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1. Existing Character

The Parramatta Road Precinct – Homebush Central sits between the M4 motorway to the north, Loftus Crescent to the south, Powell’s Creek to the east and Sydney Markets, Hudson street and Kanoona Avenue to the west.

The Precinct is characterised by a mix of large consolidated sites presently used as car sales yards and showrooms, low level retail along Parramatta Road, mixed use recent development focused along Parramatta Road and Park Road, and older 3-4 storey walk up apartment blocks scattered between single storey federation style bungalows.

Recent residential development in the Precinct consists of 8-9 storey apartment buildings with articulation at 6 storeys and, currently vacant retail spaces on the ground floors. On Parramatta Road buildings are generally built without any setback to Parramatta Road. The high speed of traffic and lack of setback between new buildings and Parramatta Road serves to create a harsh pedestrian environment along Parramatta Road.

Older multi-unit residential buildings are generally of the 3-4 storey walk-up variety with a grouping of taller, 12 storey residential development focused near Homebush Station.

Bordering the Precinct, the Rochester Street High Street to the south of the rail line, is well maintained with active shops and cafés. Development closer to Homebush Station is generally in the form of 3-4 storey walk-ups. This type of development is also evident near Flemington Station but the combination of lower levels of urban domain investment and an unsightly outlook onto Sydney Markets makes this neighbourhood less attractive.

Both Homebush and Flemington railway stations have high levels of pedestrian activation.
Further south the neighbourhoods are dominated by well-maintained detached dwellings sitting along streets lined with well-established trees and a significant tree canopy.

North of the M4, the neighbourhood predominantly consists of detached dwellings with smaller scaled multi-unit residential developments scattered throughout. The key feature of this neighbourhood is Powell’s Creek and its adjoining parkland. At present this green space is predominantly unstructured lawn with trees. Powell’s Creek is currently a storm-water culvert but naturalisation works are already underway along sections of the waterway.

To the east of the Precinct there are two recently developed precincts: the Columbia Precinct and the Bakehouse Precinct. The Bakehouse precinct features a set of early 20th century industrial buildings re-purposed for shopping and alfresco dining. The area sees a good level of pedestrian activation. The Columbia Precinct sits at the south end of the Bakehouse precinct and features a recently completed mixed use development. West of the Precinct is Sydney’s Fruit and Vegetable Market and a pocket of industrial structures.

2. Land to which this plan applies
This DCP applies to the Parramatta Road Precinct – Homebush Central which incorporates the land outlined in black in Figure 1 below.

![Diagram](image_url)

**Figure 1: Parramatta Road Precinct – Homebush Central**
The DCP is to be read in conjunction with the Strathfield Local Environmental Plan 2012 and the Parramatta Road Urban Transformation Strategy. It contains detailed objectives and controls that will be used by Council when determining development applications under Section 4.15 of the Environmental Planning and Assessment Act 1979. Each application will be considered on the individual circumstances and merits of the case in terms of the achievement of the relevant objectives.

Consideration is to be given to the Parramatta Road Urban Transformation Strategy specifically in relation to the calculation of the maximum height and floor space ratio. In this regard, the provisions of Clause 4.3, 4.3A, 4.4 and 4.4A of Strathfield LEP 2012 do not apply.

This DCP has also been prepared in accordance with State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65) and has been formulated to respond to the design quality principles of SEPP 65 and the publication NSW Apartment Design Guide 2015 (ADG). The principles and controls contained in the ADG are to apply to design issues not specifically covered within this DCP. The SEPP and the ADG prevail over Council’s DCP.

3. Development Contributions

Council levies Development Contributions under the Environmental Planning and Assessment Act 1979 on development to help cover the costs of delivering infrastructure needed to support the additional population and community.

Council seeks the following development contribution

- Section 7.11 Contributions
- Section 7.12 Contributions
- Voluntary Planning Agreement Policy and Value Sharing Contributions Policy


4. The Parramatta Road and Homebush Priority Precinct – Urban Design Report

The Parramatta Road and Homebush Priority Precinct – Urban Design Report (December 2017) was prepared by CHROFI and includes key principles which have been informed by urban design and planning analysis of the Parramatta Road Precinct.

The Precinct is situated in a key strategic location and the Eastern City District Plan, prepared by the Greater Sydney Commission identifies that urban renewal of such precincts will deliver quality lifestyles rather than just new homes. Well-designed housing types in
neighbourhoods close to transport and other infrastructure will include vibrant public places and walking and cycling paths.

The commissioning of the Westconnex Motorway system will connect the Precinct to most parts of Sydney via high-speed motorway connections and will also relieve Parramatta Road of significant regional vehicle movements and provide opportunity for traffic calming measures to be introduced.

As part of the commissioning of the Westconnex Motorway, a number of green links have been created. These include the area known as Powell's Creek south and Powell's Creek North.

5. Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) is the State Government’s long-term strategy for the growth and renewal of the Parramatta Road Corridor.

The PRCUTS establishes the long-term vision and framework to provide co-ordinated employment and housing growth. The PRCUTS has been adopted and is given statutory force by a Ministerial Direction under Section 9.11 of the Environmental Planning & Assessment Act.

A copy of the Parramatta Road Corridor Urban Transformation Strategy, including the Background and associated documents is available at https://www.landcom.com.au/places/parramatta-road/

6. Vision for the Parramatta Road Precinct – Homebush Central

The Vision for the Parramatta Road Precinct – Homebush Central is:

To facilitate the development of Homebush Central as an attractive and desirable high density urban core that is the centrepiece to the surrounding well established low-density suburbs to the north and south of the corridor.

The Vision Principles for the Parramatta Road Precinct – Homebush Central are:

1. To re-establish Parramatta Road as the ‘High Street’ and local centre of urban activity.
2. To accommodate residential population growth while providing housing diversity
3. To provide shops, services, community facilities and public spaces that meet the needs of the existing and future community and that are complimentary to those already provided within the adjacent established areas.
4. To improve access to transport infrastructure within the region.
5. To create a high quality built environment with appropriately scaled street buildings that transition to adjacent low-density areas.
6. To create a variety of public domain spaces that are attractive and inviting, safe, activated, exhibit good environmental amenity and stimulate social interaction and pedestrian movement.

7. To strengthen north-south connections at Hillcrest St/Bridge Rd and Underwood Street/Subway Lane

8. To realise better connections into the Powells Creek linear park

9. To formalise Loftus Lane parallel to Parramatta Road as a secondary east/west laneway to both support businesses on Parramatta Road while providing a secondary pedestrian corridor.

7. Character Areas

Parramatta Road is to be revitalised as Homebush Central’s High Street providing a central focus for economic and social activity for the nearby existing and future residential communities.

There are three (3) distinct Character Areas within the Parramatta Road Precinct – Homebush Central Precinct as identified in Figure 2 below:

- Boulevarde Precinct
- Theatre Quarter
- Powell’s Creek Corridor
7.1 Boulevarde Precinct – Future Desired Character

The Boulevarde Precinct is identified as those properties on Parramatta Road, between Hillcrest Street and Bridge Road to the west and Underwood Road and Subway Lane to the east.

The Boulevard Precinct is characterised by a more generous width in the road corridor with a formal arrangement of street trees. The broader width also enables a dedicated alfresco zone to be established along the southern side of the road as a place with good solar amenity.

