impacts to the environment. Waste management refers to all stages of development from construction and use through to demolition. It also includes the way in which waste is stored and collected.

Objectives

- To minimise waste generation and disposal to landfill with careful source separation, reuse and recycling.
- To avoid the generation of waste through design, material selection and building practices.
- To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction of the development.
- To ensure efficient storage and collection of waste and quality design of facilities.

Controls

Non-residential development

a) Development applications for all non-residential development must be accompanied by a waste management plan that addresses:
   - Best practice recycling and reuse of construction and demolition materials.

5.7 SOIL MANAGEMENT

Objectives

- To ensure that development does not contribute to environmental damage of waterways and bushland in Parramatta.
- To minimise air and water pollution due to soil loss either through erosion or poor site practices

Controls

a) Development should be designed and constructed to effectively integrate with the natural topography of the site minimising the need for excessive sediment disturbance.

b) Soil loss from the development site should be prevented through the installation and maintenance of effective site management practices.

c) An erosion and sediment control plan (ESCP) is required to be submitted in support of all development proposals (other than for minor building modifications) including:

- demolition
- excavation
- trenching
- building

Such a plan is to be prepared in conjunction with the Site Stormwater Management Plan.

The ESCP must make reference to the entire construction and post construction period and all devies must be installed prior to commencement of any other demolition or construction works on-site.

d) The ESCP is to be prepared according to the requirements outlined in the NSW Dept of Housing, August 1998, Managing Urban Storm water: Soils and Construction and Council's Development and Design Guidelines.

e) For large scale developments (such as those greater than 5000sq m, more extensive controls will be required according to the requirements outlined in NSW Dept of Housing, August 1998, Managing Urban Storm water : Soils and Construction.

f) Suspended solid concentrations in stormwater leaving the site shall not exceed more than 50mg/l.

g) All controls are to be maintained through the life of the works and shall be inspected and repaired at the end of each working day.

h) Dust control measures should be applied to reduce surface or airborne movement of sediment from exposed areas of the site.

5.8 FLOOD PLAIN RISK MANAGEMENT

Flooding is a significant issue that affects existing and future development in the Parramatta Local Government Area. This Section establishes Council's approach to floodplain planning and the general flood prone land requirements relating to development control for the whole LGA. The development of Council's approach to flooding has regard to and complies with the New South Wales Government's Floodplain Development Manual (FDM 2005).

The criteria for determining applications for proposals potentially affected by flooding are structured to recognise that different controls are applicable to different land uses and levels of potential flood inundation and hazard.

Design Standards

All proposals are to have regard to the planning matrix. The procedure to determine which designs standards apply to proposed development involves:

- Firstly, identifying the land use category of the development from the Land Use Category Definitions table that follows;
- Secondly, determine which floodplain and the flood category of the land (refer to Catchment Management Unit of Council for the Flood Risk Precincts and relevant flood risk mapping); and,

Then firstly apply the objectives, design principles and then the design standards as outlined in this section. The planning matrix below outlines the design standards relevant to each of the floodplains to which this Policy applies.

NOTE: An evacuation plan is not enough to negate compliance with all building regulations. Additional guidelines relating to flood risk management and flood prone land are contained in Council's Local Floodplain Risk Management Policy.

Further Information

NSW Government's Floodplain Development Manual 2005 – www.dipnr.nsw.gov.au/floodplain.html
Flood Risk Management Plan, Flood Studies, Sub-Catchment Management Plans, and Local Floodplain Risk Management Policy available from Council.
Parramatta Council's Local Floodplain Risk Management Policy.
Water Sensitive Planning Guide – www.wsud.org
WSUD Engineering Procedure: Stormwater, Melbourne Water.
Terms used in this Chapter are as defined in the Glossary within this DCP.

