



Camden Council

Business Paper

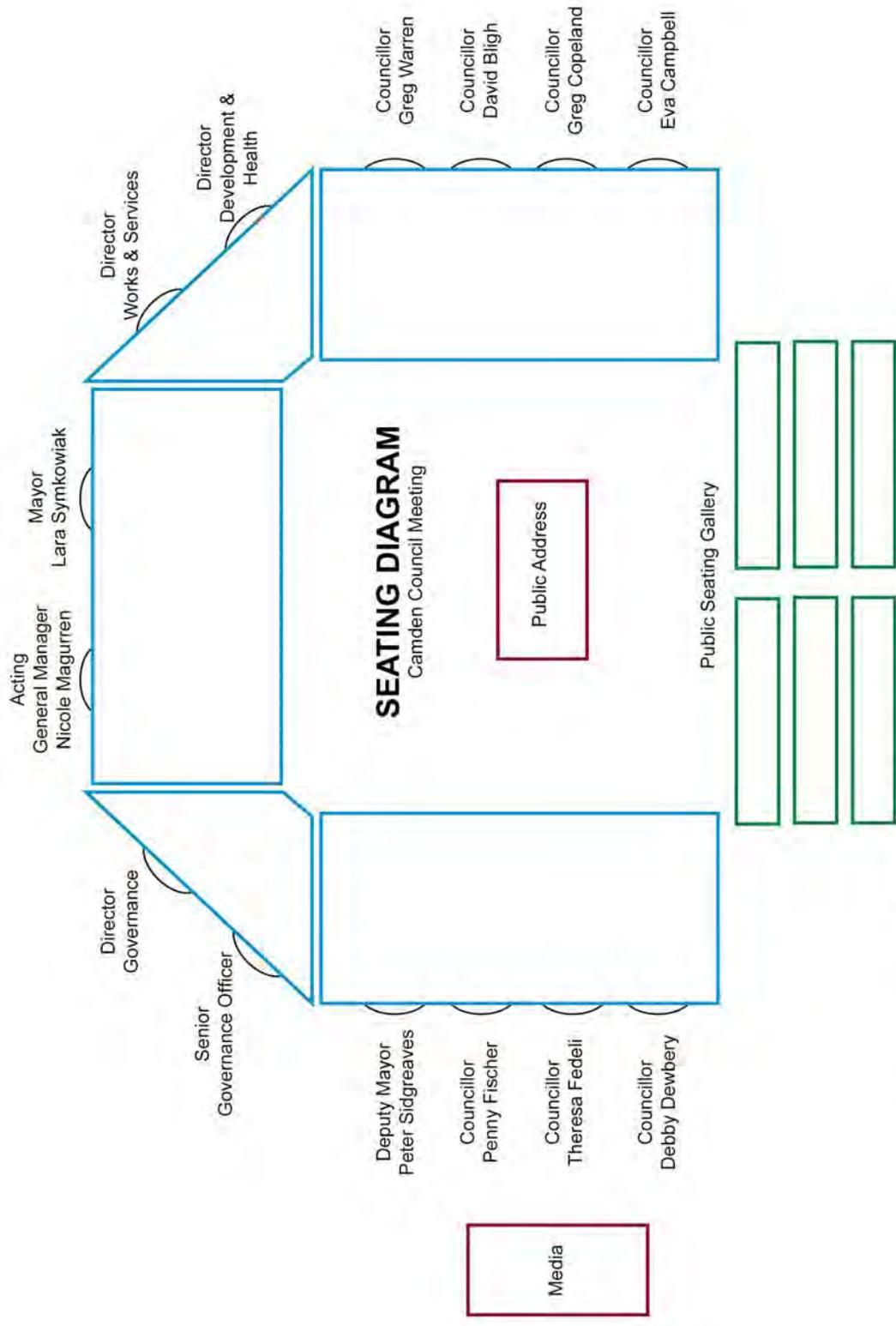
Ordinary Council Meeting
26 March 2013

Camden Civic Centre
Oxley Street
Camden



COMMON ABBREVIATIONS

AEP	Annual Exceedence Probability
AHD	Australian Height Datum
BCA	Building Code of Australia
CLEP	Camden Local Environmental Plan
CP	Contributions Plan
DA	Development Application
DECCW	Department of Environment, Climate Change & Water
DCP	Development Control Plan
DDCP	Draft Development Control Plan
DPI	Department of Planning & Infrastructure
DLG	Division of Local Government, Department of Premier & Cabinet
DWE	Department of Water and Energy
DoH	Department of Housing
DoT	NSW Department of Transport
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning & Assessment Act
EPA	Environmental Protection Authority
EPI	Environmental Planning Instrument
FPL	Flood Planning Level
GCC	Growth Centres Commission
LAP	Local Approvals Policy
LEP	Local Environmental Plan
LGA	Local Government Area
MACROC	Macarthur Regional Organisation of Councils
OSD	Onsite Detention
REP	Regional Environmental Plan
PoM	Plan of Management
RL	Reduced Levels
RMS	Roads & Maritime Services (incorporating previous Roads & Traffic Authority)
SECTION 149 CERTIFICATE	Certificate as to zoning and planning restrictions on properties
SECTION 603 CERTIFICATE	Certificate as to Rates and Charges outstanding on a property
SECTION 73 CERTIFICATE	Certificate from Sydney Water regarding Subdivision
SEPP	State Environmental Planning Policy
SRA	State Rail Authority
SREP	Sydney Regional Environmental Plan
STP	Sewerage Treatment Plant
VMP	Vegetation Management Plan
WSROC	Western Sydney Regional Organisation of Councils



**Please do not talk during Council Meeting proceedings.
Recording of the Council Meeting is not permitted by members of the public at any time.**



ORDINARY COUNCIL

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ORDINARY COUNCIL

SUBJECT: PRAYER

PRAYER

Almighty God, bless all who are engaged in the work of Local Government. Make us of one heart and mind, in thy service, and in the true welfare of the people we serve: We ask this through Christ our Lord.

Amen

Almighty God, give thy blessing to all our undertakings. Enlighten us to know what is right, and help us to do what is good: We ask this through Christ our Lord.

Amen

Almighty God, we pause to seek your help. Guide and direct our thinking. May your will be done in us, and through us, in the Local Government area we seek to serve: We ask this through Christ our Lord.

Amen

AFFIRMATION

We affirm our hope and dedication to the good Government of Camden and the well being of all Camden's residents, no matter their race, gender or creed.

We affirm our hope for the sound decision making by Council which can improve the quality of life in Camden.

Either – "So help me God" or "I so affirm" (at the option of councillors)

We pledge ourselves, as elected members of Camden Council, to work for the provision of the best possible services and facilities for the enjoyment and welfare of the people of Camden.

Either – "So help me God" or "I so affirm" (at the option of councillors)



ORDINARY COUNCIL

SUBJECT: ACKNOWLEDGMENT OF COUNTRY

I would like to acknowledge the traditional custodians of this land on which we meet and pay our respect to elders both past and present.



ORDINARY COUNCIL

SUBJECT: RECORDING OF COUNCIL MEETINGS

In accordance with Camden Council's Code of Meeting Practice and as permitted under the Local Government Act this meeting is being audio recorded by Council staff for minute taking purposes.

ORDINARY COUNCIL

SUBJECT: APOLOGIES

Leave of absence tendered on behalf of Councillors from this meeting.

RECOMMENDED

That leave of absence be granted.

ORDINARY COUNCIL

SUBJECT: DECLARATION OF INTEREST

NSW legislation provides strict guidelines for the disclosure of pecuniary and non-pecuniary Conflicts of Interest and Political Donations.

Council's Code of Conduct also deals with pecuniary and non-pecuniary conflict of interest and Political Donations and how to manage these issues (Clauses 7.5 -7.27).

Councillors should be familiar with the disclosure provisions contained in the Local Government Act 1993, Environmental Planning and Assessment Act, 1979 and the Council's Code of Conduct.

This report provides an opportunity for Councillors to disclose any interest that they may have or Political Donation they may have received relating to a Report contained in the Council Business Paper and to declare the nature of that interest.

RECOMMENDED

That the declarations be noted.

ORDINARY COUNCIL

SUBJECT: PUBLIC ADDRESSES

The Public Address segment (incorporating Public Question Time) in the Council Meeting provides an opportunity for people to speak publicly on any item on Council's Business Paper agenda or on any matter within the Local Government area which falls within Council jurisdiction.

Speakers must book in with the Council office by 4.00pm on the day of the meeting and must advise the topic being raised. Only seven (7) speakers can be heard at any meeting. A limitation of one (1) speaker for and one (1) speaker against on each item is in place. Additional speakers, either for or against, will be identified as 'tentative speakers' and should only be considered where the total number of speakers does not exceed seven (7) at any given meeting.

Where a member of the public raises a question during the Public Address segment, a response will be provided where Councillors or staff have the necessary information at hand; if not a reply will be provided at a later time. There is a limit of one (1) question per speaker per meeting.

All speakers are limited to 4 minutes, with a 1 minute warning given to speakers prior to the 4 minute time period elapsing.

Public Addresses are recorded for administrative purposes. It should be noted that speakers at Council meetings do not enjoy any protection from parliamentary-style privilege. Therefore they are subject to the risk of defamation action if they make comments about individuals. In the event that a speaker makes potentially offensive or defamatory remarks about any person, the Mayor/Chairperson will ask them to refrain from such comments.

The Mayor/Chairperson has the discretion to withdraw the privilege to speak where a speaker continues to make inappropriate or offensive comments about another person.

RECOMMENDED

That the public addresses be noted.

ORDINARY COUNCIL

SUBJECT: CONFIRMATION OF MINUTES

Confirm and adopt the open and closed Minutes of the Ordinary Council Meeting held 12 March 2013 and the Extraordinary Council Meeting held 19 March 2013

RECOMMENDED

That the open and closed Minutes of the Ordinary Council Meeting held 12 March 2013 and the Extraordinary Council Meeting held 19 March 2013, copies of which have been circulated, be confirmed and adopted.



ORDINARY COUNCIL

ORD01

ORD01

SUBJECT: STAGED SUBDIVISION TO CREATE 35 RESIDENTIAL LOTS, CONSTRUCTION OF EARTHWORKS, ROADS, DRAINAGE AND SERVICES, REHABILITATION OF AN EXISTING RIPARIAN CORRIDOR AND REMEDIATION OF CONTAMINATED LAND AT 120 THE OLD OAKS ROAD AND 3 WIRRINYA PLACE, GRASMERE

FROM: Acting Director, Development & Health

BINDER: DA 30/2011

APPLICATION NO: 30/2011

PROPOSAL: Staged subdivision to create a total of 35 residential lots, construction of earthworks, roads, drainage and services, rehabilitation of an existing riparian corridor and remediation of contaminated land

PROPERTY ADDRESS: 120 The Old Oaks Road and 3 Wurrinya Place, Grasmere

PROPERTY DESCRIPTION: Lots 1001 and 1002, DP 1164154

ZONING: R5 Large Lot Residential

OWNER: Messrs John and David Southwell

APPLICANT: Pascoe Planning Solutions

PURPOSE OF REPORT

The purpose of this report is to seek Council's determination of a development application (DA) for a staged subdivision to create 35 residential lots, construction of earthworks, roads, drainage and services, rehabilitation of an existing riparian corridor and remediation of contaminated land at 120 The Old Oaks Road and 3 Wurrinya Place, Grasmere.

The DA is referred to Council for determination as there remain unresolved issues received in 6 submissions from the public.

SUMMARY OF RECOMMENDATION

That Council determine DA 30/2011 for a staged subdivision to create 35 residential lots, construction of earthworks, roads, drainage and services, rehabilitation of an existing riparian corridor and remediation of contaminated land pursuant to Section 80 of the *Environmental Planning and Assessment Act 1979* by granting consent subject to the conditions contained in this report.

EXECUTIVE SUMMARY

Council is in receipt of a DA for a staged subdivision to create 35 residential lots, construction of earthworks, roads, drainage and services, rehabilitation of an existing riparian corridor and remediation of contaminated land at 120 The Old Oaks Road and 3 Wurrinya Place, Grasmere.

The DA has been assessed against the *Environmental Planning and Assessment Act 1979*, the Environmental Planning and Assessment Regulation 2000, relevant

Environmental Planning Instruments, Development Control Plans and policies. The outcome of this assessment is detailed further in this report.

The DA was publicly exhibited for a period of 30 days in accordance with Camden Development Control Plan 2011 (DCP). 6 submissions from 4 residents were received (all objecting to the proposed development). **A copy of the submissions is provided with the Business Paper supporting documents.**

The issues raised in the submissions include concerns about the effects of additional traffic generated by the development on the existing intersection of Benwerrin Crescent (south) and The Old Oaks Road, that a “missing link” in Benwerrin Crescent should be constructed as part of this development, the effects of the development (in terms of traffic and noise) on the residential amenity of the existing residents of Benwerrin Crescent and concerns about the preservation of existing rights of carriageway providing access to 118 The Old Oaks Road.

An independent traffic assessment has been completed for the proposed development which confirms that the additional traffic generated by the subdivision is within acceptable operational thresholds and is unlikely to result in any traffic capacity or residential amenity impacts on the intersection of Benwerrin Crescent (south) and The Old Oaks Road, or on the existing residents of Benwerrin Crescent.

In addition, the assessment concluded that the extension of Benwerrin Crescent to the north (the “missing link” through 116 and 118 Old Oaks Road) towards The Old Oaks Road is not necessary for the subdivision to proceed. However it should be noted that the applicant has been working with the landowners of these properties in an attempt to provide this connection, but these discussions were ultimately unsuccessful. **A copy of the independent traffic assessment is provided as Attachment 2 to this report.**

The assessment clearly advises that the proposed development can be approved as is based on the existing traffic conditions at the site. However the assessment suggests that improvements can be made to the existing intersection including road widening and trimming of vegetation overhanging the road reserve to the south of Benwerrin Crescent to improve sight lines (in consultation with the relevant landowners adjoining the road reserve). It is recommended that Council staff further investigate these suggestions following determination of the DA.

The assessment also recommends that Council requests the NSW Roads and Maritime Services (RMS) to review the speed limit on The Old Oaks Road with a view to it being reduced from 80km/h to 60km/hour. Council staff have been working with the RMS to reduce this speed limit over a number of months. It is recommended that Council staff continue to work with the RMS to achieve this speed reduction following determination of the DA.

In terms of the preservation of existing right of carriageways providing access to 118 The Old Oaks Road, the proposed development will remove an existing access easement that currently benefits 116 and 118 The Old Oaks Road. However alternative road access to 118 The Old Oaks Road will be provided as part of the proposed subdivision. 116 The Old Oaks Road has existing access to Benwerrin Crescent that will be maintained. This will ensure that both properties have appropriate access to public roads.

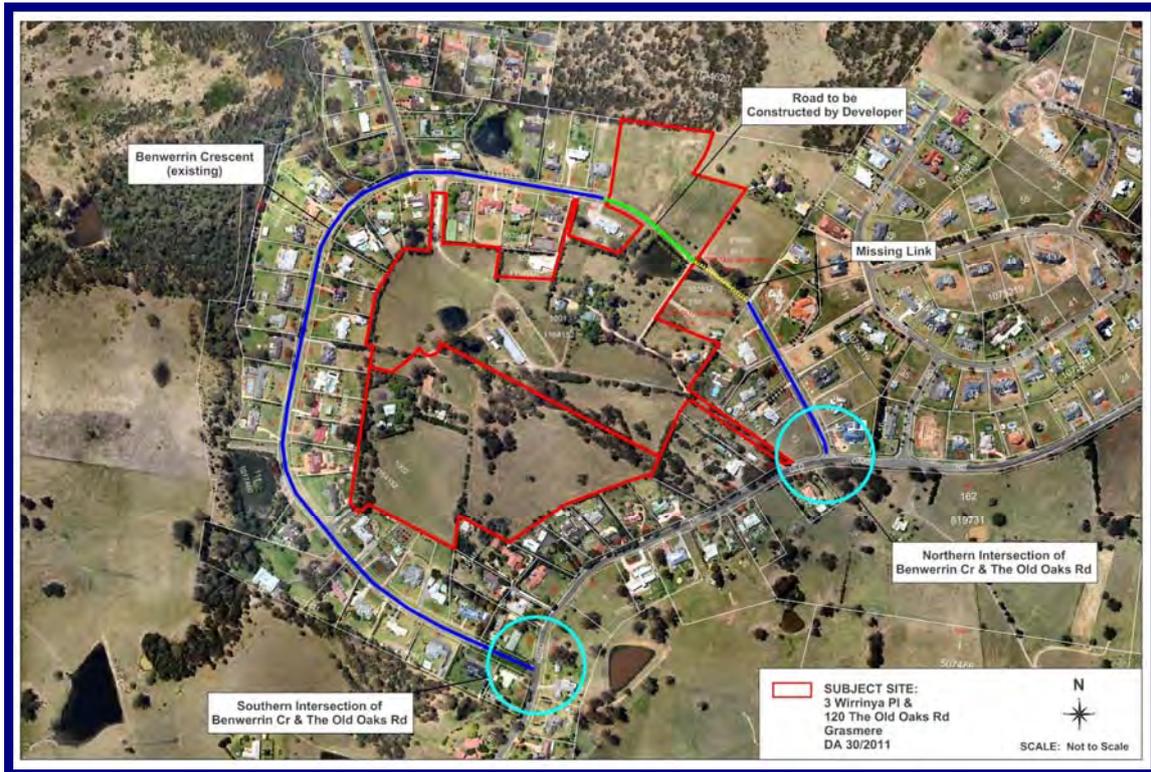
The DA was lodged with Council on 11 January 2011 and at that time did not contain all the necessary information required in order for it to be determined. Since that time Council staff have been working with the applicant in order to obtain this information.

All outstanding information has now been received and the DA is now able to be referred to Council for determination.

The proposed development **fully complies** with all applicable planning controls.

Based on the assessment, it is recommended that the DA be approved subject to the conditions contained in this report.

AERIAL PHOTO



THE SITE

The site comprises 2 lots that are commonly known as 120 The Old Oaks Road and 3 Wurrinya Place, Grasmere and are legally described as Lots 1001 and 1002, DP 1164154.

120 The Old Oaks Road contains a homestead named “Benwerrin” and has a total area of approximately 13.4ha. 3 Wurrinya Place contains a homestead named “Wurrinya” and has a total area of approximately 8.6ha. The total area of land involved in this subdivision is approximately 22ha. Neither of the homesteads is listed as a local or State heritage item, or a potential item. The Benwerrin homestead is accessed from Benwerrin Crescent, whilst the Wurrinya homestead is accessed from Wurrinya Place.

In addition to the homesteads, the site contains ancillary sheds (including chicken sheds), outbuildings and dams associated with the site’s former agricultural uses. The topography of the site consists of undulating hills and although its perimeter has been cleared, the centre contains strands of vegetation along an existing riparian corridor which lies in the lowest contours of the site. The site is partially mapped as bush fire prone land and contains an existing Endeavour Energy overhead electricity transmission line and easement.

The surrounding properties are characterised by both developed and undeveloped residential land with average lot sizes of approximately 4,000m².

HISTORY

The relevant development history of the site is summarised in the following table:

Date	Development
6 April 2011	Creation of Lots 1001 and 1002 by DA 1495/2010
20 February 2012	Approval of DA 841/2011 for the construction of a bore hole for stock water supply

THE PROPOSAL

DA 30/2011 seeks approval for a staged subdivision to create 35 residential lots, construction of earthworks, roads, drainage and services, rehabilitation of an existing riparian corridor and remediation of contaminated land.

Specifically the proposed development involves:

- the subdivision of the 2 existing lots into 35 residential lots ranging in area from 4000m² to 1.69ha. This will be done in 6 stages;
- minor earthworks including the filling of one existing farm dam located at the southern end of Stimpson Crescent and filling of another small dam located in the centre of the existing riparian corridor;
- construction of roads, drainage and services;
- removal of 0.48ha from a remnant 2.67ha of Cumberland Plain Woodland (CPW) and removal of 5.93ha of “very low recovery potential” native grasses. Both removals will be offset by the proposed rehabilitation of retained CPW vegetation located in the existing riparian corridor in the centre of the site.

The riparian corridor will not be dedicated to Council but will remain under the ownership and management of the future lot owners of 11 of the proposed residential lots, being proposed lots 113 to 118 (inclusive), proposed lots 205-208 (inclusive) and proposed lot 212. These lots will have positive covenants imposed on their titles requiring long term management of the riparian corridor; and

- remediation of contaminated land, including the removal of asbestos (used in the site’s existing chicken sheds), chicken burial pits, rubbish stockpiles and soil contaminated by hydrocarbons.

A copy of the proposed plans are provided as Attachment 1 to this report.



site is contaminated with asbestos, chicken burial pits, rubbish stockpiles and soil contaminated by hydrocarbons which are located around previous fuel storage areas. The RAP provides a series of remediation actions that if implemented will fully decontaminate the site with the exception of the existing chicken sheds, which will be removed under a separate approval.

It is a recommended condition that the site be fully decontaminated in accordance with the submitted RAP. Subject to this occurring the site will be made suitable for its intended residential use.

Deemed State Environmental Planning Policy No 20 – Hawkesbury-Nepean River (SEPP)

The proposed development is consistent with the aim of the SEPP (to protect the environment of the Hawkesbury-Nepean River system) and all of its planning controls.

There will be no detrimental impacts upon the Hawkesbury-Nepean River system as a result of the proposed development. Conditions are recommended to provide water pollution control devices as part of the development, including temporary sediment/water quality basins and a rain garden on proposed lot 118. The applicant is also required to obtain Controlled Activity Approvals from the NSW Office of Water prior to the commencement of any construction works in each stage.

Camden Local Environmental Plan 2010 (LEP)

Permissibility

The site is zoned R5 Large Lot Residential under the provisions of the LEP. The development proposes the subdivision of land which is permissible with consent in this zone.

Zone Objectives

The objectives of the R5 Large Lot Residential zone are as follows:

- To provide residential housing in a rural setting while preserving, and minimising impacts on, environmentally sensitive locations and scenic quality.

Officer comment:

The proposed development will result in the provision of 35 large residential lots and the rehabilitation of the existing riparian corridor, whilst maintaining the open and rural character of the surrounding area.

- To ensure that large residential lots do not hinder the proper and orderly development of urban areas in the future.

Officer comment:

The proposed lot and road layout is generally consistent with the Master Plan for Grasmere in the DCP and will not hinder the further subdivision of land in the area, or the full construction of Benwerrin Crescent in the future.

- To ensure that development in the area does not unreasonably increase the demand for public services or public facilities.

Officer comment:

The proposed 35 lots will not unreasonably increase the demand for public services or public facilities. All utilities required to service the proposed lots will be provided (subject to approval from the appropriate service authorities) by the applicant, and the riparian corridor will be maintained in the long term by the future lot owners.

- To minimise conflict between land uses within this zone and land uses within adjoining zones.

Officer comment:

The proposed development will not result in any conflict with any surrounding land uses within the R5 Large Lot Residential zone or in the adjoining RU1 Primary Production zone.

Relevant Clauses

The DA was assessed against the following relevant clauses of the LEP.

Clause	Requirement	Provided	Compliance
4.1 Minimum Lot Size	Minimum 4,000m ² lot area	The proposed lots range in size from 4,000m ² to 1.69ha	Yes
5.9 & 5.9AA Trees or Vegetation	Removal of trees or vegetation requires development consent	The removal of 0.48ha from a remnant 2.67ha of CPW and removal of 5.93ha of "very low recovery potential" native grasses is proposed. A vegetation management plan (VMP) has been submitted which outlines a 5 year rehabilitation plan for the subject site. The VMP is supported by Council staff and conditions are recommended which require compliance with the VMP and the registration of positive covenants for future maintenance on the title of the 11 relevant lots	Yes
7.1 Flood Planning	Land at or below 1 in 100 year flood level requires consideration of effects of flood behaviour	All land in the proposed subdivision is above the 1 in 100 year flood level	Yes
7.3 Airport Noise	Aircraft noise impacts must be	All land in the proposed subdivision is outside of the	Yes



ORD01

Clause	Requirement	Provided	Compliance
	considered for development on ANEF contours 20 or higher (up to 35)	ANEF contour 20 or higher	
7.4 Earthworks	Effects of earthworks on soil stability, quality of fill and impacts on watercourses to be considered	Minor earthworks are proposed to fill two farm dams and reshape the land to reduce its grade. These earthworks are considered to be acceptable subject to standard engineering conditions	Yes

(a)(ii) The Provisions of any Draft Environmental Planning Instrument (that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved)).

There is no draft Environmental Planning Instruments applicable to the proposed development.

(a)(iii) The Provisions of any Development Control Plan

Camden Development Control Plan 2011 (DCP)

The following is an assessment of the proposed development's compliance with the controls in the DCP.

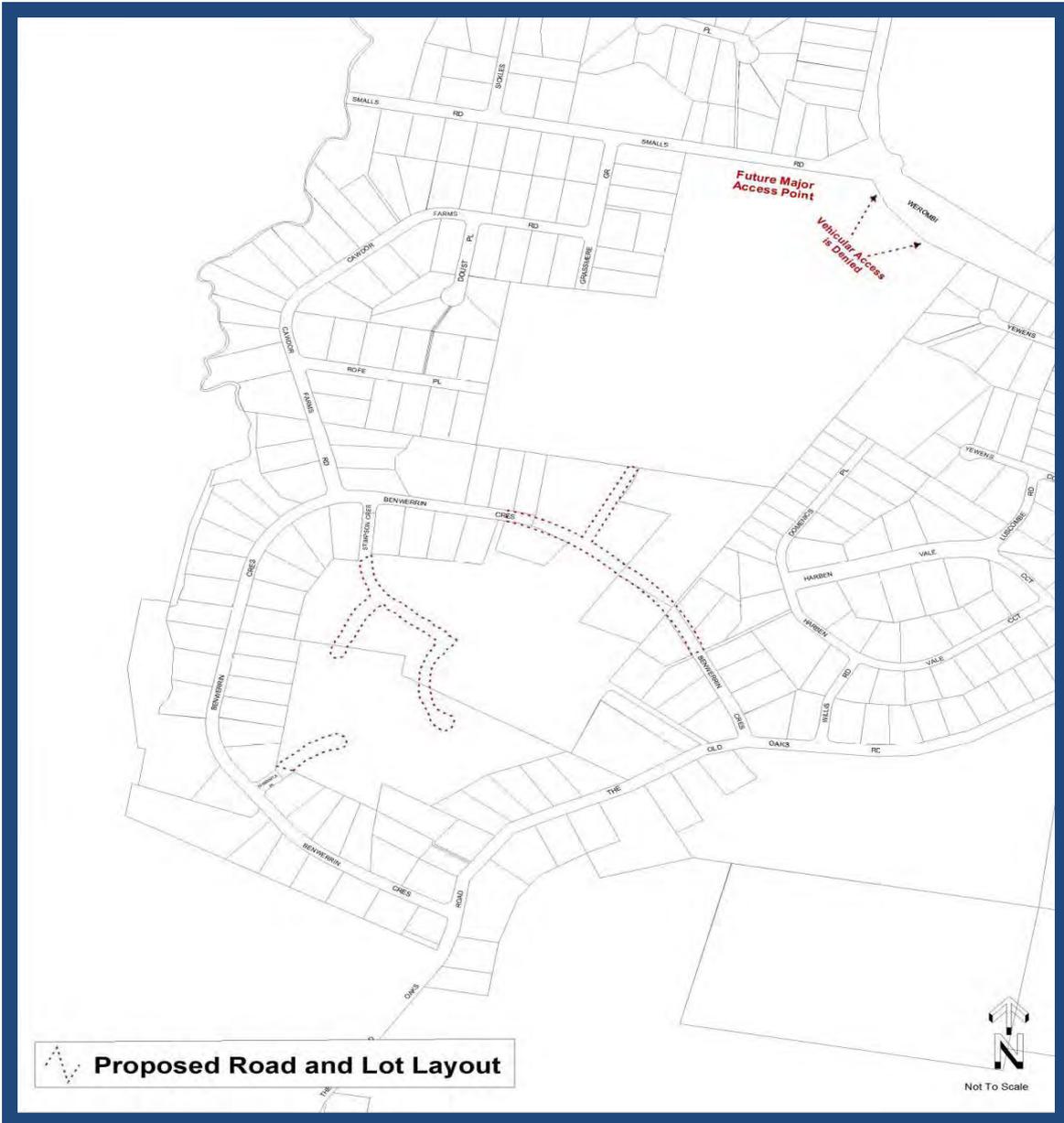
Control	Requirement	Provided	Compliance
B1.1 Erosion and Sedimentation	Erosion and sediment control measures	A condition is recommended that further sediment and erosion control details (including construction details for the required temporary sediment basins) be provided prior to the issue of a Construction Certificate	Yes
B1.2 Earthworks	Details of fill required for subdivision	Minor earthworks are proposed to fill two farm dams and reshape the land to reduce its grade. These earthworks are considered to be acceptable subject to standard engineering conditions	Yes
B1.3 Salinity Management	Salinity resistant construction	The development will be constructed to be salinity resistant. A salinity management plan (SMP) was submitted in support of the DA. This has been assessed and appropriate conditions and 88B restrictions are recommended	Yes

Control	Requirement	Provided	Compliance
		which require the construction of both the subdivision infrastructure as well as any future dwellings to comply with it.	
B1.4 Water Management	Compliance with Council's Engineering Specifications and use of Water Sensitive Urban Design measures	The site is divided into two main catchments (located to the north and south of the riparian corridor). A concept water management strategy has been provided in support of the proposed development. Council staff have assessed this strategy and are satisfied that it is capable of complying with Council's Engineering Specification subject to further details being provided prior to the issue of a Construction Certificate	Yes
B1.5 Trees and Vegetation	Removal of trees higher than 3m requires consent	The DA proposes the removal of CPW and native grasses. This has been assessed by Council staff and is considered to be acceptable subject to compliance with the submitted VMP. Conditions requiring compliance with the VMP are recommended	Yes
B1.6 Environmentally Sensitive Land	Address impacts to vegetation, habitats and threatened species	A flora and fauna report submitted with the DA confirmed that there will be no significant impacts on any threatened fauna species. The proposed removal of CPW and native grasses will not have any unacceptable impacts if carried out in accordance with the VMP, which includes revegetation of the retained stand of trees. These works are considered to be acceptable subject to recommended conditions	Yes
B1.7 Riparian Corridors	Fencing and signage erected to control access, stormwater to be treated before entering watercourse	The VMP recommends that the riparian area be fenced off from the residential portion of the 11 lots that contain the riparian area. It is a recommended condition that the fencing must not restrict the flow of water in the riparian corridor and must be constructed of materials that	Yes

Control	Requirement	Provided	Compliance
		<p>permit fauna to move freely through the area (for example, post and rail, or post and 3 strand wire type rural fencing)</p> <p>As noted previously, a concept water management strategy has been provided which complies with stormwater requirements</p>	Yes
B1.8 Environmental and Declared Noxious Weeds	Weed management plan	The submitted VMP contains controls for weed management which is considered acceptable	Yes
B1.9.2 Waste Management Plan for Subdivision	Waste management plan required (WMP)	A formal WMP has not been submitted, however conditions relating to remediation are recommended which will appropriately deal with waste management during the subdivision's construction phase. This will achieve the DCP requirements	Yes
B1.10 Bush Fire Risk Management	Bush fire assessment in accordance with NSW Rural Fire Service (RFS) guidelines	A bush fire assessment was submitted and referred to the NSW Rural Fire Service (RFS). The RFS have granted a bush fire safety authority which supports the development subject to conditions. Compliance with this Authority is a recommended condition	Yes
B1.12 Contaminated and Potentially Contaminated Land	Contamination assessment and remediation	A phase 2 contamination assessment and RAP have been provided. Conditions are recommended which will ensure compliance with the RAP prior to the construction of any new residential lots for each stage of the subdivision	Yes
B2 Landscape Design	Natural features of site to be retained and incorporated into the design	The VMP outlines the conservation strategy for the site and is supported by Council staff	Yes
C3.2 Subdivision in Large Lot Residential Areas: Grasmere	Objective 1 requires that the road layout provides for safe vehicular and pedestrian access and complies with	The proposed road layout and two cul-de-sacs are generally consistent with Figure C4. The proposed subdivision will also not restrict the future construction of the missing link of Benwerrin Crescent (which is located on land held under	Yes

Control	Requirement	Provided	Compliance
	<p>rural residential roads as shown in Figure C4</p> <p>Each lot to provide a satisfactory building envelope with regard to services and effluent disposal</p> <p>Carriageways to be paved with an edged road muster and grass up to bitumen edge</p> <p>Town water supply to be provided by the developer to all lots up to RL110 AHD. All lots above RL110 AHD to have a 23,000L capacity for domestic water supply</p>	<p>separate ownership and to be developed in the future)</p> <p>The DCP master plan for Grasmere provides for cul-de-sacs to be developed as proposed by this DA.</p> <p>Due to the irregular shape of the site, the use of some battle-axe lots is also necessary.</p> <p>This DCP master plan for Grasmere is provided below.</p> <p>The applicant has provided plans demonstrating that a compliant building envelope is able to be achieved for each of the proposed lots, including adequate area for primary and reserve effluent disposal areas</p> <p>The proposed roads will be paved, have grassed verges and contain a “rolled kerb” edge, as provided in other recently constructed roads in Grasmere</p> <p>The applicant has confirmed that town water will be provided to all lots (subject to obtaining a Section 73 Compliance Certificate from Sydney Water)</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p>
D1.5.1 Earth Dams	Dam fill plan required	A condition is recommended that requires a fill plan to be provided prior to the issue of a Construction Certificate. This will achieve the DCP requirements	Yes

DCP MASTER PLAN FOR GRASMERE



(a)(iia) The Provision of any Planning Agreement that has been entered into under Section 94F, or any draft Planning Agreement that a developer has offered to enter into under Section 93F

No relevant agreement exists or has been proposed as part of this application.

(a)(iv) The Regulations

The Regulations prescribe several matters that are addressed in the conditions contained in this report.

(b) The likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts on the locality

As demonstrated by the above assessment, the proposed development is unlikely to have a significant impact on both the natural and built environments, and the social and economic conditions of the locality.

Traffic Impacts

An independent traffic assessment has been completed for the proposed development which confirms that it will result in an additional 35 trips in peak hours at the intersection of Benwerrin Crescent (south) and The Old Oaks Road. This equates to an increase of 57% of trips in the current AM peak and an increase of 61% to the current PM peak.

The report states that the additional traffic is within acceptable operational thresholds. It states that the overall intersection performance pre and post development will remain at Level of Service A with average vehicle delays of less than 10 seconds on all turning movements. This indicates a good intersection operation with ample spare capacity.

In addition, the assessment concluded that construction of the missing link in Benwerrin Crescent to the north (through 116 and 118 The Old Oaks Road) towards The Old Oaks Road, is not necessary at this time.

The assessment clearly advises that proposed development can be approved as is based on the existing traffic conditions at the site. However the assessment suggests that improvements can be made to the existing intersection including road widening and trimming of vegetation overhanging the road reserve to the south of Benwerrin Crescent to improve sight lines (in consultation with the relevant landowners adjoining the road reserve). It is recommended that Council staff further investigate these suggestions following determination of the DA.

The assessment also recommends that Council requests the NSW Roads and Maritime Services (RMS) to review the speed limit on The Old Oaks Road with a view to it being reduced from 80km/h to 60km/hour. Council staff have been working with the RMS to reduce this speed limit over a number of months. It is recommended that Council staff continue to work with the RMS to achieve this speed reduction following determination of the DA.

(c) The suitability of the site

As demonstrated by the above assessment, the site is considered to be suitable for the proposed development.

(d) Any submissions made in accordance with this Act or the Regulations

The DA was publicly exhibited for a period of 30 days in accordance with the DCP. The exhibition period was from 25 October to 23 November 2012. 6 submissions from 4 residents were received (all objecting to the proposed development).

The following discussion addresses the issues and concerns raised in the submissions.

1. *The southern intersection of Benwerrin Crescent and The Old Oaks Road is unsafe due to current sight distances and the speed limit of 80km per hour on The Old Oaks Road, which should be reduced. The additional traffic generated by the proposed development will result in another 70 or more vehicles using this intersection per day, thus increasing the risk of accidents at the intersection.*

Officer comment:

In order to address the concerns raised about the safety of the existing intersection of Benwerrin Crescent (south) and the Old Oaks Road, the traffic assessment suggests that Council considers upgrades works involving road widening at this intersection. The assessment also recommends that Council continues to request the NSW Roads and Maritime Services (RMS) to review the speed limit on The Old Oaks Road with a view to it being reduced from 80km/h to 60km/hour, and that Council investigate the possibility of trimming vegetation overhanging the road reserve to the south of Benwerrin Crescent to improve sight lines (in consultation with the relevant landowners adjoining the road reserve).

It is recommended that Council staff investigate the above matters following determination of the DA.

2. *The additional lots will create unnecessary noise and congestion at existing intersections (especially the intersection of Benwerrin Crescent and The Old Oaks Road), due to additional traffic.*

Officer comment:

The independent traffic advice received for this application analysed the existing morning and evening peak hour trips as well as the additional trips generated by the proposed lots during those peak periods. This report confirmed that the traffic generated by the additional lots will have minimal impacts on the existing traffic service levels of The Old Oaks Road or Benwerrin Crescent. The existing section of Benwerrin Crescent has been designed to accommodate the lots proposed by this subdivision and as such, the full construction of Benwerrin Crescent (including the "missing link" through 116 and 118 The Old Oaks Road), towards The Old Oaks Road is not essential for the approval of the subdivision.

The report also confirmed that the overall intersection performance both pre and post the development will remain within acceptable operational thresholds, with average vehicle delays of less than 10 seconds on all turning movements. The traffic analysis undertaken also revealed there is ample spare capacity for the intersection, concluding that the additional lots are unlikely to impact on the residential amenity of Benwerrin Crescent or the intersection in terms of traffic noise and congestion.

3. *The development will result in excessive noise and loss of lifestyle amenity due to additional traffic during the construction of the roads and subdivision, construction of future dwellings and ongoing traffic from the residents of those dwellings.*

Officer comment:

Due to the relatively small size of the proposed subdivision, as well as the fact that it will be constructed in up to 6 separate stages, Council staff do not consider that there will be any unreasonable or sustained periods of noise caused from this development. Notwithstanding, conditions are recommended which require all activities associated with the construction of the development (including construction noise generation) to be carried out within the site boundary and in an environmentally satisfactory manner as defined by Section 95 of the *Protection of the Environment Operations Act 1997*.

Similarly, the construction of any future dwellings will be required to comply with any development consent or complying development conditions issued for their erection (including noise control). Such developments will also be required to comply with Council's Environmental Noise Policy.

As noted above, the traffic modelling undertaken for this application concluded that the level of increased traffic will not result in any unacceptable traffic impacts on this residential area.

4. *The missing link of Benwerrin Crescent should be completed, as the subdivision layout of this area has been designed with the full length of Benwerrin Crescent being constructed. Allowing access to The Old Oaks Road at two points should be adhered to before further development takes place. It is noted that the missing link falls outside of the developer's land ownership, however Council should acquire the necessary land and fully construct Benwerrin Crescent's missing link, as this DA completes the land release within the precinct and is therefore the trigger for Benwerrin Crescent to be fully constructed.*

Officer comment:

It is acknowledged that the Master Plan for the Grasmere precinct in Council's DCP includes the full construction of Benwerrin Crescent and two intersections of it with The Old Oaks Road. However the proposed development includes the construction of as much of Benwerrin Crescent as is physically possible within the site boundary. The "missing link" is expected to be provided when the land to the east is developed, subject to consent being obtained from all required property owners.

The independent traffic assessment completed for the proposed development concluded that construction of the missing link in Benwerrin Crescent to the north (through 116 and 118 The Old Oaks Road) towards The Old Oaks Road is not necessary at this time from a traffic perspective.

Camden Contributions Plan 2011 does not collect Section 94 Contributions for the construction of this "missing link." In addition, whilst the subject site represents a large portion of the Grasmere area, there is still over 4ha of developable land in Benwerrin Crescent from which access off the missing link of Benwerrin Crescent could be provided.

5. *Objection to any rearrangement of the existing right of carriageway providing access from The Old Oaks Road to Lot 401, DP 818037 (118 The Old Oaks Road) until such time as the whole of Benwerrin Crescent is completed (joined up from both ends) as these residents would be inconvenienced by a significant further drive to their home.*

Officer comment:

In terms of the preservation of existing right of carriageways providing access to 118 The Old Oaks Road, the proposed development will remove an existing access easement that currently benefits 116 and 118 The Old Oaks Road. However alternative road access to 118 The Old Oaks Road will be provided as part of the proposed subdivision. 116 The Old Oaks Road has existing access to Benwerrin Crescent that will be maintained. This will ensure that both properties have appropriate access to public roads.

(e) ***The public interest***

The public interest is served through the detailed assessment of this DA under the *Environmental Planning and Assessment Act 1979*, Environmental Planning and Assessment Regulations 2000, Environmental Planning Instruments, Development Control Plans and policies. Based on the above assessment, the proposed development is consistent with the public interest.

EXTERNAL REFERRALS

NSW Rural Fire Service (RFS)

The DA was referred to the RFS for assessment as this development proposes the subdivision of residentially zoned bush fire prone land and is therefore classed as Integrated Development pursuant to Section 91 of the *Environmental Planning and Assessment Act 1979*.

The RFS raised no objections to the proposed development subject to general terms of approval relating to asset protection zones, installation of utilities, access road requirements and dwelling requirements to ensure compliance with "Planning for Bush Fire Protection 2006." Compliance with these general terms of approval is a recommended condition.

NSW Office of Water (NOW)

The DA was referred to NOW for assessment as this development proposes works within 40m of a watercourse and is therefore classed as Nominated Integrated Development pursuant to Section 91 of the *Environmental Planning and Assessment Act 1979*.

NOW raised no objections to the proposed development subject to general terms of approval requiring further details (including copies of the VMP, erosion and sediment control plans and details of outlet structures) to be submitted to NOW prior to the issue of any Controlled Activity Approvals. Compliance with these general terms of approval is a recommended condition.

Endeavour Energy (Endeavour)

The DA was referred to Endeavour for assessment as the proposed development is partially located within an existing transmission line easement and therefore required referral pursuant to Clause 45 of State Environmental Planning Policy (Infrastructure) 2007.

Endeavour raised no objections to the proposed development, however requested that the applicant make a separate formal application with them directly. Compliance with this request is a recommended condition. In addition, a separate condition is recommended which requires notification of final arrangements for electricity supply with Endeavour to be made to Council prior to the issue of any Subdivision Certificate.

FINANCIAL IMPLICATIONS

This matter has no direct financial implications for Council in that the riparian corridor will not be dedicated to Council as part of this DA. This riparian corridor will be managed by future residents in accordance with the VMP submitted. A positive

covenant is recommended to be placed on the title of the relevant lots to inform future residents of this requirement.

CONCLUSION

The DA has been assessed in accordance with Section 79C(1) of the *Environmental Planning and Assessment Act 1979* and all relevant instruments, plans and policies. Accordingly, DA 30/2011 is recommended for approval subject to the conditions contained in this report.

Details of Conditions

1.0 - General Requirements

- (1) **Development in Accordance with Plans** – The development is to be in accordance with plans and documents listed below, except as otherwise provided by the conditions of this consent:

Plan / Development No.	Description	Prepared by	Dated
09030(JS-1)DA Sheet 1 of 1	Plan of Proposed Subdivision	JMD Development Consultants	29/5/13
09030(JS-2)DA Sheet 1 of 1	Plan of Proposed Subdivision	JMD Development Consultants	29/5/13
09030(JS-3)DA Sheet 1 of 1	Plan of Proposed Subdivision	JMD Development Consultants	29/5/13
09030(DS-1)DA Sheet 1 of 1	Plan of Proposed Subdivision	JMD Development Consultants	29/5/13
09030(DS-2)DA Sheet 1 of 1	Plan of Proposed Subdivision	JMD Development Consultants	29/5/13
09030(DS-3)DA Sheet 1 of 1	Plan of Proposed Subdivision	JMD Development Consultants	10/9/12
09030PS(Final) Sheet 1 of 1	Plan of Proposed Subdivision – Effluent Areas	JMD Development Consultants	10/12/12
09030WQ Sheet 1 of 1	Plan of Drainage Catchments 1 and 2	JMD Development Consultants	20/12/11
09030E1 Sheet 2 of 14	Plan of Road No's 601 and 602 Works	JMD Development Consultants	13/1/12
09030E1 Sheet 3 of 14	Plan of Road No. 3 Works	JMD Development Consultants	13/1/12
09030E1 Sheet 4 of 14	Plan of Road No. 4 Works	JMD Development Consultants	13/1/12
09030E1 Sheet 5 of 14	Longitudinal Sections Road No's 601 and 602	JMD Development Consultants	13/1/12
09030E1 Sheet 6 of 14	Longitudinal Sections Road No's 603 and 604	JMD Development Consultants	13/1/12
09030E1 Sheet 7 of 14	Cross Sections Road No. 601 CH30.481 to 195	JMD Development Consultants	13/1/12
09030E1 Sheet 8 of 14	Cross Sections Road No. 601 CH197.774 to CH252.066	JMD Development Consultants	13/1/12
09030E1 Sheet 9 of 14	Cross Sections Road No. 601 CH255 to end and CH15.1 to CH60	JMD Development Consultants	13/1/12

09030E1 Sheet 10 of 14	Cross Sections Road No. 602 CH75 to CH195	JMD Development Consultants	13/1/12
09030E1 Sheet 11 of 14	Cross Sections Road No. 602 CH210 to CH300	JMD Development Consultants	13/1/12
09030E1 Sheet 12 of 14	Cross Sections Road No. 603 CH15 to CH150	JMD Development Consultants	13/1/12
09030E1 Sheet 13 of 14	Cross Sections Road No. 604 CH165 to CH288.414	JMD Development Consultants	13/1/12
09030E1 Sheet 14 of 14	Cross Sections Road No. 604 CH300 to CH315	JMD Development Consultants	13/1/12
N/A	Statement of Environmental Effects Volumes 1 and 2	Pascoe Planning Solutions	January 2011
N/A	Supplementary Planning Report (Review of RAP)	Pascoe Planning Solutions	October 2012
JE12506A-r1	Phase 1 and Phase 2 Contamination Assessment and Remedial Action Plan	GeoEnviro Consultancy	October 2012
201250	Phase 1 Contamination Assessment	Harvest Scientific Services	17/12/10
201250	Salinity Assessment and Salinity Management Plan	Harvest Scientific Services	17/12/10
	Addendum to Salinity Assessment and Salinity Management Plan	Harvest Scientific Services	
09SUTPLA-0020	Ecological and Bushfire Assessment	Eco Logical Australia	1/10/10
10SYDECO-0001	Vegetation Management Plan	Eco Logical Australia	16/12/10

Where there is an inconsistency between the approved plans/documentation and the conditions of this consent, the conditions of this consent override the approved plans/documentation to the extent of the inconsistency.

- (2) **Amendments to Approved Plans** - The amendments indicated and described below must be incorporated in the overall development and must be reflected in any plans prepared for the purpose of obtaining a Construction Certificate:
- (a) All proposed roads shall be designed and constructed in accordance with Council's "Rural Residential Road" typical cross section as per Standard Drawing SD01 and incorporate a turfed table drain.
 - (b) The specified shoulder and footway widths of the roads shall be maintained around the proposed cul-de-sac heads.
 - (c) The proposed road widths must comply with Section 4.1.3 (1) of "Planning for Bush Fire Protection 2006".

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- (3) **External Authority Approvals** – The development must be carried out in accordance with the following general terms of approval, conditions and advice from external authorities (attached to this development consent):
- (a) NSW Rural Fire Service letter dated 31 March 2011;
 - (b) NSW Office of Water letter dated 25 February 2011 and email dated 20 November 2012; and
 - (c) Letter from Integral Energy dated 7 March 2011.
- (4) **Design and Construction Standards** - All proposed civil and structural engineering work associated with the development must be designed and constructed strictly in accordance with:
- (a) Camden Council's current Engineering Specifications; and
 - (b) Camden Council's Development Control Plan 2011.

It should be noted that designs for line marking and regulatory signage associated with any proposed public road within this subdivision MUST be submitted to and approved by the Roads and Maritime Services, Camden Council prior to the issue of any Construction Certificate

- (5) **Landscaping Maintenance and Establishment Period** - Commencing from the Date of Practical Completion (DPC), the Applicant will have the establishment and maintenance responsibility for all hard and soft landscaping elements associated with this Consent.

The 12 month maintenance and establishment period includes (but not limited to) the Applicant's responsibility for the establishment, care and repair of all landscaping elements including all street tree installations.

The DPC is taken to mean completion of all civil works, soil preparation and treatment and initial weed control, and completion of all planting, turf installation, street tree installation and mulching.

It is the Applicant's responsibility to arrange a site inspection with the Principal Certifying Authority (PCA), upon initial completion of the landscaping works, to determine and agree upon an appropriate DPC.

At the completion of the 12 month landscaping maintenance and establishment period, all hard and soft landscaping elements (including any nature strip and road verge areas, street trees, street tree protective guards and bollards) must be in an undamaged, safe and functional condition and all plantings have signs of healthy and vigorous growth

At the completion of the maintenance and establishment period, the landscaping works must comply with the approved Landscaping Plans.

- (6) **Weed Management** - The developer must fully and continuously suppress and destroy, by appropriate means, *Lycium Ferocissimum* (African Boxthorn) Class 4 Camden LGA and any other noxious or environmentally invasive weed infestations that occur during or after subdivision and prior to the sale of any new lots. New infestations must be reported to Council.

As per the requirements of the Noxious Weeds Act 1993, the developer must also ensure at all times that any machinery, vehicles or other equipment entering or leaving the site be cleaned and free from any noxious weed material, to prevent the spread of noxious weeds to or from property.

Maintenance work is to be carried out involving regular surveys to determine if any species are becoming established through time. Any noxious or environmental weed infestations that occur during subdivision, and prior to sale of the new lots, must be reported to Council and fully and continuously suppressed and destroyed by appropriate means.

- (7) **General Requirement** - All activities associated with the development must be carried out within the site boundary and must be carried out in an environmentally satisfactory manner as defined under Section 95 of the Protection of the Environment Operation Act 1997.
- (8) **Works as Executed Plan** – A works as executed plan must be submitted to the Consent Authority (Camden Council) within 30 days of validation of remediation works that identifies the location of where the remediation works was undertaken on the site.

2.0 - Construction Certificate Requirements

The following conditions of consent shall be complied with prior to the issue of a Construction Certificate.

- (1) **Civil Engineering Plans** - Indicating drainage, roads, accessways, earthworks, pavement design, details of linemarking and traffic management details must be prepared strictly in accordance with the relevant Development Control Plan and Engineering Specifications, and are to be submitted for approval to the Principal Certifying Authority (PCA) prior to the Construction Certificate being issued.

Note:

- (a) Under the *Roads Act 1993*, only the Council can issue an approval for works within an existing road reserve; and
 - (b) Under section 109E of the *Environmental Planning and Assessment Act 1979*, Council must be nominated as the PCA for subdivision work and has the option of undertaking inspection of physical construction works.
- (2) **Environmental Site Management Plan** - An Environmental Site Management Plan must be submitted to the Certifying Authority for approval and inclusion in any application for a Construction Certificate. The plan must be prepared by a suitably qualified person in accordance with AS/NZ ISO 14000 – 2005 and must address, but not be limited to, the following:
 - (a) all matters associated with Council's Erosion and Sediment Control Policy;
 - (b) all matters associated with Occupational Health and Safety;
 - (c) all matters associated with Traffic Management/Control; and

- (d) all other environmental matters associated with the site works such as noise control, dust suppression and the like.
- (3) **Dilapidation Survey** - A photographic dilapidation survey of existing public roads, kerbs, footpaths, drainage structures and any other existing public infrastructure within the immediate area of the development site must be submitted to the Council prior to the issuing of the Construction Certificate.

The survey must include descriptions of each photo and the date when each individual photo was taken.

- (4) **Performance Bond** - Prior to the issue of the Construction Certificate, a performance bond of \$50,000 must be lodged with Camden Council in accordance with Camden Council's Engineering Construction Specifications.
- (5) **Road Design Criteria** - Dimensions and pavement design details for proposed roads must align with the following:

ROAD NO	ROAD RESERVE	CARRIAGEWAY	FOOTWAY	DESIGN E.S.A'S
Benwerrin Cr	20.0	6.5 Sealed + 2x1.5 Shoulder	5.25 incl. Table Drain	5x10 ⁵
601	20.0	6.2 Sealed + 2x1.5 Shoulder	5.4 incl. Table Drain	5x10 ⁵
602	20.0	6.2 Sealed + 2x1.5 Shoulder	5.4 incl. Table Drain	5x10 ⁵
603	20.0	6.2 Sealed + 2x1.5 Shoulder	5.4 incl. Table Drain	5x10 ⁵
604	20.0	6.2 Sealed + 2x1.5 Shoulder	5.4 incl. Table Drain	5x10 ⁵
Battle Axe Handles	6.0	3.0 Min	1.5	4x10 ⁴
Shared Battle Axe Handles	10.0	5.0 Min	2.5	4x10 ⁴

(Measurements are in metres)

The pavement design/report shall be prepared by a person with experience in the geotechnical aspects of earthworks and endorsed by a Practising Engineer with National Professional Engineering Registration and a Specific Area of Practice in Subdivisional Geotechnics.

Design parameters shall also comply with the provisions of Camden Council's current Engineering Design Specification and be submitted to the Certifying Authority.

- (6) **Turning Facilities** – All turning and manoeuvring facilities, including turning heads, cul-de-sac etc. shall be designed in accordance with the current edition of AS 2890.2 and in accordance with Camden Council's current Engineering Specifications.
- (7) **Temporary Turning Facility** – A temporary turning/manoeuvring facility shall be provided at the following locations:

- (a) the end of Benwerrin Crescent, adjacent Lot 105, which must provide adequate access to Lot 106; and
- (b) the end of proposed Road 603, adjacent Lot 103.

The facilities shall be designed in accordance with:

- (a) the current edition of AS 2890.2 and more specifically the Heavy Rigid Vehicle (HRV) swept turning path contained within that document; and
- (b) Camden Council's Development Control Plan 2011.

The manoeuvring area within the facility shall incorporate the pavement and wearing course design associated with the adjoining proposed public road and there shall be no kerb and gutter of any type within the facility. Any additional land required to accommodate the facility, adjacent to the proposed public road, shall be provided with an appropriate right of access easement. The status of the facility shall remain until such time as:

- (a) an alternative facility has been provided and dedicated as either:
 - (i) public road; or
 - (ii) temporary public road.
- (8) **Public Risk Insurance Policy** - Prior to the issue of the Construction Certificate, the owner or contractor is to take out a Public Risk Insurance Policy in accordance with Camden Council's current Engineering Design Specifications.
- (9) **Roads Act 1993 Consent** - Prior to the issue of a Construction Certificate, consent pursuant to s.138 of the *Roads Act 1993* must be obtained from the Roads Authority for the design and construction of all the proposed work in, on or over the road reserves adjacent to the subject site.

The design must include, but not be limited to, plans/documents associated with:

- (a) the construction of kerb and gutter, road shoulder and drainage;
- (b) footway formation;
- (c) public utility service adjustment or installation; and
- (d) an Environmental Site Management Plan.

Further, all such plans and documents associated with the design must be certified by:

- (a) persons who are suitably accredited by a scheme approved by the NSW Department of Planning, or where no scheme exists;
- (b) persons who are suitably qualified, are specialists and in that regard, currently practising in that specialist area; or
- (c) in the case of a Public Utility Authority, an appropriately delegated officer of that Authority or accredited person by that Authority

and prepared in accordance with Camden Council's current Engineering Design Specifications.

- (10) **Connection to Existing Public Roads** - The proposed road construction must connect with the existing public roads. The connection at such locations must

be carried out in accordance with the provisions and requirements of Camden Council's issued Public Road Activity (Roadworks) approval. Further, all such work must be completed to the satisfaction of Camden Council, prior to the issue of any Subdivision Certificate.

(11) **Location of Drainage Pits** – Shall be in accordance with Camden Council's current Engineering Design Specifications and Engineering Construction Specifications.

(12) **Traffic Management Procedure** - Traffic management procedures and systems must be introduced during construction of the development to ensure safety and to minimise the effect on adjoining pedestrian and traffic systems. Such procedures and systems must be in accordance with AS 1742.3 1985 and to the requirements and approval of Council. Plans and proposals must be approved by Council prior to the Construction Certificate being issued.

(13) **Easement Creation** - Where the disposal of drainage involves the provision of drains across land owned by others and is not within a watercourse, drainage easements must be provided. The width of such drainage easements must be in accordance with Camden Council's current Engineering Specifications. Documentary evidence of creation of the easement/s must be submitted to Council (for information purposes) prior to the issue of a Construction Certificate.

The easement must be obtained over downstream properties and such easement must be registered with the Land and Property Information prior to the release of the Subdivision Certificate or issue of an Occupation Certificate.

(14) **Inter-Allotment Drainage Construction** – Inter-allotment drainage lines must be installed in accordance with Camden Council's current Engineering Specifications. Inter-allotment drains must be installed after Sydney Water sewerage lines have been installed, where sewer is proposed adjacent to inter-allotment drains.

(15) **Public Utility Service Plans** – Public Utility Service plans shall be submitted to the Certifying Authority for inclusion in any Construction Certificate application. The plan/s shall:

- (a) be prepared by a designer accredited by a scheme approved by relevant Public Utility Service Authorities,
- (b) be suitable for approval by relevant Public Utility Service Authorities,
- (c) incorporate any relevant conditions associated with this Development Consent, and
- (d) recognise all provisions and requirements of the current Streets Opening Conference.

(16) **Location of the "Construction" On-site Detention/Sediment Control Basin** - A "construction" on-site detention/sediment control basin must be provided for within the site or within each individual stage, as required, if constructed independently.

(17) **Location of Temporary Water Quality Facilities** - A temporary water quality

facility must be provided for the site, or within each individual stage, as required, if constructed independently. The facility may be provided in the following locations:

- (a) within any proposed public road and/or drainage reserve contained within the site,
 - (b) within any proposed residue lot contained within the site,
 - (c) within any adjoining property that is privately owned. In this regard appropriate easements, pursuant to s.88B of the *Conveyancing Act 1919*, must be registered by the Department of Lands – Land and Property Information, prior to the issue of any Construction Certificate.
- (18) **Location of Permanent Water Quality Facilities** - The permanent water quality facility (rain garden) on proposed lot 118 must be provided for the site.
- (19) **Design of “Construction” On-site Detention/Sediment Control Basin** - The design of the “construction” on-site detention/ sediment control basin and water quality facility must be prepared in accordance with the requirements of:
- (a) for sediment control generally, *Managing Urban Stormwater – Soils and Construction*, Volume 1, 4th Edition, March 2004 as produced by Landcom;
 - (b) Camden Council’s current Engineering Design Specification;
 - (c) and must not concentrate final discharge flows from the facility.

The construction of the on-site detention/sediment control basin must contain an impervious layer to provide water harvesting.

The design must be prepared and certified by an Accredited Certifier and must be submitted to the Certifying Authority for inclusion in any application for a Construction Certificate.

- (20) **Design of the Permanent Water Quality Facility** - The design of the water quality facility must be prepared in accordance with the requirements of Council's current Design Specification.

The design must be certified by an Accredited Certifier with civil engineering accreditation and must be submitted to the Certifying Authority for inclusion in any application for a Construction Certificate.

- (21) **Details of Conservation Area Fencing** – The fencing required on the lots within or adjoining the conservation area (as identified in the Vegetation Management Plan prepared by Eco Logical Australia dated 31 October 2010) must not restrict the flow of water in the riparian corridor and must be of materials that permit fauna to move freely through the area (for example, post and rail or post and 3 strand wire type rural fencing). The fencing must have a maximum height of 1.8m. Details of this fencing is required to be submitted to the Principal Certifying Authority prior to the issue of a Construction Certificate for any stage of subdivision containing proposed lots 113, 114, 115, 116, 117, 118, 205, 206, 207, or 212.

- (22) **Landscaping Plans and Vegetation Management Plan Details** - Prior to the issue of any Construction Certificate, detailed landscaping plans for any proposed street trees for the relevant stage of subdivision, as well as detailed landscaping plans for the revegetation of the riparian and bushland areas within proposed lots 113, 114, 115, 116, 117, 118, 205, 206, 207, or 212 must be submitted to the Principal Certifying Authority to ensure compliance with the Vegetation Management Plan prepared by Eco Logical Australia, prepared for Pascoe Planning Solutions, dated 16 December 2010, project no. 10SYDECO-0001.
- (24) **Bush Fire Safety** - Prior to the Issue of a Construction Certificate, the applicant must provide to the Certifying Authority, written confirmation that the development proposal is compliant with all requirements of the Rural Fire Service.

This written confirmation may be by way of either:

- (a) written advice from the Rural Fire Service that the development is compliant with the current Planning for Bush Fire Protection document, or
- (b) written advice from an appropriately qualified Bush Fire Risk Assessor that the proposed development is compliant with the current Planning for Bushfire Protection document.

In any event, the written confirmation must include specific advice that:

- (a) All access roads have sufficient carriageway width.
- (b) Verge widths are sufficient.
- (c) Longitudinal grades are not too great.
- (d) Horizontal geometry provides for appropriate access.
- (e) Turning/manoeuvring is achievable.
- (f) Kerb types are appropriate.
- (g) On street parking (kerbside and indented) is not expected to be problematic for fire fighting vehicles to gain access.
- (h) On street parking restrictions/signage is not expected to be problematic for fire fighting vehicles to gain access.
- (i) Access requirements with regards to perimeter roads has been achieved.
- (j) The required Asset Protection Zones have been achieved.
- (k) All requirements of the Rural Fire Service's General Terms of Approval for Development Consent 30/2011 have been met.

3.0 - Prior To Works Commencing

The following conditions of consent shall be complied with prior to any works commencing on the construction site.

- (1) **Pollution Warning Sign** – A sign must be erected at all entrances to the subdivision site prior to work commencing and maintained until the subdivision has reached 80% occupancy. The sign must be constructed of durable materials and be a minimum of 1200 x 900mm. The wording of the sign must be as follows:

“WARNING UP TO \$1,500 FINE. It is illegal to allow soil, cement slurry or other building materials to enter, drain or be pumped into the stormwater system. Camden Council (02 4654 7777) - Solution to Pollution.”

The warning and fine statement wording must be a minimum of 120mm high and the remainder a minimum of 60mm high. The warning and fine details must be in red bold capitals and the remaining words in dark coloured lower case letters on a white background, surrounded by a red border.

The location and details of the signage shall be shown on the soil and water management plan prior to the release of the construction certificate.

- (2) **Stabilised Access Point** - A Stabilised Access Point (SAP) incorporating a truck shaker must be installed and maintained at the construction ingress/egress location prior to the commencement of any work. The provision of the SAP is to prevent dust, dirt and mud from being transported by vehicles from the site. Ingress and egress of the site must be limited to this single access point
- (3) **Notice of Commencement of Work and Appointment of Principal Certifying Authority (PCA)** – Notice in the manner required by Section 81A of the *Environmental Planning and Assessment Act 1979* and clauses 103 and 104 of the *Environmental Planning and Assessment Regulation 2000* shall be lodged with Camden Council at least two (2) days prior to commencing works. The notice shall include details relating to any Construction Certificate issued by a certifying authority, the appointed PCA and the nominated ‘principal contractor’ for the building or subdivision works.
- (4) **Construction Certificate Before Work Commences** - This development consent does not allow site works, building or demolition works to commence, nor does it imply that the plans approved as part of the development consent comply with the specific requirements of *Building Code of Australia*. Works must only take place after a Construction Certificate has been issued, and a Principal Certifying Authority has been appointed.
- (5) **Hoardings and Security Fencing** - The site must be enclosed with a suitable temporary hoarding or security fence of a type approved by Camden Council.

No site or demolition works must commence before the hoarding or fence is erected. Public thoroughfares must also not be obstructed in any manner whatsoever during demolition works.

All demolition works must comply with the requirements of AS2601:2001 - Demolition of structures.

- (6) **Construction of the “Construction” On-site Detention/Sediment Control Basin** - Prior to the commencement of any other subdivision work the “construction” on-site detention/sediment control basin and the associated immediate stormwater drainage system must be constructed:
- (a) in accordance with the approved plans, and
 - (b) to the requirements of the Principal Certifying Authority.

Any earth batters associated with such a facility must be compacted and stabilised to ensure that the integrity of the batters is continually maintained.

4.0 - During Construction

The following conditions of consent shall be complied with during the construction phase.

- (1) **Vehicles Leaving the Site** - The contractor/demolisher/construction supervisor must ensure that:
- (a) all vehicles transporting material from the site, cover such material so as to minimise sediment transfer;
 - (b) the wheels of vehicles leaving the site:
 - (i) do not track soil and other waste material onto any public road adjoining the site,
 - (ii) fully traverse the Stabilised Access Point.
- (2) **Subdivision, Building and Demolition Work Hours** - All such work must be restricted to the following hours:
- a) between 7.00am and 6.00pm, Mondays to Fridays (inclusive); and
 - b) between 8.00am to 5.00pm on Saturdays.
- Work is prohibited on Sundays and Public Holidays.
- (3) **Survey Marks** - Permanent survey coordination marks must be placed within the subdivision in accordance with the Surveyors Act and Regulations.
- (4) **Civil Engineering Inspections** - Where Council has been nominated as the Principal Certifying Authority (PCA), inspections by Council's Engineer are required to be carried out at the following stages of construction:
- (a) prior to installation of sediment and erosion control measures;
 - (b) prior to backfilling pipelines and subsoil drains;
 - (c) prior to casting of pits and other concrete structures, including kerb and gutter, roads, accessways, aprons, pathways and footways, vehicle crossings, dish crossings and pathway steps;
 - (d) proof roller test of subgrade and sub-base;
 - (e) roller test of completed pavement prior to placement of wearing course;
 - (f) prior to backfilling public utility crossings in road reserves;
 - (g) prior to placement of asphaltic concrete;

- (h) final inspection after all works are completed and "Work As Executed" plans, including work on public land, have been submitted to Council.

Where Council is not nominated as the PCA, documentary evidence in the form of Compliance Certificates stating that all work has been carried out in accordance with Camden Council's Development Control Plan 2011 and Engineering Specifications must be submitted to Council prior to the issue of the Subdivision/Occupation Certificate.

- (5) **Compaction (Roads)** - All filling on roadways must be compacted in accordance with Camden Council's current Engineering Construction Specifications.
- (6) **Compaction (Allotments)** - Those proposed allotments which are subject to filling must be compacted in accordance with Camden Council's current Engineering Construction Specifications. The applicant's Geotechnical Engineer must supervise the placing of fill material and certify that the work has been carried out to level 1 responsibility in accordance with Appendix B of AS 3798-1990.
- (7) **Fencing of the "Construction" On-site Detention/Sediment Control Basin** – Any "construction" on-site detention/ sediment control basin must be enclosed by a 2.1m high security fence of a type approved by the Consent Authority (Camden Council). Any such fence is to be continually maintained and is to remain in place until this facility is removed or reconstructed to a temporary/permanent water quality facility.
- (8) **Remediation Works Inspections** – A qualified environmental consultant or scientist will be required to frequently inspect the remediation works to confirm compliance with the Remediation Action Plan that includes all health and safety requirements.
- (9) **Storage and Water Quality Controls** – Prior to the establishment of stockpile and compound sites, temporary stormwater and water quality control devices and sediment controls must be implemented.
- (10) **Salinity Management Plan** - All proposed construction works that includes earthworks, imported fill, landscaping, buildings, and associated infrastructure proposed to be constructed on the land must be carried out or constructed in accordance with the management strategies as contained within:
- (a) the Salinity Management Plan in the report titled "Salinity Assessment and Salinity Management Plan: 120 (Lot 3522 DP 1144819) The Old Oaks Road and 3 (Lot 1 DP 878532) Wirryna Place Grasmere", prepared for Pascoe Planning, prepared by Harvest Scientific Services, ref no. 201250, dated 17/12/10; and
- (b) the "Addendum to Salinity Assessment for 120 The Old Oaks Road and 3 Wirryna Place Grasmere Report" dated 17 December 2010, prepared by Harvest Scientific Services, ref no. 201250, dated 15/02/11.
- (11) **Fill Material** – For importation and/or placement of any fill material on the subject site, a validation report and sampling location plan for such material must be submitted to and approved by the Principal Certifying Authority.

The validation report and associated sampling location plan must:

- (a) be prepared by a person with experience in the geotechnical aspects of earthworks; and
- (b) be endorsed by a practising Engineer with Specific Area of Practice in Subdivisional Geotechnics; and
- (c) be prepared in accordance with:

For Virgin Excavated Natural Material (VENM):

- (i) the Department of Land and Water Conservation publication "Site investigation for Urban Salinity", and
 - (ii) the Department of Environment and Conservation - Contaminated Sites Guidelines "Guidelines for the NSW Site Auditor Scheme (Second Edition) - Soil Investigation Levels for Urban Development Sites in NSW".
- (d) confirm that the fill material:
- (i) provides no unacceptable risk to human health and the environment;
 - (ii) is free of contaminants;
 - (iii) has had salinity characteristics identified in the report, specifically the aggressiveness of salts to concrete and steel (refer Department of Land and Water Conservation publication "Site investigation for Urban Salinity");
 - (iv) is suitable for its intended purpose and land use; and
 - (v) has been lawfully obtained.

Sampling of VENM for salinity of fill volumes:

- (e) less than 6000m³ - 3 sampling locations,
- (f) greater than 6000m³ - 3 sampling locations with 1 extra location for each additional 2000m³ or part thereof.

For (e) and (f) a minimum of 1 sample from each sampling location must be provided for assessment.

Sampling of VENM for Contamination and Salinity should be undertaken in accordance with the following table:

Classification of Fill Material	No of Samples Per Volume	Volume of Fill (m ³)
Virgin Excavated Natural Material	1 (see Note 1)	1000 or part thereof

Note 1: Where the volume of each fill classification is less than that required above, a minimum of 2 separate samples from different locations must be taken.

- (12) **Delivery Register** - The applicant must maintain a register of deliveries which includes date, time, truck registration number, quantity of fill, origin of fill and type of fill delivered. This register must be made available to Camden Council officers on request and be submitted to the Council at the completion of the development.
- (13) **Remediation Works** - All works proposed as part of the Remediation Action Plan (RAP) that includes remediation, excavation, stockpiling, onsite and offsite disposal, cut, fill, backfilling, compaction, monitoring, validations, site management and security and health and safety of workers must be undertaken on the site in accordance with the RAP titled "Phase 1 and Phase 2 Contamination Assessment and Remediation Action Plan (RAP) Proposed Rural Residential Subdivision Development: No 120 The Old Oaks Road Lot 354 in DP 1167066 and No 3 Wirryna Place Lot 1 – Lot 1 in DP 878532 Grasmere NSW, Prepared by GeoEnviro Consultancy Pty Ltd, Ref No JE12506A-r1, Dated October 2012" except as stated in any other condition of this consent.

Any further variation or modification to the RAP in terms of compliance work beyond what is contained in the final approved RAP or conditions of this consent must be requested from the Consent Authority (Camden Council) in writing prior to variation.

- (14) **Remediation Acceptance (Clean up) Criteria for Asbestos** – Where asbestos in soils is identified and remediation and validated is attempted, the acceptance criteria for validation purposes is "no detectable fibres in the soil".
- (15) **Backfill of Excavation** – All filling material used for the purpose of backfilling excavations must be assessed for contamination and salinity characteristics in accordance with Condition No. 4.0 (11) "Fill Material", contained within this consent.
- (16) **Unexpected Findings Contingency** – Upon the identification of additional contamination or hazardous materials at any stage of the remediation or other construction processes all remediation/construction works in the vicinity of the findings shall cease and the affected area must be made secure from access by personnel. A qualified environmental consultant must assess the extent of the contamination/hazard in accordance with the NSW DEC Guidelines. The assessment results together with a suitable management plan must be provided to the Consent Authority (Camden Council) for written approval prior to the removal or treatment of such findings contamination/hazardous materials.
- (17) **Off-Site Disposal of Contaminated Soil/Materials** – All contaminated materials proposed to be disposed off-site must be disposed to a licensed landfill facility able to accept the classification of waste material.
- (18) **WorkCover Authority** - All remediation work must comply with the relevant requirements of NSW WorkCover Authority.
- (19) **Licences** – It is the responsibility of the applicant/land owner/site operator to ensure that all relevant licences are obtained from all appropriate authorities in accordance with relevant legislation requirements prior to the commencement of remediation works.

- (20) **Offensive Noise, Dust, Odour, Vibration** - Remediation work shall not give rise to offensive noise or give rise to dust, odour or vibration as defined in the *Protection of the Environment Operations Act 1997* when measured at the property boundary.
- (21) **Sedimentation and Erosion Control** - Sedimentation and erosion control measures are to be installed prior to any soil remediation or excavation activity and maintained for the full period of works.
- (21) **Location of Stockpiles** - Stockpiles of soil must not be located on or near any drainage lines or easements, natural watercourses or water bodies, footpath or roadway without first providing suitable protective measures adequate to protect these water bodies. All stockpiles of contaminated materials shall be suitably covered to prevent dust and odour nuisance.
- (22) **Disposal of Stormwater** - Water seeping into any site excavations is not to be pumped into the stormwater system unless it complies with relevant EPA and ANZECC standards for water quality discharge.
- (23) **Construction and Remediation Noise Levels** – Noise levels emitted during construction and remediation works must be restricted to comply with the construction noise control guidelines set out in Chapter 171 of the NSW EPA's Environmental Noise Control Manual. This manual recommends:
- Construction period of 4 weeks and under:
- The L10 level measured over a period of not less than 15 minutes when the construction site is in operation must not exceed the background level by more than 20 dB(A).
- Construction period greater than 4 weeks:
- The L10 level measured over a period of not less than 15 minutes when the construction site is in operation must not exceed the background level by more than 10 dB(A).
- (24) **Removal of Waste Materials** - Where there is a need to remove any identified materials from the site that contain fill / rubbish / asbestos, this material will need to be assessed in accordance with the NSW DECC Waste Classification Guidelines (April 2008).
- (refer www.environment.nsw.gov.au/waste/envguidlms/index.htm)
- Once assessed, the materials will be required to be disposed to a licensed waste facility suitable for the classification of the waste with copies of tipping dockets supplied to Council.
- (25) **Air Quality** – Vehicles and equipment used on site must be maintained in good working order and be switched off when not operating. The burning of any waste material is prohibited.
- (26) **Soil Erosion and Sediment Control Plans** - Erosion and sediment control plan/s must be:
- i) prepared by persons with experience in civil engineering design,

- ii) designed in accordance with Camden Council's Development Control Plan 2011, and
- iii) included in the Environmental Site Management Plan.

