Ashfield Council

# Interim Development Assessment Policy 2014

## Part C21

## Parramatta Road Enterprise Corridor

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# Contents



**FIGURES**

# 1.0 Introduction

Part C21 of Interim Development Assessment Policy 2013 (IDAP 2013) supports Ashfield Local Environmental Plan 2013 (LEP 2013) by providing a vision, objectives and controls for development within the Parramatta Road Enterprise Corridor.

## 1.1 Purpose

The purpose of this part is to support the objectives of Ashfield LEP 2013 by implementing specific controls that will guide development along Parramatta Road. It supports the land use framework established under the B6 Enterprise Corridor zone in LEP 2013 and provides more detailed development controls to guide built form outcomes along the corridor.

Part 3 provides detailed parameters around which development along the Parramatta Road Enterprise Corridor can be developed, giving more certainty to land owners and the local community.

The development controls will provide a framework to accommodate the wide range of permitted uses along the corridor while:

- maintaining residential amenity of adjoining residential properties;
- improving pedestrian amenity within the public domain; and
- providing for a higher standard buildings along the corridor.

This part will provide residents, landowners, purchasers and developers with a consolidated set of controls that sets out in detail Ashfield Council's policy on development within the Parramatta Road Corridor.

## 1.2 Land to Which this Part Applies

The land to which this DCP applies to the land along Parramatta Road generally zoned B6 Enterprise Corridor under the Ashfield LEP 2013, as shown at Figure 1.

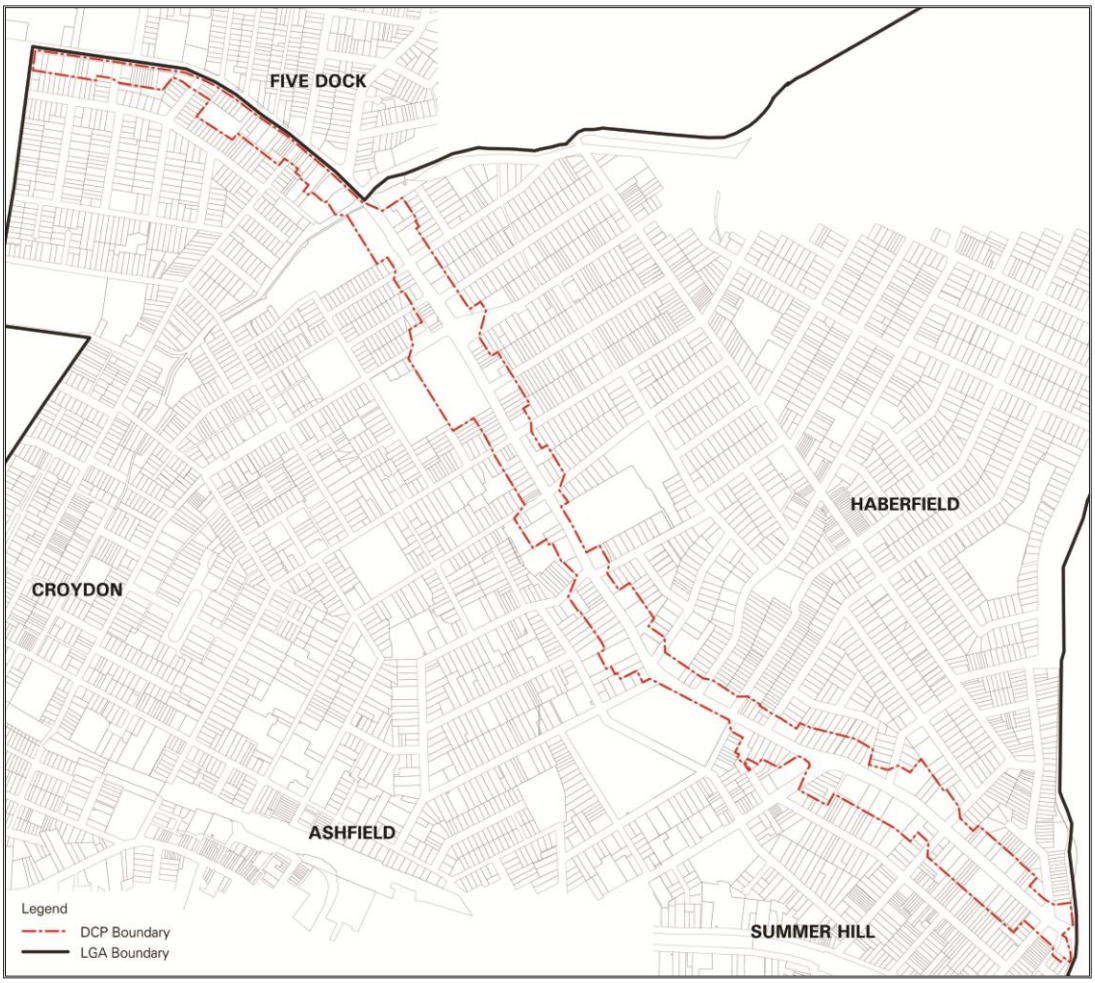



**Figure 1 - Land to Which this Part Applies**

## 1.3 Objectives of this Part

The objectives of this Part are:

- To create a better streetscape that improves pedestrian amenity and attracts new enterprise.
- To achieve a more cohesive built form character through consistent treatments and controls.
- To improve the visual character and urban design of the Parramatta Road Corridor.
- To protect residential amenity of adjoining neighbourhoods.
- To encourage new development to meet a high standard of architectural quality and environmental sustainability.
- To protect heritage items and heritage conservation areas.
- To manage the impact of traffic generation and site access, in particular, on the local road network.
- To ensure the operational needs and servicing and new development are appropriately provided for without affecting adjacent properties.
- To enhance pedestrian and cycle amenity along the across the corridor.

## 1.4 Relationship with other Plans and Policies

*Ashfield Local Environmental Plan 2013*

Ashfield Local Environmental Plan 2013 identities the maximum building heights and maximum floor space ratios for new development within the corridor.

These standards need to be read in conjunction with the more detailed guidelines contained in this Part. Compliance with the maximum height and floor space standards does not automatically guarantee approval.

The maximum building height defined by LEP 2013 is to include building parapet, roof pitch and slope, lift plant and adequate floor to ceiling height limits.

*Ashfield Interim Development Assessment Policy 2013*

This part is to be read in conjunction with the following parts of Ashfield IDAP 2013:

- Part A Preliminary Introduction
- Part B Site Analysis
- Part C1. Access and Mobility
- Part C2. Advertisements and Advertising
- Part C11 Parking
- Part C12. Public Notification in the Planning Process and All Aspects of Land Management

In the event of any inconsistency between this part and other parts of IDAP 2013 or Council policy or code (with the exception of LEP 2013), this part of the draft DCP will prevail in relation to the Parramatta Road Enterprise Corridor.

*State Environmental Planning Policy Infrastructure 2007*

This Part should also be read in conjunction with the requirements of the State Environmental Planning Policy (SEPP) (Infrastructure) 2007 as provisions of that instrument have implications for building use, form and design and for the development application process. In particular:

- Clause 101 (Development with frontage to classified road) of SEPP (Infrastructure) will apply to development on land in or adjacent to Parramatta Road. The clause will require the consent authority to consider the effect of a proposed development on the function of Parramatta Road.
- Clause 104 (Traffic-generating development) of SEPP (Infrastructure) requires referral of certain development types to the RMS and consideration of any comments in determining these applications.

Reference can also be made to State Environmental Planning Policy (Exempt and Complying Development) 2008, and affectations for certain types of Commercial and Industrial Buildings.

## 1.5 Structure of this Part

This Part is structured as follows:

*Section 1.0 Introduction:* contains the legal basis to the preparation of this Part of the IDAP 2013, identifies land to which this Part applies and how this Part relates to other planning documents (and other parts of this DCP).

*Section 2.0 Background:* outlines the strategic background and intention of the Parramatta Road Enterprise Corridor and summarises the existing character of the corridor.

*Section 3.0 General Development Controls:* outlines the development objectives and controls that apply to all types of development within the Parramatta Road Enterprise Corridor.

## 2.0 Background

The NSW Government through the Metropolitan Plan for Sydney 2036 and the draft Inner West Subregional Strategy identified the preferred strategic direction for land along Parramatta Road as an 'Enterprise Corridor'.

Through the Draft Parramatta Road Structure Plan and Ashfield Urban Planning Strategy 2010 (adopted by Council October 2010), Ashfield Council supported these directions by identifying the corridor as B6 Enterprise Corridor and permitting only non-residential land uses under Ashfield LEP 2013.

The zoning and development standards for the B6 Enterprise Corridor zone under Ashfield LEP 2013 facilitate urban renewal for a wide range of employment generating purposes.

### 2.1 The Existing Corridor

Parramatta Road is one of Sydney's oldest and most important road corridors linking the Sydney and Parramatta CBDs.

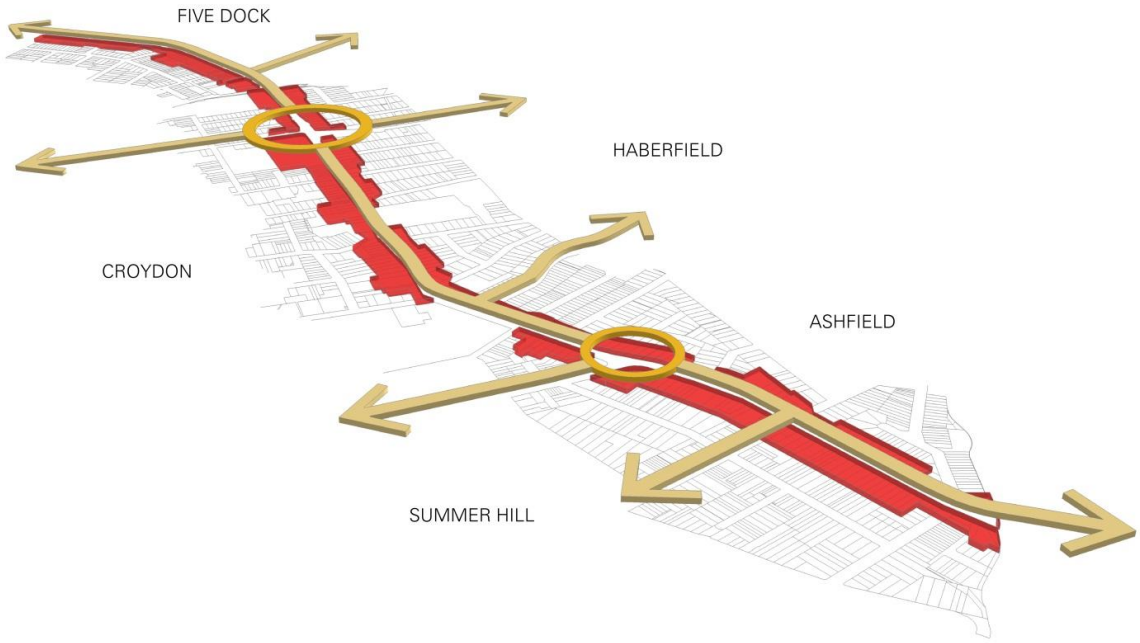
It is also one of Sydney's busiest roads with well in excess of 60,000 vehicles per day. Parramatta Road traverses a number of LGAs, including a length of over 3km within the Ashfield LGA.

The land along the Parramatta Road Enterprise Corridor covers approximately 24ha and has developed over a long period of time. The resulting buildings are of varying age, form and quality.

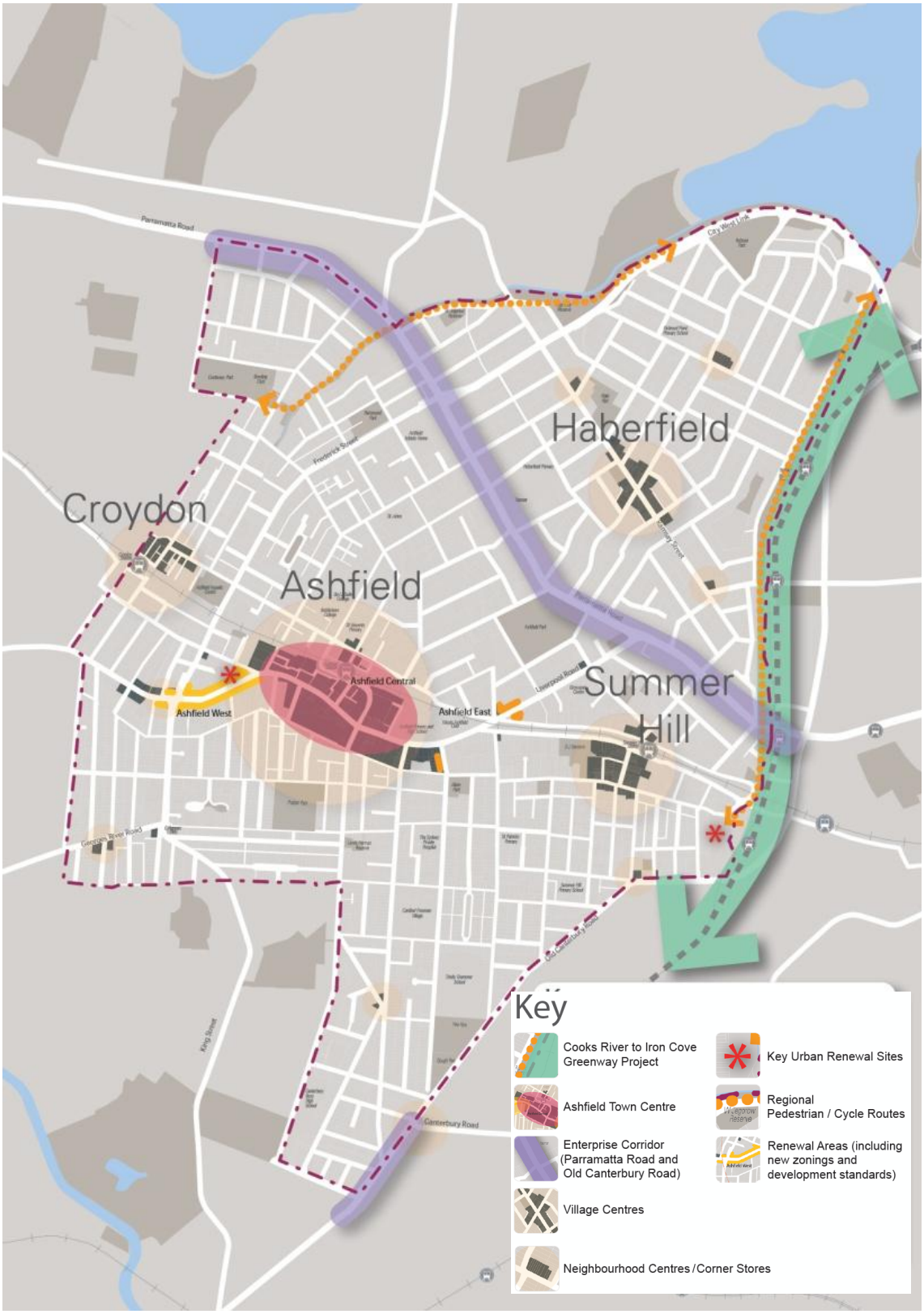
Due to the role and function of Parramatta Road as a key vehicular route, a large proportion of development along Parramatta Road is for the motor related industry (including online car sales). However, the changing nature of the industry has reduced demand for locations like Parramatta Road, leaving the corridor underutilised and inviting revitalisation.

Over the past few years there have been many attempts to tackle the challenge of delivering better outcomes along Parramatta Road, and specifically to develop a functional and attractive corridor that is more than just a vehicular route.

This section describes the existing elements of Parramatta Road, including the key road connections, public spaces, existing land uses and built form characteristics. As Parramatta Road is a long corridor, this DCP identifies four different areas along the road. These areas do not necessarily have defining characteristics but identify four geographic areas.