LAND USE CATEGORIES DEFINITIONS

Sensitive Uses and Facilities	Community facilities or public administration buildings which may provide an important contribution to the notification and evacuation of the community during flood events; child care centres; Hospitals; Residential care facilities; Seniors housing; Educational establishments.
Critical Utilities and Uses	Hazardous industries; Hazardous storage establishments; Offensive industries; Offensive storage establishments; Liquid fuel depots; Utility installation undertakings (including generating works) which may cause pollution of waterways during flooding, are essential to evacuation during periods of flood or if affected during flood events would unreasonably affect the ability of the community to return to normal activities after flood events; Telecommunication facilities; waste management facilities.
Subdivisions	Subdivision of land which involves the creation of additional allotments.
Filling	The net importation of fill material onto a site, except where: (i) final surface levels are raised by no more than 100mm over no more than 50% of the site; or (ii) filling is no more than 800mm thick beneath a concrete building slab only. Compensatory earthworks, involving cut and fill, is not considered to be filling provided that: (i) there is no net importation of fill material onto the site; and (ii) there is no net loss of flood storage at all flood levels.
Residential	Backpackers accommodation; Bed and breakfast establishments; Boarding houses; Community facilities (other than sensitive uses and facilities); Dual occupancies; Dwelling houses; Group homes; Health consulting rooms; Home based child care; Home businesses; Hostels; Multi dwelling housing; Neighbourhood shops; Residential flat buildings; Serviced apartments; Utility installations (other than critical utilities).
Commercial or Industrial	Administration buildings; Bulky goods premises; Business Premises; Car parks; Depots; Entertainment facilities; Food and drink premises; Freight transport facilities; Funeral chapels; Funeral homes; Function centres; Hardware and building supplies; Heavy industries; Hotel accommodation; Industries; Landscape and garden supplies; Light industries; Materials recycling or recovery centres; Medical centres; Mixed use development; Office premises; Passenger transport facilities; Places of public worship; Public administration buildings (other than an essential community facility); Pubs; Recreation facilities (indoor); Registered Clubs; Restricted premises; Retail Premises; Service stations; Sex services premises; Shop top housing; Tourist and visitor accommodation; Vehicle body repair workshops; Vehicle repair stations; Vehicle showrooms; Veterinary hospitals; Warehouse or distribution centres.
Tourist Related Development	Advertising structures; Kiosks; Markets; Information and education facilities; Signage.
Open Space or Non-urban Uses	Animal boarding and training establishments; Boat launching ramps; Boat repair facilities; Boat sheds; Environmental facilities; Helipad; Jetty; Recreation areas and minor ancillary structures (eg. Toilet blocks or kiosks); Recreation facilities (outdoor).
Concessional Development	Concessional development is any development or redevelopment that would normally not be permitted under this Plan, but may be permitted as a concession provided it: (i) is kept clear of any floodway; and (ii) involves an acceptably small (see below for limits) addition or alteration to an existing development that will not cause no significant increase in potential flood losses or risks or adverse impact on adjoining properties; or (iii) redevelopment for the purposes of substantially reducing the extent of flood affectation to the existing building; provided that such redevelopments incorporate to the fullest extent practical, design features and measures to substantially reduce the existing potential for flood losses and personal risks, and avoid any adverse impacts on adjoining properties – especially obstruction or diversion of floodwaters and loss of flood storage. In the case of residential development, the maximum size of a concessional development is: (i) a once-only addition or alteration to an existing dwelling of no more than 10% or 30m^2 (whichever is the lesser) of the habitable floor area which existed at the date of commencement of this Policy or Plan; or (ii) the construction of an outbuilding with a maximum floor area of 20m^2. In the case of other development categories, the maximum size of a concessional development is a once- only addition to existing premises of no more than 10% of the floor area which existed at the date of commencement of this Policy or Plan.