The broadened corridor enables comfortable pedestrian movement between these two key north/south connectors, boulevard tree planting, and a sunlit zone for alfresco seating. The widening is formed by a 10m setback to Parramatta Road for all new buildings on the southern side between Bridge Road and Subway Lane.

The built-form is characterised by ‘European’ scaled street frontages with generous setbacks to small footprint tower forms above.
Active uses are to be provided at street level with a mix of commercial and residential uses provided above.

7.2 Theatre Quarter – Future Desired Character

The Theatre Quarter is identified as the area from Underwood Road and Subway Lane to the Powell’s Creek Corridor.

The Theatre Quarter is characterised by a collection of fine heritage listed buildings that include the Homebush Theatre building, Horse and Jockey Hotel, and three shop-top buildings at Nos 72,74 and 76 Parramatta Road.

In addition, the adjoining facades to 78-80 and 98, 100 Parramatta Road from the same period of development contribute to the heritage character of the area and exhibit a fine-grained pattern with facade details that is highly valued in today's context.

7.3 Powell’s Creek Corridor

The environmental benefit and spatial relief where the Powell’s Creek corridor crosses Parramatta Road is to be maximised to create a distinctive ‘gateway’ into the Boulevarde Precinct when arriving from the east.

Buildings adjacent to the gateway should have frontages setback from the Powell’s Creek corridor to amplify the sense of open space. Through site links from Powell Street, Station Street, and Homebush Station directly into the Powell’s Creek corridor are encouraged to maximise accessibility into the linear park system.
8. Key Urban Design Principles

The **urban design principles** for development within this Precinct are as follows:

**Design Excellence**

i. Create a sustainable and liveable precinct for people through the integration of design excellence

ii. An accessible and compact Precinct where the consumption of energy, water and natural resources is minimised, and buildings are designed to respond and adapt to change over time.

iii. Development is distinctive, visually interesting and appealing

iv. Design of buildings encompass context and built form, landscaping and connection with the public domain

v. Universal design and accessibility is championed within the Precinct

vi. Buildings achieve a high standard of design excellences and public domain

**Land Uses**

vii. Provide a diverse mix of residential accommodation to suit the needs of the future population

viii. Retain and preserve the existing heritage items and consider alternate uses to promote their protection and preservation
ix. Provide for the activation of the ground floor frontages with active uses such as cafes and restaurants, particularly along Parramatta Road

**Street Frontage**

x. Require an increased setback at the street frontage to create a safe and activated public domain

xi. Address the street with a six storey podium to ensure a comfortable human scale

xii. Design the public domain in accordance with Council’s specifications to provide an attractive destination to residents and visitors to the Precinct

**Built Form**

xiii. Provide quality built form outcomes

xiv. Provide good residential amenity in terms of privacy and built form by complying with the SEPP 65 Apartment Design Guide

xv. Introduce breaks in the building massing at upper levels to reduce the building’s apparent scale

xvi. Buildings should incorporate interesting roof forms and the visual intrusiveness of service elements such as service plant, electrical substations, lift over-runs and the like shall be minimised by integrating them into the building

xvii. Vehicular access to new development should be, where possible, from existing and/or new service lanes, rather than streets.

xviii. Facades must be articulated and employ materials and finishes to enhance and complement the character of the streetscape.

**Heritage**

xix. Encourage the incorporation of heritage listed buildings within development sites and promote the upgrade and adaptive reuse of these buildings utilising the heritage incentive provisions in Strathfield LEP 2012.

xx. Relate to heritage buildings with appropriate setbacks, low rise podiums and other scale breaking devices in adjacent development

xxi. Future development adjacent to heritage listed buildings must be sympathetic to the heritage item, particularly in terms of scale and siting and provide adequate curtilage and side setbacks from heritage sites and a transition in height from the heritage item.

**Pedestrian Movement and Amenity**

xxii. Retain, embellish and connect existing green and community assets
xxiii. Create new links to increase permeability of movement within the Precinct (east-west) and increase pedestrian movement through the Precinct to Homebush Village and Powell’s Creek Corridor (north-south).

xxiv. Provide pedestrian linkages and access routes through the Precinct to offer residents and visitors greater choice of movement, as well as safer and more enjoyable walking or cycling experiences.

xxv. Enhance the pedestrian amenity of the Precinct with awnings, street tree planting and upgraded footpaths

xxvi. Preserve significant elements that enhance the existing amenity such as mature/large trees and heritage buildings.

Public Domain

xxvii. Public space is formed primarily by consistent building alignment.

xxviii. Buildings are consistently aligned and address the public domain with major facades creating good spatial definition of streets and parks.

xxix. Well defined streets and parks assist in creating a sense of place, and in helping pedestrians in orientating themselves around the Precinct.

xxx. Increase the quantum of public space in the precinct, to cater for the needs of an increased population.

xxxi. Provide better connections to facilities and between streets, to make a walkable Precinct.

xxxii. Reduce the effects of urban heat island through increased canopy cover.
9. Siting, Density and Consolidation of Sites

Objective

A. Ensure lot size is able to accommodate the appropriate building envelope, landscape and service requirements

B. Encourage amalgamation of allotments to promote the efficient use of land and to provide for improved design outcomes to avoid the creation of isolated sites.

Controls

(i) Development sites are to meet the minimum lot size requirements as set by Clause 4.1A of Strathfield LEP 2012

(ii) The siting of a building is to respond to the requirements of the Apartment Design Guide

(iii) The maximum floor space ratio (FSR) is not to exceed the maximum floor space ratio set by Figure 7.14: Homebush Recommended Densities of the Parramatta Road Corridor Urban Transformation Planning and Design Guidelines – Implementation Tool Kit (November 2016 – Urban Growth NSW).
(iv) Development is not to result in the creation of an isolated site that could not be developed in compliance with the relevant planning controls, including Strathfield LEP, SEPP 65 and the ADG.

(v) Council will require appropriate documentary evidence to demonstrate that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value. At least two (2) independent valuations (reports and valuations) must be undertaken within 3 months of the date of the DA lodgement) are to be submitted as part of that evidence and these are to account for reasonable expenses likely to be incurred by the owner of the isolated site in the sale of the property.

(vi) The documentation must include copies of correspondence between parties and any formal financial offers and responses to offers.

Note: Council require that the valuation of the land must also take into account the value of the land as a development site if Council has any questions regarding the valuation supplied by the applicant.

(vii) Where amalgamation of the isolated site is not feasible, applicants will be required to demonstrate that an orderly and economic use and development of the separate sites can be achieved. In this regard, applicants will be required to submit with the DA a DA Concept Plan that provides the following:
- Details an envelope for the isolated site, indicating height, setbacks, resultant site coverage (building and basement), sufficient to understand the relationship between the application and the isolated site.
- The likely impacts the developments will have on each other, such as solar access, visual and acoustic privacy and the impact of development of the isolated site on the streetscape must also be addressed.
- An assessment against the ADG with respect to the impact of the proposed development on the isolated site. Any proposed development of a neighbouring isolated site should be compliant with ADG provisions.