**Parramatta Road Enterprise Corridor runs approximately 3km and connects Summer Hill, Haberfield, Ashfield, Croydon and Five Dock**




**Ashfield Urban Planning Strategy 2010**

**Area 1 North**

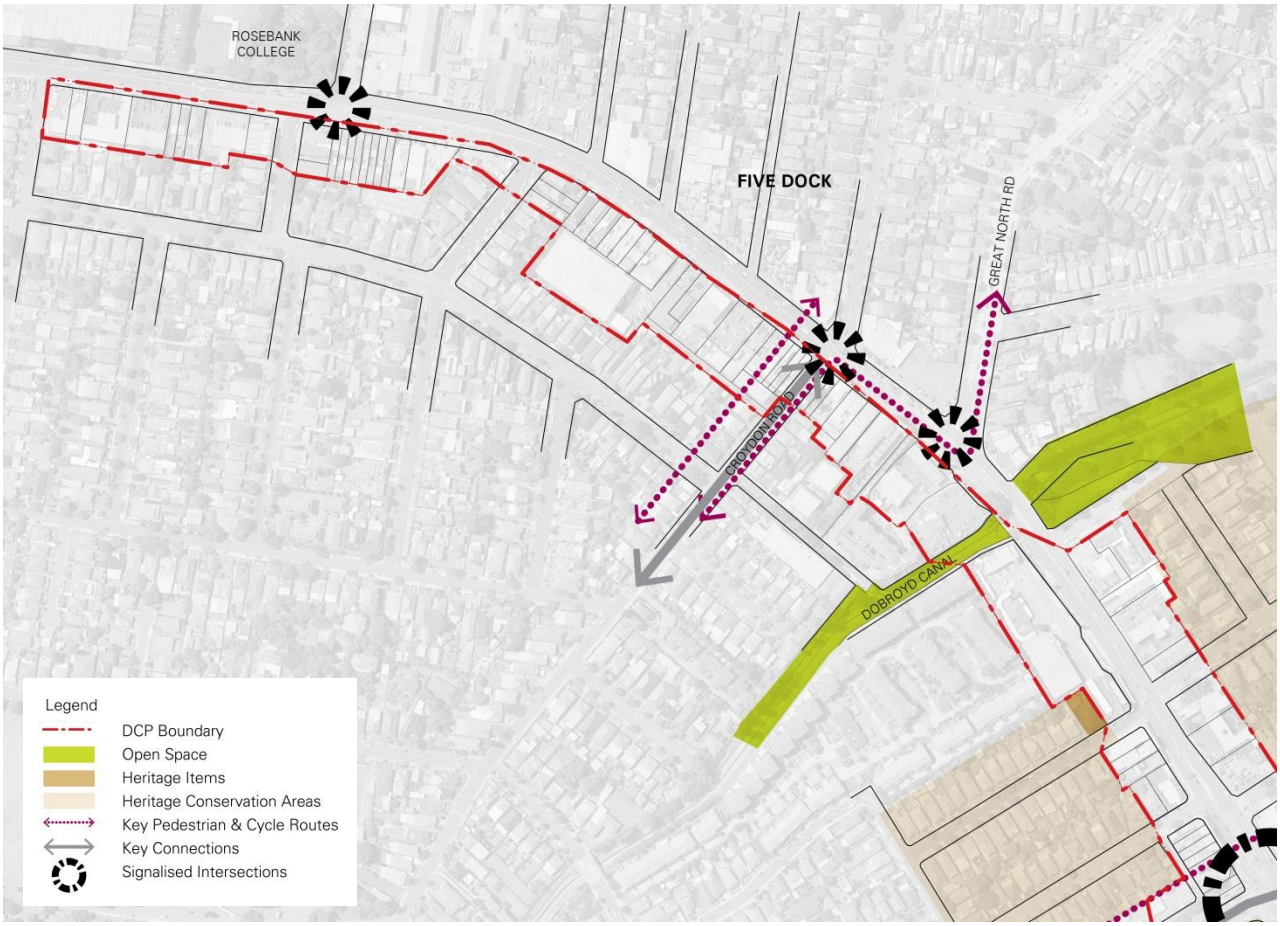
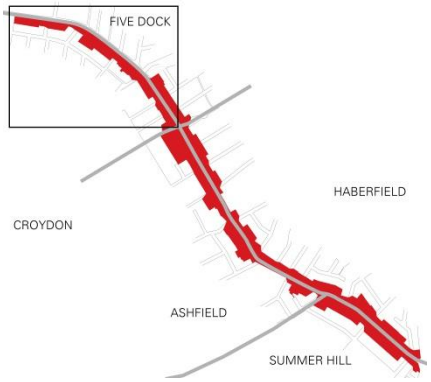



**Figure 2 – Existing Character Elements – Area 1**




Area 1 'North' is bound by Lang Street to the west and Dobroyd Parade to the east. Area 1 includes only land on the southern side of Parramatta Road. Land to the north of Parramatta Road is within the City of Canada Bay LGA and is not subject to this DCP.

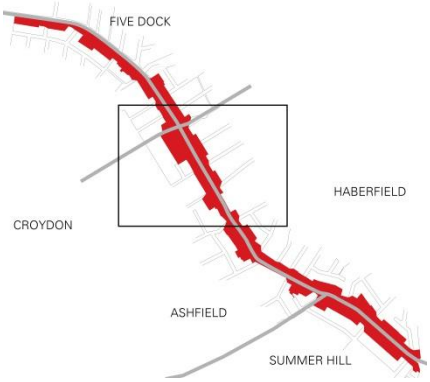
Croydon Road is a key connection to Croydon to the south whilst Great North Road connects to Five Dock shops to the north. The Dobroyd Stormwater Canal passes behind Parramatta Road out into Iron Cove.

The existing uses and built form character within Area 1 is predominately car related, with a number of older style open car yards, car service centres and mechanics. Development within Area 1 is generally of low quality, with little recent investment in development or new buildings. The exception being the contemporary Audi Dealership (in the adjoining Canada Bay LGA).

Clusters of remnant, terrace style shops contribute to the character of the Area as they have consistent built form characteristics (i.e. height, architectural style, front setback).

**Area 2 Central**


**Figure 3 – Existing Character Elements – Area 2**




Area 2 'Central' is bounded by Dobroyd Parade to the north and Chandos Street to the south. Area 2 includes land on both sides of Parramatta road, bounded by the Haberfield Conservation to the north and Ashfield to the south.

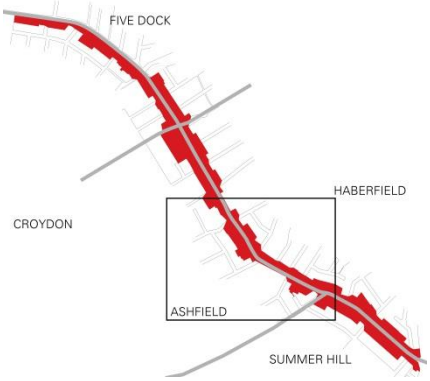
The intersection of Wattle Street, Parramatta Road and Frederick Street is a major intersection and key link between Parramatta Road and the City West Road/Western Distributor. The Bunnings Store, a heritage item, is a local landmark building marking this busy intersection.

Bland Street is a secondary connection between Haberfield to the north east and Ashfield to the south, with a pedestrian overpass incorporating lifts providing access over Parramatta Road. This crossing of Parramatta Road is an important link between Haberfield Public School and Ashfield Station and is located close to historic Yasmar and the former Brescia site.

The built form of Area 2 is generally characterised by a number of automotive sales and warehouse retail sites with wide street frontages, little street activation and varying levels of activity. The Bunnings site and the Muirs Dealership are the largest land holdings in the area.


**Area 3 Central**


**Figure 4 – Existing Character Elements – Area 3**




Area 3 'Central' is bounded by Chandos Street to the north and Liverpool Street to the east. Area 3 includes land on both sides of Parramatta road, bounded by the Haberfield Conservation to the north and Ashfield to the south.

Dalhousie Street is the southern gateway to Haberfield Conservation Area and is a key connection between and Parramatta Road and the Haberfield village centre to the north. This street provides the only formal pedestrian crossing of Parramatta Road within this locality and connects directly to pathways within Ashfield Park, and is a highly trafficked pedestrian route as a result.

Ashfield Park is a major civic open space within the Ashfield LGA, providing a visual break in the buildings and a passive area for recreation.

This area is characterised by the prominence of vacant and dilapidated sites, minimal development to the street frontage and a lack of streetscape activation. A number of car related businesses are located within Area 3, including open car yards, mechanics and a service station, with a mix of other unrelated uses including a motel, aged care facility and non-car related small businesses.

**Area 4 South**

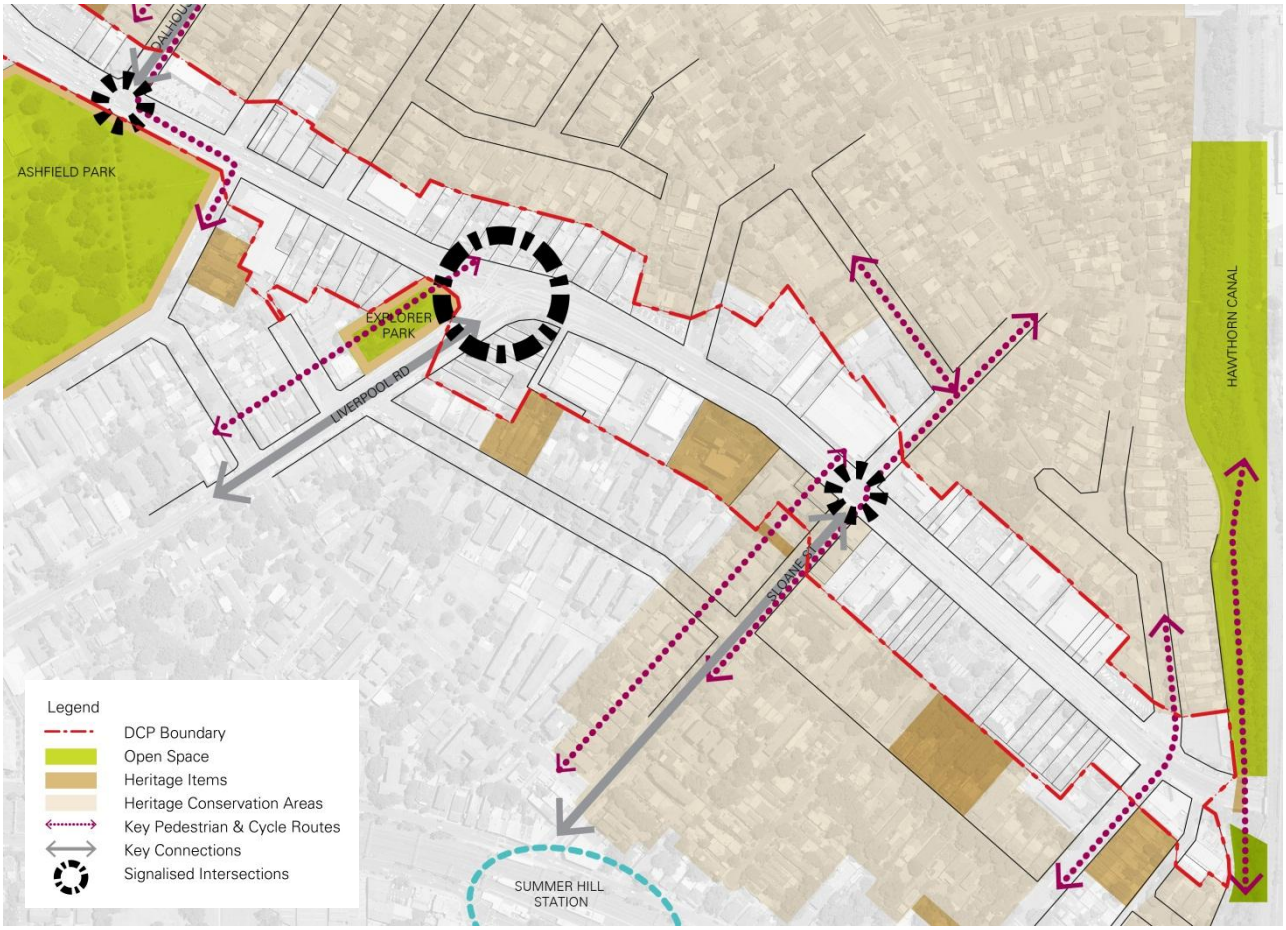
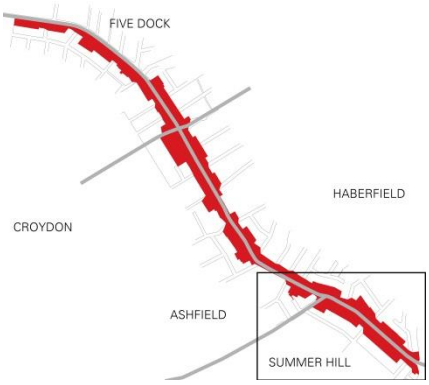



**Figure 5 – Existing Character Elements – Area 4**

Area 4 'South' is bounded by Liverpool Road to the west and Hawthorne Canal to the east. Area 4 includes land on both sides of Parramatta road, bounded by the Haberfield Conservation to the north and Summer Hill to the south. This Area has the greatest level of accessibility to public transport, with the entire precinct being within 800m walking distance of Summer Hill rail station and in close proximity to potential north-south open space links. Accessibility will improve with the expansion of the light rail network (scheduled for completion early 2014) from Lilyfield to Dulwich Hill, along Hawthorne Canal and along the eastern boundary of Area 4.




Liverpool Road (Hume Highway) is a major connection to south-western Sydney and the intersection with Parramatta Road is of regional importance. Sloane Street provides a local pedestrian connection across Parramatta Road from east Haberfield to Summer Hill.

The area contains a mix of businesses, auto related uses, residential buildings and motels. The rail overpass and Hawthorne Canal corridor acts as a prominent visual marker denoting the edge of this area. Built form and land use within this precinct is comprised of a varied mix of architectural styles, ages, heights and purposes.

## 2.2 The Future Enterprise Corridor

The key principles underpinning the renewal of the Parramatta Road Enterprise Corridor are:

- Encourage revitalisation and employment generation through new and additional development capacity;
- Capitalise on the proximity of the Corridor to the Sydney CBD, existing and proposed public transport networks and the skilled residential workforce;
- Reinforce Parramatta Road as an employment generating corridor;
- Facilitate a wide range of different employment uses and high quality urban design;
- Improve the pedestrian amenity and visual character of the corridor; and
- Attract more investment, new employment opportunities and enhance economic sustainability.

Due to passing traffic and good access to public transport, Parramatta Road is an ideal location for various forms of enterprise and employment generating uses – including offices, warehouses, retail and local services. These uses are generally not negatively affected by road traffic and benefit from the accessibility of the corridor to the Sydney road network, public transport and passing trade.

The table below illustrates the wide range of permissible land uses that may be accommodated within the B6 Enterprise Corridor zone. Examples of the potential new building forms are shown below.

The DCP aims to provide a framework that requires consistent elements while facilitating a wide range of built form outcomes to adapt to the changing nature of employment uses along Parramatta Road. Corridors are transitional in nature and the DCP endeavours to be robust while remain contemporary as the corridor develops.

*Permitted uses in the B6 Enterprise Corridor zone*

| Category | Examples |
|---|---|
| Business and office | Business premises, Office premises |
| Retail | Bulky goods premises, Industrial retail outlets, Shops, Showrooms |
| Warehousing and supplies | Warehouse or distribution centres, Wholesale supplies, Garden centres, Hardware and building supplies, Timber and building supplies, Landscaping materials supplies, Storage premises |
| Industries | High technology industry, Light industries |
| Motor services | Vehicle repair stations, Vehicle sales or hire premises, Service stations |
| Accommodation | Hostels, Tourist and visitor accommodation |
| Leisure and community | Child care centres, Community facilities, Function centres, Places of public worship, Registered clubs, Recreation facilities (indoor) |


*Examples of typical enterprise corridor development*

## 3.0 General Development Controls

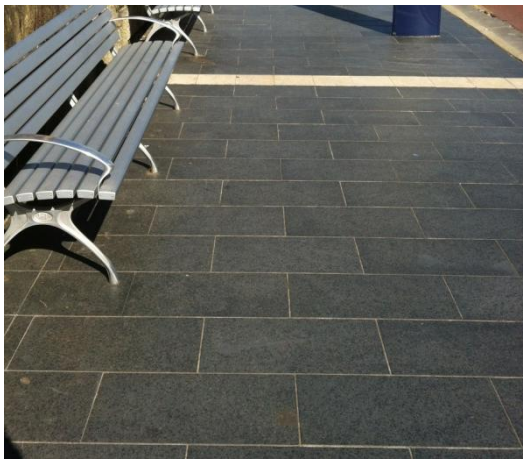
This section sets out the general objectives and controls that are applicable to development to which this Part applies, which are limited by the parameters of the development standards of the Ashfield LEP 2013.