- Two bedroom apartments are not to be more than 75% of the total mix of apartments within each development.
- Three bedroom apartments are not to be less than 10% of the total mix of apartments within each development.
- For smaller developments (less than six dwellings) achieve a mix appropriate to the locality.

c) Up to a 40% mix of studio and 1 bedroom apartments is permitted within residential development owned by the Department of Housing.

d) For residential apartment buildings and multi-unit housing, 10% of all dwellings (or at least one dwelling) must be designed to be capable of adaptation for disabled or elderly residents. Dwellings must be designed in accordance with the Australian Adaptable Housing Standard (AS 4299-1995), which includes "pre-adaptation" design details to ensure visitability is achieved.

e) For development built by (or on behalf of) the Department of Housing, an alternative mix of unit types may be approved, subject to housing needs being demonstrated by the Department.

f) Where possible, adaptable dwellings shall be located on the ground floor, for ease of access. Dwellings located above the ground level of a building may only be provided as adaptable dwellings where lift access is available within the building. The lift access must provide access from the basement to allow access for people with disabilities.

g) The development application must be accompanied by certification from an accredited Access Consultant confirming that the adaptable dwellings are capable of being modified, when required by the occupant, to comply with the Australian Adaptable Housing Standard (AS 4299-1995).

h) Car parking and garages allocated to adaptable dwellings must comply with the requirements of the relevant Australian Standard for disable parking spaces.

6.2 NOISE, VIBRATION AND ELECTROLYSIS

Acoustic privacy is an important consideration for the design of buildings. Appropriate siting, design and use of the noise ameliorating materials for development adjacent railway lines particularly, will ensure suitable acoustic amenity for residential development.

Objectives

To ensure that the siting and design of residential buildings minimises noise transmission from abutting railway lines or other major noise - generating land uses.

Controls

a) Where residential development is proposed in proximity to railway lines or major noise generating activity, appropriate materials with acoustic properties should be incorporated inthe design of the dwellings.

b) Councils may require a noise and vibration assessment to be undertaken for development applications for noise generating developments or for residential developments on sites adjacent noise generating sources such as rail corridors.

c) All development applications located on sites adjacent to the rail corridor must be accompanied by an electrolysis.

Note: For residential development adjacent to railway lines, reference should be made to Rail Infrastructure Guidelines for councils: Consideration of Rail Noise and Vibration in the Planning Process.

must be included to assist interpretation of its heritage significance. In some circumstances, where site depth would allow, a higher building could be erected behind a heritage shopfront.

b) **Siting.** If the existing street façade of the building is sympathetic to the character of the street, then alteration must be avoided. New work is best located to the rear or side of the building.

c) **Architectural form.** The basic architectural form of any new work needs to respect what exists. Issues to consider are the roof form, proportion and location of windows and doors.

d) **Architectural detailing.** It is important to be aware of the particular era and architectural style of the building or buildings and make sure that any proposed changes are contextual to the period. For example, it is not appropriate to mix Victorian features with an Art Deco. Overuse of historical architectural features on new work should be avoided, with preference given to uncomplicated interpretive forms and detailing.

e) **Materials and finishes.** Reuse existing materials where possible. New materials and detailing must be compatible with the original and consideration must be given to the colour, texture and type of materials and finishes.

f) **Use.** The best use for a building is usually the one for which it is built. Where this is not possible, a use sympathetic to the layout of the building and requiring minimal alterations will be more compatible.

g) **Original fabric.** It is important to minimise alterations to the original fabric and where possible, repair rather than replace individual elements, such as windows and doors.

h) **The aging process.** The patina of age on a building adds much to its character and significance. A worn step for example demonstrates the many years of feet crossing a threshold. Such features add to the uniqueness and character of a place and must be retained wherever this does not present a public safety risk.

i) **Curtilage.** There are three types of heritage curtilage:

- Lot boundary. The lot boundary is the most common type of curtilage. It may contain associated buildings, gardens, walls, fences and the like which contribute to the significance of the property. The majority of built items in Parramatta are listed within their lot boundary curtilage.
- **Reduced curtilage.** This curtilage is less than the lot boundary of the property and it arises where the significance of the item and its interpretation is not dependant on having a large curtilage extending to a lot boundary. For example where there are large estates with sufficient land on the lot that can be subdivided independent of the heritage significance of any item on that land, or a new dwelling adjacent but not impacting on the existing heritage item on that land. In such cases, it is necessary to identify a curtilage that enables the heritage significance of the item to be retained.
- **Expanded curtilage.** This curtilage is greater than the property boundary. An expanded curtilage may be required to protect the landscape setting or visual catchment of an item. For example, the significance of some properties includes a visual link between the property itself and a river or topographical feature.

