

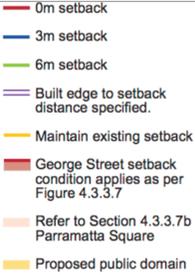
Parramatta Development Control Plan 2011 Compliance Table

Control	Provision	Compliance (APHS)	Compliance (PPS)
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Part 4 Special Precincts – Section 2 (City Centre)

4.3.3.1 Building Form	<p>a) <i>Minimum building street frontage</i></p> <ul style="list-style-type: none"> 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. 	<p>Complies</p> <p>The development parcel has a street frontage greater than 20m to Macquarie Street.</p>	<p>Complies</p> <p>The development parcel has a street frontage greater than 20m to Macquarie Street.</p>
	<p>b) <i>Building to street alignment and street setbacks</i></p> <ul style="list-style-type: none"> Comply with the street building alignment and front setbacks specified in Figures 4.3.3.1.1 and 4.3.3.1.2. 	<p>Does not comply</p> <p>Figure 4.3.3.1.1 specifies a 0m setback to Macquarie Street and to Barrack Lane.</p> <p>Greater than 0m setbacks are provided to Macquarie Street and Barrack Lane. The variation is considered acceptable as the development is a unique use and has been carefully designed to complement the streetscape.</p>	<p>Does not comply</p> <p>Figure 4.3.3.1.1 specifies a 0m setback to Macquarie Street, Charles Street, Little Street and Smith Street.</p> <p>Greater than 0m setbacks are provided along Macquarie Street and Little Street. This variation is considered acceptable as the development is a unique, sensitive use and has been carefully designed to complement the streetscape.</p>

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	 <ul style="list-style-type: none"> • 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. 		
	<p><i>c) Street and river frontage heights and upper level setbacks</i></p> <p>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.</p>	<p>Does not comply</p> <p>Figure 4.3.3.1.3 specifies a street frontage height of 4 storeys/14m to Macquarie Street and an upper level setback of 6m. Figure 4.3.3.1.3 specifies a street frontage height of up to 26m to Barrack Lane and an upper level setback of 3m.</p> <p>The proposed tower features no upper level setbacks. This variation,</p>	<p>Does not comply</p> <p>Figure 4.3.3.3.1.3 specifies a street frontage height of 4 storeys/14 m to Macquarie Street, Smith Street and Little Street, with upper level setback of 6m; min 8 storeys/26m to Charles Street, with no required upper level setback; and "to context and Council's urban design advice" for the boundaries adjoining the Lancer</p>

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	 <ul style="list-style-type: none"> — 3 storey/12m Church Street frontage as per Fig 4.3.3.4 4 storey/14m North City Centre frontage as per Fig 4.3.3.5 — 4 storeys/14m South City Centre frontage as per Fig 4.3.3.6 - - - 4 storeys/14m River Foreshore frontage as per Fig 4.3.3.8 — 4 storeys/14m George Street frontage as per Fig 4.3.3.7 — 8 storeys/26m City Centre frontage as per Fig 4.3.3.9 — Min 8 storeys/26m Charles Street frontage as per Fig 4.3.3.10 Building frontage to context and Council's urban design advice — Lanes frontage as indicated in Fig 4.3.3.3.12.C — Refer to Section 4.3.3.7b Parramatta Square — Proposed public domain 	<p>however, is considered acceptable as the design was the winner of a design competition and exhibits design excellence.</p>	<p>Barracks site.</p> <p>The development features setbacks that do not comply with the above controls. The variations, however, are considered acceptable as the design was the winner of a design competition and exhibits design excellence.</p>

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	<p><i>d) Building depth and bulk</i></p> <ul style="list-style-type: none"> On land zoned B3 Commercial Core, the horizontal dimensions of any building facade above street frontage height must not exceed 45 metres. 	<p>Complies</p> <p>The horizontal dimension above street level is approximately 38.4m.</p>	<p>N/A</p> <p>The building does not exceed street frontage height and is thus not subject to the 45m limit.</p>
	<p><i>e) Building separation</i></p> <ul style="list-style-type: none"> The minimum building setbacks from the side and rear property boundaries are illustrated in Figure 4.3.3.1.12. Where permissible, side and rear boundaries are to be built to zero metres at lower levels of buildings. 	<p>Partially complies</p> <p>Figure 4.3.3.1.12 specifies a side setback of 0m up to a height of 26m, 3m up to a height of 54m and 6m above a height of 54m. Figure 4.3.3.1.12 specifies a rear setback of 0m up to a height of 26m, 9m up to a height of 54m and 12m above a height of 54m.</p> <p>The proposal complies with side setback controls and rear setback controls up to 54m, but fails to comply with rear setbacks controls above 54m.</p>	<p>Complies</p> <p>The proposed primary school achieves required minimum side and rear 0m setbacks.</p>
	<p><i>f) Building form and wind mitigation</i></p> <ul style="list-style-type: none"> To ensure public safety and comfort the following maximum wind criteria are to be met by new buildings: 	<p>Complies</p> <p>A pedestrian wind environment statement has been submitted with the EIS. The report provides recommendations for ensuring that</p>	<p>Complies</p> <p>A pedestrian wind environment statement has been submitted with the EIS. The report provides recommendations for ensuring that</p>

