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#### 4.3.3 PARRAMATTA CITY CENTRE

DCP PROVISION		ASSESSMENT	COMPLIES
<b>4.3.3.1 Building Form – Minimum Building Street Frontage</b>			
C1	<i>Development parcels are required to have at least one street frontage of 20m or more on land zoned B3 Commercial Core, B4 Mixed Use or B5 Business Development.</i>	The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	<i>Exceptions to the minimum building street frontage will be considered:</i> <ul style="list-style-type: none"> <li><i>if Council is satisfied that due to the physical constraints of the site or adjoining sites it is not possible for the building to be erected with at least one street frontage of 20m or more, and</i></li> <li><i>the development meets the objectives of this clause.</i></li> </ul>	The proposed amendments do not call for assessment under this provision of the DCP.	N/A
<b>4.3.3.1 Building Form – Building to Street Alignment and Street Setbacks</b>			
C1	<i>Comply with the street building alignment and front setbacks specified in Figures 4.3.3.1.1 and 4.3.3.1.2</i>	The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	<i>Building alignments and setbacks should also respond to important elements of the nearby context including public spaces and heritage buildings, monuments and landscape elements, in order to complement the streetscape. In some places, this may require greater building setbacks than those specified in Figure 4.3.3.1.1.</i>		
C3	<i>Where the building alignment is set back from the street alignment, balconies are to be generally within the building envelope and may project up to 600mm into front building setbacks.</i>		
C4	<i>Minor projections into front building lines and setbacks for sun shading devices, entry awnings and cornices are permissible. (See also Building Exteriors).</i>		

DCP PROVISION		ASSESSMENT		COMPLIES
4.3.3.1 Building Form – Street and River Frontage Heights and Upper Level Setbacks				
C1	Buildings must comply with the relevant street and river frontage heights and upper level setbacks as shown on Figures 4.3.3.1.3 - 4.3.3.1.11. Podium heights must not exceed both the number of storeys and the height in metres.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	The street frontage height that applies to a shared lane is the same as that of the closest street frontage height the lane connects to. In instances where the lane connects to two or more streets, the higher street frontage height applies (to a maximum of 26 metres).			
C3	In George Street, the upper level building setback at the street frontage is required to be 20 metres to interpret the historic alignment of this street. The podium is to have a street frontage height of 4 storeys/14 metres on a nil setback to George Street or alternatively a publicly accessible forecourt is to be provided for the full extent of the 20 metres building setback. Refer to Figure 4.3.3.1.7.			
C4	Corner sites may be built with no upper level setback to the secondary street edge for the first 45 metres within the same site/ amalgamation (except for corners with Church Street between Macquarie Street and the river). This helps to articulate corners, generate feasible floor plates as well as allow corner towers to engage directly with the street and footpath. Refer to figure 4.3.3.1.11.  The following take precedence in determining the primary and secondary street frontages:  1. Church Street (between Macquarie Street and the river))  2. George Street  3. Streets running E-W  4. Streets running N-S			
4.3.3.1 Building Form – Building Depth and Bulk				
C1	On land zoned B3 Commercial Core, the horizontal dimensions of any building facade above street frontage height must not exceed 45 metres.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	All points on an office floor should be no more than 12m from a source of daylight (e.g. window, atria, or light wells).		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C3	On land not zoned B3 Commercial Core, the preferred maximum floor plate area of residential or serviced apartment buildings is 1,000 square metres above a street frontage height of 26 metres. The floor plate area is to be measured to include balconies, external wall thicknesses, internal voids and atria.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A