The public domain within the corridor is generally controlled by Roads and Maritime Services as part of the road reserve of Parramatta Road. As Council is not the land owner of the majority of the public domain, there are limitations to the provision of public domain improvements.

### 3.1 Public Domain

***Objectives***

1. To improve the amenity for pedestrians, cyclists, workers and residents.
2. To ensure that trafficable public spaces and pedestrian connections are safe and accessible, with high levels of pedestrian comfort, visual amenity and design quality.
3. To encourage more pedestrian activity along and across Parramatta Road.
4. To provide opportunities for new public spaces and pedestrian connections along and adjoining Parramatta Road.
5. To accommodate the Greenway Project.
6. To improve pedestrian amenity, safety and accessibility.
7. To improve visual character and continuity of the Parramatta Road streetscape.
8. To improve the image, quality and amenity of Parramatta Road through new public domain treatments.



*Indicative public domain treatment at key locations*

***Controls***

1. New development immediately adjacent to public spaces shown on Figure 6 (i.e. Ashfield Park, Hawthorne Canal, Dobroyd Canal and Explorer Park) is to:
   a. enhance and improve existing public spaces, and
   b. provide a positive interface with the public space and be of a high visual and design quality as viewed from the public spaceFor example, blank walls along public spaces are to be avoided.
2. Development is to enhance the amenity and functionality of the key pedestrian and cycle routes nominated at Figure 6.
3. Any development proposing or requiring the full or partial closure of a side road should incorporate a new pocket park and/or shared space with seating and hard and soft landscaping treatments. Continuous pathways along the Parramatta Road frontage should be incorporated into the pocket parks.
4. New development incorporating new or enhanced public spaces / plazas should incorporate public art.
5. Where new development is proposed, the undergrounding of existing overhead electricity and telecommunications cabling (along the Parramatta Road frontage) is preferred, at full cost to the applicant. Where this is not possible, existing lines are to be replaced with aerial bundled cables.
6. New development immediately adjacent to the Greenway Project should positively respond and enhance the Greenway, which is proposed to provide a new light rail network and public space along the ex-freight line.
7. New major development (i.e. not alterations and additions) is to incorporate an upgrade to Parramatta Road footpath to provide a full verge width footpath. A high level of footpath treatment (ie granite pavers) is required at the locations nominated at Figure 6. All treatments are to be to the specification of Council.

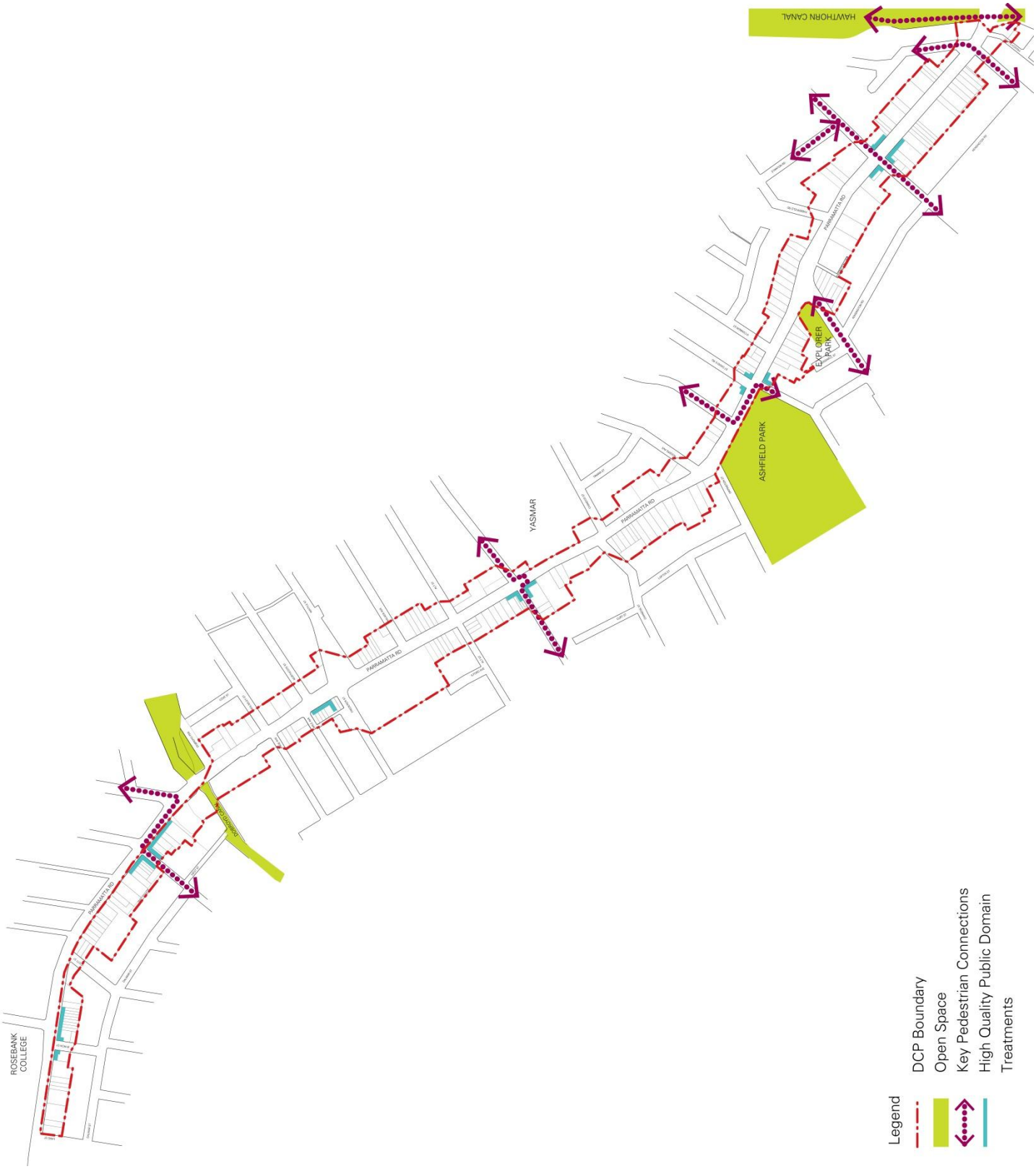



**Figure 6 - Public Domain Elements**

## 3.2 Subdivision and Site Amalgamation

***Objectives***

1. To ensure that sites are of a size and dimension that can provide building envelopes that optimise the development potential provided under the Ashfield LEP 2013.
2. To promote the orderly redevelopment of the corridor for enterprise corridor related uses.
3. To facilitate safe and efficient vehicular access to and egress from Parramatta Road to ensure the safety and amenity of existing and future businesses, customers and residents.
4. To minimise the number of driveway crossings accessing Parramatta Road.


*Isolated sites are undesirable and where possible should be included in the proposed amalgamation*

***Controls***

1. A minimum site frontage of 25m to Parramatta Road is to be provided for new developments (i.e. not including alterations and additions of existing buildings). See Figures 25 and 26 in Part 3.9 for matters to consider.

   Council may consider varying this requirement for:

   a. corner sites that have side street vehicular access,
   b. sites that have rear lane access, and
   c. 'contributory buildings' that are unable to be amalgamated (refer to Section 3.5 for definition of 'contributory building').
2. The site frontage should facilitate sufficient land area within the development site to:
   a. minimise the number of driveways along Parramatta Road,
   b. provide a legible and safe driveway,
   c. accommodate servicing vehicles, and
   d. accommodate and encourage visitor parking to reduce reliance of visitor parking on local streets.
3. Site amalgamation is encouraged where lots are narrow and sites are in fragmented ownership.
4. Subdivision is to result in lots sufficient in size and frontage that are useable for a range of business, retail and service functions consistent with the role of the Parramatta Road Enterprise Corridor and the main types of development permitted.
5. Subdivision is to minimise vehicle access point along Parramatta Road.
6. Subdivision is to avoid the creation of battle-axe lots.
7. Subdivision is to avoid the isolation of small lots with limited development potential due to size and/or frontage.

## 3.3 Building Siting and Design

***Objectives***

1. To promote a high quality architectural form that strengthens the urban character and identity of the Parramatta Road Enterprise Corridor.
2. To improve the visual quality and pedestrian amenity of the corridor through requiring buildings to be located on or near the street alignment.
3. To improve the continuity of the corridor's built form, through consistent building alignments and built from.
4. To ensure an appropriate scale and form of development in areas that adjoin predominantly residential and heritage precincts.
5. To ensure appropriate solar access is retained to residential properties adjacent to the corridor.
6. To create an active and engaging streetscape that encourages business activities and contributes to a high quality urban design outcome.
7. To encourage high quality architectural outcomes that promotes a positive image for business enterprise along the corridor.
8. To encourage the use of high quality materials and finishes on visually prominent facades and elements of buildings.
9. To control the design of showrooms to ensure they contribute positively to the streetscape and public domain with high quality architecture, materials and finishes.
10. To ensure that the visual prominence of corner sites buildings are optimised for commercial and architectural purposes.
11. To improve the Parramatta Road streetscape by ensuring that the development of corner sites optimise their visual prominence in the public domain.
12. To have active shopfronts which provide surveillance of the road and contribute to public safety and security.
13. To provide a satisfactory building interface with future public open space areas such as regional public pathways and the "GreenWay".

***Controls***

1. The Parramatta Road frontage of new development is to be designed to:
   a. be oriented towards the street,
   b. engage with the street with high proportion of glazing,
   c. minimise the extent of driveways and service entries,
   d. include high quality materials and finishes,
   e. have a minimum floor to ceiling height of 3.5m for ground floor space;
   f. provide ground floor uses generally at the same level as the footpath to ensure equitable paths of accessible travel, and
   g. utilise appropriate architectural design features such as awnings, louvres roofs etc to provide architectural interest and for energy efficiency where relevant.
2. New development is to be generally consistent with the setback principles illustrated in the locations shown at Figures 8 –11(maps) , and maximum ceiling height and building setback planes at Figures 12,13, 14, 15 (sections) . Development adjoining residential areas is to be consistent with residential amenity controls in Section 3.6.
3. A larger front setback (than defined at Figures 8 - 11) is permitted where it provides for a building pedestrian entry point, plaza space or the like. The front setback area is to be designed to:
   a. avoid ambiguous external spaces with poor pedestrian amenity and security,
   b. contribute to and enhance the public domain and streetscape, and
   c. provide areas of deep soil planting to allow tree planting to soften the appearance of long building frontages.
4. Secondary/side street frontages (shown at Figure 7) are to:
   a. reinforce the visual prominence of the street corner with the corner component of the building built to the street,
   b. provide a transitional setback that responds to the established setback of adjoining properties within the secondary street, and
   c. avoid long, unvaried facades.

***Controls continued***

5. All sites are to have where practical active frontages, except in situations where this is not practical where such areas are required for site servicing or similar, eg driveway access. Where shown in yellow on Figures 8-11 (maps), those part those part of the sites are required to have active street frontages for urban design reasons. An active street frontage can comprise glazed retail shopfronts, showrooms, glazed entries and lobbies to businesses, and the like.
6. Where sites have a wide frontage and are not shown in orange line in Figures 8,9,10,11 (maps) buildings should be located on the site so as to ensure that adequate amount and parts of the building provides an active shopfront which provide surveillance of the street/roadway.
7 Sites adjacent the canals or open space areas shown in Figures 8 and 11 (maps) shall ensure that their buildings address those open space areas, including having shopfronts, and give consideration to providing terrace areas and night time lighting.
8 Where buildings are setback from the street, tree planting may be provided within the front setback to soften the appearance of large expanses of facade. All tree planning is to consider the impact on street
9 Zero side setbacks are permitted, except where that boundary is directly adjacent to an existing residential flat building or dwelling within the corridor, or adjacent to a residential dwelling adjoining the corridor. In these cases, the required setback is to be determined on merit having regard to providing an appropriate standard of residential amenity (ie sunlight and daylight access, visual and acoustic privacy). Refer to Section 3.6 for controls relating to Residential Amenity.
10 New development is to be consistent with the rear setback type where required on the maps at Figures 8-11 and as required by the sections at Figures 13, 14, 15. A larger side setback and/or stepped building form may be required in some cases in order to provide the required solar access to adjoining residential properties.
11 Large solid and/or blank portions of a facade facing a street frontage will only be considered where it is integral to an innovative or logical design response, or are a logical design response (eg. extension of an existing building), and the finish materials are high quality.
12 External roller shutters, facing the Parramatta Road frontage are not permitted. Security grilles may be fitted internally only.

***Controls continued***

13 The design of buildings is to be predominantly massed towards the street frontage and away from residential properties to the rear. The upper levels of buildings are to be built to the Parramatta Road street setback and generally not stepped back.

14 Building forms are encouraged to be articulated with expressed elements such as awnings, cornices, eaves, parapets skillion roof forms and the like.

15 Corner site buildings, in particular prominent corner sites identified at Figures 8 - 11 (maps), are to address and positively respond to both street frontages and reinforce the built form and prominence of the street corner. Building designs are to incorporate architectural elements such as: increased bulk and height, articulated building elements, street awnings, prominent, high level roof forms, corner pediments, cornices, expressed eaves with shadow lines, splayed / chamfered corner setbacks etc.

16 All building plant, mechanical services and telecommunications equipment is to be located, designed and screened so as to minimise their visual impact from the street and public domain.

17 The design of car sales showrooms are to:

a. include the majority of cars displayed within an enclosed building form,

b. be sited to address the street alignment, and designed so that key operational spaces are legible from the street with large display windows, and

c. incorporate the storage of any vehicles on site behind the building line and to the rear of the site.