10. Heritage

There are a number of local heritage items within the Precinct:

- Item I31 – Former Homebush Theatre at 55-57 Parramatta Road, Homebush
- Item I32 - Horse and Jockey Hotel at 70 Parramatta Road, Homebush
- Item I33 – Commercial building – two storey inter-war stripped classical style building (shops) – 72-76 Parramatta Road, Homebush
- I39 – “Station Master’s House” – Federation House at No 11 Station Street, Homebush
**Extract of Heritage Listed Properties with the Precinct – Strathfield LEP 2012**

**Objectives**

A. Incorporate heritage buildings into development sites

B. Retain and reinforce the attributes that contribute to the heritage significance of items and their settings

**Controls**

(i) Where development is proposed within the vicinity of a heritage item identified in the Strathfield LEP 2012, the building height and setbacks must have regard to, and respect the value of that heritage item and its setting

(ii) Where a development incorporates or is within the vicinity of a heritage item, the new development is to provide an appropriate transition in height and adequate curtilage and side setbacks from the heritage item.

(iii) Existing heritage items are to be incorporated into development sites and not be left as isolated sites. Where heritage items are incorporated into development there may be opportunities for consideration under the heritage conservation provisions (Clause 5.10) of Strathfield LEP 2012

**Note:** A Heritage Assessment is required to be lodged with a development application in accordance with Clause 5.10(5) of the Strathfield LEP 2012
11. Building Heights

Objectives

A. Ensure building heights are appropriate for the street widths and functions to ensure a comfortable urban scale of development

B. Enable buildings, open space and public domain areas to achieve an acceptable level of daylight access.

C. Ensure development has minimal impact on neighbouring properties in terms of the potential loss of views, loss of privacy, overshadowing or visual intrusion

Controls

(i) The maximum building height is not to exceed the recommended building heights set by Figure 7.13: Homebush Recommended Building Heights of the Parramatta Road Corridor Urban Transformation Planning and Design Guidelines – Implementation Tool Kit (November 2016 – Urban Growth NSW)

(ii) Taller buildings must consider the shape, location and height of buildings to satisfy wind measurements for public safety and comfort at ground level. In addition, open terraces and balconies must not be detrimentally affected by wind.

Note: Council will request a Wind Analysis Report be submitted with a Development Application for all applications.

12. Street Frontage, Rear and Side Setbacks

Objectives

A. Establish the desired spatial proportions of the street and define the street edge

B. Enhance street settings to retain existing street trees and create opportunities for the planting of additional canopy trees and landscaping

C. Encourage design with good façade articulation

D. Provide visual and acoustic privacy for existing and new occupants

E. Provide opportunities for deep soil zones for tree planting
Controls – General – All Development

(i) Setbacks are to maximise the retention of existing trees and their root systems (including those on adjoining properties and in the street).

(ii) Setbacks are to include the planting of canopy trees, both small and large varieties. Developments are not to rely solely on street trees to ameliorate buildings.

(iii) All property boundary front setbacks must be deep soil and landscaped and must not have any underground intrusions such as underground car parking or on site detention.

(iv) Development is to establish a six (6) storey street wall height to provide human scale and set back taller elements above the six storey street wall height.

(v) One step in the built form as the height increases due to building separations is required. Additional steps should be careful not to cause a ‘ziggurat’ appearance.

(vi) Blank walls are to be avoided fronting principal streets and the public domain.

(vii) Development must be designed so that it has a clearly definable entry and addresses the street.

Controls – General - Side and Rear Setbacks

(viii) Side and rear setbacks must result in a development that:
- Provides resident amenity, including landscaping and deep soil planting, protection of large established trees, privacy, solar access and ventilation;
- Responds to the local context and provides streetscape amenity, including providing adequate separation from existing and future development; and
- Does not prevent a neighbouring site from achieving its full development potential.

(ix) Setbacks are to maximise the retention of existing trees and their root systems and may need to be variable to achieve this (includes trees on adjoining properties.

(x) Side and rear setbacks to heritage buildings are to consider the need for an appropriate curtilage which is to be set by a heritage assessment required under Part 9 of this DCP.
Specific Setback Controls

12.1 Loftus Crescent

Loftus Crescent forms the southern edge of Homebush Central. The built-form is to reinforce this strategic role with a consistency of street frontage heights to form a strong edge to the urban core.

Taller built form should be setback from the street with generous side setbacks to retain views of the sky between higher buildings.

Allowance for a future connection between Loftus Crescent and Powells Creek is to be incorporated in any redevelopment plans for the substation site.

Objectives

- Built form is to create a strong edge to the urban core
- Taller built form should be setback from the street with generous side setbacks to retain views of the sky between higher buildings
- Redevelopment of the substation site is to consider a connection between Loftus Crescent and Powell's Creek

### Setbacks to Loftus Crescent

<table>
<thead>
<tr>
<th>Ground floor (Level 1)</th>
<th>Level 2 – Level 6</th>
<th>Level 7 and above</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>4m setback from the property boundary</td>
<td>4m setback from the property boundary</td>
<td>12m setback from the property boundary</td>
<td>The maximum street wall height from the ground floor (Level 1) is 20m.</td>
</tr>
</tbody>
</table>

This 4m setback, although private, is to improve the public domain setting along the Loftus Crescent. This setback is to provide opportunities for the planting of additional mature canopy trees and landscaping.

Any basement parking must be located fully under the building footprint – no encroachment of the basement will be permitted within the 4m setback to allow for deep soil planting.

The balcony zone is to be within the setback zone. No encroachment is permitted within the building setback.

Refer to Figure
Figure S1 – Setbacks to Loftus Crescent
12.2 Loftus Lane

Loftus Lane’s primary role is to provide service access to the rear of properties fronting Parramatta Road. The Lane also provides for the secondary east/west movement of vehicles, bicycles and pedestrians and this should be retained.

Objectives

- Retain Loftus Lane’s primary role as a service access lane to provide access to the rear of properties fronting Parramatta Road
- Development on the southern side of Loftus Lane are to be setback to allow for the widening of the laneway
- Loftus Lane is to provide for the secondary east/west movement of vehicles, bicycles and pedestrians

<table>
<thead>
<tr>
<th>Setbacks to Loftus Lane (Southern Side of the Lane)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ground floor (Level 1)</strong></td>
</tr>
<tr>
<td>A 4.9m strip of land taken from the property boundary is required to increase the width of the laneway.</td>
</tr>
<tr>
<td>This land is to be dedicated to Council free of charge.</td>
</tr>
<tr>
<td>No building or basement may encroach into the 4.9m setback</td>
</tr>
<tr>
<td>A nil building setback is required to the laneway dedication.</td>
</tr>
</tbody>
</table>

Setbacks to Loftus Lane (Northern Side of the Lane)

<table>
<thead>
<tr>
<th>Ground floor (Level 1)</th>
<th>Level 2 – Level 5</th>
<th>Level 6 and above</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Build to boundary – Nil setback</td>
<td>Nil setback</td>
<td>Minimum 4m setback taken from the property boundary</td>
<td>The maximum street wall height from the ground floor (Level 1) is 16m.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The balcony zone is to be within the setback zone. No encroachment is permitted within the</td>
</tr>
</tbody>
</table>
12.3 Parramatta Road (Between Hillcrest Street and Bridge Road to the west and Underwood Road and Subway Lane to the east)

This section of Parramatta Road forms part of the Boulevarde Precinct. The development controls aim to create a widened, tree lined pedestrian zone which will allow for active uses with good solar access and bookended by Hillcrest Street and Bridge Road to the west and Underwood Road and Subway Lane to the east.