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	<ul style="list-style-type: none"> - 10 metres/second in retail streets - 13 metres/second along major pedestrian streets, parks and public places - 16 metres/second in all other streets. • Site design for tall buildings (towers) should: <ul style="list-style-type: none"> - Set tower buildings back from lower structures built at the street frontage. - Protect pedestrians from strong wind downdrafts at the base of the tower. - Ensure that tower buildings are well spaced from each other to allow breezes to penetrate city centre. - Consider the shape, location and height of buildings to satisfy wind criteria for public safety and comfort at ground level. - Ensure useability of open terraces and balconies. 	<p>the site and its surroundings are made suitable from a wind impact perspective.</p>	<p>the site and its surroundings are made suitable from a wind impact perspective.</p>

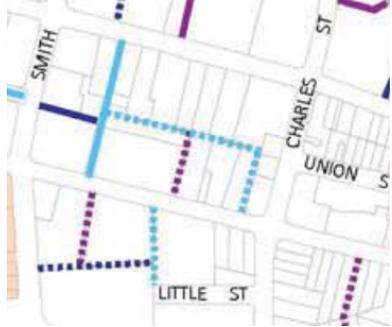
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	<p><i>g) Building exteriors</i></p> <ul style="list-style-type: none"> • Adjoining buildings (particularly heritage buildings) are to be considered in the design of new buildings in terms of: <ul style="list-style-type: none"> - datum of main façade and roof elements, - appropriate materials and finishes selection, - facade proportions including horizontal or vertical emphasis. • Articulate façades so that they address the street and add visual interest. • External walls should be clad with high quality and durable materials and finishes. • 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. • To assist articulation and visual interest, avoid large expanses of any 	<p>Complies</p> <p>The development features high quality external materials that are durable and add visual interest.</p>	<p>Complies</p> <p>The development features high quality external materials that are durable and add visual interest.</p>

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	single material.		
	<p><i>h) Sun access to public spaces</i></p> <ul style="list-style-type: none"> 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. 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). 	<p>Complies</p> <p>The development complies with the sun access plane control for the Lancer Barracks site.</p>	<p>Complies</p> <p>The development complies with the sun access plane control for the Lancer Barracks site.</p>
4.3.3.3 Public domain and pedestrian amenity	<p><i>a) Site links and lanes</i></p> <ul style="list-style-type: none"> Through site links, arcades, shared ways and laneways are to be provided as shown in Figure 4.3.3.3.2 (see below). 	<p>Does not comply</p> <p>Figure 4.3.3.3.2 specifies a "new shared service lane" along the north and east boundaries of the site and a "new arcade/through site link" through the middle of the site from Macquarie Street to the proposed link along the north boundary.</p> <p>The development includes laneways along the north and east boundaries of the site, but these would be for</p>	<p>Partially complies</p> <p>Figure 4.3.3.3.2 specifies a "new shared service lane" through the site from Macquarie Street to Little Street and a "new arcade/through site link" through the middle of the site from Macquarie Street to Smith Street. The figure also specifies a "new arcade/through site link" from Smith Street to Little Street via the site's southern boundary.</p>

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		<p>school use only and not open to the general public.</p> <p>No through-site link is proposed.</p>	<p>The development provides for a through-site link from Macquarie Street to Charles Street, but this will be for student use, not public use.</p> <p>No shared service lane is provided through the site from Macquarie Street to Little Street.</p> <p>A new public pathway is provided from Smith Street to Little Street along the southern boundary of the site in accordance with controls.</p>
	<p>b) Active frontages</p> <ul style="list-style-type: none"> 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. <p>Active frontage uses are defined as one, or a combination of the following at street level, or at the river frontage:</p> <ul style="list-style-type: none"> Entrance to retail; Shop front; 	<p>Generally complies</p> <p>Given the development's unique use as an educational establishment, It is considered that active frontages in the technical sense are not applicable here. Nonetheless, the development provides visual connection between the public domain and interior of the site in accordance with the objectives of the active frontage controls.</p>	<p>Generally complies</p> <p>Given the development's unique use as an educational establishment, It is considered that active frontages in the technical sense are not applicable here. Nonetheless, the development provides visual connection between the public domain and interior of the site in accordance with the objectives of the active frontage controls.</p>