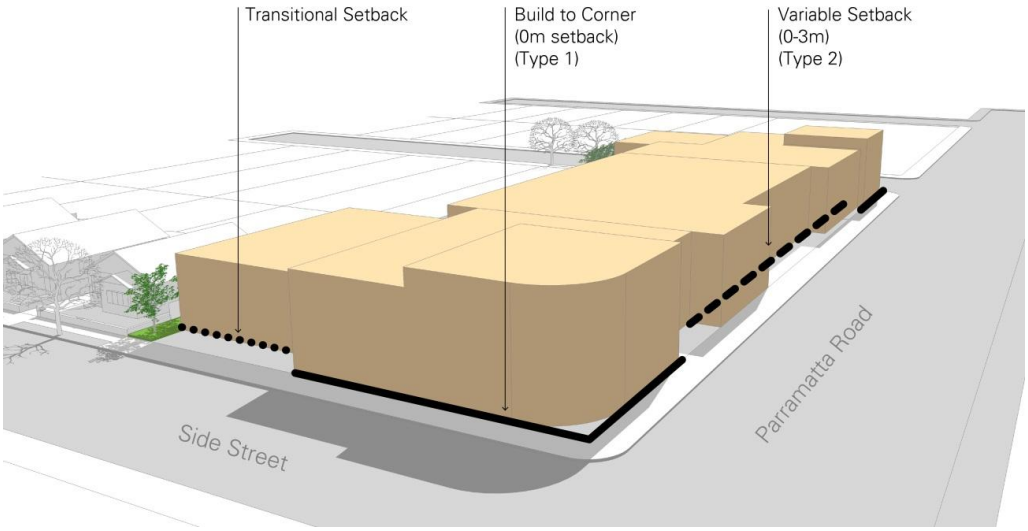



**Figure 7 - Building Setback Principles**

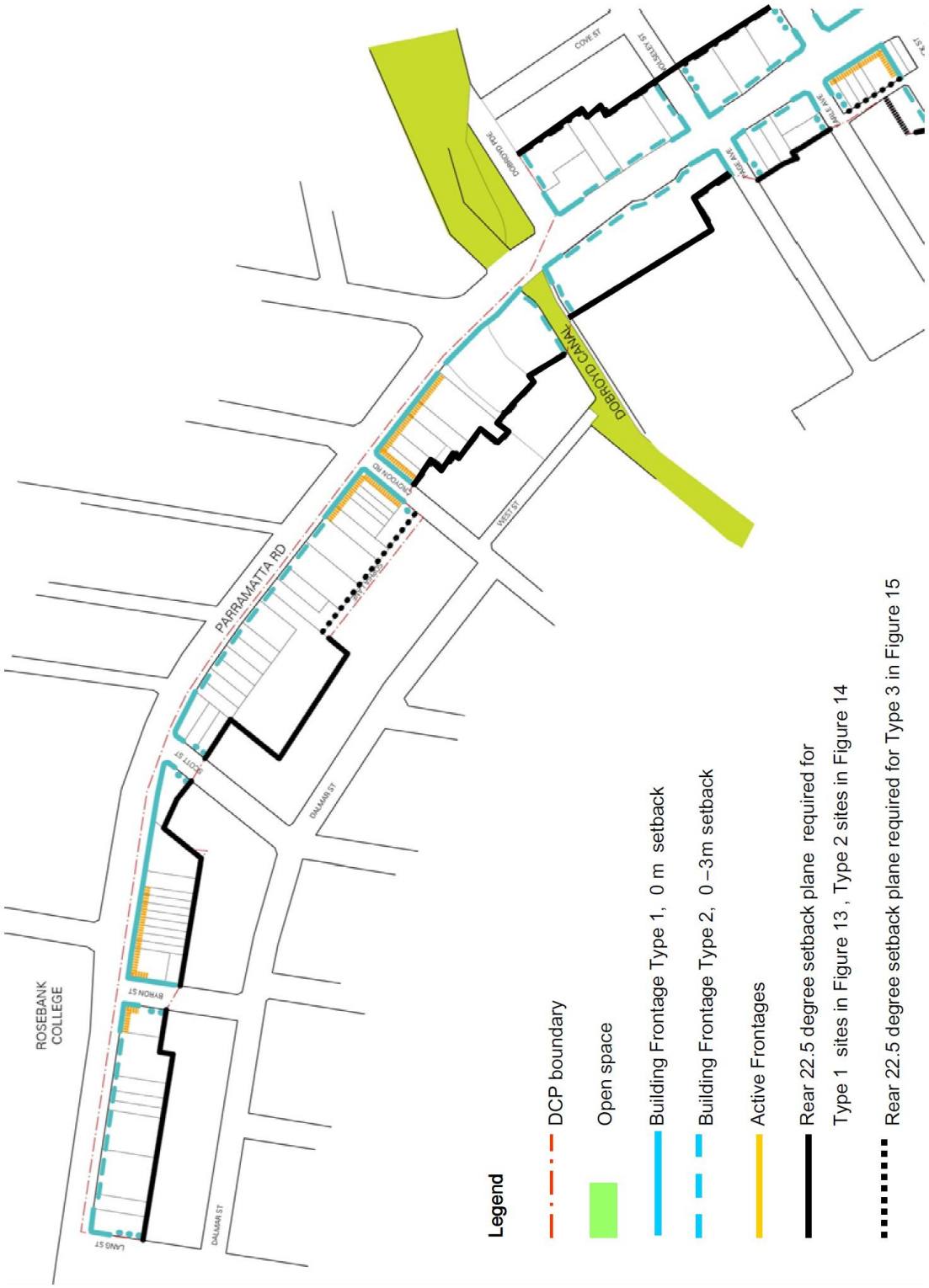



**Figure 8 – Frontages and Setbacks Plan (Area 1)**


**Figure 9 – Frontages and Setbacks Plan (Area 2)**

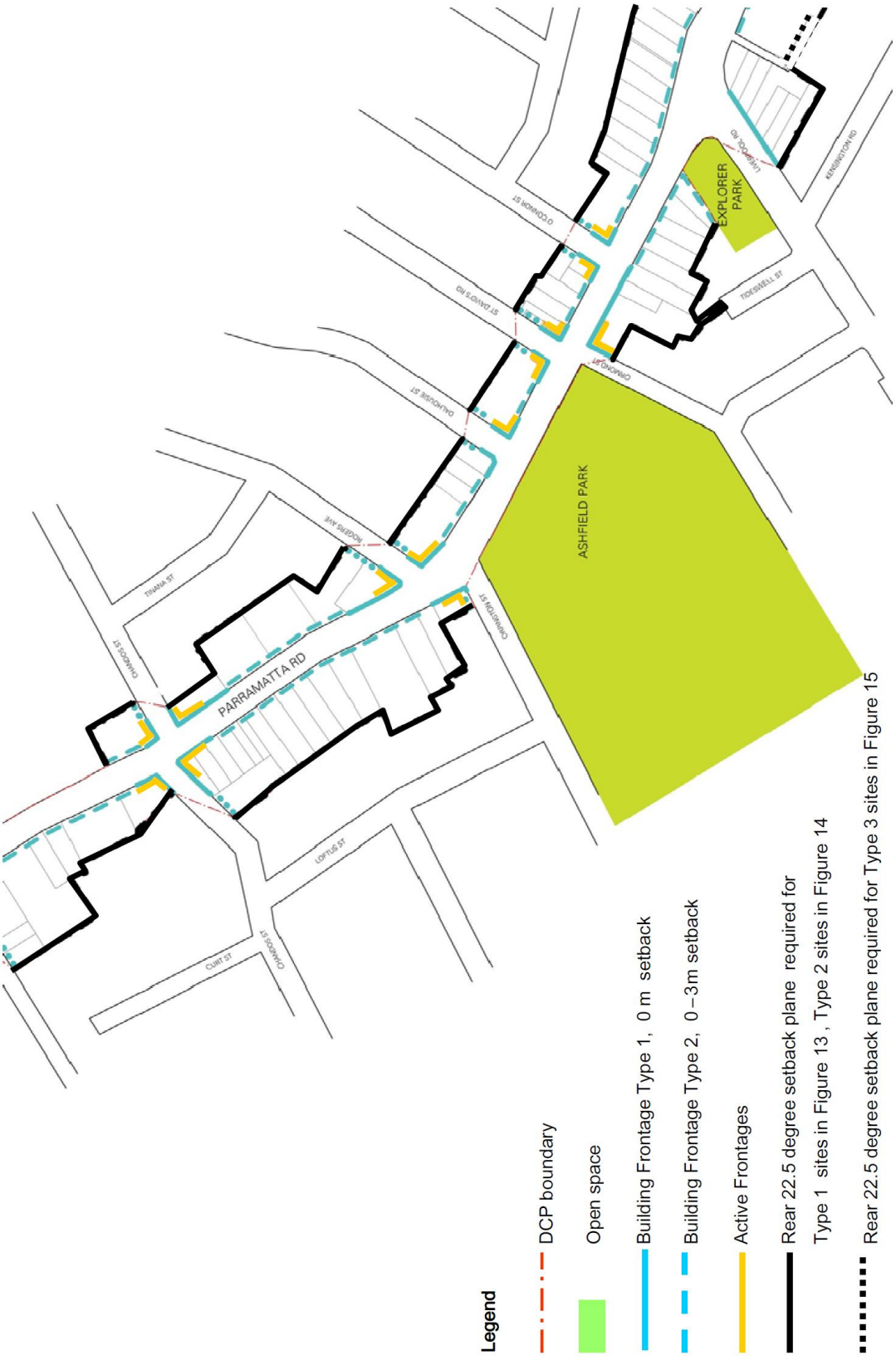
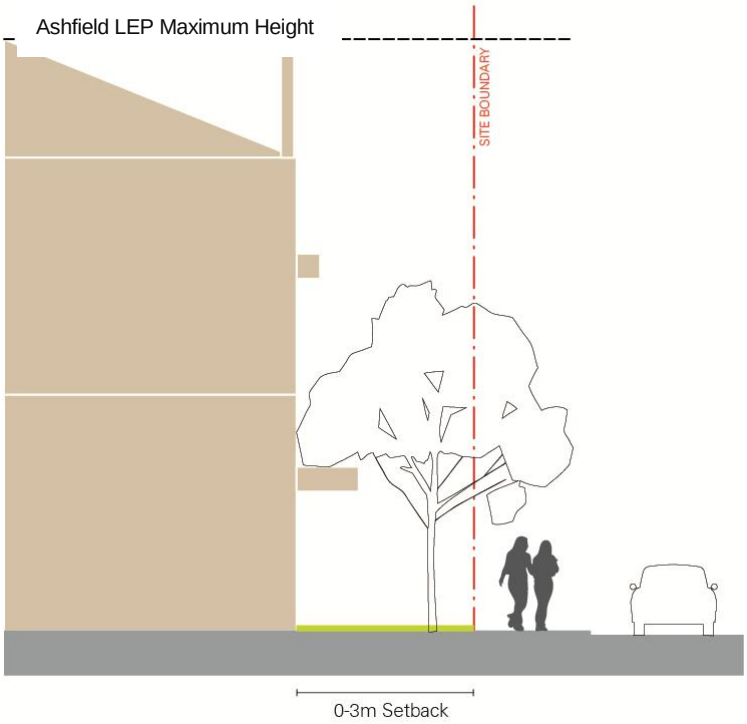
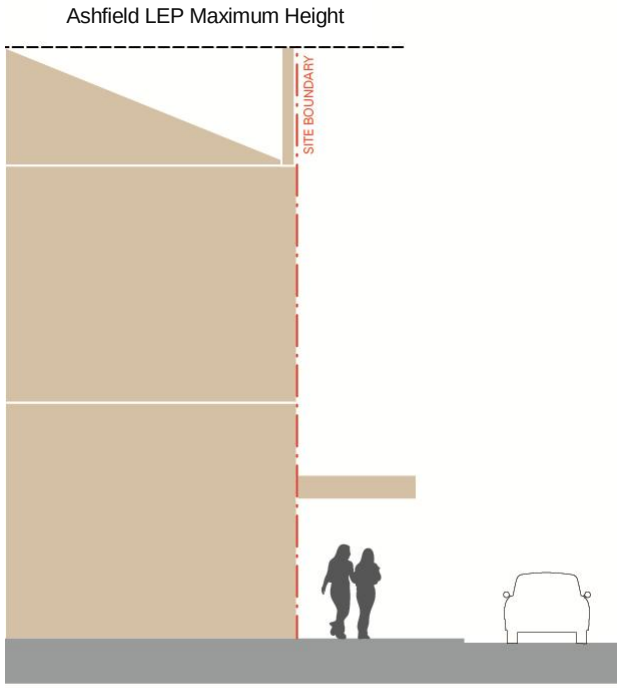