Such plans shall detail the following:

- i) existing and final contours
- ii) the location of all earthworks including roads, areas of cut and fill and re-grading
- iii) location of impervious areas other than roads
- iv) location and design criteria of erosion and sediment control structures
- v) location and description of existing vegetation
- vi) site access (to be minimised)
- vii) proposed vegetated buffer strips
- viii) catchment area boundaries
- ix) location of critical areas (vegetated buffer strips, drainage lines, water bodies, unstable slopes, flood plains and seasonally wet areas)
- x) location of topsoil or other stockpiles
- xi) signposting
- xii) diversion of uncontaminated upper catchment around areas to be disturbed
- xiii) proposed techniques for re-grassing or otherwise permanently stabilising all disturbed ground
- xiv) procedures for maintenance of erosion and sediment controls
- xv) details for staging of works
- xvi) details and procedures for dust control.
- xvii) location of the Stabilised Access Point (SAP)

Control measures both with the subdivision site and any existing road reserve adjacent must be maintained during the entire period of construction.

5.0 - Subdivision Certificate

The following conditions of consent must be complied with prior to the Council or an Accredited Certifier issuing a Subdivision Certificate.

- (1) **Street Trees, Their Tree Root Barrier Guards, Protective Guards and Bollards** - During any earthworks and development works relating to this Consent, the Applicant is advised:
 - (a) That any nature strip street trees, their tree guards, protective bollards, garden bed surrounds or root barrier installation which are disturbed, relocated, removed, or damaged must be successfully restored at the time the damage or disturbance occurred.
 - (b) Any repairs, relocations, reinstallations or replacements needed to the street trees, bollards, garden bed surrounds, tree guards or existing root guard barriers, are to be completed with the same type, species, plant maturity, materials and initial installation standards and the works and successful establishment of the trees carried out prior to the issue of the Subdivision Certificate.

- (c) An inspection must be arranged with Council's Landscape Development Officer, to determine that the Street Trees and any protective or installation measures have been restored correctly and some degree of reestablishment has occurred.
 - (d) The inspection must occur prior to the issue of the Subdivision Certificate.
- (2) **Installation of Street Trees and Their Protective Guards and Bollards -**
- (a) All street trees are to have well constructed tree guard protection installed. A minimum requirement is the installation of at least 3 bollards per street tree. The bollards are to be installed approximately 1m from the main stem of the tree. The bollards are to be sourced in minimum 1.8m length, which will allow for 1.2m above ground exposure and .6m buried support. The bollards are to be timber (or other acceptable composite material) and a minimum 150mm x 150mm width. Timber bollards are to be a durability minimum of H4 CCA.
 - (c) All street trees are to have root barrier installation to the kerb.
 - (c) The street trees are not to be installed with multi stems and must be able to stand alone without the need for support staking.
 - (d) Prior to the issue of the Subdivision Certificate, any nature strip street trees, their tree guards, protective bollards, garden bed surrounds or root barrier installation which are disturbed, relocated, removed, or damaged must be successfully restored.
 - (e) Any repairs, relocations, installations or replacements needed to the street trees, bollards, garden bed surrounds, tree guards or existing root guard barriers, are to be completed with the same type, species, plant maturity, materials and initial installation standards and the works and successful establishment of the trees carried out prior to the issue of the Subdivision Certificate
- (3) **Compliance Certificate** - A Compliance Certificate from a suitably qualified and experienced Geotechnical Engineer must be submitted verifying that the works detailed in the geotechnical report have been undertaken under the Engineer's supervision and to the Engineer's satisfaction, and that the assumptions relating to site conditions made in preparation of the report were validated during construction. This certificate must accompany the "Works as Executed" drawings.
- (4) **Site Validation Report** – A validation report incorporating a notice of completion must be submitted to the Consent Authority in accordance with the requirements of clause 7.2.4 (a) - (d) and clause 9.1.1 of Council's adopted policy and clause 17 & 18 of *State Environmental Planning Policy No 55 – Remediation of Land* for the completed remediation works.

The notice/s or report/s must confirm that all decontamination and remediation works have been carried out in accordance with the remediation plan and must be submitted to the Consent Authority within 30 days following the completion of the works.

The validation report must be submitted to Council prior to the issue of any subdivision certificate applicable for all Stage 2 and Stage 3 land as covered by the Remediation Action Plan. For Stage 1 of the consent which creates new lots for Benwerrin and Wirrinya Homesteads a site validation report is not required for remediation works on the Benwerrin Homestead lot until remediation has been completed for Stage 3 of the consent. The site validation report must clearly state that the site is now suitable for its intended residential use.

- (5) **Stage 1 Section 94 Contributions (Lot 1001: 1 rural residential lot and 1 residue lot)** - Pursuant to Camden Contributions Plan 2011 adopted in April 2012, a contribution must be paid to Council of \$2,200 per additional lot or dwelling, total \$2,200, for Open Space, Recreation & Community Land.

The contribution must be indexed by the methods set out in Paragraph 2.15.2 of the plan and paid prior to the issue of a Subdivision Certificate.

The monetary contribution may at the sole discretion of Council be offset by the value of land transferred to Council or by works in kind. Such works cannot commence until an agreement is made with Council pursuant to the Contributions Plan. If such an agreement is to be undertaken, it must be signed prior to the release of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (6) **Stage 2 Section 94 Contributions (Residue Lot 123: 7 lot rural residential subdivision and 1 residue lot)** - Pursuant to Camden Contributions Plan 2011 adopted in April 2012, a contribution must be paid to Council of \$2,200 per additional lot or dwelling, total \$15,400, for Open Space, Recreation & Community Land.

The contribution must be indexed by the methods set out in Paragraph 2.15.2 of the plan and paid prior to the issue of a Subdivision Certificate.

The monetary contribution may at the sole discretion of Council be offset by the value of land transferred to Council or by works in kind. Such works cannot commence until an agreement is made with Council pursuant to the Contributions Plan. If such an agreement is to be undertaken, it must be signed prior to the release of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (7) **Stage 3 Section 94 Contributions (Residue Lot 108: 14 lot rural residential subdivision)** - Pursuant to Camden Contributions Plan 2011 adopted in April 2012, a contribution must be paid to Council of \$2,200 per additional lot or dwelling, total \$28,600, for Open Space, Recreation & Community Land.

The contribution must be indexed by the methods set out in Paragraph 2.15.2 of the plan and paid prior to the issue of a Subdivision Certificate.

The monetary contribution may at the sole discretion of Council be offset by the value of land transferred to Council or by works in kind. Such works cannot commence until an agreement is made with Council pursuant to the

Contributions Plan. If such an agreement is to be undertaken, it must be signed prior to the release of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (8) **Stage 1 Section 94 Contributions (Lot 1002: 1 and 1 residue lot)** - Pursuant to Camden Contributions Plan 2011 adopted in April 2012, a contribution must be paid to Council of \$2,200 per additional lot or dwelling, total \$2,200, for Open Space, Recreation & Community Land.

The contribution must be indexed by the methods set out in Paragraph 2.15.2 of the plan and paid prior to the issue of a Subdivision Certificate.

The monetary contribution may at the sole discretion of Council be offset by the value of land transferred to Council or by works in kind. Such works cannot commence until an agreement is made with Council pursuant to the Contributions Plan. If such an agreement is to be undertaken, it must be signed prior to the release of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (9) **Stage 2 Section 94 Contributions (Residue Lot 200: 11 lot rural residential subdivision and 1 residue lot)** - Pursuant to Camden Contributions Plan 2011 adopted in April 2012, a contribution must be paid to Council of \$2,200 per additional lot or dwelling, total \$22,000, for Open Space, Recreation & Community Land.

The contribution must be indexed by the methods set out in Paragraph 2.15.2 of the plan and paid prior to the issue of a Subdivision Certificate.

The monetary contribution may at the sole discretion of Council be offset by the value of land transferred to Council or by works in kind. Such works cannot commence until an agreement is made with Council pursuant to the Contributions Plan. If such an agreement is to be undertaken, it must be signed prior to the release of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (10) **Stage 3 Section 94 Contributions (Residue Lot 199: 2 lot rural residential subdivision)** - Pursuant to Camden Contributions Plan 2011 adopted in April 2012, a contribution must be paid to Council of \$2,200 per additional lot or dwelling, total \$2,200, for Open Space, Recreation & Community Land.

The contribution must be indexed by the methods set out in Paragraph 2.15.2 of the plan and paid prior to the issue of a Subdivision Certificate.

The monetary contribution may at the sole discretion of Council be offset by the value of land transferred to Council or by works in kind. Such works cannot commence until an agreement is made with Council pursuant to the Contributions Plan. If such an agreement is to be undertaken, it must be signed prior to the release of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (11) **Stage 1 Section 94 Contributions (Lot 1001: 1 rural residential lot and 1 residue lot)** - Pursuant to Camden Contributions Plan 2011 adopted in April 2012, a contribution must be paid to Council of \$5,815 per additional lot or dwelling, total \$5,815, for Recreation & Community Facilities, Volunteer Emergency Services Facilities and Plan Preparation & Administration Services.

The contribution must be indexed by the methods set out in Paragraph 2.15.1 of the plan and paid prior to the issue of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (12) **Stage 2 Section 94 Contributions (Residue Lot 123: 7 lot rural residential subdivision and 1 residue lot)** - Pursuant to Camden Contributions Plan 2011 adopted in April 2012, a contribution must be paid to Council of \$5,815 per additional lot or dwelling, total \$40,705, for Recreation & Community Facilities, Volunteer Emergency Services Facilities and Plan Preparation & Administration Services.

The contribution must be indexed by the methods set out in Paragraph 2.15.1 of the plan and paid prior to the issue of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (13) **Stage 3 Section 94 Contributions (Residue Lot 108: 14 lot rural residential subdivision)** - Pursuant to Camden Contributions Plan 2011 adopted in April 2012, a contribution must be paid to Council of \$5,815 per additional lot or dwelling, total \$75,595, for Recreation & Community Facilities, Volunteer Emergency Services Facilities and Plan Preparation & Administration Services.

The contribution must be indexed by the methods set out in Paragraph 2.15.1 of the plan and paid prior to the issue of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (14) **Stage 1 Section 94 Contributions (Lot 1002: 1 rural residential lot and 1 residue lot)** - Pursuant to Camden Contributions Plan 2011 adopted in April 2012, a contribution must be paid to Council of \$5,815 per additional lot or dwelling, total \$5,815, for Recreation & Community Facilities, Volunteer Emergency Services Facilities and Plan Preparation & Administration Services.

The contribution must be indexed by the methods set out in Paragraph 2.15.1 of the plan and paid prior to the issue of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (15) **Stage 2 Section 94 Contributions (Residue Lot 200: 11 lot rural residential subdivision and 1 residue lot)** - Pursuant to Camden Contributions Plan 2011 adopted in April 2012, a contribution must be paid to Council of \$5,815 per

additional lot or dwelling, total \$58,150, for Recreation & Community Facilities, Volunteer Emergency Services Facilities and Plan Preparation & Administration Services.

The contribution must be indexed by the methods set out in Paragraph 2.15.1 of the plan and paid prior to the issue of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (16) **Stage 3 Section 94 Contributions (Residue Lot 199: 2 lot rural residential subdivision)** - Pursuant to Camden Contributions Plan 2011 adopted in April 2012, a contribution must be paid to Council of \$5,815 per additional lot or dwelling, total \$5,815, for Recreation & Community Facilities, Volunteer Emergency Services Facilities and Plan Preparation & Administration Services.

The contribution must be indexed by the methods set out in Paragraph 2.15.1 of the plan and paid prior to the issue of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (17) **Stage 1 Section 94 Contributions (Lot 1001: 1 rural residential lot and 1 residue lot)** – Pursuant to Contributions Plan No. 16 amended in November 2003, a contribution must be paid to Council of \$7,077 per additional lot or dwelling, total \$7,077 for **Roadworks, Traffic Management Facilities and Water Quality Facilities**.

The contribution must be indexed to the Consumer Price Index and paid prior to the issue of a Subdivision Certificate.

The monetary contribution for may be offset by the value of land transferred to Council or by works in kind. Such works cannot commence until an agreement is made with Council pursuant to the Contributions Plan. If such an agreement is to be undertaken, it must be signed prior to the release of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (18) **Stage 2 Section 94 Contributions (Residue Lot 123: 7 lot rural residential subdivision and 1 residue lot)** - Contributions Plan No. 16 amended in November 2003, a contribution must be paid to Council of \$7,077 per additional lot or dwelling, total \$49,539, for Roadworks, Traffic Management Facilities and Water Quality Facilities.

The contribution must be indexed to the Consumer Price Index and paid prior to the issue of a Subdivision Certificate.

The monetary contribution for may be offset by the value of land transferred to Council or by works in kind. Such works cannot commence until an agreement is made with Council pursuant to the Contributions Plan. If such an agreement is to be undertaken, it must be signed prior to the release of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (19) **Stage 3 Section 94 Contributions (Residue Lot 108: 14 lot rural residential subdivision)** - Contributions Plan No. 16 amended in November 2003, a contribution must be paid to Council of \$7,077 per additional lot or dwelling, total \$92,001, for Roadworks, Traffic Management Facilities and Water Quality Facilities.

The contribution must be indexed to the Consumer Price Index and paid prior to the issue of a Subdivision Certificate.

The monetary contribution for may be offset by the value of land transferred to Council or by works in kind. Such works cannot commence until an agreement is made with Council pursuant to the Contributions Plan. If such an agreement is to be undertaken, it must be signed prior to the release of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (20) **Stage 1 Section 94 Contributions (Lot 1002: 1 rural residential lot and 1 residue lot)** - Contributions Plan No. 16 amended in November 2003, a contribution must be paid to Council of \$7,077 per additional lot or dwelling, total \$7,077, for Roadworks, Traffic Management Facilities and Water Quality Facilities.

The contribution must be indexed to the Consumer Price Index and paid prior to the issue of a Subdivision Certificate.

The monetary contribution for may be offset by the value of land transferred to Council or by works in kind. Such works cannot commence until an agreement is made with Council pursuant to the Contributions Plan. If such an agreement is to be undertaken, it must be signed prior to the release of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (21) **Stage 2 Section 94 Contributions (Residue Lot 200: 11 lot rural residential subdivision)** - Contributions Plan No. 16 amended in November 2003, a contribution must be paid to Council of \$7,077 per additional lot or dwelling, total \$70,770, for Roadworks, Traffic Management Facilities and Water Quality Facilities.

The contribution must be indexed to the Consumer Price Index and paid prior to the issue of a Subdivision Certificate.

The monetary contribution for may be offset by the value of land transferred to Council or by works in kind. Such works cannot commence until an agreement is made with Council pursuant to the Contributions Plan. If such an agreement is to be undertaken, it must be signed prior to the release of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (22) **Stage 3 Section 94 Contributions (Residue Lot 199: 2 lot rural residential subdivision)** - Contributions Plan No. 16 amended in November 2003, a contribution must be paid to Council of \$7,077 per additional lot or dwelling, total \$7,077, for Roadworks, Traffic Management Facilities and Water Quality Facilities.

The contribution must be indexed to the Consumer Price Index and paid prior to the issue of a Subdivision Certificate.

The monetary contribution for may be offset by the value of land transferred to Council or by works in kind. Such works cannot commence until an agreement is made with Council pursuant to the Contributions Plan. If such an agreement is to be undertaken, it must be signed prior to the release of a Subdivision Certificate.

Council acknowledges that a Section 94 Contribution credit exists and this will be applied to the final contribution to be paid by the applicant.

- (23) **Maintenance Bond** - A maintenance bond in the form of an unconditional bank guarantee or cash bond, being 10% of the value of civil works must be lodged with Council prior to the release of the Subdivision Certificate. This bond is to cover the maintenance of civil works constructed during subdivision works and any damage to existing roads, drainage lines, public reserves or other Council property or works required as a result of work not in accordance with Council's standards, and/or development consent conditions.

The maintenance bond shall be for (12) twelve months or such longer period as determined by Council's engineer, and shall commence on the date of release of the linen plan in the case of subdivision works or the date of the issue of the compliance certificate in the case of development works.

Note 1: In accordance with Council's current Fees and Charges an administration fee for processing of bonds in the form of cash or bank guarantees is applicable.

Note 2: It should be noted that Council will not refund/release the maintenance bond, unless a suitable replacement bond is submitted.

- (24) **Bond for Final Layer of Asphaltic Concrete** - Prior to the issue of the Subdivision Certificate the applicant is to lodge a monetary bond with Camden Council for the placement of the final layer of asphaltic concrete wearing course on all proposed public roads within this subdivision.

The bond is to be in the form of cash or an unconditional bank guarantee in favour of Camden Council, and must be equivalent to 130% of the value of the works, including the cost of all reinstatement works, with the estimated cost of such work being determined by reference to Council's current Schedule of Fees and Charges.

The work is to be completed within 5 years from the registration of the Subdivision Certificate/Plan of Subdivision or when Occupation Certificates for

- dwellings associated with 80% of the lots created by a subdivision adjoining such road have been issued.
- Camden Council reserves the right to claim against the bond at any time.
- Note 1:** An administration fee, in accordance with Council's current Schedule of Fees and Charges, is applicable for the processing of bonds.
- Note 2:** It should be noted that Council will not refund/release the bond until;
- (a) the work has been completed to the requirements of Camden Council, and/or
 - (b) where applicable a suitable replacement bond is submitted.
- (25) **Compliance Certificate** - Prior to the issue of the Subdivision Certificate, the applicant must submit to Council documentary evidence/ compliance certificate to confirm compliance of all conditions of the subject consent.
- (26) **Value of Works** - Prior to the issue of the Subdivision Certificate, the applicant must submit itemised data and value of civil works for the inclusion in Council's Asset Management System. The applicant can obtain from Council upon request, a template and requirements for asset data collection.
- (27) **Soil Classification** - A geotechnical report must be submitted detailing the classification of soil type generally found within the subdivision. A general classification for each lot within the subdivision must be provided and such classifications must be made by a Geotechnical Engineer in accordance with the provisions of SAA AS 2870 "Residential Slabs and Footings". The classification reports must be submitted to Council prior to release of the Subdivision Certificate.
- (28) **Works as Executed Plan** – A Works as Executed plan shall be submitted to the Principal Certifying Authority (PCA) prior to the issue of any Subdivision Certificate. The plan shall:
- (a) be prepared in accordance with the requirements of Camden Council's current Engineering Specification,
 - (b) be endorsed by a registered Land Surveyor,
 - (c) be submitted to the PCA for approval, and
 - (d) be submitted electronically in portable document format (.pdf) and .dwg format (or equivalent) at 150 dpi with a maximum individual file size not exceeding 2 Megabytes and submitted both on compact disc and an A1 paper plan.
- (29) **Access Denial for Specific Lots** – The Principal Certifying Authority shall confirm the "access denied" location of any proposed lot adjacent to a proposed/existing public road. A description of the access denied section of the lot shall be noted in a restriction-as-to-user pursuant to s.88B of the Conveyancing Act 1919 and be included in any application for a Subdivision Certificate.

- (30) **Delineation on Plan of Subdivision** – Prior to the issue of any Subdivision Certificate a draft Plan of Subdivision must be submitted to the Principal Certifying Authority for approval. The plan shall:
- (a) indicate 1% AEP contour/s watercourses,
 - (b) indicate public reserves,
 - (c) indicate drainage reserves, the extent of which is determined by 1% AEP, and
 - (d) align with the approved work-as-executed plan.

The approved draft Plan of Subdivision shall form the basis for a final Plan of Subdivision associated with any application for a Subdivision Certificate.

- (31) **Fill Plan** - A Fill Plan shall be submitted to the Principal Certifying Authority prior to the issue of any Subdivision certificate. The plan must:
- (a) show lot boundaries ;
 - (b) show road/drainage/public reserves ;
 - (c) show street names ;
 - (d) show final fill contours and boundaries; and
 - (e) show depth in filling in maximum 0.5m Increments.

It is to be submitted electronically in portable document format (.PDF) at 150dpi with a maximum individual file size not exceeding 2 megabytes and submitted both on compact disk and an A1 paper plan.

- (32) **Incomplete Works** - Prior to the issue of the Subdivision Certificate, the applicant is to lodge a bond with Camden Council for the construction of incomplete works, including concrete footpath and/or pedestrian/cycle shared way, in accordance with Camden Council's current Engineering Construction Specifications.

- (33) **Street Signs** – Street signs are to be installed:

- (a) in accordance with the requirements of the Principal Certifying Authority and the Roads Authority, Camden Council, and
- (b) prior to the issue of any Subdivision Certificate.

- (34) **Surveyor's Report** - Prior to the issue of the Subdivision Certificate a certificate from a registered surveyor must be submitted to the Certifying Authority certifying that all drainage lines have been laid within their proposed easements. Certification is also to be provided stating that no services or accessways encroach over the proposed boundary other than as provided for by easements as created by the final plan of subdivision.

- (35) **Street Lighting** - Street lighting must be provided within the subdivision in accordance with the relevant Australian standards, Endeavour Energy approval and the satisfaction of the Principal Certifying Authority. All such work must be complete and operative prior to the issue of the Subdivision Certificate.

"Flag" lighting shall be provided in accordance with Council's current Design Specification.

(36) **Services** - Prior to the issue of any Subdivision Certificate, the following service authority certificates/documents must be obtained and submitted to the Principal Certifying Authority for inclusion in any Subdivision Certificate application:

- (a) a certificate pursuant to s.73 of the *Sydney Water Act 1994* stating that both water and sewerage facilities are available to each allotment;

Application for such a certificate must be made through an authorised Water Servicing Coordinator.

- (b) a Notification of Arrangements from Endeavour Energy;

- (c) written advice from an approved telecommunications service provider (Telstra, Optus etc) stating that satisfactory arrangements have been made for the provision of underground telephone plant within the subdivision/development.

(37) **Subdivision Certificate Release** - The issue of a Subdivision Certificate is not to occur until all conditions of this consent have been satisfactorily addressed and all engineering works are complete unless otherwise approved in writing by the Principal Certifying Authority.

(38) **Sydney Water Service Covers** – Prior to the issue of any Subdivision Certificate, all Sydney Water service covers ie hydrants, stop valves etc, are to be made clearly identifiable by the installation of blue coloured raised reflective pavement markers placed at the centreline of the road opposite the hydrant so as to comply with AS2419.

(40) **Existing Right of Carriageway** – The Subdivision Certificate for any stage involving proposed lots 106, 111, 112 or 113 will not be issued until alternative access has been provided to Lot 401 DP 818037 and Lot 110 DP 853812.

The existing access easement that benefits 116 and 118 The Old Oaks Road cannot be extinguished until the extension of Benwerrin Crescent as proposed by this DA is fully constructed and dedicated to Council.

(41) **Battle Axe Handles** – Prior to the issue of the Subdivision Certificate, the sealed driveway for all battle axe handles shall be constructed in accordance with council's current Design Specification. The pavement shall extend from the existing road pavement to the end of the access handle.

(42) **Access to Lots 112 and 113** – Prior to the issue of the Subdivision Certificate, the battle axe handles for lots 112 and 113 shall be provided with a centrally placed sealed driveway in accordance with Council's current Design Specification. The driveway shall have a minimum pavement width of 5m and be suitably drained.

The properties shall be provided with reciprocal rights of access created under Section 88B of the Conveyancing Act 1919.

(43) **Show Easements on the Plan of Subdivision** - The developer must acknowledge all existing easements on the final plan of subdivision.

-
- (44) **Show Restrictions on the Plan of Subdivision** - The developer must acknowledge all existing restrictions on the use of the land on the final plan of subdivision.
- (45) **Plot Watercourses** - The developer must chart the natural watercourse on the plan of subdivision.
- (46) **Section 88B Instrument and 88E Positive Covenants Requirements** - The developer must prepare a Section 88B Instrument and 88E Positive Covenant for approval by the Principal Certifying Authority which incorporates the following easements, restrictions and covenants to user:
- (a) Easement for services.
 - (b) Easement to drain water.
 - (c) Drainage easement over overland flow paths.
 - (d) Easement for on-site-Detention.
 - (e) Easement for water quality.
 - (f) Reciprocal right of carriageway. The owners of the subject properties burdened by the Right-Of-Way shall be responsible for on-going maintenance and the Public Liability of the Right-Of-Way.
 - (g) Restriction as to user over any filled lots which stipulates that footings must be designed by a suitably qualified civil and/or structural engineer.
 - (i) Restriction as to user preventing the alteration of the final overland flow path shape, and the erection of any structures (other than open form fencing) in the overland flow path without the written permission of Council.
 - (j) Restriction as to user to be placed on the title of each lot above RL110m AHD that is not serviced by a town water supply. This shall indicate that the owner of the lot will be responsible for the provision of a domestic water supply and for all costs associated with the provision of a mains water supply, if and when the mains water supply becomes available.
 - (k) Appropriate 88B restrictions and 88E positive covenants are to be placed on the title of proposed lots 113, 114, 115, 116, 117, 118, 205, 206, 207, and 212 (within or adjoining the bushland conservation area), as identified within the Ecological and Bushfire Assessment prepared by Eco Logical Australia, prepared for Pascoe Planning Solutions, dated 1 October 2010, project no. 09SUTPLA-0020, requiring the future owner of each such lot to be permanently responsible for the long term management of the retained remnant vegetation, as per the recommendations within the Vegetation Management Plan prepared by Eco Logical Australia, for Pascoe Planning Solutions, dated 16 December 2010, project no. 10SYDECO-0001. These restrictions and covenants must also provide Council with the ability to enter the land and undertake the required works with all associated costs to be paid by the registered proprietor.

Note: An example of such wording could be: “The registered proprietor of any lot hereby burdened shall undertake all works required within that part of the lot burdened by the Vegetation Management Plan prepared by Eco Logical Australia, prepared for Pascoe Planning Solutions, dated 16 December 2010, project no. 10SYDECO-0001, and if the required works are not undertaken, Camden Council has the right to enter the land and undertake the works, and all costs associated therewith will be payable by the registered proprietor”

- (l) Restriction as to user required for Lots 113, 114, 115, 116, 117, 118, 205, 206, 207, and 212 stating that the conservation area fencing (as identified in the Vegetation Management Plan prepared by Eco Logical Australia, prepared for Pascoe Planning Solutions, dated 16 December 2010, project no. 10SYDECO-0001) must not restrict the flow of water in the riparian corridor and must be constructed of materials that permit fauna to move freely through the area (for example, post and rail or post and 3 strand wire type rural fencing). The style of fencing approved by the Principal Certifying Authority with the Construction Certificate for each relevant stage of subdivision must not be removed by the future owners of these lots, and may only be modified for general maintenance and repairs purposes.
- (m) All applicable approvals must be sought from Council prior to the installation of any on site sewage management facility on each lot. This includes but is not limited to approvals under section 68 of the Local Government Act 1993 for the installation/construction/alteration of sewage management facilities and the operation of sewage management facilities. Any application to Council must demonstrate compliance with Councils “On-site Sewerage Management Strategy”.
- (n) An aerated wastewater treatment system that is accredited by the NSW Department of Health shall be provided for the treatment of wastewater generated from any future dwelling(s) on each lot. The location of any effluent disposal areas must not conflict with the salinity discharge areas or areas affected by salinity, as shown on Salinity Management Plan in the report titled "Salinity Assessment and Salinity Management Plan: 120 (Lot 3522 DP 1144819) The Old Oaks Road and 3 (Lot 1 DP 878532) Wurrinya Place Grasmere", prepared for Pascoe Planning, prepared by Harvest Scientific Services, ref no. 201250, dated 17/12/10.
- (o) Dwelling construction on each lot will be restricted to a maximum of 4 bedrooms with a maximum occupancy of 6 persons. Any proposed dwelling greater than 4 bedrooms or with an occupancy greater than 6 persons or any proposed on-site system of sewage management other than an AWTS with sub-surface drip irrigation may be considered where compliance with Camden Council’s Sewage Management Strategy is demonstrated.
- (p) The total area required for the disposal of effluent for each lot is:

Lot Number	Total Area Required (m ²)	Size of primary Area (m ²)	Size of Reserve Area (m ²)
101	900	600	300
102	900	600	300

103	900	600	300
104	900	600	300
105	900	600	300
106	1050	700	350
107	1050	700	350
108	1050	700	350
109	900	600	300
110	900	600	300
111	900	600	300
112	900	600	300
113	900	600	300
114	900	600	300
115	900	600	300
116	900	600	300
117	900	600	300
118	1050	700	350
119	1050	700	350
120	1050	700	350
121	1050	700	350
201	900	600	300
202	1050	700	350
203	1050	700	350
204	1050	700	350
205	1050	700	350
206	1050	700	350
207	1050	700	350
208	1050	700	350
209	900	600	300
210	900	600	300
211	900	600	300
212	900	600	300

(Note: Location and design of the effluent disposal area shall comply with all buffer distances detailed in Camden Council's Sewage Management Strategy).

- (q) Restriction as to user on Lot 118 - A minimum buffer distance of 10m s shall be provided between the rain garden and any wastewater disposal area.
- (r) Salinity Management Plan – A restriction as to user for each lot stating that all proposed construction works that includes earthworks, imported fill, landscaping, buildings, and associated infrastructure proposed to be constructed on the land must be carried out or constructed in accordance with the management strategies as contained within:
 - (i) the Salinity Management Plan in the report titled "Salinity Assessment and Salinity Management Plan: 120 (Lot 3522 DP 1144819) The Old Oaks Road and 3 (Lot 1 DP 878532) Wirrinya Place Grasmere", prepared for Pascoe Planning, prepared by Harvest Scientific Services, ref no. 201250, dated 17/12/10; and

- (ii) the "Addendum to Salinity Assessment for 120 The Old Oaks Road and 3 Wirrynya Place Grasmere Report" dated 17 December 2010, prepared by Harvest Scientific Services, ref no. 201250, dated 15/02/11.
 - (s) Restriction as to users on Lots 101, 102, 108 and 118 – wastewater disposal shall not occur within any salinity discharge areas.
- (47) **Burdened Lots to be Identified** - Any lots subsequently identified during construction of the subdivision as requiring restrictions must also be suitably burdened.
- (48) **Construction of Permanent Water Quality Facilities** – A permanent water quality facility must be constructed:
- (a) in accordance with the approved plans,
 - (b) to the requirements of Camden Council,
 - (c) when Occupation Certificates for dwellings associated with 80% of the lots have been issued.

Any earth batters associated with such a facility must be compacted and stabilised to ensure that the integrity of the batters is continually maintained.

- (49) **Modified "Construction" On-site Detention/Sediment Control Basin and Water Quality Facility, Operation, Maintenance and Monitoring Manual** - Prior to the completion of the modified "construction" on-site detention/sediment control basin and water quality facility, an Operation, Maintenance and Monitoring Manual must be submitted to the Principal Certifying Authority for approval.

The manual must be prepared by a suitably qualified professional in accordance with the requirements of Managing Urban Stormwater – Soils and Construction, Volume 1, 4th Edition, March 2004 as produced by Landcom and must provide detailed information regarding the following:

- (a) method of desilting
- (b) method of removal of sediment and gross pollutants
- (c) method of removal of noxious weeds.

Water quality sampling should be undertaken for all relevant water quality parameters contained within the approved "Water Cycle Master Plan". Samples are to be taken from the inlet point of the "on-site detention / sediment Control Basin" and the outlet point of the "Water Quality Facility".

The frequency of sampling for each facility must include quarterly sampling. Where prolonged drought conditions exist and water is unavailable for testing on a quarterly basis then a minimum of 4 samples must be taken (within a 12 month period) when water is available with a minimum of 2 months between sampling periods.

Water quality sampling and monitoring results/reports are required and must be submitted to the Council within one (1) month after each complete quarterly sampling period.

- (50) **Bond for the Decommissioning of the Modified "Construction" On-site**

Detention/ Sediment Control Basin and Water Quality Facility - Prior to the issue of any Subdivision Certificate a bond for:

- (a) the conversion of the modified “construction” on-site detention/sediment control basin and water quality facility to a temporary/permanent water quality facility, and/or
- (b) the removal of the modified “construction” on-site detention/ sediment control basin and water quality facility and reinstatement of the area in accordance with the approved plan

must be lodged with Camden Council.

The bond:

- (a) applies only where such a facility is located in existing and/or proposed public land,
- (b) has been determined at an amount of \$40,000, and
- (c) will be retained by Council until:
 - (i) such works have been completed in accordance with the approved plans and to the requirements of Council,
 - (ii) a permanent water quality facility has been provided in a public infrastructure location approved by Council, and
 - (iii) the completion of such work has been confirmed, in writing, by Council.

- (51) **Permanent Water Quality Facility Operation, Maintenance and Monitoring Manual/s** - Prior to the issue of any Subdivision Certificate, Operation and Maintenance and Monitoring Manual/s for the permanent water quality facilities must be submitted to the Principal Certifying Authority for approval.

The manuals must be prepared by a suitably qualified professional in accordance with the requirements of the water quality criteria contained within the approved Water Cycle Master Plan and must provide detailed information regarding the following:

- (a) vegetation management
- (b) removal of noxious weeds
- (c) replacement of filter medium
- (d) water quality.

Sampling - water quality sampling should be undertaken for all relevant Water quality parameters contained within the approved “Water Cycle Master Plan”. Samples are to be taken from the inlet point of the “on-site detention / sediment Control Basin” and the outlet point of the “Water Quality Facility”.

Frequency - The frequency of sampling for each facility must include quarterly sampling. Where prolonged drought conditions exist and water is unavailable for testing on a quarterly basis, then a minimum of 4 samples must be taken (within a 12 month period) when water is available with a minimum of 2 months between sampling periods.

Discussion of sampling results - A comparison of results with respect to the level of compliance with water quality targets/ criteria will be required and include recommendations for corrective action where non-compliance is determined.

In that regard the manual must indicate that water quality sampling and monitoring report/s must be submitted to Camden Council at the commencement of monitoring and six (6) months after the initial sampling.

Methodology for attainment of the required water quality discharge parameters - methodology/measures are required to ensure that the subject temporary facilities remain functional/operational until such time as they are decommissioned and replaced/reconstructed as a permanent water quality facility.

- (52) **Demolition of Temporary Water Quality Facilities** – Any temporary water quality facility will be made redundant upon the provision of an approved permanent water quality facility. In that regard the temporary water quality facility must be demolished and the area containing the facility reinstated. Any resulting impediment to existing permanent infrastructure, as a result of the removal of the associated stormwater drainage system is to be rectified to the requirements of Camden Council.

Prior to the commencement of any such demolition all contributing stormwater flows to the facility must be diverted to the permanent water quality facility by way of a stormwater drainage system approved by Camden Council.

- (53) **Section 88B Instrument** - The developer must prepare a Section 88b Instrument, for approval by the Principal Certifying Authority, which incorporates the following easements, restrictions to user and public positive covenants:

- (a) Public positive covenant, over the proposed lot/s containing the:
- (i) modified “construction” on-site detention/sediment control basin and water quality facility, and/or
 - (ii) permanent water quality facility,
- for the maintenance, repair and insurance of such a facility.

- (54) **Modification of the “Construction” On-site Detention/ Sediment Control Basin** – After three (3) months of the registration of the Subdivision Certificate/Plan of Subdivision by the Department of Lands – Land and Property Information, the “construction” on-site detention/sediment control basin must be modified to include a water quality component.

The water quality component must have the following:

- (a) a filter medium must be included in the design.
- (b) 50% of the total number of “macrophyte” type plants, the details of which are noted on the approved plans, must be planted within the filter medium area.

- (55) **On-site Sewage Management System for “Benwerrin” and “Wirrinya” Homesteads** – The on-site sewage management systems servicing both:

- (a) the existing dwelling known as the “Benwerrin” homestead on Lot 1001, DP 1164152 (to be known as future Lot 122); and
- (b) the existing dwelling known as the “Wirrinya” homestead on Lot 1002, DP 1164152 (to be known as future Lot 199)

must be upgraded or replaced to ensure that the systems are wholly contained within the allotment in which they serve, **prior to the issue of any Subdivision Certificate.**

Separate “Approval to Install, Construct, Alter a Sewage Management System” applications shall be submitted to Council for each system under Section 68 of the *Local Government Act 1993* and approved by Council prior to undertaking any works on either of the existing systems. All applications must demonstrate compliance with Camden Council’s Sewage Management Strategy.

- (56) **Decommissioning of Existing On-site Sewage Management Systems** - Transpiration beds shall be decommissioned in accordance with the following:

- (a) Upon replacement of the OSSM system servicing the dwelling on proposed Lot 122, all associated drainage and disposal fields shall be removed and disposed of at a suitably licensed landfill site. Where the system remains wholly contained within the allotment it can be decommissioned on site in accordance with any Section 68 approval conditions.

- (57) **Decommissioning of Water Bore Hole** - The water borehole located on proposed Lot 213 shall be decommissioned in compliance with the requirements detailed in “The Minimum Construction Requirements for Water Bores in Australia Edition 2 Revised September 2003, chapter 18”.

NOTE: Consultation shall be sought with the NSW Office of Water prior to undertaking any works.

- (58) **Compliance of Remediation Work** - All remediation work must also comply with the following requirements:

- (a) *Contaminated Land Management Act 1997*;
- (b) Department of Urban Affairs and Planning – Contaminated Land Planning Guidelines 1998;
- (c) *State Environmental Planning Policy No 55 – Remediation of Land*;
- (d) *Sydney Regional Plan No 20 - Hawkesbury Nepean River (No.2 –1997)*; and
- (e) Camden Council’s Adopted Policy for the Management Of Contaminated lands.

- (59) **Update of Bush Fire Prone Land Maps** - Prior to the issue of the Subdivision Certificate, a revised draft Bush Fire Prone Land Map shall be produced showing all Asset Protection Zones and Bush Fire Prone Land within the subdivision and shall include the following:

- (a) Statement that clarifies and certifies that the changes to the Maps are in accordance with the *Planning for Bush Fire Protection Guidelines* and *Guideline for Bush Fire Prone Land Mapping NSW Rural Fire Service*. See http://www.rfs.nsw.gov.au/dsp_content.cfm?CAT_ID=900. Such

Statement shall be undertaken by a suitably qualified and experienced consultant who has:

- (i) experience in identifying bush fire prone land within NSW,
- (ii) experience in assessing potential bush fire impact, and developing and submitting bush fire risk assessments and deemed to satisfy designs and plans for development in bushfire prone areas,
- (iii) a detailed knowledge of, and experience with the bush fire planning, design and construction guidelines requirements for NSW (such as Planning for Bush Fire Protection and Australian Standards) for subdivisions, new buildings, modifications to existing buildings,
- (iv) a detailed knowledge of, and experience with, the bush fire provisions and hierarchy within the *Building Code of Australia*,
- (v) a detailed understanding of, and experience with, the bush fire provisions within, and the operation of the NSW and Local Government planning systems,
- (vi) a thorough understanding of the Macarthur District Bush Fire Risk Management Plan, Macarthur District Bush Fire Operations Plan,
- (vii) public liability/professional indemnity insurance, each to a minimum of \$20 Million.

Note: The above criteria has been adopted from the Certification Guides for Bush Fire Planning and Design BPAD (A & D)- Certified Practitioners (as per the FPA (Fire Protection Australia) Certified Practitioner and Business Program) (see [website http://www.fpaa.com.au/certification/index.php?certification=bpad](http://www.fpaa.com.au/certification/index.php?certification=bpad))

(b) Maps to be provided shall include the final layout of the subdivision and as a separate layer in .dxf or .dwg format.

(60) **Vegetation Management Plan** – The development must be carried out in accordance with the Vegetation Management Plan (VMP) prepared by Eco Logical Australia, for Pascoe Planning Solutions, dated 16 December 2010, project no. 10SYDECO-0001.

Prior to the issue of a Subdivision Certificate for each stage of the approved subdivision, all works required by the VMP for that stage must be fully completed.

The developer must maintain the riparian corridor areas as identified in the VMP for each stage, for a period of 12 months from the date of the issue of the Subdivision Certificate, for that stage.

END OF CONDITIONS

RECOMMENDED

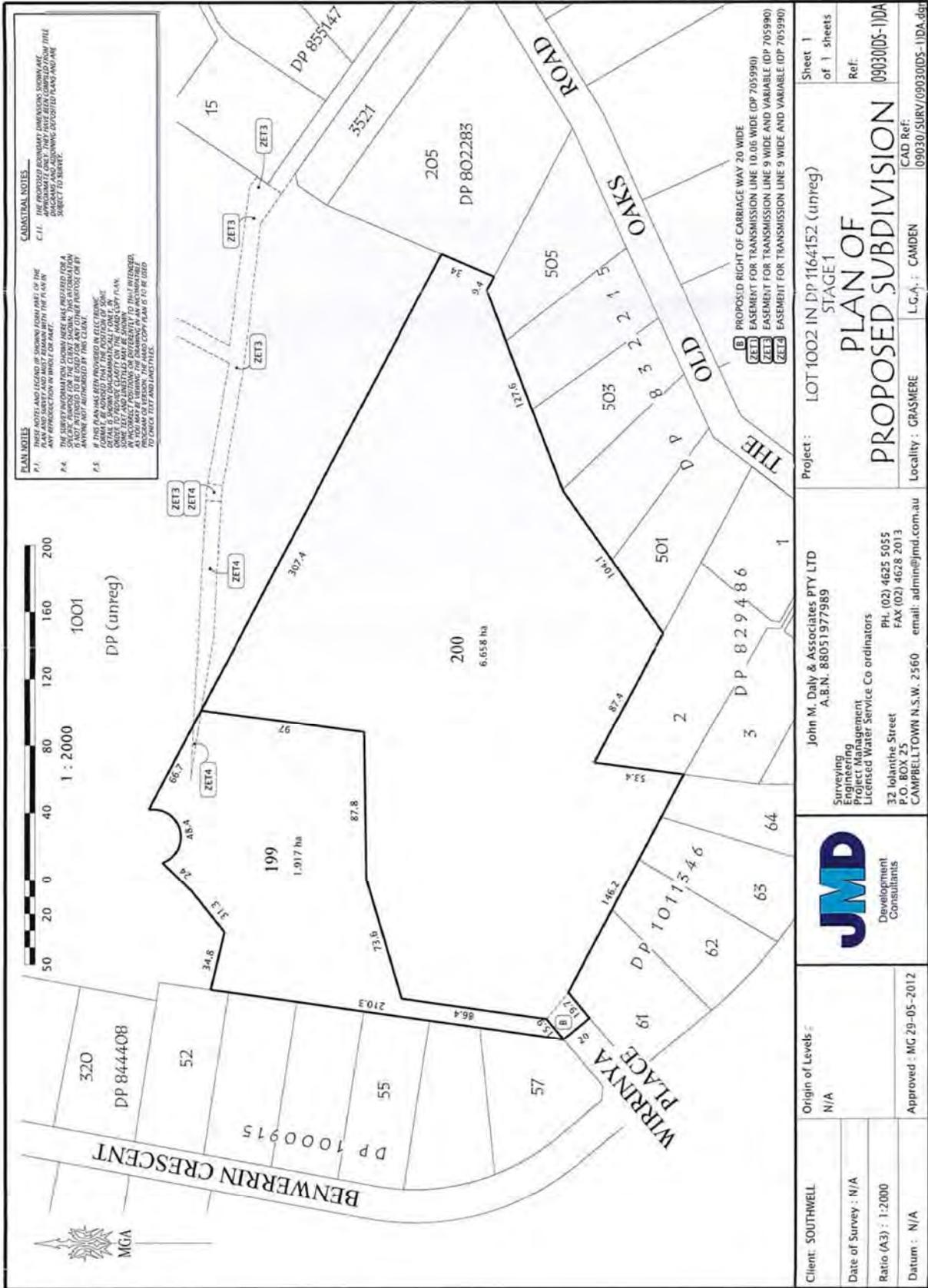
That:

- i. Council approve DA 30/2011 for a staged subdivision to create a total of 35 residential lots, construction of earthworks, roads, drainage and services, rehabilitation of an existing riparian corridor and remediation of contaminated land at 120 The Old Oaks Road and 3 Wirrinya Place, Grasmere subject to the conditions listed above;**
- ii. Council staff continue to work with the NSW Roads and Maritime Services to achieve a reduction of the speed limit on The Old Oaks Road from 80km/h to 60km/h; and**
- iii. Council staff investigate the possibility of trimming vegetation, and road widening near the intersection of Benwerrin Crescent (south) and The Old Oaks Road.**

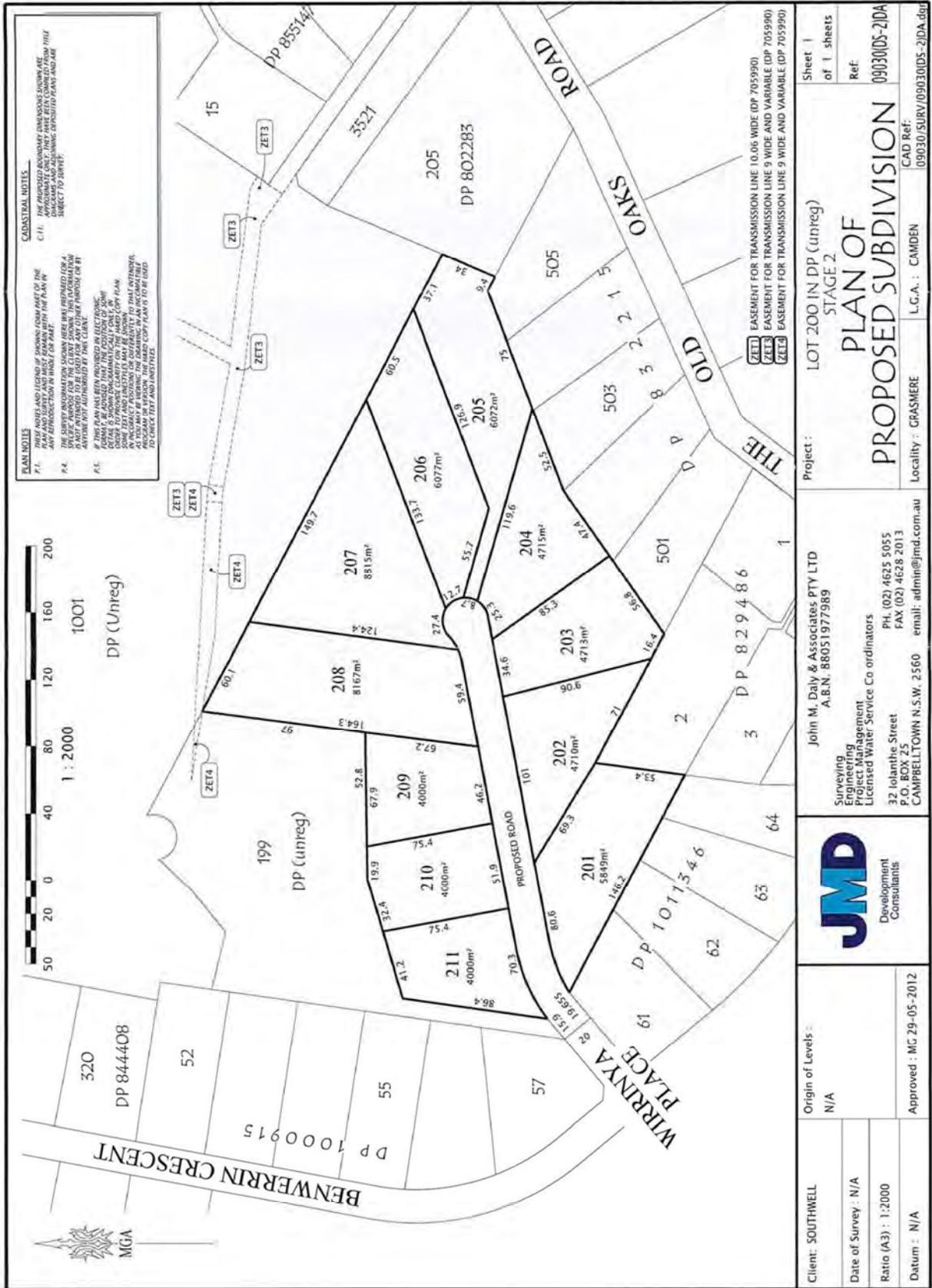
ATTACHMENTS

1. Subdivision Plans
2. Independent Traffic Report
3. Submissions - *Supporting Document*

Attachment 1
ORD01

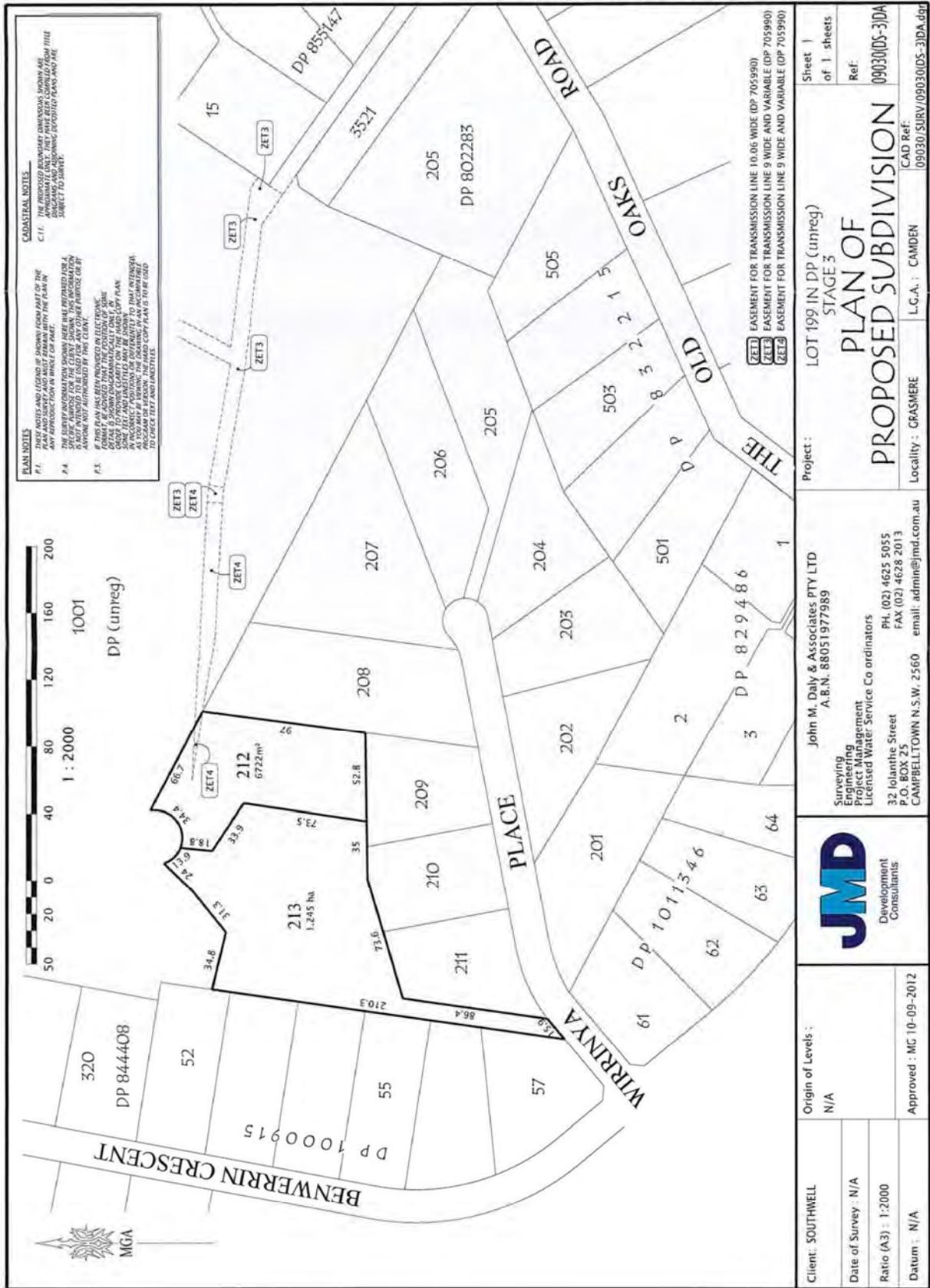


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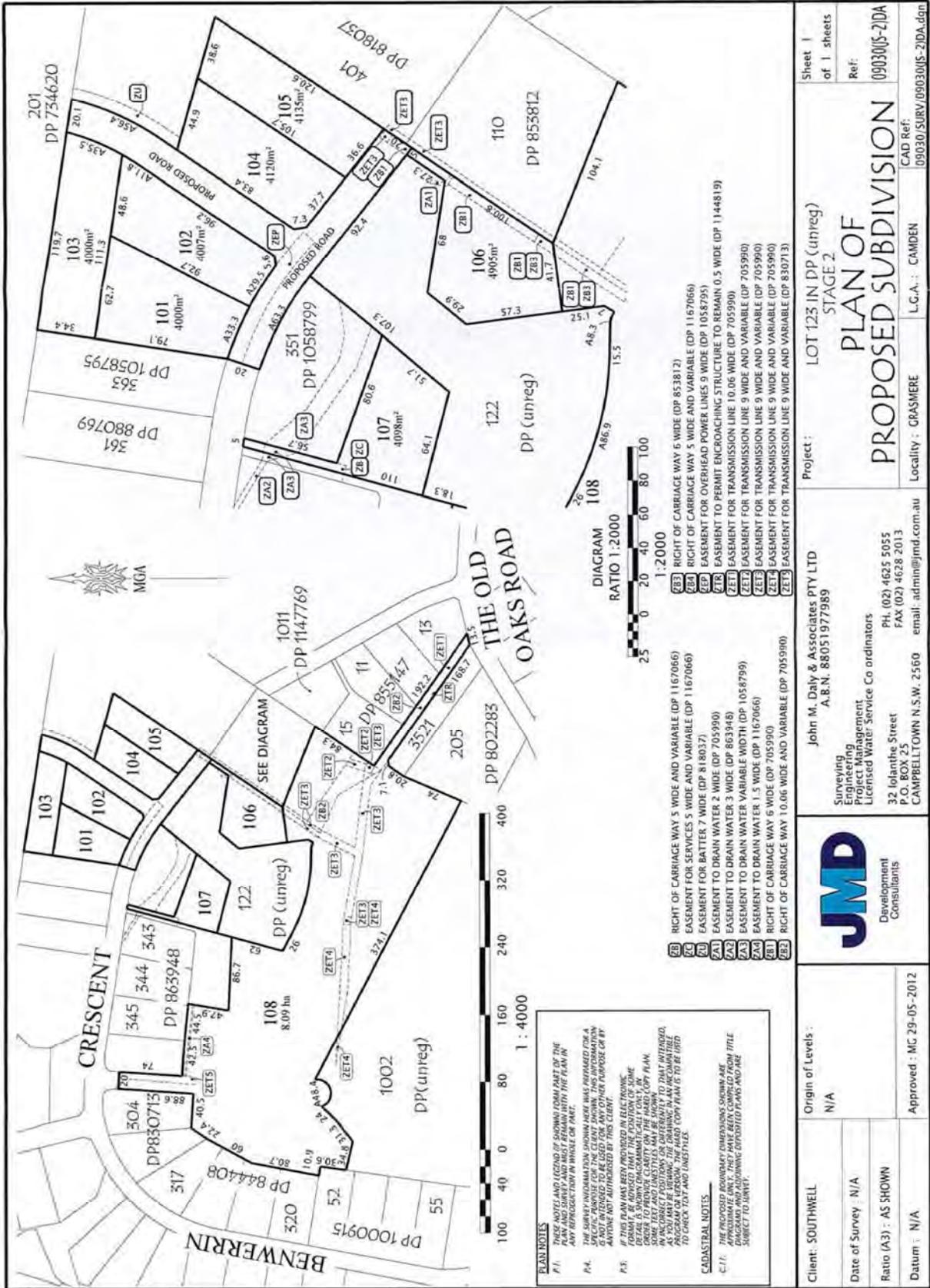
Attachment 1



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Attachment 1



The title shown on this plan relates to the original plan, produced by JMD only. Any photocopying or printing from digital files provided (particularly PDF files) may significantly alter the ratio of the plan.

PLAN NOTES

P1. THE SURVEY AND RECORDS OF SURVEY FROM WHICH THIS PLAN WAS DERIVED ARE SHOWN IN FULL WITHIN THIS PLAN. ANY REPRODUCTION IN WHOLE OR PART.

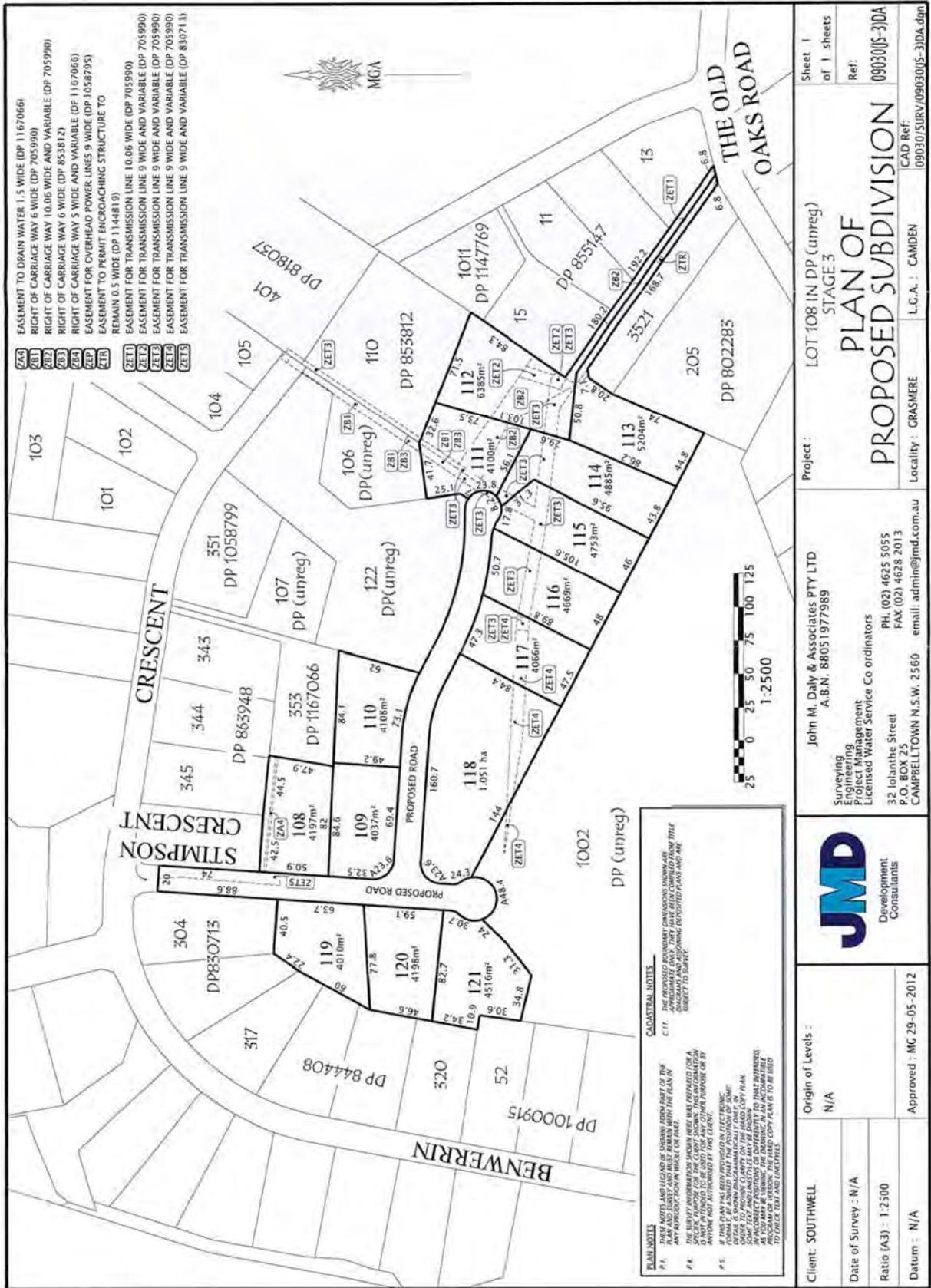
P4. THE SURVEY INFORMATION SHOWN HERE WAS PREPARED FOR A SPECIFIC PURPOSE AND IS NOT INTENDED TO BE USED FOR ANY OTHER PURPOSE OR BY ANYONE NOT AUTHORIZED BY THIS CLIENT.

P5. IF THIS PLAN HAS BEEN PROVIDED IN ELECTRONIC FORM, IT IS PROVIDED AS A REPRESENTATION OF THE INFORMATION SHOWN ON THE HARD COPY PLAN. ORDER TO PROVIDE CLARITY ON THE HARD COPY PLAN, THIS PLAN IS PROVIDED WITH A PRINTED COPY OF THE INFORMATION SHOWN ON THE HARD COPY PLAN. IN AN INACCURATE POSITION OR OTHERWISE TO THAT INTENDED. AS YOU MAY BE PERFORMING THE DRAWING IN AN INACCURATE POSITION, YOU SHOULD CHECK THE POSITION OF THE PLAN TO BE USED TO CHECK THAT AND LINESHETS.

CADASTRAL NOTES

C1: APPROXIMATE ONLY. THIS PLAN BEING COMPILED FROM TITLE INFORMATION SHOWN ON DEPOSITED PLANS AND HERE SUBJECT TO SURVEY.

Client: SOUTHWELL	Origin of Levels: N/A	Project: LOT 123 IN DP (unreg) STAGE 2	Sheet 1 of 1 sheets
Date of Survey: N/A		Surveying and Project Management John M. Daly & Associates PTY LTD A.B.N. 88051977989	Ref: 09030105-210A
Ratio (AS) : AS SHOWN		Licensed Water Service Co ordinators 32 Iolanthe Street P.O. BOX 25 CAMPBELLTOWN N.S.W. 2560	CAD Ref: 09030105-210A.dwg
Datum: N/A	Approved: MC 29-05-2012	Development Consultants JMD	Locality: CRASMERE L.C.A.: CAMDEN
		PLAN OF PROPOSED SUBDIVISION	



Client: SOUTHWELL	Origin of Levels : N/A	Project : LOT 108 IN DP (unreg) STAGE 3	Sheet 1 of 1 sheets
Date of Survey : N/A		Ref: 0903005-3/DA	
Ratio (A3) : 1:2500		PLAN OF PROPOSED SUBDIVISION	
Datum : N/A	Approved : MG 29-05-2012	Locality : GRASMERE	L.C.A. : CAMDEN
		John M. Daly & Associates PTY LTD A.B.N. 8805197989	CAD Ref: 09030/SURV/0903005-3/DA.dgn
		Surveying Engineering Project Management Licensed Water Service Co ordinators	
		32 Iolanthe Street P.O. BOX 25 CAMPBELLTOWN N.S.W. 2560	
		PH. (02) 4625 5055 FAX (02) 4628 2013 email: admin@jmd.com.au	

ORD01

Attachment 2

**TRAFFIC AND ACCESS ASSESSMENTS
FOR
PROPOSED 35 LOT RESIDENTIAL SUBDIVISION
AT
NO. 3 WIRRINYA PLACE AND
120 THE OLD OAKS ROAD
GRASMERE
ON BEHALF OF
CAMDEN COUNCIL**

Ref. 13022R

February 2013

Prepared By

TRANSPORT & URBAN PLANNING
Traffic Engineering, Transport Planning
Road Safety & Project Management Consultants
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TRANSPORT AND URBAN PLANNING

CONTENTS

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FIGURES

Figures 1 and 2	Access Intersection
Figure 3	Peak Hour Volumes
Figures 4 and 5	Concept Proposals

APPENDICES

Appendix 1	Traffic Counts
Appendix 2	SIDRA Outputs

1.0 INTRODUCTION

Transport and Urban Planning have been engaged by Camden Council to undertake an independent Traffic and Access Assessment of the proposed 35 lot residential sub division of Lots 1001 and 1002 in DP 1164152 at Grasmere, with access only to/from The Old Oaks Road viz Benwerrin Crescent (south).

The scope of these assessments includes but are not limited to:

- Undertake peak hour SIDRA analysis of the additional traffic volumes which will be generated by the proposed 35 residential lots and application of this to the existing traffic conditions at the intersection of The Old Oaks Road and Benwerrin Crescent.
- Provide comment on the traffic safety of the intersection of The Old Oaks Road and Benwerrin Crescent based on-
 - the additional traffic volumes identified in point 1 above;
 - the current 80km/h speed limit along The Old Oaks Road; and
 - the assumption that Benwerrin Crescent (north) will not be connected through and that the intersection of Benwerrin Crescent (south) and The Old Oaks Road will be the only entry/exit point for the subdivision.
- Make recommendations as to any upgrades that would be required to the intersection of Benwerrin Crescent and The Old Oaks Road to ensure traffic safety in the context of such a recommendation being made a consent condition should this subdivision be approved.

These assessments should be read in conjunction with the sub division layout plans prepared by John M Daly and Associates Pty Ltd and dated May 2012 and identified as 09030 (DS-1) DA 6 sheets.

2.0 EXISTING TRAFFIC CONDITION

2.1 Access Roads

The Old Oaks Road

The Old Oaks Road is an undivided two lane, two way rural road running from Burraborang Road to Sheathers Lane, on an undulating and curved alignment, speed zoned to 80km/h. Adjacent to Benwerrin Crescent (south) The Old Oak Road has a 6.0 metre wide pavement, no kerb and guttering and no formed road shoulder. Street lighting is not provided.

Benwerrin Crescent (South)

Benwerrin Crescent is a two way local residential access road with a 7.0 metre pavement between kerbs and speed zoned to 50km/h. Benwerrin Crescent (south) will provide the only access to the 35 lot subdivision proposal in the short term.

In the longer term it is proposed to link Benwerrin Crescent (south) through to Old Oaks Road via the Benwerrin Crescent (north) intersection. However this option is presently limited by adjoining lands (not part of the subject proposal) that are still to be developed.

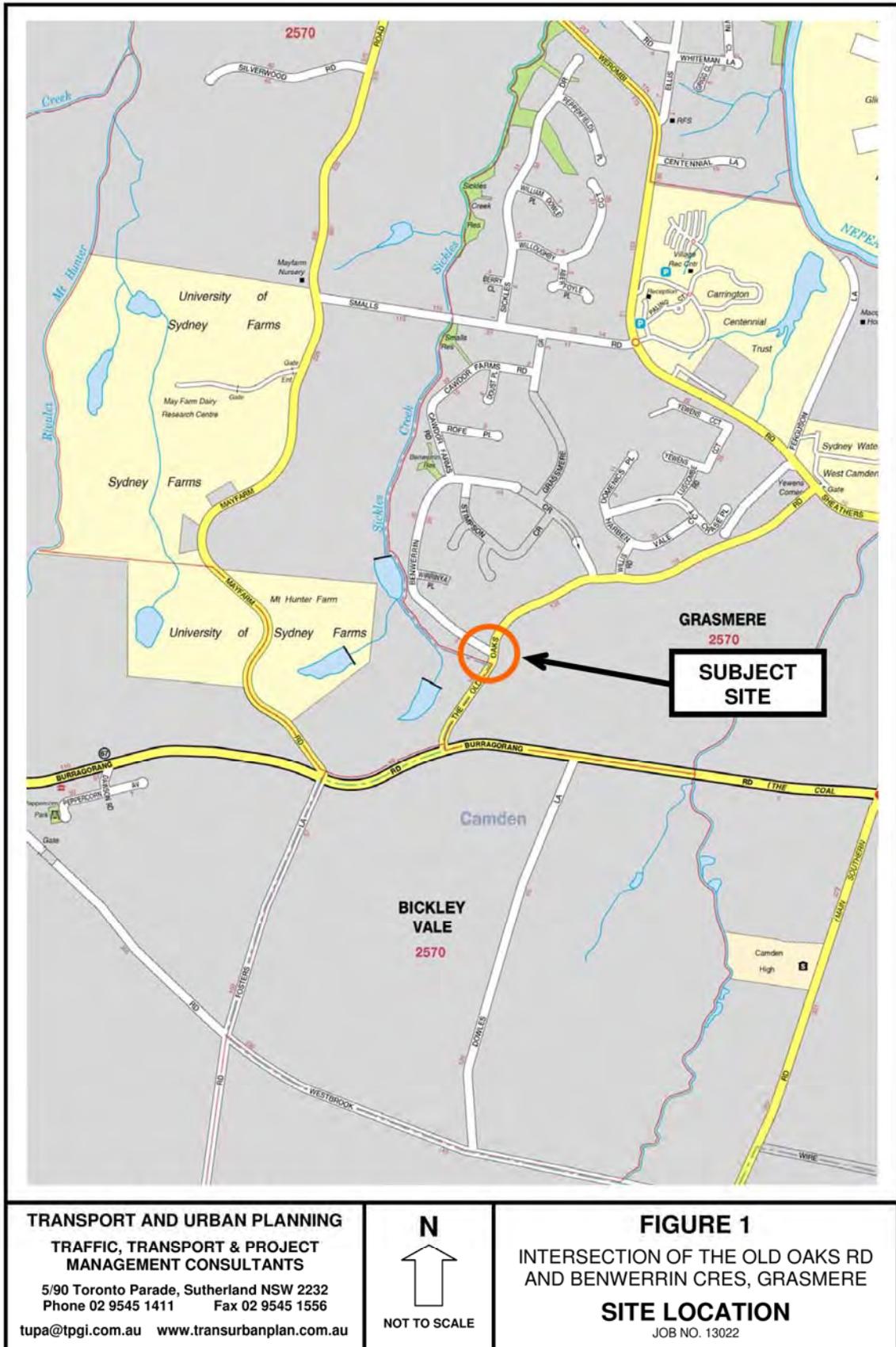
The Intersection

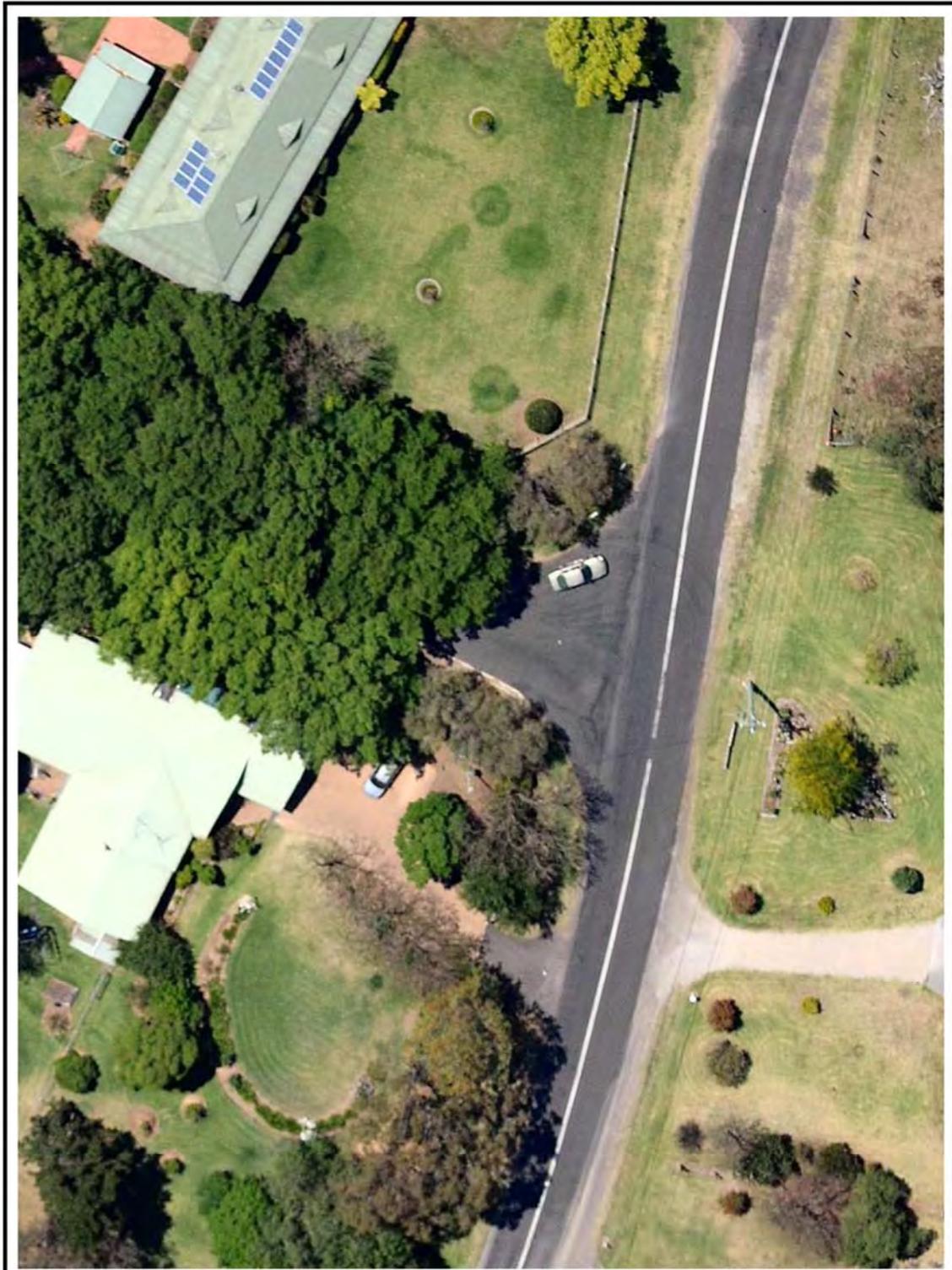
The location of the Old Oaks Road / Benwerrin Crescent intersection is shown in **Figures 1 and 2**.

The uncontrollable tee intersection formed by Benwerrin Crescent (south) with The Old Oaks Road is currently to a rural type A standard. The intersection is located at the southern end of the Grasmere rural residential area in an 80km/h speed zone. The intersection is not a high traffic volume junction but existing sight lines to the south are limited. See photos below.

ORD01

Attachment 2





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TRAFFIC, TRANSPORT & PROJECT
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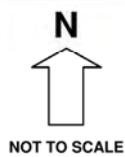


FIGURE 2
INTERSECTION OF THE OLD OAKS RD
AND BENWERRIN CRES, GRASMERE
SUBJECT SITE
JOB NO. 13022

ORD01

Attachment 2



1. Exit Sight Distance North



2. Exit Sight Distance South

For 80km/h speed zones Austroads indicates desirable exit sight distance at intersections to be 305 metres. This distance is not achieved at this location. **Note** the restricted sight distance to the south due to vegetation and the curved road alignment.

2.2 Existing Peak Hour Volumes

Recent peak hour intersection traffic counts undertaken for the assessment are included as **Appendix 1** and summarised as follows;

TABLE 2

EXISTING PEAK HOUR VOLUMES MARCH 2013

Time	The Old Oaks Way			Benwerrin Crescent		
	Northbound Veh/hr	Southbound Veh/hr	Two way Veh/hr	Eastbound Veh/hr	Westbound Veh/hr	Two way Veh/hr
7.30am - 8.30am	29	34	63	47	12	59
8.30am - 9.30am	33	17	50	23	13	36
4.00pm - 5.00pm	39	44	83	17	34	51
5.00pm - 6.00pm	53	34	87	17	35	52

The existing AM peak hour counts indicate that existing two way volumes on Benwerrin Crescent are in the order of 63 vehicles per hour AM and 87 vehicles per hour PM. In the AM peak about 66% of existing traffic from Benwerrin Crescent right turns to the Old Oaks Road with up to 76% right turning out in the PM peak.