j) **Infill development.** The key to successful infill development adjacent to a heritage item is reflected in design where the infill is of similar mass and character to the adjacent heritage building/s. This may comprise use of the vertical (versus square) windows, verandahs, balconies, positive roof pitches (ie. 25 to 35 degrees) and general facade detailing. Buildings and landscaping may establish a character of an area and provides a sense of continuity and a recognised community value. Unsympathetic infill will disrupt the unity of a group of buildings and may spoil the existing character. Architectural 'good manners' are important in areas of special character. An infill building must not precisely imitate its neighbour but use recognisable tools such as massing,

Controls

All signs on a heritage item are to be:

- Restrained in design.
- Of a high standard of materials, construction and graphics.
- Carefully placed and of compatible design and style with appropriate.
- Any application for a sign on a heritage item must include a Signs Strategy that takes into account existing and proposed signs for the building and the policies and recommendations of any Conservation Management Plan.
- Any sign proposed for a heritage item is to be consistent with the recommendations of an approved Signs Strategy forming part of a development consent or an adopted Development Plan applying to the heritage item.
- Signs between the first floor level and the parapet of a heritage item are not permissible.
- Internally illuminated signs are not permitted on a heritage item unless they are a reconstruction of an original significant sign.
- Externally illuminated signs are permitted only where:
  - the design of the sign achieves a very high degree of compatibility with the heritage item;
  - the cabling and conduit supplying power to the sign is completely concealed and does not involve intervention in or damage to significant fabric.
- Existing signs on a heritage item may have heritage value and may need to be retained. As well as signs that are applied to the building, existing signs may include many other more intrinsic sign types, such as written in the pavement, in tilework, in leadlighting or windows, painted on walls or in raised lettering in render. Any new signs are to be designed and installed sympathetically with regard to existing signs. In cases this may result in the potential locations for new signs being restricted or unavailable.
- The installation of any sign on a heritage item is to be carried out in a reversible manner without damage to the significant fabric. In the case of a sign affixed to any stone or brick wall of a heritage item the sign is to be fixed in such a way that stone is not damaged and any fixings are put only onto mortar joints.
- The consent authority shall have regard to the name of a heritage item and whether or not the name is significant before allowing its building name sign to be changed. On some buildings this may mean that the building name may not be changed.

7.3 SPECIAL AREA CONTROLS

This section includes general objectives and controls for special areas in the city centre which are significant in Parramatta's urban structure. Refer to Figure 1.2.

General Objectives

- To promote development which contributes to an overall vision for the Parramatta city centre;
- To reinforce, improve or develop the character of specific special areas in the Parramatta City Centre;
- To encourage development that interprets and reinforces important civic elements of the 19th century grid and city structure, including the interpretation of town squares, buildings and historic views.
- To strengthen the spatial definition of streets with consistent street wall height and building alignments;
- To promote development which reinforces safety and amenity in the public domain.

of Parramatta and the region. Its environment is made up of recreational spaces and facilities, remnant and regenerated Cumberland Plain vegetation, waterways and grasslands. The park is listed on the Register of the National Estate, on the State Heritage Register and is classified by the National Trust. The park is managed by a Park Trust under the provisions of the Parramatta Park Act 2001. The open space enhances and provides structure to the adjacent built form. The plan recognises the significant recreational, cultural and heritage significance of the park and seeks to conserve and enhance these features and ensure the park's integration with adjacent land uses, particularly by activating its edges.

Justice Precinct

This area lies generally between Marsden Street and Parramatta Park and provides for a mixture of compatible residential and commercial land uses to the core and Parramatta Park. Within this special area is the Justice Precinct including the Commonwealth Law Courts, Parramatta Court, Metropolitan Children's Court, Justice Agency offices, Sydney West Trial Complex and Jeffrey House refurbishment. Development will be required to relate to the heritage significance of Parramatta Park and St Johns Cemetery and ensure river access and utilisation.