**Figure 10 – Frontages and Setbacks Plan (Area 3)**


**Figure 11 – Frontages and Setbacks Plan (Area 4)**




*Frontage Type 2 (Variable 0-3m setback)*




*Frontage Type 1 (0m setback)*

**Figure 12 - Frontage Setback Types**

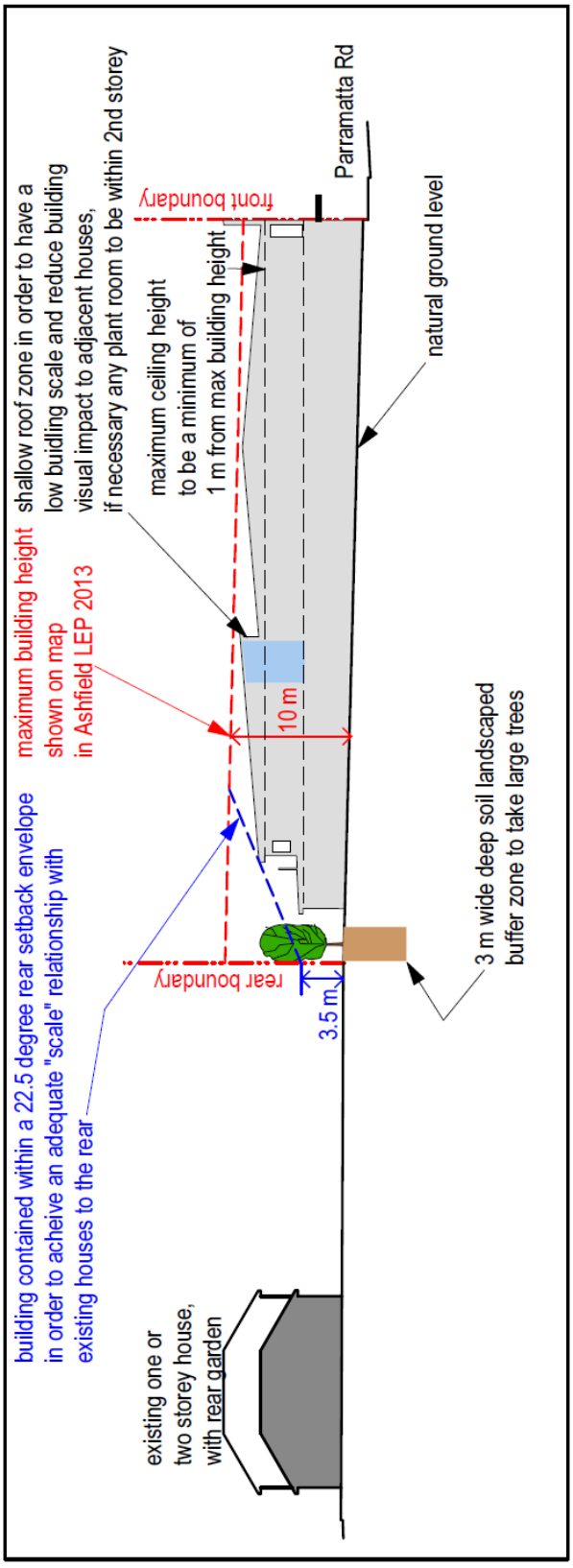



**Figure 13 - Building Setback Plane Type 1**

**for sites where the maximum height is 10 m in the LEP Map, see Figures 8-11 (maps).**

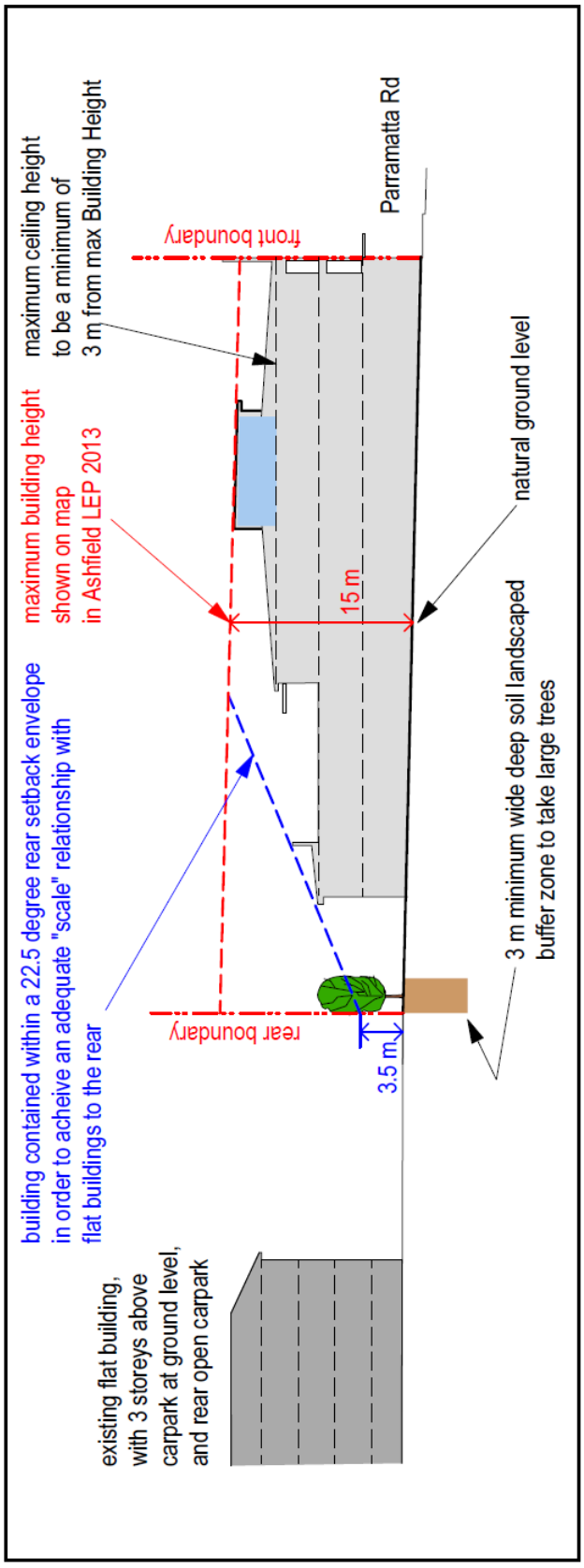



**Figure 14 - Building Setback Plane Type 2**

**for sites where the maximum height is 15 m in the LEP Map, see Figures 8-11 (maps).**

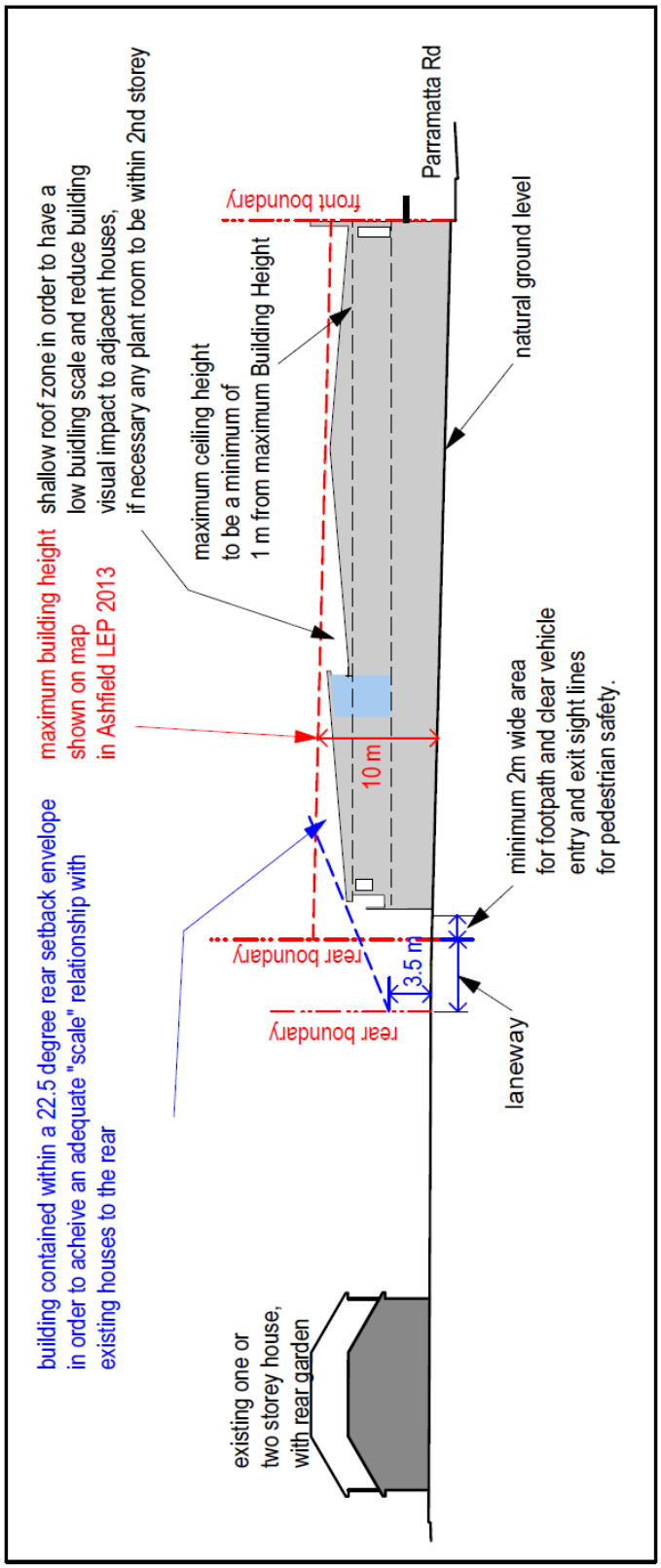



**Figure 15 - Building Setback Plane Type 3**

**for sites which have rear laneways , see Figures 8-11 (maps).**

## 3.4 Site Specific Controls

***Objectives***

1. To encourage specific outcomes on certain sites that supplement the general development controls.
2. To provide an Urban Design context to the Parramatta Road strip by identifying specific landmark sites or areas that will contribute to defining the future spatial character of the strip.
3. To improve the Urban Design character of the Parramatta Road strip.

***Controls***

1. Development on the sites nominated in the table below (and shown at Figures 16 - 19) is to be consistent with the following provisions.

*Area Specific Urban Design considerations*

| Site | Provisions |
|---|---|
| SSC 1- Western corner of 542-554 Parramatta Road<br><br>and<br><br>SSC 2- 321 Parramatta Road (Council site) adjacent Dobroyd Canal Zone<br>at Figure 16 | These sites are adjacent an area that has potential for a regional "pedestrian trail" (pathway) linking Iron Cove to the north with the Croydon suburb to the south, by using an underpass beneath the bridge and Council land either side of the bridge. New development at these nodes should be designed to have a building interface which will address any future "Dobroyd Pedestrian Trail". This should include use of active frontages, appropriate locations for windows, potential use of ground level terrace areas, night time lighting, in order to provide surveillance of the area. |
| SSC 3<br>Dobroyd Canal Zone<br><br>542-554 Parramatta Road<br><br>at Figure 16 | The large site size of 542-554 Parramatta Road , and development standards of the Ashfield LEP, will result in a large building mass which will be a "landmark" feature of the visual landscape of the road, and so the building design should be of a "high compositional standard" as required by Part 3.13.<br><br>Any proposals should be computer modelled in 3 dimensions, and a copy submitted with the Development Application for insertion into Council's "SIMURBAN Model", in order for the application to be able to have precise/accurate visual impact assessment, and to assist with community consultation.<br><br>Consultation must occur with the Road and Traffic Authority for traffic ingress and Egress requirements should occur prior to any finalisation of a design.<br><br>The requirements of Part 3.9 must be followed in relation to examining traffic impacts and minimising impacts for local streets and whether or not local street closures are required. |

| Site | Provisions |
|---|---|
| | |
| SSC 4<br>"Bunnings"<br><br>476 Parramatta Road<br><br>located at Figure 17 | This is a large prominent corner site, which has a :"landmark" heritage item listed building in the Local Environmental Plan which is located on the corner of the site. This building must be retained.<br><br>The site already has its own signalised traffic light road access into the site off Frederick Street.<br><br>Any new additional building development should have a "high compositional standard", and also respect and be sympathetic the historic building on the site.<br><br>Any major proposals should be computer modelled in 3 dimensions, and a copy submitted with the Development Application for insertion into Council's "SIMURBAN Model", in order for the application to be able to have a precise and accurate visual impact assessment, and to assist with community consultation. |
| SSC 5 (Former Brescia Site)<br>202 Parramatta Road<br><br>located at Figure 17. | This a large prominent corner site, and the development standards of the Ashfield LEP, will result in a large building mass which will be a "landmark" feature of the visual landscape of the road, and so the building design should be of a "high compositional standard" as required by Part 3.13.<br><br>The site is within close visual vicinity of the historic Yasmar site, with ideally new development acknowledging this historic setting by using some "Landscape cues" .<br><br>The site has the benefit of an adjacent Pedestrian bridge, which can serve as an compositional device as a "counterpoint", it also provides potential to connect into any future development (subject to agreement of the relevant public authority).<br><br>Any major proposals should be computer modelled in 3 dimensions, and a copy submitted with the Development Application for insertion into Council's "SIMURBAN Model", in order for the application to be able to have a precise and accurate visual impact assessment, and to assist with community consultation.<br><br>Consultation must occur with the Road and Traffic Authority for traffic ingress and Egress requirements should occur prior to any finalisation of a design.<br>The requirements of Part 3.9 must be followed in relation to examining traffic impacts and minimising impacts for local streets.<br><br>Part 3.6 has requirements for protecting the Amenity of adjacent residences, including perimeter tree screening buffer areas. Tree Buffer areas must extend along the easterly boundary with the flats buildings.<br><br>New development must have a built form that ensures there is 3 hours winter |

| Site | Provisions |
|---|---|
| | solar access to apartments on neighbouring sites. |
| SSC 6<br><br>186 and 196 Parramatta Road<br><br>located at Figure 17 | This a large prominent corner site, and the development standards of the Ashfield LEP, will result in a large building mass which will be a "landmark" feature of the visual landscape of the road, and so the building design should be of a "high compositional standard" as required by Part 3.13.<br><br>Any major proposals should be computer modelled in 3 dimensions, and a copy submitted with the Development Application for insertion into Council's "SIMURBAN Model", in order for the application to be able to have a precise and accurate visual impact assessment, and to assist with community consultation.<br><br>Consultation must occur with the Road and Traffic Authority for traffic ingress and Egress requirements should occur prior to any finalisation of a design.<br><br>New development must have a built form that ensures there is 3 hours winter solar access to apartments on neighbouring sites.<br><br>New development must ensure there is no overlooking of the rear gardens of house properties along Chandos Street.<br><br>The requirements of Part 3.9 must be followed in relation to examining traffic impacts and minimising impacts for local streets and whether or not local street closures are required. |
| SSC 7<br><br>150-154 Parramatta Road<br><br>located at figure 18 | These sites are at the top of ridge and so have "dominant visual impact" when viewed from the east and Ashfield Park, and so the building design should be of a "high compositional standard" as required by Part 3.13. |
| SSC 8<br><br>Parramatta Road, between Dalhousie Street and St David's Road<br><br>located at Figure 18 | This is a prominent corner site , being in a "landmark gateway" area into the Haberfield Conservation Area, and within the visual setting of the historic Ashfield park.<br><br>Any new development should have a "high architectural standard" and acknowledge it's historic setting by having sympathetic spatial relationship with the neighbouring Haberfield Conservation Zone<br><br>The requirements of the DCP must be followed for ensuring the Amenity of adjacent residences is protected, including having perimeter tree screen planting and acoustic screens.<br><br>Any major proposals should be computer modelled in 3 dimensions, and a copy submitted with the Development Application for insertion into Council's |

| Site | Provisions |
|---|---|
| | "SIMURBAN Model", in order for the application to be able to have a precise and accurate visual impact assessment, and to assist with community consultation. |
| SSC 9<br><br>63 -105<br>Parramatta Road<br>(Currently houses)<br><br>located at Figure 19 | These sites area are mentioned because of their difficult development context. The sites contains houses whose living environment is very poor since they are exposed to the traffic conditions of the major traffic intersection between Parramatta Road and Liverpool Road. Future business development will need to amalgamate sites and ensure that no houses remain " landlocked".<br><br>Consultation must occur with the Road and Traffic Authority for traffic ingress and Egress requirements should occur prior to any finalisation of a design.<br><br>The requirements of the DCP must be followed for ensuring the Amenity of adjacent residences in Haberfield is protected, including having perimeter tree screen planting and acoustic screens. |
| SSC 10<br><br>1-5 Parramatta road<br><br>and SSC 10<br><br>2 Parramatta Road<br><br>adjacent future "GreenWay Corridor "located at Figure 19 | These sites are within an area that has potential for a "regional pedestrian trail" (Greenways corridor ) linking Iron Cove to the north with the Cooks River at Dulwich Hill to the south using an overpass over Parramatta Road.<br><br>These sites are nearby the Light Rail Station.<br><br>New development at these nodes should be designed to have a building interface which will address any future "GreenWay Corridor Pedestrian Trail". This should include use of active frontages, appropriate locations for windows, potential use of ground level terrace areas, night time lighting, in order to provide surveillance of the area. |