DCP PROVISION		ASSESSMENT		COMPLIES
4.3.3.1 Building Form – Building Separation				
C1	The minimum building setbacks from the side and rear property boundaries are illustrated in Figure 4.3.3.1.12.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	Where permissible, side and rear boundaries are to be built to zero metres at lower levels of buildings.			
C3	Where a rear setback/ courtyard is proposed at ground level, a minimum dimension of 6 metres must be provided. Ground level setbacks must have daylight and amenity. Deep soil zones/ podium landscape should be co-located to the rear to create pockets of landscape/ mature trees within the block.			
C4	Notwithstanding the controls in this section, for residential development additional setbacks may be necessary to satisfy building separation, solar access and amenity requirements of SEPP 65.			
C5	Notwithstanding side setback controls, the podium should be built to the side boundaries (0 metres setback) where fronting the street.			
C6	If the specified setback distances cannot be achieved when an existing building is being refurbished or converted to another use, appropriate visual privacy levels are to be achieved through other means.			
C7	The building separation distances between buildings on the same site are not to be less than those required between buildings on adjoining sites, unless it can be demonstrated that reducing the separation distances provides adequate privacy and solar access to the buildings concerned.			
4.3.3.1 Building Form – Building Form and Wind Mitigation				
C1	To ensure public safety and comfort the following maximum wind criteria are to be met by new buildings: <ul style="list-style-type: none"><li>- 10 metres/second in retail streets</li><li>- 13 metres/second along major pedestrian streets, parks and public places</li><li>- 16 metres/second in all other streets</li></ul>		Meriton’s wind environment consultant has confirmed that all wind tunnel testing done as required in the existing MP consent has been done with no louvres or blades on the model of the building. The proposed changes to the louvres will not alter the wind tunnel findings or its report recommendations.	No change
C2	Site design for tall buildings (towers) should: <ul style="list-style-type: none"><li>- Set tower buildings back from lower structures built at the street frontage.</li><li>- Protect pedestrians from strong wind downdrafts at the base of the tower.</li><li>- Ensure that tower buildings are well spaced from each other to allow breezes to penetrate city centre.</li><li>- Consider the shape, location and height of buildings to satisfy wind criteria for public safety and comfort at ground level.</li><li>- Ensure useability of open terraces and balconies.</li></ul>		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C3	A Wind Effects Report is to be submitted with the DA for all buildings greater than 32m in height.		Meriton’s wind environment consultant has confirmed that all wind tunnel testing done as required in the existing MP consent has been done with no louvres or blades on the model of the building. The proposed changes to the louvres will not alter the wind tunnel findings or its report recommendations.	No change
C4	For buildings over 50m in height, results of a wind tunnel test are to be included in the report.			

DCP PROVISION		ASSESSMENT	COMPLIES
<b>4.3.3.1 Building Form – Building Exteriors</b>			
C1	Adjoining buildings (particularly heritage buildings) are to be considered in the design of new buildings in terms of: - datum of main façade and roof elements, - appropriate materials and finishes selection, - facade proportions including horizontal or vertical emphasis.	The proposed changes to the louvres will not have any significant change in the overall appearance of the building, particularly in relation to relationship to the adjoining buildings.	Yes
C2	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.	The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C3	Articulate façades so that they address the street and add visual interest.	The proposed does not involve any change to the articulation of the facades. The proposed changes to the louvres will retain visual interest in the elevations.	Yes
C4	External walls should be clad with high quality and durable materials and finishes.	The proposed change to the louvres is proposed partially to ensure that the maintenance required for the building elevations is minimised.	Yes
C5	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.		
C6	To assist articulation and visual interest, avoid large expanses of any single material.	The proposed changes to the louvres will retain a balance of materiality to the building elevations. This is evident in the amended photomontages that are at Annexure 3 to the Planning Report.	Yes
C7	Limit opaque or blank walls for ground floor uses to 30% of the building street frontage.	Not applicable. The proposal does not affect the ground floor level.	N/A
C8	Maximise glazing for ground floor retail uses, but break glazing into sections to avoid large expanses of glass.		
C9	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.	A materials sample board is a requirement of the existing MP consent.	Yes
C10	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.	The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C11	The design of roof plant rooms and lift overruns is to be integrated into the overall architecture of the building.	The proposed amendments do not call for assessment under this provision of the DCP.	N/A