The peak hour AM/PM volumes are shown in **Figure 3**.

2.3 Road Safety

A review of the crash history for the above intersection as recorded from police records for the period to end Year 2010 indicates only three recorded accidents including one injury type. The three recorded accidents included two single vehicle crashes (one rollover and one run off the road into parked car) and one right angle collision with a vehicle exiting a driveway.

There are no recorded accidents with vehicles entering or exiting Benwerrin Crescent.

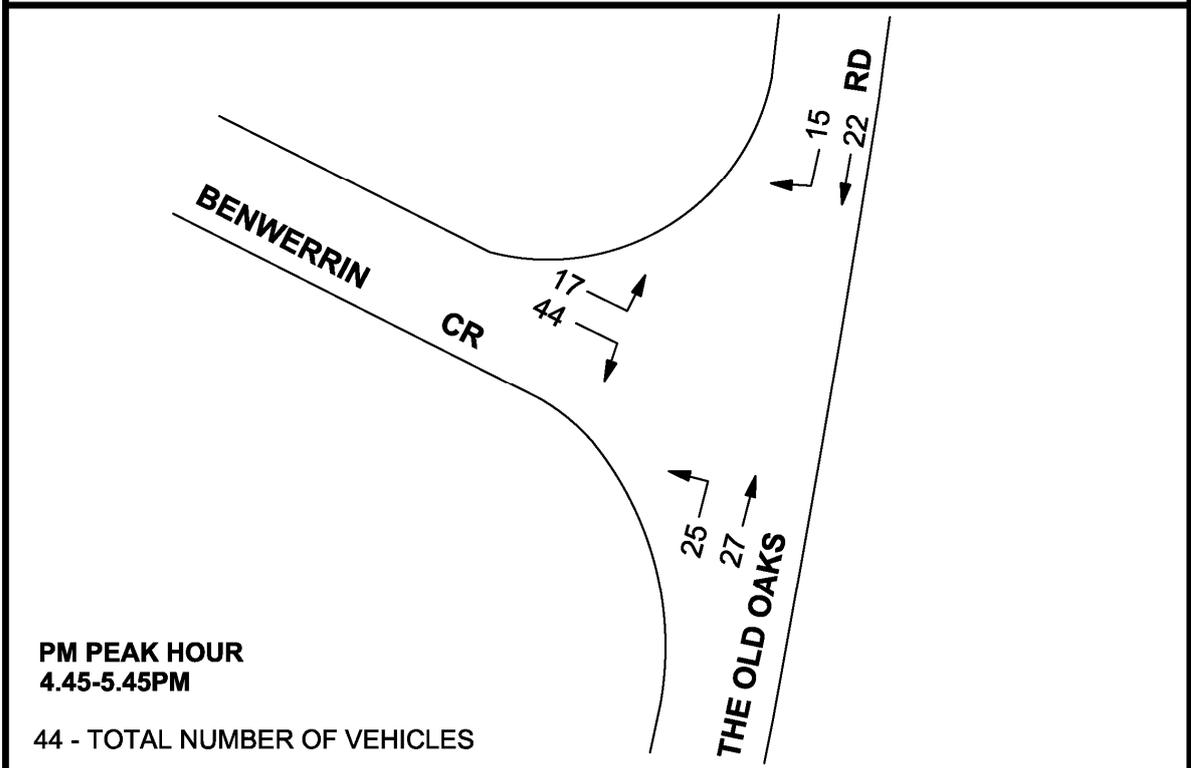
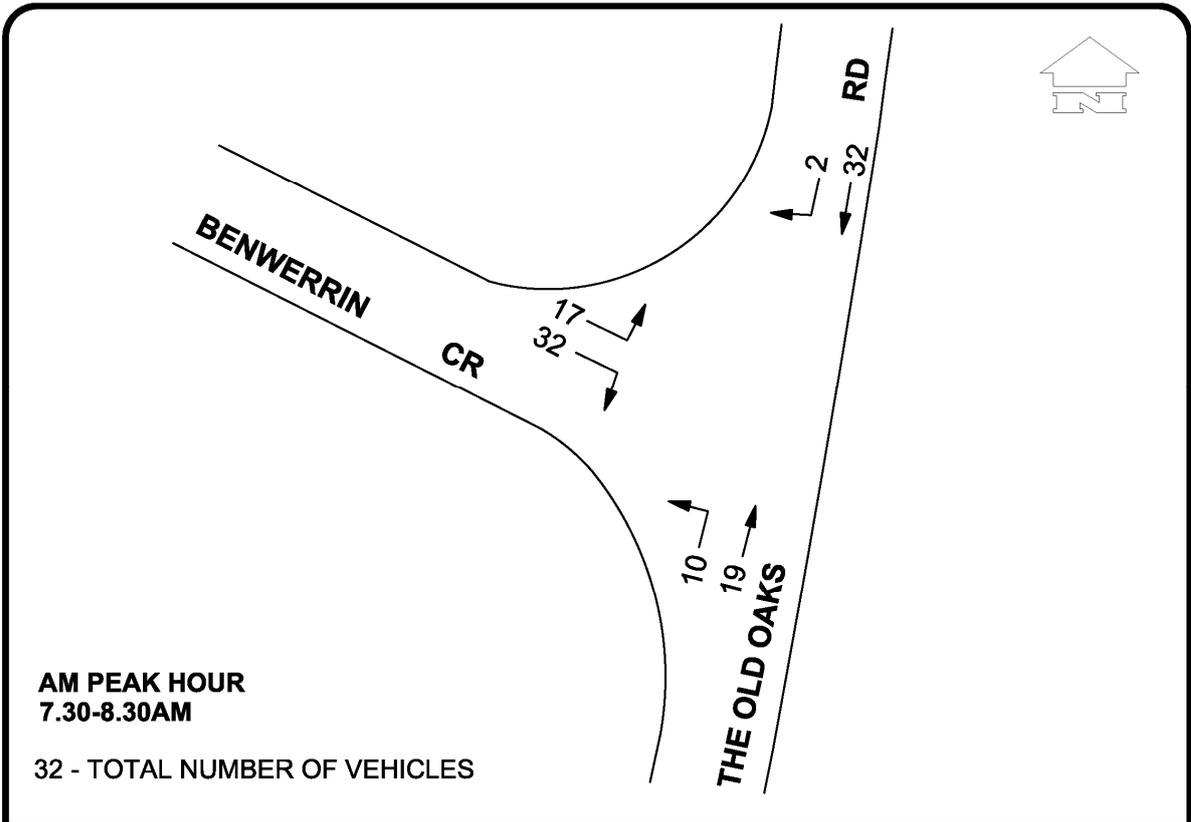
The safety or otherwise of the 80km/h speed limit on The Old Oaks Road, given the number of residential access driveways onto the roadway within the Grasmere residential area is of concern. The undulating topography of the road and limited and exiting sight distances suggest that a 60km/h limit may be more appropriate for the current level of urban development. This is a matter for RMS and a separate application to review/reduce the speed zoning should be made by Council.

2.4 Traffic Service Levels

Existing traffic service levels (LOS) on The Old Oaks Road through Grasmere are best described at LOS A based on the following table.

ORD01

Attachment 2



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TRAFFIC, TRANSPORT & PROJECT
MANAGEMENT CONSULTANTS
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FIGURE 3
 INTERSECTION OF THE OLD OAKS RD
 AND BENWERRIN CRES, GRASMERE
AM AND PM PEAK HOUR
TRAFFIC VOLUMES
 JOB NO.13022

TABLE 3
PEAK HOUR VOLUMES ON RURAL ROADS
VEHICLES PER HOUR

Terrain	Level of Service	Percent of heavy vehicles			
		0	5	10	15
Level	B	630	590	560	530
	C	1030	970	920	870
	D	1630	1550	1480	1410
	E	2630	2500	2390	2290
Rolling	B	500	420	360	310
	C	920	760	650	570
	D	1370	1140	970	700
	E	2420	2000	1720	1510

Source: RMS Guide to Traffic Generating Development

The RMS Guide indicates for weekday peak hour flows on minor rural roads an LOS C or better is desirable. The existing two way volumes on the Old Oaks Road are less than 100 vehicles per hour at all times with less than 1% heavy vehicles.

2.5 Public Transport

Limited bus services, school buses and a route service utilise The Old Oaks Road in daylight hours.

3.0 THE PROPOSAL AND IMPACTS

3.1 Traffic Generation

The proposal envisages a 35 lot residential subdivision on the subject lots (Lot 1001 and Lot 1002) with access only via Benwerrin Crescent South. There are no proposals at this time to complete the Benwerrin Crescent link to the northern Benwerrin Crescent intersection with The Old Oaks Road. Based on RMS Traffic Generation Guidelines (2002) 35 future (preliminary) dwelling in a newer residential area with poor public transport facilities should, in theory, generate in the Monday to Friday AM and PM peaks 0.85 trips per dwelling i.e. 30 peak hour trips.

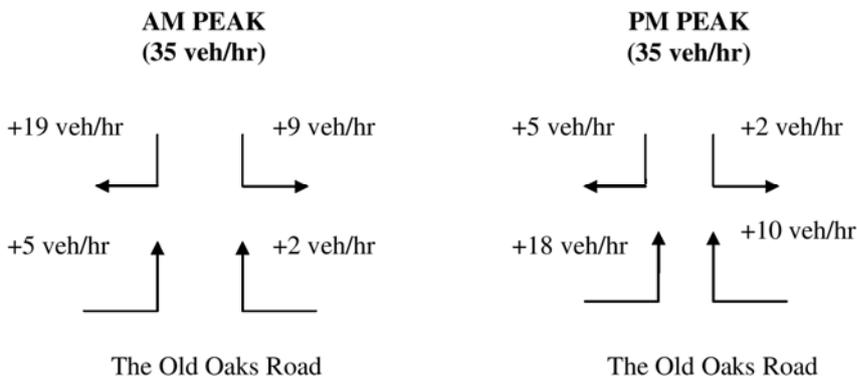
Conversely the Department of Planning and Infrastructure Amcord Guidelines (1992) suggest, for new residential release area peak hour traffic generation rates @ one trip per dwelling i.e. 35 peak hour trips.

For sensitivity testing we have adopted 35 AM/PM peak hour trips with 80% outbound in the AM peak and 80% inbound in the PM peak.

The adopted AM peak traffic assignment is for 34% of outbound trips northbound to Sheather Lane and 66% southbound to Burragorang Road with a reciprocal 28% and 72% distribution in the PM peak.

PM Peak

These new 35 peak hour trips are shown diagrammatically to/from The Old Oaks Road at Benwerrin Crescent as follows:



3.2 Traffic Impacts and Service Levels

The SIDRA traffic model has been undertaken to determine the post development traffic impacts likely to arise at the Old Oaks Road and Benwerrin Crescent

intersection. A summary of the SIDRA outputs for the AM/PM peak is shown in Table 4.

TABLE 4

SIDRA OUTPUTS POST DEVELOPMENT

Approach	AM PEAK				PM PEAK			
	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue veh	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue veh
East: Old Oaks Rd Lane 1	0.020	1.1	A	0.1	0.027	4.6	A	0.1
Approach	0.020	1.1	N/A	0.1	0.027	4.6	N/A	0.1
North: Benwerrin Cres Lane 1	0.046	8.3	A	0.1	0.011	8.4	A	0.0
Lane 2	0.066	9.2	A	0.3	0.024	9.3	A	0.1
Approach	0.066	8.9	A	0.3	0.024	9.1	A	0.1
West: Old Oaks Road Lane 1	0.019	3.6	A	0.0	0.039	5.0	A	0.0
Approach	0.019	3.6	N/A	0.0	0.039	5.0	N/A	0.0
Intersection	0.066	5.8	A	0.3	0.039	5.6	A	0.1

The overall intersection performance pre and post development will remain at Level of Service A (LOS A) with average vehicle delays of less than 10 seconds on all turning movements.

This indicates a good intersection operation with ample spare capacity.

The SIDRA summary output data is attached as **Appendix 2**.

3.3 Road Safety

The projected additional AM and PM peak hour traffic volumes at +35 trips per hour represents an increase of traffic trips by + 57% in the AM peak and +61% in the PM peak on Benwerrin Crescent.

Whilst this increase in peak hour traffic volumes and movements at the Old Oaks Road intersection are unlikely to impact significantly on any traffic levels of service, capacity or amenity thresholds, they will further exacerbate road safety concerns, particularly for vehicles turning right to the Old Oaks Road from Benwerrin Crescent.

To this end, given the poor sight distance to the south for existing traffic it is our view that intersection improvements be undertaken in a proactive manner rather than a reactive approach following a future accident situation.

3.4 Suggested Treatments

To minimise any future traffic conflicts between turning vehicles entering Benwerrin Crescent (South) it is suggested that the existing intersection be improved to an Austroad Type B junction with basic left (BAL) and basic right (BAR) treatments as shown in our **Figures 4 and 5** overleaf. The current width from edge of pavement to the property line for the BAL treatment is approximately 7.5m whilst for the BAR treatment the width from edge of pavement is approximately 6.5m.

These treatments would separate the single lane through traffic movements from the left and right turn movements into Benwerrin Crescent.

In addition the vegetation (overhanging the road reservation) to the south of the intersection should be reduced to improve sight lines to the south. This will aid the right turn movements out of Benwerrin Crescent.

Thirdly, an approach should be made to the RMS (Road Safety Unit) to review the 80km/h speed zone on The Old Oaks Road through the urbanized areas of Grasmere. In particular this may be warranted due to the increased number of residential access driveway on/off the Old Oaks Road with poor sight lines.

However, despite the suggested treatments, the approval of the 35 lot residential subdivision can occur without any of these being provided.

ORD01

Attachment 2



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FIGURE 5
 INTERSECTION OF THE OLD OAKS RD
 AND BENWERRIN CRES, GRASMERE
INTERSECTION TREATMENT
CONCEPT DESIGN
 JOB NO.13022

4.0 CONCLUSIONS AND RECOMMENDATIONS

Based upon existing road and traffic conditions approval of the subject 35 lot residential subdivision with access via Benwerrin Crescent (south) to / from the Old Oaks Road is **recommended**.

The extension of Benwerrin Crescent (north) link through adjoining lots is not essential at this time.

The post development peak hour traffic outcome is likely to realise +35 vehicle trips on Benwerrin Crescent at the Old Oaks Road. This additional traffic is within acceptable operational thresholds and is unlikely to realize any traffic capacity or residential amenity impact on the access road or at the access intersection.

ORD01

Attachment 2

**A
P
P
E
N
D
I
X

1**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : TUPA

Job No/Name : 4522 GRASMERE Benwarrin Cr Sth.

Day/Date : Friday 1st March 2013



Lights	NORTH		WEST		SOUTH		TOT
	The Old	R	Benwarrin	L	The Old	I	
Time Per	I	R	L	R	L	I	
0730 - 0745	11	1	4	5	3	3	27
0745 - 0800	5	1	5	14	4	3	32
0800 - 0815	9	0	5	6	2	7	29
0815 - 0830	7	0	3	5	1	6	22
0830 - 0845	4	0	4	6	3	8	25
0845 - 0900	4	2	2	3	3	6	20
0900 - 0915	2	3	1	3	0	6	15
0915 - 0930	1	1	2	2	1	7	14
Per End	43	8	26	44	17	46	184

Heavies	NORTH		WEST		SOUTH		TOT
	The Old	R	Benwarrin	L	The Old	I	
Time Per	I	R	L	R	L	I	
0730 - 0745	0	0	0	1	0	0	1
0745 - 0800	0	0	0	1	0	0	1
0800 - 0815	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0
0830 - 0845	0	0	1	0	0	1	2
0845 - 0900	0	0	0	0	0	1	1
0900 - 0915	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0
Per End	0	0	1	2	0	2	5

Combined	NORTH		WEST		SOUTH		TOT
	The Old	R	Benwarrin	L	The Old	I	
Time Per	I	R	L	R	L	I	
0730 - 0745	11	1	4	6	3	3	28
0745 - 0800	5	1	5	15	4	3	33
0800 - 0815	9	0	5	6	2	7	29
0815 - 0830	7	0	3	5	1	6	22
0830 - 0845	4	0	5	6	3	9	27
0845 - 0900	4	2	2	3	3	7	21
0900 - 0915	2	3	1	3	0	6	15
0915 - 0930	1	1	2	2	1	7	14
Per End	43	8	27	46	17	48	189

Lights	NORTH		WEST		SOUTH		TOT
	The Old	R	Benwarrin	L	The Old	I	
Peak Per	I	R	L	R	L	I	
0730 - 0830	32	2	17	30	10	19	110
0745 - 0845	25	1	17	31	10	24	108
0800 - 0900	24	2	14	20	9	27	96
0815 - 0915	17	5	10	17	7	26	82
0830 - 0930	11	6	9	14	7	27	74
PEAK HR	32	2	17	30	10	19	110

Heavies	NORTH		WEST		SOUTH		TOT
	The Old	R	Benwarrin	L	The Old	I	
Peak Per	I	R	L	R	L	I	
0730 - 0830	0	0	0	2	0	0	2
0745 - 0845	0	0	1	1	0	1	3
0800 - 0900	0	0	1	0	0	2	3
0815 - 0915	0	0	1	0	0	2	3
0830 - 0930	0	0	1	0	0	2	3
PEAK HR	0	0	2	0	0	0	2

Combined	NORTH		WEST		SOUTH		TOT
	The Old	R	Benwarrin	L	The Old	I	
Peak Per	I	R	L	R	L	I	
0730 - 0830	32	2	17	32	10	19	112
0745 - 0845	25	1	18	32	10	25	111
0800 - 0900	24	2	15	20	9	29	99
0815 - 0915	17	5	11	17	7	28	85
0830 - 0930	11	6	10	14	7	29	77
PEAK HR	32	2	17	32	10	19	112

Peds	NORTH		WEST		SOUTH		TOT
	The Old	R	Benwarrin Cr	L	The Old	I	
Time Per	I	R	L	R	L	I	
0730 - 0745	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0
0815 - 0830	0	1	0	0	0	1	1
0830 - 0845	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0
Per End	0	1	0	0	0	1	1

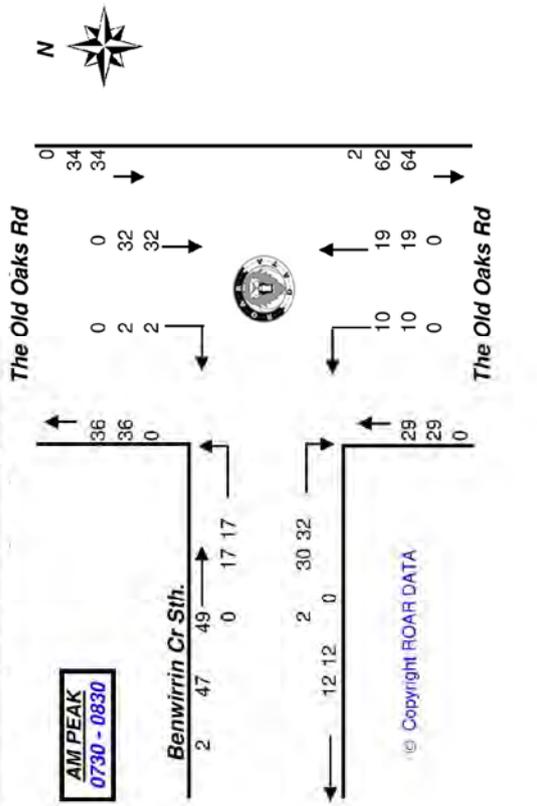
Heavies	NORTH		WEST		SOUTH		TOT
	The Old	R	Benwarrin	L	The Old	I	
Peak Per	I	R	L	R	L	I	
0730 - 0830	0	0	0	2	0	0	2
0745 - 0845	0	0	1	1	0	1	3
0800 - 0900	0	0	1	0	0	2	3
0815 - 0915	0	0	1	0	0	2	3
0830 - 0930	0	0	1	0	0	2	3
PEAK HR	0	0	2	0	0	0	2

Combined	NORTH		WEST		SOUTH		TOT
	The Old	R	Benwarrin	L	The Old	I	
Peak Per	I	R	L	R	L	I	
0730 - 0830	32	2	17	32	10	19	112
0745 - 0845	25	1	18	32	10	25	111
0800 - 0900	24	2	15	20	9	29	99
0815 - 0915	17	5	11	17	7	28	85
0830 - 0930	11	6	10	14	7	29	77
PEAK HR	32	2	17	32	10	19	112

Lights	NORTH		WEST		SOUTH		TOT
	The Old	R	Benwarrin Cr	L	The Old	I	
Peak Per	I	R	L	R	L	I	
0730 - 0830	0	1	0	0	0	1	1
0745 - 0845	0	1	0	0	0	1	1
0800 - 0900	0	1	0	0	0	1	1
0815 - 0915	0	1	0	0	0	1	1
0830 - 0930	0	0	0	0	0	0	0
PEAK HR	0	1	0	0	0	1	1

Heavies	NORTH		WEST		SOUTH		TOT
	The Old	R	Benwarrin	L	The Old	I	
Peak Per	I	R	L	R	L	I	
0730 - 0830	0	0	0	2	0	0	2
0745 - 0845	0	0	1	1	0	1	3
0800 - 0900	0	0	1	0	0	2	3
0815 - 0915	0	0	1	0	0	2	3
0830 - 0930	0	0	1	0	0	2	3
PEAK HR	0	0	2	0	0	0	2

Combined	NORTH		WEST		SOUTH		TOT
	The Old	R	Benwarrin	L	The Old	I	
Peak Per	I	R	L	R	L	I	
0730 - 0830	32	2	17	32	10	19	112
0745 - 0845	25	1	18	32	10	25	111
0800 - 0900	24	2	15	20	9	29	99
0815 - 0915	17	5	11	17	7	28	85
0830 - 0930	11	6	10	14	7	29	77
PEAK HR	32	2	17	32	10	19	112



ORD01

Attachment 2

R.O.A.R DATA



Reliable, Original & Authentic Results

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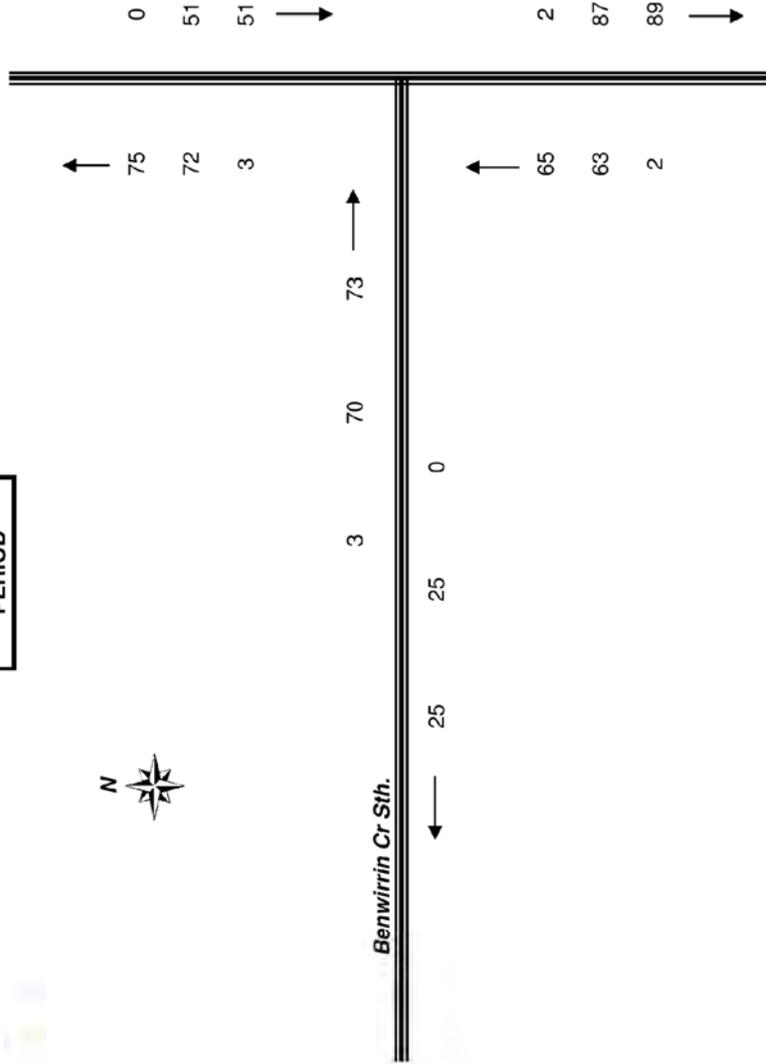
Client : TUPA

Job No/Name : 4522 GRASMERE Benwirrin Cr Sth.

Day/Date : Friday 1st March 2013

The Old Oaks Rd

TOTAL VOLUMES FOR COUNT PERIOD



The Old Oaks Rd

R.O.A.R DATA

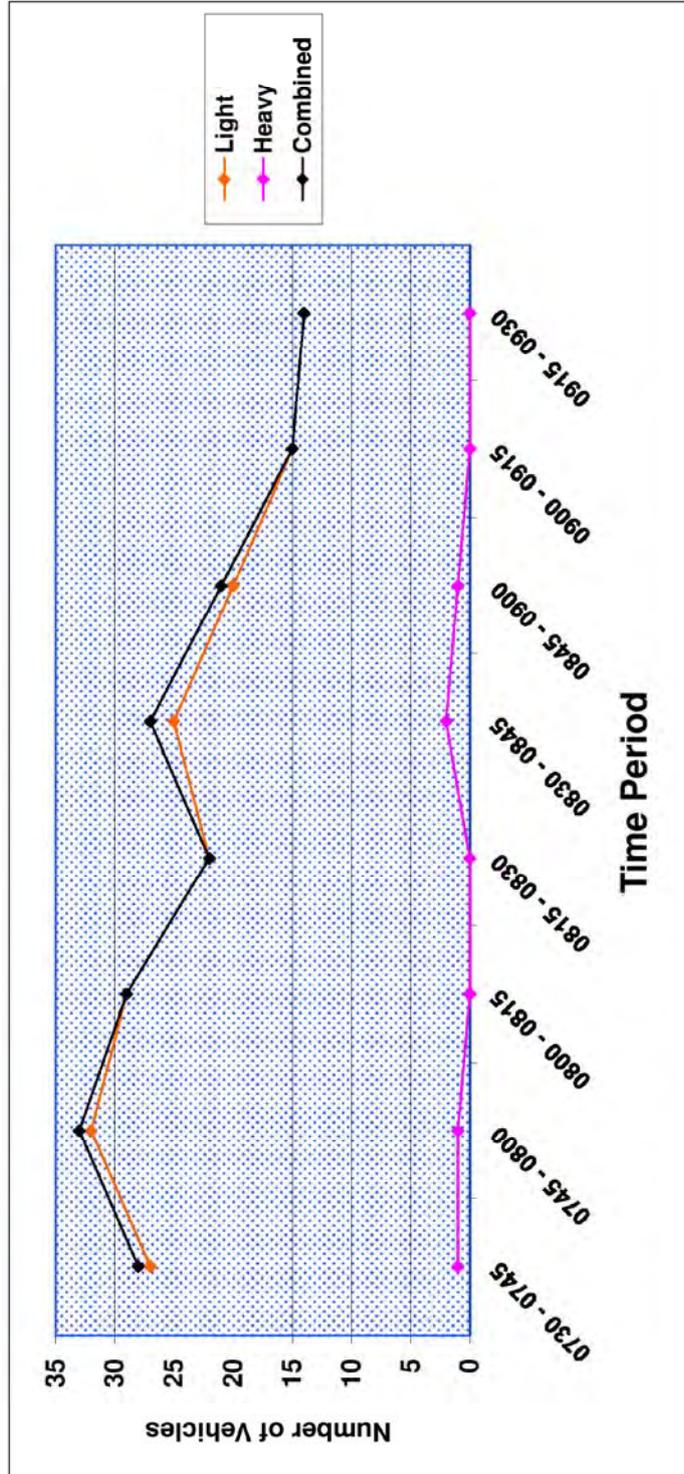


Reliable, Original & Authentic Results
Ph.88196847, Fax 88196849, Mob.0418-239019

Client : TUPA

Job No/Name : 4522 GRASMERE Benwirrin Cr Sth.
Day/Date : Friday 1st March 2013

AM
Benwirrin Cr Sth. & The Old Oaks Rd



Attachment 2

ORD01

R.O.A.R. DATA
 Reliable, Original & Authentic Results
 Ph.88196847, Fax 88196849, Mob.0418-239019

Client : TUPA
 Job No/Name : 4522 GRASMERE Benwirrin Cr Sth.
 Day/Date : Friday 1st March 2013



Lights	NORTH		WEST		SOUTH		TOT
	The Old	R	L	R	L	I	
Time Per	I	R	L	R	L	I	TOT
1600 - 1615	5	7	3	4	7	7	33
1615 - 1630	6	2	0	4	2	3	17
1630 - 1645	3	3	2	2	4	4	17
1645 - 1700	5	3	2	1	6	6	23
1700 - 1715	7	3	2	6	6	6	30
1715 - 1730	4	6	0	3	7	8	28
1730 - 1745	6	3	0	3	5	7	24
1745 - 1800	4	1	2	1	4	10	22
Per End	40	28	11	23	41	51	194

Heavies	NORTH		WEST		SOUTH		TOT
	The Old	R	L	R	L	I	
Time Per	I	R <td>L</td> <td>R <td>L</td> <td>I</td> <td>TOT</td> </td>	L	R <td>L</td> <td>I</td> <td>TOT</td>	L	I	TOT
1600 - 1615	0	1	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	1	0	1
1745 - 1800	0	0	0	0	0	0	0
Per End	0	1	0	0	1	0	2

Combined	NORTH		WEST		SOUTH		TOT
	The Old	R	L	R	L	I	
Time Per	I	R <td>L</td> <td>R <td>L <td>I</td> <td>TOT</td> </td></td>	L	R <td>L <td>I</td> <td>TOT</td> </td>	L <td>I</td> <td>TOT</td>	I	TOT
1600 - 1615	5	8	3	4	7	7	34
1615 - 1630	6	2	0	4	2	3	17
1630 - 1645	3	3	2	2	4	4	17
1645 - 1700	5	3	2	1	6	6	23
1700 - 1715	7	3	2	6	6	6	30
1715 - 1730	4	6	0	3	7	8	28
1730 - 1745	6	3	0	3	6	7	25
1745 - 1800	4	1	2	1	4	10	22
Per End	40	29	11	23	42	51	196

Lights	NORTH		WEST		SOUTH		TOT
	The Old	R	L	R	L	I	
Peak Per	I	R <td>L</td> <td>R <td>L</td> <td>I</td> <td>TOT</td> </td>	L	R <td>L</td> <td>I</td> <td>TOT</td>	L	I	TOT
1600 - 1700	19	15	7	10	19	20	90
1615 - 1715	21	11	6	12	18	19	87
1630 - 1730	19	15	6	11	23	24	98
1645 - 1745	22	15	4	13	24	27	105
1700 - 1800	21	13	4	13	22	31	104
PEAK HR	22	15	4	13	24	27	

Heavies	NORTH		WEST		SOUTH		TOT
	The Old	R	L	R	L	I	
Peak Per	I	R <td>L</td> <td>R <td>L</td> <td>I</td> <td>TOT</td> </td>	L	R <td>L</td> <td>I</td> <td>TOT</td>	L	I	TOT
1600 - 1700	0	1	0	0	0	0	1
1615 - 1715	0	0	0	0	0	0	0
1630 - 1730	0	0	0	0	0	0	0
1645 - 1745	0	0	0	0	1	0	1
1700 - 1800	0	0	0	0	1	0	1
PEAK HR	0	0	0	0	1	0	1

Combined	NORTH		WEST		SOUTH		TOT
	The Old	R	L	R	L	I	
Peak Per	I	R <td>L</td> <td>R <td>L</td> <td>I</td> <td>TOT</td> </td>	L	R <td>L</td> <td>I</td> <td>TOT</td>	L	I	TOT
1600 - 1700	19	16	7	10	19	20	91
1615 - 1715	21	11	6	12	18	19	87
1630 - 1730	19	15	6	11	23	24	98
1645 - 1745	22	15	4	13	25	27	106
1700 - 1800	21	13	4	13	23	31	105
PEAK HR	22	15	4	13	25	27	106

Peds	NORTH		WEST		SOUTH		TOT
	The Old	R	L	R	L	I	
Time Per	I	R <td>L</td> <td>R <td>L</td> <td>I</td> <td>TOT</td> </td>	L	R <td>L</td> <td>I</td> <td>TOT</td>	L	I	TOT
1600 - 1615	0	0	0	0	0	0	0
1615 - 1630	1	1	1	1	0	0	2
1630 - 1645	0	0	0	0	0	0	0
1645 - 1700	1	1	1	1	0	0	2
1700 - 1715	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0
Per End	2	2	2	2	0	0	4

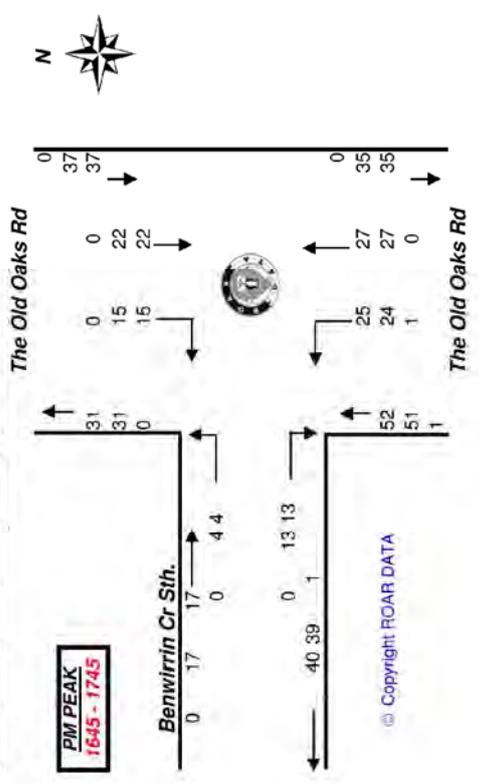
Heavies	NORTH		WEST		SOUTH		TOT
	The Old	R	L	R	L	I	
Peak Per	I	R <td>L</td> <td>R <td>L</td> <td>I</td> <td>TOT</td> </td>	L	R <td>L</td> <td>I</td> <td>TOT</td>	L	I	TOT
1600 - 1700	0	1	0	0	0	0	1
1615 - 1715	0	0	0	0	0	0	0
1630 - 1730	0	0	0	0	0	0	0
1645 - 1745	0	0	0	0	1	0	1
1700 - 1800	0	0	0	0	1	0	1
PEAK HR	0	0	0	0	1	0	1

Combined	NORTH		WEST		SOUTH		TOT
	The Old	R	L	R	L	I	
Peak Per	I	R <td>L</td> <td>R <td>L</td> <td>I</td> <td>TOT</td> </td>	L	R <td>L</td> <td>I</td> <td>TOT</td>	L	I	TOT
1600 - 1700	19	16	7	10	19	20	91
1615 - 1715	21	11	6	12	18	19	87
1630 - 1730	19	15	6	11	23	24	98
1645 - 1745	22	15	4	13	25	27	106
1700 - 1800	21	13	4	13	23	31	105
PEAK HR	22	15	4	13	25	27	106

Lights	NORTH		WEST		SOUTH		TOT
	The Old	R	L	R	L	I	
Peak Per	I	R <td>L</td> <td>R <td>L</td> <td>I</td> <td>TOT</td> </td>	L	R <td>L</td> <td>I</td> <td>TOT</td>	L	I	TOT
1600 - 1700	2	2	2	2	0	0	4
1615 - 1715	2	2	2	2	0	0	4
1630 - 1730	1	1	1	1	0	0	2
1645 - 1745	1	1	1	1	0	0	2
1700 - 1800	0	0	0	0	0	0	0
PEAK HR	1	1	1	1	0	0	2

Heavies	NORTH		WEST		SOUTH		TOT
	The Old	R	L	R	L	I	
Peak Per	I	R <td>L</td> <td>R <td>L</td> <td>I</td> <td>TOT</td> </td>	L	R <td>L</td> <td>I</td> <td>TOT</td>	L	I	TOT
1600 - 1700	0	1	0	0	0	0	1
1615 - 1715	0	0	0	0	0	0	0
1630 - 1730	0	0	0	0	0	0	0
1645 - 1745	0	0	0	0	1	0	1
1700 - 1800	0	0	0	0	1	0	1
PEAK HR	0	0	0	0	1	0	1

Combined	NORTH		WEST		SOUTH		TOT
	The Old	R	L	R	L	I	
Peak Per	I	R <td>L</td> <td>R <td>L</td> <td>I</td> <td>TOT</td> </td>	L	R <td>L</td> <td>I</td> <td>TOT</td>	L	I	TOT
1600 - 1700	19	16	7	10	19	20	91
1615 - 1715	21	11	6	12	18	19	87
1630 - 1730	19	15	6	11	23	24	98
1645 - 1745	22	15	4	13	25	27	106
1700 - 1800	21	13	4	13	23	31	105
PEAK HR	22	15	4	13	25	27	106





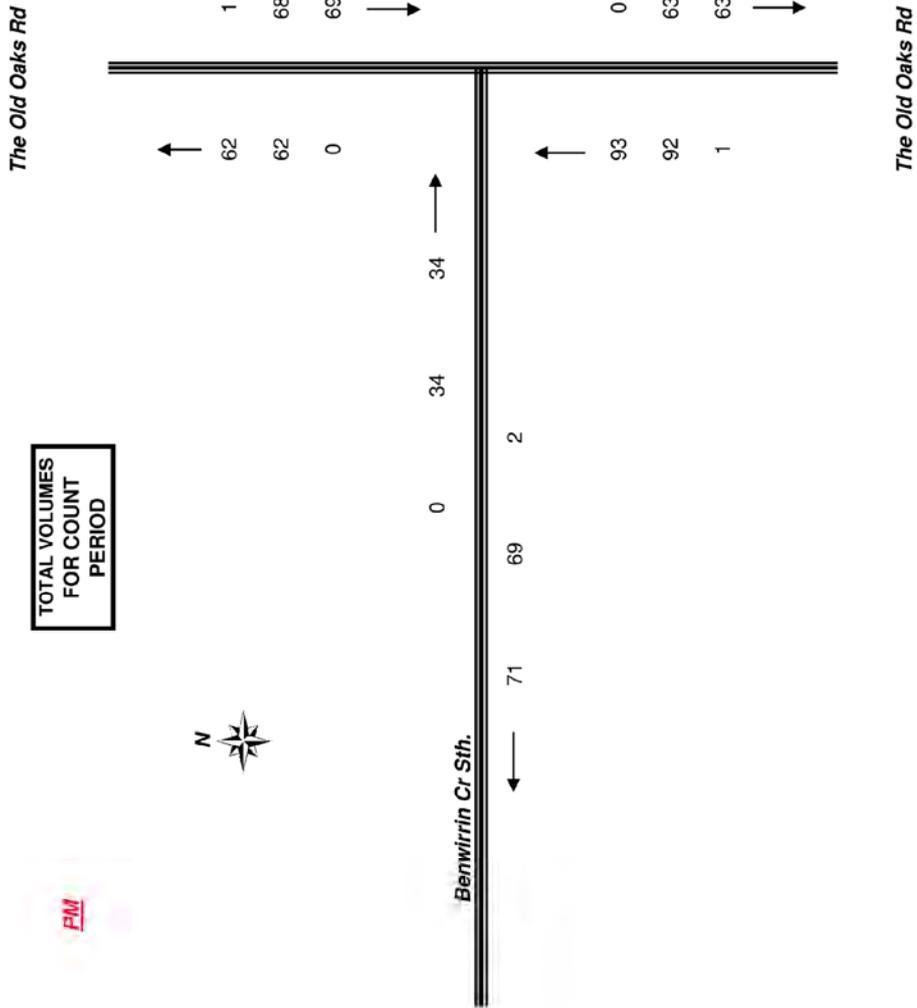
R.O.A.R. DATA

Reliable, Original & Authentic Results
 Ph.88196847, Fax 88196849, Mob.0418-239019

Client : TUPA

Job No/Name : 4522 GRASMERE Benwirrin Cr Sth.
 Day/Date : Friday 1st March 2013

**TOTAL VOLUMES
 FOR COUNT
 PERIOD**



ORD01

Attachment 2



R.O.A.R DATA

Reliable, Original & Authentic Results

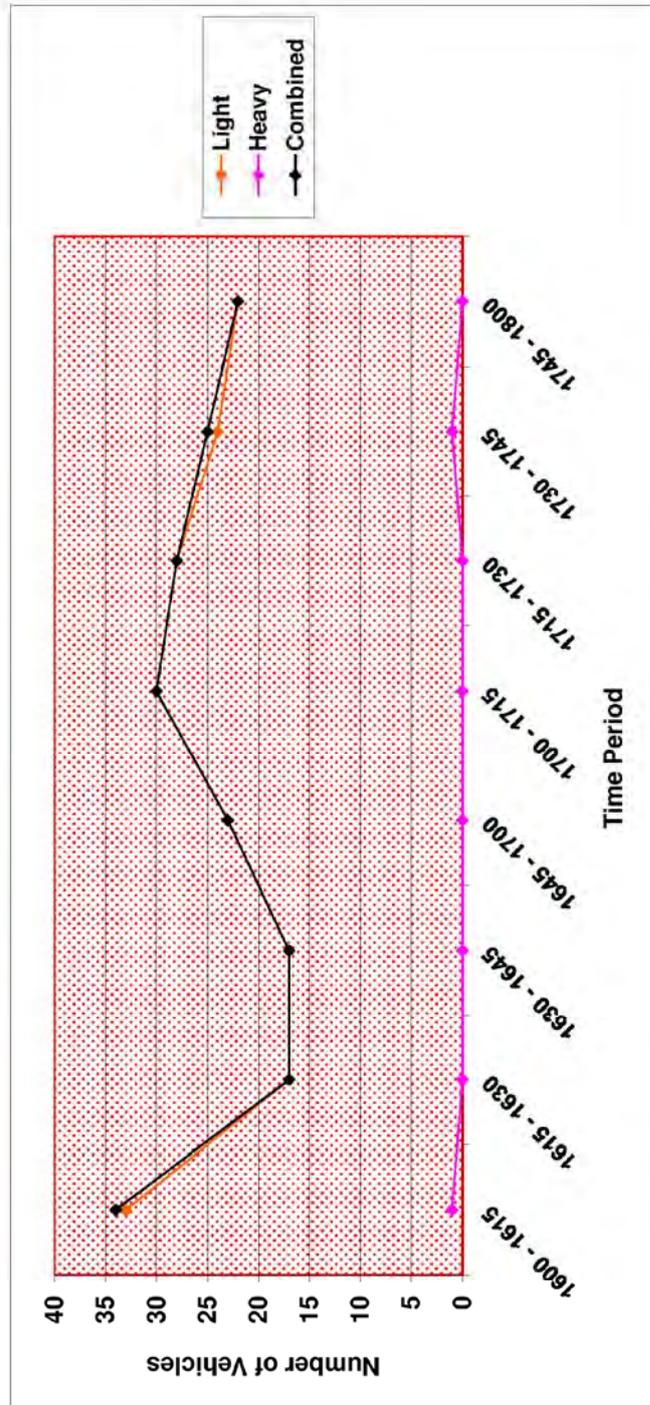
Ph.88196847, Fax 88196849, Mob.0418-239019

Client : TUPA

Job No/Name : 4522 GRASMERE Benwirrin Cr Sth.

Day/Date : Friday 1st March 2013

PM
Benwirrin Cr Sth. & The Old Oaks Rd





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph. 88196847, Fax 88196849, Mob. 0413-239019

Client TUPA

Job No/Name 4522 GRASMERIE Benwirrin Cr Sth.

Day/Date Friday 1st March 2013



Intersection Layout

Obtained via satellite
May be incorrect

AM PEAK HOUR
0730 - 0830

Benwirrin Cr Sth.

The Old Oaks Rd

	L
AM	17
PM	4
	R
AM	32
PM	13

PM	25	27	T
AM	10	19	L

R	T
2	32
15	22
	AM
	PM

PM PEAK HOUR
1645 - 1745

Combined Figures only

Weather >>>



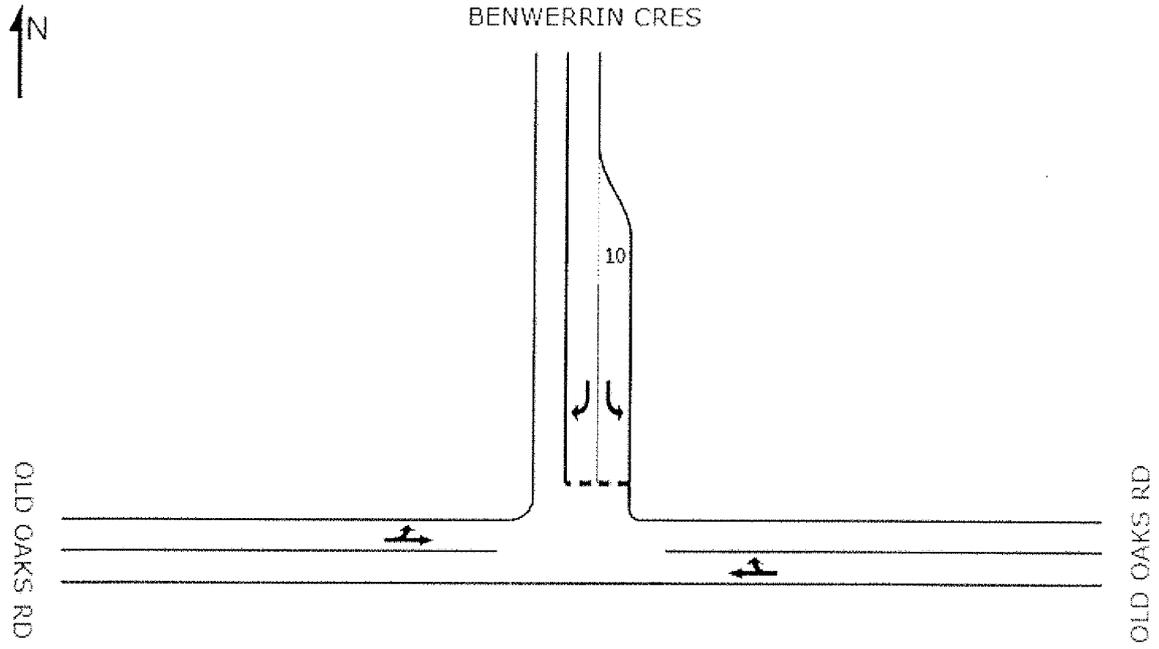
The Old Oaks Rd

ORD01

Attachment 2

**A
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2**



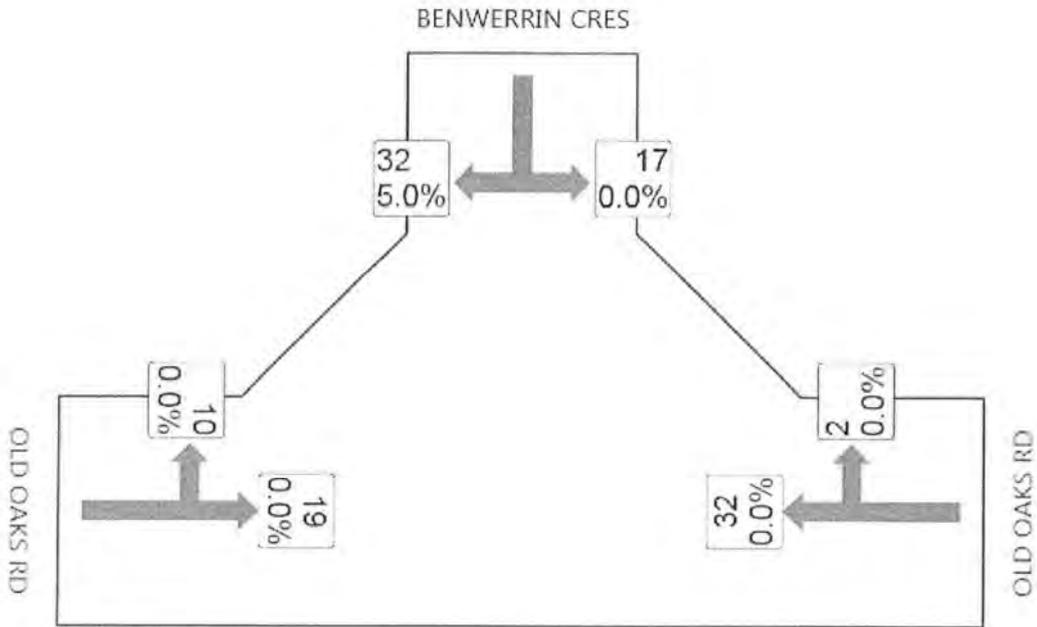
ORD01

Attachment 2

ALL EXISTING

ORD01

Attachment 2



LANE SUMMARY

Site: Giveway 3-way 2-Lane Major NSW

EXISTING AM PEAK

Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total	HV %	Cap	Deg Sat	Lane Util	Average Delay	Level of Service	35% Back of Queue Vehicles	Queue Distance	Lane Length	SI Type	Gap Adj	Prob Block
	L	T	R													
East: OLD OAKS RD																
Lane 1	0	34	2	36	0.0	1936	0.018	100	0.6	LOS A	0.1	0.7	500	-	0.0	0.0
Approach	0	34	2	36	0.0		0.018		0.6	NA	0.1	0.7				
North: BENWERRIN CRES																
Lane 1	18	0	0	18	0.0	599 ¹	0.030	100	8.3	LOS A	0.1	0.4	10 Turn Bay		0.0	0.0
Lane 2	0	0	34	34	5.0	822	0.041	100	9.2	LOS A	0.2	1.2	500	-	0.0	0.0
Approach	18	0	34	52	3.3		0.041		8.9	LOS A	0.2	1.2				
West: OLD OAKS RD																
Lane 1	11	20	0	31	0.0	1917	0.016	100	2.8	LOS A	0.0	0.0	500	-	0.0	0.0
Approach	11	20	0	31	0.0		0.016		2.8	NA	0.0	0.0				
Intersection				118	1.4		0.041		4.8	NA	0.2	1.2				

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

1 Reduced capacity due to a short lane effect

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 Project: Not Saved
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ORD01

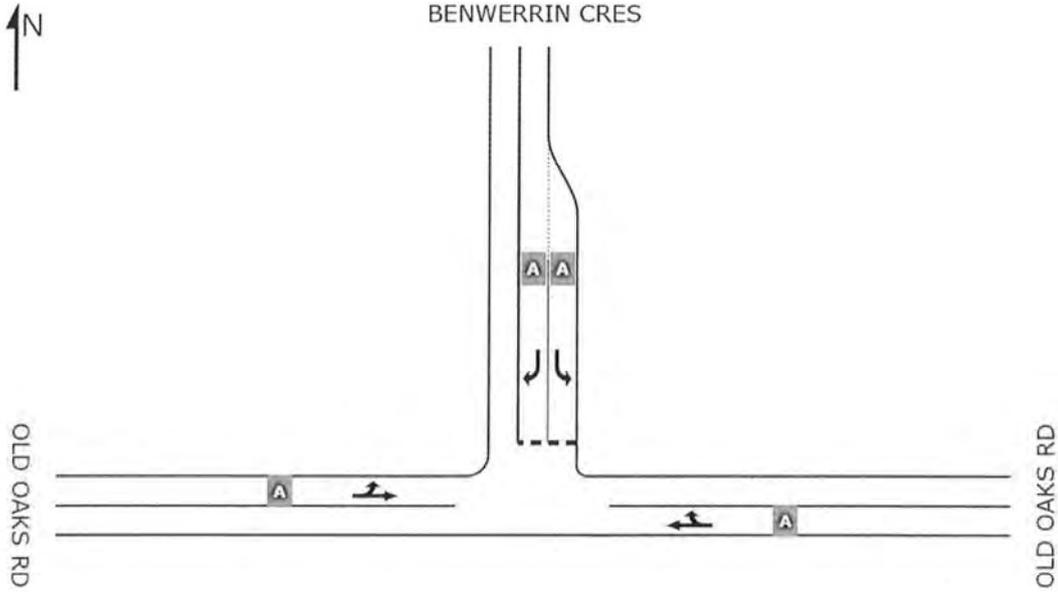
Attachment 2

LEVEL OF SERVICE SUMMARY

Site: Giveway 3-way 2-Lane Major NSW

EXISTING AM PEAK

Giveway / Yield (Two-Way)



	East	North	West	Intersection
LOS	NA	A	NA	NA

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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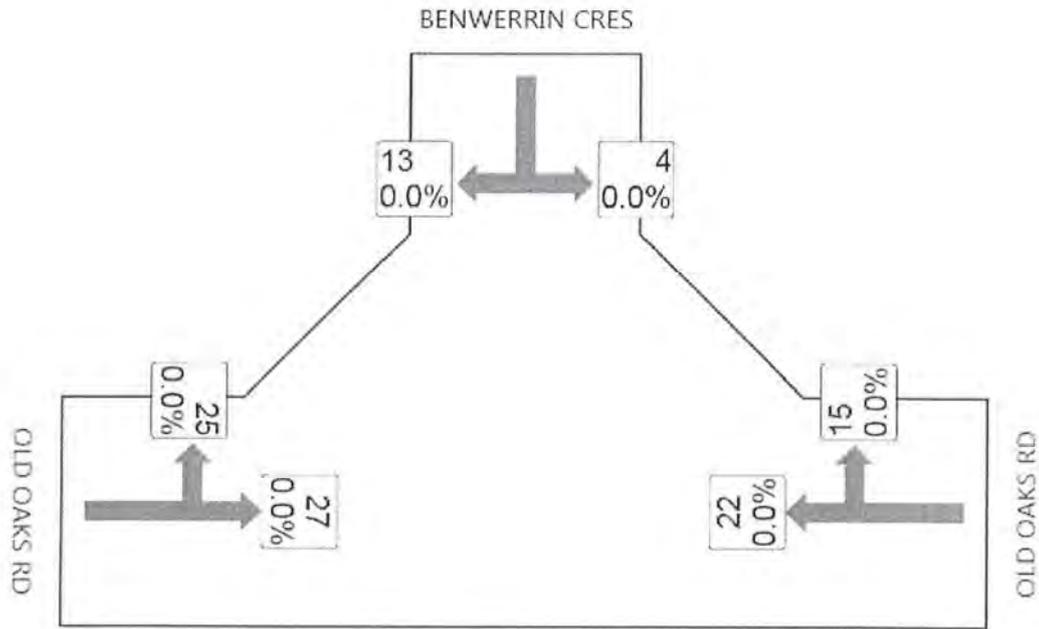
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LANE SUMMARY

Site: Giveway 3-way 2-Lane Major NSW

EXISTING PM PEAK

Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total	HV %	Cap. veh/h	Deg Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block %
	L veh/h	T veh/h	R veh/h													
East: OLD OAKS RD																
Lane 1	0	23	16	39	0.0	1848	0.021	100	3.5	LOS A	0.1	0.7	500	-	0.0	0.0
Approach	0	23	16	39	0.0		0.021		3.5	NA	0.1	0.7				
North: BENWERRIN CRES																
Lane 1	4	0	0	4	0.0	595 ¹	0.007	100	8.3	LOS A	0.0	0.1	10 Turn Bay		0.0	0.0
Lane 2	0	0	14	14	0.0	803	0.017	100	9.1	LOS A	0.1	0.4	500	-	0.0	0.0
Approach	4	0	14	18	0.0		0.017		8.9	LOS A	0.1	0.4				
West: OLD OAKS RD																
Lane 1	26	28	0	55	0.0	1904	0.029	100	3.9	LOS A	0.0	0.0	500	-	0.0	0.0
Approach	26	28	0	55	0.0		0.029		3.9	NA	0.0	0.0				
Intersection				112	0.0		0.029		4.6	NA	0.1	0.7				

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

1 Reduced capacity due to a short lane effect

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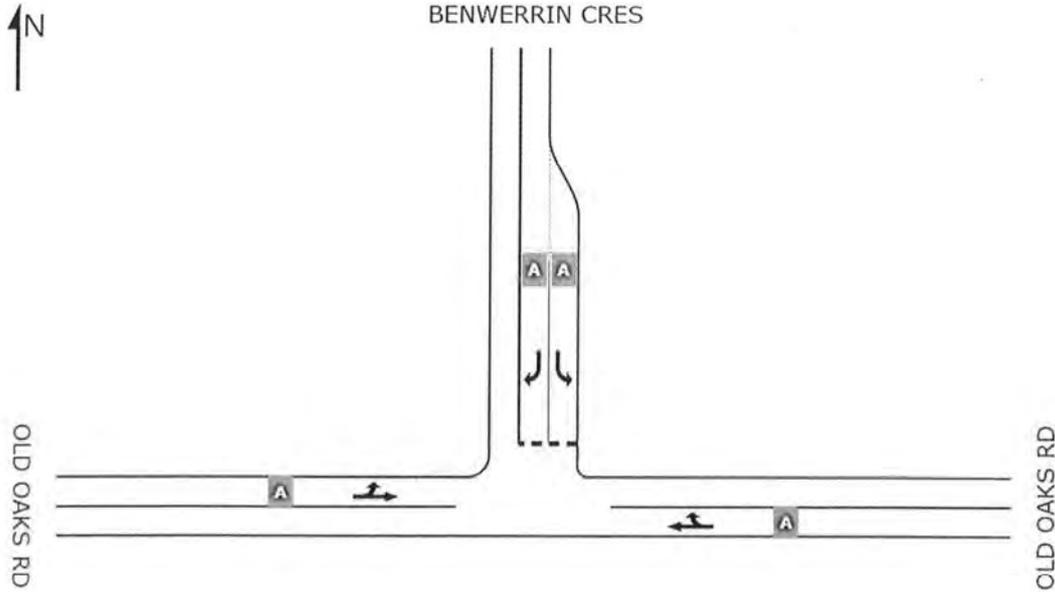
Attachment 2

LEVEL OF SERVICE SUMMARY

Site: Giveway 3-way 2-Lane Major NSW

EXISTING PM PEAK

Giveway / Yield (Two-Way)



	East	North	West	Intersection
LOS	NA	A	NA	NA

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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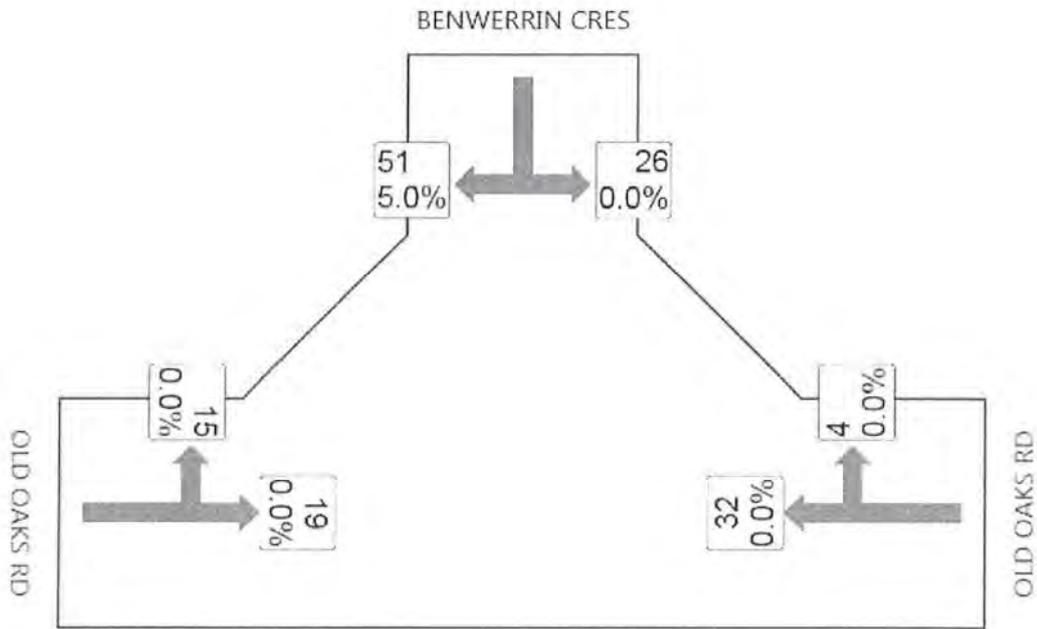
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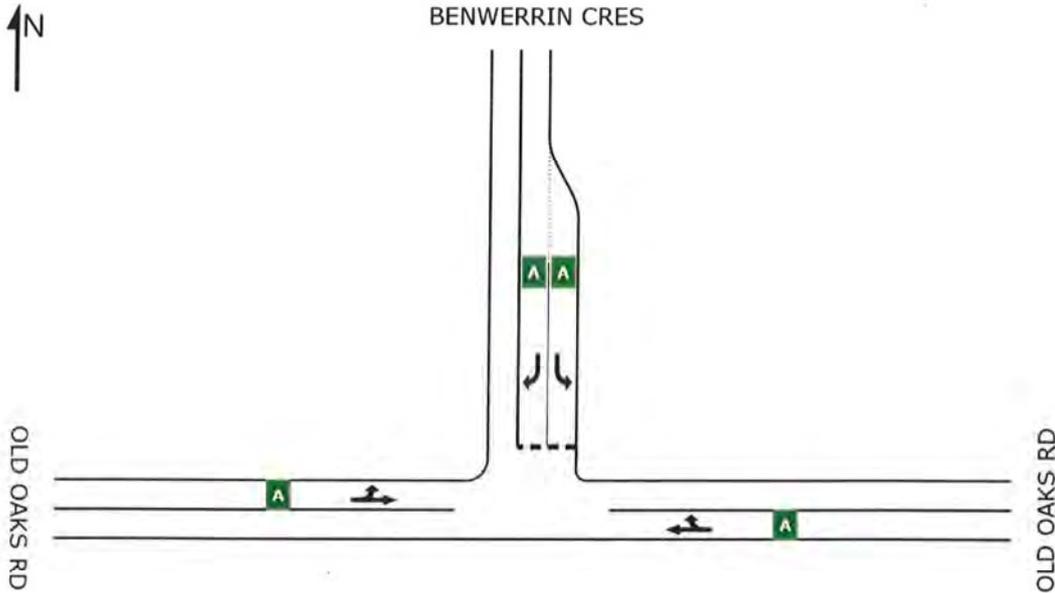


LEVEL OF SERVICE SUMMARY

Site: Giveway 3-way 2-Lane Major NSW

EXISTING AM PEAK POST DEVELOPMENT

Giveway / Yield (Two-Way)



	East	North	West	Intersection
LOS	NA	A	NA	NA

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: Giveway 3-way 2-Lane Major NSW

EXISTING AM PEAK POST DEVELOPMENT

Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util %	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block %
	L veh/h	T veh/h	R veh/h													
East: OLD OAKS RD																
Lane 1	0	34	4	38	0.0	1922	0.020	100	1.1	LOS A	0.1	0.7	500	-	0.0	0.0
Approach	0	34	4	38	0.0		0.020		1.1	NA	0.1	0.7				
North: BENWERRIN CRES																
Lane 1	27	0	0	27	0.0	599 ¹	0.046	100	8.3	LOS A	0.1	0.6	10 Turn Bay		0.0	0.0
Lane 2	0	0	54	54	5.0	817	0.066	100	9.2	LOS A	0.3	1.9	500	-	0.0	0.0
Approach	27	0	54	81	3.3		0.066		8.9	LOS A	0.3	1.9				
West: OLD OAKS RD																
Lane 1	16	20	0	36	0.0	1908	0.019	100	3.6	LOS A	0.0	0.0	500	-	0.0	0.0
Approach	16	20	0	36	0.0		0.019		3.6	NA	0.0	0.0				
Intersection				155	1.7		0.066		5.8	NA	0.3	1.9				

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

¹ Reduced capacity due to a short lane effect

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MOVEMENT SUMMARYSite: Giveway 3-way 2-Lane Major
NSW

EXISTING AM PEAK POST DEVELOPMENT

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: OLD OAKS RD											
5	T	34	0.0	0.020	0.1	LOS A	0.1	0.7	0.13	0.00	57.3
6	R	4	0.0	0.020	8.4	LOS A	0.1	0.7	0.13	0.95	48.9
Approach		38	0.0	0.020	1.1	NA	0.1	0.7	0.13	0.11	56.2
North: BENWERRIN CRES											
7	L	27	0.0	0.046	8.3	LOS A	0.1	0.6	0.09	0.63	48.5
9	R	54	5.0	0.066	9.2	LOS A	0.3	1.9	0.20	0.65	47.8
Approach		81	3.3	0.066	8.9	LOS A	0.3	1.9	0.17	0.64	48.1
West: OLD OAKS RD											
10	L	16	0.0	0.019	8.2	LOS A	0.0	0.0	0.00	0.85	49.0
11	T	20	0.0	0.019	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		36	0.0	0.019	3.6	NA	0.0	0.0	0.00	0.37	54.6
All Vehicles		155	1.7	0.066	5.8	NA	0.3	1.9	0.12	0.45	51.3

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

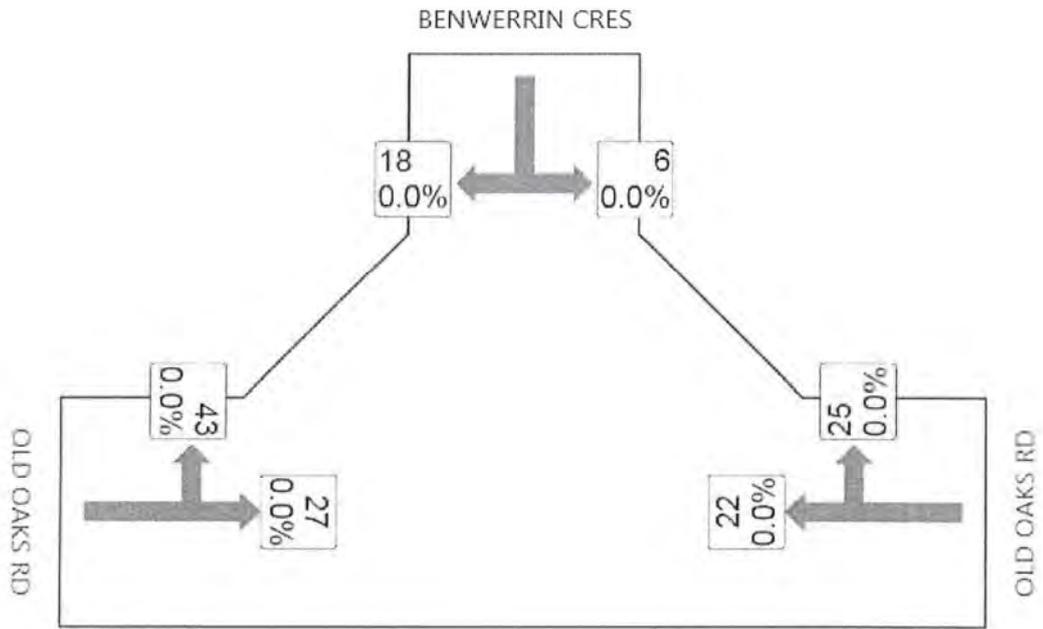
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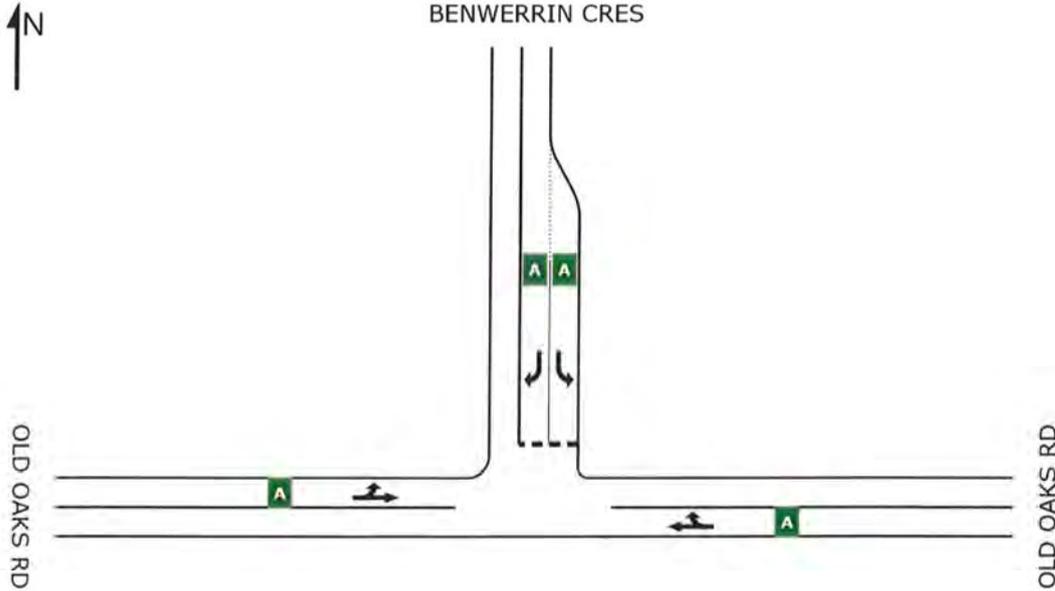


LEVEL OF SERVICE SUMMARY

Site: Giveway 3-way 2-Lane Major NSW

EXISTING PM PEAK POST DEVELOPMENT

Giveway / Yield (Two-Way)



	East	North	West	Intersection
LOS	NA	A	NA	NA

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: Giveway 3-way 2-Lane Major NSW

EXISTING PM PEAK POST DEVELOPMENT

Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total	HV %	Cap. veh/h	Deg Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back Vehicles	Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
East: OLD OAKS RD																
Lane 1	0	23	26	49	0.0	1800	0.027	100	4.6	LOS A	0.1	0.9	500	-	0.0	0.0
Approach	0	23	26	49	0.0		0.027		4.6	NA	0.1	0.9				
North: BENWERRIN CRES																
Lane 1	6	0	0	6	0.0	592 ¹	0.011	100	8.4	LOS A	0.0	0.1	10 Turn Bay		0.0	0.0
Lane 2	0	0	19	19	0.0	779	0.024	100	9.3	LOS A	0.1	0.6	500	-	0.0	0.0
Approach	6	0	19	25	0.0		0.024		9.1	LOS A	0.1	0.6				
West: OLD OAKS RD																
Lane 1	45	28	0	74	0.0	1892	0.039	100	5.0	LOS A	0.0	0.0	500	-	0.0	0.0
Approach	45	28	0	74	0.0		0.039		5.0	NA	0.0	0.0				
Intersection				148	0.0		0.039		5.6	NA	0.1	0.9				

Level of Service (LOS) Method: Delay (RTA NSW)

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

¹ Reduced capacity due to a short lane effect

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MOVEMENT SUMMARYSite: Giveway 3-way 2-Lane Major
NSW

EXISTING PM PEAK POST DEVELOPMENT

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: OLD OAKS RD											
5	T	23	0.0	0.027	0.2	LOS A	0.1	0.9	0.17	0.00	56.1
6	R	26	0.0	0.027	8.5	LOS A	0.1	0.9	0.17	0.75	48.5
Approach		49	0.0	0.027	4.6	NA	0.1	0.9	0.17	0.40	51.8
North: BENWERRIN CRES											
7	L	6	0.0	0.011	8.4	LOS A	0.0	0.1	0.13	0.62	48.4
9	R	19	0.0	0.024	9.3	LOS A	0.1	0.6	0.25	0.64	47.6
Approach		25	0.0	0.024	9.1	LOS A	0.1	0.6	0.22	0.64	47.8
West: OLD OAKS RD											
10	L	45	0.0	0.039	8.2	LOS A	0.0	0.0	0.00	0.78	49.0
11	T	28	0.0	0.039	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		74	0.0	0.039	5.0	NA	0.0	0.0	0.00	0.48	52.7
All Vehicles		148	0.0	0.039	5.6	NA	0.1	0.9	0.09	0.48	51.5

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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INTERSECTION



ORD02

ORDINARY COUNCIL

ORD02

SUBJECT: THREE LOT SUBDIVISION OF THE HARRINGTON PARK HOMESTEAD SITE AT 1 NOLAN WAY, HARRINGTON PARK

FROM: Acting Director, Development & Health

BINDER: DA 819/2011

APPLICATION NO: 819/2011
PROPOSAL: Three lot subdivision of the Harrington Park Homestead site
PROPERTY ADDRESS: 1 Nolan Way, Harrington Park
PROPERTY DESCRIPTION: Lot 4, DP 1132348
ZONING: R5 Large Lot Residential and RE1 Public Recreation
OWNER: Dandaloo Pty Ltd
APPLICANT: Dandaloo Pty Ltd

PURPOSE OF REPORT

The purpose of this report is to seek Council's determination of a development application (DA) for a three lot subdivision of the Harrington Park Homestead site at 1 Nolan Way, Harrington Park.

The DA is referred to Council for determination as there remain unresolved issues received in 2 submissions and a petition containing 26 signatures from the public.

SUMMARY OF RECOMMENDATION

That Council determine DA 819/2011 for a three lot subdivision of the Harrington Park Homestead site pursuant to Section 80 of the *Environmental Planning and Assessment Act 1979* by granting deferred commencement consent subject to the conditions contained in this report.

EXECUTIVE SUMMARY

Council is in receipt of a DA for a three lot subdivision of the Harrington Park Homestead site at 1 Nolan Way, Harrington Park.

The DA has been assessed against the *Environmental Planning and Assessment Act 1979*, the Environmental Planning and Assessment Regulation 2000, relevant Environmental Planning Instruments, Development Control Plans and policies. The outcome of this assessment is detailed further in this report.

The DA was publicly exhibited for a period of 30 days in accordance with Camden Development Control Plan 2011 (DCP). 2 submissions and a petition containing 26 signatures were received (all objecting to the proposed development). **A copy of the submissions and petition is provided with the Business Paper supporting documents.**

The issues raised in the submissions and petition relate to the loss of visual outlook, green aspect and property value, the need for a boundary adjustment is not apparent,

potential future residential development on the proposed lots, reduction in the curtilage of the homestead, and that the subdivision is of no benefit to the residents of the area.

The issues relating to the loss of visual outlook, green aspect and property value for surrounding residents has been assessed. It is not considered that there will be any loss of visual outlook or green aspect as a result of the proposed subdivision in that no physical works are proposed. Existing separation distances between Harrington Park House and surrounding development, as well as views from, to and through the site, will be fully maintained. The loss of property value is not an issue that can be considered as part of this DA.