*Examples of corner building responses*

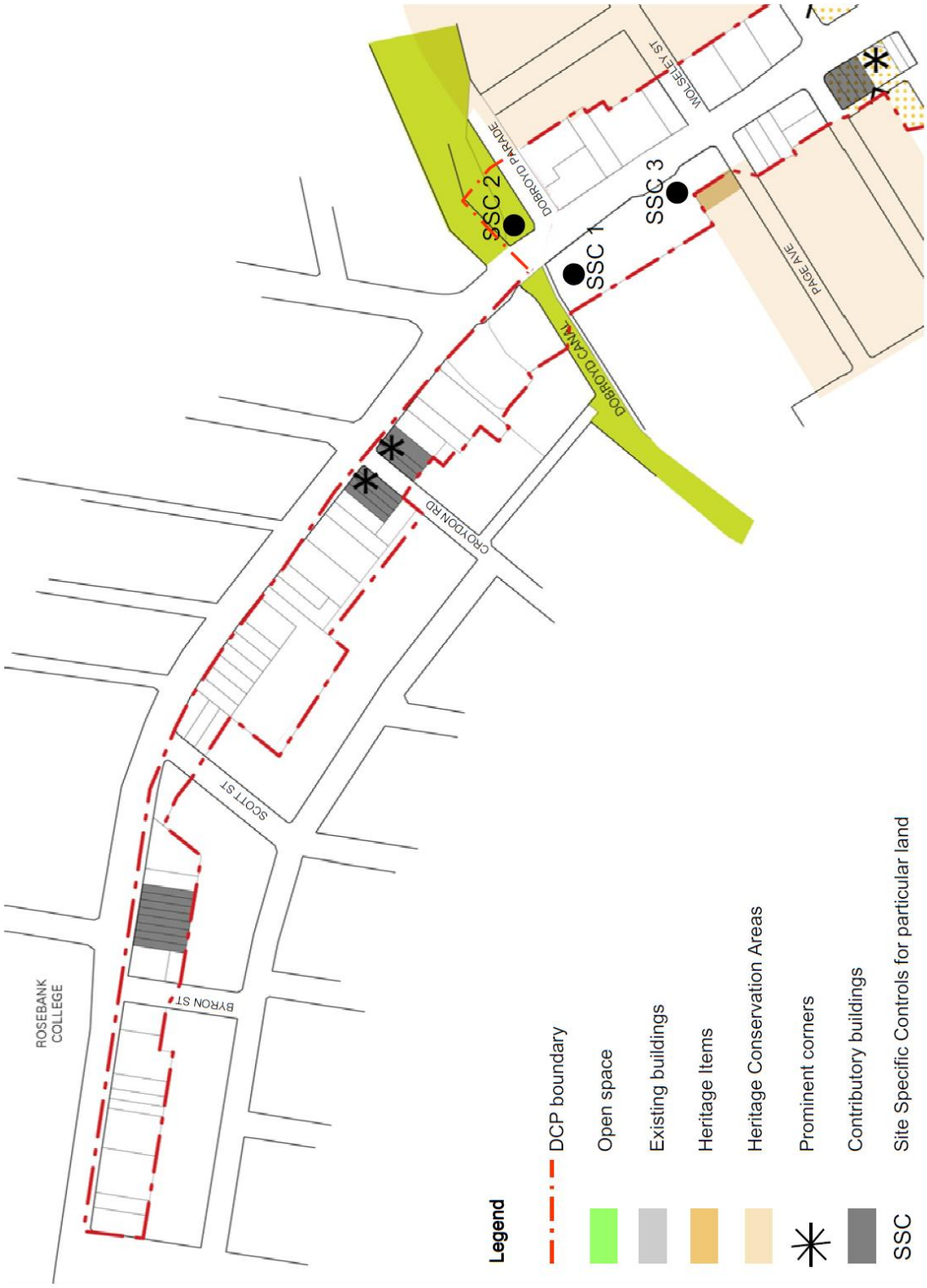



**Figure 16 - Built Form, Heritage and Site Specific Controls (Area 1)**

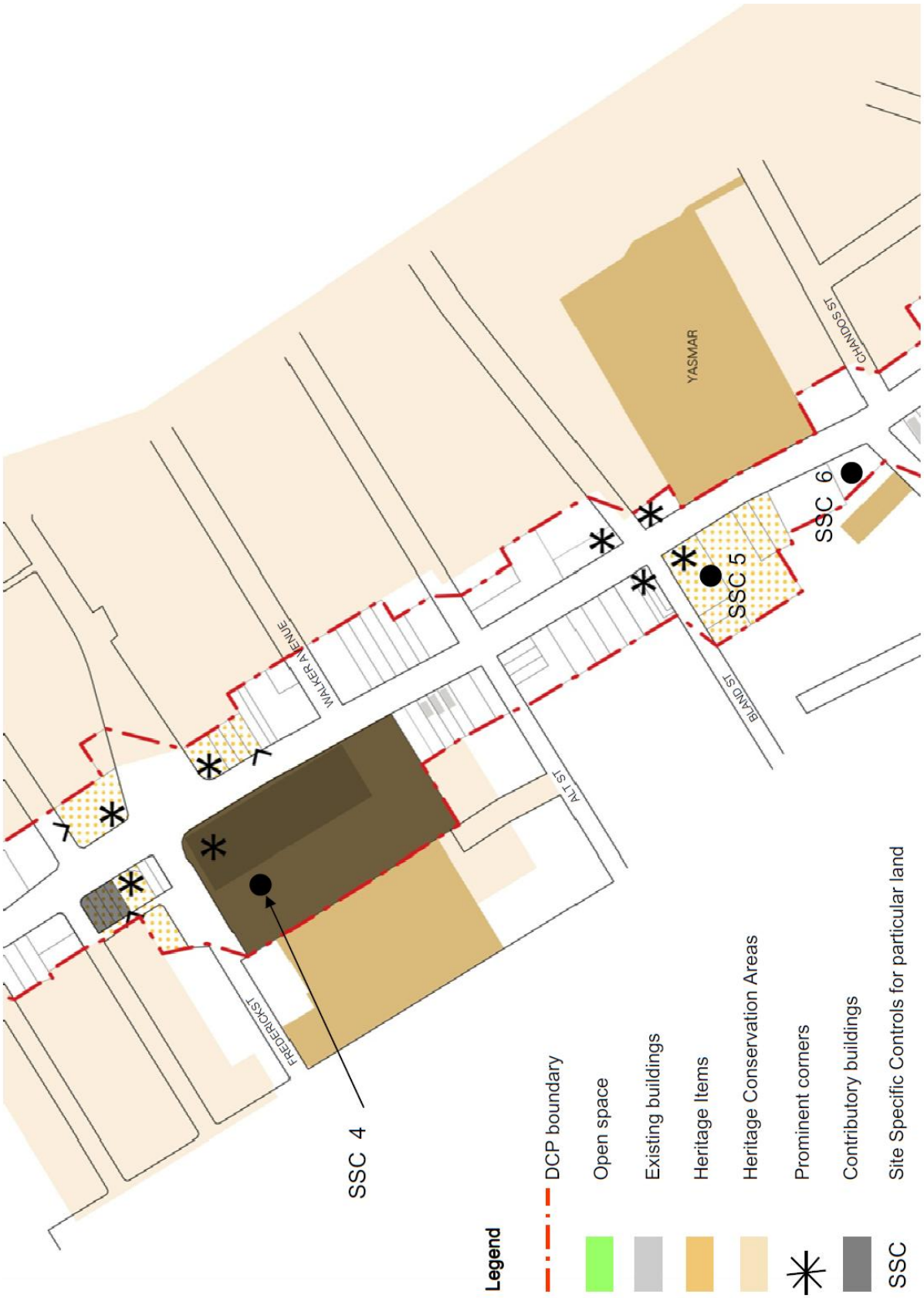



**Figure 17 - Built Form, Heritage and Site Specific Controls (Area 2)**


**Figure 18 - Built Form, Heritage and Site Specific Controls (Area 3)**

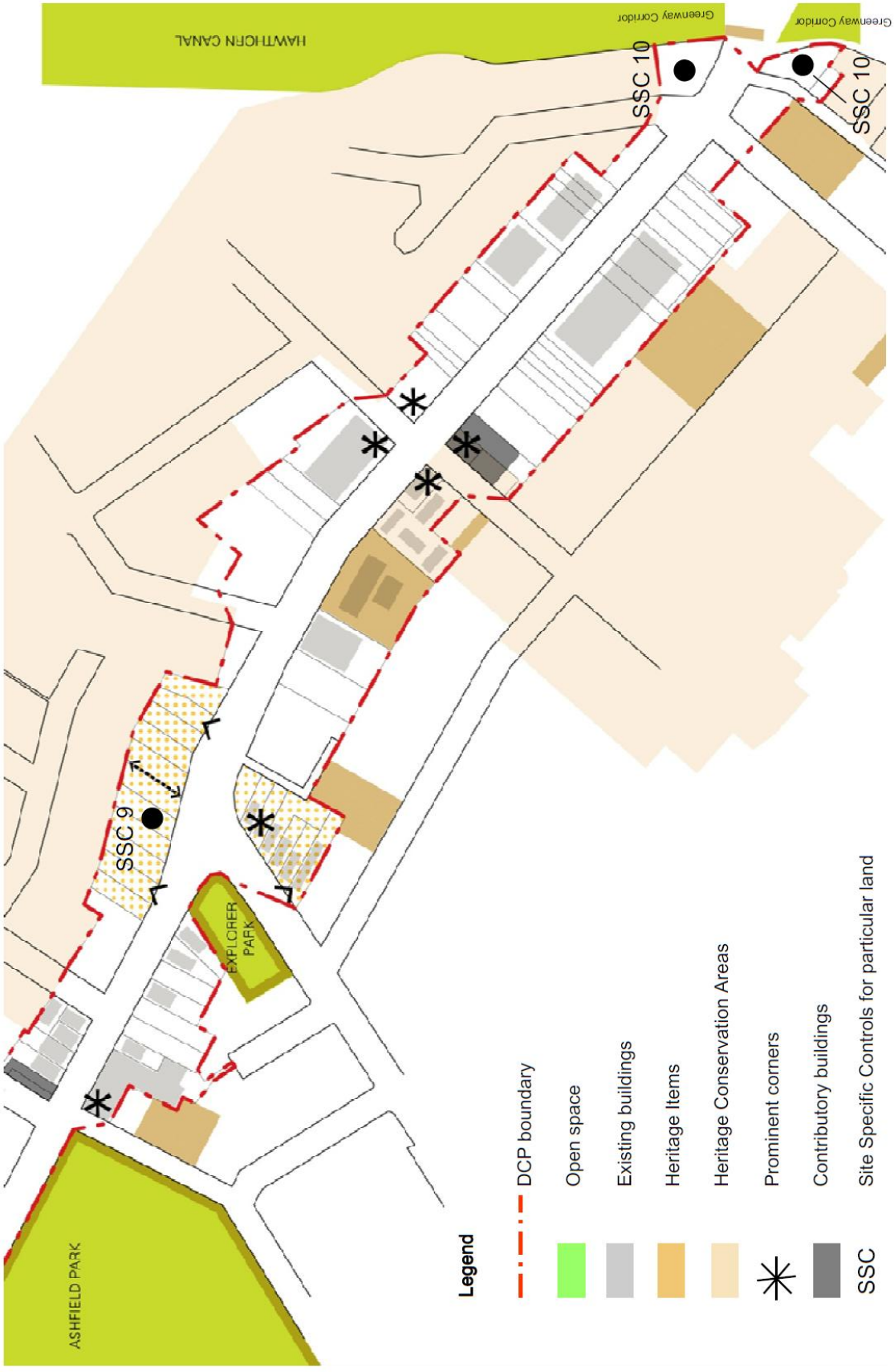



**Figure 19 - Built Form, Heritage and Site Specific Controls (Area 4)**

### 3.5 Interface with Heritage Items, Conservation areas and with Contributory Buildings

***Objectives***

1. To ensure that new development complements and responds to buildings of heritage significance.
2. To ensure that new development is sympathetic to the characteristics of adjoining heritage conservation areas.
3. To encourage new development that complements and responds to heritage items and heritage conservation areas in a contemporise response
4. To encourage the retention and restoration of buildings that contribute to the character and history of Parramatta Road.


*Bunnings Warehouse (Heritage Item)*

*Examples of Contributory Buildings*

***Controls***

1. Heritage items located within the Parramatta Road Enterprise Corridor are to be retained and adaptively reused for appropriate uses.
2. Development of a heritage item is required to respect and respond to the heritage significance and character of the building and its curtilage.
3. New development that is in the vicinity of a heritage item is to consider the compatibility of the proposal with the significance and character of the heritage item.
4. New development adjoining heritage conservation areas at Figures 16-19 (maps) is not to detract from the qualities and significance of the conservation area.
5. Corner buildings, or buildings fronting a side street off Parramatta Road, that adjoin a heritage conservation area are to be setback 3m from the secondary street (or side street off Parramatta Road) to provide a transition to the front setbacks of the adjoining conservation area. The setbacks along the side streets are to be landscaped to transition into the landscaped nature of the conservation areas.
6. The buildings identified at Figures 16-19 (maps) as 'contributory buildings' have been identified as buildings that include built form elements (eg. setbacks, architectural style, awnings) that add to the character of Parramatta Road. The development of new buildings (or alterations to existing buildings) on sites incorporating 'contributory buildings' should retain or restore the key components of the building that add to the character of Parramatta Road. Such elements may include:
   a. buildings built to the front setback;
   b. awnings and active frontages;
   c. two storey frontages; and
   d. rear lane access and parking.

### 3.6 Residential Amenity

***Objectives***

1. To ensure that new development within the Parramatta Road Enterprise Corridor is designed to maintain adequate visual and acoustic privacy for the residents and users of surrounding buildings.
2. To minimise the impact of light spill on adjacent residential properties.
3. To protect solar access enjoyed by neighbouring residential development.
4. To minimise the impact of noise on the amenity of neighbouring residential dwellings.
5. To provide for appropriate scale of built form at the interface with adjoining residential areas.

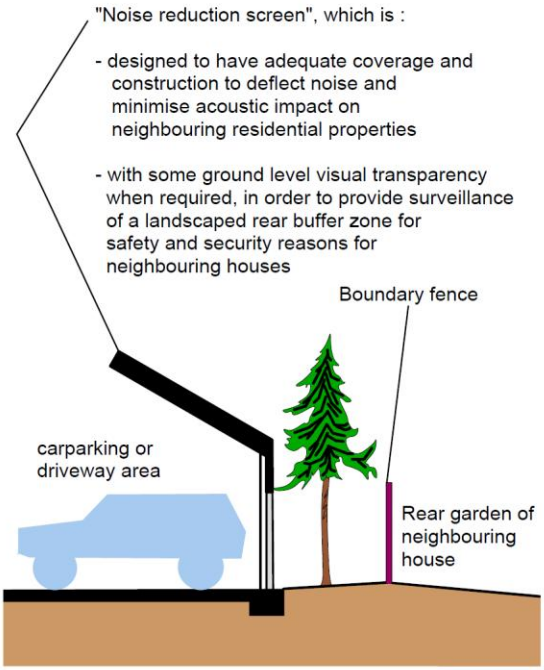



**Figure 20 - Acoustic screen and minimising noise impacts**

***Controls***

1. Development should consider the scale and visual impact of the building's interface with adjoining residential dwellings, taking into consideration:
   a. compliance with building envelopes and setbacks required in Section 3.3, and
   b. provision of the landscape zone at the rear (Section 3.8).
2. Development is to be designed to minimise overlooking of adjoining residential properties. Measures include:
   a. avoiding rear facing balconies, and
   b. minimising rear facing windows. Where this is impractical, windows should incorporate fixed screening or the like.
3. The design and layout of development is to locate any major potential noise sources away from adjoining residential properties.
4. All building plant / mechanical ventilation vents is to be located to minimise impacts on the habitable rooms within adjacent residential properties and be soundproofed.
5. Council may limit the trading hours and/or the hours for waste collection/deliveries for particular uses where there is the potential for significant impact on residential amenity.
6. The design and location of any external lighting is required to:
   a. ensure no unreasonable light spill to the living/recreational areas of any adjoining residential properties, and
   b. minimise conflict with/detract from street lighting and road safety signs.
7. Direct solar access to windows of the principal living area and principal open space area of adjacent residential properties must:
   c. not be reduced to less than three hours between 9.00am and 3.00pm on 21 June; or
   d. not be further reduced where less than three hours of sunlight is currently available on 21 June.
8. An acoustic wall may be provided where vehicular access or servicing occurs along a common property boundary in order to protect the amenity of any adjoining residential area.
9. Applications for late-trading premises must include a Plan of Management detailing measures to protect the amenity of nearby residential areas in terms of noise and safety.
10. Refer to Part C20 of IDAP 2013 for controls for Drive In Take Away Food Establishments, where permissible.

### 3.7 Awnings and Pedestrian Shelter

***Objectives***

1. To improve the amenity for pedestrians using the Parramatta Road Enterprise Corridor.
2. To provide shelter for pedestrians at key activity locations along the corridor.
3. To ensure a high quality and continuity of design in awnings.
4. To allow for awnings without impeding vehicular movement or the provision of street trees along the corridor.

*Awnings for pedestrian amenity*

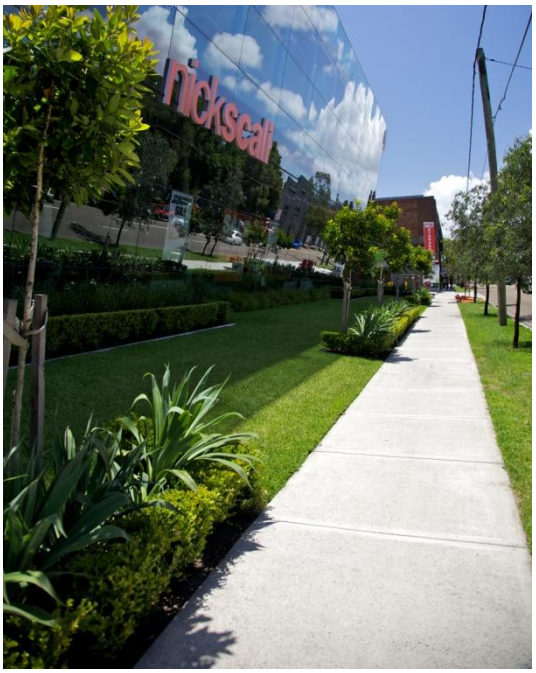
***Controls***

1. Awnings are generally required where Active Frontages are required, as shown in the locations at Figures 8 – 11 (maps).
2. Awnings should be provided to buildings on Parramatta Road frontage, where a 0m setback is proposed. As a minimum, an awning should be provided at the main building entry and/or corner (for corner sites).
3. Awnings should be designed to:
   a. provide appropriate weather protection to pedestrians,
   b. consistent with the height of any adjoining awnings and typically between 3m and 4m above the footpath level,
   c. be consistent or complementary in design with any adjoining awnings,
   d. be a minimum width of 2.5m,
   e. accommodate existing or proposed street trees, and
   f. ensure appropriate clearance from the traffic lanes (typically 600mm from the kerb edge).
4. New awnings are to be compatible with the scale, architectural features of the host building and adjacent buildings.
5. Awnings located on corner buildings are required to wrap around the corner.
6. Awnings should contribute to the management of building heat loads as described in Section 3.11.

### 3.8 Landscaping and Fencing

***Objectives***

1. To generally improve the quality of landscaping along the Parramatta Road Enterprise Corridor and on individual sites.
2. To create a consistent planting theme to encourage a visual coherence along the corridor.
3. To enhance the visual interface between buildings on Parramatta Road and adjoining residential development.
4. To discourage the use of front fencing where not required for privacy or security purposes.
5. To enhance the visual quality of the corridor through consistent materials and finishes of fencing.