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	<ul style="list-style-type: none"> • Glazed entries to lobbies; • Café or restaurant if accompanied by an entry from the street; • Active office uses, such as reception, if visible from the street; • Public building if accompanied by an entry. 		
	<p>d) Awnings</p> <ul style="list-style-type: none"> • Continuous street frontage awnings are to be provided for all new developments as indicated in Figure 4.3.3.3.3. 	<p>Does not comply</p> <p>Figure 4.3.3.3.3 specifies a continuous awning for the site's Macquarie Street frontage. This is considered acceptable given the unique use proposed at the site.</p>	<p>N/A</p> <p>No continuous awning is required at the site.</p>
4.3.3.4 Views and View Corridors	<ul style="list-style-type: none"> • Views shown in Figure 4.3.3.4 are to be protected in the planning and design of development. 	<p>N/A</p> <p>The development does not impact on any of the identified view corridors.</p>	<p>N/A</p> <p>The development does not impact on any of the identified view corridors.</p>
4.3.3.5 Access and parking	<p>a) Vehicle footpath crossings</p> <ul style="list-style-type: none"> • 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 	<p>Does not comply</p> <p>Figure 4.3.3.5.1 specifies that additional vehicle entries are not permitted along the Macquarie Street frontage.</p> <p>The development features a vehicle</p>	<p>Complies</p> <p>Figure 4.3.3.5.1 specifies that additional vehicle entries are not permitted along the Macquarie Street frontage.</p> <p>No additional vehicles entries are</p>

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	<p>4.3.3.5.1.</p> <ul style="list-style-type: none"> 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. Where practicable, vehicle access is to be from lanes and minor streets rather than primary street fronts or streets with major pedestrian activity. 	<p>entry point from Macquarie Street. This is considered acceptable because of the special use of the site as an educational establishment and associated vehicle access requirements. Also, the entry point accords with the desired laneway for the site.</p>	<p>sought. Vehicle access to the development is provided via Little Street.</p>
	<p><i>b) Pedestrian access and mobility</i></p> <ul style="list-style-type: none"> 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. Access to public areas of buildings and dwellings should be direct and without unnecessary barriers. Avoid obstructions, which cause difficulties including: 	<p>Complies</p> <p>Building entry points are clearly visible.</p> <p>Facilities will comply with relevant Australian Standards.</p>	<p>Complies</p> <p>Building entry points are clearly visible.</p> <p>Facilities will comply with relevant Australian Standards.</p>

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	<ul style="list-style-type: none"> - uneven and slippery surfaces; - steep stairs and ramps; - narrow doorways, paths and corridors; - devices such as door handles which require two hands to operate. • 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). • The development must provide at least one main pedestrian entrance with convenient barrier free access in all developments to at least the ground floor. • The development must provide continuous paths of travel from all public roads and spaces as well as unimpeded internal access. • Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the 		

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	<p>standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours.</p>		
	<p><i>c) Vehicular driveways and maneuvering areas</i></p> <ul style="list-style-type: none"> • Driveways should be: <ul style="list-style-type: none"> - Provided from lanes and secondary streets rather than the primary street, wherever practical. - Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing or proposed street trees. - Located a minimum of 10 metres from the perpendicular of any intersection of any two roads. - If adjacent to a residential development, setback a minimum of 1.5m from the relevant side property boundary. • Vehicle access is to be designed to: <ul style="list-style-type: none"> - Minimise the visual impact on the street, site layout and the building 	<p>Generally complies.</p> <p>A driveway is provided off Macquarie Street, more than 10m from the intersection of Macquarie Street and Charles Street.</p> <p>The driveway is integrated into the site design and features a landscaped setback from the adjoining property to the east.</p> <p>Vehicles will be able to enter and leave the site in a forward direction.</p> <p>Pedestrian and vehicle entries are separated and easily distinguishable.</p>	<p>N/A</p> <p>No vehicular driveways are proposed. Vehicular access will occur via the existing Little Street.</p>

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	<p>façade design, and</p> <ul style="list-style-type: none"> - If located off a primary street frontage, integrated into the building design. • 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. • Separate and clearly differentiate pedestrian and vehicle access. • Locate vehicle access a minimum of 3 metres from pedestrian entrances. 		
	<p><i>d) On-site parking</i></p> <ul style="list-style-type: none"> • Car parking rates for the Parramatta City Centre are contained in Clause 22C of Parramatta City Centre LEP 2007. These rates are maximums rates and are not to be exceeded. 	<p>N/A</p> <p>The proposed use of educational establishment is not identified in the LEP parking rates table.</p> <p>Refer to the EIS for on-site car parking details.</p>	<p>N/A</p> <p>The proposed use of educational establishment is not identified in the LEP parking rates table.</p> <p>Refer to the EIS for on-site car parking details.</p>
<p>4.3.3.6 Environmental Management</p>	<p><i>a) Landscape design</i></p> <ul style="list-style-type: none"> • 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 	<p>Complies</p> <p>A comprehensive landscape plan has been submitted with the EIS.</p>	<p>Complies</p> <p>A comprehensive landscape plan has been submitted with the EIS.</p>

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	<p>development.</p> <ul style="list-style-type: none"> Street trees are to be provided in the footpath in accordance with Council's Street Tree Plan. 		
	<p><i>b) Green roofs</i></p> <ul style="list-style-type: none"> Buildings are encouraged to include a green roof component on the roof space. 	<p>N/A</p> <p>No green roof is proposed.</p>	<p>Complies</p> <p>The development features an expansive green roof area for recreation.</p>