	DCP PROVISION		ASSESSMENT	COMPLIES
C12	<i>New buildings and facades should not result in glare that causes discomfort or threatens safety of pedestrians or drivers.</i>		Reflectivity of the development has been considered and addressed in the conditions of the Major Project approval. Meriton's consultant has advised that no change is anticipated to the previous reflectivity findings.	Yes
C13	<i>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.</i>			
4.3.3.1 Building Form – Sun Access to Public Spaces				
C1	<i>All new buildings and additions or alterations to existing buildings are to comply with the following sun access plane control established for the Lancer Barracks site and Jubilee Park, irrespective of the existing height of nearby buildings.</i>		Not applicable. The subject site is not affected by the sun access plane control.	N/A
C2	<i>A building should not be permitted above the sun access plane unless that part of the building is a minor architectural roof feature (refer to Figures 4.3.3.1.13 to 4.3.3.1.15).</i>			
4.3.3.2 Mixed Use Buildings				
C1	<i>Retail and business activity should be provided at ground level to support street activation and residential uses, requiring privacy and noise mitigation, should be located above street level.</i>		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	<i>Ground floor of all mixed-use buildings are to have a minimum floor to ceiling height of 3.6m in order to provide for flexibility of future use. Above ground level, minimum floor to ceiling heights are to be a minimum of 2.7 metres.</i>		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C3	<i>Separate commercial service requirements, such as loading docks, from residential access, servicing needs and primary outlook. Service entries are to be provided from the rear where possible.</i>		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C4	<i>Locate clearly demarcated residential entries directly from the public street.</i>		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C5	<i>Clearly separate and distinguish commercial and residential entries and vertical circulation.</i>		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C6	<i>Provide security access controls to all entrances into private areas, including car parks and internal courtyards.</i>		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C7	<i>Front buildings onto major streets with active uses.</i>		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C8	<i>Avoid the use of blank building walls at the ground level at street or lane frontages.</i>		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C9	<i>Facilities for servicing the building, sub-stations, waste collection and the like are to be integrated as part of the building design to minimise the impact on active street frontages.</i>		The proposed amendments do not call for assessment under this provision of the DCP.	N/A

DCP PROVISION		ASSESSMENT		COMPLIES
4.3.3.3 Public Domain and Pedestrian Amenity – Site Links and Lanes				
C1	Through site links, arcades, shared ways and laneways are to be provided as shown in Figure 4.3.3.3.2.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	The design and finish of new site links is to be provided in accordance with Council's Public Domain Guidelines.			
C3	Site links for pedestrians and shared pedestrian and vehicular lanes are to:  - have a minimum of 40% of active ground floor frontage;  - be legible and direct throughways;  - provide public access at all business trading times when the link is through a development and at all times for lanes.			
C4	Pedestrian site links are to have a minimum width of 3 metres non-leasable space clear of all obstructions (including columns, stairs and escalators).			
C5	Internal arcades will not be approved in preference to activation of an existing or required lane or site link.			
C6	Building address to lanes and site links shall create visual interest such as landscaping, awnings, paved finishes and good lighting.			
C7	Shared lanes and vehicular lanes are to have a minimum width of 6m clear of all obstructions.			
C8	To provide interest in these spaces, public art installations are encouraged in lanes.			
4.3.3.3 Public Domain and Pedestrian Amenity – Active Frontages				
C1	Active frontages are required throughout the city centre on primary street frontages for a minimum of 50% of each building front; and on secondary street frontages and lanes for a minimum of 40% of each building front.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	Active ground floor uses are to be at the same level as the footpath and be accessible directly from the street. (Refer to Council's Public Domain Guidelines and the requirement for an Alignments Plan).		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C3	Provide multiple entrances for large developments including an entrance on each street frontage.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C4	Security grilles detract from an active street front, but where they are essential, must be fitted only internally within the shopfront and set back from the line of enclosure. Such grilles are to be fully retractable and at least 50% transparent in their closed state		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C5	Extend active frontages above ground floor level with uses and building design, which provide transparency, and visual contact with the public domain		The proposed amendments do not call for assessment under this provision of the DCP.	N/A