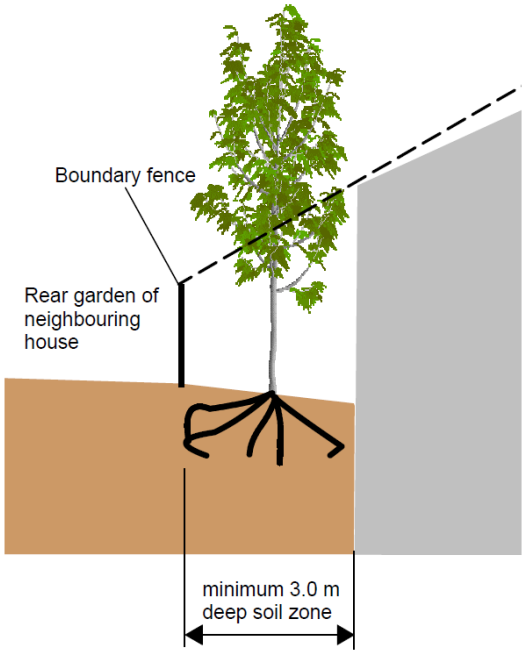



*Low scale landscaping in front setbacks*

***Controls***

1. Where buildings are set back from the Parramatta Road frontage and/or secondary street frontage, the setback zone is to be finished in a combination of hard and soft landscape treatments.
2. The design of any front landscape treatment should:
   a. comprise a simple palette of low-growing ground covers (or the like);
   b. not obscure sightlines between the building and the street;
   c. incorporate feature tree planting with appropriate species selected to complement the scale of the setting, the width of the setback, distance from underground infrastructure (if relevant), aspect and other environmental parameters.
3. Feature species comprising larger canopy trees that allow clear sight lines at eye level are preferred. Palm species shall not be used.
4. A landscape zone is to be provided along the rear boundary of sites, where there is a direct interface with residential uses as shown on Figures 13 except for a laneway. The minimum width of this zone is 3m as shown in Figure 22 in order to ensure sufficient space for root establishment. This zone is to accommodate shrubs and tree planting that provides an appropriate level of screening of the development whilst maintaining a degree of solar access to the rear of adjacent residential properties. The deep soil planting zone is not to be used for driveways, storage or parking.
5. Landscaping of at-grade parking areas is to be consistent with Part C11 - Parking of Ashfield IDAP 2013.
6. Front fencing to Parramatta Road that is visible from the public domain is only permitted where an adequate safety and security case can be demonstrated. Where fencing is required forward of the building line, it is to be:
   a. a maximum height of 1.8 m,
   b. a steel palisade style fence,
   c. black in colour (i.e. black PVC, powder coated or the like), and
   d. set back at least 0.5m from the street frontage with low landscaping provided in front.
7. Any gates are to be consistent and complementary with the adjacent fencing styles and be designed to open inwards.

**Figure 21 – Interface with house**




Ensure adequate width is available
to establish tree planting to visually screen
new development and provide
a "sympathetic background" interface", with :

- tree canopy contained within the site to avoid leaf litter onto neighbouring properties

- tree root system contained predominantly within the site

- a width that will allow adequate visibility for surveillance of the buffer zone

- a width with adequate room to maintain and clean the area

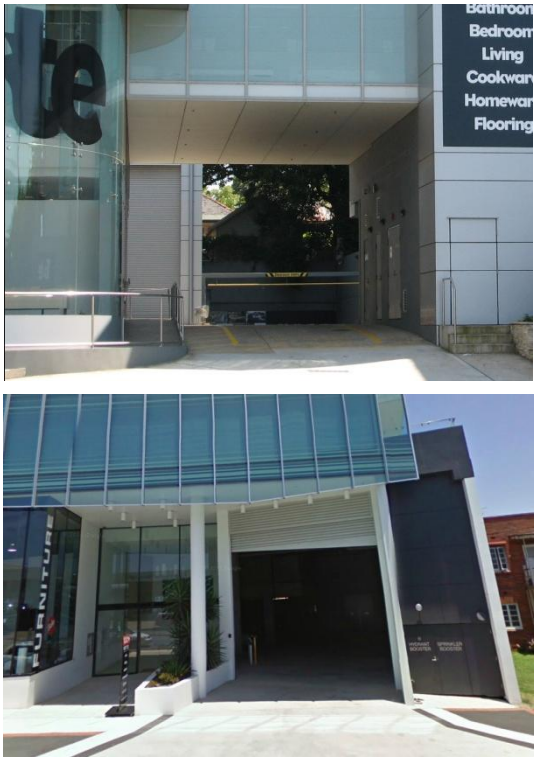
**Figure 22 – Typical Rear Setback Landscape Zone**

### 3.9 Parking, Servicing and Access

***Objectives***

1. To ensure the provision of off-street parking satisfies the needs of occupants, residents and visitors, including people with disabilities, and provides an appropriate balance between public and private transport having regard to the capacity of the local road network.
2. To encourage active transport measures such as the promotion of walking and cycling.
3. To ensure that the design of parking facilities are safe and efficient and consistent with good design and environmental standards.
4. To ensure that vehicle access does not unnecessarily impact on pedestrian safety or street frontage activity.
5. To ensure that parking and site vehicular access do not dominate the Parramatta Road streetscape.
6. To ensure traffic movements and site vehicular access do not unreasonably impact upon the residential amenity of adjacent residential properties.

*Note: Parramatta Road is defined as a 'Classified Road' for the purposes of Section 101 of State Environmental Planning Policy (Infrastructure) 2007.*




*Examples of recessed car parking entries*

***Controls***

1. On-site parking (including service and delivery vehicle provision) is to be provided in accordance with the table below (select uses only) and the rates specified in Part C11 of IDAP 2013. Variation to the rates may be considered by Council where development involves the retention of the existing building(s).
2. Applications must demonstrate that all parking demand generated by a development must be provided wholly within the site, and should not result in the reliance on on-street parking in surrounding streets, and where applicable demonstrate that the design principles shown in Figures 25 and 26 have been addressed.
3. Parking and loading areas are to be located underground or at-grade, either at the rear of a site or along the side of the allotment (see Figure 23). All parking areas are to be located behind the front building line and, where relevant, the secondary frontage building line.
4. All parking and loading areas are to be designed to comply with AS/NZS 2890.1:2004.
5. Customer parking areas are to be easy to identify and navigate to encourage their use by visitors and reduce reliance of parking on local streets.
6. At-grade parking must not be the dominant feature when viewed from the street and should incorporate appropriate landscaping to soften and screen these areas.
7. No parking or loading areas are permitted between the building and the Parramatta Road frontage.
8. In addition to the provisions of this section, the design of all parking areas is to be in accordance with the relevant provisions of Part C11 of IDAP 2013.
9. Where servicing of the site requires the use of large vehicles (for example for waste collection or deliveries), or the proposed building is of sufficient size that it may require the use of large vehicles in the future, sufficient manoeuvring space should be provided to allow vehicles to enter and exit the site in a forward direction.
10. Site vehicular access points are to:
    a. be limited to generally 1 per site, and
    b. where possible, be provided from a side street or rear lane.

11. Existing rear lanes are to be utilised and extended where possible. The provision or creation of new laneways (public or private) is encouraged.
12. Where site vehicular access is provided from a side street, the following impacts are to be considered:
    a. residential amenity of development adjacent to the site and on the opposite side of the street, and
    b. potential traffic volumes within the local street network.
13. Vehicular access points are to be designed to:
    a. integrate with the facade of the building,
    b. minimise conflicts with pedestrians,
    c. comply with AS/NZS 2890.1:2004,
    d. be set back as far as possible from adjacent intersections, and
    e. address opportunities to consolidate vehicular access points to Parramatta Road.
14. New development should demonstrate that the design of driveways and loading docks is appropriate for the vehicular servicing requirements of the proposed use. Loading facilities should be provided in accordance with the current RMS 'Guide to Traffic Generating Developments 2002' and AS 2890.2.
15. A Work Place Travel Plan is required for all new developments employing more than 20 people, and should detail measures to encourage the use of public transport, cycling, walking to work and carpooling, including the provision of bike parking, showers and change rooms.

    *Refer to the Premier's Council for Active Living website for guidance on the preparation of Work Place Travel Plans* *www.pcal.nsw.gov.au/workplace_travel_Plan*
16. Lockable bicycle parking and facilities are to be provided in accordance with the table below and the NSW Bicycle Guidelines (RMS, 2005). Where a use is not defined, parking should be provided in accordance with Part C11 - Parking of IDAP 2013.
17. The following end of journey bicycle facilities for facilities should be provided:
    a. 1 shower for the first 5 employee bicycle spaces, plus 1 for each 10 employee bicycle spaces thereafter,
    b. 1 locker per 3 employee bicycle spaces
    c. 1 change room or direct access to a communal change room for each shower. The change room may be provided as a combined shower and change room.
18. For major developments, a Transport Impact Assessment must be prepared by a suitably qualified consultant which addresses the requirements of the RMS Guide to Traffic Generating Development 2002. In addition, the Transport Impact Assessment must also consider any potential impact on local residential streets and recommend measures to protect residential amenity where applicable. Such measures could include full street closures, partial street closures or treatment with traffic calming measures (Figure 20). Consideration should be given to local street treatments including the following:
    a. adjacent land uses,
    b. potential impact on the adjacent residential streets,
    c. available local access routes,
    d. impact on pedestrians and cyclists and provision for access, and
    e. potential safety issues as a result of any increase in vehicle movements.

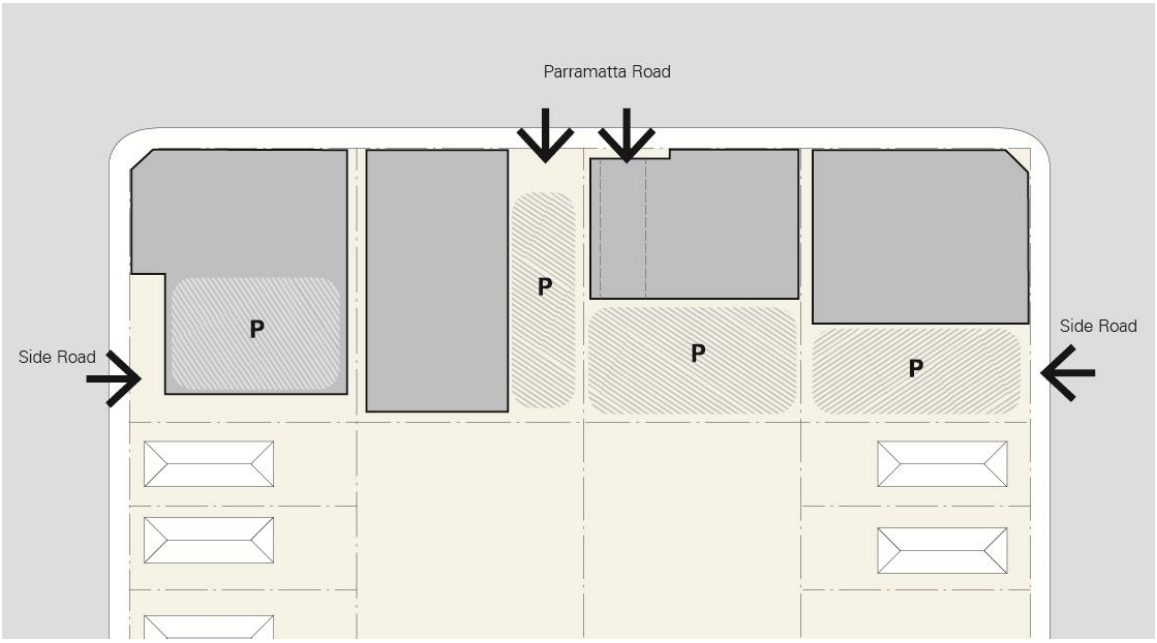



**Figure 23 – Site Access and Parking Location Principles**

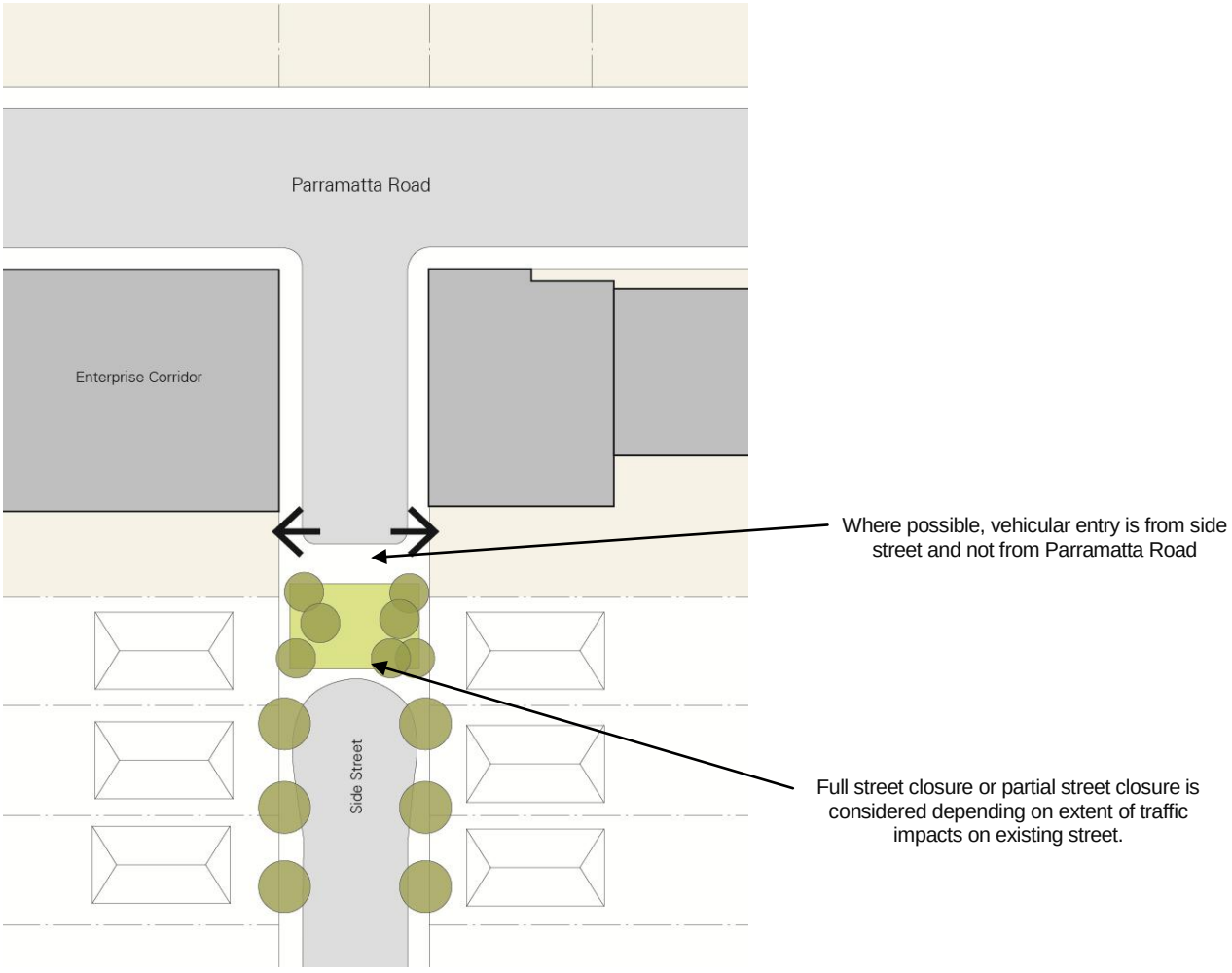



**Figure 24 - Example of Potential Side Street Closure**

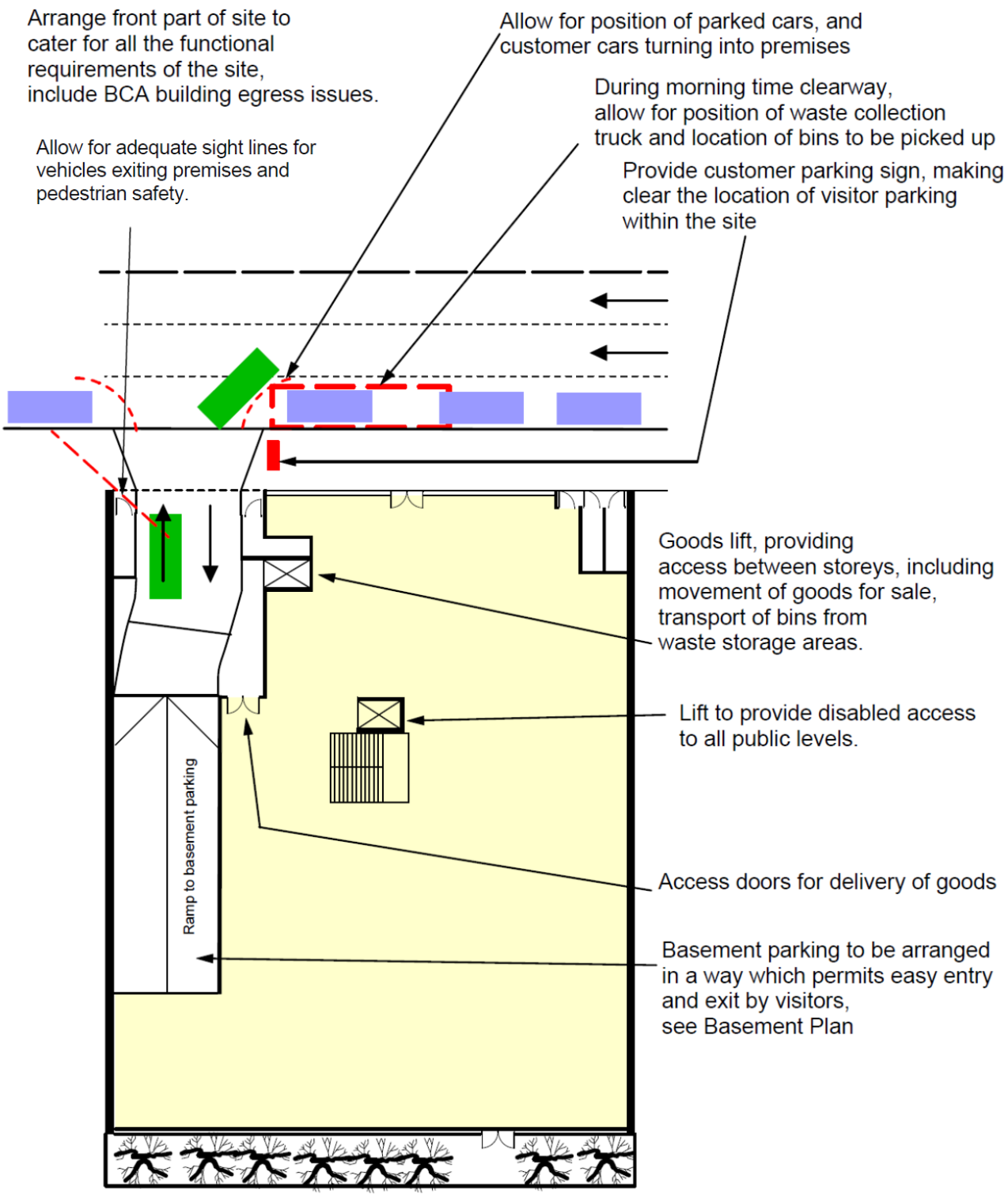



**Figure 25 - Site Access and Parking Location Principles diagram for consideration of site width and commercial development showing ground floor plan (level 1 plan not shown).**