Concerns have been raised that the application does not identify the purpose for the proposed three lot subdivision. Proposed lot 1 will be dedicated to Council as a public reserve in accordance with the Harrington Grove VPA which came into effect on 31 August 2010. Proposed lot 2 currently supports the ongoing development of the Harrington Grove development to the north through the production of plants, trees and native grasses. The creation of lot 2 will maintain this existing use. Proposed lot 3 will encompass Harrington Park House. The purpose of this lot is to create a more manageable and viable lot for the House that will contain all the areas of high historical significance.

Proposed lots 2 and 3 will remain in private ownership and will both have a minimum lot size of 7ha. This will restrict their subdivision into smaller lots for future residential development. Furthermore, the Office of Environment and Heritage (OEH) has advised Council that it will not support further subdivision or substantial development on these lots. As the entire site is a State heritage item, approval for any further development would be required from OEH.

As aforementioned, as no physical works are proposed and the existing separation distance between Harrington Park House and surrounding development will be maintained, the curtilage of the House will not be reduced.

Regarding the issue of public benefit from the proposed subdivision, proposed lot 1 will be dedicated to Council as a public reserve which will provide recreation opportunities to residents and will be of public benefit. The remainder of the subdivision will not have any negative impacts upon the public or the heritage significance of Harrington Park House.

The DA was referred to OEH as the entire site is a State heritage item and therefore the proposed development requires concurrence from OEH. OEH has granted concurrence subject to a number of conditions including that the DA only be granted a deferred commencement consent that will only become operational when all outstanding heritage conservation works to the Harrington Park Homestead have been completed. These works are required by a VPA executed by the developer and the State government.

The DA was lodged with Council on 22 July 2011, however has not been able to be determined until this time due to Council awaiting the gazettal of a planning proposal to amend Camden Local Environmental Plan 2010. This planning proposal modified the minimum lot sizes for the site and was necessary in order for the proposed development to be approved.

The proposed development **fully complies** with all applicable planning controls.

Based on the assessment, it is recommended that the DA be approved as a deferred commencement consent subject to the conditions contained in this report.

AERIAL PHOTO



THE SITE

The site is commonly known as 1 Nolan Way, Harrington Park and is legally described as Lot 4, DP 1132348. The overall site is described throughout this report as the Harrington Park Homestead site.

The site has a frontage of approximately 275m to Nolan Way, approximately 15m to Hickson Circuit and approximately 335m to Giddings Link, and an overall site area of 18ha.

The site currently accommodates Harrington Park House, ancillary buildings including maintenance sheds and agricultural land that is utilised to grow and supply plants, trees and native grasses to the Harrington Grove development to the north. The entire site is a State heritage item with a large portion of it being mapped as bush fire prone land.

The surrounding properties are characterised by single and two storey residential detached dwellings together with associated driveways, landscaping and fencing as part of the Harrington Park suburb.

To the north lies the developing Harrington Grove release area with the Oran Park Growth Centre precinct further to the north. To the east lies Camden Valley Way and the Smeaton Grange industrial area. To the south lies the suburb of Narellan and Narellan town centre whilst to the west exists the rural residential suburbs of Kirkham and Cobbitty.

HISTORY

The relevant development history of the site is summarised in the following table:

Date	Development
1852	Paddocks cultivated with barley, oats and wheat and adjoining paddocks were grassed. The fence lines present at this time are similar to what exists today
1963	Paddocks to the north of Harrington Park House and the area to the south-east were used as a nursery to grow flowering plants and cut flowers
22 July 2011	The subject DA was lodged to subdivide the site into three lots

THE PROPOSAL

DA 819/2011 seeks approval for a three lot subdivision of the Harrington Park Homestead site.

Specifically the proposed development involves:

- the creation of proposed lot 1 with an area of 2.67ha. This lot will be dedicated to Council in accordance with the Harrington Grove VPA;
- the creation of proposed lot 2 with an area of 7.84ha. This lot will contain ancillary maintenance buildings with the land continuing to be used for the growing of plants, tree and native grasses for the Harrington Grove development to the north of this site; and
- the creation of proposed lot 3 with an area of 7.59ha. This lot will contain Harrington Park House.

A copy of the proposed plan is provided as attachment 1 to this report.

PROPOSED SUBDIVISION PLAN



ASSESSMENT

Environmental Planning and Assessment Act 1979 – Section 79(C)(1)

In determining a DA, the consent authority is to take into consideration the following matters as are of relevance in the assessment of the DA on the subject property:

(a)(i) The Provisions of any Environmental Planning Instrument

The Environmental Planning Instruments that relate to the proposed development are:

- Deemed State Environmental Planning Policy No 20 – Hawkesbury-Nepean River
- Camden Local Environmental Plan 2010

An assessment of the proposed development against these Environmental Planning Instruments is detailed below.

Deemed State Environmental Planning Policy No 20 – Hawkesbury-Nepean River (SEPP)

The proposed development is consistent with the aims of the SEPP (to protect the environment of the Hawkesbury-Nepean River system) and all of its planning controls.

There will be no detrimental impacts upon the Hawkesbury-Nepean River system as a result of the proposed development.

Camden Local Environmental Plan 2010 (LEP)

Permissibility

Part of the site is zoned R5 Large Lot Residential (proposed lots 2 and 3) with part of the site zoned RE1 Public Recreation (proposed lot 1) under the provisions of the LEP. The proposed subdivision is permissible with consent in this zone.

Zone Objectives

The objectives of the R5 Large Lot Residential zone are as follows:

- To provide residential housing in a rural setting while preserving, and minimising impacts on, environmentally sensitive locations and scenic quality.

Officer comment:

The proposed development will maintain the heritage significance and scenic quality of the site and therefore complies with this objective.

- To ensure that large residential lots do not hinder the proper and orderly development of urban areas in the future.

Officer comment:

The development will not hinder the proper and orderly development of the surrounding Harrington Park suburb and the Harrington Grove development to the north in the future.

- To ensure that development in the area does not unreasonably increase the demand for public services or public facilities.

Officer comment:

The proposed development will not unreasonably increase the demand for public services or public facilities.

- To minimise conflict between land uses within this zone and land uses within adjoining zones.

Officer comment:

The proposed development will not conflict with land uses within this zone and land uses in adjoining zones.

The objectives of the RE1 Public Recreation Zone are as follows:

- To enable land to be used for public open space or recreational purposes.

Officer comment:

Proposed lot 1 will be zoned RE1 Public Recreation. Lot 1 will be dedicated to Council as a public reserve in accordance with the Harrington Grove VPA and will provide public open space and recreational opportunities.

- To provide a range of recreational settings and activities and compatible land uses.

Officer comment:

Proposed lot 1 is to be dedicated to Council and will remain as public open space.

- To protect and enhance the natural environment for recreational purposes.

Officer comment:

There will be no impact upon or change of use of proposed lot 1 as part of this proposed subdivision. The subdivision will allow for proposed lot 1 to be dedicated as a public reserve which is consistent with this objective.

Relevant Clauses

The DA was assessed against the following relevant clauses of the LEP.

Clause	Requirement	Provided	Compliance
4.1 Minimum Lot Size	Proposed lot 1 will be zoned Public Recreation and is not subject to a minimum lot size control	Proposed lot 1 will have a lot size of 2.67ha and is in accordance with the Harrington Grove VPA	Yes
	Proposed lot 2 has a minimum lot size requirement of 7ha	Proposed lot 2 will have a lot size of 7.84ha	Yes
	Proposed lot 3 has a minimum lot size requirement of 7ha	Proposed lot 3 will have a minimum lot size of 7.59ha	Yes
5.10 Heritage Conservation	Consider the effect of the proposed development upon the heritage significance of the item	This site is a State Heritage item. The proposed development will aid in the upkeep and preservation of Harrington Park House and surrounding lands and there will be no adverse impacts on the heritage significance of the site as a result of it	Yes
6.2 Public Utility Infrastructure	Appropriate public utility infrastructure to service the development	The site is serviced by appropriate public utility infrastructure	Yes

(a)(ii) The Provisions of any Draft Environmental Planning Instrument (that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved)).

There is no draft Environmental Planning Instruments applicable to the proposed development.

(a)(iii) The Provisions of any Development Control Plan

Camden Development Control Plan 2011 (DCP)

The following is an assessment of the proposed development's compliance with the controls in the DCP.

Control	Requirement	Provided	Compliance
B3 Environmental Heritage	Retain and conserve heritage items and their significant elements and settings	The proposed subdivision will not adversely affect the heritage significance of this site. Additionally, concurrence from OEH has been received for the proposed development	Yes
C2 General Subdivision Requirements	Manage subdivision to ensure sense of place is maintained by ensuring development density and scale are in harmony with the existing and planned character of places	The proposed subdivision is appropriate for a site of heritage significance such as this and ensures that the sense of place created by the Homestead and its position within the Harrington Park suburb will be maintained	Yes

(a)(iia) The Provision of any Planning Agreement that has been entered into under Section 94F, or any draft Planning Agreement that a developer has offered to enter into under Section 93F

As part of the development of Harrington Grove, the developers (Dandaloo Pty Ltd) entered into a VPA with the State Government at the time of rezoning of the land for residential development. One of the VPA's obligations were to conserve the Harrington Park Homestead site. To direct this conservation, a conservation management plan was developed by a heritage specialist and formed part of the VPA.

The developers also entered into a separate VPA with Council at the time. This separate VPA requires the developers to dedicate an area of 2.67ha of this site to Council for public recreation purposes.

The proposed development is consistent with the requirements of the aforementioned VPAs for the Harrington Park Homestead site.

(a)(iv) The Regulations

The Regulations do not prescribe any matters that are relevant to the proposed development.

(b) The likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts on the locality

As demonstrated by the above assessment, the proposed development is unlikely to have a significant impact on both the natural and built environments, and the social and economic conditions of its locality.

Heritage Impacts

It is considered that there will be no adverse impacts on the heritage significance of the Harrington Park Homestead site as a result of the proposed development. The proposal seeks to subdivide the site into 3 lots to allow land dedication to Council and to better facilitate the overall management of the Homestead site. A heritage impact statement and master plan for the site has been submitted by the applicant and reviewed by both Council staff and OEH. It is considered that the proposed development will aid in the upkeep and preservation of Harrington Park House and surrounding lands and that there will be no adverse impacts on the heritage significance of Harrington Park House as a result of it.

The existing curtilage of Harrington Park House, which extends beyond the boundary of this site to the south, will be fully maintained by the proposed development. The curtilage of the House is shown on the following plan:



(c) The suitability of the site

As demonstrated by the above assessment, the site is considered to be suitable for the development.

(d) Any submissions made in accordance with this Act or the Regulations

The DA was publicly exhibited for a period of 30 days in accordance with the DCP. The exhibition period was from 19 April to 21 May 2012. 2 submissions and a petition containing 26 signatures were received (all objecting to the proposed development).

The following discussion addresses the issues and concerns raised in the submissions and petition.

1. *The green aspects we currently enjoy will not be seen as a permanent fixture but rather subject to change depending on the whim of the next prospective developer.*

Officer comment:

The development does not propose any changes in the use of the site. No physical works are proposed as part of this DA. Any future development on the site will require consent from both Council and OEH (who have advised that they will not support further subdivision or substantial development on the site). Additionally, further subdivision of the site is not possible due to the minimum lot size being 7ha.

It is therefore considered that the green aspects of the site will be maintained and it is considered unlikely that future development that will impact these will occur.

2. *Consideration must be given to any changes in the visual outlook from the historic Harrington Park Homestead. The Homestead currently retains some key historical visual relationships with vistas to St John Church and other local Camden landmarks.*

Officers comment:

It is considered that there will be no loss of visual outlook as a result of the proposed subdivision in that no physical works are proposed.

3. *The proposal does not identify the purpose for the subdivision.*

Office comment:

Proposed lot 1 will be dedicated to Council as a public reserve in accordance with the Harrington Grove VPA which came into effect on 31 August 2010. Proposed lot 2 currently supports the ongoing development of the Harrington Grove development to the north through the production of plants, trees and native grasses. The creation of lot 2 will maintain this existing use. Proposed lot 3 will encompass Harrington Park House. This purpose of this lot is to create a more manageable and viable lot for the House that will contain all the areas of high historical significance.

4. *The rezoning and boundary proposal for the site raises development concerns as it suggests that residential development will take place on these lots in the future.*

Officers comment:

As aforementioned, any further development will be subject to a separate DA. However further substantial development on the site will not be supported by OEH and will be constrained by the 7ha minimum lot size that applies to the site.

5. *Why do the boundaries need to be relocated in such a way as to reduce the curtilage of the Harrington Park Homestead?*

Officer comment:

As aforementioned, as no physical works are proposed and the existing separation distance between Harrington Park House and surrounding development will be maintained, the curtilage of the House will not be reduced.

6. *Any subdivision of this currently heritage listed lot is of no benefit to those residents and in fact makes it more likely that those lots could be subject to further residential development or future development applications which would be more easily achieved due to the leasing of the heritage listing of proposed lots one and two.*

Officer comment:

Proposed lot 1 will be dedicated to Council as a public reserve which will provide recreation opportunities to residents and is of public benefit. The remainder of the subdivision will not have any negative impacts upon the public or the heritage significance of Harrington Park House.

7. *Submission requests that the Council forwards the objection to the Office of Environment and Heritage.*

Officer comment:

All submissions received for this DA were forwarded to OEH pursuant to Clause 61 of the Environmental Planning and Assessment Regulation 2000.

(e) The public interest

The public interest is served through the detailed assessment of this DA under the *Environmental Planning and Assessment Act 1979*, Environmental Planning and Assessment Regulation 2000, Environmental Planning Instruments, Development Control Plans and policies. Based on the above assessment, the proposed development is consistent with the public interest.

EXTERNAL REFERRALS

Rural Fire Service (RFS)

The DA was referred to the RFS for assessment as this development proposes the subdivision of residentially zoned bush fire prone land and is therefore classed as Integrated Development pursuant to Section 91 of the *Environmental Planning and Assessment Act 1979*. The RFS raised no objections to the proposed development subject to general terms of approval relating to the maintenance of asset protection zones. Compliance with these general terms of approval is a recommended condition.

NSW Office of Environment and Heritage (OEH)

The DA was referred to OEH for assessment as this development relates to a State heritage item and is therefore classed as Nominated Integrated Development pursuant to Section 91 of the *Environmental Planning and Assessment Act 1979*.

OEH raised no objections to the proposed development subject to general terms of approval including that the DA only be granted deferred commencement consent that



only becomes operational when all outstanding heritage conservation works to the Harrington Park Homestead have been completed.

FINANCIAL IMPLICATIONS

As part of this proposed development, proposed lot 1 will be dedicated to Council as a public reserve. Council will be responsible for the cost of the ongoing maintenance of the reserve.

CONCLUSION

The DA has been assessed in accordance with Section 79C(1) of the *Environmental Planning and Assessment Act 1979* and all relevant instruments, plans and policies. Accordingly, DA 819/2011 is recommended for approval as a deferred commencement consent subject to the conditions contained in this report.

Details of Conditions

This development consent must not operate until the application satisfies Council in accordance with the provisions of the Environmental Planning and Assessment Regulation 2000, in relation to the matters listed in Schedule A hereto. The applicant has been given a period of 6 months in which to provide evidence sufficient enough to enable it to be satisfied as to those matters. Upon submission of evidence to Council and the applicant receiving written notification that Council is satisfied as to the relevant matters, then the consent shall become operative, subject to compliance with the conditions specified in Schedule B hereto.

If the matters listed in Schedule A are not addressed within the specified time period, this Deferred Commencement consent will become permanently inoperative.

The conditions of Schedule A are as follows:

- (1) **Commencement of Works** – The outstanding conservation works to the Harrington Park Homestead must have reached practical completion and this must be acknowledged in writing by the Heritage Council or its delegate.

The conditions specified in Schedule B are as follows:

1.0 - General Requirements

The following conditions of consent are general conditions applying to the development.

- (1) **Development in Accordance with Plans** – The development is to be in accordance with plans and documents listed below, except as otherwise provided by the conditions of this consent:

Plan / Development No.	Description	Prepared by	Dated
HARHG 001	Harrington Park Homestead Subdivision Plan	Development Planning Strategies	30.11.2011
Heritage Impact Statement 0825:HIS	For Subdivision Plan of the Harrington Park	Tropman and Tropman	December 2011

Issue 5	Homestead	Architects	
Master Plan 0852: MP Issue 03	Harrington Park Paddocks	Tropman and Tropman Architects	February 2012

Where there is an inconsistency between the approved plans/documentation and the conditions of this consent, the conditions of this consent override the approved plans/documentation to the extent of the inconsistency.

(2) **Services** –

- a) All services within the subdivision shall be underground.
- b) All service connections to existing works in Council's Road Reserve require a Public Road Activity approval from Council. Connections to existing works within Public Reserve or Drainage Reserve will require owner's permission (i.e, Camden Council).

(3) **NSW Heritage Council Requirements** - NSW Heritage Council has issued requirements as per the letter attached to this consent dated 17 July 2012. All of these requirements must be fully complied with.

(4) **NSW Rural Fire Service** - The NSW Rural Fire Service has issued General Terms of Approval as outlined in the letter attached to this consent dated 8 May 2012. These general terms of approval must be fully complied with.

2.0 - Subdivision Certificate

The following conditions of consent must be complied with prior to the issue of a Subdivision Certificate.

(1) **Services** - Prior to the issue of any Subdivision Certificate the following service authority certificates/documents must be obtained and submitted to the Principal Certifying Authority for inclusion in any Subdivision Certificate application:

- a) a certificate pursuant to s.73 of the Sydney Water Act 1994 stating that both water and sewerage facilities are available to each allotment;
- b) application for such a certificate must be made through an authorised Water Servicing Co-ordinator;
- c) notification of Arrangements from Endeavour Energy; and
- d) written advice from an approved telecommunications service provider (Telstra, Optus etc.) stating that satisfactory arrangements have been made for the provision of underground telephone plant within the subdivision/development.

(2) **Subdivision Certificate Release** - The issue of a Subdivision Certificate is not to occur until all conditions of this consent have been satisfactorily addressed and all engineering works are complete unless otherwise approved in writing by the Principal Certifying Authority.

(3) **Show Easements on the Plan of Subdivision** - The developer must acknowledge all existing easements on the final plan of subdivision.

- (4) **Show Restrictions on the Plan of Subdivision** - The developer must acknowledge all existing restrictions on the use of the land on the final plan of subdivision.
- (5) **Section 88b Instrument** - The developer must prepare a Section 88B Instrument for approval by the Principal Certifying Authority which incorporates the following easements and restrictions to user:
- easement for services;
 - easement to drain water;
 - drainage easement over overland flow paths;
 - the Heritage Park Paddock Master Plan prepared by Tropman and Tropman Architects dated February 2012 for proposed lots 2 and 3 is complied with.
- (7) **Burdened Lots to be Identified** - Any lots subsequently identified as requiring restrictions must also be suitably burdened.
- (8) **Section 94 Contributions** - Pursuant to **Contributions Plan No 18** adopted in September 1995, a contribution must be paid to Council of \$8,824 per additional lot or dwelling, total \$8,824, for **Community Facilities, Recreation Facilities and Open Space**.
- The contribution must be indexed to the Building Price Index, and paid prior to the issue of a Subdivision Certificate.
- The monetary contribution may be offset by the value of land transferred to Council or by works-in-kind. Such works cannot commence until an agreement is made with Council pursuant to the Contributions Plan.
- (9) **Section 94 Contributions** - Pursuant to **Contributions Plan No 18** adopted in September 1995, a contribution must be paid to Council of \$1,054 for a **Library, Netball Courts, Swimming Pool and Professional Services**.
- The contribution must be indexed to the Building Price Index, and paid prior to the issue of a Subdivision Certificate.
- (10) **Harrington Grove VPA Compliance** – Prior to the dedication of proposed lot 1 to Council, all requirements of the Harrington Grove VPA that are relevant to this lot must be fully complied with.

END OF CONDITIONS

RECOMMENDED

That Council approve DA 819/2011 for a three lot subdivision at 1 Nolan Way, Harrington Park by granting deferred commencement consent subject to the conditions listed above.

ATTACHMENTS

1. Proposed plan
2. Submissions and Petition - *Supporting Document*



ORD02

Attachment 1



ORD03

ORDINARY COUNCIL

ORD03

SUBJECT: CONSTRUCTION OF A RURAL OUTBUILDING AND ITS USE FOR A SECONDARY DWELLING, HOME BUSINESS AND ANCILLARY DOMESTIC STORAGE AT 220 MACQUARIE GROVE ROAD, KIRKHAM
FROM: Acting Director, Development & Health
BINDER: DA 1109/2012

APPLICATION NO: 1109/2012
PROPOSAL: Construction of a rural outbuilding and its use for a secondary dwelling, home business and ancillary domestic storage
PROPERTY ADDRESS: 220 Macquarie Grove Road, Kirkham
PROPERTY DESCRIPTION: Lot 1, DP 776002
ZONING: RU1 Primary Production
OWNER: Dominic and Beverley Gimellaro
APPLICANT: Vanessa Gimellaro

PURPOSE OF REPORT

The purpose of this report is to seek Council's determination of a development application (DA) for the construction of a rural outbuilding and its use as a secondary dwelling, home business and ancillary domestic storage at 220 Macquarie Grove Road, Kirkham.

The DA is referred to Council for determination as there remain unresolved issues received in 1 submission from the public.

SUMMARY OF RECOMMENDATION

That Council determine DA 1109/2012 for the construction of a rural outbuilding and its use as a secondary dwelling, home business and ancillary domestic storage pursuant to Section 80 of the *Environmental Planning and Assessment Act 1979* by granting consent subject to the conditions contained in this report.

EXECUTIVE SUMMARY

Council is in receipt of a DA for the construction of a rural outbuilding and its use as a secondary dwelling, home business and ancillary domestic storage at 220 Macquarie Grove Road, Kirkham.

The DA has been assessed against the *Environmental Planning and Assessment Act 1979*, the Environmental Planning and Assessment Regulation 2000, relevant Environmental Planning Instruments, Development Control Plans and policies. The outcome of this assessment is detailed further in this report.

The DA was publicly exhibited for a period of 28 days in accordance with Camden Development Control Plan 2011 (DCP). 1 submission was received (objecting to the proposed development). **A copy of the submission is provided with the Business Paper supporting documents.**

The issues raised in the submission relate to the aesthetics of the proposed rural outbuilding; loss of views; rainwater runoff from the proposed development; the housing of reptiles as part of the home business which will generate odour and waste impacts; that the use may set a precedent for further commercial developments in the area; traffic and vehicle movements; and the proposed hours of operation.

The issue relating to the aesthetics of the proposed rural outbuilding has been assessed by Council staff. The proposed development complies with the height requirements of Camden Local Environmental Plan 2010 (LEP) and the DCP as well as controls relating to setbacks. The proposed building materials, colours, and finishes will be low reflective and of natural tones to resemble comparable rural outbuildings and help the building blend in with its surroundings. In addition existing vegetation along Macquarie Grove Road combined with proposed landscaping within the site will suitably soften and screen the building.

The siting of the proposed development behind the site's existing dwelling, combined with existing and proposed landscaping to help screen it from view and a maximum height of 6m, will minimise any impacts on views into, out of and through the area.

Rainwater tanks are proposed to ensure there will be no adverse effects from rainwater runoff onto adjacent properties. Rainwater runoff overflowing from the tanks will be directed to the existing drainage system along Macquarie Grove Road. Council staff are satisfied that any downstream properties will not be affected by rainwater runoff from the proposed development.

The reptiles and native wildlife to be stored within the home business are limited to water dragons, turtles, sea stars, sea urchins, fish, eels, snails, crabs, stick and leaf insects. These creatures are taken to schools in the local area for educational lectures for children. When on the site they will be housed in appropriate enclosures at all times. It is not considered that these reptiles and wildlife will generate any adverse odour or waste impacts.

The development will not set a precedent for future commercial developments in the area as it is a home business that can only be conducted when associated with a dwelling. A home business is a permissible use in this zone.

In relation to traffic, it is not considered that the proposed development will generate a significant amount of traffic. Only 2 staff will be employed by the business and it is anticipated that a total of 4 vehicle movements per day will be generated as a result of the proposed development. It is therefore considered that there will be no adverse impacts on the surrounding road network as a result of this proposed development.

The operational hours for the business are Monday to Friday 7.30am to 5.30pm. These hours have been assessed by Council staff and they are considered appropriate for the area and that they will not result in any disturbance to surrounding properties.

The proposed plans for the building show the footprint of the building to be 108m². The DCP limits rural outbuildings such as this to be only 100m². It is therefore recommended that the floor area of the proposed building be reduced to comply with this requirement.

Based on the assessment, it is recommended that the DA be approved subject to the conditions contained in this report.

AERIAL PHOTO



THE SITE

The site is commonly known as 220 Macquarie Grove Road, Kirkham and is legally described as lot 1, DP 776002.

The site has frontages of approximately 323m to Macquarie Grove Road and approximately 221m to Kirkham Lane, a maximum depth of approximately 252m and an overall site area of 5.6ha.

The site currently accommodates an existing detached residential dwelling and open paddocks. The site is mapped as being bush fire prone affected along part of its north-western boundary, however the proposed works do not encroach on the bush fire affected area.

The surrounding properties are characterised by detached single and two storey residential dwellings together with associated driveways, landscaping and fencing.

Cobbitty lies to the north of the site whilst to the east and south-east lies the residential suburbs of Harrington Park and Narellan. To the south lies Camden Valley Way and the Elderslie urban release area. Camden town lies to the south-west.

HISTORY

The relevant development history of the subject site is summarised in the following table:

Date	Development
12 July 2004	Approval of a 3 lot subdivision by DA 30004/2003
13 December 2004	Refusal of Section 96 Modification 30004(2)/2003 to modify conditions
27 February 2008	Approval of Section 96 Modification DA 3004(3)/2003 to modify conditions relating to contamination

THE PROPOSAL

DA 1190/2012 seeks approval for the construction of a rural outbuilding and its use as a secondary dwelling, home business and ancillary domestic storage.

Specifically the proposed development involves:

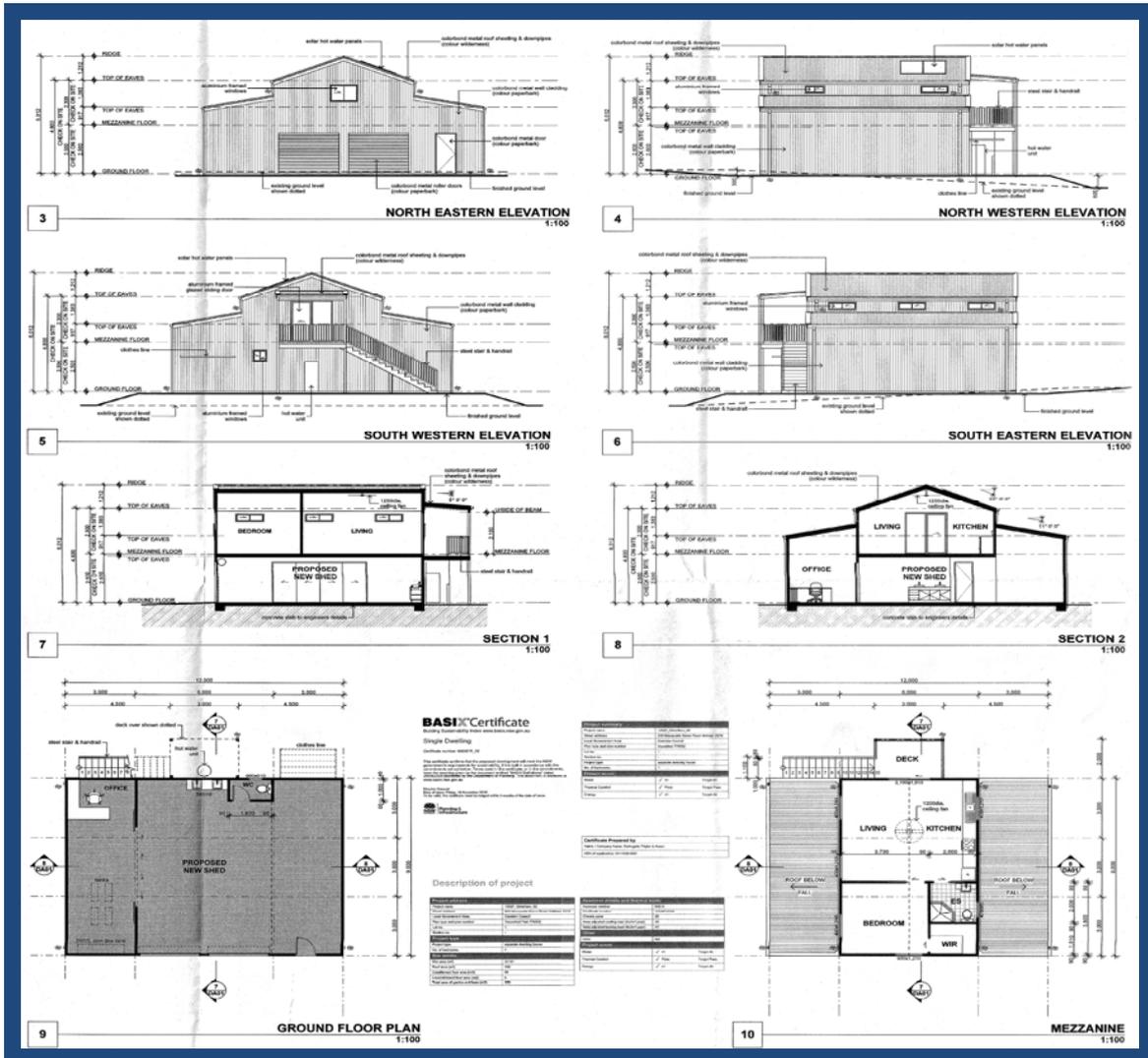
- construction of a rural outbuilding behind the site's existing two storey detached dwelling. This will include some minor earthworks in order to create a level building platform. The building will be a two storey aluminium framed structure with colorbond metal roof, wall cladding and downpipes. The building's roof colour will be wilderness (green) with walls being paperbark (light beige). The building proposes a footprint of 108m² and a ridge height of 6m;
- a secondary dwelling will be located on the first floor of the building and will contain a living area, kitchen, 1 bedroom and bathroom facilities. The secondary dwelling will be accessed via an external staircase located at the rear of the building;
- the proposed home business is for a home office that will be used for the preparation of lectures for and correspondence with schools and includes tanks to house wildlife limited to water dragons, turtles and sea creatures including sea stars, urchins, fish, eels, snails, crabs, stick and leaf insects;
- operational hours of Monday to Friday 7.30am – 5.30pm; and
- the employment of 2 staff.

The value of the works is \$80,000.

A copy of the proposed plan is provided as attachment 1 to this report.

PROPOSED ELEVATIONS

ORD03



ASSESSMENT

Environmental Planning and Assessment Act 1979 – Section 79(C)(1)

In determining a DA, the consent authority is to take into consideration the following matters as are of relevance in the assessment of the DA on the subject property:

(a)(i) The Provisions of any Environmental Planning Instrument

The Environmental Planning Instruments that relate to the proposed development are:

- Deemed State Environmental Planning Policy No 20 – Hawkesbury-Nepean River
- Camden Local Environmental Plan 2010.

An assessment of the proposed development under the Environmental Planning Instruments is detailed below.

Deemed State Environmental Planning Policy No 20 – Hawkesbury-Nepean River (SEPP)

The proposed development is consistent with the aims of the SEPP (to protect the environment of the Hawkesbury-Nepean River system) and all of its planning controls.

There will be no detrimental impacts upon the Hawkesbury-Nepean River system as a result of the proposed development.

Camden Local Environmental Plan 2010 (LEP)

Permissibility

The site is zoned RU1 Primary Production under the provisions of the LEP. The proposed development is defined as a “secondary dwelling” and “home business” by the LEP which are permissible land uses in this zone. The ancillary domestic storage is also permissible with consent in this zone.

Zone Objectives

The objectives of the RU1 Primary Production are as follows:

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.

Officer comment:

The proposed development will not interfere with the natural resource base of the site or surrounding area and therefore complies with this objective.

- To encourage diversity in primary industry enterprises and systems appropriate for the area.

Officer comment:

This objective is not relevant to the proposed development in that it is for a secondary dwelling and home business and not a primary industry enterprise or system.

- To minimise the fragmentation and alienation of resource lands.

Officer comment:

No subdivision is proposed and therefore no resource lands will be fragmented or alienated as a result of the proposed development.

- To minimise conflict between land uses within this zone and land uses within adjoining zones.

Officer comment:

The proposed development will not conflict with adjoining land uses within this or adjoining zones as it is for a small scale rural outbuilding and home business.

- To permit non-agricultural uses which support the primary production purposes of the zone.

Officer comment:

The proposed development is for a non-agricultural use that will not detract from the primary production purposes of the zone. The proposed development is not considered to be inconsistent with this objective.

- To maintain the rural landscape character of the land.

Officer comment:

The proposed development is in keeping with and will maintain the existing rural landscape character of the land.

Relevant Clauses

The DA was assessed against the following relevant clauses of the LEP:

Clause	Requirement	Provided	Compliance
4.3 Height of Buildings	Maximum 9.5m building height	The proposed rural outbuilding will have a maximum building height of 6m	Yes
6.2 Public Utility Infrastructure	Appropriate public utility infrastructure to service the development	The site is serviced by appropriate public utility infrastructure and an additional wastewater system approval will be issued under a separate Local Government Act application	Yes
7.3 Development in Areas Subject to Airport Noise	To ensure that land uses and development in the vicinity of Camden Airport do not hinder or have any other adverse impact on the ongoing, safe and efficient operation of the airport and to minimise the impacts of aircraft noise	The proposed development is below the maximum building height for the area and will not impact on the ongoing, safe and efficient operation of Camden Airport. The applicant has contacted the airport and has received a written response advising that no issues are raised with the development The proposed building will be located within the ANEF 20 aircraft noise contour. A condition is	Yes

Clause	Requirement	Provided	Compliance
		recommended that requires an acoustic report to be completed prior to the issue of a Construction Certificate. This report must detail what acoustic measures need to be provided for the residential component of the building to protect against aircraft noise in accordance with Council's Environmental Noise Policy	

(a)(ii) The Provisions of any Draft Environmental Planning Instrument (that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved)).

There is no draft Environmental Planning Instruments applicable to the proposed development.

(a)(iii) The Provisions of any Development Control Plan

Camden Development Control Plan 2011 (DCP)

The following is an assessment of the proposal's compliance with the controls in the DCP.

Control	Requirement	Provided	Compliance
B1.1 Erosion and Sedimentation	Erosion and sediment control measures	It is a recommended condition that appropriate erosion and sedimentation controls measures are provided as part of the construction process for the development	Yes
B1.3 Salinity Management	Salinity resistant building construction	It is a recommended condition that the development be constructed to be salinity resistant	Yes

Control	Requirement	Provided	Compliance
B1.9.4 Waste Management Plan	Waste management plan	A waste management plan has been provided and is considered to be satisfactory	Yes
B1.10 Bush Fire Risk Management	Prevent loss of, and damage to life, property and the environment	The site is partially bush fire affected along the north-western boundary. The exact area of the site where the proposed development will be constructed is outside the bush fire prone area and is therefore considered acceptable in terms of bush fire risk management	Yes
B1.15 Development near Camden Airport	Ensure the airport operations are not compromised by surrounding developments	The proposed development is below the maximum building height for the area and will not impact on the ongoing, safe and efficient operation of Camden Airport. The applicant has contacted the airport and has received a written response advising that no issues are raised with the development	Yes
D1.1 Rural Dwellings and Outbuildings	Minimum front setback 20m	The proposed building is setback from Kirkham Lane by 76m	Yes
	Minimum side setback of 5m	The proposed side setbacks are approximately 20m from the north-west boundary and approximately 183m from the southern boundary	Yes
	Location to minimise the removal of existing vegetation	No trees to be removed as part of the construction of the proposed development	Yes
	Building should be visually unobtrusive in the overall landscaping	The proposed development uses colorbond colours that are natural in tones and	Yes

ORD03

Control	Requirement	Provided	Compliance
	<p>Cut and fill shall be kept minimal</p> <p>External walls to outbuildings shall be colorbond sheet metal</p> <p>Roof cladding to outbuildings shall be colorbond sheet metal</p> <p>The colours of the roof and wall shall be low reflective</p> <p>Complimentary landscaping to be provided</p> <p>Maximum floor area for rural outbuildings is 100m²</p> <p>Effluent and household wastewater to be disposed of in accordance with Council's Sewage Management Strategy</p>	<p>the building will be screened by existing and proposed landscaping</p> <p>Due to the slope of the site, a small amount of cut (up to 200mm) and fill (up to 600mm) is proposed in order to create a level building platform.</p> <p>This extent of cut and fill is acceptable.</p> <p>The proposed external walls are colorbond sheet metal</p> <p>The proposed roof cladding is colorbond sheet metal</p> <p>The proposed colorbond colours are low reflective and are of natural tones</p> <p>Landscaping within the site is proposed.</p> <p>The proposed total footprint of the outbuilding is 108m². It is recommended that the floor area for the rural outbuilding is reduced to a maximum of 100m² to comply with the DCP</p> <p>The proposed development will provide an appropriate wastewater disposal system in accordance with this requirement</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>
<p>D2.2.1 Secondary Dwellings</p>	<p>Secondary dwellings are to be subservient to their principal dwelling in terms of bulk and scale</p>	<p>The proposed development is in keeping with the bulk and scale of the principal dwelling and will be</p>	<p>Yes</p>

Control	Requirement	Provided	Compliance
	Secondary dwellings must not exceed 60m ²	visually subservient to it The secondary dwelling (first floor component) is 54m ²	Yes
	Provision for drying facilities is required	The proposed development will provide a clothes line	Yes
D5.6 Home Business and Home Industry	Maximum of two persons other than residents can be employed by the business	Two employees are proposed	Yes
	A maximum of 50m ² may be used for the business	Less than 50m ² will be used for the proposed business	Yes
	The business must not interfere with the amenity of the neighbourhood	The proposed business will not interfere with the amenity of the neighbourhood	Yes
	The business must not expose to view any unsightly matter, goods or products	The proposed business will not have any displays visible from outside of the proposed building	Yes
	The business must not give rise to traffic levels out of keeping with the locality	Given the nature of the proposed business and the low level of employees, minimal additional traffic is expected to be generated	Yes
	Parking areas for the site's residential use must be retained	The parking areas for the site's existing dwelling will remain unaffected	Yes
	The operating hours should be 8.30am-5.30pm Monday to Friday and 8.30am-12pm on Saturdays unless the amenity of adjoining dwellings will not be adversely affected	The proposed business hours will be from 7.30am-5.30pm Monday to Friday. The additional hour in the morning is acceptable as due to the nature of the proposed business (a home office and small scale animal storage), it will not have any adverse impacts	Yes

ORD03

Control	Requirement	Provided	Compliance
	All deliveries and loading/unloading must occur inside the approved operating hours	upon the amenity of adjoining dwellings It is a recommended condition that all deliveries and loading/unloading activities take place with the proposed operating hours. Given the nature of the proposed business it is not anticipated that there will be a significant amount of deliveries or loading/unloading occurring on the site	Yes

(a)(iia) The Provision of any Planning Agreement that has been entered into under Section 94F, or any draft Planning Agreement that a developer has offered to enter into under Section 93F

No relevant agreement exists or has been proposed as part of this application.

(a)(iv) The Regulations

The Regulations prescribe several matters that are addressed in the conditions contained in this report.

(b) The likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts on the locality

As demonstrated by the above assessment, the proposed development is unlikely to have a significant impact on both the natural and built environments, and the social and economic conditions of the locality.

(c) The suitability of the site

As demonstrated by the above assessment, the site is considered to be suitable for the development.

(d) Any submissions made in accordance with this Act or the Regulations

The DA was publicly exhibited for a period of 28 days (due to the Christmas/New Year holiday period). The exhibition period was from 6 December 2012 to 3 January 2013. 1 submission was received (objecting to the proposed development).

The following discussion addresses the issues and concerns raised in the submission.

1. *The proposed development is not aesthetically pleasing.*

Officer comment:

The proposed development will fully comply with the requirements of the LEP and DCP in relation to building height, scale and setbacks. The building materials, colours, and finishes will be low reflective and of natural tones to resemble other rural outbuildings in the area.

The siting of the proposed development provides allows for it to be screened by existing vegetation along Macquarie Grove Road. Additionally, the applicant proposes additional landscape screening within the site to further soften and screen the proposed development. It is a recommended condition that this landscaping is extended around the rear of the building to further soften the visual impacts of the building when reviewed from the surrounding area.

It is considered that the proposed development is an appropriate design for this site and area and due to the above it will not have any negative visual impacts.

2. *The proposed development will set a precedent for other such commercial developments to be built in the surrounding area.*

Officer comment:

The development will not set a precedent for future commercial developments in the area as it is a home business that can only be conducted when associated with a dwelling. A home business is a permissible use in this zone whereas commercial premises are prohibited.

3. *The location of the proposed development will result in the loss of views.*

Officer comment:

The siting of the proposed development behind the site's existing dwelling, combined with existing and proposed landscaping to help screen it from view and a maximum height of 6m, will minimise any impacts on views into, out of and through the area.

4. *Excess water runoff will affect neighbouring pool and yard.*

Officer comment:

Rainwater tanks are proposed to ensure there will be no adverse effects from rainwater runoff onto adjacent properties. Rainwater runoff overflowing from the tanks will be directed to the existing drainage system along Macquarie Grove Road. Council staff are satisfied that any downstream properties will not be affected by rainwater runoff from the proposed development.

5. *The proposed home business use and keeping of reptiles are too close to local residence and will generate adverse odour and waste impacts.*

Officer comment:

The issue of housing reptiles has also been assessed by Council staff. The reptiles and native wildlife to be stored within the home business are limited to water dragons, turtles, sea stars, sea urchins, fish, eels, snails, crabs, stick and leaf insects. These reptiles and wildlife will be housed in appropriate enclosures

at all times. It is not considered that these reptiles and wildlife will generate any adverse impacts in relation to odour or waste generation.

6. *The increase in traffic coming and going from the proposed rural outbuilding.*

Officer comment:

In relation to traffic, it is not considered that the proposed development will generate a significant amount of traffic. Only 2 staff will be employed and it is anticipated that a total of 4 vehicle movements per day will be generated as a result of the proposed development. It is therefore considered that there will be no adverse impacts on the surrounding road network as a result of this proposed development.

7. *The hours of operation for the home business is a concern as it can be noisy and busy for the proposed length of time.*

Officer comment:

The operational hours for the business are Monday to Friday, 7.30am to 5.30pm. These hours have been assessed by Council staff and they are considered appropriate for the area and will not result in any disturbance to surrounding properties.

(e) *The public interest*

The public interest is served through the detailed assessment of this DA under the *Environmental Planning and Assessment Act 1979*, Environmental Planning and Assessment Regulations 2000, Environmental Planning Instruments, Development Control Plans and policies. Based on the above assessment, the proposed development is consistent with the public interest.

EXTERNAL REFERRALS

Camden Airport

The applicant contacted Camden Airport for comment prior to lodging the DA as the proposed development is located under the approach path to the airport.

Camden Airport provided a written response and has raised no objections to the proposed development on the basis the maximum height of the proposed development does not exceed 6m.

FINANCIAL IMPLICATIONS

This matter has no direct financial implications for Council.

CONCLUSION

The DA has been assessed in accordance with Section 79C(1) of the *Environmental Planning and Assessment Act 1979* and all relevant instruments, plans and polices. Accordingly, DA 1109/2012 is recommended for approval subject to the conditions contained in this report.

Details of Conditions

1.0 - General Requirements

The following conditions of consent are general conditions applying to the development.

- (1) **Development in Accordance with Plans** – The development is to be in accordance with plans and documents listed below, except as otherwise provided by the conditions of this consent:

Plan / Development No.	Description	Prepared by	Dated
DA01 Amendment C	Plans, Elevation and sections	de angelis taylor and associates	November 2012

Where there is an inconsistency between the approved plans/documentation and the conditions of this consent, the conditions of this consent override the approved plans/documentation to the extent of the inconsistency.

- (2) **Detailed Landscaping Plans** - Prior to the issue of the Construction Certificate, the Landscaping Plans prepared by de Angelis Taylor and Associates must be amended to include additional plantings. The amended landscaping plan must be submitted with the Construction Certificate application in accordance with Camden Council's current Engineering Design Specifications.

The following items listed must be included with the other landscaping elements, in the detailed Landscaping Plans provided prior to the issue of a Construction Certificate.

- (a) The detailed Landscaping Plans must show the inclusion of 3 *Melaleuca linariifolia*, sourced in minimum 55 litre container size and planted, evenly spaced in the proposed new shed screening bed garden adjacent to Macquarie Grove Road.
 - (b) All other proposed plantings (as detailed on Plan Drwg No DA01, Job No 12027, dated Nov 2012, Amendment C, prepared by de Angelis Taylor & Associates (on behalf of M/S Vanessa Gimellaro), must be installed and not deleted as a consequence of the addition of 3 additional *Melaleucas*.
 - (c) Additional planting must also be provided along the building's south-western elevation as marked in red on Drwg No DA01, Job No 12027, dated Nov 2012, Amendment C, prepared by de Angelis Taylor & Associates, dated November 2012. This landscape must mirror the landscape proposed and include the provision of 3 *Melaleuca linariifolia*, sourced in minimum 55 litre container size and planted, evenly spaced.
- (2) **Building Code of Australia** - All works must be carried out in accordance with the requirements of the *Building Code of Australia*.
- (3) **Reduction in Floor Area of Rural Outbuilding** – The floor area within the ground floor of the rural outbuilding must not exceed a maximum of 100m².
- (4) **Landscaping Maintenance and Establishment Period** - Commencing from the Date of Practical Completion (DPC), the Applicant will have the

establishment and maintenance responsibility for all landscaping elements associated with this Consent.

The 12 month maintenance and establishment period includes (but not limited to) the Applicant's responsibility for the establishment, care and repair of all plantings and lawn.

The DPC is taken to mean completion of all civil works, soil preparation and treatment and initial weed control, and completion of all planting and turf installation.

It is the Applicant's responsibility to arrange a site inspection with the Principal Certifying Authority upon initial completion of the landscaping works, to determine and agree upon an appropriate DPC.

At the completion of the 12 month landscaping maintenance and establishment period, all plantings' and other landscaping must be in an undamaged, safe and functional condition and all plantings have signs of healthy and vigorous growth

At the completion of the 12 month maintenance and establishment period, the landscaping works must comply with the approved Landscaping Plans.

2.0 - Construction Certificate Requirements

The following conditions of consent shall be complied with prior to the issue of a Construction Certificate.

- (1) **Salinity** - Council's Salinity Management Policy is to be implemented in this development. Details of compliance shall be forwarded to the certifying authority for approval with the Construction Certificate application.
- (2) **Aircraft Noise Attenuation** - The applicant must provide the Principal Certifying Authority with an acoustic assessment detailing the attenuation measures that will be required to ensure the dwelling will comply with the requirements of Council's Environmental Noise Policy. The attenuation measures outlined in the acoustic assessment must be included in the construction of the building. A copy of this report must also be submitted to Council.

3.0 - Prior To Works Commencing

The following conditions of consent shall be complied with prior to any works commencing on the development site.

- (1) **Sydney Water Approval** – Prior to works commencing, the approved development plans must also be approved by Sydney Water.
- (2) **Toilet Facilities** - Toilet facilities must be available or provided at the work site before works begin and must be maintained until the works are completed at a ratio of one toilet plus one toilet for every 20 persons employed at the site.

Each toilet must:

- (a) be a standard flushing toilet connected to a public sewer, or

- (b) have an on-site effluent disposal system approved under the *Local Government Act 1993*, or
 - (c) be a temporary chemical closet approved under the *Local Government Act 1993*.
- (3) **Notice of Commencement of Work and Appointment of Principal Certifying Authority** – Notice in the manner required by Section 81A of the *Environmental Planning and Assessment Act 1979* and clauses 103 and 104 of the *Environmental Planning and Assessment Regulation 2000* shall be lodged with Camden Council at least two (2) days prior to commencing works. The notice shall include details relating to any Construction Certificate issued by a certifying authority, the appointed Principal Certifying Authority and the nominated 'principal contractor' for the building or subdivision works.
- (4) **Construction Certificate Before Work Commences** - This development consent does not allow site works, building or demolition works to commence, nor does it imply that the plans approved as part of the development consent comply with the specific requirements of *Building Code of Australia*. Works must only take place after a Construction Certificate has been issued and a Principal Certifying Authority has been appointed.
- (5) **Soil Erosion and Sediment Control** - Soil erosion and sediment controls must be implemented prior to works commencing on the site.

Soil erosion and sediment control measures must be maintained during construction works and must only be removed upon completion of the project when all landscaping and disturbed surfaces have been stabilised (for example, with site turfing, paving or re-vegetation).

Where a soil erosion and sediment control plan (or details on a specific plan) has been approved with the development consent, these measures must be implemented in accordance with the approved plans. In situations where no plans or details have been approved with the development consent, site soil erosion and sediment controls must still be implemented where there is a risk of pollution occurring.

Provide a stabilised entry/exit point. The access should be a minimum of 2.5m wide and extend from the kerb to the building line. The access should consist of aggregate at 30-40mm in size.

Vehicle access is to be controlled so as to prevent tracking of sediment onto adjoining roadways, particularly during wet weather or when the site has been affected by wet weather.

4.0 - During Construction

The following conditions of consent shall be complied with during the construction phase of the development.

- (1) **Fill Quality** – Any fill material brought in for the construction of the development must only contain uncontaminated soil, clay, shale or rock. No effluent, garbage or trade waste, including building or demolition waste must be included in the fill. The extent and depth of filling must only occur in accordance with the approved plans and any other conditions of the Development Consent.

Evidence of the certification of the fill as uncontaminated shall be provided to the Principal Certifying Authority.

- (2) **Building Platform** - This approval restricts excavation or fill for the purposes of creating a building platform. The building platform shall not exceed 2m from the external walls of the building. Where the external walls are within 2m of any property boundary, no parallel fill is permitted and a deepened edge beam to natural ground level must be used.
- (3) **Hours of Work** – The hours for all construction and demolition work are restricted to between:
 - (a) 7.00am and 6.00pm, Monday to Friday (inclusive);
 - (b) 7.00am to 4.00pm on Saturday (if construction noise is inaudible to adjoining residential properties), otherwise 8.00am to 4.00pm;
 - (c) work on Sunday and Public Holidays is prohibited.
- (4) **Site Management** – To safeguard the local amenity, reduce noise nuisance and to prevent environmental pollution during the construction period, the following practices are to be implemented:
 - (a) the delivery of material shall only be carried out between the hours of 7.00am and 6.00pm, Monday to Friday, and between 8.00am and 4.00pm on Saturdays;
 - (b) stockpiles of topsoil, sand, aggregate, spoil or other material shall be kept clear of any drainage path, easement, natural watercourse, kerb or road surface and shall have measures in place to prevent the movement of such material off the site;
 - (c) builder's operations such as brick cutting, washing tools, concreting and bricklaying shall be confined to the building allotment. All pollutants from these activities shall be contained on site and disposed of in an appropriate manner;
 - (d) waste must not be burnt or buried on site, nor should wind-blown rubbish be allowed to leave the site. All waste must be disposed of at an approved Waste Disposal Depot;
 - (e) a waste control container shall be located on the development site.
- (5) **Surface Drainage** – To prevent surface water from entering the building:
 - (a) the floor level for slab on ground construction shall be a minimum of 150mm above finished ground level for habitable rooms;
 - (b) seepage and surface water shall be collected and diverted clear of the building by a sub-surface/surface drainage system;
 - (c) the control of surface water drainage shall in all respects comply with the *Building Code of Australia (Class 1 and Class 10 Buildings)*;
 - (d) where a rainwater tank is required on the site, all surface water drainage lines shall be connected to the outlet overflow drainage line from the rainwater tank.

- (6) **Protection of Public Places** – If the work involved in the erection or demolition of a building:

- (a) is likely to cause pedestrian or vehicular traffic in a public place to be obstructed or rendered inconvenient, or
- (b) building involves the enclosure of a public place,

a hoarding or fence must be erected between the work site and the public place.

If necessary, an awning is to be erected sufficient to prevent any substance from or in connection with the work falling into the public place. The work site must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place. Any such hoarding, fence or awning is to be removed when the work has been completed.

- (7) **Drainage Easements** - No changes to site levels, or any form of construction shall occur within any drainage easements that may be located on the allotment.

- (8) **BASIX Certificate** – Under clause 97A of the *Environmental Planning & Assessment Regulation 2000*, it is a condition of this development consent that all the commitments listed in each relevant BASIX Certificate for the development are fulfilled.

In this condition:

- (a) relevant BASIX Certificate means:
 - (i) a BASIX Certificate that was applicable to the development when this development consent was granted (or, if the development consent is modified under Section 96 of the Act, a BASIX Certificate that is applicable to the development when this development consent is modified); or
 - (ii) if a replacement BASIX Certificate accompanies any subsequent application for a Construction Certificate, the replacement BASIX Certificate; and
- (b) BASIX Certificate has the meaning given to that term in the *Environmental Planning & Assessment Regulation 2000*.

- (9) **Roofwater to Street** - The roof of the subject building shall be provided with guttering and down pipes and all drainage lines, including stormwater drainage lines from other areas and overflows from rainwater tanks conveyed to the street gutter.

Connection to the street gutter shall only occur at the existing drainage outlet point in the street gutter. New connections that require the rectification of the street gutter shall only occur with the prior approval of Camden Council.

All roofwater must be connected to the approved roofwater disposal system immediately after the roofing material has been fixed to the framing members.

The Principal Certifying Authority must not permit construction works beyond the frame inspection stage until this work has been carried out.

- (10) **Site Management (No Nuisance Creation)** - The developer must carry out work at all times in a manner which will not cause a nuisance to owners and occupiers of adjacent properties by the generation of unreasonable noise dust or other activity.
- (11) **Fill Material** – For importation and/or placement of any fill material on the subject site, a validation report and sampling location plan for such material must be submitted to and approved by the Principal Certifying Authority.

The validation report and associated sampling location plan must:

- (a) be prepared by a person with experience in the geotechnical aspects of earthworks, and
- (b) be endorsed by a practising Engineer with Specific Area of Practice in Subdivisional Geotechnics, and
- (c) be prepared in accordance with:

For Virgin Excavated Natural Material (VENM):

- (i) the Department of Land and Water Conservation publication "Site investigation for Urban Salinity", and
 - (ii) the Department of Environment and Conservation - Contaminated Sites Guidelines "Guidelines for the NSW Site Auditor Scheme (Second Edition) - Soil Investigation Levels for Urban Development Sites in NSW".
- (d) confirm that the fill material:
- (i) provides no unacceptable risk to human health and the environment;
 - (ii) is free of contaminants;
 - (iii) has had salinity characteristics identified in the report, specifically the aggressiveness of salts to concrete and steel (refer Department of Land and Water Conservation publication "Site investigation for Urban Salinity");
 - (iv) is suitable for its intended purpose and land use; and
 - (v) has been lawfully obtained.

Sampling of VENM for salinity of fill volumes:

- (e) less than 6000m³ - 3 sampling locations,
- (f) greater than 6000m³ - 3 sampling locations with 1 extra location for each additional 2000m³ or part thereof.

For (e) and (f) a minimum of 1 sample from each sampling location must be provided for assessment.

Sampling of VENM for Contamination and Salinity should be undertaken in accordance with the following table:

Classification of Fill Material	No of Samples Per Volume	Volume of Fill (m³)
Virgin Excavated Natural Material	1 <i>(see Note 1)</i>	1000 or part thereof

Note 1: Where the volume of each fill classification is less than that required above, a minimum of 2 separate samples from different locations must be taken.

- (12) **Sanitary Drainage Connections** - All sewage and effluent generated by the use of the new building must be connected to the on-site sewage management system/facility.
- (13) **Unexpected Finds Contingency (General)** - Should any further suspect materials (identified by unusual staining, odour, discolouration or inclusions such as building rubble, asbestos, ash material etc.) be encountered during any stage of earthworks/site preparation/ construction, then such works must cease immediately until a qualified Environmental Consultant has been contacted and has conducted a thorough assessment. In the event that contamination has been identified as a result of this assessment and remediation is required, site works must cease in the vicinity of the contamination and the Consent Authority must be notified immediately.

Where remediation work is required, the Applicant will be required to comply fully with Council’s Policy - Management of Contaminated Lands with regard to obtaining consent for the remediation works.

- (14) **Construction Noise Levels** – Noise levels emitted during construction works shall be restricted to comply with the construction noise control guidelines set out in Chapter 171 of the NSW EPA’s Environmental Noise Control Manual. This manual recommends;

Construction period of 4 weeks and under:

The L10 level measured over a period of not less than 15 minutes when the construction site is in operation must not exceed the background level by more than 20 dB(A).

Construction period greater than 4 weeks:

The L10 level measured over a period of not less than 15 minutes when the construction site is in operation must not exceed the background level by more than 10 dB(A).

- (15) **Dust Control** - Potential dust sources on-site must be minimised through the maintenance of vegetation cover and the use of water sprays to suppress dust from exposed areas during periods of dry and/or windy weather.

5.0 - Prior To Issue Of Occupation Certificate

The following conditions of consent shall be complied with prior to the issue of an Occupation Certificate.

- (1) **Occupation Certificate** – An Occupation Certificate must be issued by the Principal Certifying Authority (PCA) prior to occupation or use of the development. In issuing an Occupation Certificate, the PCA must be satisfied that the requirements of Section 109H of the *Environmental Planning and Assessment Act 1979* have been satisfied.

The PCA must submit a copy of the Occupation Certificate to Camden Council (along with the prescribed lodgement fee) within two (2) days from the date of determination and include all relevant documents and certificates that are relied upon in issuing the certificate.

The use or occupation of the approved development must not commence until such time as all conditions of this development consent have been complied with.

- (2) **Component Certificates** - Where Camden Council is appointed as the Principal Certifying Authority (PCA) for the development, the following component certificates, as relevant to the development, shall be provided prior to the issued of a Final Occupation Certificate:

- (a) Insulation installation certificates.
- (b) Termite management system installation certificates.
- (c) Smoke alarm installation certificate from installing licensed electrician.
- (d) Survey certificate(s), prepared by a registered land surveyor, certifying that the building has been correctly and wholly located upon the subject allotment.
- (e) Certification attesting that retaining walls have been constructed in accordance with Engineer's details or manufacturer's specifications as applicable.
- (f) All certificates or information relating to BASIX compliance for the development.
- (g) An 'Approval to Operate a Sewage Management System' issued by Camden Council (for areas that are not serviced by a Sydney Water sewer).
- (h) A certificate certifying that the wet areas have been waterproofed in accordance with the requirements of the *Building Code of Australia*.
- (i) All certificates relating to salinity, as required by conditions of the development consent.

- (j) Any other certificates relating to the development (for example, engineering certification for foundations, piers, reinforcing steel or hydraulic certification for all stormwater drainage works).

Where the appointed PCA is not Camden Council, the matters listed in this condition should be regarded as advisory only.

Note: The above certification does not override any requirements of the *Environmental Planning and Assessment Act, 1979* with respect to any required critical stage inspections.

6.0 - Operational Conditions

The following conditions of consent are operational conditions applying to the development.

- (1) **Residential Air Conditioning Units** - The operation of the approved air conditioning units must operate at all times so:
- (a) as to be inaudible in a habitable room during the hours of 10.00pm to 7.00am on weekdays and 10.00pm to 8.00am on weekends and public holidays; and
 - (b) as to emit a sound pressure level when measured at the boundary of any other residential property, at a time other than those specified in (a) above, which exceeds the background (LA90, 15 minutes) by more than 5dB(A). The source noise level must be measured as a LAeq 15 minute.
 - (c) as not to discharge any condensate or moisture onto the ground surface of the premises or into stormwater drainage system in contravention of the requirements of the *Protection of the Environment Operations Act, 1997*.
- (2) **Offensive Noise** - The use and occupation of the premises including all plant and equipment must not give rise to any offensive noise within the meaning of the *Protection of the Environment Operations Act, 1997*.
- (3) **Animal Storage** – All animals must be secured stored on the premises at all times and secured in accordance with any other legislative requirements.
- (4) **Ground Floor Use** – The ground floor area of the building (excluding the area identified on the plans as being used for a home business) is only approved to be used for ancillary domestic storage and may not be used as additional living space or any other use.
- (5) **Maximum Employees** – The approved home business is approved to employ a maximum of two persons as described in the submitted statement of environmental effects.
- (6) **Operating Hours** – The approved operating hours of the home business are 7.30am-5.30pm Monday to Friday.

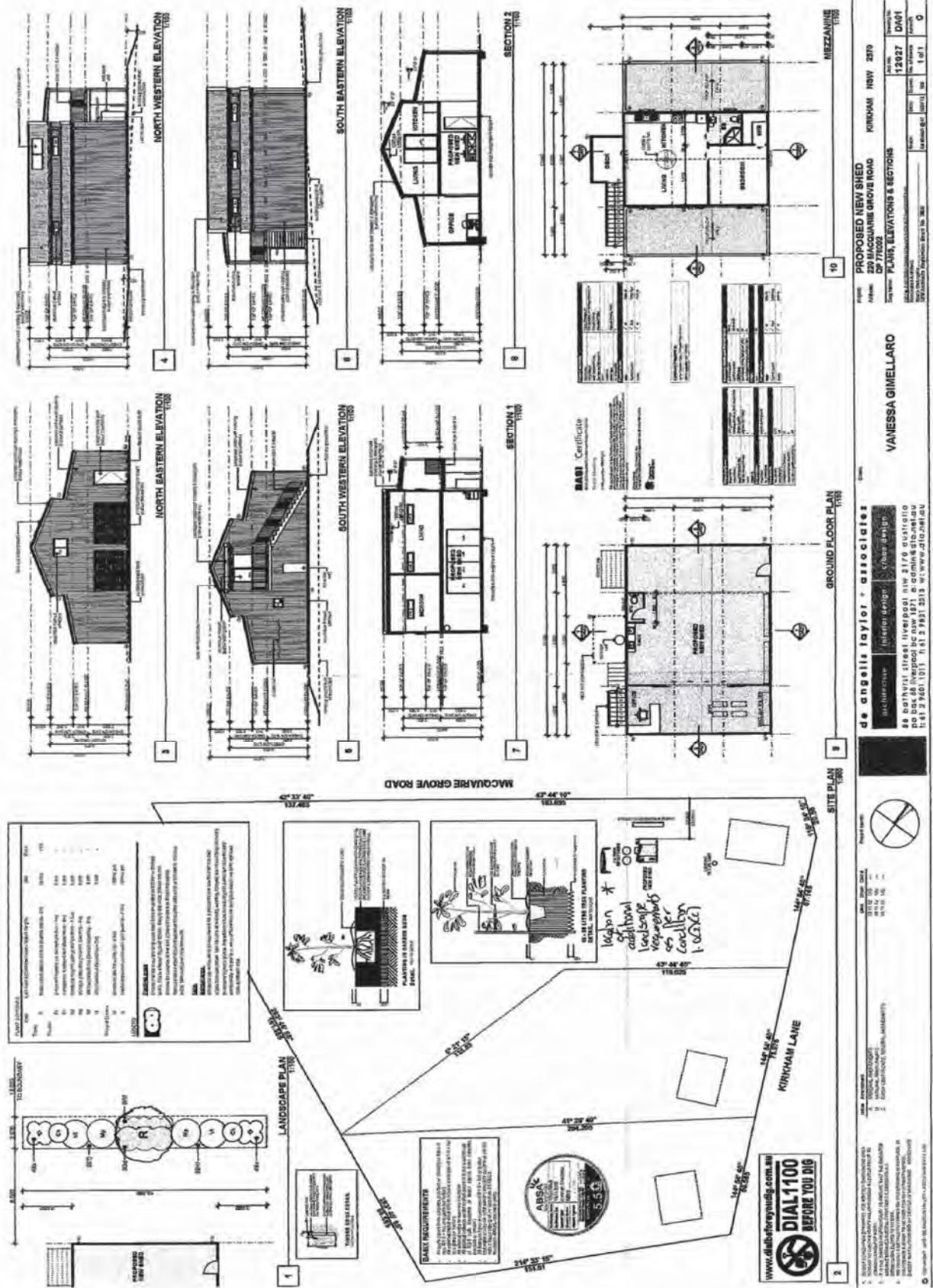
All deliveries and loading/unloading activities must take place only within these hours.

RECOMMENDED

That Council approve DA1109/2012 for the construction of a rural outbuilding and its use as a secondary dwelling, home business and ancillary domestic storage at 220 Macquarie Grove Road, Kirkham subject to the conditions listed above.

ATTACHMENTS

1. Proposed Plan
2. Submission - *Supporting Document*



ORD03

Attachment 1

ORDINARY COUNCIL

ORD04

SUBJECT: PROPOSED REZONING ON LANDTURN 'TRIANGLE' SITE AT NARELLAN AND AMENDED DEVELOPMENT CONTROLS FOR THE NARELLAN TOWN CENTRE AREA

FROM: Director Governance

BINDER: Amendment No 13 Narellan Landturn

PREVIOUS ITEMS: ORD05 - Proposed rezoning of Landturn 'Triangle' Site at Narellan for retail expansion - Ordinary Council - 13 December 2011

ORD03 - Proposed rezoning on Landturn 'Triangle' site at Narellan and amended development controls for the Narellan Town Centre area. - Ordinary Council - 24 July 2012

PURPOSE OF REPORT

The purpose of this report is to provide Council with an opportunity to consider submissions received during a public exhibition applying to the Narellan Town Centre Shopping Centre (NTC) and to endorse both the Planning Proposal and Draft Development Control Plan.

BACKGROUND

A Planning Proposal for the rezoning of the Landturn 'Triangle' site was first presented to Council at its meeting held on 13 December 2011. The general intent of the proposal is to achieve the following:

- Rezone the Landturn 'Triangle' site from B5 – Business Development zone to B2 – Local Centre zone;
- Rezone portion of Camden Valley Way from SP2 – Infrastructure zone to B2 – Local Centre zone;
- Amend the height map to increase height across the site from 9.5m to 15m on the Elyard and Sommerset Street frontage and 25m across the balance of the site.
- Expand the existing Narellan Town Centre Shopping Centre from a Gross Floor Area (GFA) of 37,500m² to a total of approximately 95,800m² over two stages of development;
- Attract a range of new tenants to the Narellan Township, including Kmart, Target, Dan Murphys, new and expanded Coles supermarket, and over 100 additional specialty shops;
- Upgrade existing local infrastructure, including complete renovation and urban upgrade of the Camden Valley Way frontages;
- Create an active urban interface with Elyard Street;
- Provide an additional 1,500 new parking spaces; and
- Create economic stimulus for existing street retailers on Camden Valley Way, Elyard and Queen Street, and Somerset Avenue; and
- Generate 1700 permanent and 1500 construction jobs.

Artist impressions and indicative floor plans are provided as **Attachment 1 to this report**. It should be noted that this site would be subject to a future Development Application and that these images are the current intentions of the proponent.

At the meeting held on 13 December 2011, Council resolved to provide 'in principle' support for the Planning Proposal and it was subsequently submitted to the Department of Planning and Infrastructure (DPI) for Gateway determination. As per the Council resolution, the applicant was required to undertake some additional studies in relation to traffic, access and parking, economic impact assessment, noise, stormwater and drainage, and urban design principles upon a favourable Gateway Determination. Furthermore, it was also resolved that Council engage an Urban Design consultant to develop urban design principles and assist in the preparation of a draft Development Control Plan (DCP).

All required studies were undertaken and an urban design workshop was held on 7 and 8 May 2012 which was attended by a number of Council staff, Council's Urban Design Consultant, the applicant and their relevant consultants. Urban design controls together with relevant recommendations from the undertaken studies were then developed and incorporated into a draft DCP.

On 24 July 2012, Council considered a report comprising a revised Planning Proposal and draft Development Control Plan in relation to the NTC incorporating the recommendations of previous Council resolutions and requirements of the initial Gateway Determination. At this meeting, Council considered a revised Planning Proposal, which introduced new building height limits across the current and Landturn site. Council subsequently resolved to:

- i. *endorse the proposed building height limits for the Narellan Town Centre of:*
 - a) *25 metres for land shaded green on the Figure 1 in this report and*
 - b) *15.5 metres for land shaded blue on Figure 1 in the report covering land zoned B2 – Local Centre within the Narellan Town Centre and the draft Development Control Plan for the purposes of public exhibition;*
- ii. *forward the revised Planning Proposal, which contains amendments to the Height of Buildings Map to the Department of Planning and Infrastructure Regional Team for their comment prior to public exhibition in accordance with the Gateway Determination;*
- iii. *publicly exhibit the amended Planning Proposal and Draft Development Control Plan in accordance with the provisions of the Gateway Determination, Environmental Planning and Assessment Act and Regulations, following receipt of comment from the Department of Planning and Infrastructure Regional Team;*
- iv. *write to affected land owners to advise them of the public exhibition;*
- v. *consult with government agencies in accordance with the requirements of the Gateway Determination during the public exhibition period; and receives a report at the conclusion of the public exhibition to enable consideration of any submissions received.*

The revised Planning Proposal and Draft Development Control Plan were submitted to the DPI for comment prior to the exhibition. A revised Gateway Determination was subsequently received by Council dated 4 October 2012 and is provided as **Attachment 2 to this report**. The Gateway Determination required Council to consider the long term economic impacts of the proposal, which was completed prior to proceeding to exhibition.

The Planning Proposal and Draft Development Control Plan were placed on public exhibition for a total 30 days from 17 October 2012 to 16 November 2012. The consultation and public exhibition requirements of the Planning Proposal are prescribed by the Gateway Determination. Given the scale of the proposal, an extensive consultation strategy was put in place over and above the requirements of the gateway determination, which included:

- Public Exhibition of the Planning Proposal and draft DCP for a total of 30 Days including the following notification and exhibition material locations:
 - Advertisements in each weekly issue of Camden Advertiser from 17 October 2012 to 7 November 2012 (inclusive)
 - Hardcopy – Camden and Narellan Administration Buildings
 - Hardcopy – Camden and Narellan Libraries
 - Online – Council's 'Matters for Exhibition' page
- Two “open house” sessions conducted at the Narellan Library held on Wednesday, 31 October 2012 (6:00pm to 8:00pm) and Saturday, 3 November 2012 (11:00am to 2:00pm);
- Consultation with and Presentations to:
 - Camden Youth Council
 - Access Committee
 - Narellan and Camden Chambers of Commerce
- Consultation with Camden Community Connections, Camden 4 Children and the Seniors Issues group;
- Consultation with Narellan landowners within the locality (Exhibition Map is provided as **Attachment 3 to this report**); and
- A static display in the existing NTC (in front of Coles).

During the public exhibition period, a total of 16 submissions were received which are addressed later in this report. Persons whom made a submission requesting an extension were granted an additional 14 days, hence closing their opportunity to comment on the proposal on 30 November 2012.

The exhibited Planning Proposal and draft DCP have been provided as **Attachment 4 and 5 to this report**.

NOTE: Due to the size of the attachments referenced throughout this report, these have been provided as an electronic copy on Council's Website.

[MAIN REPORT](#)

Planning Proposal

The planning process for this project involves the preparation of a Planning Proposal to rezone the Landturn 'Triangle' site from B5 – Business Development zone to B2 – Local Centre zone and rezone portion of Camden Valley Way from SP2 - Infrastructure to B2 – Local Centre zoning to enable the expansion of the NTC. Furthermore, it is identified that appropriate development controls were required to ensure a design that

demonstrated excellence and a complimentary outcome to the surrounding Narellan developments.

The intent of the Planning Proposal is to enable the existing NTC to expand across Camden Valley Way on to the Landturn 'triangle' site. The two sites will be connected by a pedestrian retail bridge over Camden Valley Way which will integrate and connect the retail and public domain on both sides of the road.

The Landturn site currently permits the development of 11,300sqm of retail over this site. In addition to the rezoning of the site, this process proposes to remove the current cap on this site to allow for the proposed NTC expansion.

The applicants propose to develop the site in two stages subject to Council approval. The following table details the current NTC development and the proposed expansion:

	Gross Floor Area (GFA)	Gross Lettable Area – Retail (GLAR)	Estimated Time of Completion
Current NTC (Stages 1 to 4)	37,500sqm	29,200sqm	-
Stage 5 NTC	75,800sqm	61,900sqm	2016
Stage 6 NTC	95,800sqm	88,000sqm	2020

As discussed later in this report, concerns were raised in regards to the upgrade of state infrastructure required to service the expanded NTC. An appropriate clause is to be inserted into the LEP to ensure a contribution is made to fund the required upgrades.

In summary, to accommodate the retail expansion as indicated above, the Planning Proposal intends to amend the Camden LEP 2010 as follows:

- Rezone the Landturn 'triangle' site from B5 Business Development to B2 Local Centre (it should be noted that currently 11,300m² of retail floorspace is permitted on the site);
- Rezone a portion of Camden Valley Way directly beneath the pedestrian retail bridge from SP2 – Classified Road to B2 – Local Centre;
- Amend the relevant Height Control Map to specify new maximum building heights of 25 and 15 metres;
- Amend relevant Floor Space Ratio (FSR) Map to allow a floor space ratio of 1:1 across the site, and include in the Local Provisions an FSR of 0.5:1 for Shop top housing;

Draft Development Control Plan

The Camden DCP 2011 is a comprehensive and specific set of criteria to guide development throughout the Camden Local Government Area. The preparation of the draft DCP was undertaken with the assistance of Mr Garth Paterson from Paterson Design Strategies (Urban Design Consultants) who was engaged by Council.

The draft DCP provides the design criteria for the development of the proposed NTC. It specifically addresses the following key elements:

- Access and Movement – Vehicle movement network, pedestrian and cycle movement and public transport;
- Public domain – Street trees, landscaping, public art and water elements;
- Land Use and Built Form – Façade articulation, architectural character, building envelopes/bulk and scale, weather protection, setbacks, street activation and solar access;
- Site access, Parking and Loading – Vehicle parking, storage and loading docks, Signage and Graphics;
- View, Vistas and Gateways – Protecting identified sight lines and heritage vistas; and
- Pedestrian Bridge Articulation – Provides controls to ensure that the structure reflects the architectural character of the buildings on either side of Camden Valley Way and that it forms an integrated composition of architectural form, elements and materials.

It is important to note that the proposal is in the preliminary planning stages and in no way implies that development approval is granted. Should the site be rezoned and a DCP adopted for the site, the proponent must lodge and Council must approve the Development Application prior to the commencement of any construction.

Consultation and Public Exhibition

Consultation and public exhibition of the Planning Proposal are prescribed by the requirements of a Gateway Determination. This is explained in more detail in the following paragraph. The public exhibition requirements of a draft DCP however, are outlined within Clause 18 of the *Environmental Planning and Assessment Regulations 2000*.