Civic and Cultural

When completed, Civic Place situated between Smith Street and Church Streets, will cement Parramatta as a major centre with all the richness a community expects at a city level. It is a gateway site for the city centre providing opportunities for innovative planning and urban design and will feature a mix of different uses including retail, commercial, residential, community, civic, cultural and entertainment. The development will be built around a series of linked public open spaces on an east-west axis and designed to complement the transport interchange and to conserve and enhance heritage items within and adjoining Civic Place.

Auto Alley

Auto Alley the area south of the city has been identified as a long term growth area for the City and it is proposed to retain the automotive uses currently there while providing an opportunity for redevelopment in the long term.

Jubilee Park

The Jubilee Park precinct is located between Auto Alley and railway. Within the area, is a vibrant mix of uses including, Jubilee Park, offices and service activities, late 19th and early 20th century dwellings, many of which are heritage listed, modern terraces and flats built in the 1960s to 1990s. The city centre plan aims to maintain this diversity of uses, to encourage further residential intensification and to integrate Jubilee Park with future development.

City West

City West area adjoins the Parramatta Park. The area has a mixed-use development. The future development in the area will address the significance of the park location with complementary buildings and high quality architecture.

City East

City East area adjoins the Robin Thomas Reserve. The area has a mixed-use development. The future development in the area will address the significance of the locality and park location with complimentary buildings and high quality architecture.

Public open space proposed for Civic Place

River Foreshore

Objectives

- To further enhance the Parramatta River foreshore as a valued public domain and environmental asset with appropriate new development;
- To reinforce and activate the river foreshore;
- To enhance views to the river foreshore;
- To improve connections to and along the river foreshore;
- To enhance safety and amenity along the riverfront; and
- To ensure historic linkages between the City and the river are retained, enhanced and interpreted for general public.

Controls

a) Provide pedestrian links, promenades and/or colonnades along or in proximity to the river foreshore;

b) Provide robust ground level spaces designed to accommodate flood inundation.

c) Enhance safety and amenity along the riverfront;

- incorporate passive surveilance of the river front from development.
- maximise active uses along the river front, particularly on the south bank, with cafes, restaurants and the like;
- provide multi-use or flexible use facilites, to activate the river front through out the day, and throughout the year;
- maximise pedestrian access and connectivity along the river edge;

d) Consider developing community facilities on river edge sites which reinforce the urban structure of Parramatta;

e) Integrate public squares or courtyards within the design of development along the river foreshore to provide a system of connected open space and public domain.

f) Differentiate north and south orientation of buildings by responding to the aspect with articulation elements, design of openings, appropriate sunshading and the like;

Civic and Cultural

Objectives

- To develop a civic and cultural precinct that uniquely interprets the city's historic past as well as provide a platform for its contemporary future.
- To reinforce historic views along Hunter Street to St Johns Church and Lancer Barracks;
- To ensure high quality architecture and urban design are realised for the city's landmark civic square;
- To ensure Civic Place is an active public space which strengthens pedestrian activity and permeability for the whole city centre.

Controls

a) Establish street consistent edge along Hunter Street to retain views to St Johns church;

b) Ensure all development strengthens and retains views to St John's church and reinforce visual links along the Hunter Street spine to Lancer Barracks;

c) Provide active ground floor uses through mixed use development and by designing articulate and many, ground floor entrances to buildings;

d) Establish strong pedestrian links to the transport interchange and through the site, and strengthen existing links to surrounding blocks and key land uses. Apply appropriate urban design treatments which encourage legible and robust pedestrian systems.

Auto Alley

Objective

- To retain the open spatial character, of small scale detached buildings along Church Street south of Parkes Street.

Controls

a) Reinforce the small scale built form and varied street set backs along Auto Alley.

b) Consider planting trees in the front setback of buildings in the Enterprise Zone to improve the character and southern approaches to Parramatta. Trees are to be selected from the palette specified in "Parramatta Tree Planting Strategy".

c) Design signage to suit the street character and enhance the car related vitality of the street, refer to 11.10 signage and advertising.