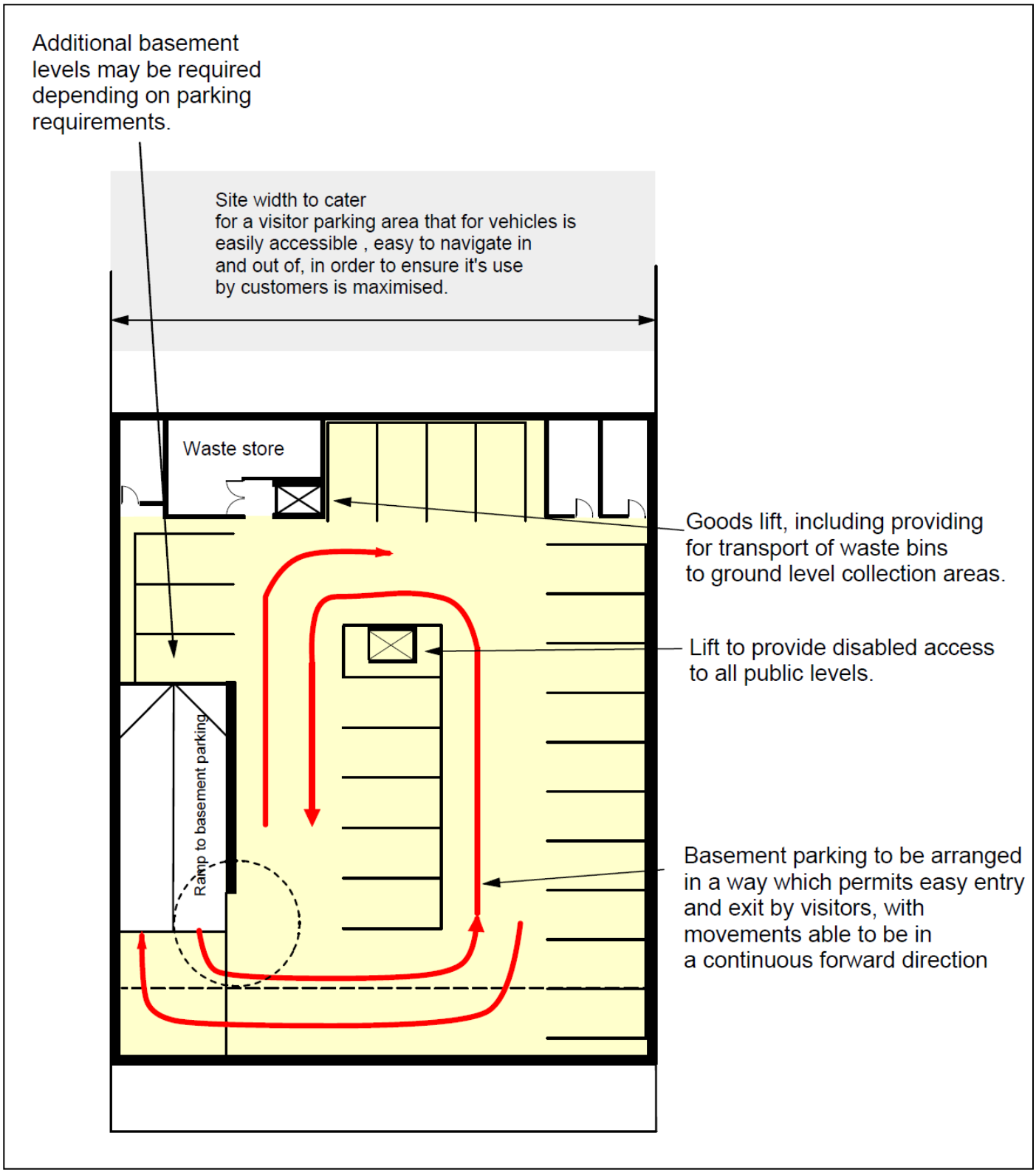



**Figure 26 - Site Access and Parking Location Principles diagram for consideration of site width and commercial development showing basement floor plan.**

### 3.10 Signage

***Objectives***

1. To reduce cumulative visual clutter on and around buildings and within the corridor.
2. To encourage well designed and suitably located signs which contribute to the commercial vitality of businesses.
3. To encourage suitably located signs that provide a legible and clear message through the use of high quality materials and design.
4. To reduce the number of large and/or freestanding billboard signs in the corridor.
5. To ensure that the location and design of signs are consistent with road safety principles.
6. To enable special individually designed signs that can provide useful landmarks and identification for an area.



*Examples of signage*

***Controls***

1. Where Development Consent is required, all signage locations are required to be identified as part of the Development Application for the building.
2. Part C2 of IDAP 2013 applies to all signage.
3. Signage is generally to be in the form of flush wall mounted signs. Flush wall signs are to be designed and located in accordance with the following principles:
   a. be compatible in scale and integrate with the architectural design of the building,
   b. be limited to one primary sign per street frontage so as to minimise visual clutter,
   c. generally comprise expressed lettering rather than painted signage,
   d. relate to the proportions of the building on which it is to be located,
   e. be generally placed on solid parapets or horizontal panels and spandrel panels below/above windows,
   f. generally not cover fenestration or to detract from the architectural quality of the building design,
   g. not permitted to extend above the parapet or roofline of a building, and
   h. use colours and finishes that are integrated with the design and materiality of the building.
4. For projecting wall signs, refer to Part C2 Signs & Signage Structures of IDAP 2013.
5. Pylon signs to be located and designed in accordance with the following provisions:
   a. one pylon sign is permissible per site,
   b. finished in high quality materials that are integrated with the architecture of the building,
   c. substantially not visible from adjoining residential streets,
   d. located in a manner that is consistent with other pylon signs in close proximity, and
   e. be located so as not to obscure traffic signals or distract drivers in an unsafe way.
6. The content of any signage is to:
   a. relate to an approved use on the site,
   b. clearly display the street number, and
   c. ensure that corporate colours, logos and other graphics are compatible with the architecture, materials, finishes and colours of the building and the streetscape.

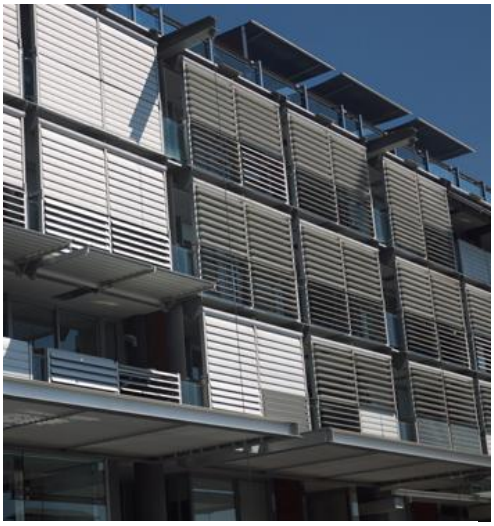
7. Bunting and inflatable objects are not permitted as permanent fixtures and are only permitted on a temporary basis.
8. Signage on heritage items should respect and be consistent with the architecture, age and historical merit of the building. Significant architectural features should not be obscured.
9. Signage visible from Ashfield Park and Yasmar are to take into consideration the visual impact of such signage when viewed from these significant heritage locations.
10. Signage on contributory buildings is to be limited to awning and under awning signs only.
11. Signage should not detract from:
    a. the aesthetic qualities of adjacent heritage conservation areas; and
    b. the amenity of residential properties adjacent to the corridor.
12. Illumination (including cabling) of signs is to be concealed, integral with the sign, or provided by means of carefully designed and located remote or spot lighting.
13. Any external lighting of signs is to be down lighting and focused directly on the sign and is to minimise the escape of light beyond the sign.
14. Illumination and animation of signs should not impact on residential amenity and driver safety.
15. Animated and / or moving signs are not permitted.
16. Innovative proposals for signage not envisaged by these provisions may be considered by Council. Such proposals are to demonstrate consistency with the following:
    a. a unique quality and place making quality,
    b. a high level of design quality,
    c. consistency with objectives of this clause,
    d. enhancement of the visual amenity of the area or building appearance,
    e. enhancement of Parramatta Road as attractive business enterprise corridor,
    f. not creating an undesirable precedent, and
    g. compliance with the provisions of State Environmental Planning Policy No. 64.

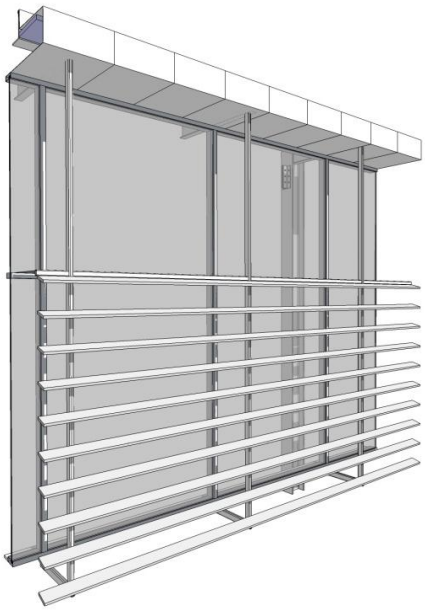
### 3.11 Environmental Management

***Objectives***

1. To incorporate the principles of ecologically sustainable development (ESD) into new development.
2. To reduce the impacts from development on the environment.
3. To incorporate water sensitive urban design measures.

*Note: Business / premises may make private contracting arrangements for garbage disposal or alternatively Council can collect waste. Contact Council's Customer Service Centre on 9716 1800.*





***Controls***

1. ESD design requirements included within the Building Code of Australia should be considered at the Development Application stage, where relevant, to ensure that buildings will achieve these requirements.
2. The office component of new development (in excess of 1,000m$^2$) is encouraged to achieve a 4 star NABERS rating.
3. The design and operation of any new building should:
   a. aim to reduce embedded energy in materials,
   b. consider avoiding rainforest timbers,
   c. consider maximising natural airflow,
   d. consider minimising reliance on mechanical heating and cooling,
   e. consider installing solar panels on the roof,
   f. consider the installation of water tanks,
   g. consider the installation of grey water systems,
   h. consider use of energy efficient hot water systems (heat pump or solar), and
   i. consider installation of energy efficient internal and external lighting.
4. Water efficient fixtures and appliances are to be used where applicable.
5. The design of north-facing building facades should consider options to manage summer heat loads and incorporate appropriate design response where possible the road environment, including:
   a. adjustable louvres to glazing;
   b. awnings over ground level facades; and
   c. double glazing.
6. All development is to incorporate stormwater management facilities designed in accordance with the Ashfield Stormwater Management Code and the Stormwater Easements Policy. -
7. Developments are to consider the use of rainwater tanks, swales and rain gardens to reduce water run off, and provide opportunity to use recycled water within the development.

### 3.12 Waste Storage and Management

***Objectives***

1. To provide appropriate waste infrastructure and servicing facilities.
2. To ensure that the disposal of waste generated by a building's occupants over its lifetime is managed appropriately.
3. To reduce waste production within new development.

***Controls***

1. A Waste Management Plan is to be prepared for all Development Applications (with the exception of minor alterations and additions) which demonstrates compliance with this Part.
2. The siting and design of waste storage areas and collection areas is to be consistent with the following principles:
   a. provided wholly within a site. On-street collection is permitted only where the site area/building configuration does not allow for on-site collection,
   b. utilise rear lane or side access where available. The verge to laneways may need to be widened to provide sufficient space adjoining the carriageway for pedestrian traffic and waste container collection,
   c. screened from the view from the street,
   d. minimise potential impacts upon neighbouring properties in terms of aesthetics, noise and odour,
   e. located to respond to the size of the site, adjoining uses, waste servicing requirements and the provision of suitable manoeuvring areas for collection vehicles, and
   f. waste collection vehicles must be able to enter and depart a site and / or laneway in a forward direction.

   Figures 25 and 26 show some design principles to be addressed.
3. Where compactors or other volume reduction equipment is required it shall be used for non-recyclable waste only. Acoustic mitigation should be incorporated in the design and siting of such devices to ensure the amenity of neighbouring properties.
4. Waste cupboards or other appropriate storage areas will be provided within buildings which enable source separation of waste streams. The storage area should be sufficiently sized to hold a single day's waste.
5. Applicants should contact Council prior to commencement of design to establish the type of waste collection provided by Council and how this may affect site layout design, including collection points for:
   a. garbage bins,
   b. recycling bins, and
   c. food organics.

### 3.13 Architectural and Landscape Standard

***Objectives***

1 To ensure that buildings and landscapes have a high architectural standard, in order to improve the visual and aesthetic spatial character of Parramatta Road

2 To ensure that buildings have a sympathetic interface with adjacent buildings in adjacent streets , including building scale, and including having an architectural dialogue

3 Acknowledge that Parramatta Road is an important historic road and will have new buildings and landscapes which will respect this setting.

Some existing buildings and landscapes


***Controls***

1 A high compositional standard is to be achieved for new buildings and landscapes. A high standard of architectural composition is one which avoids a bland or badly composed and proportioned building, and provides a visually interesting building. This is a fundamental architectural criterion which has a profound impact on streetscape and the character and use of area.

For “contemporary buildings”, a high architectural compositional standard is achieved where a building design uses any abstract or contemporary architectural language , and employs different building components and building materials as credible compositional elements, with these components arranged to visually appear to relate to the "whole building" and giving the building a unity and complexity. A high standard is not considered one that uses repetitive or bland or minimalist forms intended to facilitate simple building construction methods or simply express the building structure.

2 Buildings located on corner sites which have an interface with neighbouring houses in a side street, shall have their architectural composition be sympathetic to those houses. This may be achieved by using architectural cues. “Architectural cues” means that the composition of a building façade displays an architectural dialogue with another building, such as having particular building parts aligning or being in proportion or in sympathy with parts of another building.

3 Architectural documentation shall include rendered and notated depictions of building finishes, including facades, pavements and landscape treatments.