The revised Gateway Determination received by Council on 4 October 2012, detailed Councils' obligations for consultation and public exhibition of the Planning Proposal. In accordance with the Gateway Determination, Council consulted with the following public agencies during the public exhibition period:

- Mine Subsidence Board,
- Transport for NSW,
- Roads and Maritime Services,
- Department of Transport – State Transit Authority,
- Sydney Water,
- NSW Police Force,
- Campbelltown Council.
- Liverpool Council,
- Wollondilly Council.
- Telstra
- Department of Family and Community Services

Agencies who submitted a response in relation to the Planning Proposal and draft DCP are detailed within the following section.

The Planning Proposal and Draft DCP were placed on public exhibition and notified concurrently from 17 October 2012 to 16 November 2012. During the Public Exhibition

period, Council received a total of 16 submissions (inclusive of agency submissions) to the Planning Proposal and draft DCP.

REVIEW OF SUBMISSIONS

All submissions have been provided as a **Supporting Document to this report**.

Key Issues

Predominant issues that have arisen from the submissions particularly fall into the following categories:

- Total retail floor space
- Consistency with strategic planning documents and centres hierarchy
- Negative impacts on other centres
- Poor urban design outcomes
- Lack of public transport
- Social infrastructure and supporting facilities for the centre
- Traffic concerns

The key issues are outlined and assessed in the following section of this report.

Other issues that have arisen from the submissions are outlined and comprehensively assessed by Council Officers. This assessment has been provided as **Attachment 6 to this report**.

Total retail floor space

Submissions to this proposal raised concern in relation to the potential maximum retail floor space that the subject NTC lands can accommodate. It is noted within the submissions that the studies are based on the one to one ratio of land to gross floor area (GFA). Gross Lettable Area – Retail (GLAR) is core retail space, excluding ancillary and supporting development such as loading docks, plant room, car parking, etc. calculated as a percentage of the GFA. The current NTC GLAR is 72% of the GFA. Based on this calculation, the proposed NTC expansion is capable of accommodating a potential maximum 125,000sqm of GLAR.

However, it is stressed that the calculations identified in the submissions are the potential maximum and not the actual retail floor space as proposed. The draft DCP, Planning Proposal, and relevant studies, assessments and reports are based primarily on advanced conceptual drawings which would see the proposed NTC expansion ultimately achieve a GLAR of approximately 88,000 sqm.

The proposed NTC expansion at 88,000sqm provides a significant portion of the required retail floor space in the Macarthur region. Inclusive of the South West Growth Centres, the Hill PDA Economic Impact Assessment peer review states that the long term situation (i.e. 2036) for the Macarthur region will experience a significant 50,000sqm undersupply of retail floor space assuming all developments in the pipeline are realised. Theoretically, if the NTC propose to expand beyond the current concepts and realise a GLAR of 125,000sqm, the Macarthur region will still experience a 15,000sqm undersupply of retail floor space.

Notwithstanding the above, the Hill PDA peer review also states that given the 50,000sqm undersupply is met, there would still be escaped expenditure of 22% to the regional or major centres. This leads to the conclusion that the existing and planned centres throughout the Macarthur region can sustain a strong local market and be economically viable in the long term. Therefore, it is considered that the proposed retail floor space of 88,000sqm or above can be appropriately accommodated on the site and economically sustainable into the future. Further it is ultimately the market demands that will determine what can be sustained into the long term.

Important points to note:

- All reports, studies, and assessments are based on advanced conceptual drawings to achieve 88,000sqm GLAR.
- The Macarthur region will experience a significant 50,000sqm undersupply of retail floor space assuming all developments in the pipeline are realised.
- If the NTC expands to realise a GLAR of 125,000sqm, the Macarthur region will still experience a 15,000sqm undersupply of retail floor space.
- There would still be escaped expenditure of 22% to the regional or major centres.
- Should the NTC expand beyond the planned 88,000sqm, centres throughout the Macarthur region can sustain a strong local market and be economically viable in the long term.

Consistency with strategic planning documents and centres hierarchy

The Metropolitan Plan 2036 is clear in its intentions, stating that centres will evolve, change and grow throughout their life cycle. The Metro Plan also states that 'the hierarchy does not restrict the character of centres from changing and is not embedded in the statutory planning system.' It is clear that the intent of the Metro Plan is to encourage the urban renewal of centres and 'change from one type to another' to cater for the needs of the supporting community.

At this point in time, the Metro Plan has an indicative hierarchy indicating Narellan as a town centre. However, the Metro Plan does not prescribe qualifying criteria which a town or major centre must comply, nor does it limit the growth of any particular centre. The plan is more conducive to supporting the growth of centres rather than restricting them to a position or place in a legislated retail hierarchy. It should also be noted that the current retail hierarchy in the Metropolitan Plan 2036 lists Liverpool as a Regional Centre, Campbelltown and Macarthur Square as a Major Centre and the planned Leppington development as a Major Centre. The proposed NTC expansion does not seek to threaten, demote or compromise the status of these centres in the hierarchy.

The Metro Plan 2036, when defining centres, states a 'Centre is a place where varying concentrations and combinations of retail, commercial, civic, cultural and residential uses are focused around transport facilities.' However, it should be noted that this proposal focuses on the expansion of retail floor space for the NTC - one of many contributors in the makeup of a 'centre' - which is justified in the Economic Impact Assessment that it is a viable and sustainable proposal. It is also considered that the provision of social infrastructure and proposed civil infrastructure compliment the additional retail floor space.

In addition to the above, Narellan is acknowledged in the draft South West Sydney Subregional Plan (which was largely based on the now superseded *Metropolitan Strategy City of Cities: A Plan for Sydney's Future*) as becoming the 'focus for the developing urban areas' such as Spring Farm, Elderslie, and Mount Annan prior to the release of the South West Growth Centre. It is important to note that there is no strategic plan that dismisses Narellan as a place where growth is restricted or limited.

The proposal is also assessed against the Draft Centres Policy 2009. The Draft Centres Policy 2009 lists a set of key principles which guide the ideal makeup of a centre and these have been addressed in Part 3 Section B5 of the Planning Proposal. The Draft Centres Policy 2009 also introduced the Net Community Benefits Test (NCBT) into Planning Proposals, which calculate what the title suggests. The NCBT forms part of the Planning Proposal and it concludes that the proposal is a positive impact for the Narellan and wider communities.

The current development controls for Narellan were compiled prior to the release of the growth centres and local urban release areas. Therefore they were responding to a modest population growth and not reflective of the far more significant growth now underway for the Camden LGA. The draft DCP enables the strategic review of the current controls and introduces controls for the proposed NTC expansion should Council endorse the proposal.

In light of all the above, it is considered that the proposal is inline and not inconsistent with the relevant Strategic Plans.

Important points to note:

- A centre is a place where varying concentrations and combinations of retail, commercial, civic, cultural and residential uses are focused around transport facilities.
- Metropolitan Plan 2036 encourages all centres to evolve, change and grow over time.
- NTC expansion does not seek to threaten, demote or compromise the status of the Liverpool, Campbelltown, Macarthur Square or Leppington centres in the hierarchy.
- Narellan was planned to become the 'focus for the developing urban areas' such as Spring Farm, Elderslie, and Mount Annan.
- Current planning controls for Narellan were set up before population growth in South West Growth Centre was planned.

Negative impacts on other centres

The Gateway Determination required the proponent to investigate the economic impacts that the proposal would have on existing and planned centres. The proponent commissioned DeepEnd Services to complete an Economic Impact Assessment on the potential impacts that the proposal would have on the existing and planned centres throughout the region. To assist Council, Hill PDA was engaged to peer review the Economic Impact Assessment.

The Economic Impact Assessment undertaken by DeepEnd demonstrated that the centres within the Macarthur Region will experience a loss in trade. Using separate modelling, the loss in trade was confirmed by the Hill PDA peer review, stating that

particularly at Macarthur Square the loss of trade is -4.9% (DeepEnd) or -11.6% (Hill PDA), which are both considered to be a low to moderate impact. However, Hill PDA consider that the impacts are 'within acceptable normal competitive range' and should be viewed as a matter of competition not being a relevant matter for consideration.

The Economic Impact Assessment and the Hill PDA peer review also calculates the total growth that centres are expected to experience from now till 2021. The assessments demonstrate the difference between growth with NTC in an undeveloped scenario and growth with the proposed NTC expanded scenario. Using Macarthur Square with the largest turnover as an example, should the proposed NTC expansion not be constructed, Macarthur square is stated as experiencing a 17% growth from now to 2021. However, should the proposed NTC expansion be constructed, it is also expressed that Macarthur Square will still experience a 3.6% growth from now to 2021. Whilst still experiencing growth, the rate of growth as a result of the proposed NTC expansion is still considered a matter of competition.

Whilst all bar one of the centres are projected to experience growth, the only centre that has been forecast to have a decline in growth as a direct consequence of the proposed NTC expansion is Camden. The Camden town centre is projected to experience a 0.1% decline in growth which is considered a negligible amount.

Notwithstanding the above, Hill PDA state that all calculations are 'based on a high impact scenario... which will equate to a correspondingly lower impact on the other centres.' Given this conservative approach, it is considered that the economic impacts that will realistically be expected are lower than those which have been presented.

Whilst it was demonstrated that there will be an initial loss of trade, the growth of the centres are positive and it is demonstrated in the Economic Impact Assessment that the viability of centres can be sustained regardless of the construction of the proposed NTC expansion.

Important points to note:

- Centres within the Macarthur Region will experience an initial loss in trade.
- Impacts on surrounding existing and future centres are forecast to be between 5% and 10%.
- All bar one of the centres within the Macarthur region are projected to experience growth with the construction of the proposed NTC expansion.
- Camden town centre is projected to experience a 0.1% decline in growth which is considered a negligible amount.
- The impacts should be viewed as a matter of competition not being a relevant matter for consideration.
- All surrounding centres will remain viable despite short term impacts and will grow over time as population growth occurs

Poor urban design outcomes

Numerous points have been raised in the submissions picking up on certain aspects where the proposed development is said to present a poor urban design outcome. These have been addressed individually within the Assessment of Submissions provided as **Attachment 6 to this report**. However, to address the overarching topic, it is important to note that Council was presented with the challenge of addressing the pedestrian retail bridge as one component and the 'big box' construction as the other component of applying robust urban design controls.

The preparation of the draft DCP was undertaken with the assistance of Mr Garth Paterson from Paterson Design Strategies (Urban Design Consultants) who was engaged by Council. The draft DCP was developed with the intent of reducing bulk, maintaining view corridors, softening masses and articulating prominent facades.

A number of example pedestrian retail bridges were used to set a benchmark of excellence. Conversely, examples of pedestrian retail bridges exhibiting poor urban design outcomes were used to learn from mistakes. The result was a set of objectives and controls for which the pedestrian retail bridge must conform. It is considered imperative that the pedestrian retail bridge over Camden Valley Way is integrated into the design to provide strong links between the public domain (ground level) and the retail component (elevated level).

Furthermore, it was imperative that Council addressed the 'big box' issue to ensure that articulation and design elements are introduced into the building facades. Identification of key corners and prominent facades ensured that the treatment to these areas exhibited excellence in design and as far as practical, activated the frontage.

Specific controls in relation to the pedestrian retail bridge and the 'big box' facades have been developed to minimise impact and achieve an aesthetically pleasing development.

It is considered that the urban design controls developed for the proposed NTC expansion sets benchmarks and will result in a quality design outcome.

Important points to note:

- Draft DCP was developed with the intent of reducing bulk, maintaining view corridors, softening masses and articulating prominent facades.
- Challenge of applying robust urban design controls to address the pedestrian retail bridge and the 'big box' construction.
- The proposal will result in major improvements to urban design outcomes, particularly on Camden Valley Way frontages
- Activated frontages to the street and new urban plazas.
- Specific urban design controls to ensure pedestrian retail bridge and facades are integrated into design and provides strong links from the retail precinct to the public domain.
- Considered that the urban design controls developed for the proposed NTC expansion sets benchmarks and exhibits excellence in design.

Lack of public transport

It is acknowledged that commuter rail is neither existent, nor planned for Narellan, hence it is reliant on bus services for public transport. Narellan serves as the hub for local and subregional bus services with regular services to Campbelltown train station, and in the future, to Leppington Town Centre.

The Planning Proposal was issued to Transport NSW for comment with regards to the public transport servicing of the site. Whilst Transport NSW have concerns, the concerns raised are focused primarily on the design and integration of the public transport areas with the proposed NTC expansion. Issues of design and integration can be dealt with at the Development Application stage.

The subregional Plan supports the introduction of a transport hub with the vision to provide a 'new public transport interchange' on Camden Valley Way. The supply and demand for public transport in this area is continually assessed by Transport NSW who state that in addition to the existing bus servicing there is an existing commitment to provide additional bus services as a result of the increasing population of the surrounding suburbs. It is satisfied that the provision of public transport options will cater for the demands as a result of the proposal.

Important points to note:

- Narellan already a hub for local and subregional bus services.
- Commuter rail is neither existent, nor planned for Narellan.
- Planning Proposal has been issued to Transport NSW for comment where concerns relate primarily on the design and integration of the public transport areas.
- Major improvements to bus stop facilities proposed on Camden Valley Way.
- Existing commitment to provide additional bus services as a result of the population increase.

Social infrastructure and supporting facilities for the centre

Objective H2 of the Metro Plan relating to major projects states that 'planning for social infrastructure and services should be integrated into land use planning to deliver services and facilities efficiently'. Looking at Narellan as a whole, it is considered that the current social infrastructure is adequate to service the supporting community. The current social infrastructure catering for Narellan include a vast range of public and private organisations including, but not limited to:

- Narellan library
- Council Administration Building
- Community health centre
- Narellan Police Station
- Roads and Maritime Service
- Schools and Child Care Centre
- Open space and parks (including Narellan Urban Forest)
- Cinemas
- Doctors and other medical centres

This leads to the assessment where the draft Subregional Plan states 'Narellan should develop complementing Camden Town Centre rather than competing or duplicating functions'. Whilst Camden and Narellan may share similarities in the provision of social infrastructure, each town carries its own unique characters, services and facilities to compliment each other. In this regard, it is considered that this proposal does not intend to compete or duplicate Camden Town Centre and Social infrastructure is adequate to cater for the supporting community.

The submissions raised concern in regards to the lack of assessment of pedestrian and cycle connectivity to the subject site. The existing footpath and road infrastructure is considered sufficient to cater for the local catchment of Narellan. Pedestrian and cycle connections to the South and West of the subject site are present to access the existing Narellan Town Centre shopping centre. Whilst the nearby housing release area of Harrington Park currently contains sufficient pedestrian and cycling infrastructure, connection to the proposed NTC expansion is limiting. As a result of this assessment, it was considered that additional pedestrian and cycle infrastructure is required, which discussions are currently being had for the RMS to fund the pedestrian and cycle link. Accordingly, the draft DCP has been amended to indicate the additional link from the Harrington Park release to the perimeters of the proposed NTC expansion.

Important points to note:

- Narellan is already a community focal point, with library, council, community health centre, police station, RMS office, school, open space and parks, cinemas, and doctors, etc.
- Facilities for pedestrians and cyclists will be significantly improved.
- Existing social infrastructure is adequate to service the supporting community and proposed NTC expansion.

Traffic concerns

The NTC is located at the junction of four state roads with sufficient capacity to accommodate the proposed expansion which has been demonstrated in the Cardno Paramics Modelling Report. As a result of the significant growth that Camden faces, the congestion on Narellan Road will only intensify should the proposal not be realised. It is considered that the proposed NTC expansion will retain the traffic in the Camden LGA with the possibility to direct traffic away from Macarthur Square to create a more balanced flow. Hence, this will assist to alleviate the congestion that is currently being experienced on Narellan Road and will be particularly beneficial at the F5 Hume Highway junction.

In addition, Remembrance Drive and the Camden Bypass are provided for much of the southern catchment population which will further alleviate a congested Narellan Road.

It is also envisaged that the proposal will alleviate the local road network, including Somerset Avenue, Queen and Elyard Streets. The entry and exit points to the proposed expansion are accessed predominantly by the Northern Road and the Old Northern Road.

The Planning Proposal and draft DCP have been issued to the RMS for their consideration. The RMS stated that they have no objection to the proposal given that

the proponent has agreed to enter into a Planning Agreement to fund the required infrastructure prior to the rezoning of the Landturn Site. Further discussions have been had between the RMS and the developer. It has been agreed that the parties will enter into a legally binding Infrastructure Deed to fund 100% of the works attributed to this development. These works will then be directly delivered by the developer. To ensure the agreement is entered into, Council will formally request the Minister for Planning and Infrastructure to not make the Plan until such time as the Agreement has been executed.

Whilst it is predicted that the vehicle numbers will increase in the region, it is considered that the existing road network (albeit with modifications in agreement with the RMS) is adequate to cater for the increased vehicle movements.

Important points to note:

- Existing road network (with modifications) capable of catering the increased traffic demands as a result of the proposed NTC expansion.
- Proposed NTC Expansion likely to alleviate the congestion currently experienced on Narellan Road.
- The proposal will provide 100% of the required infrastructure through an Infrastructure Deed between the proponent and the RMS.

Proposed amendments to exhibited Planning Proposal

There are no amendments proposed to the Planning Proposal as a result of public exhibition.

The Planning Proposal has been provided as **Attachment 7 to this report**.

Proposed amendments to the exhibited DCP

Following the matters raised in a number of the submissions and a further review by Council staff it is proposed to recommend a number of amendments to the draft DCP that was exhibited.

The amendments assist to clarify the controls and address some minor anomalies. In addition a new clause on Safety and Surveillance has been inserted. Given the proposed amendments to the draft DCP are minor in nature, the intent of the DCP is substantially the same and it is not considered that the draft DCP is required to be re-exhibited.

A table listing all of the recommended amendments to the draft DCP is provided as **Attachment 8 to this report**. Furthermore, the draft DCP has been reformatted to be inserted into the Camden DCP 2011. Due to the size of the draft DCP, the proposed adoptive copy is provided as **Attachment 9 to this report**.

Delegations

The draft DCP requires adoption following the publishing of the LEP. Given the different timing of the Planning Proposal and DCP adoption processes, the DCP cannot be adopted until the publishing of the LEP. In accordance with *Environmental Planning and Assessment Act 1979* and its regulations, Council can endorse the proposed

amendments to the DCP pending the publishing of the associated LEP. Council may grant delegations to the General Manager to adopt the DCP following the publishing of the LEP. In this regard, this report also seeks to grant delegations to the General Manager for the adoption of the DCP following the publishing of the LEP.

Where to from here

The next step is to formally consider the Planning Proposal, its recommended amendments and the proposed amendments to Camden DCP 2011.

Should Council endorse the recommendations of this report, the associated LEP maps will be prepared in accordance with the DPI's Mapping Guidelines, which accompany the Planning Proposal. The Planning Proposal and associated LEP maps will be forwarded to the DPI requesting Parliamentary Counsel to make the plan.

Furthermore, should Council endorse the proposed amendments to the Camden DCP 2011, following the gazettal of the LEP the General Manager will adopt the DCP. In accordance with Clause 21 of the *Environmental Planning and Assessment Regulation 2000*, a notification will be placed in the local newspaper notifying the public of the adoption of the DCP.

FINANCIAL IMPLICATIONS

This matter has no immediate financial implications for Council's current budget.

CONCLUSION

The Planning Proposal and Draft Development Control Plan for the Narellan Town Centre were publicly exhibited from 17 October 2012 to 16 November 2012 in accordance with the provisions of the Gateway Determination and Clause 21 of the *Environmental Planning and Assessment Regulation 2000*. A total of 16 submissions were received that raised a number of issues in relation to the proposal. These have been addressed in this report and associated attachments.

The proposed expansion of the NTC provides an opportunity for significant investment in the LGA, resulting in an additional 1700 permanent and 1500 construction jobs, and a revitalised town centre. While there are some economic impacts for existing and future centres (loss of trade and reduction of growth), it has been demonstrated that these centres are sustainable and maintain their viability into the future. There is an overwhelming net community benefit from proceeding with the proposal, which balances the economic impacts. The Narellan and surrounding residents will greatly benefit from expanded, higher order retail facilities closer to their homes. This will reduce travel times to other centres and may assist to alleviate traffic on Narellan Road.

RECOMMENDED

That Council:

- i. adopt the Planning Proposal as exhibited;
- ii. forward the Planning Proposal to the Department of Planning and Infrastructure and request that they forward the plan to Parliamentary Counsel for the making of the plan;
- iii. request the Minister for Planning and Infrastructure not make the Plan until such time as the Deed of Agreement with the RMS has been executed;
- iv. endorse the proposed amendments to the Camden Development Control Plan 2011;
- v. grant delegations to the General Manager to adopt the proposed amendments to the Camden Development Control Plan 2011 upon the gazettal of the Local Environmental Plan;
- vi. following the adoption of the Development Control Plan and in accordance with Clause 21 of the *Environmental Planning and Assessment Regulation 2000*, place a notification in the local news paper notifying the public of its decision to adopt the proposed amendments to the Camden Development Control Plan 2011; and
- vii. notify interested parties of Council's determination.

1. Submissions - *Supporting Document*

Please note the remaining attachments referred to in this report are available under separate cover.



ORDINARY COUNCIL

ORD05

ORD05

SUBJECT: ADOPTION OF DEVELOPMENT CONTROL PLAN FOR SPRING FARM SOUTH AND WEST VILLAGE

FROM: Director Governance

BINDER: Spring Farm South and West

PREVIOUS ITEMS: ORD04 - Spring Farm South and West Village - Planning Proposal and Development Control Plan Amendments - Ordinary Council - 12 June 2012

PURPOSE OF REPORT

The purpose of this report is to seek Council's endorsement to adopt the proposed amendment of the Camden Development Control Plan 2011 (DCP) as a procedural matter resulting from the publishing of Amendment No. 5 to Camden's Local Environmental Plan 2010.

BACKGROUND

On 13 December 2011, Council resolved to proceed with the Planning Proposal and amend the Masterplan of the Spring Farm South and West Villages provided as **Attachment 1 to this report**. The proposed amendments to the Masterplan required the preparation of a Planning Proposal to:

- rezone a total of 4.66ha of E2 Environmental Conservation zoned land to a R1 general Residential zoned land; and
- rezone a total of 7791sqm of R1 General Residential zoned land to an E2 Environmental Conservation zoned land.

The Planning Proposal was supported by a draft DCP which detailed the proposed amendments to the Masterplan. The following is a summary of the proposed key changes to the adopted Spring Farm South and West Village Master Plan:

- Amendment to the street layout to create a regulated and consistent grid pattern;
- Reconfiguration of the sportsgrounds in line with the provisions of Council's Section 94 Contributions Plan;
- Re-alignment of the pedestrian and cycle network to correspond with the associated changes to the street layout;
- Re-alignment of the bus route to correspond with the associated changes to the street layout; and
- Reduction in open space that is generally consistent with Camden Contributions Plan 2011.

The Planning Proposal was supported by Council and forward to the Department of Planning and Infrastructure (DPI) for a Gateway Determination. Following a Gateway Determination, made on 17 February 2012, Council placed the Planning Proposal and draft DCP on public exhibition from 11 April 2012 to 9 May 2012.

During the public exhibition period, a total of three (3) submissions were received in relation to the proposal. Council, at its meeting on 12 June 2012 considered the submissions and resolved that Council:

- i. submit the amended Planning Proposal to the Department of Planning and Infrastructure, for the plan to be made;
- ii. upon notification of publication of the plan in the Government Gazette, place an advertisement in the local newspaper notifying the public of the making of the plan;
- iii. prepare a further report for the adoption of the amended Development Control Plan 2011;
- iv. notify interested parties of Council's determination.

The Planning Proposal was subsequently published in the Government Gazette on 25 January 2013. Following procedure, Council considered relevant development controls in relation to the rezoned land and the next step is to formally adopt the proposed amendments to the DCP 2011 as per part 3 of the above Council Resolution.

MAIN REPORT

The adopted subdivision layout of the Spring Farm South and West Villages can be characterised as a curvilinear grid pattern that contains streets and avenues that link through to main arterial roads.

The proposed subdivision layout of the South and West Villages maintains the street and avenue links to the main arterial roads, however is reconfigured to provide a traditional grid type pattern creating building blocks that are regular in shape with greater opportunity to provide north-south and east-west solar orientation. The orientation also provides the greatest opportunity to maximise district views. The pedestrian, cycle and public transport routes have been amended to suit the amended road layout, which subsequently provide a better flow and connection throughout the proposed subdivision layout.

Furthermore, the proposed amendments to the Masterplan relocate and reconfigure the playing fields to the south of the South and West Villages. Due to the topographic site constraints in and around the adopted location of the playing fields adjacent the South Village, these were relocated to a site conducive to the proposed use. As a consequence of the consolidation of the playing fields, additional benefits were realised as it provided a district level sporting area when the construction of these fields are completed.

The draft DCP also introduces an additional stage of development to coincide with the timing of the decommissioning of the sand extraction site. Given that the rezoned land is in the vicinity of the sand mining site, the stage is introduced to mitigate the effects of the sand mining operations on potential future residents.

In accordance with the proposed amendment as described above, the following amendments to Camden's DCP 2011 (Part C) are required to accurately reflect the proposal:

1. Amend Figure C18 – Spring Farm Master Plan
2. Amend Figure C20 – Spring Farm Residential Dwelling Density Range

3. Amend Figure C21 – Spring Farm Staging Plan
4. Amend Figure C22 – Spring Farm Street Network and Design Map
5. Amend Figure C23 – Spring Farm Pedestrian and Cycle Path Network
6. Amend Figure C24 – Spring Farm Indicative Bus Route
7. Amend Figure C25 – Spring Farm Riparian and Bush Corridor Land Uses
8. Amend Figure C26 – Spring Farm Bush Corridor Water Management Features
9. Insert Control 'Staging of Development – 8a. further residential subdivision after sand mining rehabilitation works are completed (See LEP 2010)'

The proposed Section C7 - Spring Farm has been provided as **Attachment 2 to this report.**

Council, at its previous meetings, considered the draft DCP and as a matter of procedure, Council is now able to adopt the draft DCP. It should be noted that Council has already given consent to a number of development applications in the area covered by this DCP.

Should Council resolve to adopt the DCP, a notification will be placed in a local newspaper notifying the public of its decision to adopt the proposed DCP incorporating the above amendments in accordance with Clause 21 of the Environmental Planning and Assessment Regulation 2000.

FINANCIAL IMPLICATIONS

This matter has no immediate financial implications for Council's current budget.

CONCLUSION

The Planning Proposal to amend the Master Plan of the Spring Farm South and West Villages was published on 25 January 2013. The Planning Proposal zoned land capable of accommodating the amended road layout and proposed Master Plan within the draft DCP. Council previously considered the draft DCP and as a matter of procedure, Council is now able to adopt the draft DCP.

Should Council resolve to adopt the draft DCP a notification will be placed in the local newspaper, in accordance with Clause 21 of the Environmental Planning and Assessment Regulation 2000, notifying the public of its decision to adopt the draft DCP.

RECOMMENDED

That Council:

- i. adopt the draft Development Control Plan;**
- ii. in accordance with Clause 21 of the Environmental Planning and Assessment Regulation 2000, place a notification in the local newspaper notifying the public of its decision to adopt the draft Development Control Plan; and**
- iii. notify interested parties of Council's determination.**

ATTACHMENTS

1. Masterplan
2. Section C7 Part C Camden DCP

ORD05

Attachment 2

Part C: Residential Subdivision



Part C: Residential Subdivision

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Part C: Residential Subdivision

C1 Introduction

Background

This part has been prepared to take into account future development in the established suburbs of Camden LGA as well as the site specific needs of the new urban release areas. Its structure focuses on the broad issues for development which need to be addressed including street network and design, pedestrian and cycle networks, public transport network, parks and open space and subdivision. The flow chart below (figure C1) explains how to work your way through Part C, depending on the type of subdivision development application.

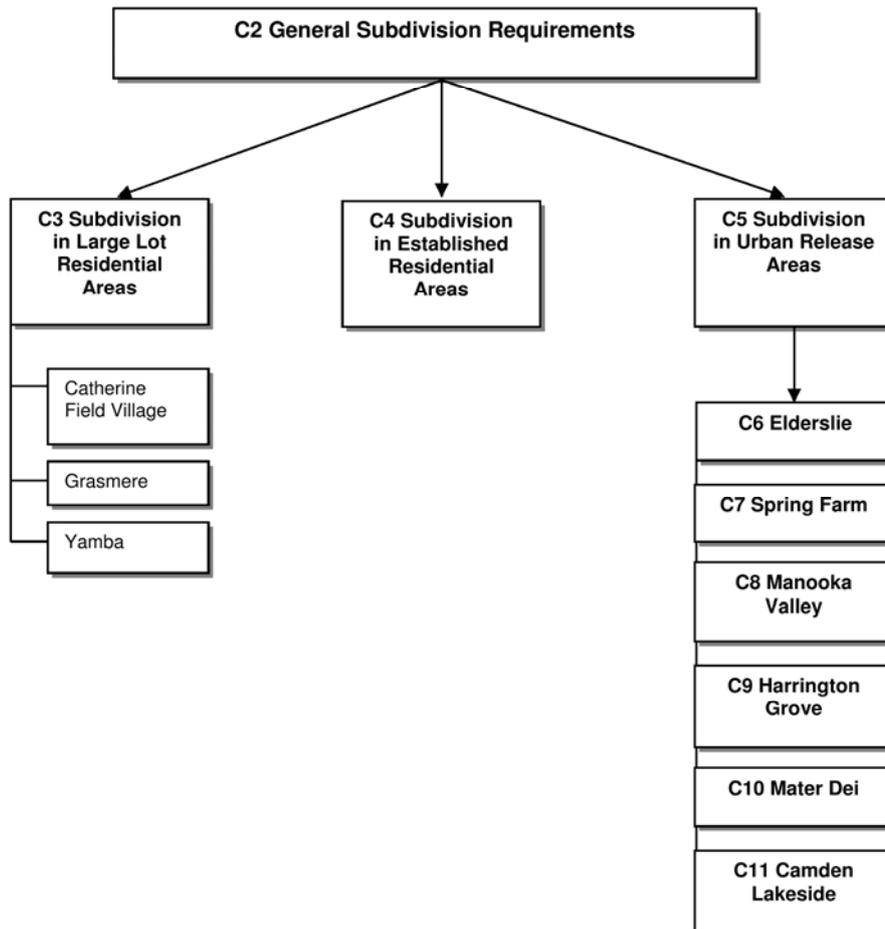


Figure C1 Part C Residential Subdivision Flow Chart

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Development Control Plan 2011

Figure C2 identifies the categories of residential subdivision within the Camden LGA. These include established residential areas, large lot residential areas and new urban release areas. In addition to general subdivision controls applying to the Camden LGA, further controls are also provided for site specific localities.

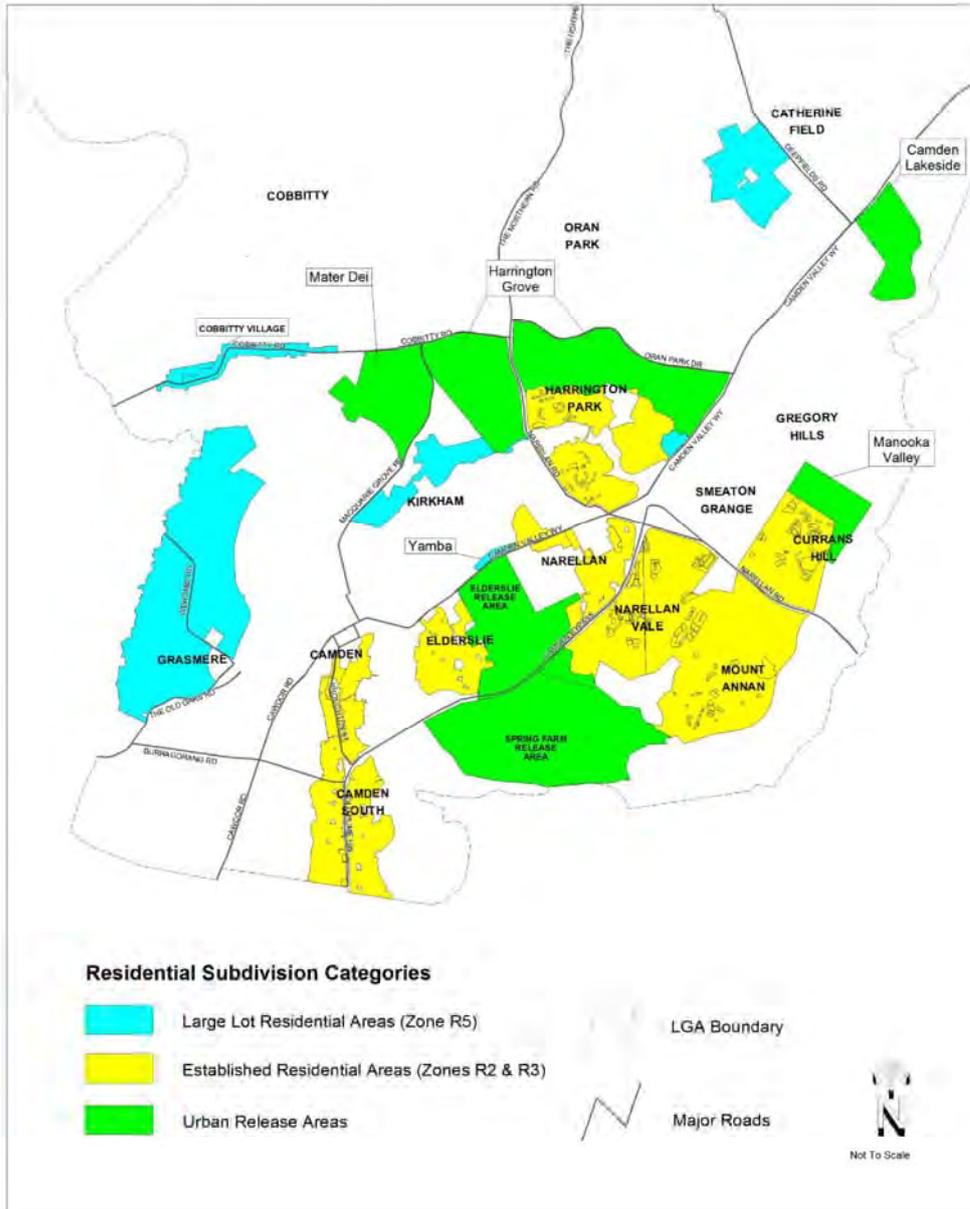


Figure C2 Three categories of residential subdivision in Camden LGA

ORD05

Attachment 2

The design and layout of a new neighbourhood or subdivision determines the nature of the urban form. When a neighbourhood is well planned it:

- sets the urban character and design of an area.
- provides the footprint for public spaces that allow social interaction.
- defines access and movement networks that will encourage active transport.
- allocates land for a range of uses, e.g. shops, community centres, parks, thus enabling a community to meet most of their daily needs within walking or cycling distance of where they live.

This part seeks to facilitate an environment where residents continue to enjoy a high quality of life through the maintenance and development of complete communities. The objectives and controls related to neighbourhood and subdivision design will ensure future development is compatible with the overall vision of Camden 2040.

Objectives

1. Ensure that growth occurs in a sustainable, planned and orderly way, including appropriate service infrastructure provision.
2. Maintain a sense of place by ensuring the subdivision pattern, development density and scale is in harmony with the character of the Camden locality.
3. Preserve and enhance the visual, cultural and scenic landscape of Camden LGA.
4. Ensure that all residential lots emphasise the natural attributes of the site and reinforce neighbourhood identity through the placement of visible key landmark features, such as parks, squares and landmark buildings.

C2 General Subdivision Requirements

Objectives

1. Manage subdivision throughout the Camden LGA to ensure sense of place is maintained by ensuring that development density and scale are in harmony with the existing or planned character of places.
2. Ensure equitable and easy access by everyone to all facilities, services and infrastructure in our community.
3. Encourage variety in dwelling size and design to promote housing choice.
4. Ensure minimal adverse impacts on environmental systems.
5. Mitigate any access and traffic impacts and reinforces vehicle and pedestrian safety.
6. Consider any building and/or land of heritage significance being present on or adjacent to the site.
7. The layout of typical cross sections within the DCP prevails over other guides and specifications

Controls

1. Any proposed subdivision must demonstrate how the proposed subdivision design has addressed the following as discussed throughout this DCP:
 - (a) site planning
 - (b) natural environment management
 - (c) water management
 - (d) land management
 - (e) environmental heritage
 - (f) access and parking
 - (g) acoustic amenity
 - (h) infrastructure and services
 - (i) any other relevant parts of this DCP

C3 Subdivision in Large Lot Residential Areas

Introduction

The purpose of the Large Lot Residential (R5 zones) is to provide areas having a low density rural setting free from commercial, industrial. Objectives for this zoning can be found in the LEP 2010.

C3.1 Catherine Field Village

Objectives

1. Provide a subdivision strategy which is broadly focused on achieving a practical development pattern for land at Catherine Field, taking into consideration the environmental constraints and requirements of land owners.
2. Comprehensively identify physical constraints to the development of the land, particularly in regard to drainage and flooding and ensure future development reflects such constraints.
3. Ensure the riparian zone associated with South Creek and its tributaries are protected and salinity issues are acknowledged and appropriately managed.

Controls

Road Layout

1. Development must conform with the road and subdivision layout shown at Figure C3 in the first instance.
2. Any variations proposed will only be considered if they satisfy all relevant environmental criteria.
3. Variations which do not affect other landowners will be dealt with by Council on merit.
4. Variations which affect adjoining landowners will be dealt with by Council on merit if the agreement of the adjoining landowners is obtained.

Building Envelopes

5. All development applications for subdivision of land must nominate a building envelope on each lot with a minimum area of 300m² and a minimum one way dimension of 15m, suitable for the erection of a dwelling. The nominated building envelope, and access road from this, shall be free of any site constraints such as flood affectation, required sewage and stormwater disposal areas, setbacks, watercourses and significant trees.

Temporary Access

6. Temporary right of ways will be considered by Council, however they must be extinguished when permanent access is provided.

Street Tree Planting

7. Street planting shall be of indigenous species, preferably using plants grown from locally collected seeds. A street tree-planting scheme is required prior to subdivision and shall include elements of mass planting as part of the overall salinity strategy.
8. The following trees (refer to Table C1) are suitable as street trees in the Catherine Field area:

Table C1 Street Trees in Catherine Field

Large Trees	
Preferred	Eucalyptus tereticornis Eucalyptus moluccana Eucalyptus botryoides Angophora bakeri
Acceptable	Eucalyptus crebra Eucalyptus baueriana Eucalyptus fibrosa Eucalyptus amplifolia Eucalyptus maculata Angophora subvelutina Brachychiton acerifolius Brachychiton discolor Brachychiton populneum Angophora floribunda
Smaller Trees	
Preferred	Melaleuca stypheloides Melaleuca decora
Acceptable	Melaleuca linariifolia Melaleuca ericifolia

Set backs

9. The minimum front building setback from a boundary having a frontage to a public street must be equal to the average setback of the adjoining dwellings. Where there are no adjoining dwellings, the minimum front building set back shall be 20 metres.
10. In the case of battleaxe lots the front building setback (i.e. from the rear boundary of the adjoining property with street frontage) shall be 10 metres.
11. Consideration may be given to a variation of the minimum front setback as follows:
 - (a) on corner allotments, provided the development is compatible with development in the vicinity.
 - (b) on allotments constrained by the location and use of existing buildings or the topography or other mitigating environmental constraint.
12. The minimum rear building setback is 15 metres and the minimum side setback is 5 metres or 15 metres for a corner lot from its secondary road frontage.

Services

13. New electricity services within the Catherine Field village shall be provided underground.

Fencing

14. Boundary fencing is to be constructed as post and rail or post and wire/wire netting.

Battleaxe lots

15. Handle widths to battleaxe lots are to be a minimum of 6 metres with a maximum length of 100 metres. A handle may serve two lots provided that there are reciprocal rights of way. An all weather pavement surface constructed to Council's standards is to be provided within each handle.

ORD05

Attachment 2



Figure C3 Catherine Field Village

C3.2 Grasmere

Objectives

1. Ensure that the subdivision and local road layout provides for safe vehicular and pedestrian management, whilst providing a clear hierarchy, with design and construction standards applicable to a rural residential development as indicated in figure C4.
2. Ensure the supply of town water by the developer to all lots up to a ground level of approximately RL110m AHD (subject to investigation and determination by Sydney Water).
3. Be responsive to the variable terrain and ensure reasonable privacy and/or view sharing.

Controls

1. With the exception of land within the Harben Vale Estate, all structures shall have a minimum 20m building setback from the front boundary, excepting those fronting two roads whereby the setbacks to the secondary road shall be a minimum 5m.
2. All structures shall have a side boundary setback of a minimum 5m.
3. No outbuilding/structure shall be erected with a ridge height in excess of 4.5m above natural ground level.
4. All structures shall have a minimum 8m building setback from the front boundary of any lot having frontage to The Old Oaks Road, Smalls Road or Werombi Road.
5. Each new allotment created shall provide a satisfactory building envelope for the erection of a dwelling and outbuildings, having regard to the requirements of service provision, boundary setbacks, flood line, on-site effluent disposal and the height limitation.
6. The paved carriageway shall be designed to create an edged road muster with grass up to the bitumen edge and prevent edge breakdown as well as ensure water is satisfactorily drained away from the road.
7. Pathways shall be provided with a minimum paved width of 2.5m and a minimum 10m reservation, as generally shown on the plan adjacent to Sickles Creek. Other pathways shall have a minimum reservation width of 4m.
8. Town water supply will be provided by the developer to all lots up to a level of approximately RL110m AHD. The exact ground level will be determined by Sydney Water and shall be ascertained and documented with the development application by the applicant.
9. As the provision of a town water supply to lots above RL110 AHD is likely to require the major amplification of existing water mains and/or the installation of booster pumps, each dwelling erected on such lots is to be provided with a domestic water supply by the a water storage tank of 23,000 litres minimum capacity.

Note: A restriction as to user is to be placed on the title of each lot (section 88B Instrument) above RL110m AHD that is not serviced by a town water supply. This shall indicate that the owner of the lot will be responsible for the provision of a domestic water supply as detailed in control (8) above. Also that the owner will be responsible for all costs associated with the provision of a mains water supply if and when the mains water supply becomes available.

ORD05

Attachment 2



Figure C4 Grasmere

C3.3 Yamba

Background

Yamba is a property containing a heritage listed cottage and associated buildings. It is located on Camden Valley Way between Narellan and Camden. It abuts rural/primary production land to the north, the Links Estate to the west, and Kirkham Lane to the south. Located opposite across Camden Valley Way is the Elderslie Release area, Rheinberger's Hill, and the Camden Golf Club. See figure C5.

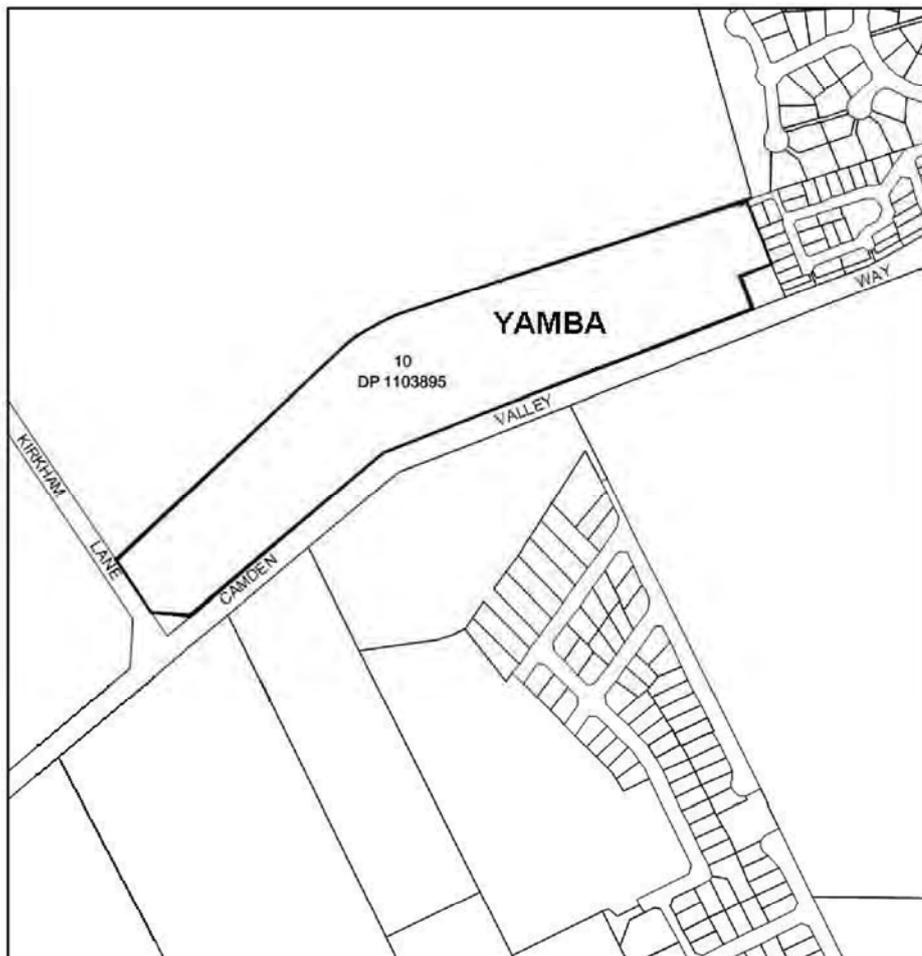


Figure C5 Yamba Location Plan

Objectives

1. Promote the conservation of Yamba cottage and its curtilage which includes the barn and roadside stall.
2. Promote the conservation of the worker's cottage.
3. Achieve development that occurs in an environmentally sensitive and energy efficient manner, is sustainable in terms of efficient use of land, resources and community facilities, maintenance of adequate services and facilities and development that reflects land capability and other constraints.
4. Ensure that development is consistent with the semi-rural character of the site.
5. Prescribe development guidelines relating to the shape and form of buildings and their relationship to Camden Valley Way and Yamba cottage.
6. Ensure that new buildings, ancillary structures and additions to the existing cottages are complementary in design to the existing heritage buildings.
7. Maintain strategic view lines and corridors both to and from the site as identified in the Yamba Cottage Conservation Management Plan.

Yamba planning principles

1. Yamba cottage and the buildings within its curtilage will be restored in accordance with the Yamba CMP and be actively used. The historical grouping of these buildings will be reinforced by the pattern of subdivision, which incorporates these buildings on the same lot of land, forming the centrepiece of the development.
2. The workers cottage will be restored and enhanced to enable its ongoing use as a dwelling house. It will be located on the large lot which includes all of the land between the cottage and Kirkham Lane.
3. The rural character of the site will be maintained by limiting development to six large rural/residential allotments on the lower slopes surrounding Yamba Cottage. The new dwelling houses on these lots will be sympathetic to the heritage significance of Yamba Cottage by using appropriate building materials and adopting a bulk and scale which is subservient to Yamba cottage.
4. Future medium density townhouses at the eastern corner of the site will improve the rural/urban interface by providing a transition between the existing medium density development adjoining the site and the rural/open space land to the west. The townhouses will present an active frontage to Camden Valley Way and will appear as single storey dwellings when viewed from the street.
5. Existing view lines and corridors will be maintained and enhanced via the strategic location of new residential allotments and the removal of noxious weed species Camden Valley Way. Future landscaping will be appropriately planned so as not to impact on view lines and corridors.
6. Vehicular access to the site will be rationalised with the construction of an internal access road having a single connection point to Camden Valley Way.
7. The Yamba Voluntary Planning Agreement (VPA) ensures the conservation of Yamba cottage and associated buildings is linked to stages of development of the site to guarantee the heritage outcomes for Yamba.
8. Reference must be made to the heritage provisions of B3 of this DCP

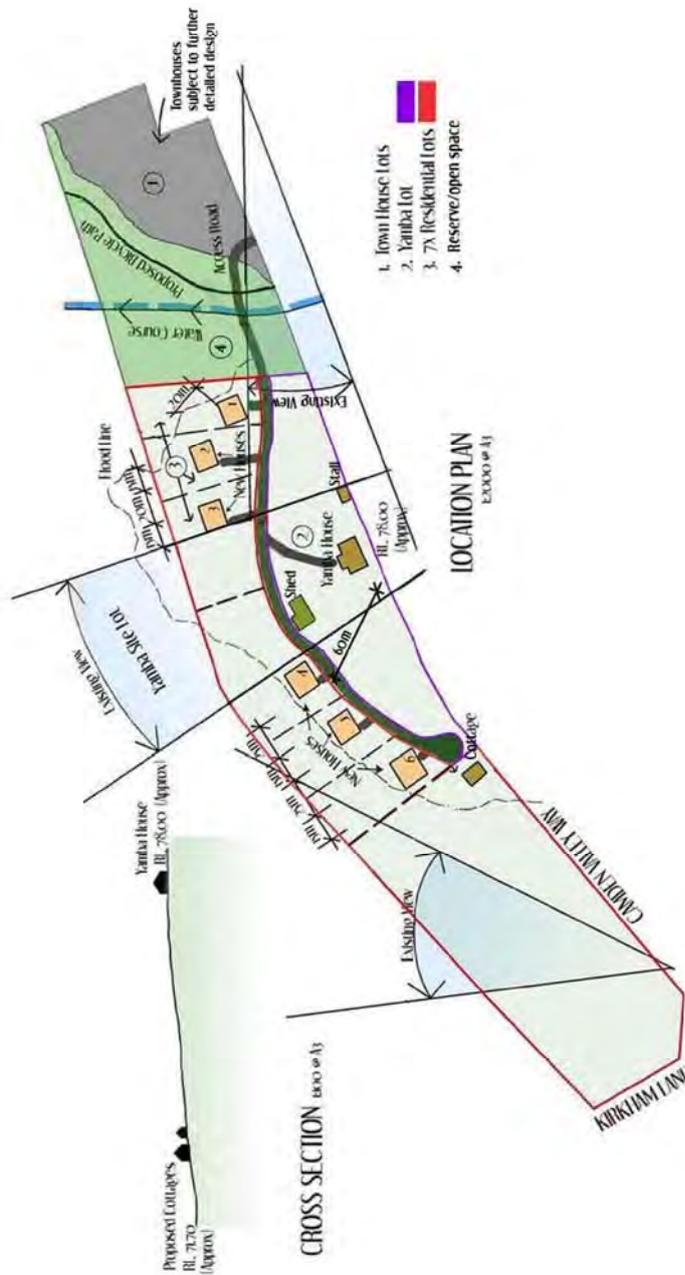


Figure C6 Yamba Indicative Master Plan

Controls**Subdivision**

1. The subdivision of the site shall be generally consistent with the lot layout depicted on the indicative master plan shown at Figure C6.
2. The lot layout shall include:
 - (a) a 'Yamba' lot which includes the land between Camden Valley Way and the internal access road, Yamba cottage, and the packing shed/roadside stall and barn buildings.
 - (b) six new dwelling lots on the lower slopes surrounding Yamba Cottage.
 - (c) a 'workers cottage' lot which includes the workers cottage and the remainder of the land at the southern corner of the site.
 - (d) a 'medium density' lot at the eastern corner of the site which will be developed and further subdivided in the future.
 - (e) an 'open space' lot which includes the remaining land surrounding the watercourse which will be revegetated and for dedication to Council in accordance with the VPA.

Contamination

3. A detailed Phase 2 contamination investigation shall be carried out on the site and the results submitted with the initial development application on the site in accordance with Council's policy titled 'Management of Contaminated Lands'.

Flooding

4. The location of the 1% AEP and PMF flood lines shall be verified by ground survey. These shall be used to determine the appropriate location of dwellings and infrastructure at the detailed design stage prior to lodging a development application for the site.

Landscaping and weed management

5. A landscape master plan shall address the following:
 - (a) location of existing vegetation species on the site (both endemic and introduced/invasive).
 - (b) a weed management strategy for the introduced/invasive species, with particular regard for the vegetation fronting Camden Valley Way.
 - (c) location of all existing and proposed structures and associated services on the site.
 - (d) location of existing and proposed fencing. Solid boundary fencing is not permitted and that post and rail/post and wire fencing is an appropriate form of fencing.
 - (e) a planting schedule indicating proposed plant species, quantities and growth characteristics/mature heights. This shall include street tree planting along Camden Valley Way and the revegetation of the open space land around the watercourse.
 - (f) access road, kerbing, driveway and footpath surfacing and treatments.
6. Street tree planting fronting Camden Valley Way shall be appropriately spaced to minimise the impact upon existing view lines and corridors to Yamba cottage from Camden Valley Way. The proposed species of street tree must be discussed with Council prior to finalising the landscape plan.
7. Landscaping must respect the rural character of the site by maintaining the prominent open grassed areas and limiting new vegetation to appropriate locations.
8. Landscaping within the view corridors identified on the indicative master plan shown at Figure C6 shall be minimised to maintain view lines and corridors.

Vehicular access

9. Vehicular access to the site shall be achieved by a single point near the eastern corner of the site, generally in the same location as shown on the indicative master plan shown at Figure C6. Direct access to Camden Valley Way will not be permitted at any other point.
10. The access road within the site shall be constructed as a 'minor access road' as per Council's Engineering Specifications.

Camden Council
Development Control Plan 2011

11. The access road shall be designed and constructed to allow access by waste collection and other service vehicles and, where necessary, shall incorporate turning heads to facilitate vehicle manoeuvring and access within the site.
12. The access road shall be constructed using appropriate materials and finishes in the context of the site. To soften the appearance of the road it is preferred that rolled edge kerbing be used and that raw white concrete kerbing be avoided.
13. The individual access driveways to each dwelling shall be constructed using gravel, bitumen or coloured concrete. The use of raw white concrete or stenciled concrete is not permitted.

Note: Subsection D2.3.7 contains site-specific controls for alterations to Yamba cottage and the workers cottage, along with detached dwelling houses on the lower slopes surrounding Yamba, and multi dwelling housing at the eastern corner of the site.

Further Information

- Yamba Cottage Conservation Management Plan.
- Yamba Voluntary Planning Agreement.

C4 Subdivision in Established Residential Areas

Background

Residential subdivision can consist of smaller scale "local" subdivision and is usually associated with single dwelling houses, although zoning may permit dual occupancy and multi-unit developments. The following objectives apply for residential subdivision throughout the Camden LGA.

Objectives

1. Allow for a range of housing and lot sizes.
2. Medium density housing development shall be sited only in areas located convenient to commercial, community and transport facilities.
3. Lot size shall be adequate to provide setbacks, maintain site features and provide a useable building space and a pleasant living environment.
4. Design lots with consideration to their orientation, slope and shape to maximise solar access for energy efficiency and healthy living environment.
5. Create and sense of openness and to allow for solar access subject to house orientation.
6. Allowing supervision of the street for community safety whilst allowing a measure of privacy within each dwelling.
7. Provide the opportunity for landscaping.

Controls

This section must be read in conjunction with C2 General Subdivision Requirements.

1. Land shown to have minimum lot size of 600m² (Figure C7) on LEP 2010 lot size map requires the following:
 - (a) minimum width: 15m (at building line).
 - (b) minimum depth: 27m.
 - (c) if lot is not regular in shape (i.e. not rectangular) then the minimum area is to be 700m².
2. Land shown to have minimum lot size of 450m² (Figure C8) on LEP 2010 lot size map requires the following:
 - (a) minimum width: 15m (at building line).
 - (b) minimum depth: 27m.
 - (c) if lot is not regular in shape (i.e. not rectangular) then the minimum site area is to be 600m².
3. **Battle-axe Lots**

A battle-axe lot shall be considered where:

 - (a) it has a minimum lot area of 600m² (the area does not include the area of the access handle).
 - (b) a satisfactory building envelope is provided with adequate distance from existing or proposed buildings, to ensure privacy.
 - (c) an access handle of at least 3.5m wide, which serves one additional lot.
 - (d) an access handle of at least 5m wide, which serves 2 lots.
 - (e) all access handles must have a maximum length of 50m, have a 3 x 3m splay at one end (see Figure C7 and C8) and have reciprocal rights of way.
 - (f) the lot is designed so that the future dwelling house will be orientated to face the park or access denied road (i.e. no privacy/rear fencing is to be erected between the dwelling and its boundary with the open space or access denied road). The only exception is if the boundary is a noise attenuation barrier

Note: Dual Occupancy development on battleaxe lots is not permitted.

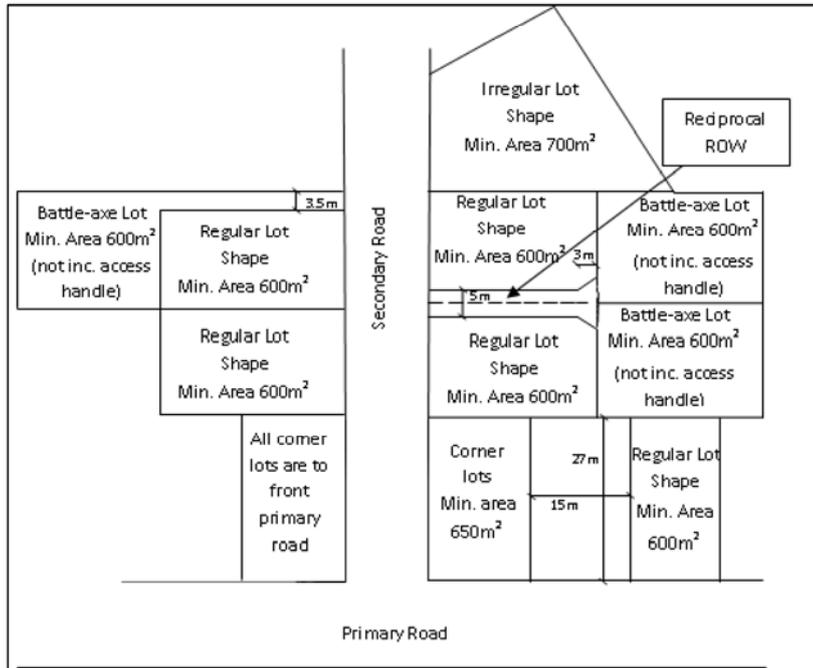


Figure C7 Lot Standards (minimum lot size 600m²)

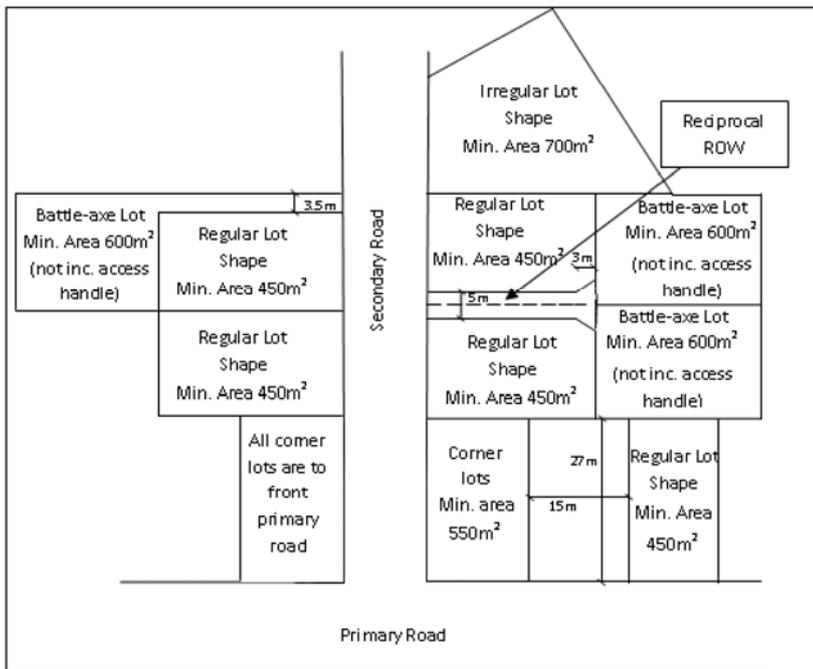


Figure C8 Lot Standards (minimum lot size 450m²)

4. Corner Lots

- (a) Corner lots shall have a minimum area of 650m² where the minimum lot size is 600m² (figure C7).
- (b) Corner lots shall have a minimum area of 550m² where the minimum lot size is 450m² (figure C8).
- (c) The area of a corner lot proposing an integrated housing development (small lots) shall be assessed as part of a development application.

Note: Specific consideration will be given to streetscape impacts and in particular fencing layout and materials in assessing all corner lots at both the subdivision and development application stages.

- (d) The preferred outcome is for a dwelling to front both roads for it to provide a better presentation to the overall streetscape.

5. The following controls apply to building envelopes for residential lots under 450m²:

- (a) each lot shall be provided with a nominated building envelope which satisfies the design criteria of this DCP, including the provision of appropriate setbacks, solar access, private open space, stormwater drainage, and the protection of natural and/or heritage features.
- (b) the nominated building envelope is the only area upon which the consent authority can consider an application for a dwelling and ancillary building. That is, the remainder of the site outside the building envelope is a 'no build' area (see figure C9).

Note: Swimming pools and exempt development such as sheds, gazebos etc may encroach in the area outside the building envelope as long as it does not encroach more than 30% or block solar access to the identified 'principal private open space'.

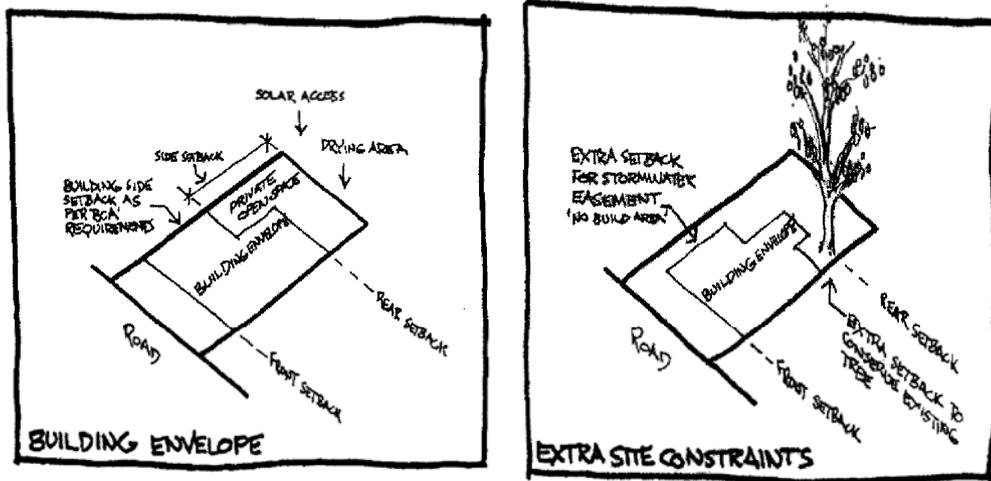


Figure C9 Building Envelopes

C5 Subdivision in Urban Release Areas

Background

This section provides general controls and objectives for urban release areas as described in Figure C2 located at the beginning of Part C.

The urban release areas covered by this DCP are master-planned estates which seek to deliver vibrant, functional urban environments. This includes the provision of residential accommodation in a variety of forms and types, neighbourhood and local business centres, community facilities, recreation and open space areas, and riparian corridors and bushland.

Development in the urban release areas shall incorporate high standards of urban design and best-practice environmental performance in accordance with particular principles relating to enhancing accessibility, achieving environmental sustainability and delivering social and economic benefits.

The residential precincts are to provide a variety of lots sizes and housing types to facilitate housing diversity and choice and meet the requirements of people with different housing needs.

How to use this part

The following subsections establish general objectives and controls to all urban release areas:

- C5.1 Neighbourhood Amenity and Subdivision Design.
- C5.2 Street Network and Design.
- C5.3 Pedestrian and Cycle Network.
- C5.4 Public Transport Network.
- C5.5 Parks and Open Space.
- C5.6 Community Infrastructure.
- C5.7 Provision of Adequate Community Infrastructure and Facilities.

The following sections provide locality-specific objectives and controls which relate to specific urban release areas:

- C6 Elderslie.
- C7 Spring Farm.
- C8 Manooka Valley.
- C9 Harrington Grove.
- C10 Mater Dei.
- C11 Camden Lakeside

These locality-specific subsections must be read in conjunction with the general sections (i.e. C5.1 – C5.7). In the event of any inconsistency, the locality-specific objectives and controls will prevail.

Indicative Master Plans

Each of the urban release areas is provided with an indicative master plan which illustrates the proposed street and infrastructure network, lot layout, public open space and riparian corridors/bushland, and the location of other land uses within the locality.

Objectives

1. Ensure the development of new release area is undertaken in a co-ordinated manner consistent with the each of the corresponding indicative master plans.
2. Facilitate urban development that meets environmental sustainability objectives.
3. Ensure housing density targets are met through the provision of a range of housing sizes and types that offer greater diversity and affordability.
4. Ensure all development achieves a high standard of urban and architectural design quality.
5. Promote housing that provides a high standard of residential amenity.
6. Create walkable neighbourhoods with good access to public transport.
7. Maximise opportunities for local employment and business.
8. Create vibrant, successful town and neighbourhood centres.
9. Provide social infrastructure that is flexible and adaptable.
10. Maximise opportunities for future residents to access and enjoy the outdoors.
11. Protect and enhance riparian corridors, significant trees and vegetation.
12. Ensure the timely delivery of critical infrastructure.
13. Service the future educational needs of the precinct through the delivery of quality places of learning.
14. Create memorable places and spaces that act as focal points for local activity and create local identity.
15. Facilitate the retention of heritage places and landscape elements as design features of the urban landscape.
16. Ensure development is consistent with the aims, objectives and recommendations set out in the LEP 2010 and any reports and studies associated with the rezoning of each urban release area.

Controls

1. All development is to be undertaken generally in accordance with the master plan in each section subject to compliance with the objectives and development controls set out in this DCP.
2. Where a variation to the master plan is proposed, the applicant must demonstrate that the proposed development is consistent with the objectives and desired future character of each particular release area. Significant variations to the master plans may require the amendment of this DCP.

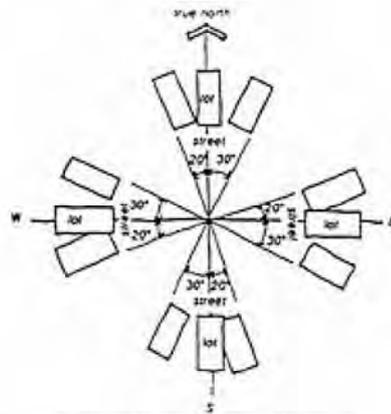
C5.1 Neighbourhood Amenity and Subdivision Design

Objectives:

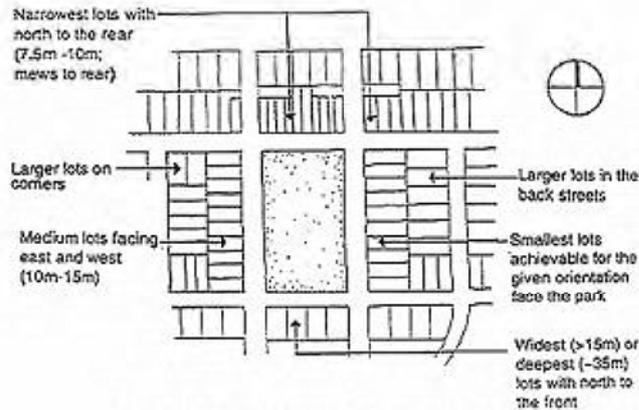
1. Establish a clear urban structure that maximises the 'sense of neighbourhood' and encourages walking and cycling over private car use.
2. Establish a subdivision layout that utilises the residential development areas efficiently, maximises the natural attributes of the site and clearly defines and reinforces the public domain.
3. Ensure that all residential lots are afforded a high level of amenity in terms of private open space, solar access, views/outlook and/or proximity to public and community facilities and parks.
4. Provide a range of densities, lot sizes and house types to cater for a wide variety of housing needs whilst fostering a diverse community and creating visually interesting streetscapes.

Controls:

1. Neighbourhoods shall be designed with a high level of pedestrian connectivity between residential areas and public open space areas, public transport nodes, education and community/recreation facilities and commercial and retail centres.
2. The subdivision layout is to create a legible and permeable street hierarchy that responds to the natural features of the land, including the topography of the site, watercourses and existing significant trees and vegetation communities.
3. Street blocks are to be generally a maximum of 250m long x 70m wide where the layout is grid formation. Block length and widths in excess of 250m may be considered by Council where it can be demonstrated that pedestrian connectivity and traffic calming objectives are achieved.
4. Lot orientation and configuration is to be generally consistent with the subdivision principles shown at Figure C10. The preferred lot orientation is either on a north-south or east-west orientation. In locations which have views and vistas which may offer future residents a high level of visual amenity (e.g. Views to bushland, open space, valleys or distant hills) an alternative lot orientation may be considered.
5. Residential lots must generally be rectangular and the use of battle-axe lots is to be minimised.
6. All applications for subdivision proposing residential allotments with a site area of less than 300m² are to be accompanied by development plans for the proposed dwellings on those lots. Council may waive this requirement where an application for subdivision creates no more than 2 lots with a site area less than 350m², and Council is satisfied that the subdivision application demonstrates that an appropriate built form can be delivered on the lot that complies with the relevant provisions of this DCP. This may be in the form of a nominated building envelope which will be approved as part of the subdivision application. On lots greater than 350m² in size where a zero lot line is permitted, the side of the allotment that may have a zero lot alignment shall be shown on the approved subdivision plan. In addition, the S88B instrument for the lot and the adjoining lot shall include a note identifying the potential for a building to have a zero lot line.
7. Easements for utility services are to be incorporated in public road reserves wherever possible, and where the infrastructure is located in private lots, appropriate easements must be created over the land.
8. Smaller lots must be located close to the neighbourhood centre, public transport and adjacent to high amenity areas such as parks.



Orientated lots for solar access in temperate and hot-arid climates. (Source: Amcord)



Example of subdivision pattern likely after applying the principles

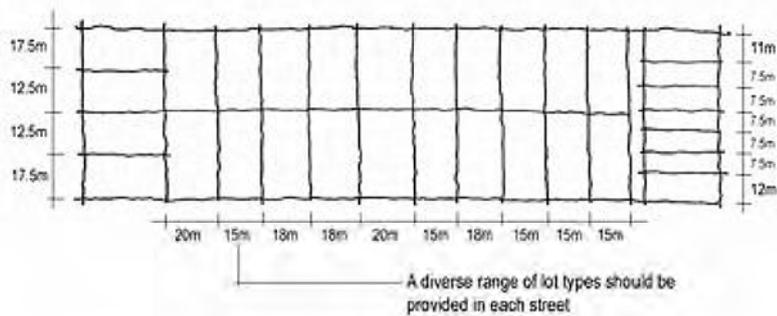


Figure C10 Subdivision, Lot Orientation and Lot Frontage Variation Principles

C5.2 Street Network and Design

Background

The residents of the Camden LGA rely heavily upon private motor vehicles as the primary means of transport. The design and layout of the street network is fundamental to promoting the safe and efficient movement of all types of vehicles, including private vehicles, trucks, buses, emergency vehicles and waste collection vehicles. The design of streets also contributes to the streetscape and local character of each neighbourhood by providing a range of street cross-sections, pedestrian and cycle path locations, and street trees.

Objectives

1. Provide a hierarchy of interconnected streets that provides safe, convenient and legible access within and beyond the Camden LGA.
2. Ensure that the hierarchy of the streets is clearly discernable through variations in carriageway width, on-street parking, incorporation of water sensitive urban design measures, street tree planting, and pedestrian amenities.
3. Provide a safe and convenient public transport, pedestrian and cycleway network.
4. Ensure a high quality, functional, safe, legible and visually attractive public domain.

Controls

1. The street network shall be designed generally in accordance with the indicative master plan that applies to each urban release area. Where a variation to the indicative master plan is sought, or where a new urban release area is being designed, the street network shall be designed to achieve the following principles:
 - (a) establish a permeable network that is based on a modified grid system but limits four way intersections.
 - (b) encourage walking and cycling and reduce travel distances.
 - (c) maximise connectivity between residential areas and community facilities, open space and centres.
 - (d) take account of topography and accommodate significant vegetation.
 - (e) optimise solar access opportunities for dwellings.
 - (f) provide frontage to and maximise surveillance of open space and riparian corridors.
 - (g) provide views and vistas to landscape features and visual connections to centres and centres.
 - (h) maximise the use of water sensitive urban design measures.
 - (i) minimise the use of culs-de-sac. If required, the maximum number of dwellings to be served by the head of a cul-de-sac is 6 and the maximum number of overall dwellings to be served by the cul-de-sac is 12.
2. Streets are to be designed in accordance with the cross-sections and plans prepared for each urban release area. The dimensions shown on these typical diagrams are minimums only. Alternative street designs may be permitted on a case by case basis if they preserve the functional objectives and requirements of the design standards. When a new urban release area is being designed, the standard street cross-sections in Camden Council Engineering Design and Construction Specifications shall be used as a guide.
3. Local streets designed with the minimum cross-sectional width must generally be limited to locations adjoining parkland, riparian corridor or other type of open space, or must play a minor role in the road network, providing low volume linkages and connections to more significant roads.
4. Except where otherwise provided for in this DCP, all streets and roundabouts are to be designed and constructed in accordance with the minimum requirements set out in the Camden Council Engineering Design and Construction Specifications. In particular:
 - (a) intersection treatments are required to clearly identify the road hierarchy and create well defined intersections.
 - (b) traffic islands and slow points are to be constructed of concrete or paving. Extended speed humps (i.e. plateaus) are not permitted for traffic calming.

- (c) roundabouts are to be designed to accommodate heavy vehicles.
5. For local streets and access ways, traffic management, i.e. road layout and/or speed reducing devices, are to be used to produce a low speed traffic environment. Such traffic management devices are to be identified at subdivision development application stage.
 6. Where roads are adjacent to public reserves or riparian corridors, the verge widths may be reduced to a minimum of 1m. This is subject to footpaths, public utilities, bollards and fencing being adequately provided for and Bushfire Asset Protection Zones and riparian corridors requirements being addressed.
 7. Private roads are to be designed and built in accordance with the Camden Council Engineering Design and Construction Specifications. Details must be shown on the engineering construction drawings that must be submitted prior to the issue of the Occupation or Subdivision Certificate (whichever occurs first).
 8. Street trees are to be provided on all streets and shall:
 - (a) be used consistently to distinguish between public and private spaces and between different classes of street within the street hierarchy.
 - (b) minimise risk to utilities and services and minimise ongoing water consumption.
 - (c) be durable and suited to the street environment and include endemic species.
 - (d) maintain adequate lines of sight for vehicles and pedestrians, especially around driveways and street corners.
 - (e) provide appropriate shade.
 - (f) provide an attractive and interesting landscape character without blocking the potential for street surveillance.
 - (g) ensure street tree design and species selection complement and define the neighbourhood area, ecological linkages, street hierarchy, precinct entries, significant intersections, items of environmental heritage, heritage conservation areas and significant view lines.
 9. Any proposal for street tree planting within the road reserve (i.e. carriageway and footpath) is to include appropriate detailed design that addresses access and manoeuvrability of heavy vehicles, street sweepers and cars, the impact of the root system on the carriageway, ongoing maintenance of the tree and carriageway, and the relationship with future driveway access points. It must also address any adverse impact on available on-street parking, especially in higher density areas.
 10. The preliminary location and design of signage, street furniture and street lighting is to be indicated on the engineering construction drawings.