City West

Objectives

- To establish a positive built address to Parramatta Park;

Controls

a) Activate streets edges with:

- multiple pedestrian entries and/or entry foyers;
- flexible ground and first floor spaces, suitable for retail or professional commercial uses;
- ground floor retail particularly on significant corners;

b) Reinforce the east and west orientation of buildings by responding to the aspect with articulation elements, design of openings, appropriate sunshading and the like;

7.5 DESIGN EXCELLENCE

7.5.1 Architectural Design Competitions

Good building design should positively contribute to the overall architectural quality of the city and provide buildings appropriate to their context. In some circumstances, this contribution may be as an iconic or landmark building, but more typically it is as a well-mannered building that fits sensitively into the streetscape.

Objectives

To improve the design quality of city buildings, for development applications where the provisions of Clause 22B of LEP 2007 require that all the buildings above 55 metres or the proposed development is on a key site as identified on a Key Sites Map in the LEP 2007 to be designed as a result of a design competition.

Provisions

a) In determining a development application, Clause 22B of the Parramatta City Centre LEP 2007 requires the consent authority to consider whether the proposed development exhibits design excellence.

b) In accordance with the Clause 22B of the Parramatta City Centre LEP 2007 the consent authority is to consider whether the design of the building is the result of an architectural competition that facilitates design excellence.

c) The architectural design competition will be held in accordance with the Architectural Design Competition Procedures issued by the Director General of Planning.

d) An architectural competition can be undertaken at either the development plan stage or the development application stage.

7.5.2 Architectural Design Competitions Process

In preparing a development application for a site, subject to these provisions and in order to satisfy competitive process requirements, an applicant is to use a formal design competition to generate design alternatives for a development site.

The purpose of a design competition is to generate high quality solutions which address the constraints and opportunities of a site and achieve design excellence.

In recognition of the rigour involved in undertaking a successful design competition that achieves design excellence, the applicant may be eligible for a development bonus.

The process will be the subject of a licence agreement between the developer and Council and will be subject to payment of a prescribed fee.

The fees associated with this requirement are outlined in Council's fees and charges policy.

Public Noti cation

Applications will be notified in accordance with the requirements of the EP&A Act and Council policy. Notification may include writing to surrounding and potentially affected property owners and residents, advertisements in local newspaper(s) and placement of notices on site.

Referrals

All DAs are referred for comment to other Council departments (for example, building and engineering). They may also be referred to the Traffic Development Committee or where relevant or required by the EP&A Act, to other Government agencies such as the RTA, the Department of Planning and the Department of Lands. Where referrals to such external organisations are required the DA may take longer to process.

Design Review Panel

State Environmental Planning Policy 65 (SEPP 65) is aimed at raising the design quality of residential flat development across the state through the application of a series of design principles. It also provides for the establishment of Design Review Panels to provide independent expert advice to the council on the merit of residential flat development. The Residential Flat development, applicants should consult with Council regarding presentation to the Design Review Panel.

Design Excellence

For all development requiring architectural competitions, Council will issue the applicant with the Architectural Design Competition Procedures issued by Director General of the Department of Planning.

Roof sign
A sign above parapet level of a building on the uppermost structural elements and attached to lift motor and plant rooms.

SEPP 65
State Environmental Planning Policy 65 – Design quality of residential flat development

Silhouette
A building outline viewed against the sky.

Street alignment
The boundary between land allotments and a street or lane.

Street frontage height
The vertical distance measured in metres 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 facade is situated.