Built form will be characterised by “European” scale street frontages with generous setbacks to smaller tower footprints above.

Objectives

- Encourage the siting of buildings so as to create a widened public domain to allow for:
  - An improved public domain to encourage spaces and places for people
  - Street tree and buffer planting which will shelter the public domain from excessive heat, noise and pollution, creating a comfortable pedestrian environment
  - Solar access to the public domain

<table>
<thead>
<tr>
<th>Setbacks to Parramatta Road (Southern Side)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ground floor (Level 1)</strong></td>
</tr>
<tr>
<td>10m setback from the property boundary.</td>
</tr>
<tr>
<td>This 10m setback, although private, is to improve the public domain setting along the Parramatta Road frontage.</td>
</tr>
<tr>
<td>No fencing or buildings will be permitted in the 10m setback.</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>
### Setbacks to Parramatta Road (Southern Side)

<table>
<thead>
<tr>
<th>Ground floor (Level 1)</th>
<th>Level 2 – Level 6</th>
<th>Level 7 and above</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any basement parking must be located fully under the building footprint – no encroachment of the basement will be permitted within the 10m setback.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Setbacks to Parramatta Road (Northern Side)

<table>
<thead>
<tr>
<th>Ground floor (Level 1)</th>
<th>Level 2 – Level 6</th>
<th>Level 7 and above</th>
<th>Other</th>
</tr>
</thead>
</table>
| Nil setback – Build to boundary  
Any basement parking must be located fully under the building footprint – no encroachment of the basement will be permitted within the setback. | Nil setback from the property boundary | Solar access plane established by the angle of the midday sun on the winter solstice (21st June) – Refer to Figure S2 | The maximum street wall height from the ground floor (Level 1) is 20m.  
Active uses are encouraged on the ground floor.  
The balcony zone is to be within the setback zone. No encroachment is permitted within the building setbacks  
Refer to Figure S2 |
12.4 Bridge Road/Hillcrest Street

Bridge Road provides one of the few links over the Western Rail line to Homebush West and Strathfield and is therefore an important thoroughfare for pedestrians, cyclists and vehicles. The pleasant leafy residential character of Bridge Road should be retained and reinforced.

Hillcrest Street provides one of the few links to North Strathfield via the pedestrian bridge over the M4 Motorway. It is therefore important for both pedestrians and cyclists in addition to local residents. The pleasant leafy residential character of Hillcrest Street should be retained and reinforced and front setbacks should be landscaped.

Objectives

- Encourage the siting of buildings so as to retain and reinforce the leafy character of the street.
- Setback development from the street to encourage the greening of the street frontage
<table>
<thead>
<tr>
<th><strong>Bridge Road/Hillcrest Street (Eastern Side)</strong></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ground floor (Level 1)</strong></td>
<td><strong>Level 2 – Level 6</strong></td>
<td><strong>Level 7 and above</strong></td>
<td><strong>Other</strong></td>
</tr>
<tr>
<td><strong>4m setback from the property boundary.</strong></td>
<td><strong>4m setback from the property boundary.</strong></td>
<td><strong>12m setback from the property boundary</strong></td>
<td><strong>The maximum street wall height from the ground floor (Level 1) is 20m.</strong></td>
</tr>
<tr>
<td>This 4m setback, although private, is to improve the public domain setting along the street frontage.</td>
<td>Balconies may not encroach into the 4m setback</td>
<td></td>
<td>The balcony zone is to be within the setback zone. No encroachment is permitted within the building setback</td>
</tr>
<tr>
<td>This setback is to provide opportunities for the planting of additional mature canopy trees and landscaping.</td>
<td></td>
<td></td>
<td>Refer to Figure S3</td>
</tr>
<tr>
<td>No fencing or buildings will be permitted in the 4m setback.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Any basement parking must be located fully under the building footprint – no encroachment of the basement will be permitted within the 4m setback.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th><strong>Bridge Road/Hillcrest Street (Western Side)</strong></th>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Ground floor (Level 1)</strong></td>
<td><strong>Level 2 – Level 6</strong></td>
<td><strong>Level 7 and above</strong></td>
<td><strong>Other</strong></td>
</tr>
<tr>
<td><strong>4m setback from the property boundary.</strong></td>
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<td><strong>12m setback from the property boundary</strong></td>
<td><strong>The maximum street wall height from the ground floor (Level 1) is 20m.</strong></td>
</tr>
<tr>
<td>This 4m setback, although private, is to improve the public domain setting along the street frontage.</td>
<td>Balconies may not encroach into the 4m setback</td>
<td></td>
<td>The balcony zone is to be within the setback zone. No encroachment is permitted within the building setback</td>
</tr>
<tr>
<td>This setback is to provide opportunities for the planting of additional mature canopy trees and landscaping.</td>
<td></td>
<td></td>
<td>Refer to Figure S3</td>
</tr>
</tbody>
</table>
landscaping.

No fencing or buildings will be permitted in the 4m setback.

Any basement parking must be located fully under the building footprint – no encroachment of the basement will be permitted within the 4m setback.
12.5 Park Road

Park Road provides a link between housing along the M4 Corridor and Homebush Station via Parramatta Road. The road is an important thoroughfare for both pedestrians and cyclists, in addition to local residents. The pleasant leafy residential character of the street is to be reinforced and retained. Buildings

Objectives

- Encourage the siting of buildings so as to retain and reinforce the leafy character of the street.
- Setback development from the street to encourage the greening of the street frontage

<table>
<thead>
<tr>
<th>Ground floor (Level 1)</th>
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<th>Level 7 and above</th>
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<td></td>
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</tr>
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</tbody>
</table>
### Park Road (Northern Side)

<table>
<thead>
<tr>
<th>Ground floor (Level 1)</th>
<th>Level 2 – Level 6</th>
<th>Level 7 and above</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>4m setback from the property boundary. This 4m setback, although private, is to improve the public domain setting along the street frontage. This setback is to provide opportunities for the planting of additional mature canopy trees and landscaping. No fencing or buildings will be permitted in the 4m setback. Any basement parking must be located fully under the building footprint – no encroachment of the basement will be permitted within the 4m setback.</td>
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</tr>
</tbody>
</table>
Figure S4 – Park Road

12.6 Powell’s Creek Corridor Precinct

The environmental benefit and spatial relief where the Powell’s Creek corridor crosses Parramatta Road is to be maximised to create a distinctive ‘gateway’ into Homebush Central when arriving from the east.

Buildings adjacent to the gateway should have frontages setback from the Powells Creek corridor to amplify the sense of open space.

Thru-site links from Powell Street, Station Street, and Homebush Station directly into the Powell’s Creek corridor are encouraged to maximise accessibility into the linear park system.