	DCP PROVISION		ASSESSMENT	COMPLIES
C6	Opportunities for active frontages to parks, public squares and the river foreshore are to be maximised.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C7	Street address for residential development is to include entries, lobbies and habitable rooms with clear glazing to the street not more than 1.2m above street level and excluding car parking areas.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C8	Residential developments are to provide a clear street address and direct pedestrian access off the primary street front and allow for apartments to overlook all surrounding streets and lanes.			
C9	Provide multiple entrances for large developments including an entrance on each street frontage.			
C10	Provide direct 'front door' access from ground floor residential units.			
C11	Residential buildings are to provide not less than 65% of the lot width as street address.			
4.3.3.3 Public Domain and Pedestrian Amenity – Pedestrian Overpasses and Underpasses				
C1	New overpasses over streets will generally not be approved. In exceptional circumstances, new overpasses over service lanes may be considered by the consent authority subject to assessment of impacts on safety and crime prevention, streetscape amenity and activation of the public domain. In such circumstances, overpasses are to be fully glazed, not greater than 6 metres wide or more than one level high.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	Underpasses may be considered by the consent authority for direct connection under adjacent streets to railway stations;  - where they would substantially improve pedestrian safety and accessibility, and  - where they incorporate active uses, particularly at entry and exit points.			
C3	Access to underpasses should be provided directly from a public footpath at the street alignment (rather than reducing the space of the footpath). This will ensure public access at all times and enhance the use and activities of the public domain.			
C4	All underpasses are to have a minimum width of 5 metres clear of all fixed obstructions and a minimum ceiling height of 4 metres.			



DCP PROVISION		ASSESSMENT		COMPLIES
4.3.3.3 Public Domain and Pedestrian Amenity – Awnings				
C1	Continuous street frontage awnings are to be provided for all new developments as indicated in Figure 4.3.3.3.3.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	New awnings must align with adjacent existing awnings and complement building facades.			
C3	Wrap awnings around corners where a building is sited on a street corner.			
C4	For streets, awning dimensions should generally be: <ul style="list-style-type: none"><li>- Minimum soffit height of 3.3 metres.</li><li>- Low profile, with slim vertical fascias or eaves (generally not to exceed 300mm height)</li><li>- Setback a minimum of 600mm from the face of the kerb.</li><li>- Minimum of 3.0 metres deep unless street trees are required.</li></ul>			
C5	Where street trees are required the entire length of the awning is to be set back from the kerb by 1.2 metres. Cut outs for trees and light poles in awnings are not acceptable.			
C6	For lanes: <ul style="list-style-type: none"><li>- Well designed awnings and entrance canopies that provide additional shelter at entrances, define particular spaces in lanes and relate in scale to individual ground floor uses addressing the lane are encouraged.</li><li>- Awnings and entrance canopies must be cantilevered; no posts are allowed to maintain sight lines and a 1.8m clear path of travel along the building edge.</li><li>- The style of awning recommended is the retractable folding arm type.</li></ul>			