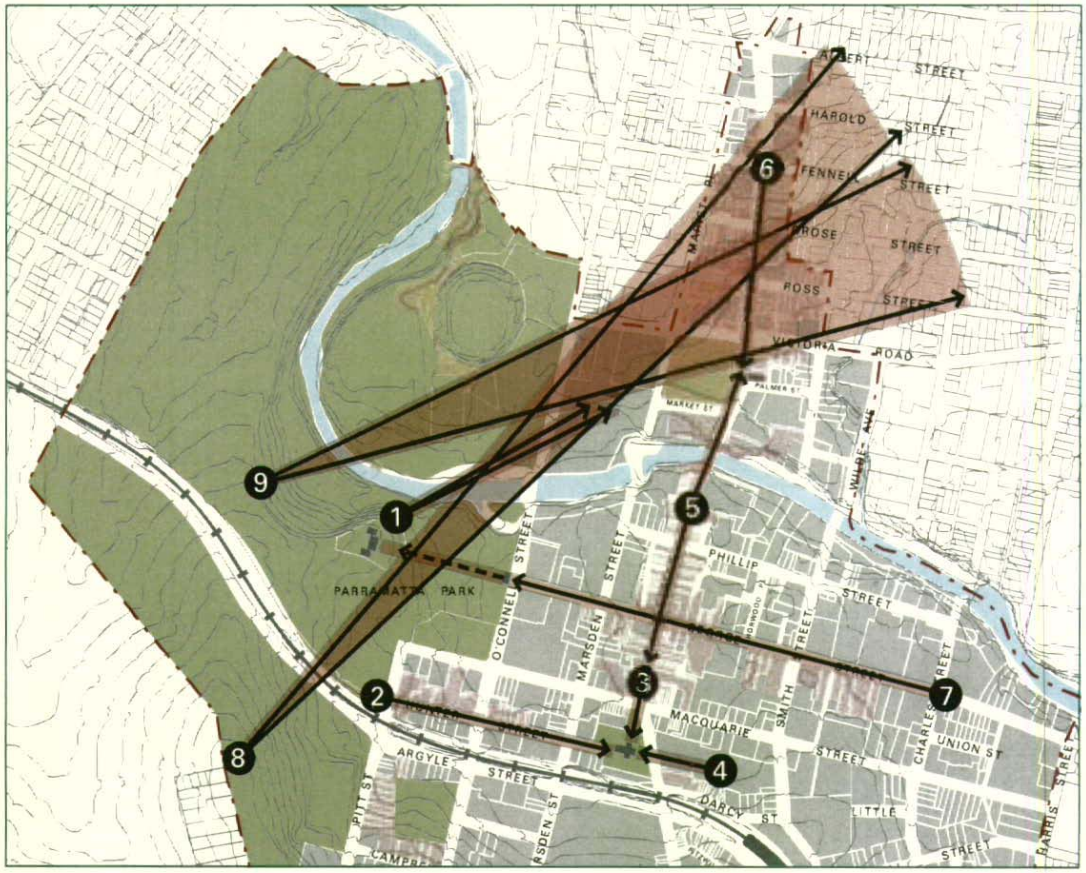
Under awning sign
A sign located below or otherwise supported from the underside of an awning.

View
An extensive or long range prospect of particular objects or geographic features.

Vista
A view along a street terminated by a building or structure such as an obelisk.

Appendix 2

APPENDIX 2 – HISTORIC VIEWS



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 to St John's along Hunter Street, available back to Parramatta Regional Park.	Hunter Street framed view to St John's church.
3. Views to St Johns church and square from north	Historic main street approach to city centre and St John's historic church and other heritage items in view.
4. Views west, from eastern side of square, mall, Civic Place and Town Hall.	Backdrop/setting of church. Views to church and spires.
5. Views north and south along Church Street, including view of ANZ Dome and heritage buildings, St John's Church spires to the south and St Peter's church.	Historic main street and approach to city. A number of heritage buildings.
6. Approach to Parramatta south along Church Street from Fennell Street, sequential views.	Historic main street and approach. Relatively consistent scale and setback of streetscape.
7. Views along George Street to Parramatta Park gatehouse and trees.	Key historic street approach to the park. City edge of park, framing views to 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 to glimpses of distant hills between buildings.

5a. A view north along Church Street to ANZ dome, heritage buildings and river

5b. View along Church Street to St Peter's Church from south.

6. Approach to Parramatta south along Church Street from Fennell Street, sequential views

7. Views along George Street to Parramatta Park Tudor gatehouse and trees

NSW GOVERNMENT
Department of Planning