Objectives

- Encourage the siting of buildings so as to amplify the sense of open space adjacent to the Powell’s Creek Open Space Corridor
- Maximise accessibility to the Powell’s Creek Open Space Corridor by encouraging through site links within development sites
### Powell’s Creek Corridor Precinct (East of Underwood Road, adjacent to the Western Motorway)

<table>
<thead>
<tr>
<th>Ground floor (Level 1)</th>
<th>Level 2 – Level 6</th>
<th>Level 7 and above</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>6m setback from the property boundary. This 6m setback, although private, is to improve the landscape setting of the open space corridor and create a sense of “openness” to the open space.</td>
<td>6m setback from the property boundary. Balconies may not encroach into the 6m setback</td>
<td>14m setback from the property boundary</td>
<td>The maximum street wall height from the ground floor (Level 1) is 20m. The balcony zone is to be within the setback zone. No encroachment is permitted within the building setback</td>
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<td>No fencing or buildings will be permitted in the 6m setback. Any basement parking must be located fully under the building footprint – no encroachment of the basement will be permitted within the 6m setback.</td>
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<td></td>
<td>Refer to Figure S5</td>
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</tbody>
</table>

### Powell Street

<table>
<thead>
<tr>
<th>Ground floor (Level 1)</th>
<th>Level 2 – Level 6</th>
<th>Level 7 and above</th>
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</table>
for the planting of additional mature canopy trees and landscaping.

No fencing or buildings will be permitted in the 4m setback.

Any basement parking must be located fully under the building footprint – no encroachment of the basement will be permitted within the 4m setback.

Refer to Figure S6

Figure S5 – Powell Creek Corridor Parkland
12.7 Underwood Road

Underwood Road is the primary connector north under the M4 Motorway to Olympic Park for pedestrians, bicycles and vehicles. Underwood Road has a pleasant leafy residential quality characterised by its London Plane street trees and detached housing, north of the M4. Future development in this Precinct should reinforce the important role of Underwood Road as a connector.

**Objectives**

- Require development on the eastern side of Underwood Road to be setback to create a more comfortable environment for pedestrians and cyclists
- Encourage the siting of buildings so as to retain and reinforce the leafy character of the street.
### Underwood Road (Eastern side)

<table>
<thead>
<tr>
<th>Ground floor (Level 1)</th>
<th>Level 2 – Level 6</th>
<th>Level 7 and above</th>
<th>Other</th>
</tr>
</thead>
</table>
| 6m setback from the property boundary. | 6m setback from the property boundary. | 14m setback from the property boundary | The maximum street wall height from the ground floor (Level 1) is 20m.  
The balcony zone is to be within the setback zone. No encroachment is permitted within the building setback  
Refer to Figure S7 |

This setback is to provide opportunities for the planting of additional mature canopy trees and landscaping.

No fencing or buildings will be permitted in the 6m setback.

Any basement parking must be located fully under the building footprint – no encroachment of the basement will be permitted within the 6m setback.

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### Underwood Road (Western side)

<table>
<thead>
<tr>
<th>Ground floor (Level 1)</th>
<th>Level 2 – Level 6</th>
<th>Level 7 and above</th>
<th>Other</th>
</tr>
</thead>
</table>
| Build to boundary – Nil setback | Nil setback | 8m setback from the property boundary | The maximum street wall height from the ground floor (Level 1) is 20m.  
The balcony zone is to be within the setback zone. No encroachment is permitted within the building setback  
Refer to Figure S7 |
Figure S7 – Underwood Street

12.8 Subway Lane
Subway Lane is the primary connector south to Homebush Village shops and the leafy low-density character areas of Strathfield. It is therefore important that the laneway caters for bicycles and vehicles, but also pedestrians with generous tree lined pavements.

Objectives
- Require development on the western side of Subway Lane to be setback to create a more comfortable environment for pedestrians and cyclists.
- Encourage the siting of buildings so as to retain and reinforce the leafy character of the street.
### Subway Lane (Eastern side)

<table>
<thead>
<tr>
<th>Ground floor (Level 1)</th>
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<th>Other</th>
</tr>
</thead>
<tbody>
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<td>The maximum street wall height from the ground floor (Level 1) is 20m. The balcony zone is to be within the setback zone. No encroachment is permitted within the building setback Refer to Figure S8</td>
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### Subway Lane (Western side)

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</tr>
</tbody>
</table>
13. Controls for Side and Rear Setbacks

(i) Side and rear setbacks must result in a development that:

(a) Provides resident amenity, including landscaping and deep soil planting, protection of large established trees, privacy, solar access and ventilation;

(b) Responds to the local context and provides streetscape amenity, including providing adequate separation from existing and future development; and

(c) Does not prevent a neighbouring site from achieving its full development potential.

(ii) Setbacks are to maximise the retention of existing trees and their root systems and may need to be variable to achieve this (includes trees on adjoining properties).
(ii) Side and rear setbacks to heritage buildings are to consider the need for an appropriate curtilage which is to be set by a heritage assessment required under Part 9 of this DCP.

14. Trees and Landscape

Objectives

A. Retain and increase the existing tree canopy within the Precinct

B. Contribute to the streetscape character and the amenity of the public domain by using planting and landscape elements appropriate to the desired character of the streetscape and the scale of the development

C. Encourage landscape treatments, both deep soil landscaping and planting on podiums, which provide privacy for residents

D. Minimise the impact of driveways and parking areas on existing landscaping, landform and streetscape, in terms of siting and choice of materials

E. Ensure any planting on podiums, roof tops and in planter boxes is sustainable by providing adequate rainwater storage and water efficient irrigation.

Controls

(i) All development is to be designed to eliminate the impact upon significant trees on site, street trees and trees on adjoining land including public open space. Existing mature trees in good health and condition are to be retained through the appropriate siting of buildings, car parks, basements, ancillary buildings, driveways and hard stand areas.

(ii) Landscaped areas must be effectively distributed on the site to minimise the dominance of buildings, structures and paving when viewed from the street, public places and surrounding properties.

(iii) Where appropriate, additional street trees are to be incorporated into the overall design of the development.

(iv) Common open space/courtyards are to be located, designed and landscaped to:
   - Enhance views from dwellings and create recreational opportunities;
   - Be the focal point for residents and incorporate public art and water features where appropriate, and
   - Achieve good amenity in terms of solar access and natural air flow

(v) Additional communal open space on roof tops is encouraged in locations where it does not adversely impact on the residential amenity of surrounding residents.
(vi) Deep soil zones are to be of dimensions that achieve their function as planting space for large trees.

(vii) Where possible, deep soil zones are to be located within key communal outdoor space areas or elsewhere where large trees will benefit the maximum number of residents or contribute to the public domain.

(viii) Landscaping design is to be integrated with water and stormwater management.

15. Dedication of Land to Council for Widening of Loftus Lane

Objective

A. Ensure that Loftus Lane is of a sufficient width to provide service access to properties fronting Parramatta Road.

B. Ensure that pedestrians and cyclists can safely use Loftus Lane.

Controls

(i) A 4.9m strip of land for properties on the southern side of Loftus Lane, taken from the property boundary will be the subject to the dedication of land (for road/lane widening) without cost to Council. The area of the land to be dedicated will be taken into account in calculating the permitted density of development.

(ii) No permanent structure may be built above or below this area of land.

(iii) All building setbacks are to be measured from the relocated boundary and the laneway dedication is to be clearly identified on the plans lodged with the Development Application.