DCP PROVISION		ASSESSMENT		COMPLIES
4.3.3.3 Public Domain and Pedestrian Amenity – Courtyards and Squares				
C1	Integrate forecourts, squares and courtyards with through block links where appropriate.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	Design forecourts, squares and courtyards to visually and physically extend the public domain.			
C3	Forecourts, squares and courtyards should be delightful outdoor rooms, and must be well considered with regard to aspect and height to width, and depth to width proportions.			
C4	It is preferred that courtyards and squares are the same level as the street to facilitate access and integration with the public domain.			
C5	Basement carparks should be contained predominantly within building footprints and allow for deep soil beneath forecourts and courtyards for large canopy tree planting.			
C6	Retain forecourts of heritage items which interpret the historic alignment of George Street, including Perth House, Brislington, the Roxy Cinema and the Parramatta Park Tudor Gate House.			
C7	Squares are permitted within the historic alignment of George Street as forecourts to public buildings or commercial towers.			
C8	Squares are to be spatially defined with at least three substantially or fully built edges, will not exceed a depth to width ratio of 3:1, and will be not less than 12m wide.			
4.3.3.4 Views and View Corridors				
C1	Views shown in Figure 4.3.3.4 are to be protected in the planning and design of development.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	Align buildings to maximise and frame view corridors between buildings.			
C3	Carefully consider tree selection to provide views along streets and keep under storey planting low where possible.			
C4	Site analysis must address views with the planning and design of building forms taking into account existing topography, vegetation and surrounding development.			

DCP PROVISION		ASSESSMENT	COMPLIES
<b>4.3.3.5 Access and Parking – Vehicle Footpath Crossings</b>			
C1	No additional vehicle entry points will be permitted into the parking or service areas of development along those streets identified as significant pedestrian circulation routes in Figure 4.3.3.5.1.	The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	In all other areas, one vehicle access point only (including the access for service vehicles and parking for non-residential uses within mixed use developments) will be generally permitted.		
C3	Where practicable, vehicle access is to be from lanes and minor streets rather than primary street fronts or streets with major pedestrian activity.		
C4	Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on-site signal equipment is to be used to allow shared access. Where appropriate, new buildings should provide vehicle access points so that they are capable of shared access at a later date.		
C5	Vehicle access may not be required or may be denied to some heritage buildings.		
C6	Vehicle access ramps parallel to the street frontage will not be permitted.		
C7	Doors to vehicle access points are to be fitted behind the building façade and to be of materials that integrate with the design of the building and contribute to a positive public domain.		
C8	Vehicle entries are to have high quality finishes to walls and ceilings as well as high standard detailing. No service ducts or pipes are to be visible from the street.		
C9	Porte cocheres disrupt pedestrian movement and do not contribute to active street frontage. They may only be permitted in exceptional circumstances for hotels and major tourist venues subject to high quality urban design, streetscape, heritage and pedestrian amenity considerations.		
C10	If justified, porte cocheres should preferably be internal to the building with one combined vehicle entry and exit point, or one entry and one exit point on two different street fronts of the development.		
C11	In exceptional circumstances for buildings with one street frontage only, an indented porte cochere with separate entry and exit points across the footpath may be permitted, as long as: <ul style="list-style-type: none"> <li>- it is constructed entirely at the footpath level,</li> <li>- provides active street frontage uses in addition to any hotel entry or lobby at its perimeter,</li> <li>- is of high quality design and finish, and provides for safe and clear pedestrian movement along the street.</li> </ul>		

DCP PROVISION		ASSESSMENT		COMPLIES
4.3.3.5 Access and Parking – Pedestrian Access and Mobility				
C1	Main building entry points should be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage or high quality architectural features that improve clarity of building address and contribute to visitor and occupant amenity.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	Access to public areas of buildings and dwellings should be direct and without unnecessary barriers. Avoid obstructions, which cause difficulties including: <ul style="list-style-type: none"><li>- uneven and slippery surfaces;</li><li>- steep stairs and ramps;</li><li>- narrow doorways, paths and corridors;</li><li>- devices such as door handles which require two hands to operate.</li></ul>			
C3	The design of facilities (including car parking requirements) for disabled persons must comply with the relevant Australian Standard (AS 1428.1 and AS1438.2, or as amended) and the Disability Discrimination Act 1992 (as amended).			
C4	The development must provide at least one main pedestrian entrance with convenient barrier free access in all developments to at least the ground floor.			
C5	The development must provide continuous paths of travel from all public roads and spaces as well as unimpeded internal access.			
C6	Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours.			
4.3.3.5 Access and Parking – Driveways ad Manoeuvring Areas				
C1	Driveways should be: <ul style="list-style-type: none"><li>- Provided from lanes and secondary streets rather than the primary street, wherever practical.</li><li>- Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing or proposed street trees.</li><li>- Located a minimum of 10 metres from the perpendicular of any intersection of any two roads.</li><li>- If adjacent to a residential development, setback a minimum of 1.5m from the relevant side property boundary.</li></ul>		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	Vehicle access is to be designed to; <ul style="list-style-type: none"><li>- Minimise the visual impact on the street, site layout and the building façade design, and</li><li>- If located off a primary street frontage, integrated into the building design.</li></ul>			