Note: *Locating entry signage and the like within a public road reserve is subject to Council agreement.*
 11. The design of all signage, street furniture and street lighting is to be consistent with Council's Landscape and Streetscape Elements Manual for Camden.

Further Information

- *Council's Landscape and Streetscape Elements Manual for Camden.*

C5.3 Pedestrian and Cycle Network

Background

Camden is striving towards a safe and well maintained pedestrian and cycle network by monitoring, maintaining and expanding the network of footpaths and cycle lanes. The Camden 2040 Community Strategic Plan has acknowledged the need to provide increased walkability and linkages to and between dwellings, public transport, shopping centres and recreational facilities. This section provides objectives and controls which encourage the implementation of a safe, legible and connected pedestrian and cycle network throughout the Camden LGA.

Objectives

1. Provide a convenient, efficient and safe network of pedestrian and cycleway paths for the use of the community, within and beyond the Camden LGA.
2. Encourage residents to walk or cycle, in preference to using motor vehicles, as a way of gaining access to the schools, shops, and local community and recreation facilities.
3. Promote the efficient use of land by allowing pedestrian pathways and cycleways to be located within parks and corridors wherever practical.
4. Encourage and facilitate the use of existing and planned recreational routes for all residents of and visitors to Camden LGA.
5. Develop pedestrian and cycle routes that are accessible for all types of users.
6. Provide connections between existing or planned pedestrian and cycle paths which adjoin the urban release area.

Controls

1. Unless otherwise stated, all pedestrian and cycleway routes and facilities are to be consistent with the following:
 - (a) the Indicative pedestrian and cycle network plan applying to each urban release area.
 - (b) Planning Guidelines for Walking and Cycling (Department of Planning and Roads and Traffic Authority).
 - (c) Camden Council's Pedestrian Access and Mobility Plan and Bike Plan.
 - (d) Camden Council's Engineering Specifications.
 - (e) Disability Discrimination Act.
 - (f) Camden Recreational Trail Network Strategy.
 - (g) Campbelltown and Camden Council's Integrated Transport Strategy.
2. Pedestrian and cycle routes and facilities are to be designed as part of the infrastructure works for the urban release area and shall be safe, well lit, clearly defined, functional and accessible to all.
3. Pedestrian and cycle routes must be designed as a network which allows pedestrian or cycle travel throughout the entire locality (including adjoining existing or proposed urban areas), with a particular focus on access to community and recreation facilities, commercial and retail precincts, employment opportunities and open space areas.
4. Pedestrian and cycle pathways are to be designed as part of the infrastructure works.
5. Cycle/footpaths in open space must be aligned approximately parallel with the park edge streets wherever possible to take advantage of the street lighting and allow for casual surveillance by residents and drivers.
6. Pedestrian/cyclist over are to be provided where necessary to avoid conflict with traffic on state or regional roads. Adjoining developments must be designed to allow direct visibility of and through an underpass or to an overpass to provide user safety and ensure security by surveillance.

C5.4 Public Transport Network

Background

Public transportation plays a significant role in providing accessibility, a cleaner environment, better quality of life and economic opportunities. The results of the Camden 2040 Community Strategic Plan identified the importance of improving the provision of public transport in the LGA. The provision to bus and rail links is mandatory with the development of new release areas. The future South West Rail link will also provide a substantial level of connectivity to the rest of the Sydney Metropolitan Area.

This section provides overall objectives and controls for the Camden LGA. In addition, site specific controls are listed which are particular to that suburb.

Objectives

1. Encourage the provision and use of public transport within the Camden LGA.
2. Ensure clear, safe pedestrian links to public transport stops.
3. Locate the majority of residential lots within an appropriate walking distance from an existing or proposed bus stop.

Controls

1. Bus routes are to be provided generally in accordance with each new release area shown in chapters C6, C7, C8, C9, C10 and C11.
2. Refer to Council's Engineering Specifications for controls relating to bus stops.
3. Roads to accommodate bus routes are to be clearly marked and constructed to the required carriageway width and kerb radii to facilitate bus movements.
4. Provide convenient road connections to adjoining areas and other public transport routes for ease of movement of buses between suburbs, link activity centres within and external to the suburb, and to existing and future railway stations.
5. Bus stops are located near neighbourhood places, such as parks, shops and schools and related to the main pedestrian routes.
6. Where possible, the majority of dwellings must be within 600m safe walking distance from an existing or proposed bus stop.
7. Bus stops are to be provided on-street and not within indented bays. Bus shelters are to be provided at key stops and on strategic bus corridors. Consideration must be given to provide for the location and space of bus stops to facilitate transfer between buses.

C5.5 Parks and Open Space

Background

Open space performs an important community/civic function for the Camden LGA. It is imperative it is functionally integrated with the surrounding movement network in a visual and structural sense. It must be positioned and designed to provide access to and balance aesthetic, scenic and recreational demands from the diversity of surrounding land uses.

Objectives

1. Meet the public open space and recreational needs of residents.
2. Provide an equitable distribution of public open space and recreation opportunities.
3. Ensure high quality design and embellishment of all public open space.
4. Ensure elevated visually prominent land that contributes to the landscape character of the area.
5. Ensure all threatened species and endangered ecological communities are protected with open space buffers and/or linked by corridors.
6. Create a variety of public parks within the suburb that fulfil functional requirements such as accommodating sporting activities while also being beautiful and memorable places that contribute to the legibility and character of the suburb.
7. Enable casual surveillance of public parks.

Controls

1. Public parks (local and district open space), other open space areas (i.e. riparian corridors) and areas with landscape value are to be provided, generally in accordance with the master plan or Indicative Layout Plan provided within each new release area.
2. The minimum provision of open space and facilities including embellishment is to be consistent with the applicable Contributions Plan.
3. Public parks are to have a minimum area of 2,000m² unless parks with a smaller minimum area have been agreed to by Council during the master planning and rezoning stage of the release. The following principles are to be taken into consideration in the location of public parks:
 - (a) parks are to be located as focal points within residential neighbourhoods. Preference must be given to sites that are elevated or visually prominent.
 - (b) all dwellings and shade structures must be located no further than 400m from a public park.
 - (c) where possible, parks must be co-located with community and education facilities, be highly accessible and linked by pedestrian and/or cycle routes.
 - (d) parks must be located and designed to accommodate remnant vegetation and where appropriate, must be linked to and integrated with riparian corridors.
 - (e) parks must be generally bordered by streets on all sides with houses oriented towards them for surveillance.
 - (f) parks must be enclosed/defined by two-storey housing which takes advantage of open space amenity, views etc. The built form of residential development must contribute to place making by defining and enclosing public places.
 - (g) Single storey housing is permissible where it is designed to address parks via appropriate façade articulation and design.
4. The detailed design of public parks is to consider:
 - (a) the need for a range of play spaces and opportunities and cater for the range of ages.
 - (b) provision of adequate parking, lighting and waste management facilities.
 - (c) inclusion of interpretative signage detailing local history, Aboriginal cultural values, environmental education themes and the like where relevant.

- (d) provision of amenities such as seating and shade structure, drinking fountains, street lighting, street and information signs, planter boxes, feature fencing and the like. The design of such elements is to be consistent with Council's Landscape and Streetscape Elements Manual for Camden.
5. The provision of community parks and facilities (i.e. community association owned facilities) in addition to the required public parks and community facilities is encouraged.
 6. Development applications are to provide details on elements such as:
 - (a) earthworks
 - (b) plant species and sizes
 - (c) utilities and services
 - (d) landscape plan – demonstrating hard and soft landscaping treatments
 - (e) any entry statements
 - (f) interpretative material
 - (g) street furniture
 - (h) play equipment with the required shade structure or shade trees
 - (i) public art
 - (j) park signage and lighting
 - (k) waste facilities.
 7. Streets containing on-street parking around active park edges (including playing fields, playgrounds, picnic/BBQ facilities and the like) are to be designed and constructed to maximise the safe transfer of children to and from vehicles. Refer to Figure C11.

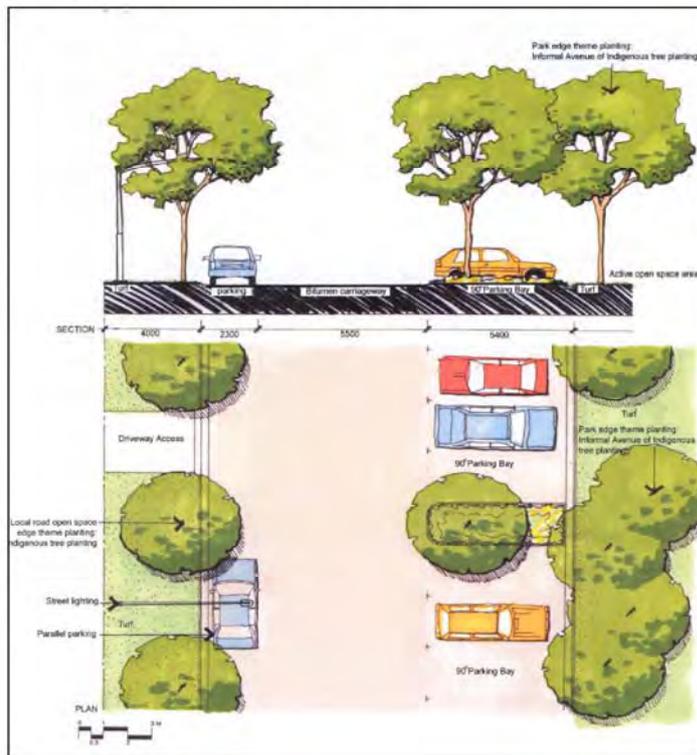


Figure C11 Local Access Roads Open Space Edge

C5.6 Community Infrastructure

Objectives

1. Ensure a high level of provision and equitable distribution of education, civic and community facilities with the Camden LGA.

Controls

1. Education, civic and community facilities are to be located and provided generally in accordance with the applicable Contributions Plan.
2. Community infrastructure and facilities must be located within centres or co-located so as to create a community focal point, to share facilities such as parking, and to minimise impacts on residential areas.
3. Education, community buildings and places of worship are encouraged to enhance community identity and way-finding through iconic and landmark building design.
4. Community facilities are to be located above the Probable Maximum Flood Level (PMF).

C5.7 Provision of Adequate Infrastructure and Facilities

Background

Existing infrastructure and facilities (including roads, drainage, open space, recreation facilities and community facilities) have been generally designed to accommodate the existing population of Camden LGA. Future residential development must provide adequate local infrastructure and facilities to support the population that will occupy such development.

Objectives:

1. Ensure essential local infrastructure and facilities for creating communities is provided in a timely manner.
2. Ensure the orderly development of the land and assist in the coordinated programming and provision of infrastructure and community facilities.
3. Encourage Voluntary Planning Agreements as a means of providing local infrastructure and facilities.

Controls:

Note: *Clause 6.2 of LEP 2010 requires public infrastructure to be provided in urban release areas, in a timely manner.*

1. The applicant must demonstrate to Council's satisfaction that adequate local public infrastructure and facilities are provided, which may be through a combination of the following:
 - (a) development contributions made in accordance with an adopted Contributions Plan; and/or
 - (b) provision of the infrastructure and facilities directly by the applicant free of cost to Council. In this circumstance, the applicant may wish to enter into a Voluntary Planning Agreement with the Council.
2. Adequate local infrastructure and facilities must include, but is not limited to, provision of:
 - (a) traffic and transport management facilities, including roads;
 - (b) water cycle management facilities, including drainage and water quality treatment;
 - (c) open space and recreation facilities, including children's playgrounds, playing fields and courts; and
 - (d) community facilities, including community centres.
3. Council may impose a condition of development consent requiring the provision of local infrastructure and facilities to meet the needs of the future residents of the development free of cost to Council.
4. Council may not grant development consent to residential development unless it is demonstrated that adequate infrastructure and facilities have or will be provided.

Note: *The local infrastructure and facilities identified in the relevant Development Contributions Plans, master plans and/or planning studies for release areas must be provided.*

C6 Elderslie Release Area

C6.1 Introduction

The Elderslie release area is bounded by Studley Park Golf Course to the east, Camden Valley Way to the north, the Camden By-pass to the south, and the existing Elderslie residential area. The site is in a variety of ownerships. Development in the public domain and residential areas of the Elderslie release area is to achieve the highest standards of urban design and environmental performance in accordance with principles relating to enhancing accessibility, achieving environmental sustainability and delivering social and economic benefits.

Elderslie Planning Principles:

1. Development of the Elderslie release area will be in the form of an urban village, adjoining and connected to the existing suburban development in Elderslie and Narellan. The village will consist of a variety of housing forms, in landscaped garden and natural settings and a small neighbourhood centre.
2. The new suburban area shall integrate with the existing Elderslie and Narellan communities and with Kirkham Park by suitable low level road, pedestrian and cycle links. Internally, the subdivision pattern will promote accessibility by pedestrians and cyclists. The areas of higher residential densities will be located close to the public transport corridors and in close proximity to the local commercial and educational facilities and the open space corridors.
3. The urban village will be serviced by local and regional public transport services that provide a viable alternative to private vehicles. The Camden Valley Way—Camden By-pass link road will facilitate improved access to the Camden Bypass and form a natural extension linking with the Macarthur Centre.
4. The visually and culturally significant "Rheinberger's Hill", the gateway to Camden from the north, shall remain a visually prominent open landscape. Housing shall not encroach on to Rheinberger's Hill. Large lot housing may be sympathetically located behind the hill to the east of the saddle in the ridgeline. It shall be of a density that provides a transition from the Studley Park Golf Course to the suburban housing area. Studley Park and Rheinberger's Hill will form a significant open space break between Narellan and Elderslie.
5. Hilder Street and Lodges Road continue to provide evidence of the historic development of the area. While land in the vicinity of these roads will undergo development and change, the alignment of the roads shall be maintained.
6. Visually and ecologically significant vegetated areas shall be preserved, by inclusion in the open space network, based principally on the creek lines as significant biological corridors.
7. District views and view corridors between historic items and culturally significant places shall be preserved.
8. Stormwater management shall be ecologically sustainable by using local control measures, which will relate strongly to the creek line corridors.

Related Studies:

This section must be read in conjunction with the following supporting documents which contains controls, guidelines and recommendations. These are additional to those set out in this subsection and must be considered when submitting a development application:

- Landscape Master Report (December 2001) by Context Landscape Architects.
- Heritage Assessment Elderslie Urban Release Area (July 2001) Godden Mackay Logan.
- Heritage Report for 150 Lodges Road (August 2003) by Godden Mackay Logan.
- Heritage Report for Rheinberger's Hill (November 2002) by Godden Mackay Logan.
- Water Cycle Master Plan Report (December 2001) by J. Wyndham Prince Pty Ltd.
- Traffic and Transport Report (September 2002) by Masson Wilson Twiney.
- Flora and Fauna Report (December 2001) by Conacher Travers.

The Elderslie urban release area master plan is show at Figure C12. It identifies the road connections and indicative lot yield to be achieved. Variations to the master plan may be considered if the principles set out in this DCP are complied with.

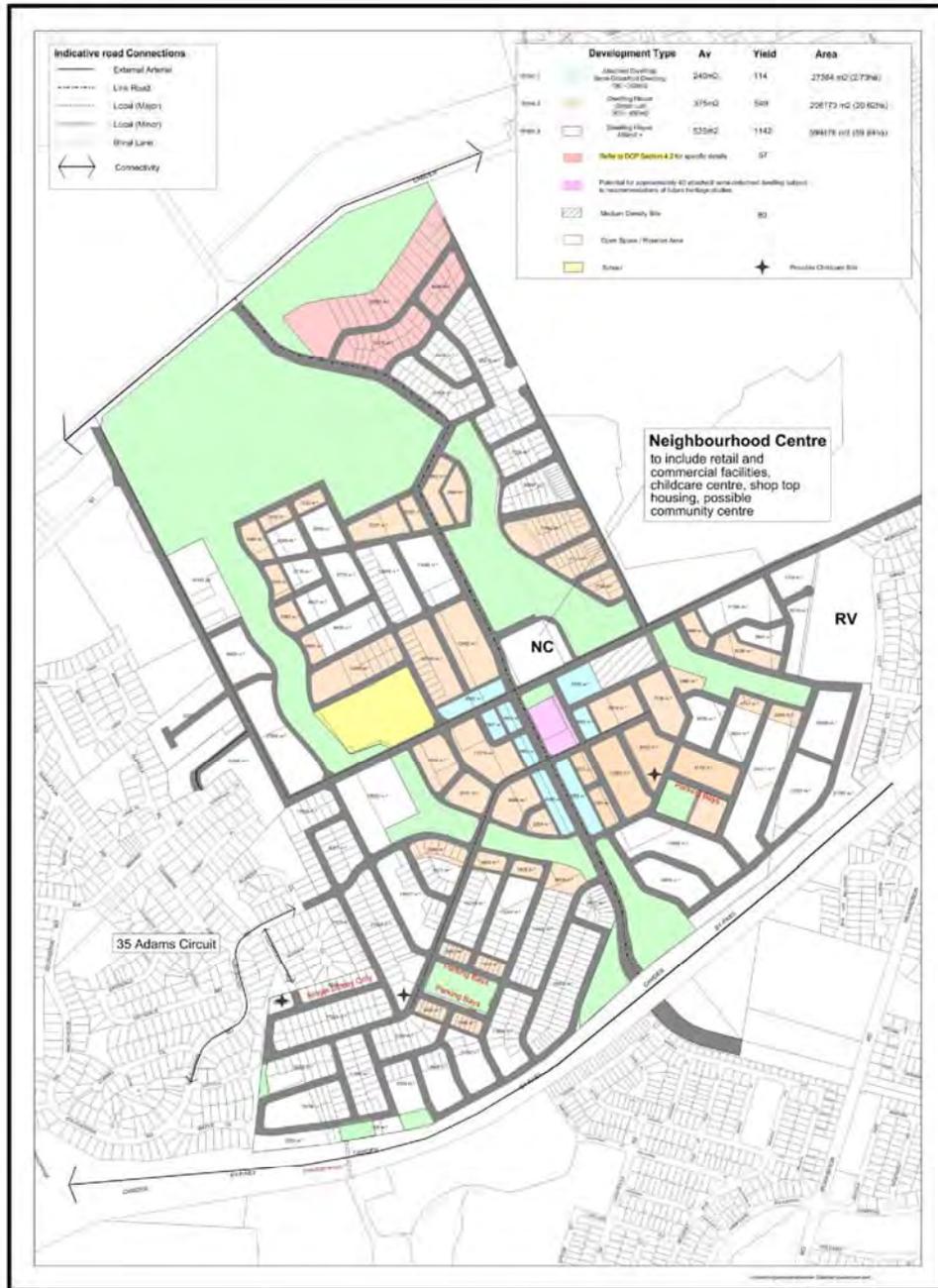


Figure C12 Elderslie Master Plan

Elderslie Residential Density Targets

A variety of lots sizes and types are to be provided to facilitate housing diversity and choice and meet the requirements of people with different housing needs. Smaller lots and medium density developments are to be located near the village centre, parks and areas of highest amenity proximity to facilities. In order to achieve this, lots must be consistent with the dwelling densities shown at Figure C12 and the residential lot types detailed below.

Controls

1. The residential dwelling target for Elderslie is 1978 dwellings. In order to ensure this, subdivision applications are to demonstrate to Council that the dwelling targets shown in Figure C12 will be achieved. Subject to the agreement of Council and consultation with relevant landowners, dwelling yield may be 'traded' between development blocks as long as it meets the overall targets and objectives of this DCP and Master Plan.
2. Where variation to the block dwelling targets is proposed, an applicant is to demonstrate that:
 - (a) the overall dwelling target of 1978 dwellings for Elderslie can still be achieved.
 - (b) the proposed variation is consistent with the principles of the Elderslie Master Plan and provisions of this DCP.

Area 1:**Shop Top Housing – Village Centre (180/300m²)**

This provides scope for shop top housing above retail or commercial uses. Demand is unknown at this time but building forms must contain sufficient flexibility for later change of use as Elderslie develops.

Area 1:**Attached and Semi-Detached Dwellings (6-8m Wide Lot) from 180/240m² to 200m²)**

This provides opportunity for dwellings in small groups, duplexes or triplexes. They are located in areas of high amenity along the central village spine. They may contain home work/business opportunities.

Areas 1 & 2:**Dwelling House (8-12.5m Wide Lot) (300/375m²)**

This provides a small lot housing form generally with north facing (good solar access) rear yards and with rear lane car access or single stacked parking. These are generally free standing are encouraged to have a zero lot line on one boundary.

Area 2:**Dwelling House (12.5 - 15m Wide Lot) (375/450m²)**

This type comprises housing suitable for free standing small family housing. This is a flexible and efficient housing form.

Area 3:**Dwelling House (15 - 18m Wide Lot) (450/540m²)**

These are free standing traditional one and two storey dwellings often in prime or feature locations. In some cases they could sustain a duplex or a 'big house' (which contains 3 or 4 apartments) which fit comfortably within a large single house context.

Area 3:**Dwelling House (20m Plus Lot) (600+m²)**

These are large lots that occupy prime sites (corner sites and avenues). They provide opportunity for large family dwellings and could also include some discreet multi unit housing in 'big home' form.

Multi Dwelling Housing Site:

A multi dwelling housing site has been identified on Lodges Road overlooking the riparian corridor. The site has the potential for 78 dwellings in a two storey development with a third storey located within the roof structure.

C6.2 Neighbourhood and Subdivision Design

Controls

1. Smaller lots and housing types are to be located close to the neighbourhood centre, public transport and adjacent to higher amenity areas such as parks.
2. The following minimum lot sizes apply under LEP 2010:
 - (a) attached dwellings - 180m².
 - (b) semi detached dwellings - 200m²
 - (c) dwelling houses - 300m².

Note: these are minimum development standards as set out in the LEP 2010. However, all subdivisions are to demonstrate compliance with the Elderslie Residential Density Target as specified in Part C6.1 of the DCP.

3. At subdivision/development stage, noise attenuation measures need to be developed for sites that fall within the criteria set out below:
 - (a) applicants will be required to submit an acoustic impact assessment report for development:
 - (i) within any commercial or neighbourhood centre areas.
 - (ii) adjacent to Camden Valley Way, Camden Bypass and/or Liz Kernohan Drive.
 - (iii) for any non-residential use of any part within the area that this DCP covers.
 - (iv) steep (1:10) or elevated land within 100 metres of a freeway, arterial or future arterial road.
 - (b) Council will not consent to the subdivision/development of land to which this clause applies unless a program, satisfactory to the Council, has been prepared for the purpose of traffic noise attenuation devices proposed for the development. The report shall predict noise levels for a ten year period and any attenuation measures shall address these noise levels.
4. The master plan aims to protect significant views, and these corridors shall be protected in any subdivision application. Details such as fences, walls and tree plantings shall also respect these corridors. Subdivision that is designed around heritage items and curtilages shall be sympathetic in form, shape and lot size to the heritage places (see chapter B3).
5. The significant view corridors identified in chapter B3 Environmental Heritage shall be preserved in any development application for subdivision. Development adjoining existing development outside of this release area, is to be of a similar nature and scale to the adjoining area and to be located so as not to eliminate views from the existing residences. Refer to the Elderslie Master Plan (Figure C12) for locations that are restricted to single storey construction.
6. In order to reinforce and enhance the identity of the area, mature vegetation must be preserved where possible and integrated into the new landscape in accordance with Figure C13.

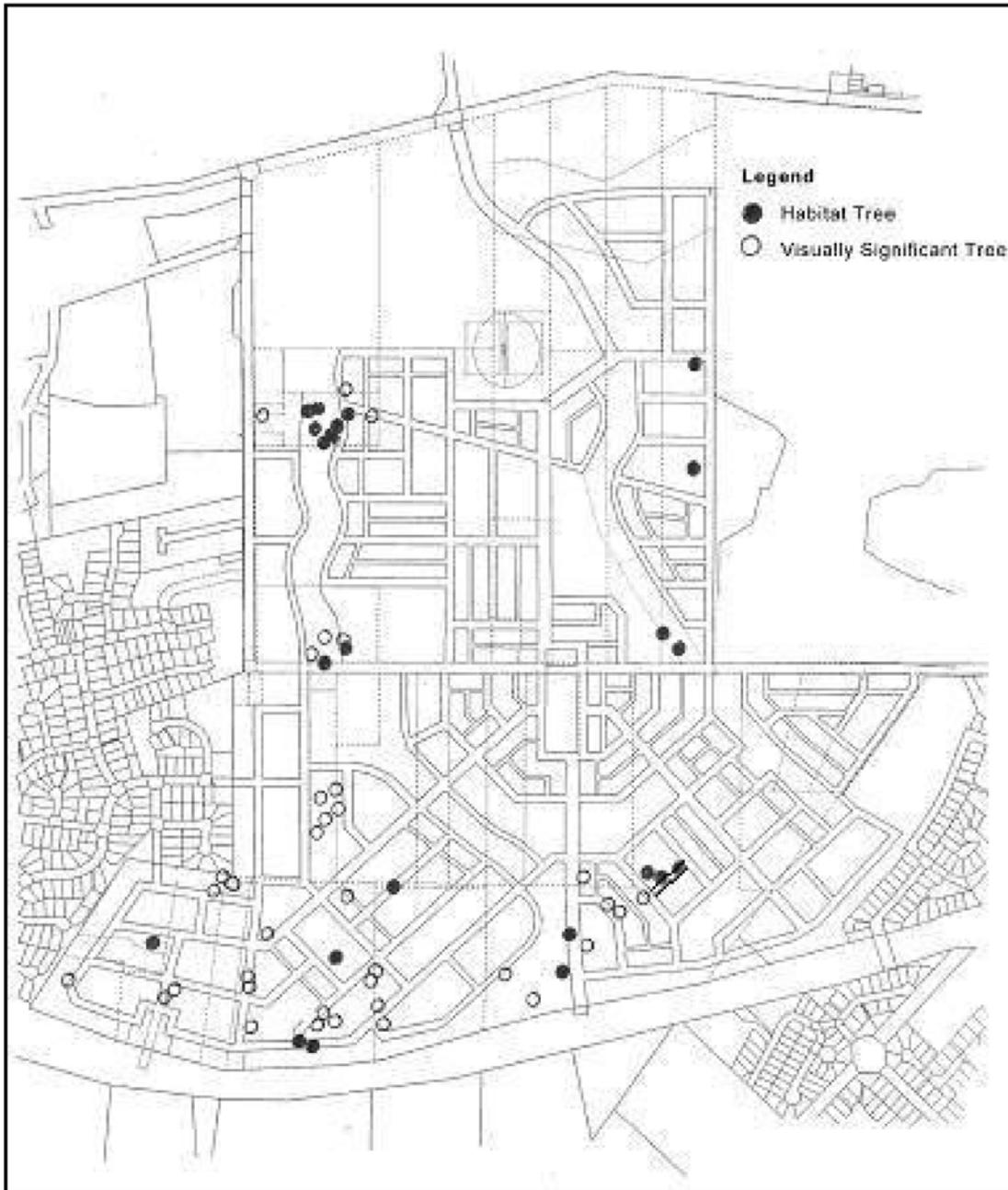


Figure C13 Elderslie Indicative Vegetation

Note: Road layout has been amended.

C6.3 Street Network and Design

Street network and design in the Elderslie release area has been designed to provide a safe and efficient movement for all users including vehicles, pedestrians and cyclists.

Controls:

1. Provide a road connection and pedestrian overbridge to the Spring Farm Release Area.
2. Direct and clear street connections are made between the site and existing main routes to the:
 - (a) North: To Camden Valley Way
 - (b) South: to the Camden Bypass and Spring Farm
 - (c) East: to Narellan
 - (d) West: to existing Elderslie
as indicated at figure C12 – Elderslie Master Plan
4. Other existing roads are extended or linked into the new street pattern. For example, Southdown and Coopworth Roads as indicated in the master plan.
5. The old rural road known as Irvine Street is retained in the new street pattern, as are the reservations of Lodges Road and Hilder Street.
6. New road connections to Camden Bypass and Camden Valley Way shall be consistent with the master plan.
7. No direct vehicular site access is permitted to Camden Bypass and Camden Valley Way.

The following figures (C14 and C14.1 – C14.7) illustrate various street types and details which must be used throughout the design and construction phase. Detail must be submitted at the development application stage.

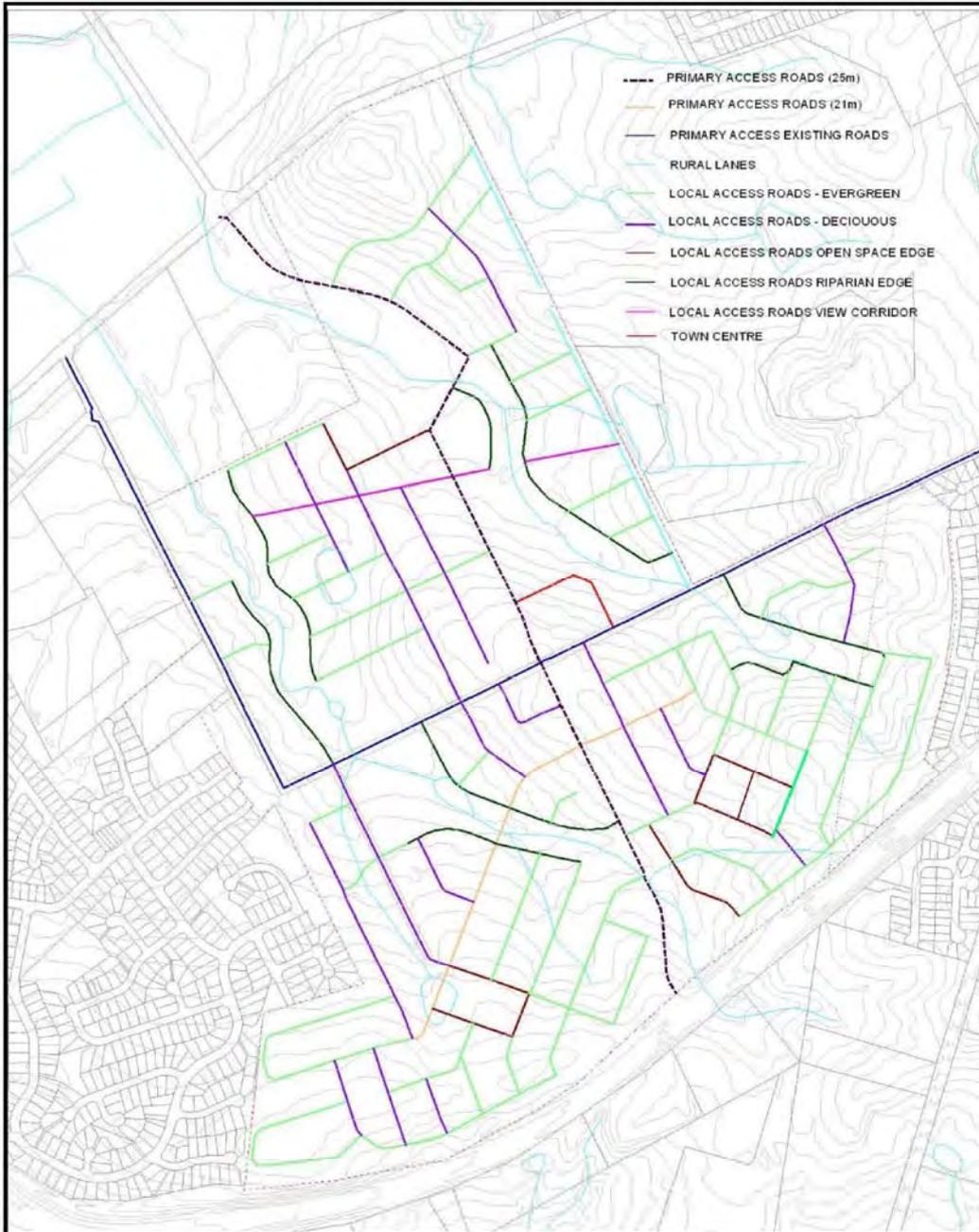


Figure C14 Elderslie Street Hierarchy Plan

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Attachment 2

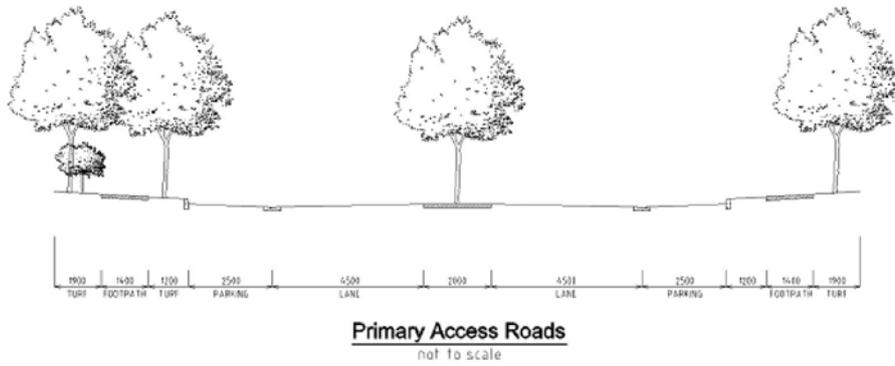


Figure C14.1 Elderslie Primary Access Roads

Note: Link Roads only, east/west Access Roads to be 21m wide, have 4m verge and 13m carriageway

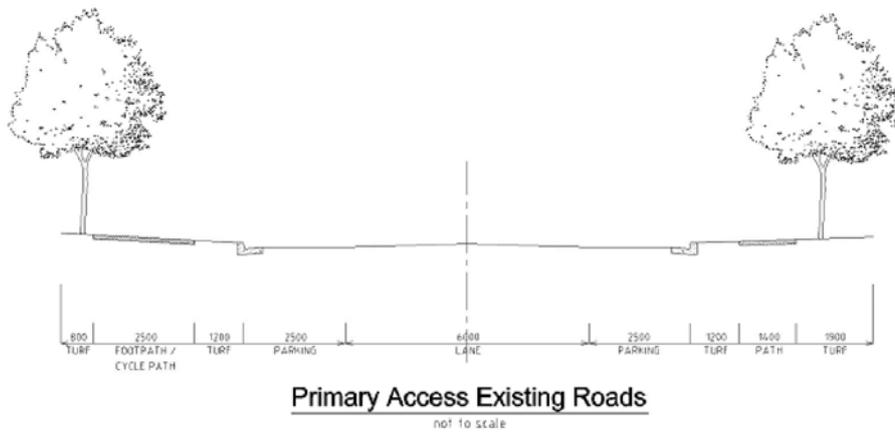


Figure C14.2 Elderslie Primary Access Existing Roads

Note: Location of street trees is indicative only. Final location is to be determined following subdivision and allowing for driveways, garbage collection, bus stops etc.

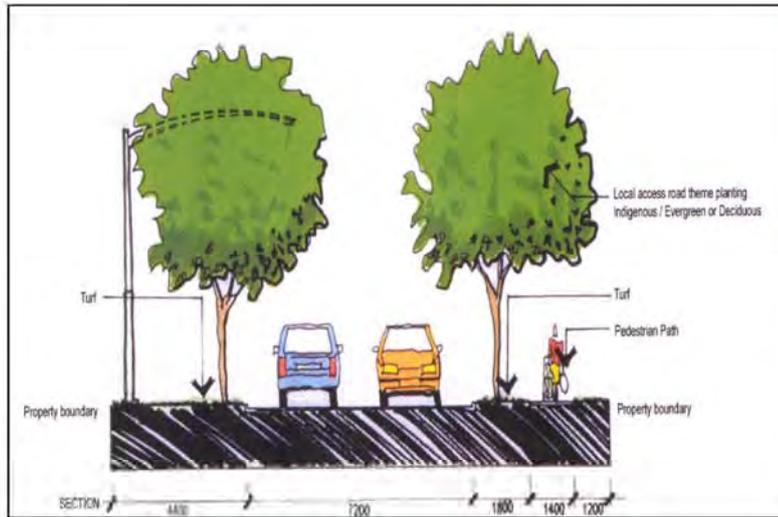
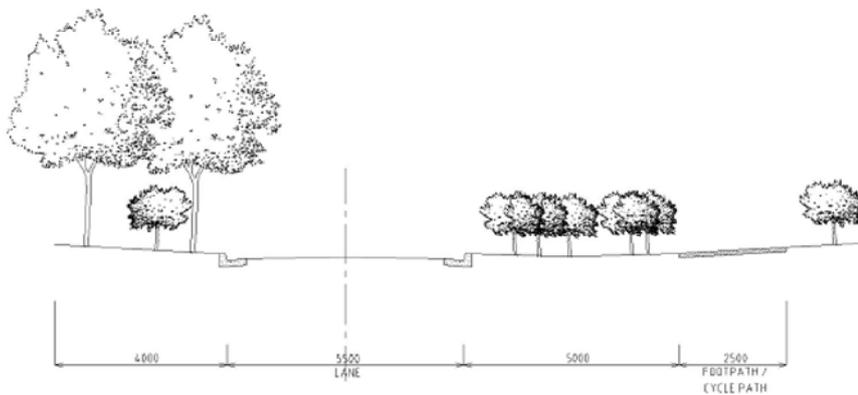


Figure C14.3 Elderslie Local Access Roads

Note: Location of street trees is indicative only. Final location is to be determined following subdivision and allowing for driveways, garbage collection bus stops, etc.
For local access roads identified in figure C14 Pedestrian / Cycle Network to include an off road cycleway, shall have a footpath cross section from kerb 1.4m turfed area, 2.5m cycleway, 0.5m to property boundary.



Local Access Roads Riparian Corridor Edge

Figure C14.4 Elderslie Local Access Roads Riparian Corridor Edge

Note: Location of street trees is indicative only. Final location is to be determined following subdivision and allowing for driveways, garbage collection, bus stops, etc.
Cross Section and width of road amended. Road 11.7m wide, 3.5m footpath, 7.2m carriageway, 1.0 adjoining riparian zone.

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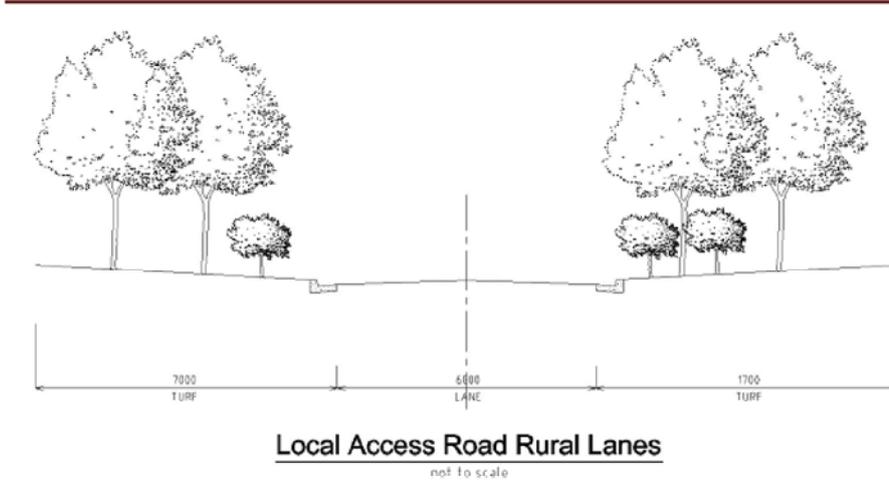


Figure C14.5 Elderslie Local Access Road Rural Lanes

Note: Rural land adjoining Camden Golf Club 16m reserve, 6m carriageway.

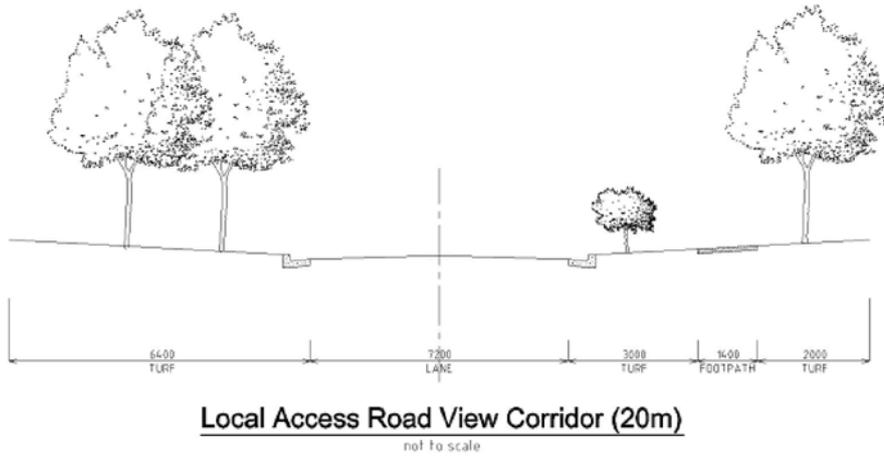


Figure C14.6 Elderslie Local Access Road View Corridor (20m)

Note: See Local Access Road View Corridor in figure C14 and figure B10 Elderslie Cultural and Visual Landscape.

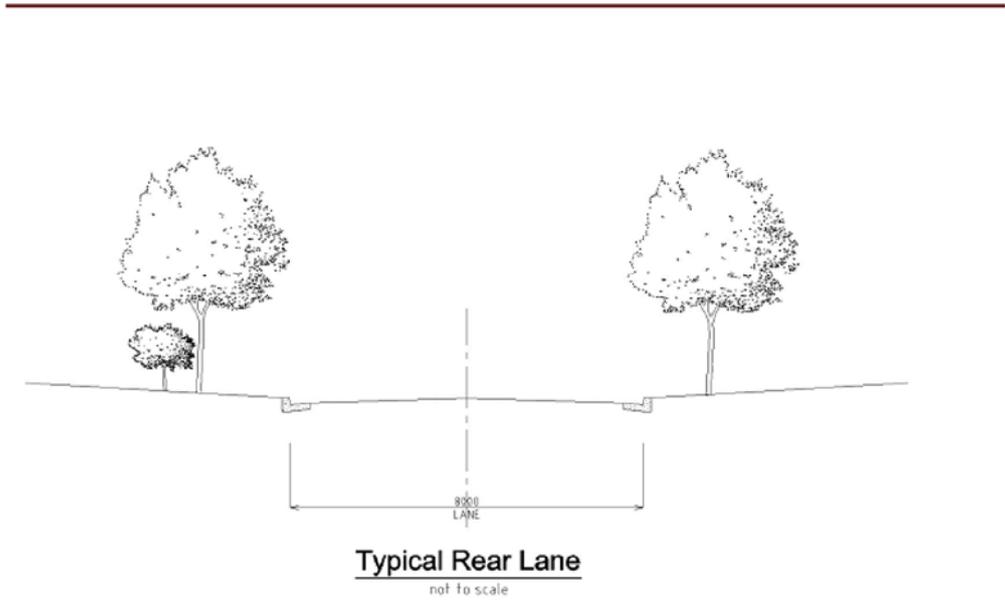


Figure C14.7 Elderslie Typical Rear Lane

C6.4 Pedestrian and Cycle Network

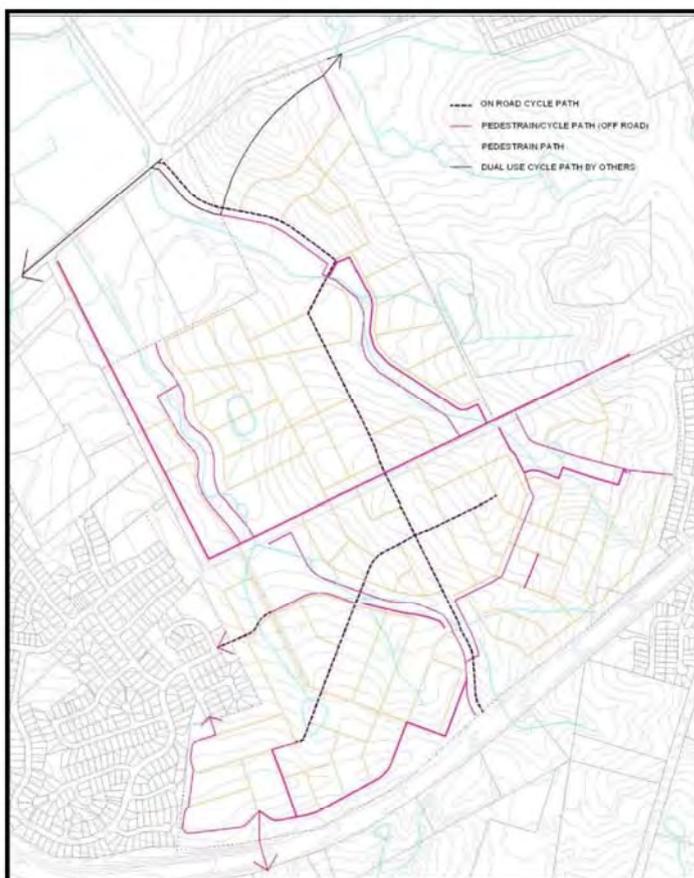
The Elderslie Release Area encourages walking and cycling by providing safe, convenient and legible routes to points of attraction within and beyond the suburb.

Controls:

- 1. The cycle network for the Elderslie Release Area is to be designed, constructed and clearly marked in accordance with Elderslie Release Area Pedestrian/Cycle Network Map (Figure C15).

Figure C15 Elderslie Pedestrian / Cycle Network

- 2. Cycle paths shown in the Elderslie Release Area Pedestrian/Cycle Network that go through or parallel to open space, may be located either in the road reserve or in the open space/drainage land.
- 3. Cycle and pedestrian bridges must be located above the 20 year ARI flood level.



C6.5 Public Transport Network

The development of the Elderslie Release Area involves the opportunity to provide for choice in mode of transport. As a result, convenient road connections to adjoining areas and other public transport routes will provide for ease of movement of buses between suburbs, link activity centres within and external to the suburb, and to the railway at Campbelltown and Macarthur. It will also ensure bus stops are located near neighbourhood parks, shops, and schools and are related to the main pedestrian routes.

Controls:

1. Bus routes and bus stops are designed, constructed and clearly marked in accordance with Figure C16 Elderslie Release Area Indicative Bus Routes.
2. In addition to Figure C16, road reserves of streets linking with the surrounding areas shall not prevent the operation of future potential bus routes.
3. A development application must:
 - (a) include a bus routes plan, showing how the route links with existing and/or proposed routes.
 - (b) show location of bus stops and proportion of dwellings within the 400m catchment.
 - (c) include a street network plan showing street reserve information.
 - (d) include how bus stops relate to surrounding activities.

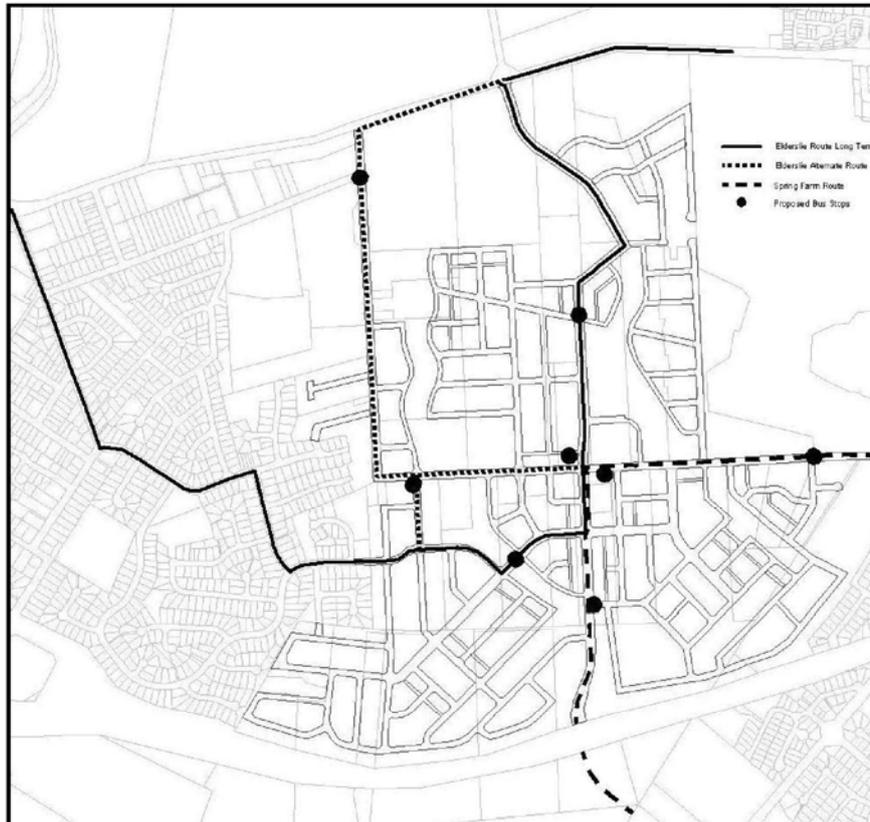


Figure C16
Elderslie Indicative Bus Route

C6.6 Parks and Open Space

Objectives

1. Ensure the public open space network for the Elderslie Release Area addresses the recreational, aesthetic and natural systems of the area.
2. Ensure the functional requirements of these spaces accommodate sporting activities whilst creating memorable places that contribute to the legibility and character of the suburb.

Controls:

1. The landscape plans for the Elderslie parks and open space network shall refer to the Landscape Master Report dated December 2001 and prepared by Context Landscape Architects.
2. The design of the open space areas and riparian corridors with the existing bush remnants and proposed revegetation of Cumberland Plain Woodland shall include a Management and Maintenance Plan. The Plan will identify short and long term management requirements and the associated costs including: rehabilitation and replanting methods: protection during construction requirements: weed and feral animal control: and a strategy to allow appropriate recreational use of the area.
3. Two sports grounds are to be provided within Elderslie Release Area (Kirkham Park).

C6.7 Child Care Centres

Sites for child care centres have been identified on figure C12 Elderslie Urban Release Master Plan. The potential child care centre sites have been identified to give certainty to developers and future purchasers of lots regarding the potential location of child care centres.

Objective

1. Provide appropriate locations for future child care centres.

Control

1. The sites selected are to be reserved as potential child care centre sites, until other sites in the area have been developed and/or the developer can justify that the needs for child care centres have been met within the Elderslie Release Area.

C6.8 Rheinberger's Hill

Background

Rheinberger's Hill has been identified as a potential Heritage Item and is a very significant visual element when viewed from Camden Valley Way and a number of other vantage points.

Objectives

1. To define the area which needs to be conserved.

Controls

1. Development of the site shall be consistent with Figure C17 and the "Camden Acres Housing Design Guidelines" prepared by Crownland Developments dated December 2002.
2. Rheinberger's Hill shall be generally managed as an open space area by Council to protect the visual amenity and the rural ambience of the northern gateway to Camden
3. The visual integrity of the site shall be preserved when viewed from both North and South on Camden Valley Way.

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Attachment 2

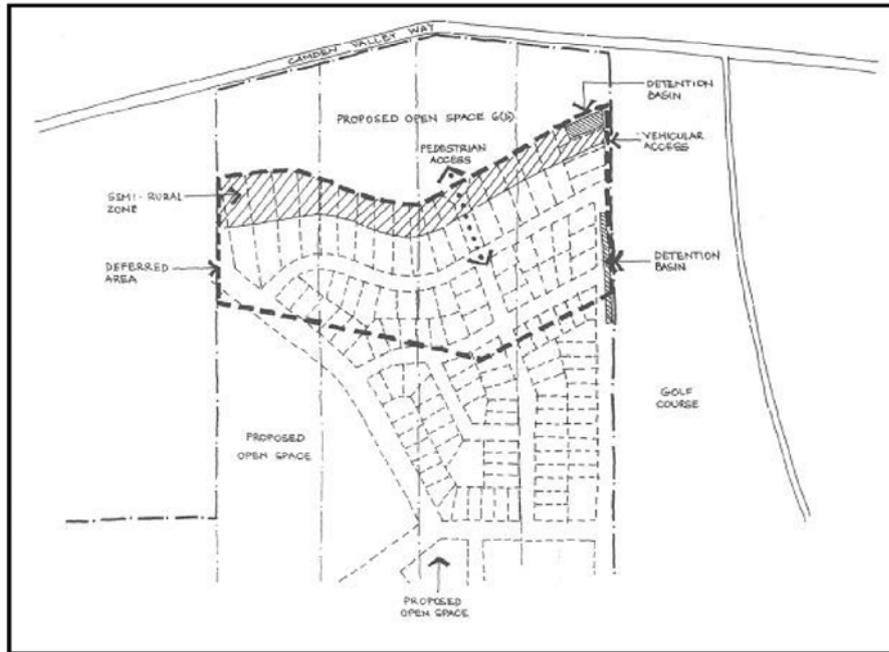


Figure C17 Rheinberger's Hill Development Pattern

C7 Spring Farm

C7.1 Introduction

The Spring Farm release area is bounded by Camden Bypass to the northwest, Narellan Vale to the northeast, Mount Annan and Macarthur Resource Recovery Park to the east, and the Nepean River to the south, as identified at Figure C18 below.

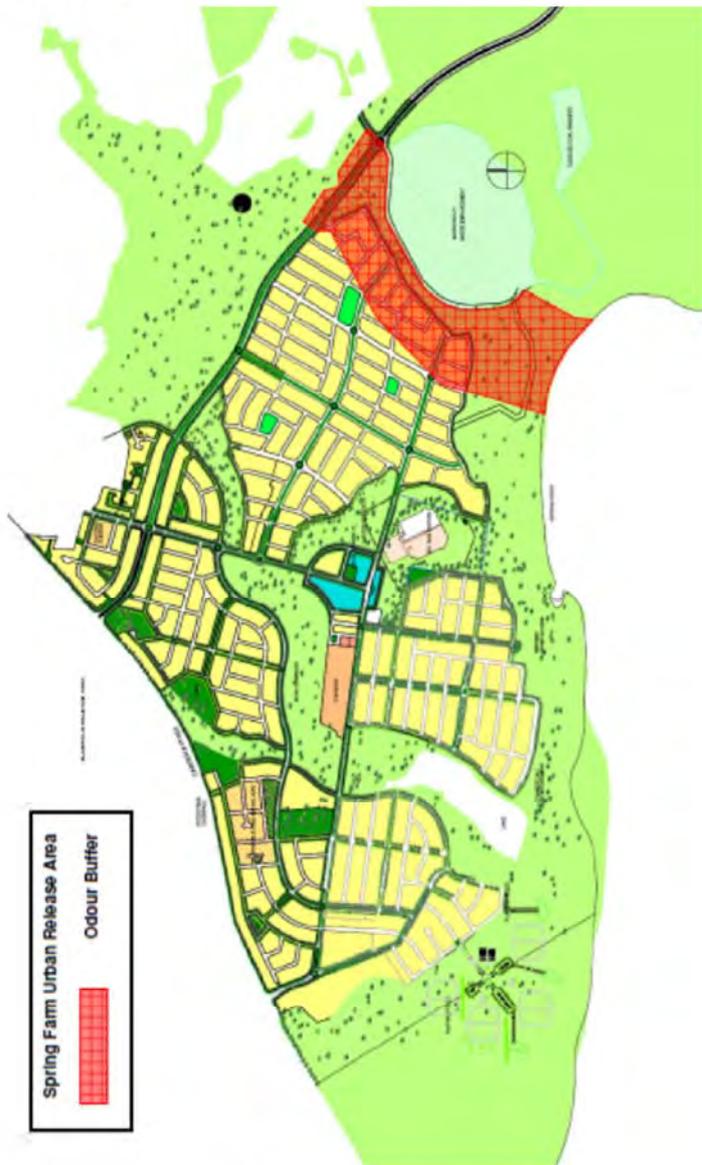


Figure C18 Spring Farm Master Plan

Spring Farm Master Plan

The Spring Farm Master Plan shown at Figure C18 identifies a broad subdivision pattern for the area. The overall master plan was prepared with consideration to the State Government's objective of achieving a target density of 15 dwellings per hectare in new subdivisions. Development applications for subdivision shall generally comply with the master plan. Figure C19 below demonstrates the basic relationship between the four villages - the Village Centre, main roads, bush corridor and river.

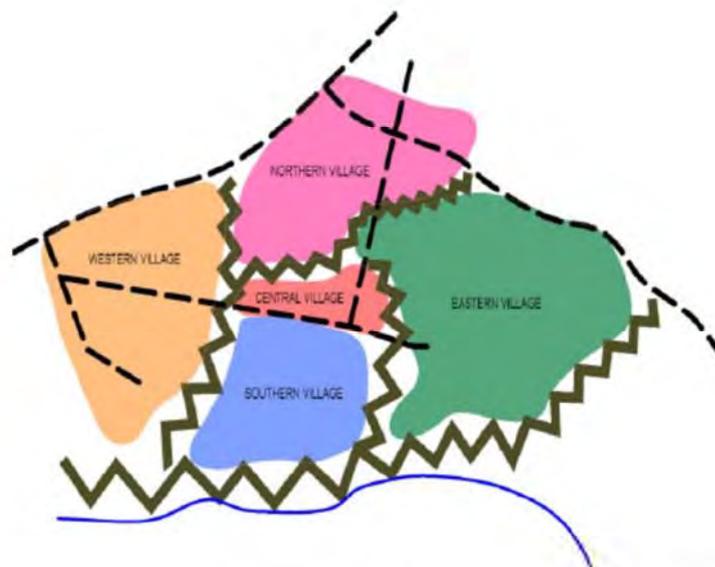


Figure C19 Spring Farm Master Plan Concept Sketch

Relationship to Other Plans

This section must be read in conjunction with:

- The Spring Farm Local Environment Study (Oct 2000) by Patterson Britton and Partners Pty Ltd.
- Landscape Master Plan Report (Dec 2003) by Context Landscape Design.
- Heritage Assessment (June 2002) by Godden Mackay Logan.
- Aboriginal Archaeological Assessment (Jan 2002) by Mary Dallas and Paul Irish.
- Water Cycle Master Plan Report (Oct 2002) by J. Wyndham Prince Pty Ltd.
- Traffic and Transport Report (Oct 2002) by Masson Wilson Twiney.
- Spring Farm Conservation Strategy Documents (26 Sep 2003) by Anne Clements and Associates Pty Ltd.
- Fauna Habitat Study (Aug 2002) by Conacher Travers.
- Geotechnical Assessment: Spring Farm Release Area (including groundwater, salinity, instability, contamination) (Feb 2002) by SMEC Testing Services.
- Spring Farm Sydney: Assessment of Market Potential for a Retail Centre by Jebb Holland Dimasi.
- Spring Farm Urban Release Open Space and Social Plan (Aug 2002) by BBC Consultants.

Spring Farm Planning Principles:

1. Development of Spring Farm will comprise a series of urban villages. The form and character of these villages will be shaped by bush corridors linking William Howe Reserve and Gundungurra Reserve with the Nepean River. The villages will be located within an ecologically sustainable, mixed use environment that meets the needs of its residents and the broader community in terms of housing choice and access to shopping, community services, recreation and public transport.
2. Spring Farm's setting within the broader rural environment will be recognised through the conservation of bushland corridors, riparian areas and the continued use of land on the floodplain for agriculture. The bush corridors will be located generally along creek lines and play a role in drainage management and water quality control. They will also facilitate the conservation of endangered ecological communities which include Elderslie Banksia Scrub Forest and Cumberland Plain Woodland. Street trees will complement the bushland corridors to enhance the view corridors to and from identified cultural landscapes and Camden Park Estate.
3. Access to the land at a regional level is to be provided by a reservation for the link road from the Camden Bypass to the F5 Freeway and Menangle Road. Bus routes to the district centre at Narellan and through Mount Annan to the regional centre at Campbelltown shall also be provided. The Spring Farm Primary School, shops and open space will provide a focal point for community activity.
4. Residential accommodation will be designed to take advantage of, but minimise impact on, bush corridors, the large dam and vistas over the river corridor; ensuring a safe and pleasant environment for all residents.
5. Springs, Richardson and Macarthur Roads continue to provide evidence of the historic development of the area. Whilst land in the vicinity of these roads will undergo development and change, the alignment of the roads shall be maintained. Refer to section B3 Environmental Heritage.
6. Development of the villages will commence before the completion of the sand mining associated with the recovery of the Elderslie sand deposits. As the sand mining is completed and areas are rehabilitated, development will move towards the reconstructed Springs Road and the Nepean River.
7. The housing precincts/urban villages will be protected from the activities of the Macarthur Resource Recovery Park, heavy vehicle access to the Glenlee industrial area and remaining sand mining areas; by appropriate buffers and setbacks and restricted access provisions to the major roads. Buffer areas will also protect the housing areas from the electrical substation facilities and transmission lines will be relocated where possible to minimise impact on future urban development.

Objectives

1. Articulate the planning principles for Spring Farm.
2. Ensure the orderly, efficient and environmentally sensitive development of Spring Farm, in accordance with the Master Plan.

Residential Density Targets

Objective

1. Ensure the dwelling density target for Spring Farm is achieved.

Controls

1. Residential subdivision in Spring Farm shall provide a dwelling target range of 3717-4083 (Figure C20). In order to ensure this, subdivision applications are to demonstrate to Council that the dwelling targets shown in Figure C20 will be achieved. Subject to the agreement of Council and consultation with relevant landowners, dwelling yield may be 'traded' between development blocks as long as it meets the overall targets and objectives of the DCP and Master Plan.
2. Where variation to the block dwelling targets is proposed, the applicant is to demonstrate the proposed variation is consistent with the principles of the Spring Farm Master Plan and provisions of this DCP.

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Attachment 2



Figure C20 Spring Farm Residential Dwelling Density Range

Staging of Development**Objective**

1. Ensure the orderly development of the land and assist in the coordinated programming and provision of necessary infrastructure and sequencing.
2. Ensure staging of works protects the amenity of future residents from the effects of mining, industrial and waste disposal activities.
3. Ensure services and works are carried out in logical and related stages.
4. Ensure the overall order of residential subdivision includes the putting in place of the "living" infrastructure to deal with stormwater drainage in an ecologically sensitive manner.

Controls

1. The overall stages proposed are as follows and are illustrated in the Figure C21:
 1. Bush Corridors and knoll relocation
 2. Link Road, residential subdivision stage, sewer pumping station, rebuilding dam wall.
 3. Lower Springs Road and commence regrading of sand mined areas.
 4. Residential subdivision stage
 5. Residential subdivision stage including Village Centre
 - 5a. Further residential subdivision after odour mitigation occurs (See LEP 2010)
 6. Residential subdivision stage
 7. Residential subdivision stage
 8. Residential subdivision stage
 - 8a. Further residential subdivision after sand mining rehabilitation works are completed (See LEP 2010)

Note: One residential stage does not need to be completely built out before another can proceed. The staging may be varied where it can be demonstrated the objectives are addressed.



Figure C21 Spring Farm Staging Plan

Macarthur Resource Recovery Park

Background

This section relates to the odour buffer zone illustrated in Figure C18.

Objective

1. Ensure that odour impacts from the Macarthur Resource Recovery Park are mitigated prior to the undertaking of development on affected land.

Control

1. Consent must not be granted for development for the purpose of dwellings on land shown hatched on the Spring Farm Master Plan (Figure C18) unless the consent authority is satisfied that adequate works have been or will be undertaken to manage odour and any other environmental impacts associated with the Macarthur Resource Recovery Park.

Note: Refer to Clause 6.5 of LEP 2010 for further information

C7.2 Neighbourhood and Subdivision Design

Controls

1. The master plan adopts a typical block depth of 60m in the traditional subdivisions areas, and 50m in the small lot and medium density areas. Typically, the block length is in the order of 150m – ranging from 75m minimum and 200m maximum. This strikes a balance between the need to achieve high accessibility by having shorter block length, with the extra cost and land consumption of having more roads. The maximum length of the block is governed by the need to make neighbourhoods accessible, as well as to provide visual breaks to add interest to the streetscape. Perimeter blocks can be longer if the street curves, as this in itself adds interest and variety.
2. No residential development is permitted below the 100 year ARI flood line. With the exception of areas affected by sand extraction, no fill will be permitted below the 100 year ARI flood line or within 40m of a waterway.
3. The two primary noise attenuation measures include the use of architectural treated buildings to block noise or the erection of acoustic barriers including mounding and fences where they will not detract from a streetscape. The master plan makes provision for a sound fence along the Camden Bypass and architectural treatment along the proposed Link Road. The report shall predict increases in road traffic noise levels for a ten year period and provide recommendation for attenuation where required.
4. At subdivision/development stage, noise attenuation measures need to be developed for sites that fall within the criteria set out below:
 - (a) applicants will be required to submit an acoustic impact assessment report for development:
 - (i) within any commercial or neighbourhood centre areas.
 - (ii) adjacent to Camden Valley Way, Camden By-Pass and/or Liz Kernohan Drive and Springs Road.
 - (iii) For any non-residential use of any part within the area that this DCP covers.
 - (iv) Steep (1:10) or elevated land within 100 metres of a freeway, arterial or future arterial road.
 - (b) Council will not consent to the subdivision/development of land to which this clause applies unless a program, satisfactory to the Council, has been prepared for the purpose of traffic noise attenuation devices proposed for the development. The report shall predict noise levels for a ten year period and any attenuation measures shall address these noise levels.
 - (c) Noise attenuation measures must not block identified view corridors and must contribute positively to urban design outcomes of a high quality.
5. Electricity easements are to be incorporated in public road reserves and shall not burden private lots.
6. The Master Plan aims to protect significant views, and these corridors shall be protected in any subdivision application. Details such as fences, walls and tree plantings shall also respect these corridors. Subdivision that is designed around heritage items and curtilages shall be sympathetic in form, shape and lot size to the heritage places (see chapter B3).

C7.3 Street Network and Design

The street network and design in Spring Farm will provide connections to its surrounding localities. This will be fulfilled through a clear hierarchy system, which will facilitate accessibility, movement flows and visual connections in the area. The following figures (C22 and C22.1 – C22.12) illustrate the desired outcome for the road network and design within Spring Farm.