16. Addressing the Street and Public Domain

Objectives

A. Ensure that development contributes to the activity, safety, amenity and quality of streets and the public domain.

B. Provide legible and accessible entries from the street and the public domain.

C. Reinforce street edge conditions that significantly contribute to the characteristics of the Precinct.
D. Minimise and ameliorate the effect of blank walls (with no windows or entrances) at the ground level

E. Create development solutions that ensure a comfortable pedestrian environment

Controls

(i) Landscaping in the public domain is to enhance the existing streetscape. Council may require street tree planting, landscaping and paving of the public footway, which must be included in the Landscape Plan

(ii) The need for additional building services must be resolved at the design stage (eg electricity kiosk/substation and fire services facilities) and must be coordinated and integrated with the overall design of the development without compromising building or landscape design

(iii) Buildings must be sited to address the street and relate to neighbouring buildings. Developments on sites with two or more frontages are to address both frontages. Buildings that are orientated contrary to the established development pattern and that are intrusive will not permitted

(iv) Buildings are to be designed to maximise the number of entries, visible internal uses at ground level, and include high quality finishes to enhance the public domain

(v) Development that exposes the blank side of an adjoining building or has a party wall to the public domain is to be designed with a visually interesting treatment of high quality design applied to that wall.

(vi) Street corners must be addressed by giving visual prominence to parts of the building façade, such as change in building articulation, materials, colour, roof form or height

(vii) Reduce visual intrusion and enhance amenity by integrating undergrounding of services and infrastructure in new development

17. Development with frontage to Parramatta Road and Adjacent to the Railway Line

Objectives

A. Mitigate the impacts of noise for sensitive uses located along busy road corridors and rail corridors

B. Ensure visual privacy for residential dwellings when viewed from the adjacent public domain
C. Ensure acoustic amenity for sensitive uses by attenuating noise from external sources

Controls

(i) Applicants proposing development on busy roads or adjacent to the railway line are to refer to and comply with State Environmental Planning Policy (Infrastructure) 2007 and the NSW Government’s Development near Rail Corridors and Busy Roads – Interim Guidelines which includes design guidelines and requirements to manage the impacts from road and rail noise and vibration.

(ii) Where sensitive uses are proposed, council may require an Acoustic Assessment prepared with reference to the NSW Government’s Development near Rail Corridors and Busy Roads – Interim Guidelines

(iii) Where sensitive uses are proposed, development is to be appropriately designed to minimise the impact of road/rail noise and vibration.

18. Vehicular Access and Car Parking

Objectives

A. Provide adequate facilities for parking for residents and building users

B. Promote the use of car share services, public transport facilities and bicycles and walking as an alternative to the private motor vehicle

C. Minimise the environmental and visual impacts of parking and driveways by integrating them with the building design

D. Minimise the potential for vehicular/pedestrian conflict.

Controls

(i) Residential parking is to be provided in accordance with the following:

- 1 space per 1 and 2 bedroom apartment
- 1.5 spaces per 3 or more bedroom unit

In addition, 1 space per 5 units (for developments in excess of 20 units) are to be provided as visitor parking.
(ii) For commercial/retail development and other land uses parking is to be provided at the following rates:

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Spaces/m²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail less than 500m² GFA</td>
<td>1 space per 100m²</td>
</tr>
<tr>
<td>Retail between 500m² and 1,000m² GFA</td>
<td>1 space per 75m²</td>
</tr>
<tr>
<td>Retail above 1000m² GFA</td>
<td>1 space per 25m²</td>
</tr>
<tr>
<td>Commercial/office less than equal to 1000m² GFA</td>
<td>1 space per 100m²</td>
</tr>
<tr>
<td>Commercial/office greater than 1000m² GFA</td>
<td>1 space per 75m²</td>
</tr>
</tbody>
</table>

(iii) 1% of all car parking spaces are to be designated “accessible” spaces for people with mobility impairments.

**Note:** Designated “accessible” car spaces are to be treated as resident car spaces in the calculation of the parking requirements.

(iv) The installation of at least one (1) 15Amp dedicated circuit for vehicle charging is encouraged in the common parking areas of a residential flat building, multi-unit dwellings and the residential component of a mixed use development. The circuit is to be suitably located to provide for convenient, shared access.

In addition to the one (1) dedicated circuit, the development may include a user pays charging point with a dedicated space for electric vehicles.

(v) For commercial development, the car parking areas may include a user pays charging point with a dedicated space for electric vehicles.

**Note:** The charging points are to be shown on the DA plans.

**Car Share**

(vi) On-site car share may be permitted on a site by site basis at the discretion of Council.

(vii) Where a commercial car share space is proposed, the applicant is to include a letter from a commercial car share operator confirming their intention to place a car share vehicle within the development.

(viii) Nominated commercial car share spaces must be placed in publicly accessible locations within the development.

**Bicycle Parking**

(ix) Bicycle storage is to be provided at the rate of:

- 1 secure bicycle storage facility per 2 residential units
- 1 bike space per 10 car spaces for the first 200 spaces then 1 space per 20 car spaces thereafter, for commercial and retail uses
Bicycle parking and facilities should be designed in accordance with the relevant Australian Standards.

Showers and lockers are to be incorporated into non-residential developments for bicycle users.

Vehicular Access and Driveways

Parking is to be located below ground with access from laneways and side streets.

Driveways fronting Parramatta Road are discouraged. Access to car parking is to be from rear lanes or right of ways/access ways, where possible.

Crossings are to be positioned so that on street parking and landscaping on the site are maximised and removal or damage to existing street trees is avoided.

Parking and Access Design Standards

Parking areas are to be designed to function solely for the purpose of parking vehicles. Space for waste receptacles and storage should be located so that it does not reduce the amount and effective operation of parking.

The following minimum requirements are based on the Standards Association of Australia, and Council’s experience with development in the Municipality. In implementing this DCP the following Australian Standards apply for the design of parking and loading facilities, unless otherwise specified:

- AS/NZS 2890.1 Part 1: Off-street car parking;
- AS 2890.2 Part 2: Off-street commercial vehicle facilities;
- AS 2890.3 Part 3: Bicycle parking;
- AS 2890.5 Part 5: On-street parking; and
- AS/NZS 2890.6 Part 6: Off-Street parking for people with disabilities.

The size of parking bays, the width of the aisles and the location of columns, poles, walls or other physical barriers are to be based on providing adequate manoeuvring area for access to parking bays and adequate clearance for opening vehicle doors once the vehicle is parked.
19. Architectural Articulation – Façade, Roof and Wall Design and Private Open Space

Objective

A. Break down the scale of large buildings into more pedestrian scaled parts

B. Create harmonious, well balanced facades containing articulation and architectural detail

C. Create a richly patterned skyline and roofscape when viewed from the street or from the upper levels of other buildings

D. Create interesting and harmonious roofscape and skylines through the design of roofs

E. Ensure that roof features for new development do not detract from appreciation of significant features of existing heritage items

F. Ensure outdoor living areas are functional and responsive to the environment and appropriate for the internal layout of the building

G. Ensure the development provides opportunities for cross ventilation and natural ventilation

H. Promote the design of buildings which are responsive to the orientation of the site

I. Integrate essential amenities and facilities within developments

Controls

Facades & Articulation

(i) Large areas of flat facade are to be avoided. Facades should be articulated into separate sections, using steps in the facade, expressed entries, panels, bay windows, balconies, pergolas and other architectural elements.