	DCP PROVISION		ASSESSMENT	COMPLIES
C3	<i>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.</i>		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C4	<i>Separate and clearly differentiate pedestrian and vehicle access.</i>			
C5	<i>Locate vehicle access a minimum of 3 metres from pedestrian entrances.</i>			
C6	<i>Minimise the size and quantity and visual intrusion of vehicle access points.</i>			
C7	<i>Vehicular access may not ramp along boundary alignments edging the public domain, streets, lanes parks, water frontages and the like.</i>			
C8	<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.</i>			
C9	<i>Driveway widths must comply with the relevant Australian Standards.</i>			
C10	<i>Car space dimensions must comply with the relevant Australian Standards.</i>			
C11	<i>Driveway grades, vehicular ramp width/ grades and passing bays and sight distance for driveways must be in accordance with the relevant Australian Standard, (AS 2890.1).</i>			
C12	<i>Vehicular ramps less than 20 metres long within developments and parking stations must have a maximum grade of 1 in 5 (20%). Ramp widths must be in accordance with AS 2890.</i>			
C13	<i>Access ways to underground parking should not be located adjacent to doors or windows of the habitable rooms of any residential development.</i>			
C14	<i>For residential development, use semi-pervious materials for all uncovered parts of driveways/spaces to provide for some stormwater infiltration.</i>			
C15	<i>Vehicular access, egress and manoeuvring is to be provided in accordance with the NSW Fire Brigades Code of Practice – Building Construction – NSWFB Vehicle Requirements.</i>			
C16	<i>Generally, provision must be made for NSW Fire Brigade vehicles to enter and leave the site in a forward direction where:</i> <ul style="list-style-type: none"> <li><i>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</i></li> <li><i>The site has an access driveway longer than 15m.</i></li> </ul>			

DCP PROVISION		ASSESSMENT	COMPLIES
<b>4.3.3.5 Access and Parking – On-site Parking</b>			
C1	Where car parking is provided in basements, and semi-basements, development which will involve excavation shall incorporate the recommended site management procedures set out in the Parramatta Historical Archaeological Landscape Management Study.	The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	Consolidate basement car parking areas under building footprints to maximise the area available for deep soil planting beneath forecourts and courtyards.		
C3	Maximise the efficiency of car park design with predominantly orthogonal geometry and related to circulation and car space sizes.		
C4	Design parking structures which minimise reliance on artificial lighting and car exhaust ventilation.		
C5	Provide 1-2% readily accessible parking spaces, designed and appropriately signed for use by people with disabilities.		
C6	Provide separate parking for motorcycles for an area equal to 1 car parking space, as a minimum, for every 50 car parking spaces provided, or part thereof. Motor cycle parking does not contribute to the number of parking spaces for the purpose of complying with the maximum number of parking spaces permitted.		
C7	On-site parking must meet the relevant Australian Standard (AS 2890.1 2004 – Parking facilities, or as amended).		
C8	Provide marked pedestrian pathways to car parking areas with clear lines of sight and safe lighting especially at night.		
C9	Make provision for secure bicycle parking in all public car parks and every building with onsite parking, in compliance with section 3.6.2 of this DCP.		
C10	Bicycle parking in public car parks will achieve safe, easy and convenient access from the building to public streets.		
C11	For commercial and retail development providing employment for 20 persons or more, provide adequate change and shower facilities for cyclists. Facilities should be conveniently located close to bike storage areas.		
C12	On-site parking is to be accommodated underground, or otherwise integrated into the design of the building.		
C13	Stack parking of up to 2 cars is permitted where spaces are attached to the same strata title or lease arrangement comprising a single dwelling unit.		