Controls:

1. Provide a road connection and pedestrian overbridge to the Elderslie release area.
2. The existing alignments of Richardson Road and Springs Road are to be retained. Ettlesdale Road is to be retained.
3. Macarthur Road is to be retained to represent the settlement pattern of the early colonial era at Spring Farm.
4. New road connections to Camden By-Pass and Liz Kernohan Drive (Spring Farm Link road) shall be consistent with the Master Plan.
5. Kerb returns of 8.5m radius for intersections between streets shall be provided.
6. Streets are to be constructed in accordance with Figures 22.1 to 22.11

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Attachment 2

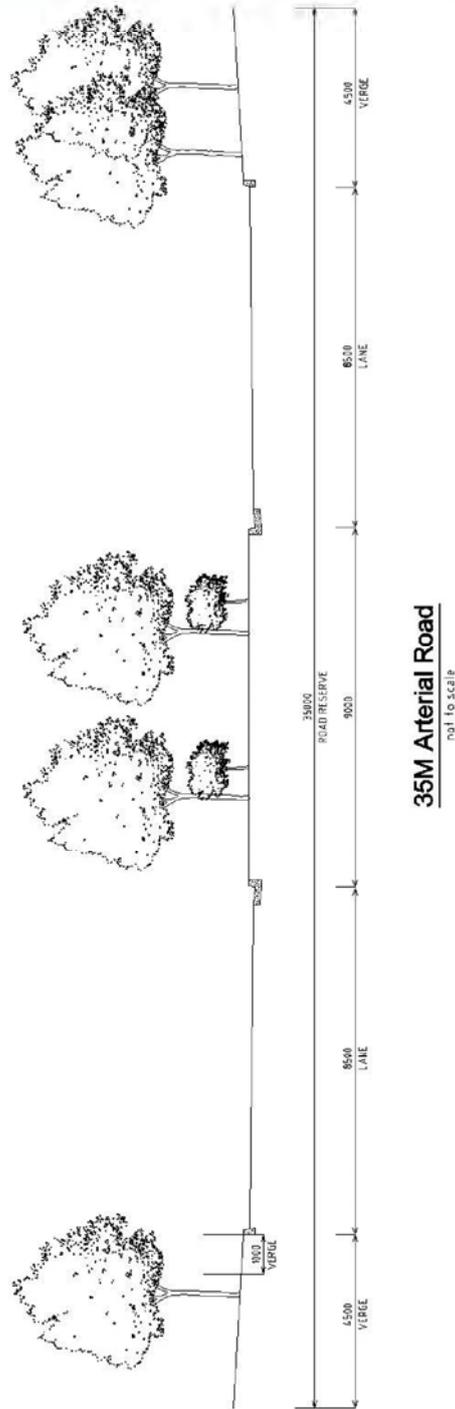


Figure C22.1 Spring Farm 35m Arterial Road

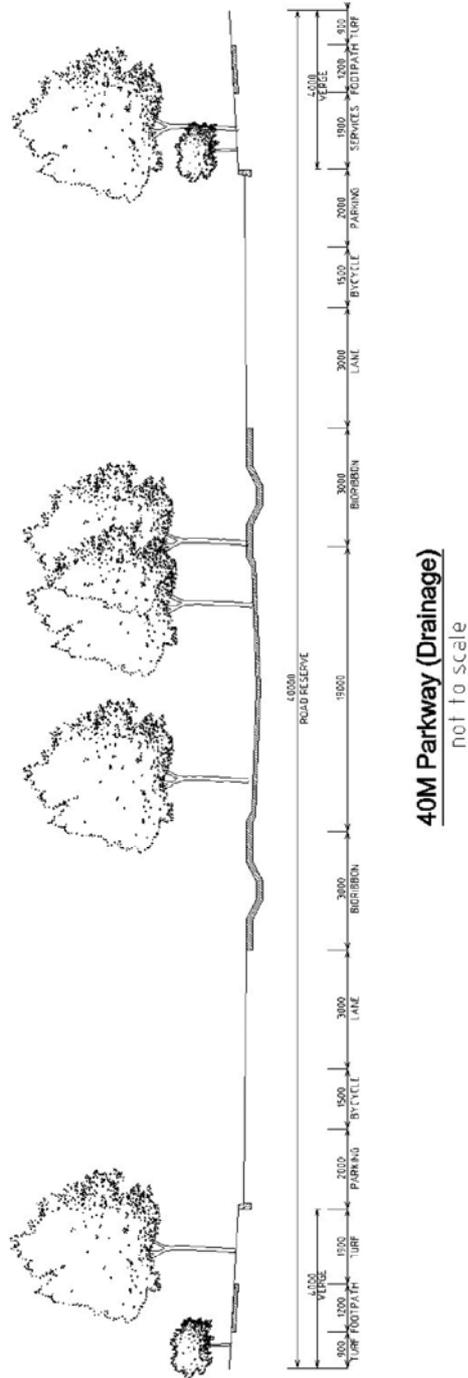
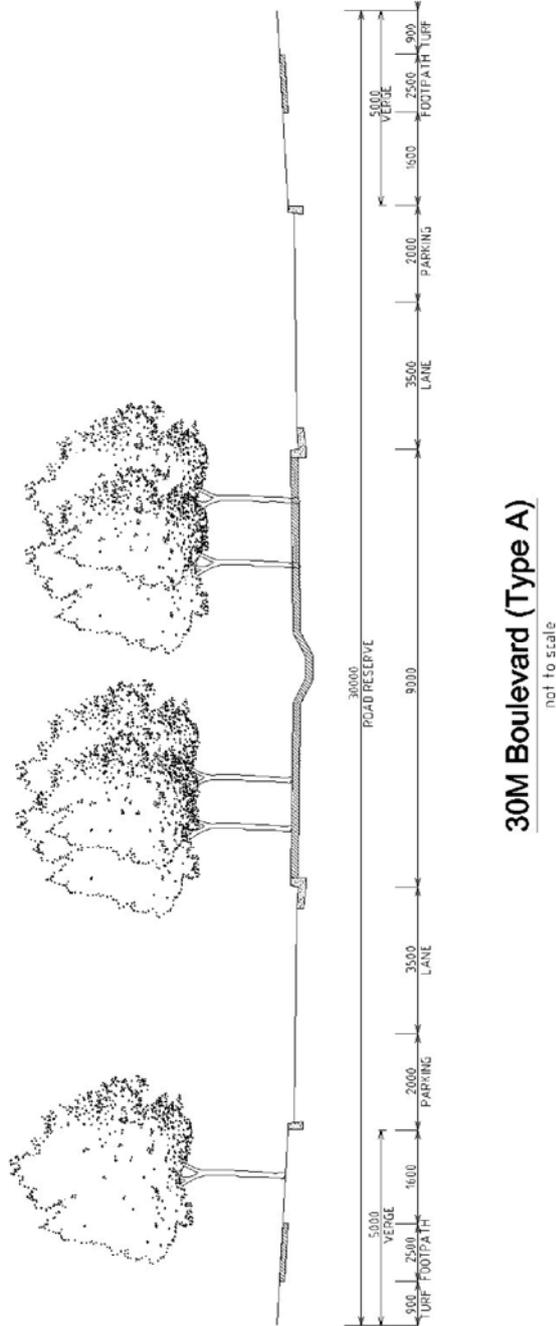


Figure C22.2 Spring Farm 40m Parkway (Drainage)

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30M Boulevard (Type A)

not to scale

Figure C22.3 Spring Farm 30m Boulevard (Type A)

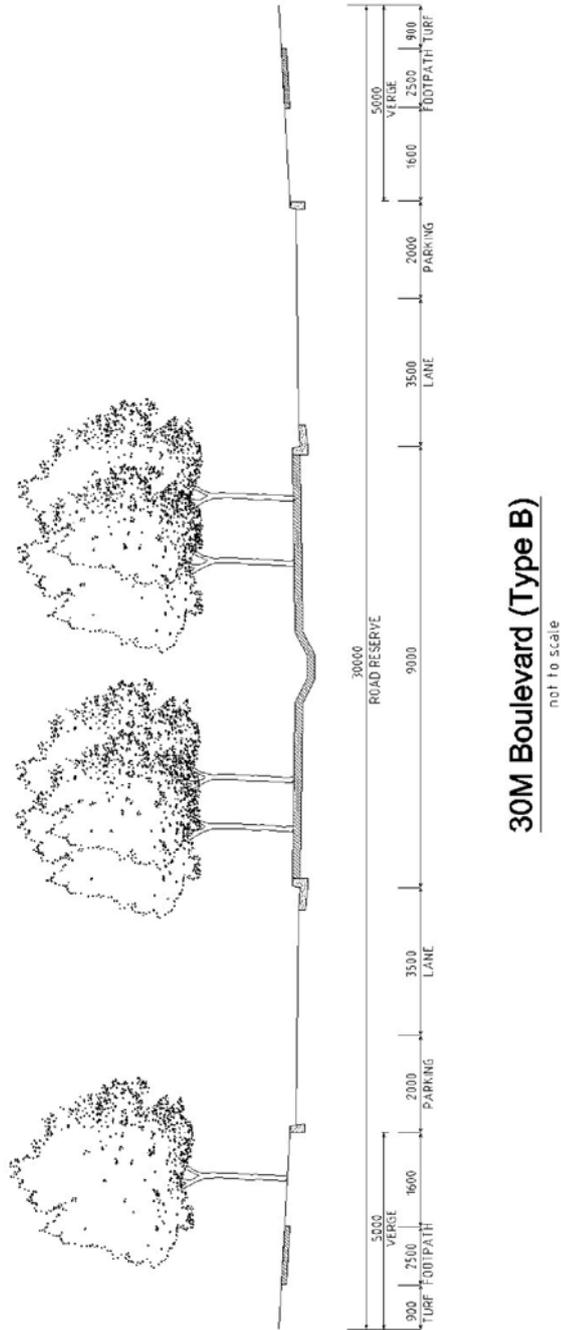


Figure C22.4 Spring Farm Boulevard (Type B)

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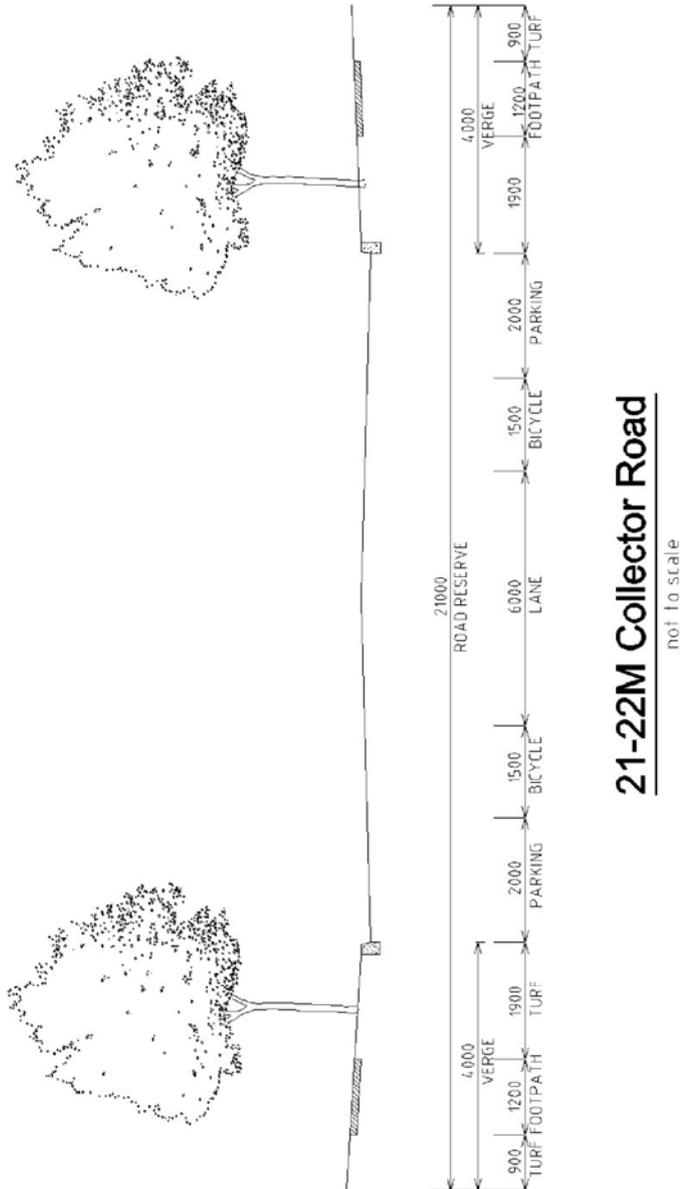


Figure C22.5 Spring Farm 21-22m Collector Road

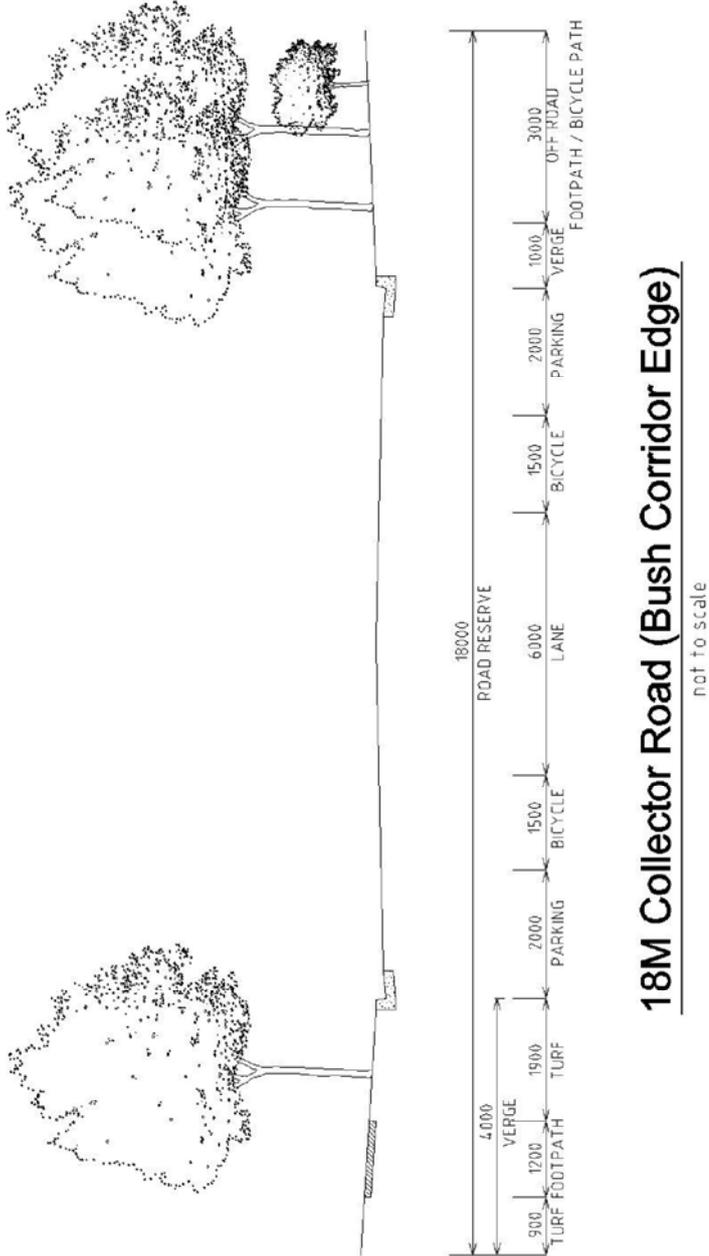


Figure C22.6 Spring Farm 18m Collector Road (Bush Corridor Edge)

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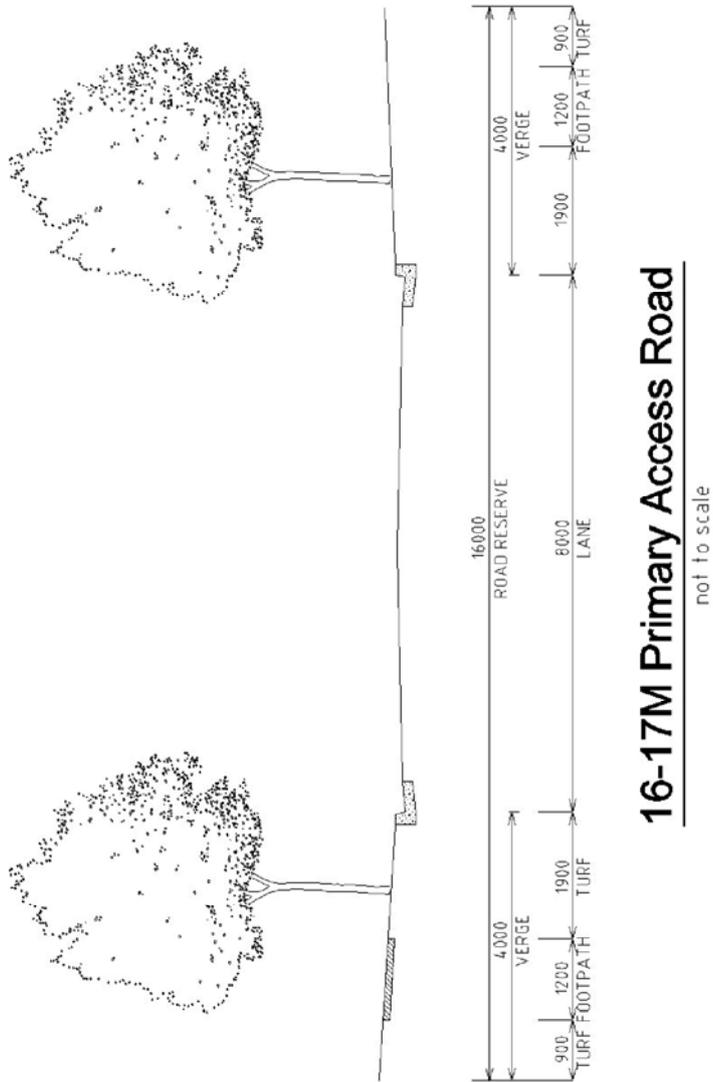
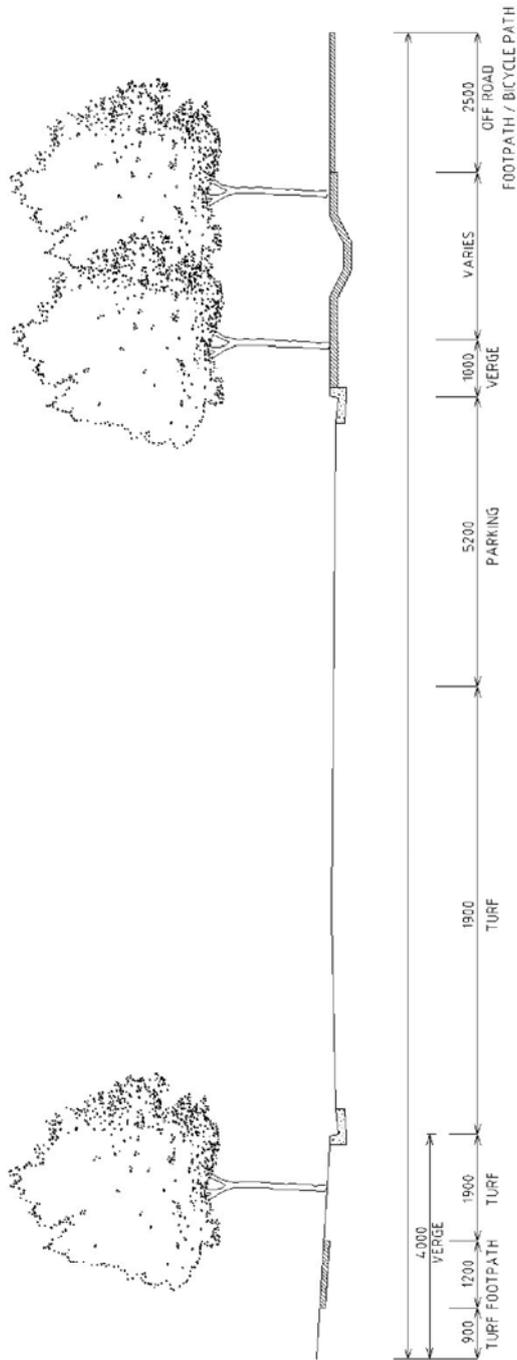


Figure C22.7 Spring Farm 16-17m Primary Access Road



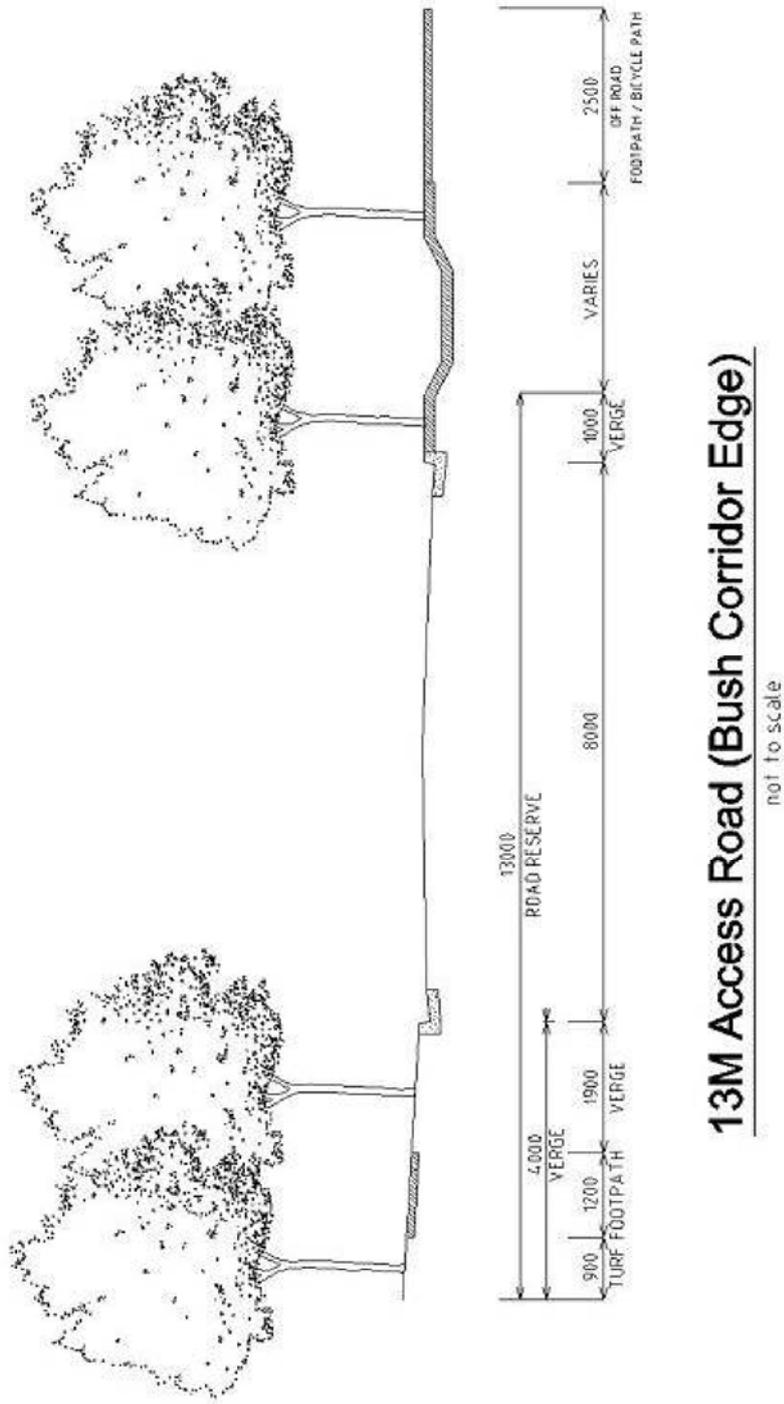
18M Access Road (Playing Fields)

not to scale

Figure C22.8 Spring Farm 18.2m Access Road (Playing Fields)

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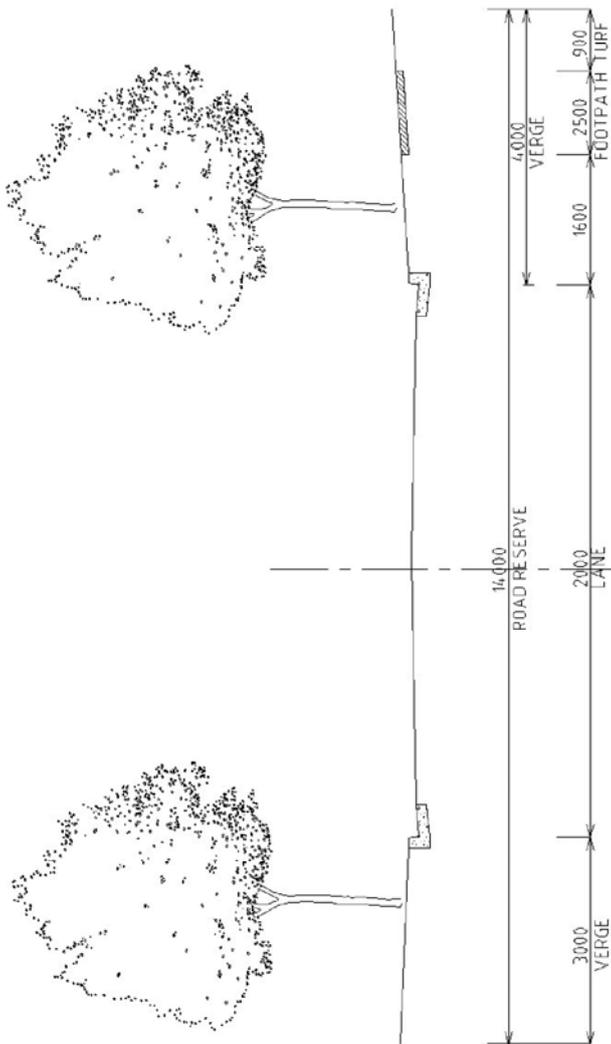
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13M Access Road (Bush Corridor Edge)

not to scale

Figure C22.9 Spring Farm 13m Access Road (Bush Corridor Edge)



14-15 Access Road

not to scale

Figure C22.10 Spring Farm 14-15m Access Road

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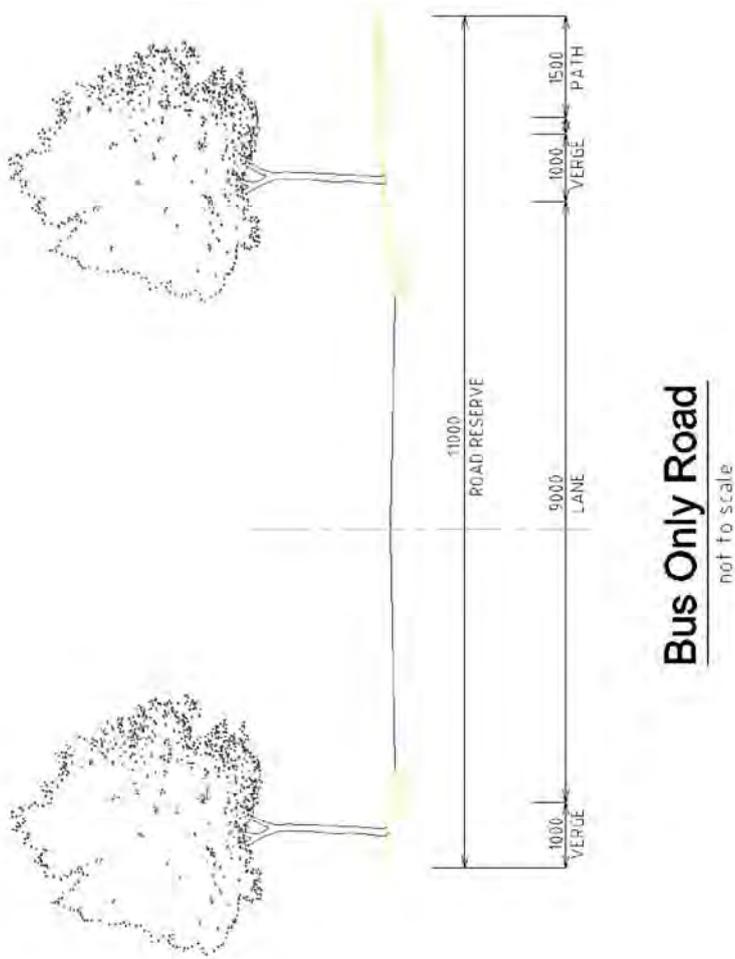


Figure C22.11 Spring Farm Bus-only Road

Camden Council
Development Control Plan 2011

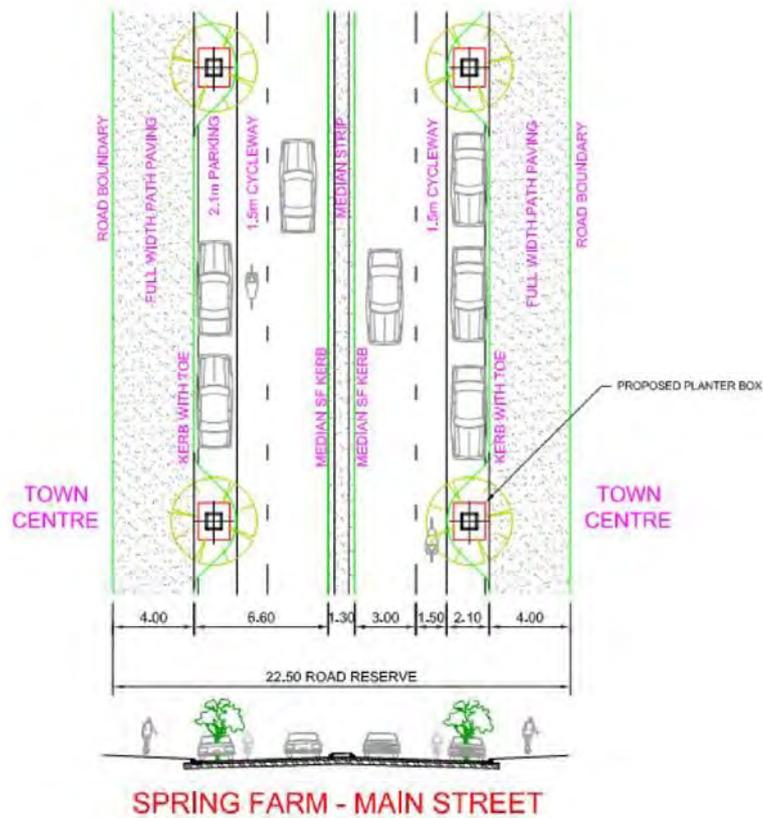
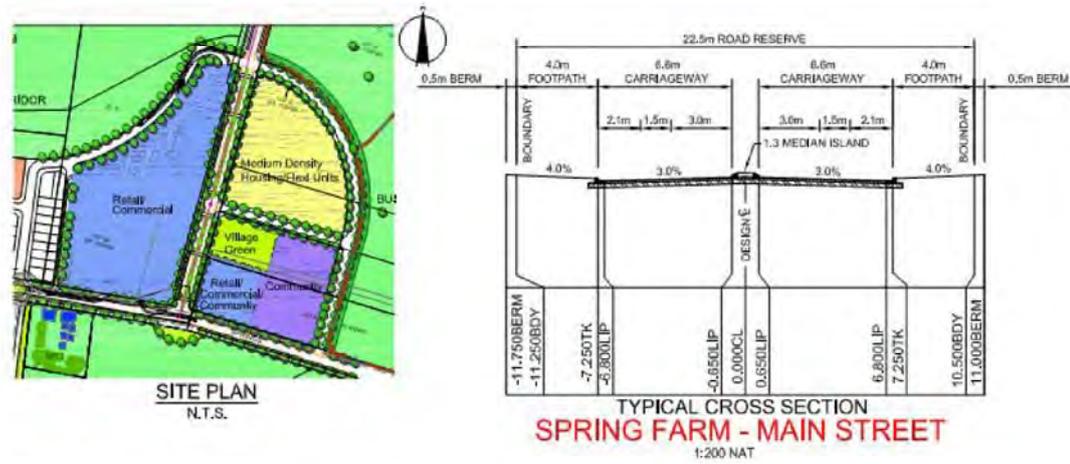


Figure C22.12 Spring Farm Main Street

C7.4 Pedestrian and Cycle Network

Controls

The pedestrian and cycle path network for Spring Farm is to be constructed to comply Figure C23.

Cycle and pedestrian bridges shall be located above the 20 year ARI flood level.

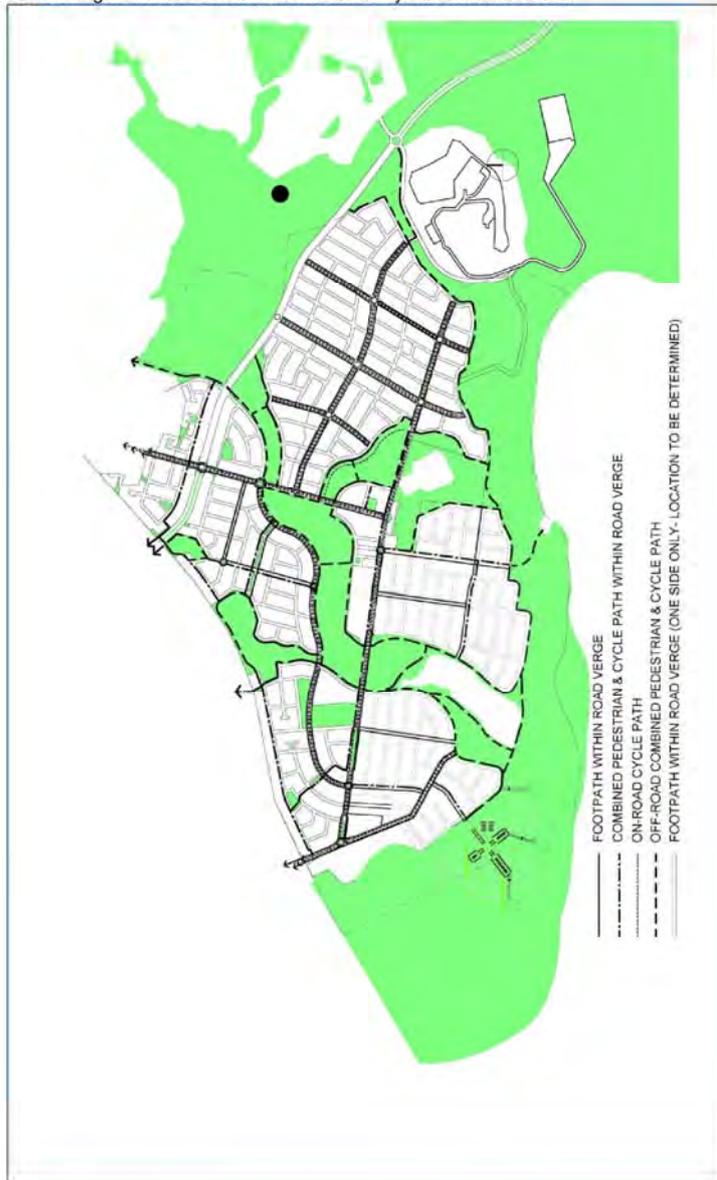


Figure C23 Spring Farm Pedestrian and Cycle Path Network

C7.5 Public Transport Network

Controls

1. Figure C24 illustrates the proposed bus routes through Spring Farm and the connections to the surrounding areas.
2. A bus only link is to be created to Mount Annan as shown below.

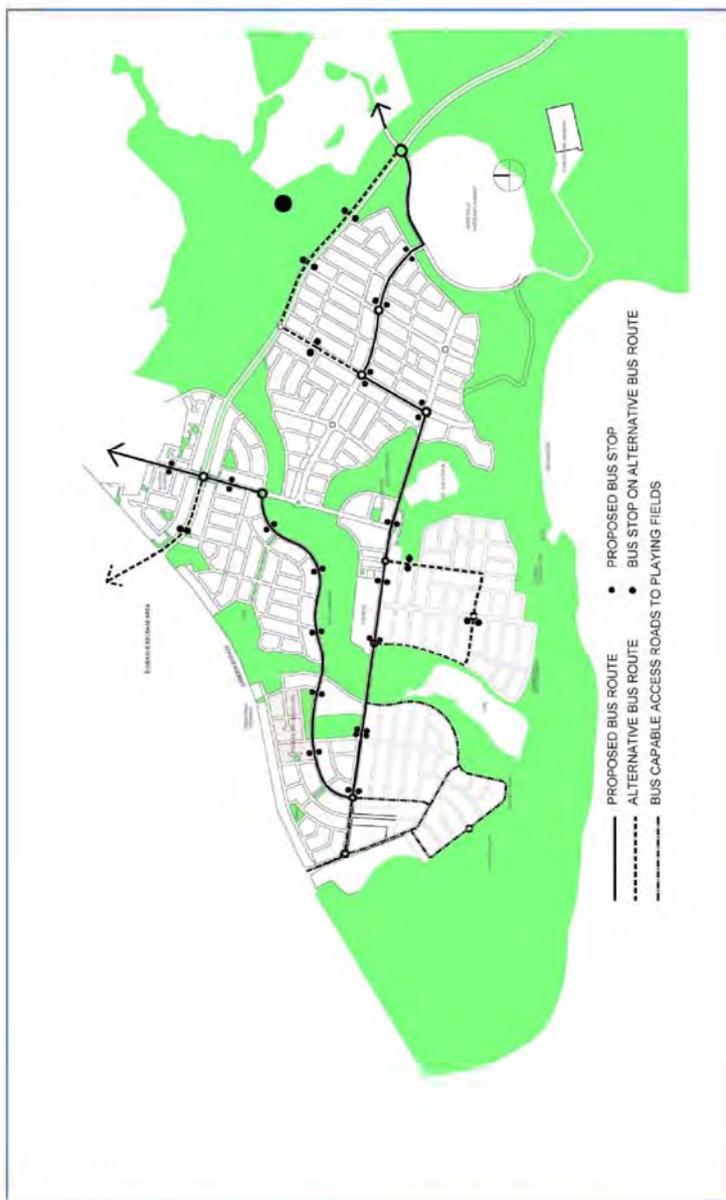


Figure C24 Spring Farm Indicative Bus Route

C7.6 Parks and Open Space

Controls

1. The provision of parks and open space within the Spring Farm release area is to comply with the open space shown on the Landscape Master Plan Report (December 2003) by Context Landscape Design.
2. Landscaping of village greens and local parks for Spring Farm must be in accordance with the Landscape Master Plan Report by Context Landscape Design.
3. Pedestrian and cycle paths are to be located to the perimeter of village greens to provide central open space for activities.
4. Pedestrian and cycle paths are to be located on desire lines and integrated with landscaping.
5. Provide shade trees or shade structure to play and seating areas.
6. Reference must be made to the Water Cycle Master Plan prepared by J.Wyndam Prince in park design.
7. Generally, no disturbance to existing ground levels are permitted within the drip line of existing significant trees to be retained, unless advised otherwise by a qualified arborist. Utilise physical barriers where necessary to prevent unauthorised vehicular access.
8. The location and detailed design of parks is to be consistent with the Spring Farm Conservation Strategy and Spring Farm Bush Corridor and Riparian land use provisions following.
9. Eight sports grounds are to be provided on land at the southern end of Spring Farm. The location and detailed design of sports grounds is to be consistent with the Spring Farm Conservation Strategy and Spring Farm Riparian and Bush Corridor Land Uses provisions which follow.

Note: Council will give consideration to the provision of a district athletics facility in this location.

C7.7 Bush and Riparian Corridors in Spring Farm

Background

The Spring Farm Bush Corridor is a significant environmental corridor that serves biodiversity conservation, fauna movements and natural drainage through bushland restoration, enhancement and reinstatement.

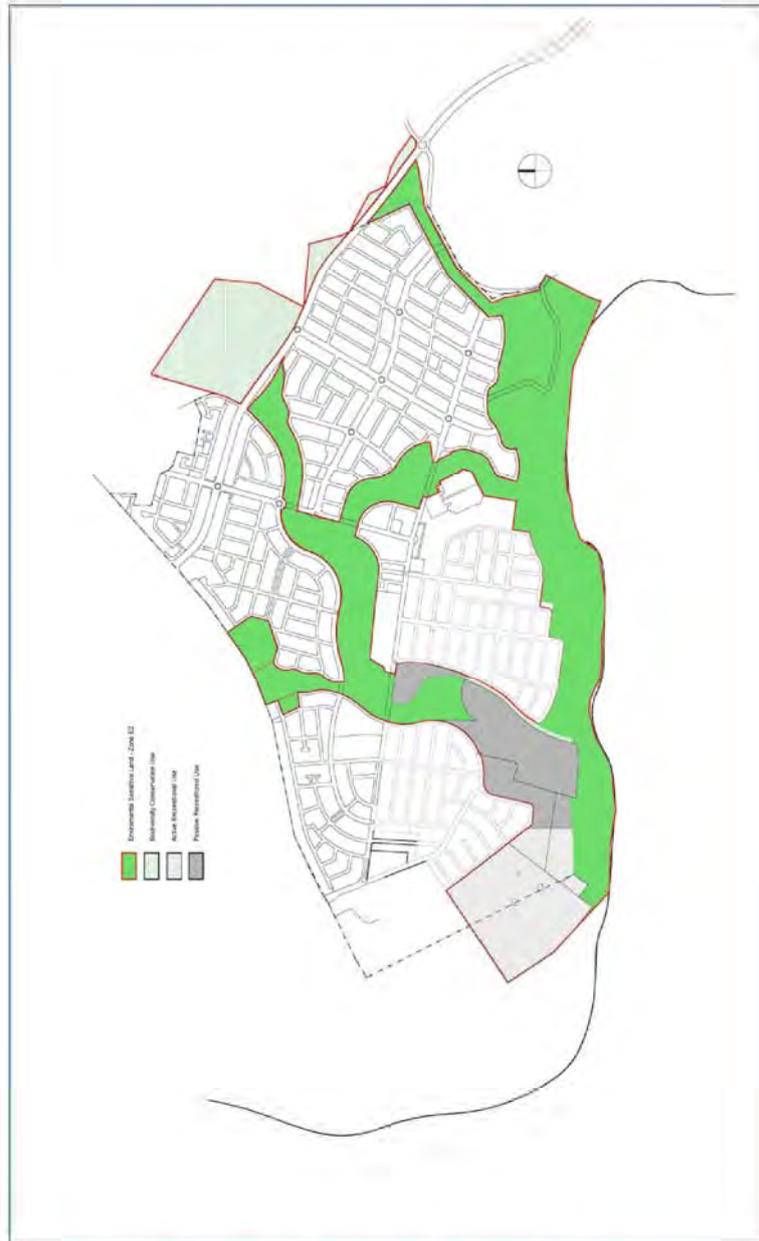


Figure C25 Spring Farm Riparian And Bush Corridor Land Uses

Objectives

1. Ensure protection and management of environmentally sensitive land for the principal purpose of biodiversity conservation, where this land has been identified for this purpose on the Riparian Area and Bush Corridor Land Uses Map shown at Figure C25.
2. Conserve, restore and enhance native flora and fauna habitat and the ecological viability of land identified for biodiversity protection purposes.
3. Provide a buffer around areas identified for biodiversity protection purposes.
4. Provide for development in locations identified on Figure C25 that will not destroy, damage or compromise:
 - (a) the extent, quality or integrity of the ecological attributes of the land or watercourses.
 - (b) the potential for restoration and enhancement of native fauna and flora habitat on the land identified for biodiversity protection.
5. Provide links with other natural areas, as part of an open space and bush corridor network.
6. Ensure viable management, long-term survival and enhancement of the bush corridor through the preparation and implementation of plans of management.
7. Facilitate passive recreation, pedestrian and cyclist access within the bush corridor, to link the urban villages and beyond, with minimal impact on the bushland.

Controls

1. Remnant vegetation shall be protected and management plans shall be established in accordance with the Spring Farm Conservation Strategy Documents (Anne Clements & Associates, December 2003).
2. The bush corridor shall be designed to accommodate stormwater flows and natural functions for Spring Farm.
3. Crossings of the bush corridors shall be minimised and limited only to critical locations to minimise disturbance to existing vegetation. Bush corridor/creek crossings and service corridors must be co-located.
4. Pedestrian and cycle paths must be located on desire lines and integrated with existing vegetation, landform and landscaping.
5. Screen planting and landscape structures shall be used to screen the Integral Energy substation compound.
6. Acoustic barriers and screen planting shall be used to minimise acoustic and visual impact on nearby dwellings.
7. When designing bush and riparian corridors, reference must be made to the Water Cycle Master Plan prepared by Wyndham Prince as shown at Figure C26.
8. A riparian zone of 20m on either side of a minor stream bank and 40m from a major stream bank shall be preserved, or as negotiated with the Department of Environment, Climate Change and Water (DECCW).
9. Bio-retention swales are to be located adjacent to public reserves/bush corridor and/or within central medians of wide roads.
10. Off-line bio-retention basins are to be located within public reserves, public roads, or adjacent to bush corridors.

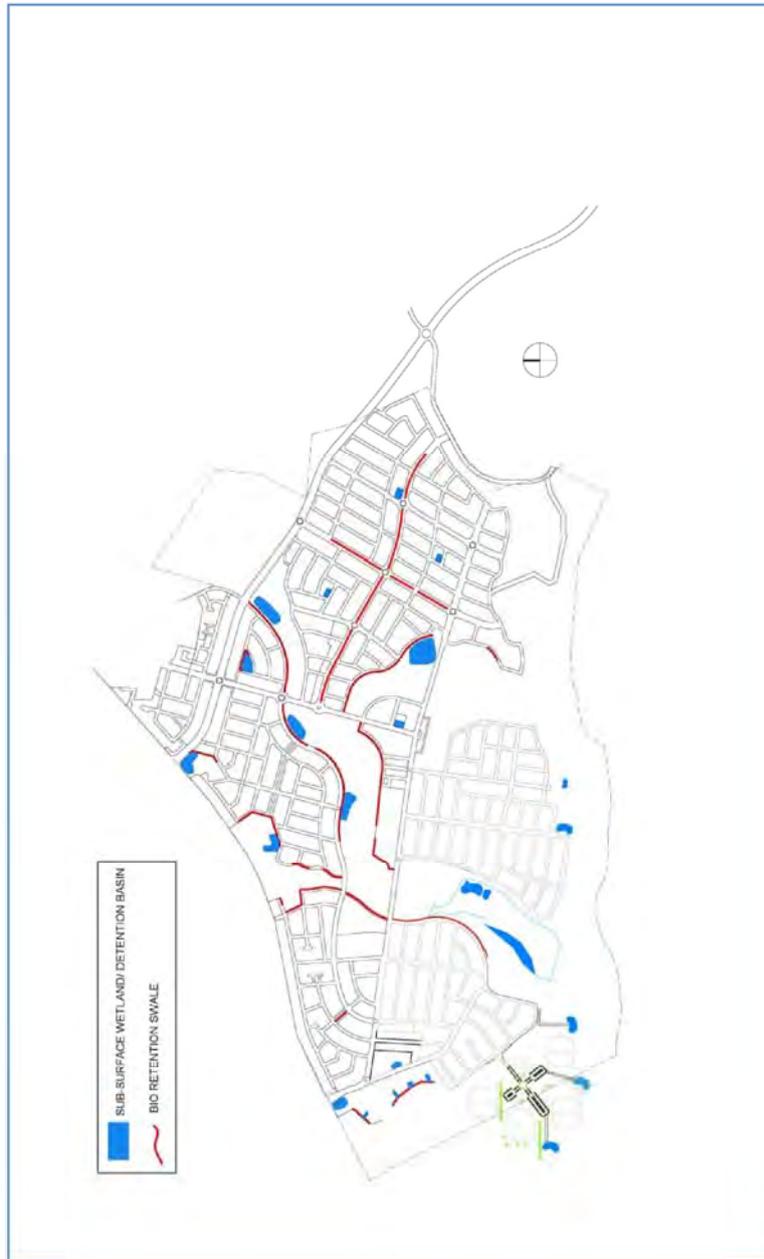


Figure C26 Spring Farm Bush Corridor Water Management Features

C8 Manooka Valley

C8.1 Introduction

Manooka Valley is located between Spring Hill Village urban area at Currans Hill, Gregory Hills and the adjoining RU2 Rural Landscape zoned land to the north (see figure C2 and C27).

Manooka Valley Planning Principles

1. Manooka Valley will provide a physical and visual transition between rural/scenic protection areas and Currans Hill. The residential zone will be characterised by a range of lot sizes. Lot size and building character within residential precincts will reflect their relationship to adjacent amenities and the provision of housing diversity. Other lots will provide a low key and visually sensitive transition to surrounding rural and scenic protection land.
2. The visual impact of development on Manooka Valley's landscape setting will be minimised. A high level of scenic quality will be achieved by protecting significant watercourses, significant trees, ridgetops and steep slopes from any adverse effects of development. The design of roads, landscaping, open spaces, water cycle management systems, houses and other elements of the urban landscape, will positively respond to these aims. The public open space design and water cycle management system will be environmentally sensitive, will contribute to the maintenance of downstream water quality and will recognise the importance of revegetated riparian corridors in the locality.
3. A variety of publicly accessible open space areas, suitable for a range of passive recreation opportunities will be available to residents. Pedestrians and cyclists will have convenient access throughout the precinct and connections to surrounding precincts.
4. A significant area of endangered Cumberland Plain Woodland has been set aside for restoration and revegetation. A Village Common will be created within an attractive and functional creek line. An integrated stormwater management system will help make Manooka Valley an attractive, environmentally sustainable neighbourhood.
5. The detailed design of the public domain in Manooka Valley, and its seamless integration with the private domain of each dwelling, is critical to achieving this vision. For this reason, control of the neighbourhood's streets and open spaces is rigorous. It has been planned and designed to respond to the natural features of the site, and to integrate innovative integrated water cycle management techniques. The combination of a thoughtful public domain design and its integration with the private domain of each dwelling will make Manooka Valley a great place to live.

Related Studies

- Plan of Management prepared by Conacher Travers, (Ref: 3167, April 2003) .

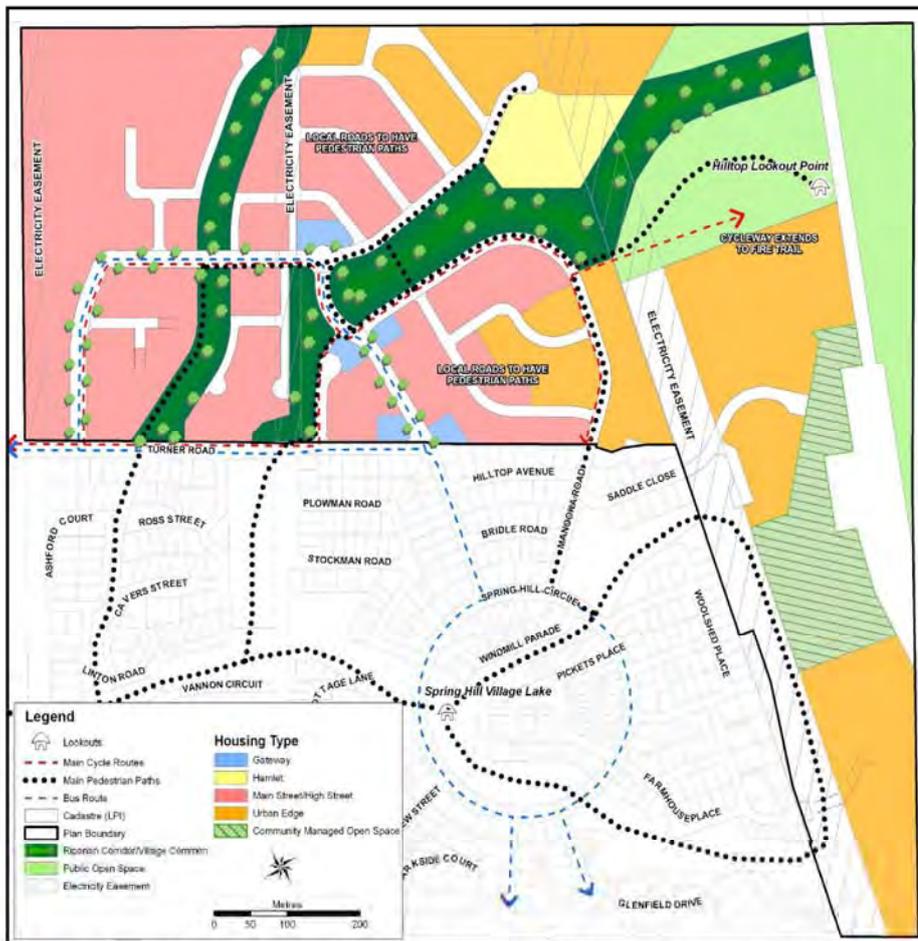


Figure C27
Manooka Valley Master Plan

Controls

1. All developments within Manooka Valley shall comply with the above planning principles and the Manooka Valley Master Plan shown at Figure C27.
2. Management of the public domain shall comply with the management principles and objectives contained in the Plan of Management for the Environmental Protection Zones (EPZs), prepared by Conacher Travers (Ref: 3167) dated April 2003.

C8.2 Street Network and Design

Controls

- The street network and design in Manooka Valley shall be undertaken in accordance with figure C28 Road Hierarchy Plan and the street cross-sections contained in this section at figures C28.1 – C28.5. There are five types of streets throughout Manooka Valley. Table C2 indicates the minimum width of the road reserve of each road type.

Table C2 Manooka Valley Road Type and Width

Road Type	Minimum Road Reserve Width
Collector Road	19.6m
Collector Road (Bridge/Culvert)	15.5m
Minor Collector Road	16.0m
Local Street	14.0m
Rural Road	16.0m



Figure C28 Manooka Valley Road Hierarchy Plan

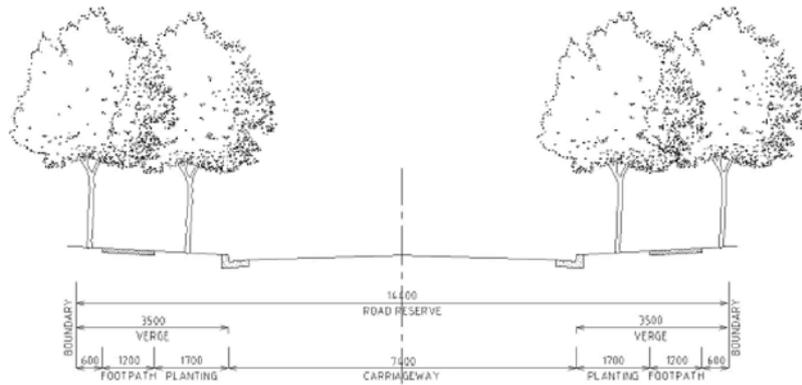
Note: The proposed rural road located within the southern portion of the East Village is subject to Transgrid approval.

Collector Road

The Collector Road is the main road of the Village and the entry to Manooka Valley from Turner Road. The road will be lined with an avenue of trees with a broad canopy that overhangs the road.

Figure 28.1 shows the typical road section and dimensions.

Trees for verge planting are to be in accordance with Camden Council Indicative Planting List.



Collector Road Typical Section
not to scale

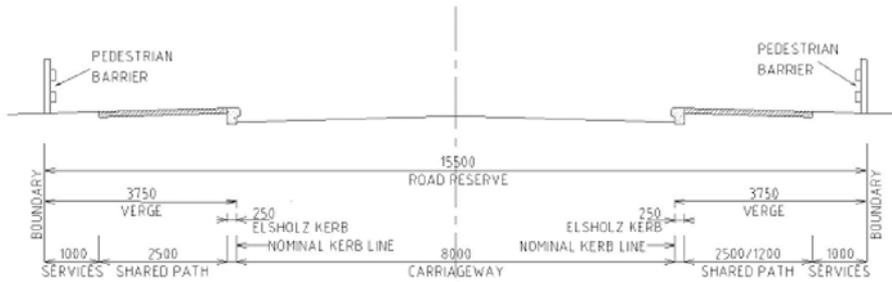
Figure C28.1 Manooka Valley Road Typical Section

Note: Collector roads with proposed cycle paths shall adopt a 22m wide road reserve.

Collector Road (Bridge/Culvert)

The Collector Road (Bridge/Culvert) continues the Collector Road and defines the North Village entry.

Figure C28.2 shows the typical road section and dimensions.



Collector Road - (Bridge/Culvert) Typical Section

not to scale

Figure C28.2 Manooka Valley Collector Road (Bridge/Culvert) Typical Section

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Attachment 2

Minor Collector Road (with or without Cycleway)

The minor collector roads (with or without cycleway) are located as per **Figure C28 – Road Hierarchy Plan**.

Figure 28.3 shows the typical road section and dimensions.

Trees for verge planting are to be in accordance with Camden Council Indicative Planting List.

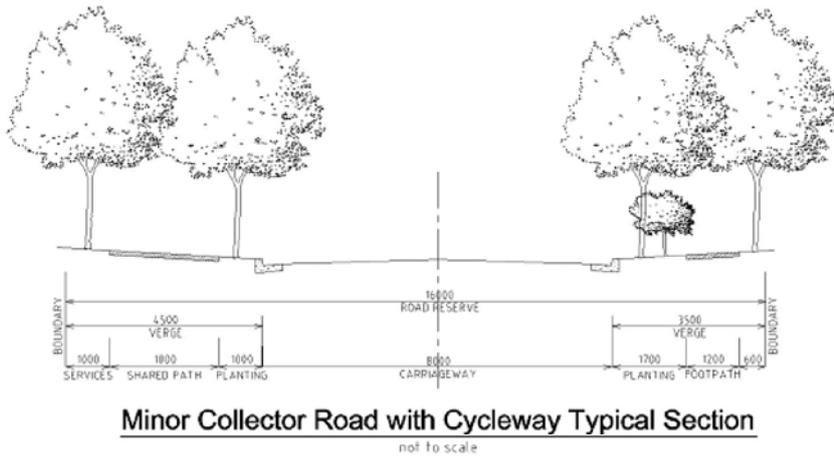


Figure C28.3 Manooka Valley Collector Road Typical Sections

Local Street (with or without parking bays)

The local street provides safe access to residents and pedestrians. On street parking must be provided along the carriageway.

Figure C28.4 shows the typical road section and dimensions.

Trees for verge planting are to be in accordance with Camden Council Indicative Planting List.

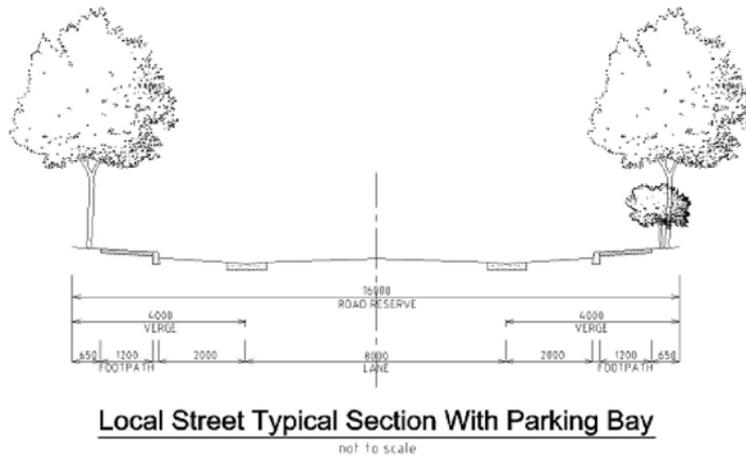
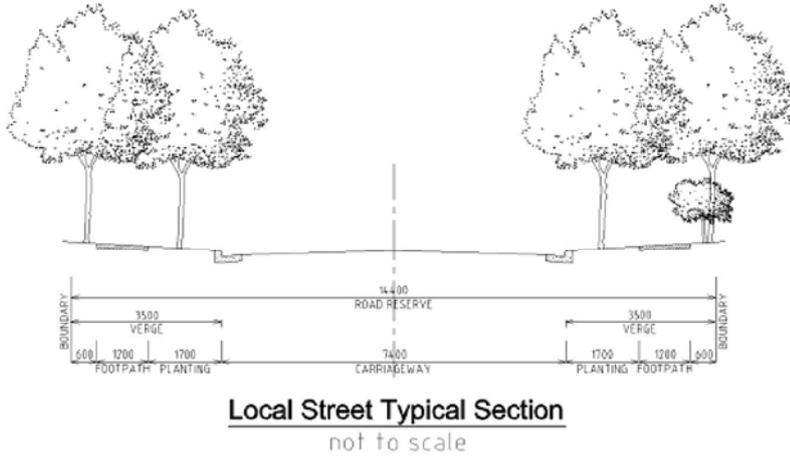


Figure C28.4 Manooka Valley Local Street Typical Sections

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Attachment 2

Rural roads

Rural roads are located within the Eastern Village and provide safe access to residents of the Urban Edge lots. On street parking must be provided along the carriageway.

Figure C28.5 shows typical road section and dimensions.

Trees for verge planting are to be in accordance with Camden Council Indicative Planting List.

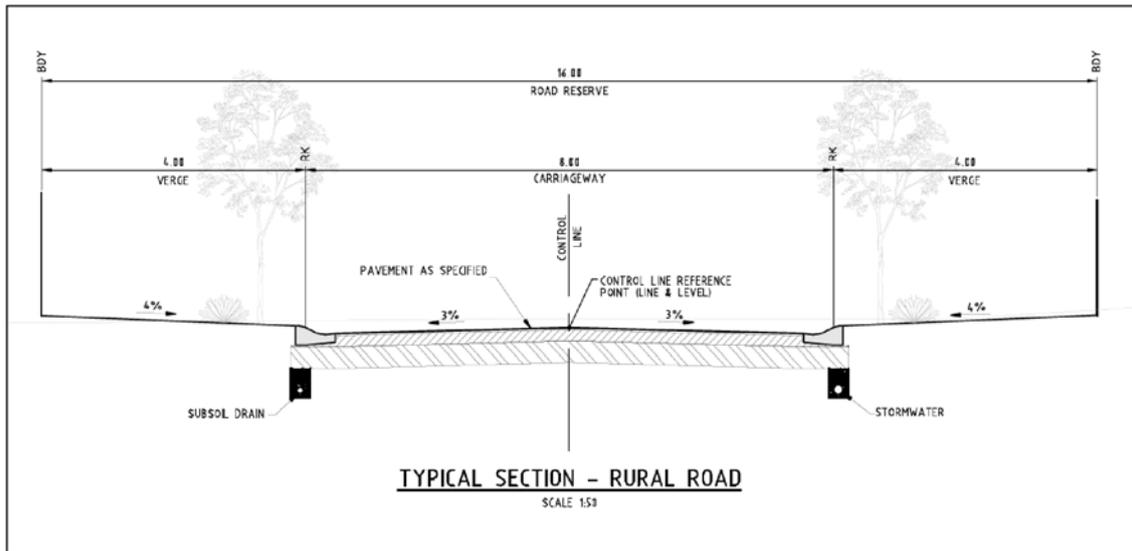


Figure C28.5 Manooka Valley Rural Road Typical Section

C8.3 Pedestrian and Cycle Network

Controls

1. The layout of the main pedestrian paths and cycleway routes are shown in Figure C27 Manooka Valley Master Plan.
2. Pedestrian paths are to be provided for pedestrian movement through the open spaces in Manooka Valley and connected into the wider Currans Hill area.
3. Bridges, boardwalks and other landscape devices are to be used to limit pedestrian access into areas of high vegetation sensitivity, and to provide views of special interest points and the broader landscape.
4. Dedicated cycle routes may be provided within the road reserve, and shall be off road.

C8.4 Public Transport Network

Controls

1. The layout of bus route is shown in Figure C27 Manooka Valley Master Plan.
2. Bus route shall be extended into Manooka Valley along the Collector Road, in order to increase the number of dwellings within a reasonable walking distance to public transport.

C8.5 Parks and Open Space

Controls

1. Requirements for bushland restoration are provided in the Plan of Management prepared by Conacher Travers (2003). All development consents shall implement the recommendations of the Conacher Travers Plan of Management.
2. A path system shall be constructed to provide links across and through the area, connect with the bushland regeneration areas, and the Currans Hill open space system. Emergency and service vehicle access will be controlled.

C9 Harrington Grove

C9.1 Introduction

Harrington Grove is located to the north of the existing Harrington Park Estate and is adjacent to the rural living allotments to the east of Macquarie Grove Road (Figure C29). The site is largely undeveloped and is bound by Camden Valley Way to the east, Cobbitty Road to the north and Macquarie Grove Road to the west. The Northern Road bisects Harrington Grove into two areas.

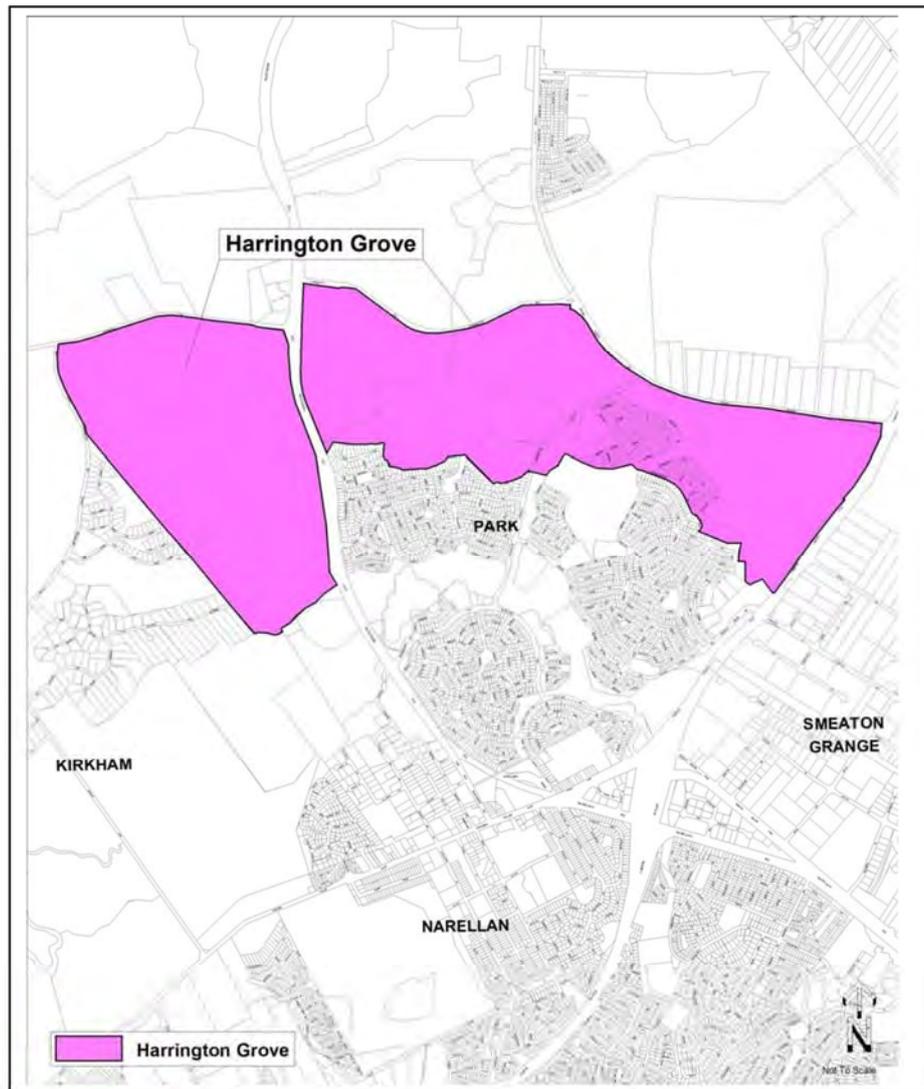


Figure C29 Harrington Grove Site and Location Plan

Harrington Grove Planning Principles

Harrington Grove will provide a diverse range of environments focused on both urban development and conservation outcomes.

An ecological and open space corridor will be a key feature of the site. The corridor will extend from Macquarie Grove Road through the Orielton Homestead property broadly along the alignment of Cobbitty Creek. It will extend into the north-western section of the main part of the Harrington Park property, before traversing the northern part of that site through to Camden Valley Way. The corridor provides habitat for the conservation of Cumberland Plain Woodland and its associated flora and fauna in a large, contiguous land unit.

Over time, as the place transforms from a mix of bushland and rural pasture, it will progressively become part of a larger regional bio-diversity network, performing the function of an ecological corridor. It will do this by creating linkages to other lands with ecological value. The corridor will also provide recreational opportunities in the form of a walking trail which provides access to key points of visual interest such as hilltops and viewing points for the key heritage items.

A site will also be created at the top of Crear Hill on Harrington Park where a restaurant will be able to be provided. The design and scale of the restaurant and associated facilities such as parking areas will be in keeping with the bushland character of the setting. Particular attention will be paid to minimising the visual impact of any structures in this area.

The existing landscape corridor along Cobbitty Road and Macquarie Grove Road will be substantially preserved. Significant hedging and fence lines will be retained, and views across the landscape will be preserved. Areas of consolidated bushland will be preserved, restored and maintained over time. Appropriate traffic management measures will be implemented within this context.

Harrington Grove and Orielton will also incorporate areas of housing. These will vary in character and scale across the site, and are separately described below.

Areas zoned R1 General Residential located in the central part of the Orielton property, and generally on the eastern side of Harrington Grove, will reflect a lower density residential character of detached houses on large lots within a pedestrian friendly environment.

These areas will feature one and two storey dwelling houses on generously sized allotments, with private rear yards and open front gardens. All dwellings will be designed to address the streets and public spaces such as parks, and will be designed to achieve high levels of water and energy efficiency. The design of dwellings will reflect the natural setting of the properties, but will also be identifiably urban in character.

A site will be created within the central portion of Harrington Grove to facilitate the creation of a country club. This facility will provide a range of amenities to residents of Harrington Grove, which may include recreation facilities, meeting rooms, restaurants, bars, gymnasiums, community facilities, child care, associated office space and a sales office and other similar uses.

Native vegetation within parks and drainage lines will be preserved, and generally replicated in the landscaped areas of the residential development area. Plantings will be strongly reflective of the character of the surrounding bushland.

Other areas, zoned E4 Environmental Living, will also incorporate residential dwellings, but in a manner which is more sympathetic to the bushland environment. These dwellings are defined as eco-residential housing. This zone applies to the area to the north of Cobbitty Creek, adjacent to Cobbitty Road, and several areas generally located in the central part of the main Harrington Park site.

These places will be characterised by housing which is less densely developed, and approaching a more rural character. Dwellings and roads will be sensitively located in an effort to preserve as much existing vegetation as possible. Housing designs will be particularly reflective of the bushland settings of these areas, with materials and designs reflecting the need to minimise visual impact and address bushfire risks.

The bushland character of these places will be further enhanced in two discrete areas, located in the north-western and north-eastern corners of the main Harrington Park property. These dwellings will be located within a bushland setting, and materials and colours will reflect the muted tones of that environment. Dwellings will be located in defined building envelopes, and landscaping will be of an unobtrusive nature, relying primarily on existing surrounding vegetation. In the north-eastern corner of Harrington Park, the place will also be characterised by dwellings which generally seek to preserve existing vegetation, reflecting the ecological corridor role that this land plays. In both these locations, setbacks required for bushfire protection will be achieved without the removal of significant stands of existing vegetation.

Land is also set aside to provide curtilages for the two important heritage properties, Harrington Park and Orielton. These properties will remain prominent landmarks within the overall place, and will continue to be conserved in accordance with the approved Conservation Management Plans. Views to and from the homesteads will be preserved, as will their surrounding landscape and associated buildings. Dwellings proposed

in the areas adjacent to the curtilages set aside for these homesteads will be sympathetic to the heritage significance of these places.

A small area located to the south and west of the Orielton Homestead will be developed for low density residential purposes. This place will provide opportunities for housing in defined areas above the Narellan Creek flood line. Housing designs will reflect the visual prominence of this area, by using visually unobtrusive colours, and height, scale and mass which seeks to minimise visual impacts.

Objectives

1. Facilitate the development of Harrington Grove in a way that is environmentally sensitive and responds positively to the site's heritage and scenic character, while conserving large sections of regionally significant remnant bushland.
2. Provide a viable regionally significant habitat corridor in an east – west direction across the site, that retains the high value remnant Cumberland Plain Woodland and includes riparian corridors.
3. Protect the scenic character and significant views.
4. Provide appropriate curtilages in accordance with the Conservation Management Plans around the areas of heritage significance.
5. Facilitate the ongoing management and conservation of the natural and cultural heritage of the site.
6. Avoid development in areas of high salinity potential, areas with excessive steepness and associated instability.
7. Ensure future residents of the site are able to conveniently access employment, shops, educational, community facilities and recreational opportunities both within the site and in the surrounding area.
8. Ensure that development is staged in a manner which is efficient in terms of infrastructure use and provision.

C9.2 Structure Plan

The Harrington Grove Indicative Structure Plan has been prepared as a strategic plan to demonstrate the vision for the future development of the subject land (Refer Figure C30). The Indicative Structure Plan was prepared in conjunction with the preparation of the Local Environmental Study and reflects the background studies and Government Agency negotiations.

The Indicative Structure Plan establishes a framework for the urban form and defines the critical components to satisfy the road pattern, land uses, conservation, drainage, transport and social infrastructure requirements. More detailed planning and design is required through the preparation of Precinct Plans prior to Development Applications being considered by Council.

The Indicative Structure Plan illustrates the road network and the proposed intersection locations along The Northern Road, Cobbitty Road and Camden Valley Way. This includes connections to existing roads within Harrington Park. The Indicative Structure Plan also illustrates a general road layout for the residential zoned land.

The Indicative Structure Plan also shows the land use activity across the subject land and the land within public ownership. This includes the area to the north and west of the Orielson Homestead, the land incorporating the southern face of Crear Hill (including Crear Hill) and the regional pedestrian & cycle sharepath traversing the subject land.

Precinct Areas

The Indicative Structure Plan has been divided into 15 Precincts. For the purpose of clarity, precincts have been grouped into the following Precinct Areas (Refer Figure C31).

1. Development Precincts
 - (a) R1 General Residential
 - (b) E4 Environmental Living
 - (c) R5 Large Lot Residential
2. Environmentally Sensitive Precincts
3. Heritage Homestead Precincts
4. Recreation Precincts

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Attachment 2



Figure C30 Harrington Grove Structure Plan

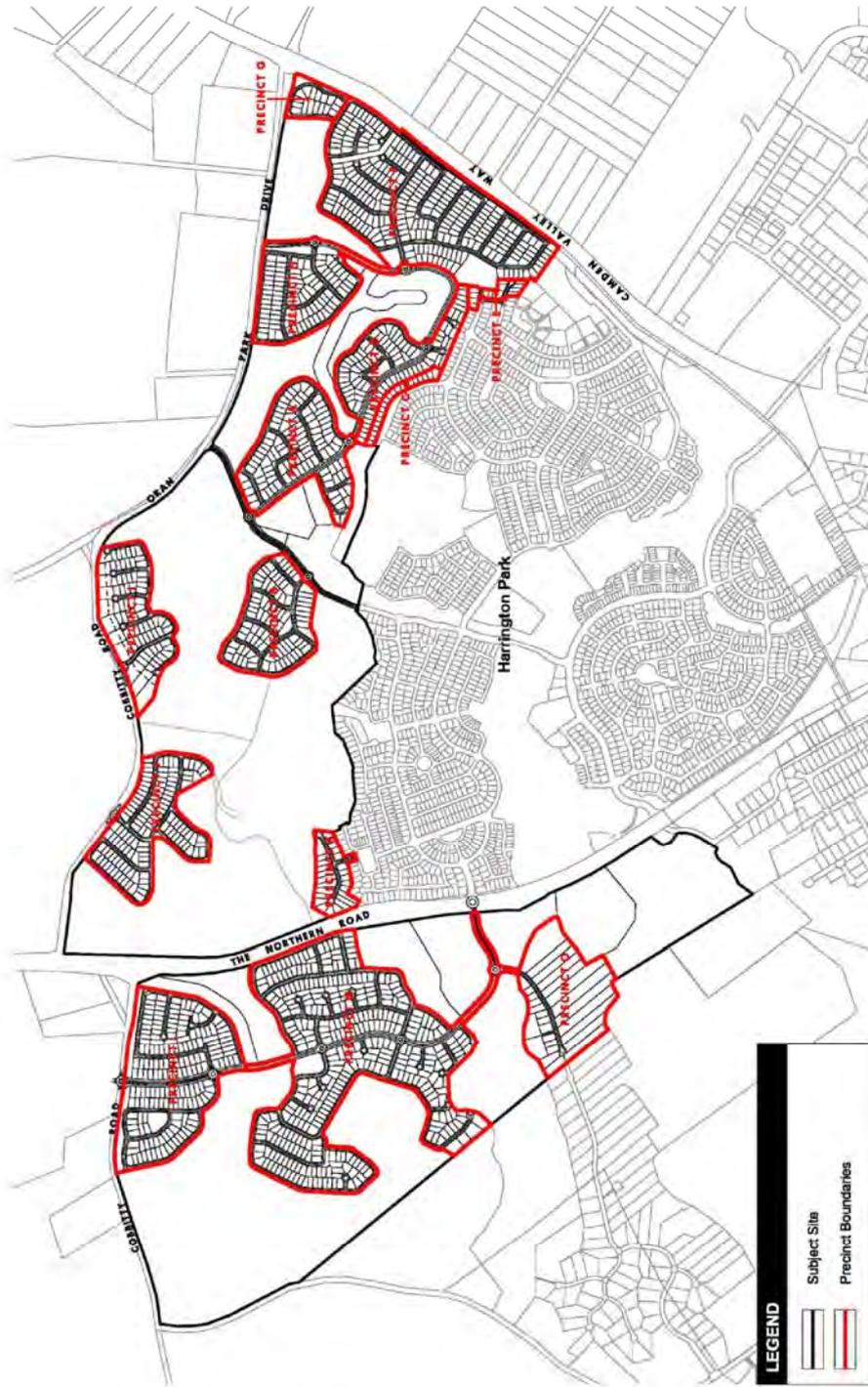


Figure C31 Harrington Grove Structure Plan Precincts

C9.3 Street Network and Design

Background

This subsection establishes the road hierarchy (Figure C32) for and minimum street cross-sections for Harrington Grove.

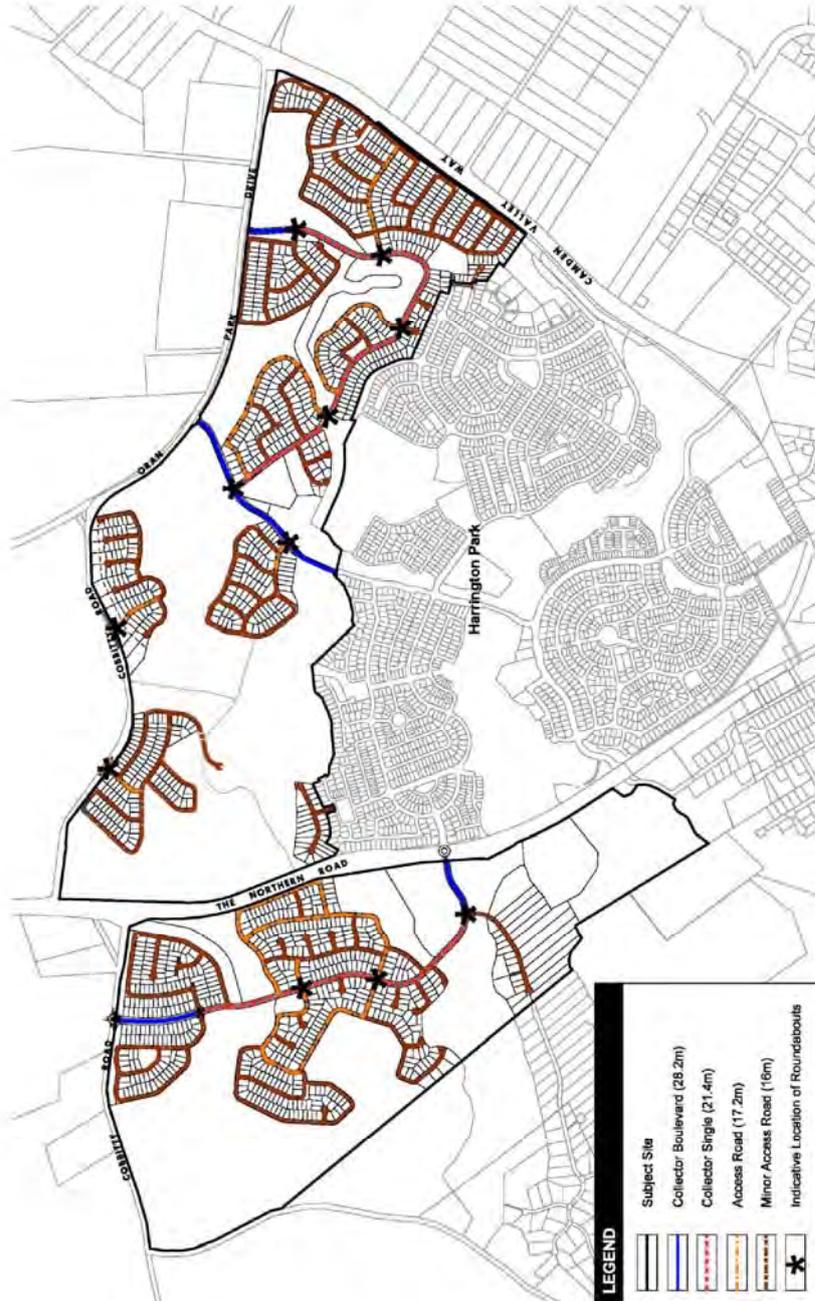


Figure C32 Harrington Grove Indicative Road Hierarchy Plan

Figure C32.1 Collector Road (Dual Carriageway).

The Dual Carriageway Collector Road links lesser roads to the major road network. The 28.2m road reserve is adequate to accommodate the road pavement, bus bays, shared paths, median, and landscaping.



Collector Road (Dual Carriageway)

not to scale

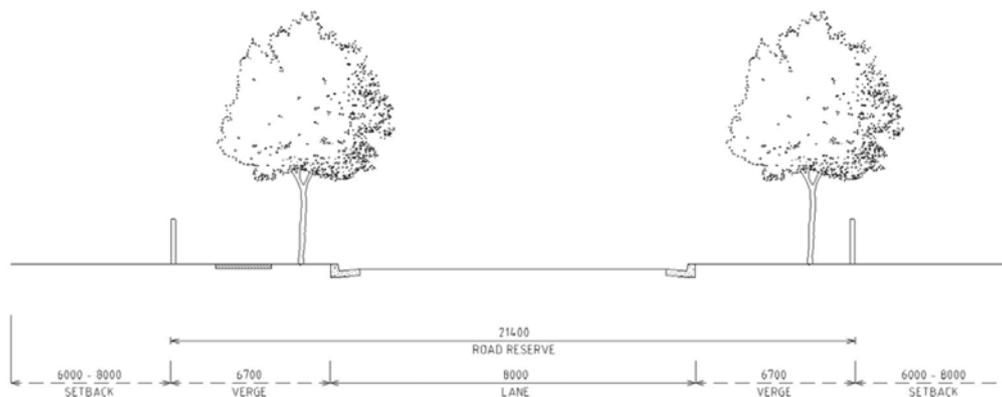
Note: The median may be reduced to 2m within the existing Harrington Parkway road reserve. Harrington Parkway to be constructed in accordance with the provisions detailed in the following section.

Road Type	Carriageway	Footway Width	Footpath Width	Road Reserve (Minimum)	Design Considerations
Collector Road (Dual Carriageway)	2 x 5m	14.2m total (2 x 7.1m) <ul style="list-style-type: none"> Indented bus bays are to be provided where identified on Figure C36. 	2.5m Dual use path (Refer Figure C35 for location of path)	28.2m <ul style="list-style-type: none"> Reserve width may be reduced by reducing the verge width where abutting Community Woodland and open space. 	<ul style="list-style-type: none"> Indented bus bays (2.25m deep). Designed to accommodate traffic flows up to 6,000 vpd Direct lot access prohibited. Provision of a shared path on at least one side or in adjoining open space.