(ii) Articulation elements must be integral with the building design and should consider the whole building- with the building having distinct façade elements being the podium, centre and upper storey/roof.

(iii) Changes of texture and colour should complement facade articulation.

(iv) Provide solar protection elements as integral with the building design and massing.

(v) Façades must be articulated and employ materials and finishes to enhance and complement the character of the streetscape.
(vi) Reinforce a desired pattern characterised by simple, rectilinear building forms, a consistent street wall height, and a balance of horizontal elements (parapet, central area, below-awning area) and vertical elements (subdivision patterns, building bays).

(vii) Retain the pedestrian scale and give continuity to the ‘base’ of the built form.

(viii) Optimise environmental sustainability and minimise energy consumption through the placement and design of openings and shade systems.

(ix) Design building facades to optimise environmental amenity through sun shading devices, privacy screens and noise barriers combined with useable outdoor areas.

(x) Avoid large expanses of blank walls or glass curtain walls.

(xi) Conceal meter boxes, fire hydrant boosters, sprinkler valves and the like so that they are not visible from the street.

Roofs

(xii) Articulate roofs to provide a varied and interesting roofscape.

(xiii) Design large projections, shade structures and pavilions to enhance the appearance of flat roofed buildings.

(xiv) Roof fixtures are not permitted where they are visible from the street. Fixtures include aerials, vents, chimneys, solar collectors and mobile phone transmitters.

(xv) Conceal lift over-runs and plant equipment, including satellite dishes, within well designed roof forms.

(xvi) No development will be permitted within the roof void.

(xvii) The use of green roofs and green walls is encouraged particularly where this forms part of a communal open space arrangement in a residential/mixed use development.

(xviii) Buildings greater than 9 storeys are to incorporate green facades or landscaped features (i.e. landscaped communal areas located on podiums and roofs).

(xix) Roof top areas designed for use as recreation facilities are to have a high standard of finish and design. The design of exterior private open spaces such as roof top gardens must address visual and acoustic privacy, safety, and security and wind effects.
(xx) Green roofs, green walls, and planter areas on suspended slabs are to be designed by a Structural Engineer to determine and design for loads such as soil saturation.

(xxi) Landscaping documentation should include details illustrating water-proofing, soil containment, filter fabric, drainage outlets, subsoil drainage methods, irrigation, and external finishes to the retaining wall / planter box.

(xxii) Adequate filtration should be provided with at least two layers of filter fabric to ensure silt does not discharge into the storm water system.

(xxiii) While not all of the information below may be relevant to your particular project, these are standard conditions that apply to many developments. With your DA, think about submitting:
- Evidence the green roof or wall has been assessed as part of the structural certification for the building
- Evidence the green roof or green wall has been assessed as part of the waterproofing certification for the building.
- A cross-sectional diagram that details all the components of the green roof or green wall:
  - The location of existing and proposed structures;
  - Drainage, irrigation and waterproofing, and overflow provisions;
  - Earthworks and mounding and retaining walls and planter boxes (if applicable);
  - The proposed growing medium, with soil types and depth;
  - The location, species and numbers of plants likely to be used;
  - Safety features such as balustrades and maintenance hooks (if applicable);
  - The parts of the green roof that are accessible and inaccessible;
  - How the green wall is attached or fastened to the wall.

(xxiv) You will also need to submit a maintenance plan Council. This will help ensure the green roof or wall is properly maintained.

Private Open Space

(xxiv) Where balconies are proposed along the Parramatta Road/Railway Corridor frontage, these are to be designed so as to reduce noise from entering the building.

(xxv) Design building facades and apartment layout so that balconies are functional and responsive to environmental conditions.

(xxvi) Integrate balconies into the overall building form and to enhance the articulation of facades.

(xxvii) Design balustrades which allow for views into, and along the street but avoid all glass and all brick balustrades within developments.
20. Awnings

Objective

A. Provide pedestrian amenity and streetscape continuity.

Controls

(i) Awnings are to be sized to adequately accommodate street trees. In addition, ground floor street frontages must be recessed into the building to provide an ample undercover passage without impacting street tree planting.

(ii) Provide under awning lighting to enhance safety.

21. Active Street Frontages along Parramatta Road

Objective

A. Allow for activation of streetscapes along Parramatta Road

Controls

(i) Development is to provide for activation of the ground floor for frontages with commercial and retail uses along the Parramatta Road frontage. Active frontages along Parramatta Road are to contribute to the vitality of the street by:

- Maximising entries and display windows to shops and/or food and drink premises or other uses;
- Minimising blank walls (with no windows or doors), fire escapes, service doors, plant and equipment hatches;
- Providing elements of visual interest; and
- Providing a high standard of finishes and appropriate level of architectural detail for shopfronts

(ii) Active frontages are to be designed with the ground floor level at the same level as the footpath.

(iii) Driveways and service entries are not permitted on active frontages, unless there is no alternative

(iv) Through site links or arcades are to have a clear width of 3-6m and a minimum clear height of 1.5 times the width of 6m, whichever is greater.

(v) Ground floor apartments are not permitted on Parramatta Road.

(vi) Council may consider designs which facilitate small office/home office (SOHO) developments at the lower level of buildings on side streets.
22. Solar Access

Objectives

A. Design and locate buildings so that reliance on artificial light sources is minimised.

B. Maximise solar access to private open space, communal open space and living rooms within a development.

C. Ensure that daylight access is provided to all habitable rooms.

D. Ensure development retains reasonable levels of solar access to the neighbouring properties and the public domain.

Controls

(i) Create and protect the solar access plane to the northern side of Parramatta Road to minimise overshadowing to southern side of Parramatta Road.

(ii) Maintain solar access to existing apartment buildings and public open space.

(iii) New buildings and additions shall be sited and designed to maximise direct sunlight to north-facing living areas, communal and private open space areas.

(iv) Living rooms and private open spaces for at least 70% of residential units in a development should receive a minimum of 2 hours direct sunlight between 9am and 3pm in midwinter.

(v) New development is to be designed to ensure direct daylight access to communal open space between March and September and provide appropriate shading in summer.

(vi) New development shall maintain solar access to existing residential flat buildings and public open space.

(vii) Skylights and light wells must not be used as the primary source of daylight in habitable rooms.

For neighbouring dwellings:

(viii) Direct sunlight to north facing windows of habitable rooms and 10m² of useable private open space areas of adjacent dwellings should not be reduced to less than 2 hours between 9.00am and 3.00pm on 21 June.

(ix) Consideration will be given to reduced solar access where the proposed dwelling is generally compliant with all development standards and controls, and the...
extent of impact is the result of orientation, site constraints, and or existing built forms.

Note: The numerical guidelines for overshadowing will be applied with the NSW Land and Environment Court Planning Principle for sunlight (NSW LEC 1082) in mind where relevant. The applicant is required to satisfactorily address the questions identified in the Land and Environment Court Sunlight Planning Principle. The Planning Principle is updated by Court decisions and is available to view on the Land and Environment Court’s website (http://www.lec.justice.nsw.gov.au/Pages/practice_procedure/principles/planning_principles.aspx)

23. Crime prevention through environmental design

Objectives

A. Provide a safe environment and minimise opportunities for criminal and anti-social behaviour

B. Encourage dwelling layouts that facilitate safety and encourage interaction and recognition between residents.

C. Ensure pedestrian and vehicle safety.

Controls

(i) Active spaces and windows of habitable rooms within buildings are to be located to maximise casual surveillance of streets, laneways, parking areas, public spaces and communal courtyard space.