	DCP PROVISION		ASSESSMENT	COMPLIES
C14	<p><i>The impact of any at-grade car parking must be minimised by:</i></p> <ul style="list-style-type: none"> <li>- <i>locating parking on the side or rear of the lot away from the street frontage;</i></li> <li>- <i>provision of fencing or landscaping to screen the view of cars from adjacent streets and buildings;</i></li> <li>- <i>allowing for safe and direct access to building entry points;</i></li> </ul>		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C15	<p><i>Natural ventilation should be provided to underground parking areas where possible, with ventilation grilles and structures;</i></p> <ul style="list-style-type: none"> <li>- <i>integrated into the overall façade and landscape design of the development,</i></li> <li>- <i>not located on the primary street façade, and</i></li> <li>- <i>oriented away from windows of habitable rooms and private open spaces areas.</i></li> </ul>			

DCP PROVISION	ASSESSMENT	COMPLIES
<b>4.3.3.5 Access and Parking – On-site Parking (Above Ground Car Parking)</b>		
<p>C1 <i>The preferred location of car parking in the Parramatta City Centre is in basements. Above ground car parking may be appropriate for some sites, especially where there are constraints such as flood levels and/or archaeological conditions. Above ground car parking will only be permitted where the car parking:</i></p> <ul style="list-style-type: none"> <li>- <i>is of high quality design and will not have an adverse impact on the visual and acoustic amenity of neighbouring buildings and public domain.</i></li> <li>- <i>is located behind other active uses including residential, retail and office when the frontage is to a primary street or public domain as indicated on Figure 4.3.3.5.2. Where activation of above ground levels is required the active use is to wrap around the corner of the building for a minimum of 15m. Refer to Figure 4.3.3.5.3.</i></li> <li>- <i>is screened from the public domain, including all streets and lanes through the use of screening devices, architectural elements and landscaping that is integrated into the design of the building. Cars are not to be visible from the public domain. Car parking luminaires are not to be visible from the public domain. Refer to Figure 4.3.3.5.3.</i></li> <li>- <i>has an access that will not have an unacceptable impact on streetscape or the public domain in accordance with Figure 4.3.3.5.1.</i></li> <li>- <i>does not extend higher than the frontage and podium heights permitted on adjoining streets and in the case of different heights the lesser of the two.</i></li> <li>- <i>is fully enclosed by a suitably designed wall or screen at ground level (on the frontages not required to be sleeved with active uses), with the exception of air supply vents, which should be a minimum of 2.3m above the ground at their lowest point, and designed to ensure the interior of the car park is not visible from the adjoining public domain.</i></li> <li>- <i>allows for the creation of mid-block connections and laneways as indicated on Figure 4.3.3.3.2.</i></li> <li>- <i>is set back from the rear boundary of lots by a minimum of 6 metres to allow for natural 'make up air supply' to ensure efficient low energy operation.</i></li> <li>- <i>new access points to all parking (above and below ground) are to be limited in accordance Figure 4.3.3.5.1. New access points will be permitted from existing lanes or new lanes, which may be created as part of the development.</i></li> <li>- <i>if located on a roof top, is not open to the sky or visible from other buildings.</i></li> <li>- <i>has a minimum floor to ceiling height, clear of obstruction, of 2.7 metres above ground level and 3.3m on ground level.</i></li> </ul>	<p>The proposed amendments do not call for assessment under this provision of the DCP.</p>	<p>N/A</p>