(ii) In commercial, retail or public buildings, facilities such as toilets and parents rooms are to be conveniently located and designed to maximise casual surveillance to facility entries.

(iii) Minimise blind-corners, recesses and other external areas that have the potential for concealment or entrapment.

(iv) Building entries are to be clearly visible, unobstructed and easily identifiable from the street, other public areas and other development. Where practicable lift lobbies, stairwells, hallways and corridors should be visible from the public domain.

(v) Ground floors of non-residential buildings, the non-residential component of mixed use developments, and the foyers of residential buildings, are to be designed to enable surveillance from the public domain to the inside of the building at night.

(vi) Pedestrian routes from car parking spaces to lift lobbies are to be as direct as possible with clear lines of sight along the route.
(vii) Where dwelling units have individual main entries directly from a public space, the entry is to include a clearly defined transitional space between public and private areas.


24. Housing Choice

Objectives

A. Ensure the provision of a range of housing types and flexibility in building design and dwelling layout to accommodate future changes in use and internal configurations.

B. Ensure development contains a suitable mix of dwellings that encourages social diversity within the development and addresses the needs of future residents and households.

C. Ensure residential development contains a mix of residential types (based on the number of bedrooms) to increase the potential to accommodate all the varied family sizes in future years.

Controls

(i) All residential development (or residential component within a mixed use development) must provide a mix of studio, one bedroom, two bedroom and three bedroom apartments of a range of sizes and layouts so as to meet the needs of residents and accommodate a range of household types.

(ii) An apartment mix is to be provided, taking into consideration:
   ▪ The distance to public transport, employment and education
   ▪ The current market demands and projected future demographic trends
   ▪ The demand for social and affordable housing
   ▪ Different cultural and socioeconomic groups

(iii) Apartment configuration is to support diverse household types and stages of life including single person households, families, multi-generational families and group households.
25. Waste Minimisation

Objectives

A. Ensure that each dwelling has adequate space to manage waste.

B. Ensure that buildings provide appropriate facilities to manage waste.

C. Ensure that residential amenity is not impacted by waste systems and collection.

Controls

(i) The design and siting of waste facilities is to comply with Part H of Strathfield Consolidated Development Control Plan 2005 – Waste Management.

26. Site Facilities

Objectives

A. Ensure that adequate provision is made for site facilities, such as clothes lines and storage areas, in the design of the development.

B. Ensure that site facilities are thoughtfully integrated into development and are unobtrusive.

Controls

(i) Development must not be carried out on the land until arrangements satisfactory to Sydney Water have been made for the provision to the land of water and sewerage services.

(ii) Mailboxes will be located indoors in accordance with Australia Post’s requirements.

(iii) Adequate and appropriate unit numbering is to be provided. The name and address of the premises will be displayed in a position that is clearly visible from the street and / or service lane to assist identification and deliveries.

(iv) Only one (1) telecommunications/TV antenna will be permitted for each building.

(v) The existing above ground electricity and telecommunication cables within the road reserve and within the site will be replaced, at the applicant’s expense, by underground cable and appropriate street light standards, in accordance with the Energy and Communication Provider’s guidelines. The applicant will bear the cost of the new installation and the first 12 months of additional street light charges.
(vi) Roller type security shutters on windows and doors are not suitable.

(vii) Where security devices are required they will be integrated into the overall design.

(viii) Any electrical kiosk, fire booster assembly or similar utilities will be in a location that is visible from the main entrance of the development, unable to be obstructed, and readily accessible to vehicles and service staff. Fire booster assemblies are to be a minimum of 10m distance to an electrical kiosk, and housed within the external face of the building structure or in a built enclosure with screen doors. The enclosure is to be integrated with the architectural design of the development and compliant with AS2419. Applicants are encouraged to provide landscaping that will not impede access to, and effective use of, the utilities to reduce the visual impact of the utilities on the streetscape and public domain.

(ix) For each dwelling within a mixed use building provide a secure space to be set aside exclusively for storage as part of the basement. The storage area must comply with the following requirements:

<table>
<thead>
<tr>
<th>Dwelling</th>
<th>Storage Area</th>
<th>Storage Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>One bedroom apartments</td>
<td>3m²</td>
<td>6m³</td>
</tr>
<tr>
<td>Two bedroom apartments</td>
<td>4m²</td>
<td>8m³</td>
</tr>
<tr>
<td>Three or more bedroom apartments</td>
<td>5m²</td>
<td>10m³</td>
</tr>
</tbody>
</table>

27. Maintenance

Objectives

A. Ensure long life and ease of maintenance for all development.

B. Ensure that on site landscaping is maintained.

Controls

(i) Windows are to be designed to enable cleaning from inside the building, where possible.

(ii) Buildings must incorporate and integrate building maintenance systems into the design of the building form, roof and facade.

(iii) Materials must be durable and can be easily cleaned and are graffiti resistant.

(iv) Appropriate landscape elements and vegetation must be chosen along with suitable irrigation systems.
(v) A maintenance schedule of works is to be included in all landscape plans to be lodged with any development application to ensure landscape works will be maintained at all times to Council’s satisfaction.

(vi) The Strata subdivision of the development must be accompanied by by-laws which must also include the following (if applicable):

- Responsibilities with regard to the ongoing maintenance of the building and landscaped areas at the property in accordance with the plans and details approved under the Development Consent.

- Responsibilities with regard to the maintenance of any artificial features at the property in accordance with the plans and details approved under Development Consent.

- Responsibilities regarding the maintenance of the car wash bay the Owners Corporation / building owner.

- Responsibilities for ensuring owners and/or tenants have adequate and hygienic waste sterile, disposal and collection arrangements and for ensuring the waste storage area is appropriately maintained and kept in a clean and safe state at all times.

- The Owners Corporation/Executive Committee obligations to ensure all wastewater and stormwater treatment devices are regularly maintained in order to remain effective. All solid and liquid wastes collected from the devices shall be disposed of in a manner that does not pollute waters and in accordance with the Protection of the Environment Operations Act 1997.

- Provision of pedestrian access.

28. Acoustic Privacy of Residential Units

Objective

A. Ensure acoustic privacy for occupants and neighbours.

Controls

(i) The location of driveways, open space and recreation areas and ancillary facilities external to the dwelling must be carefully planned to ensure minimal noise impact on adjoining residential properties.

(ii) Bedrooms of one dwelling should not share walls with living rooms or garages of adjacent dwellings. Bedrooms of one dwelling may share walls with living rooms of adjacent dwellings provided appropriate acoustic measures are documented.

(iii) Where party walls are provided they must be carried to the underside of the roof.
(iv) All residential development are to be insulated and to have an Impact Isolation between floors to achieve an Acoustical Star Rating of 5 in accordance with the standards prescribed by the Association of Australian Acoustical Consultants (AAAC). An Acoustic Report is to be submitted at Development Application stage & post construction stage to ensure that the above standards have been achieved.