	DCP PROVISION		ASSESSMENT	COMPLIES
C2	<i>Car parking areas:</i> <ul style="list-style-type: none"><li>- are to be well lit</li><li>- are to avoid hidden and enclosed areas to allow for casual surveillance where practicable</li><li>- where hidden and enclosed areas such as staircases and lift lobbies cannot be avoided,</li><li>- are to include mirrors or similar devices to aid surveillance</li><li>- are to be well ventilated and</li><li>- are to provide natural rather than mechanical ventilation where practicable.</li></ul>		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C3	<i>To facilitate adaptation of car parking to other uses in the long term, consideration will be given to car parking remaining as part of the common property and not part of, or attached to, individual strata units.</i>			
4.3.3.6 Environmental Management – Landscape Design				
C1	<i>Commercial and retail developments are to incorporate planting in accessible outdoor spaces such as courtyards, forecourts, terraces and roofs.</i>		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	<i>A landscape concept plan must be provided for all landscaped areas. The plan must outline how landscaped areas are to be maintained for the life of the development.</i>			
C3	<i>Street trees are to be provided in the footpath in accordance with Council’s Street Tree Plan.</i>			
C4	<i>Landscaping of city buildings should consider the use of ‘green walls’ in appropriate locations.</i>			
C5	<i>Basement car parks should be contained predominantly within building footprints to allow for deep soil beneath forecourts and courtyards for canopy tree planting.</i>			
4.3.3.6 Environmental Management – Landscape Design (Planting on structures)				
C1	<i>Design for optimum conditions for plant growth by:</i> <ul style="list-style-type: none"><li>- providing soil depth, soil volume and soil area appropriate to the size of the plants to be established,</li><li>- providing appropriate soil conditions including irrigation (where possible using recycled water) and suitable drainage.</li></ul>		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	<i>Design planters to support the appropriate soil depth and plant selection by:</i> <ul style="list-style-type: none"><li>- ensuring planter proportions accommodate the largest volume of soil possible and soil depths to ensure tree growth, and</li><li>- providing square or rectangular planting areas rather than narrow linear areas.</li></ul>			
C3	<i>Provide sufficient soil depth and area to allow for plant establishment and growth. The following minimum standards are recommended:</i>			

DCP PROVISION		ASSESSMENT		COMPLIES
4.3.3.6 Environmental Management – Green Roofs				
C1	Buildings are encouraged to include a green roof component on the roof space.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
4.3.3.6 Environmental Management – Energy and Water Efficient Design				
C1	Residential developments with 4 or more floors should be built with energy and water saving technologies equivalent to a 5 Green Star Office Design.		Meriton's BASIX consultant and Section J, BCA, consultant have both confirmed that the proposed changes to the approved louvres/blades will not have any adverse impact on the environmental performance of either building.	Yes
C2	Non- residential developments should be designed to meet a minimum rating of 5 Green Star Office Design.			
C3	Any building refurbishment with a value greater than \$500,000 should result in a refurbished building with an estimate minimum 3.5 NABERS star rating.			
4.3.3.6 Environmental Management – Recycled Water				
C1	Dual reticulation (dual pipe) systems should be installed in new commercial, industrial and mixed use buildings, with the dual reticulation system being of sufficient size to supply all non-potable water uses of the building.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	Use of building or precinct level water harvesting/treatment systems to reduce or eliminate non-potable water demand is encouraged.			
4.3.3.7 City Centre Special Areas – River Foreshore				
C1	Design ground floor levels to provide activation to the river foreshore whilst meeting the required flood levels.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A
C2	<div>To enhance safety and amenity along the riverfront.<ul style="list-style-type: none"><li>- incorporate passive surveillance of the river front from development.</li><li>- maximise active uses along the river front, particularly on the south bank, with cafes, restaurants and the like.</li><li>- provide multi-use or flexible use facilities, to activate the river front.</li><li>- maximise pedestrian access and connectivity along the river edge.</li></ul></div>			
C3	Integrate public squares or courtyards, terraces and steps within the design of development along the river foreshore to provide a system of connected open space and public domain.		The proposed amendments do not call for assessment under this provision of the DCP.	N/A