Figure C32.2 Collector Road (Single Carriageway).

This road provides through traffic movement and access to residential lots.

The reserve and pavement width caters for two lanes of traffic. The road reserve and pavement width can accommodate a bus service, on-street parking within the pavement area or indented parking bays within the verge area.



Collector Road (Single Carriageway)

not to scale

Road Type	Carriageway	Footway Width	Footpath Width	Road Reserve (Minimum)	Design Considerations
Collector Road (Single Carriageway)	8m	13.4m total (2 x 6.7m)	2.5m Shared Path (Refer Figure C35 for location of path)	21.4m	<ul style="list-style-type: none"> No on street cycle lane(s). Provision of a shared path on at least one side. Designed to accommodate traffic flows up to 3,000 vpd.

Figure C32.3 Access Road or Access Place

This road provides through traffic movement and access to residential lots. Vehicle and bicycle use is shared within the carriageway.

The carriageway also provides for two lanes of traffic.



Access Road or Access Place
not to scale

Note: Parking bay locations shown indicatively

Road Type	Carriageway	Footway Width	Footpath Width	Road Reserve (Minimum)	Design Considerations
Access Road or Access Place	7.2m	10m total (i.e. 5.0-5.0m or 6.0-4.0m) <ul style="list-style-type: none"> • Parking bays are to be provided within the verge as shown in Figure C36 • Additional parking bays may be provided in the verge area. • 	N/A	17.2m	<ul style="list-style-type: none"> • No cycle lane. • Indented parking bays (2.1m deep). • Designed to accommodate traffic flows up to 1,000 vpd.

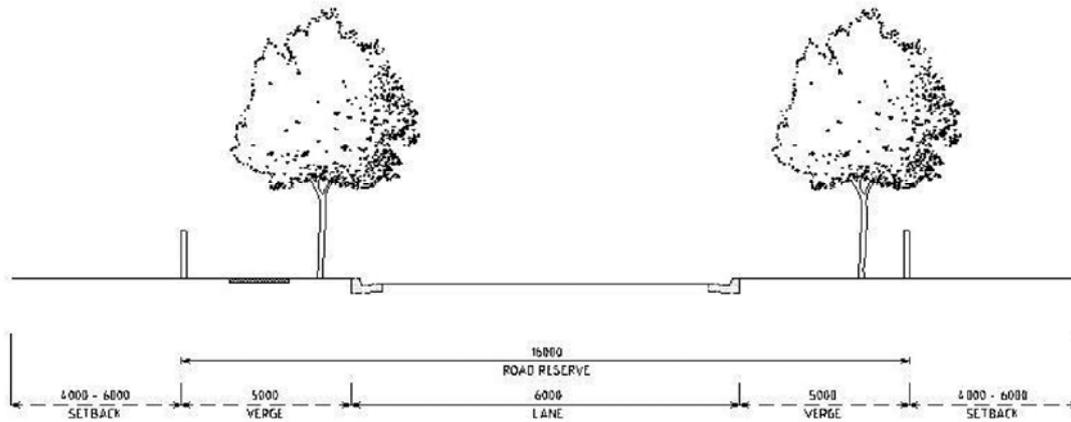
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Figure C32.4 Minor Access Road or Minor Access Place (Cul-de-sac).

These roads provide access to residential lots, and are to be designed to take account of the natural contours of the site.

Vehicle and bicycle use is shared within the carriageway. The carriageway width provides for two lanes of traffic and parking.



Minor Access Road or Minor Access Place (Cul-de-sac)

not to scale

Road Type	Carriageway	Footway Width	Footpath Width	Road Reserve (Minimum)	Design Considerations
Minor Access Road or Minor Access Place	6m	10m total (i.e. 5.0-5.0m or 6.0-4.0m)	1.2m (Refer to Figure C35 for location of path)	16m	<ul style="list-style-type: none"> No cycle lane. Site responsive road alignments. Designed to accommodate traffic flows up to 1,000 vpd.

Road Design

1. Roads are to be designed in accordance with Camden Council Engineering Design Specifications.
2. Pavement design are to be in accordance with '*Ausroads Publication – Pavement Design of Road Pavements*' and '*Ausroads Pavement Research Group Publication, Report No. 21 - A Guide to the Design of New Pavements for Light Traffic*'
3. Roundabouts are to be provided generally in accordance with the Harrington Grove Indicative Structure Plan. Roundabout are to have a minimal internal radius of 8m, with a minimum pavement width of 3.5m
4. Intersection treatments are required to clearly identify the road hierarchy and to create more defined intersections.
5. Precinct Plans are to define the locations of road intersection thresholds. These are to be constructed of coloured asphalt or paved.
6. The colour of the threshold paving/concrete is to be similar to the road pavement.
7. Traffic islands and slow points are to be constructed of concrete or paving. Extended speed humps (ie. Plateaus) are not to be provided for traffic calming.
8. Road pavement shall be asphalt. Coloured asphalt, concrete or paving bricks may be used to define cycle lanes, car parking spaces or at intersections.
9. The road layout is to be generally in accordance with the Harrington Grove Road Hierarchy Plan (Refer Figure 32)
10. The location of street lights, street tree planting, street furniture, traffic control devices and bus bays are to be identified in Part B.
11. Roads are to be designed to take account of the topography and minimise earthworks.
12. A turning area at the end of proposed culs-de-sac shall be provided generally in accordance with Appendix B "Turning Heads".
13. "T" configuration turning heads are to be designed in accordance with Appendix B "Turning Heads".
14. For road works within areas identified as a salinity hazard, the following is to occur as a minimum:
 - (a) Roads should be perpendicular to the contours as much as possible.
 - (b) Minimum disturbance of subsoil
 - (c) Engineering designs incorporating considerations of salinity impacts are required.
 - (d) Subsoil drainage is to be installed along both sides of all roads.

Road Geometry

1. On-street and off-road cycleways are to be provided as outlined in Appendix B "Turning Heads".
2. All residential roads (eg. minor collector roads, access road/paths, minor access road/paths, and shareways) are to be designed and sign posted at a minimum of 50kph (ie. traffic management must be considered at the subdivision application, with either road layout or speed reducing devices to produce a traffic environment which reduces traffic speed).
3. Verge widths are to respect the character of the Development Precinct and provide sufficient space for service infrastructure.
4. Where roads are adjacent to public reserves or conservation areas the verge widths are to be a minimum of 1.5 metre, subject to public utilities, bollards and fencing being adequately provided within the road reserve, unless prescribed by an approved Conservation Management Plan, Bushfire Management Plan or Landscape Master Plan.

Intersections & Junction Spacing

1. The minimum distance from an access place to a collector road is to be 50 metres if the junction is on the same side of the road or 40 metres if staggered on the opposite side of the road (Refer Figure C33)

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2. The minimum distance between collector roads is to be 100 metres if the junction is on the same side or staggered on the opposite side of the road.

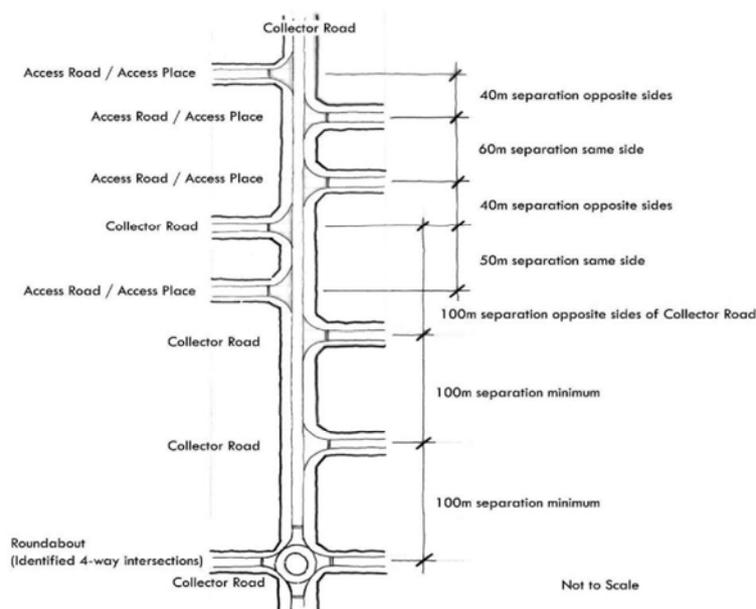


Figure C33 Intersection Spacing

Road Materials and Treatments

Philosophy

1. The road network for is a safe, permeable road system providing an appropriate level of road access and connectivity both within Harrington Grove and externally to the surrounding district, including the neighbourhood shopping centre at Harrington Park (via Harrington Parkway and Fairwater Drive).
2. The interconnected road network facilitates safe and efficient pedestrian movement throughout Harrington Grove, linking residents to all proposed land uses and residences, including the Local Community and Recreation Centre, public parks and Community Woodland.
3. The road system provides a road interface with the surrounding Community Woodland/public reserve and has been designed to be sympathetic with the natural contours of the precinct.

Controls

1. Roundabouts are to be provided in the locations shown on the Road Hierarchy Plan (Figure C32).
2. Intersection treatments are to clearly identify the road hierarchy and create defined intersections through the utilisation of thresholds.
3. Thresholds at intersections (figure C34) are to be provided in the locations identified on the Road Hierarchy Plan (Figure C32). These are to be constructed of coloured or stamped concrete or asphalt (individual pavers, cobblestones etc. are not acceptable for trafficable roads)

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- 4. Kerb profile and materials may be varied depending on road drainage requirements.
- 5. Medians, traffic islands and slow points are to be landscaped.

Note: when designing these areas, reference should be made to the relevant WHS legislations, WorkCover requirements and Australian Standards to ensure a safe working environment can be maintained whilst workers are conducting landscape maintenance work adjacent to traffic. This is with a view of minimising unnecessary traffic control and the resulting disruption to traffic, including parking.

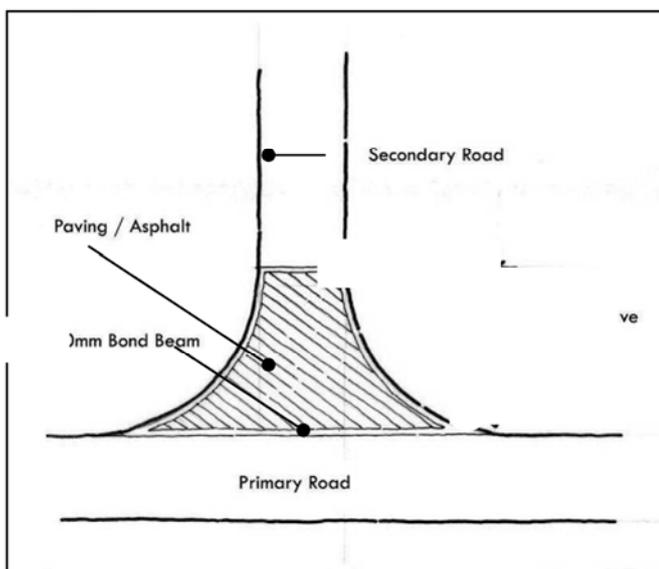


Figure C34 Indicative Threshold Treatment

C9.4 Pedestrian and Cycle Network

Controls

1. Development applications are to provide for the detailed design and location of footpaths and cycleways generally in accordance with the layout provided in Figure C35.
2. The construction material, alignment and use of the pedestrian & cycle sharepath are to be determined by an approved conservation management plan for the conservation area and landscape master plan for the subject land.
3. Pedestrian and cycle sharepath crossings of The Northern Road are only to occur at the Cobbitty Road west intersection for safety reasons.
4. The pedestrian & cycle sharepath is to be a minimum width of 2.5m metres. The width and construction standards should cater for the user types and volumes anticipated as determined by an approved conservation management plan and landscape master plan for the subject land.
5. Lookouts are to be generally provided in locations in accordance with an approved conservation management plan and/or landscape master plan.
6. The construction material and associated public facilities at each lookout are to be in accordance with an approved conservation management plan and landscape master plan for the subject land.
7. The pedestrian & cycle sharepath shall be contained within a 50 metre wide corridor (ie. 25 metres either side of the path).
8. The pedestrian and cycle pathway network is to:
 - (a) provide safe and convenient linkages between open space systems, community facilities, schools and shops, and
 - (b) respond to the topography and achieve appropriate grades for safe and comfortable use where possible.
 - (c) Pedestrian and cycle share paths are to be provided in accordance with AustRoads Part 14 and locations are shown in Figure C35. These locations are indicative and subject to further detailed survey work and discussions with Council.

C9.5 Public Transport Network

Controls

1. Bus routes are to be generally provided along collector roads as outlined on Figure C36.
2. Bus stops are to be located generally in accordance with Figure C36.
3. Bus shelters and bus embayments are to be provided at every bus stop with timetable information in accordance with Council requirements with details included in the development application.
4. Bus shelters are to be installed at the subdivision stage.

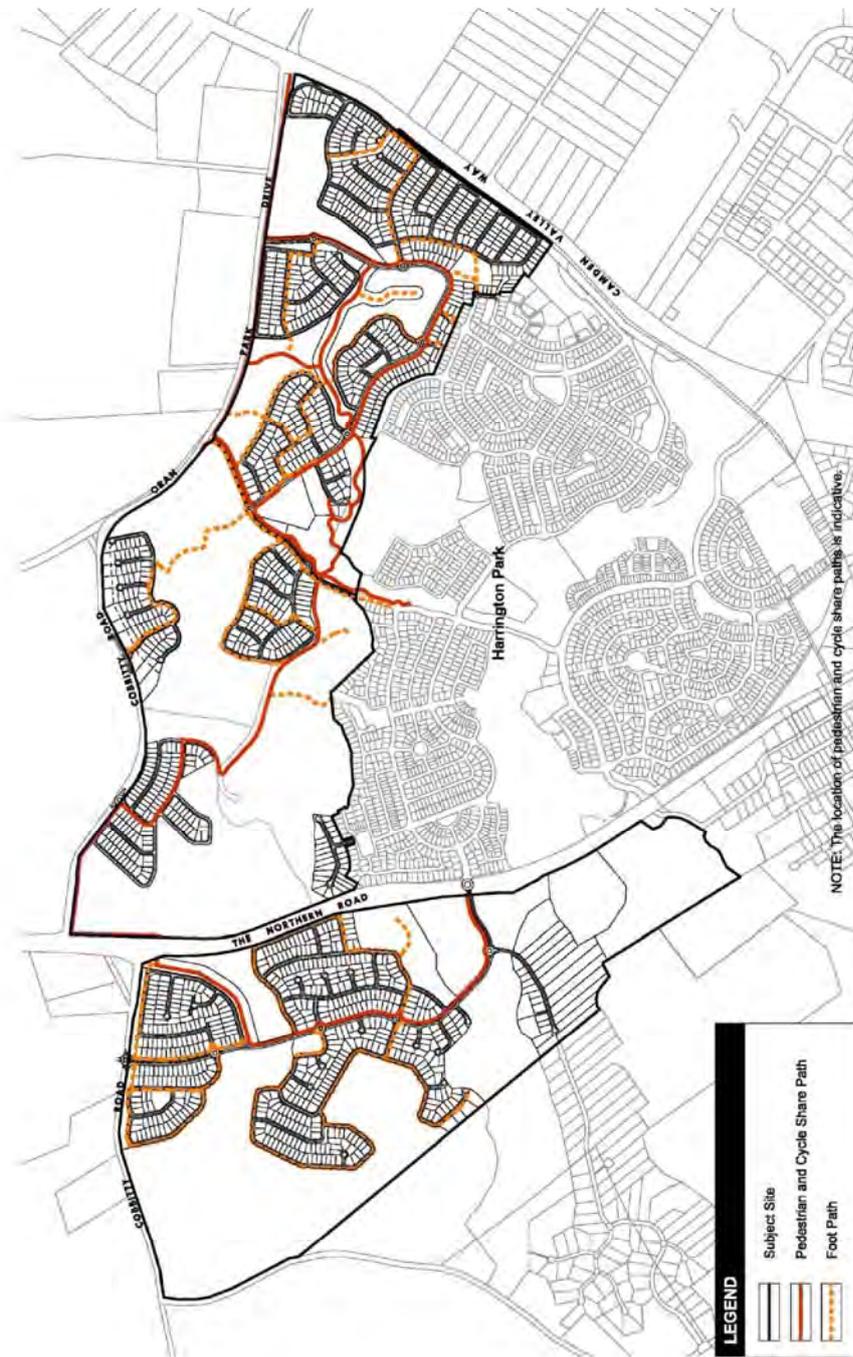


Figure C35 Harrington Grove Indicative Pedestrian and Cycle Network

C9.6 Indicative Parks and Open Space

Controls

1. The open space provision for Harrington Grove is categorised as follows (Refer to Figure C37)
2. Open space should be designed for a mix of open space types providing:
 - (a) a range of recreation activities;
 - (b) scenic protection and passive usage;
 - (c) creation of conservation/ecological corridors to protect and enhance vegetation and provide a habitat for flora and fauna.
3. The Harrington Grove Indicative Structure Plan includes a district playing field on the land to the south of Narellan Creek to the west of The Northern Road. The identified land is proposed to be developed as a district recreation facility for the general community.
4. Development within the active recreation area is to include a range of the following activities:
 - (a) a multipurpose sports field (comprising one cricket or two soccer/rugby fields).
 - (b) a soccer/rugby field.
 - (c) athletics track.
 - (d) an amenity building.
 - (e) car park.
5. Environmentally Sensitive Precincts (E2 Environmental Conservation zone) are areas of environmental significance and will be in private and public ownership. Those areas retained in private ownership will be managed in accordance with an approved Conservation Management Plan. These areas are not proposed to be developed for residential purposes, rather for ecological conservation. These areas will incorporate walk and cycle trails, lookouts and the ability to experience (through interpretative material) the natural environment. Refer to Part B Chapter B1 for more information on environmentally sensitive land.
6. The interconnected path network is to encourage pedestrian access throughout the precinct and to the Local Community and Recreation Centre.
7. Open space and drainage areas are to be landscaped in accordance with landscape plans prepared by a qualified landscape architect.
8. The landscape treatment for the interface with the abutting Community Woodland is to be designed in accordance with a Landscape Master Plan and Conservation Management Plan.

Street Trees and Landscaping

9. Street trees and landscaping is to be provided to increase the amenity of the precinct area, and encourage pedestrian use and walkability. The standards and design of street furniture are to be included in a landscape plan, and lodged with the development application.
10. The landscape plan is to be prepared by a qualified landscape architect, and lodged with the development application.
11. Street trees are to be generally provided on both sides of roadways (two per lot, typically one aligned with the lot side boundary and one central to the lot). The species and general location of trees are to be contained within the landscape plan.
12. No street trees are to be placed within 1.0m of the street kerb.
13. Street lights are to be approved by Council.

Tree Retention

14. Trees to be retained are to be identified in the Development Application.



Figure C37 Harrington Grove Parks and Open Spaces

C9.7 Bulk Earthworks**Controls**

1. Development Applications are to provide accurate site surveys prepared by a qualified surveyor to provide a clear and accurate representation of the contours of the land.
2. Development Applications are to illustrate bulk earthworks and provide justification for proposed changes to land levels.
3. Compaction of filled areas is to be 98% standard compaction and in accordance with AS 3798-1990 in accordance with engineering standards and a compaction certificate is to be submitted to Council.
4. Proposals requiring significant moving and filling of earth will be considered if it contributes to the overall quality of the development and the urban design outcomes for the area.
5. Earth moved from areas containing noxious weed material must be disposed of at an approved waste management facility, and transported in compliance with the Noxious Weed Act 1993.

C9.8 Sloping Land and Retaining Walls**Controls**

1. Retaining walls at the subdivisional works stage of development are permitted to reduce the need for cut and fill at the dwelling construction stage.
2. The maximum height of a retaining wall is 1.5 metres.
3. In instances where a retaining wall greater than 1.5 metres in height is required, a second retaining wall is permitted providing the retaining wall structure incorporates a step of 1 metre in width, with the second retaining wall being limited to 1 metre in height (i.e. first wall a maximum of 1.5 metres and second retaining wall is a maximum of 1 metre).
4. Retaining walls are to be constructed of masonry materials.
5. Any wall with a height of 1.5m or greater requires lodgement of a Development Application.

C9.9 Estate Fencing**Controls**

1. Estate fencing will be erected in specific locations to separate public and open space areas with residential development. Estate fencing is to be constructed of high quality materials and finishes and is to form part of the subdivisional works for the site.
2. The location of estate fencing is identified in a Development Application and is to be constructed in accordance with a Landscaping Plan.
3. Estate fencing is limited to a maximum height of 1.8m above ground level.
4. Estate fencing is not to be removed or altered in finish, shape or form of the fence.

C9.10 Stormwater Drainage**Controls**

1. Stormwater drainage facilities are to be provided in accordance with an approved stormwater drainage strategy.

C9.11 Domestic Waste Collection

Control

1. Where direct lot frontage collection of domestic waste bins cannot be achieved, bin collection areas are to be provided and shown the Development Application for subdivision.

C9.12 Bushfire Management

Background

The natural environment and native vegetation is a significant feature of the Harrington Grove landscape. The retention of a significant area of remnant bushland within proximity to residential development across the subject land has been considered during the preparation of the Indicative Structure Plan.

Controls

1. Precinct G and J will require a Bushfire Management Plan to be prepared to demonstrate the measures necessary to minimise the impact of fire on buildings in accordance with Planning for Bushfire Protection (NSW RFS).
2. A Bushfire Management Plan is to be prepared in conjunction with a Conservation Management Plan and Landscape Master Plan for Precincts Q, R and T.
3. A Bushfire Management Plan is to be prepared in accordance with Planning for Bushfire 2006 (or a more recent Rural Fire Services policy) and submitted with a Development Application for subdivision.
4. E2 Environmental Conservation zone needs to be located and designed in accordance with a Bushfire Management Plan and/or Conservation Management Plan and/or a Landscape Master Plan.
5. Fire Trails are to be constructed between areas where development is separated by bushland or alternative access is required to a public road. An approved Bushfire Management Plan and/or a Conservation Management Plan and/or a Landscape Master Plan will outline the alignment, construction and management of fire trails.

C9.13 Odour

The establishment of development within proximity of odour emitting land use activities needs to accommodate sufficient separation and amelioration measures to maintain adequate amenity quality of life for residents.

Controls

1. An odour impact assessment of the identified poultry operation on Lot 9 (DP 28024) Camden Valley Way, Smeaton Grange is to be undertaken in accordance with the EPA Draft Policy 'Assessment and Management of Odour from Stationary sources in NSW and Technical Notes'.
2. Any land identified by the odour study as being within a nominated separation distance shall not be developed until either
 - (a) The poultry operation ceases to operate, or
 - (b) It can be demonstrated to Council that the odour levels are within acceptable limits to permit development.

Note: Reference must be made to section B1.17 Air Quality of this DCP.

C9.14 Specific Development Precincts

The development precincts are those which are proposed to be developed for residential purposes, as outlined on Figure C31. The development of each precinct will be undertaken in accordance with the objectives for each respective development precinct.

Zone	Precincts
R1 General Residential	M
R2 Low Density Residential	A, C, D, E, F, H, K
R5 Large Lot Residential	N, O
E4 Environmental Living	B, I, L, G, J

Residential Precincts (R1 General Residential and R2 Low Density Residential Zones)**Objectives**

1. Enable residential development that minimises adverse impacts upon and contributes to the quality, maintenance and integrity of the natural and cultural heritage values.
2. Ensure a distinctive character and urban form that reflects and responds to the natural context of the area and considers bushfire risk.
3. Create large residential allotments that interface appropriately with the defined ecological/bushland.
4. Facilitate an appropriate interface between existing development within Harrington Park by introducing a limited number of smaller (i.e. minimum of 500m² – Precincts C, E & K) residential allotments that front existing roads within Harrington Park.

Residential Precincts (R5 Large lot Residential)**Objective**

1. Conserve the heritage significance of the heritage homesteads and their immediate environs, whilst facilitating the provision of public road linkages and appropriate development.

Residential Precincts (E4 Environmental Living)**Objectives**

1. Enable residential development that minimises adverse impacts upon and contributes to the quality, maintenance and integrity of the natural environment.
2. Ensure a distinctive contemporary character and urban form that reflects and responds to the natural context of the area and considers resource efficiency and bushfire risk.
3. Facilitate development of large residential allotments discretely located within the woodland setting.
4. Make provision for people to walk and cycle, view and interact with the landscape.
5. Ensure development, where practicable incorporates bushland into private and public open space.

C9.14.1 Harrington Grove – Precinct A

Lot Access and On-Street Car Parking

Controls

1. Driveways are not to be located within the areas identified as "Access Prohibited" on Figure C38.
2. Car parking is to be provided generally in accordance with locations shown on the Development Plan (Figure C38).
3. Two on-street car parking bays are to be provided in each location identified on Figure C38. These indented parking bays principally provide parking for access to the community woodland but are not to be restricted for such parking.

Noise

Controls

1. An assessment of traffic noise levels is to be undertaken at the time of the development application for subdivision for those residential lots abutting and in the vicinity of Harrington Parkway (Refer Figure C38).
2. An assessment of noise levels generated from the Local Community & Recreation Centre is to be undertaken at the time of a development application for building.

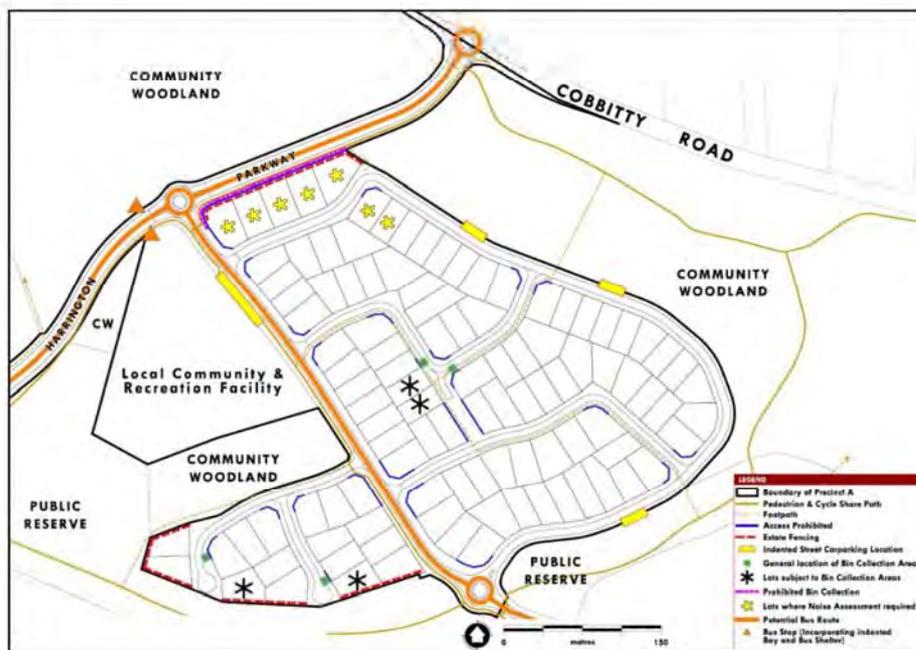


Figure C38 Development Plan

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Lot Design

Controls

1. Development of the Precinct is to be generally in accordance with the subdivisional layout shown on the Indicative Lot Layout Plan (Figure C39).
2. Corner lots within Precinct A (identified on Figure C39) are to have a minimum area of 900m².

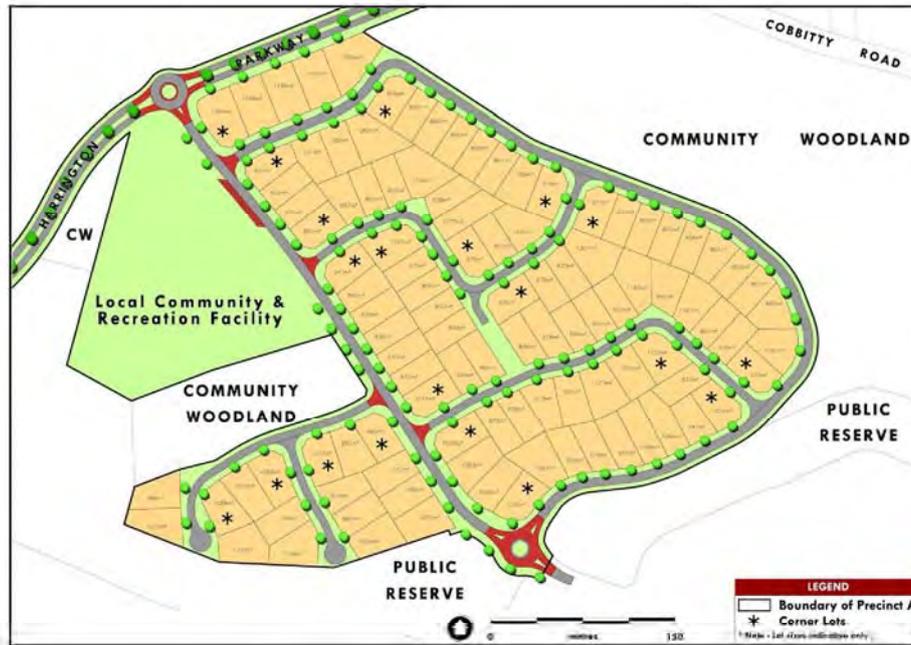


Figure C39 Precinct A Indicative Layout Plan

C9.14.2 Harrington Grove - Precinct B

Lot Access and On-Street Car Parking

Controls

1. Driveways are not to be located within the areas identified as "Access Prohibited" on Figure C40.
2. Car parking is to be provided generally in accordance with locations shown on the Development Plan (Figure C40).
3. Two on-street car parking bays are to be provided in each location identified on Figure C40. These indented parking bays principally provide parking for access to the community woodland but are not to be restricted for such parking.

Noise

Controls

1. An assessment of traffic noise levels is to be undertaken at the time of the development application for subdivision for those residential lots abutting and in the vicinity of Harrington Parkway (Refer Figure C40).

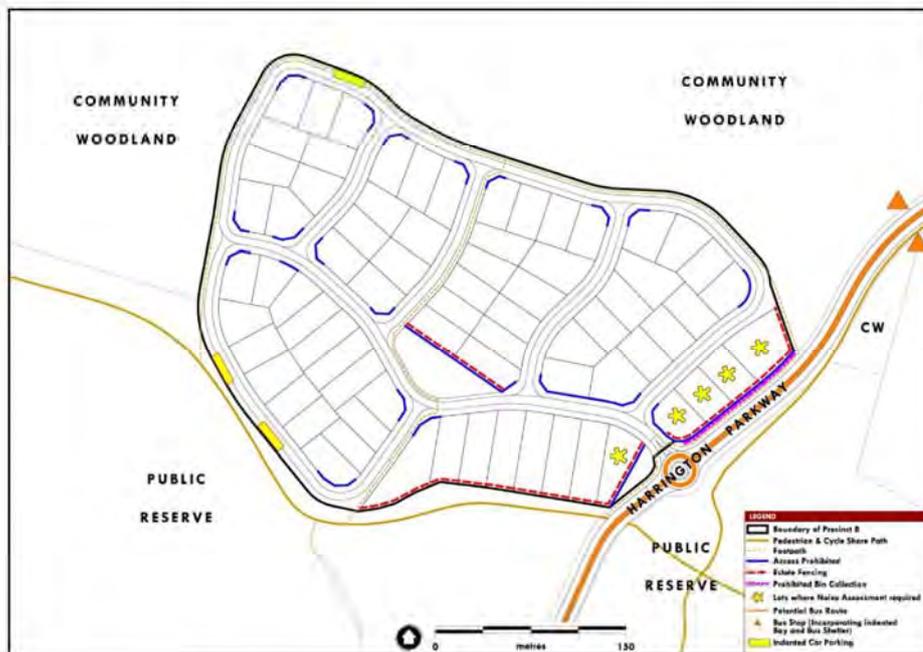


Figure C40 Harrington Grove Precinct B Development Plan

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Attachment 2

**Lot Design
Controls**

1. Development of the Precinct is to be generally in accordance with the subdivisional layout shown on the Indicative Lot Layout Plan (Figure C41).



Figure C41 Harrington Park Precinct B Indicative Lot Layout Plan

C9.14.3 Harrington Grove – Precinct C**Street Trees****Controls**

1. Street trees are to be provided on the northern side of Alexandra Crescent. The species and location of trees are to be shown on the Landscape Plan.

Lot Access**Control**

1. Driveways are not to be located within the areas identified as "Access Prohibited" on Figure C42.

Estate Fencing**Controls**

1. Estate fencing will be erected in specific locations to separate public and open space areas with residential development. Estate fencing is to be constructed of high quality materials and finishes and is to form part of the subdivisional works for the site.
2. The location of estate fencing is identified in Figure C42 and is to be constructed in accordance with a Landscaping Plan.
3. Estate fencing is limited to a maximum height of 1.8m above ground level.
4. Estate fencing is not to be removed or altered in finish, shape or form of the fence.



Figure C42 Harrington Grove Precinct C Development Plan

**Lot Design
Control**

1. Development of the Precinct is to be generally in accordance with the subdivision layout shown on Figure C43.

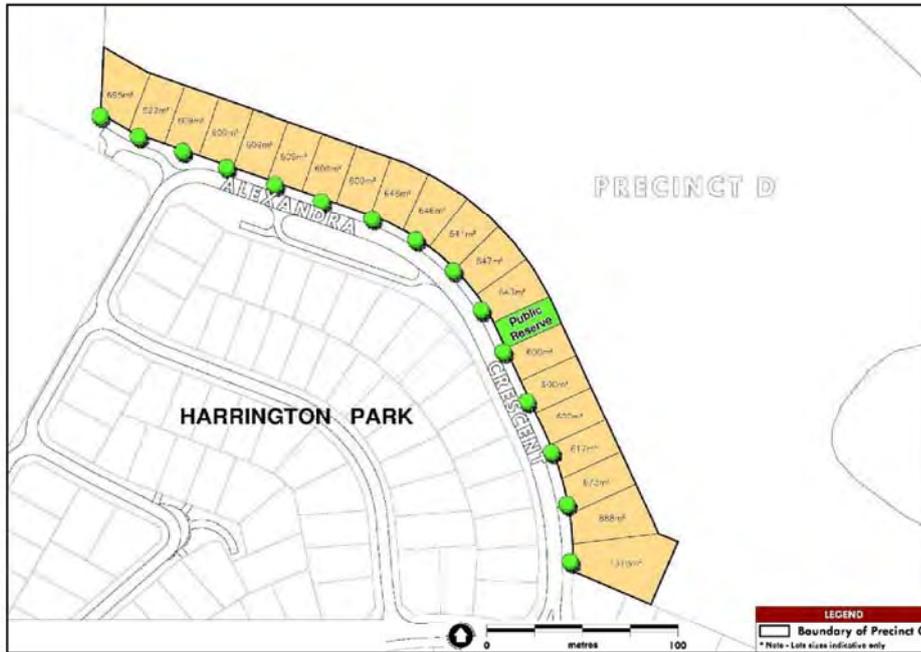


Figure C43 Harrington Grove Precinct C Indicative Layout Plan

C9.14.4 Harrington Grove – Precinct D

Lot Access and On-Street Car Parking

Controls

1. Driveways are not to be located within the areas identified as “Access Prohibited” on Figure C44.
2. Car parking is to be provided generally in accordance with locations shown on the Development Plan (Figure C44).
3. Two on-street car parking bays are to be provided in each location identified on Figure C44. These indented parking bays principally provide parking for access to the community woodland but are not to be restricted for such parking.

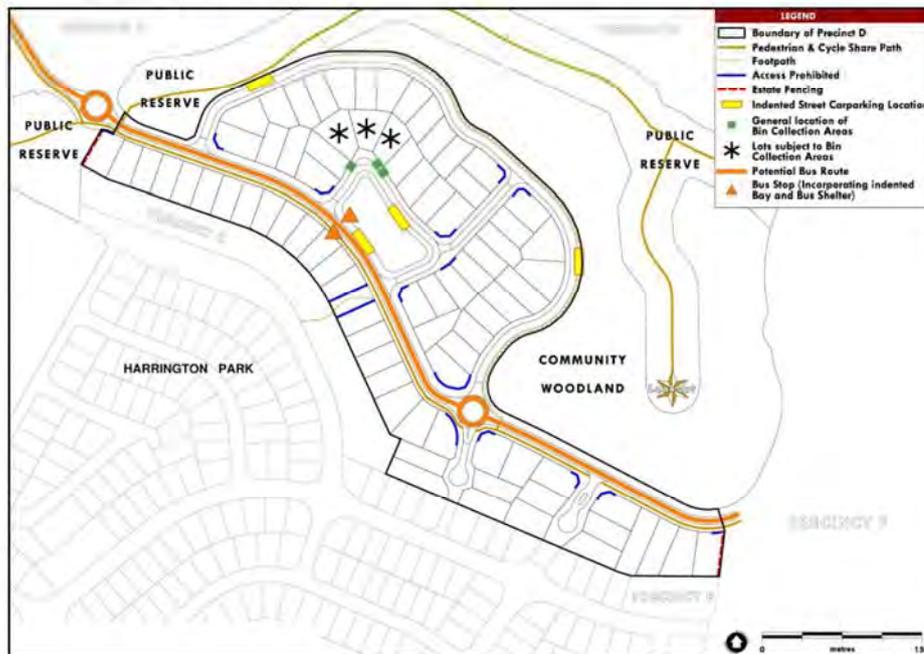


Figure C44 Harrington Grove Precinct D Development Plan

Lot Design Controls

1. Development of the Precinct is to be generally in accordance with the subdivisional layout shown on the Indicative Lot Layout Plan (Figure C45).



Figure C45 Harrington Grove Precinct D Indicative Lot Layout Plan

C9.14.5 Harrington Grove – Precinct E

Lot Access

Controls

1. Driveways are not to be located within the areas identified as "Access Prohibited" on Figure C46.
2. The location of driveways is to be shown on the Development Application for the dwelling.

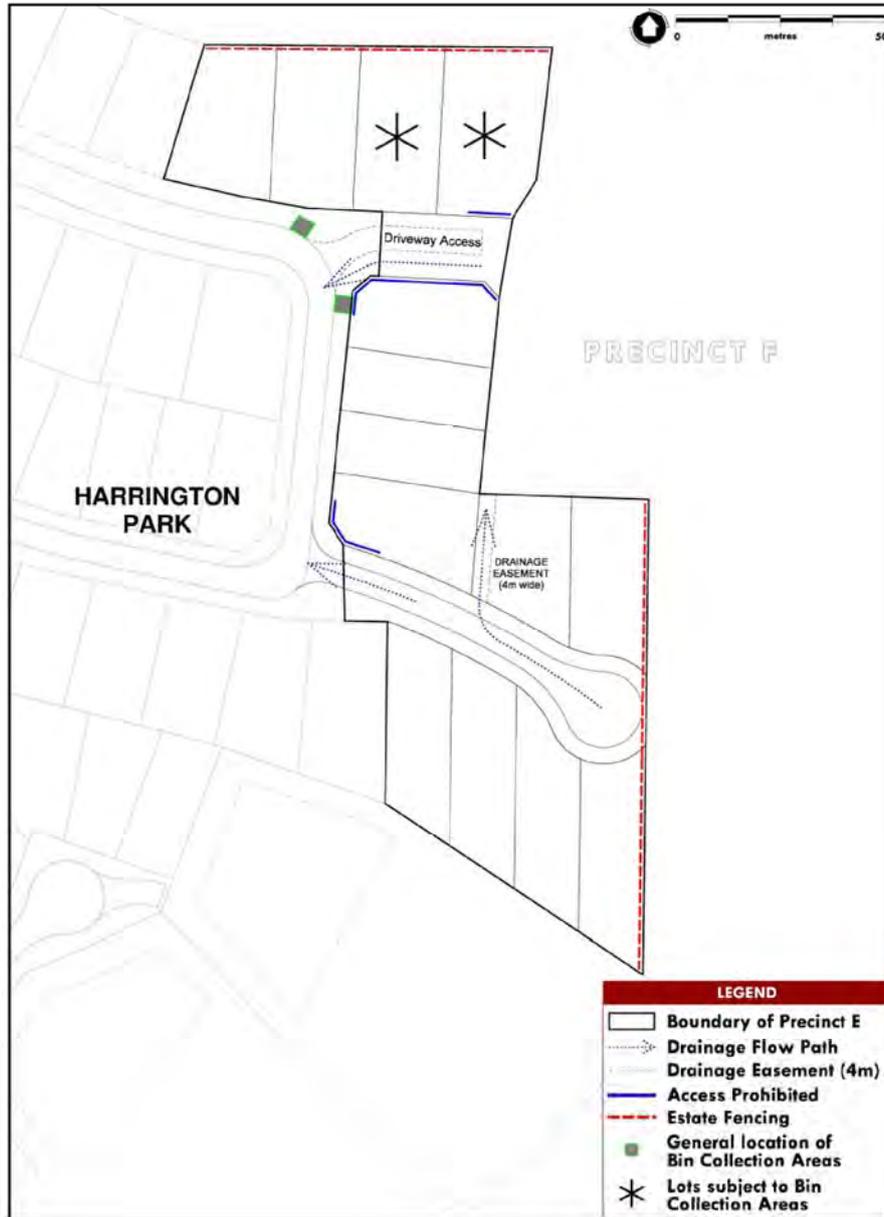


Figure C46 Harrington Grove Precinct E Development Plan

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Lot Design

Controls

1. Development of the Precinct is to be generally in accordance with the subdivision layout shown on Figure C47.



C47 Harrington Grove Precinct E Indicative Lot Layout Plan

Figure

C9.14.6 Harrington Grove – Precinct F**Controls**

1. Acknowledge the proximity of the precinct to conservation corridors and ensure lots front onto conservation corridors, where possible.
2. Establish local neighbourhood community and recreation centres as shown on the indicative structure plan.
3. Provide road connection points to Cobbitty Road and Camden Valley Way in accordance with the indicative structure plan
4. Retain existing trees within road reserves and allotments where deemed suitable by a tree survey and where the finished ground levels post-subdivision will permit.
5. Establish controls on building height for lots immediately to the north that abut directly the Harrington Park Homestead Curtilage.
6. Demonstrate lot interface treatments with the extension of Harrington Parkway.
7. Provide adequate bush fire management measures.
8. Demonstrate interface treatment and noise attenuation measures along Camden Valley Way.
9. Identify areas of tree planting to provide vegetated screening (in accordance with an approved landscape master plan) of development, where necessary.
10. The precinct plan designs must acknowledge the power line easement unless the undergrounding of the powerlines can be achieved.
11. Prepare and implement building controls to control building materials, colours and fencing etc.

C9.14.7 Harrington Grove – Precinct G

Controls

1. Creation of vegetated buffers along Camden Valley Way and Cobbitty Road.
2. Prohibit road access onto Camden Valley Way and Cobbitty Road
3. Design and locate roads to take account of the natural contours of the site.
4. Locate building envelopes on Precinct Plans to retain vegetation and the natural habitat of the location in the general positions shown on the Indicative Structure Plan.
5. Provide for pedestrian and cycle linkages.
6. Provide adequate bush fire management measures.
7. Provide sustainable water run off quality and quantity controls.
8. Prepare and implement Building Controls to control building materials, colours and fencing etc.

C9.14.8 Harrington Grove – Precinct H**Lot Access and On-Street Car Parking****Controls**

1. Driveways are not to be located within the areas identified as "Access Prohibited" on Figure C48.
2. Car parking is to be provided generally in accordance with locations shown on the Development Plan (Figure C48).
3. Two on-street car parking bays are to be provided in each location identified on Figure C48. These indented parking bays principally provide parking for access to the community woodland but are not to be restricted for such parking.

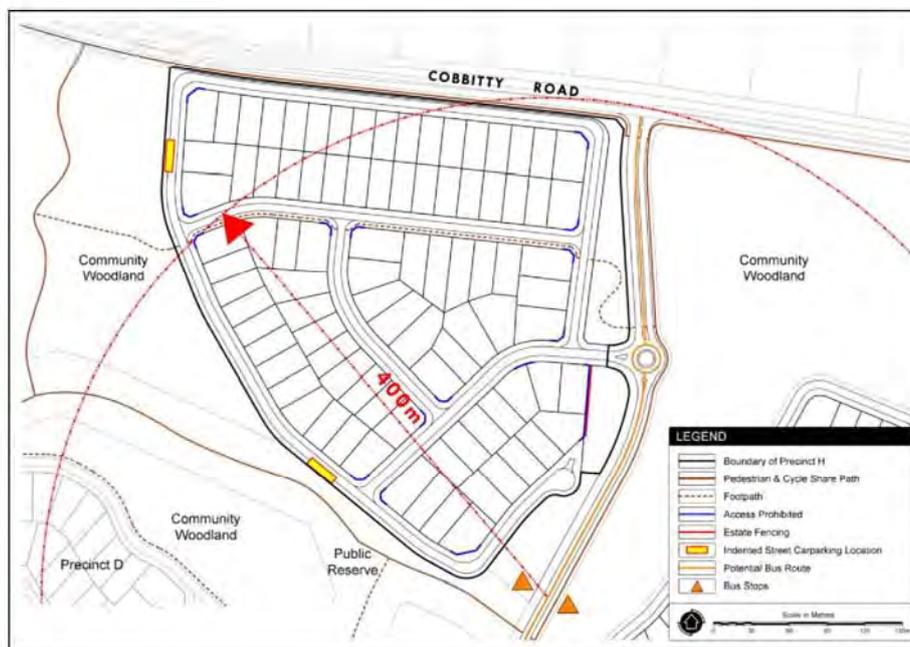


Figure C48 Harrington Grove Precinct H Development Plan

**Lot Design
Controls**

1. Development of the Precinct is to be generally in accordance with the subdivisional layout shown on the Indicative Lot Layout Plan (Figure C49).



Figure C49 Harrington Park Precinct H Indicative Lot Layout Plan

C9.14.9 Harrington Grove – Precinct I**Controls**

1. Create vegetated buffers along Cobbitty Road.
2. Acknowledge the proximity of the precinct conservation corridors and ensure lots front onto conservation corridors, where possible.
3. Limit road access points onto Cobbitty Road to those shown on the Indicative Structure Plan.
4. Provide adequate bush fire management measures.
5. Identify areas of tree planting to provide vegetated screening of development, where necessary.
6. Design and locate roads to take account of the natural contours of the site.
7. Provide for pedestrian and cycle linkages.
8. Provide sustainable water run off quality and quantity controls.
9. Prepare and implement building controls to control building materials, colours and fencing etc.
10. A covenant is to be placed on residential allotments with rear yards fronting Cobbitty Road requiring: the retention of significant vegetation; revegetation of the northern boundary of each property; and provision of rural type fencing on the northern boundary. The alternative to this requirement is to provide a strip (minimum 4m wide) of land containing high quality landscaping between the Cobbitty Road reserve and the residential subdivision, which aims to preserve the existing mature trees within the Cobbitty Road reserve.

C9.14.10 Harrington Grove – Precinct J**Controls**

1. Create vegetated buffers along Cobbitty Road and the Northern Road.
2. Restrict road access points onto The Northern Road.
3. Provide road connections to Cobbitty Road in accordance with the Indicative Structure Plan.
4. Provide adequate bush fire management measures including the preparation of a Bushfire Management Plan as part of preparing a Precinct Plan.
5. Design and locate roads to take account of the natural contours of the site.
6. Provide appropriate pedestrian and cycle linkages.
7. Provide sustainable water run off quality and quantity controls.
8. Locate building envelopes to retain vegetation and the natural habitat of the location.
9. Provide public road access to Crear Hill.
10. Prepare and implement Building Controls to control building materials, colours and fencing etc.
11. Provision of reticulated sewer or a suitable alternative on-site effluent disposal system

C9.14.11 Harrington Grove – Precinct K**Lot Access****Controls**

1. Driveways are not to be located within the areas identified as "Access Prohibited" on Figure C50.

Acoustics**Controls**

1. An assessment of traffic noise levels is to be undertaken at the time of the Development Application for residential lots abutting and in the vicinity of The Northern Road.
2. Lots potentially affected by traffic noise and the location of the noise barrier are identified in Figure C50.

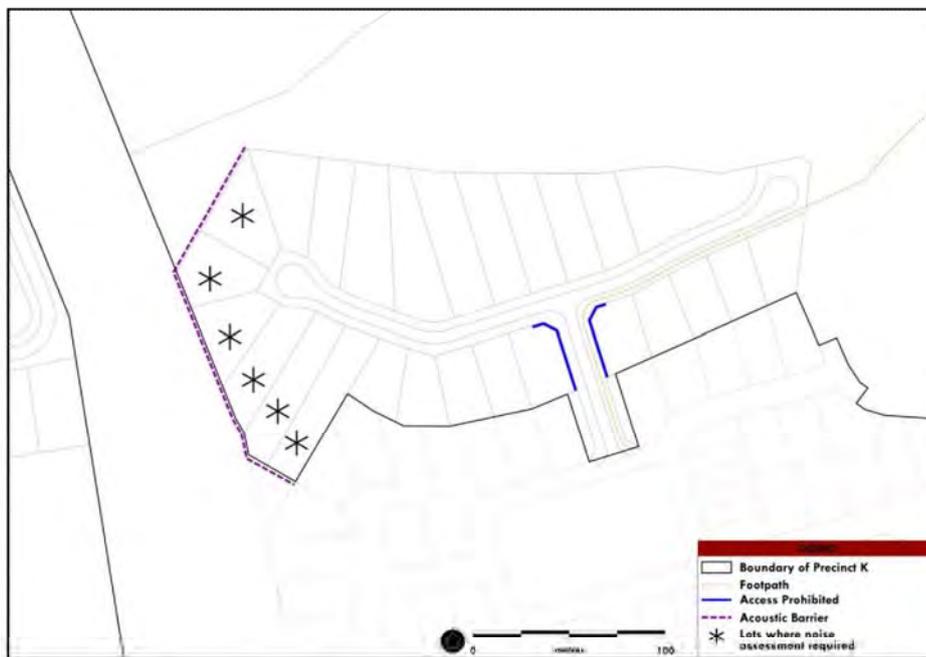


Figure C50 Harrington Grove Precinct K Development Plan

Estate Fencing**Controls**

1. Estate fencing will be erected in specific locations to separate public and open space areas with residential development or between residential lots. Estate fencing is to be constructed of high quality materials and finishes and is to form part of the subdivisional works for the site.
2. Estate fencing is to comply with the requirements outlined in the Estate Fencing Plan (Figure C51). The Estate Fencing Plan identifies the requirements for height, location, and materials and finishes for estate fencing.
3. Estate fencing is to be constructed in accordance with a Landscaping Plan.
4. Estate fencing is not to be removed or altered in finish, shape or form of the fence.

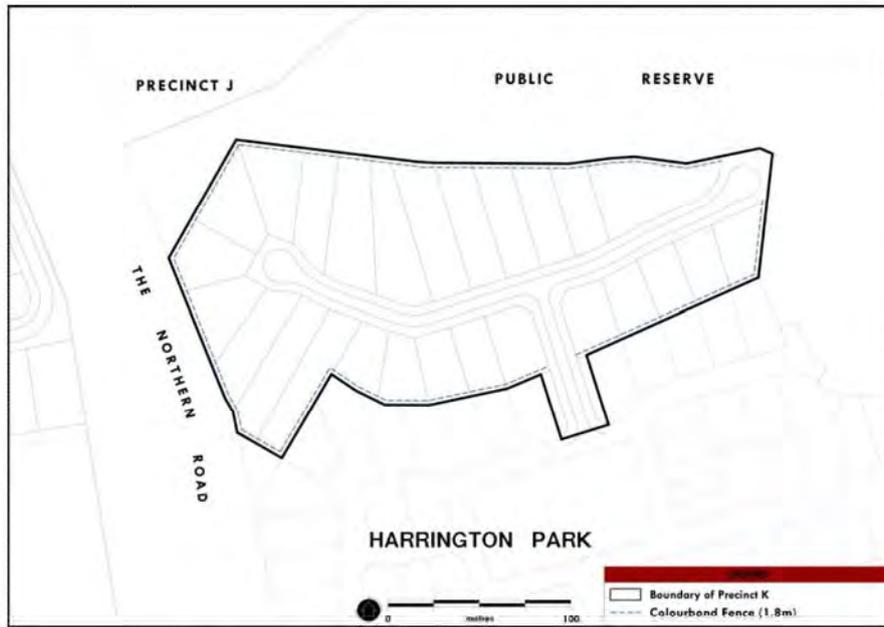


Figure C51 Harrington Grove Precinct K Estate Fencing Plan

Lot Design

Controls

1. Development of the Precinct is to be generally in accordance with the subdivision layout shown on Figure C52.
2. Residential lots are to have a minimum area of 800m².

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Attachment 2

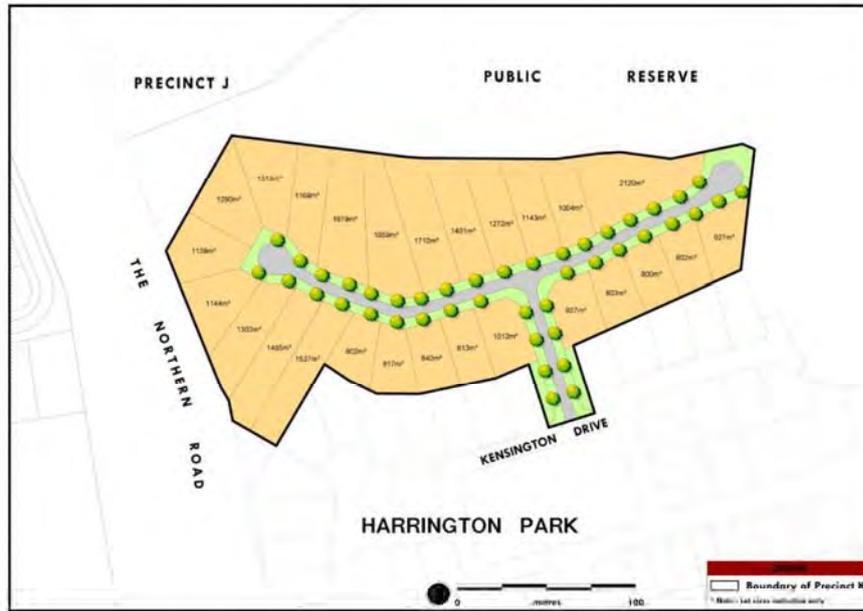


Figure C52 Harrington Grove Precinct K Indicative Layout Plan

C9.14.12 Harrington Grove – Precinct L

Controls

1. Create vegetated buffers along Cobbitty Road, Macquarie Grove Road and the Northern Road.
2. Acknowledge the proximity of the precinct conservation corridors and ensure lots front onto conservation corridors, where possible.
3. Limit road access points onto Cobbitty Road to those shown on the Indicative Structure Plan.
4. Provide adequate bush fire management measures.
5. Identify areas of tree planting to provide vegetated screening of development, where necessary.
6. Design and locate roads to take account of the natural contours of the site.
7. Provide for pedestrian and cycle linkages.
8. Provide sustainable water run off quality and quantity controls.
9. Prepare and implement building controls to control building materials, colours and fencing etc.

C9.14.13 Harrington Grove – Precinct M

Controls

1. Acknowledge the proximity of the precinct to riparian corridors and ensure lots front onto riparian corridors, where possible.
2. Proximity of the precinct to conservation corridors and ensure lots front onto conservation corridors, where possible.
3. Establishment of local & neighbourhood community & recreation centres as shown on the Indicative Structure Plan.
4. Retention of trees deemed by a tree survey to be suitable within road reserves and allotments where earthwork levels permit.
5. Demonstrate interface treatment and noise attenuation measures along The Northern Road.
6. Provide road connections to the Northern Road and Cobbitty Road in accordance with the Indicative Structure Plan.
7. Identify areas of tree planting to provide vegetated screening of development, where necessary.
8. Provide adequate bush fire management measures.
9. Prepare and implement Building Controls to control building materials, colours and fencing etc.
10. The trees identified on Figure C53 and referenced in Table C3 are to be clearly marked for retention by either tagging/marketing or other means. The preparation of a Precinct Plan is to clearly demonstrate how the trees are to be protected and retained.

Table C3 Harrington Grove Precinct M Protected Trees

TREE	EASTING	NORTHING
1	289125.9	6233188.8
2	289143.3	6233192.8
3	289045.0	6233138.9
4	289077.0	6233136.5
The above coordinates are in MGA56 projection		

11. The lot layout adjacent to the western boundary of the Precinct is generally to be in accordance with Figure C54.
12. A 10 metre setback is to be provided from the rear boundaries for the lots abutting the western property boundary as shown on Figure C54.

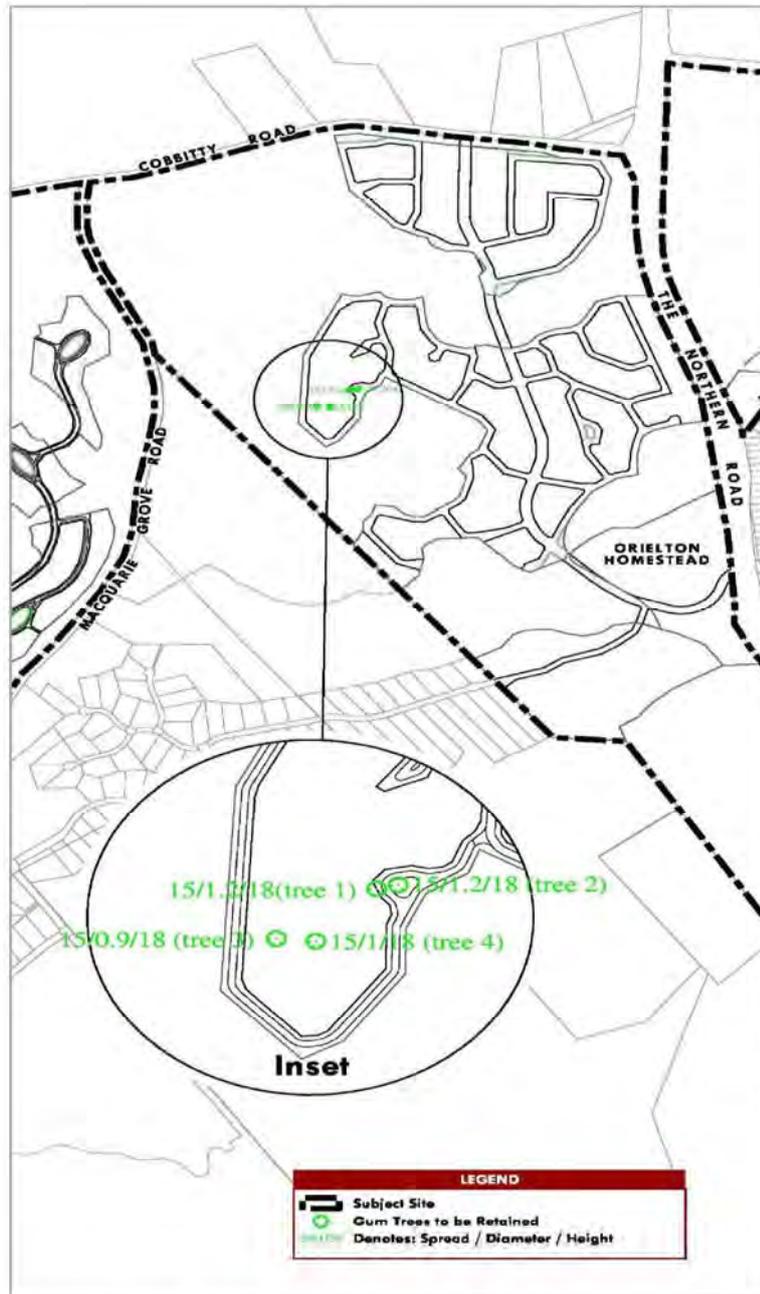


Figure C53 Harrington Grove Precinct M Tree Retention Plan



Figure C54 Harrington Grove Precinct M – Indicative Lot Layout Plan

C9.14.14 Harrington Grove – Precinct N Orielton Homestead**Controls**

1. Implement the Orielton Conservation Management Plan for Orielton Homestead.
2. Alignment and construction of public road linkages, where necessary, to respect and be sympathetic to the natural environment.
3. Provide adequate bush fire management measures.
4. Identify areas of tree planting in accordance with a Conservation Management Plan to provide vegetated screening of development, where necessary.

C9.14.15 Harrington Grove – Precinct O**Objectives**

1. Create a range of lot sizes that a) reflects the adjacent Kirkham Estate and b) allows for smaller lots for the more elevated northern portion of the precinct, whilst ensuring the visual quality of the development respects important viewscape elements.
2. Provide for small holding rural residential living opportunities on land not being of prime crop or pasture potential and having ready access to urban areas and facilities.
3. Ensure development is carried out in a manner that minimises risk from natural hazards, particularly bushfires and flooding.

Controls

1. Design and locate roads to take account of the natural contours of the site.
2. Provide pedestrian and cycle linkages.
3. Provide adequate bush fire management measures.
4. Introduce building envelopes to control the location of dwellings.
5. Appropriate separation of dwellings from flood affected land.
6. Prepare building controls to control building form, fences, materials and colours to ensure that all buildings have minimal visual impact.

C9.14.16 Harrington Grove – Environmental Precincts Q and R

Objectives

1. Provide for the retention of a major ecological corridor.
2. Make provision for people to walk and cycle, view and interact with the landscape.
3. Provide and implement a management regime for the long term viability of the Environmentally Sensitive area.
4. Manage the riparian corridors that traverse Harrington Grove.

Control

1. Implement the Harrington Grove East and Harrington Grove West Conservation Management Plan and Bushfire Management Plan which considers the following:
 - (a) Enable roads and associated urban services to be provided within environmentally sensitive land, Council Reserves and riparian corridors to provide access, management regimes, surveillance and bush fire management.
 - (b) Provide pedestrian and cycle linkages.
 - (c) Prepare and implement Conservation Management Plan/s and Bushfire Management Plan/s and a Landscape Master Plan. Any development proposed by the Conservation Management Plan/s, Bushfire Management Plan/s and Landscape Master Plan is to be undertaken in accordance with the provisions of this section.
 - (d) Provide lookouts in the general locations indicated on the Harrington Grove Indicative Structure Plan.
 - (e) Make provision of a site for operational purposes (e.g restaurant/café) on the top of Crear Hill with guidelines being prepared to minimise the visual impact of any structures.

C10 Mater Dei

C10.1 Introduction

The Mater Dei site adjoins Harrington Grove to the west of Macquarie Grove Road (figure C55). It constitutes the northern portion of a larger site which is occupied by the heritage listed building called Wivenhoe, a functioning school, conference centre and collection of associated buildings. The site is bound to the east by Macquarie Grove Road, to the north by Cobbitty Road and to the west by the eastern edge of the access driveway to Wivenhoe and the remainder of the Mater Dei site.

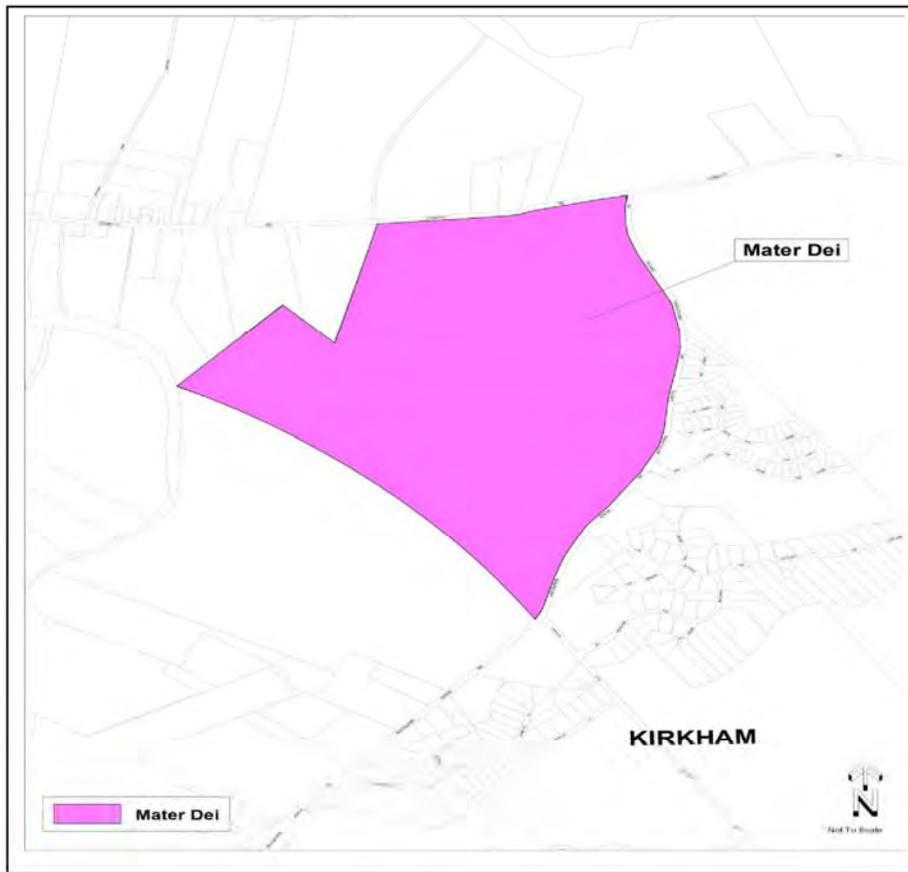


Figure C55 Mater Dei Location Plan

Mater Dei Planning Principles

Mater Dei will primarily be a place characterised by conservation and ongoing management of the existing natural and cultural heritage while also providing for limited areas of low density housing in a bushland setting.

An ecological and open space corridor will be a key feature of the site. The corridor will extend from the Nepean River and western boundary of the site to Macquarie Grove Road. The corridor provides a habitat for the conservation of Cumberland Plain Woodland and its associated flora and fauna in a large, contiguous land unit.

Over time, as the place transforms from a mix of bushland and rural pasture, it will progressively become part of a larger regional bio-diversity network, performing the function of an ecological corridor. It will do this by creating linkages to other lands with ecological value, including other parts of the Mater Dei property to the west and the Harrington Park property to the east. The corridor will also, in part, provide recreational opportunities in the form of a walking trail which provides access to key points of visual interest and connects to nearby points of interest such as the walking trail to Cobbitty.

The existing landscape corridor along Cobbitty Road and Macquarie Grove Road will be preserved. Significant hedging and fence lines will be retained, and views across the landscape will be preserved. Areas of consolidated vegetation will be preserved, and restored and maintained over time.

Native vegetation within riparian areas and drainage lines will be preserved, and generally replicated in the landscaped areas of the residential development area. Any new plantings will be strongly reflective of the character of the surrounding nearby bushland.

The centre of the site will incorporate residential dwellings, but in a manner which is more sympathetic and at a lower scale than conventional residential areas.

These places will be characterised by housing which is less densely developed, and approaching a more rural character. As far as is possible, dwellings and roads will be sensitively located in an effort to preserve as much existing vegetation as possible. Housing designs will be particularly reflective of the bushland settings of these areas, with materials and designs reflecting the need to minimise visual impact and address bushfire risks.

Land is also set aside to provide curtilages for the heritage and associated buildings of Wivenhoe. This property, its associated buildings and the sports oval will remain prominent landmarks within the overall place, and will continue to be conserved in accordance with the approved Heritage Conservation Management Plans. The school will continue to operate. Views to and from the homestead and the main access road leading to it from Macquarie Grove Road will be preserved.

Objectives

1. Facilitate the development of Mater Dei in a way that is environmentally sensitive and responds positively to the site's heritage and scenic character/significant views, while conserving large sections of regionally significant remnant bushland.
2. Provide a viable regionally significant habitat corridor in an east – west direction across the site that retains the high value remnant Cumberland Plain Woodland and includes riparian corridors.
3. Provide both visual and physical links through the site e.g. an extensive cycleway and footpath network.
4. Require that, prior to the subdivision of land and the issuing of a subdivision certificate into lots of less than 40 hectares for residential uses, that satisfactory arrangements have been made for the provision of regional transport infrastructure, regional conservation, regional open space, planning and administration and the issuing of a subdivision certificate.
5. Provide appropriate curtilages in accordance with the Conservation Management Plans around the areas of heritage significance.
6. Facilitate the ongoing management and conservation of the natural and cultural heritage of the site.
7. Avoid development in areas of high salinity potential, areas with excessive steepness and associated instability.
8. Ensure future residents of the site are able to conveniently access employment, shops, educational, community facilities and recreational opportunities both within the site and in the surrounding area.
9. Ensure development is staged in an efficient manner in terms of infrastructure use and provision.
10. Provide opportunities for eco environmentally sensitive housing in a bushland setting.

C10.2 Structure Plan

The Mater Dei Indicative Structure Plan has been prepared as a strategic plan to demonstrate the vision for the future development of the subject land (Refer Figure C56). The Indicative Structure Plan was prepared in

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conjunction with the preparation of the Local Environmental Study and reflects the background studies and Government Agency negotiations.

The Indicative Structure Plan establishes a framework for the urban form and defines the critical components to satisfy the road pattern, land uses, conservation, drainage, transport and social infrastructure requirements. More detailed planning and design is required through the preparation of Precinct Plans prior to Development Applications being considered by Council.

The Indicative Structure Plan illustrates the road network and the proposed intersection locations along The Northern Road, Cobbitty Road and Camden Valley Way. This includes connections to existing roads within Harrington Park and Mater Dei. The Indicative Structure Plan also illustrates a general road layout for the residential zoned land.

The Indicative Structure Plan also shows the land use activity across the subject land and the land within public ownership. This includes the area to the north and west of the Orielson Homestead, the land incorporating the southern face of Crear Hill (including Crear Hill) and the regional pedestrian & cycle sharepath traversing the subject land.

Precinct Areas

The site has been divided into four precincts shown at Figure C56.

Related studies

- Wivenhoe Landscape Strategy (HASSELL, 2008).
- Wivenhoe Conservation Management Plan and Bushfire Management Plan (EcoLogical Australia, 2008).
- Wivenhoe (Heritage) Conservation Management Plan by Design 5 Architects Pty Ltd. Feb. 2008.

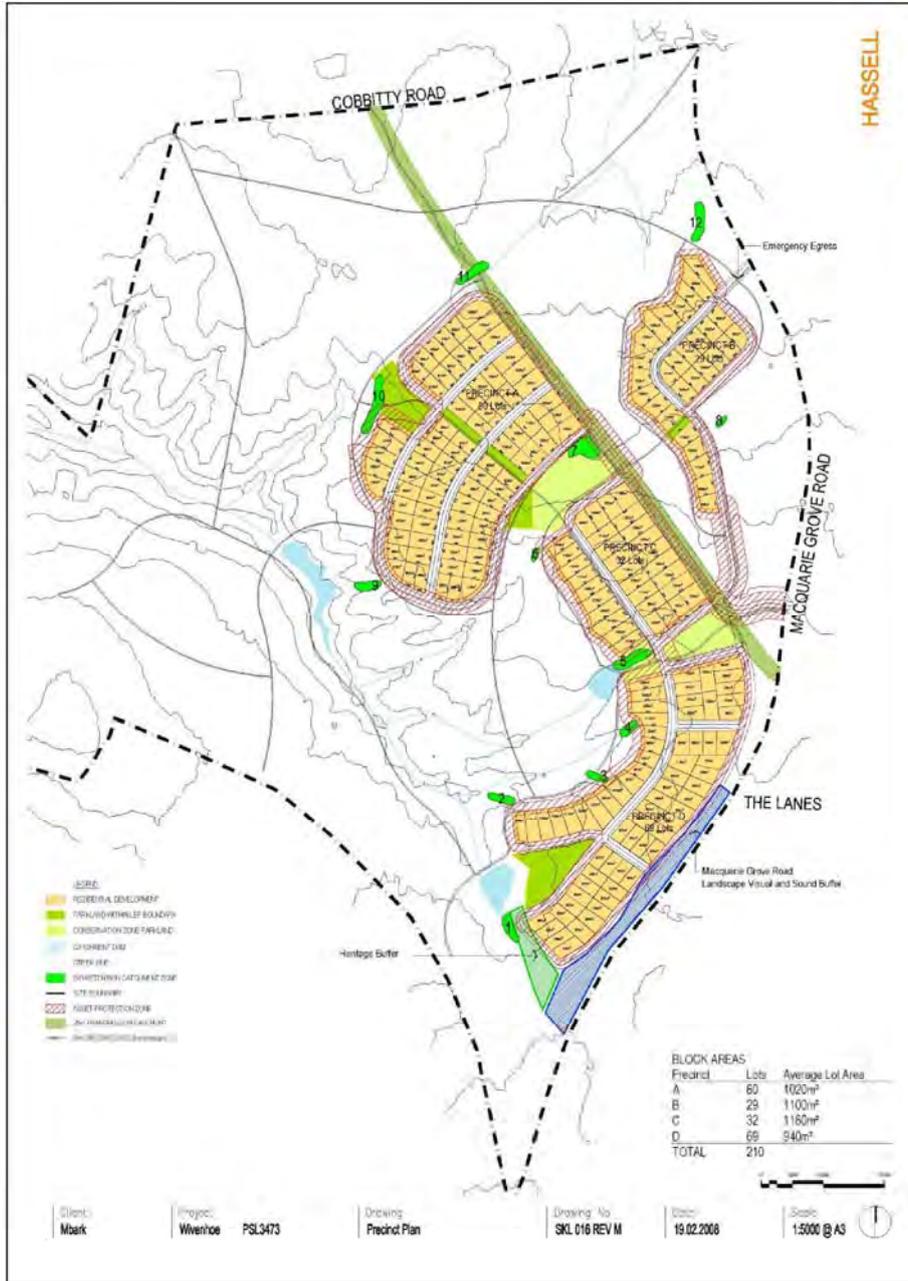


Figure C56 Mater Dei Precinct Structure Plan

C10.3 Street Network and Design

Controls

Roads & Access

The following provisions detail the standards to which the roads are to be constructed within Mater Dei.

Road Structure

The proposed layout is based upon a circulation spine which connects the four development areas. Local roads are provided within each development area to provide for internal circulation. Each of the roads will carry less than 1,000 vehicles per day (VPD) and are therefore defined as 'minor access roads' under the Mater Dei DCP. However, as shown in Figure C57, three different road types are proposed for the site:

- main access road along the electricity transmission line.
- local roads.
- bush edge roads.



Figure C57 Mater Dei Road Hierarchy

Road Design and Streetscape Character

Minor Access Road - Main Access Road

1. The main access road is generally located within the existing electricity transmission line easement. The road provides access between the site entry and Precincts A, B and C and D.
2. As shown in Figure C57.1, the road reserve and carriageway provides for two lanes of traffic, a share shoulder landscaping path, swale, drainage clearance zone for the transmission line, and road.
3. The streetscape character of the main access roads will be defined by large indigenous trees which will dominate the street experience. Trees are to be planted in natural clumps, with a cycleway winding through. The understorey of predominantly indigenous shrub planting will blend into existing bush land. Ornamental natives and to be used on outer edges to provide additional colour and interest.

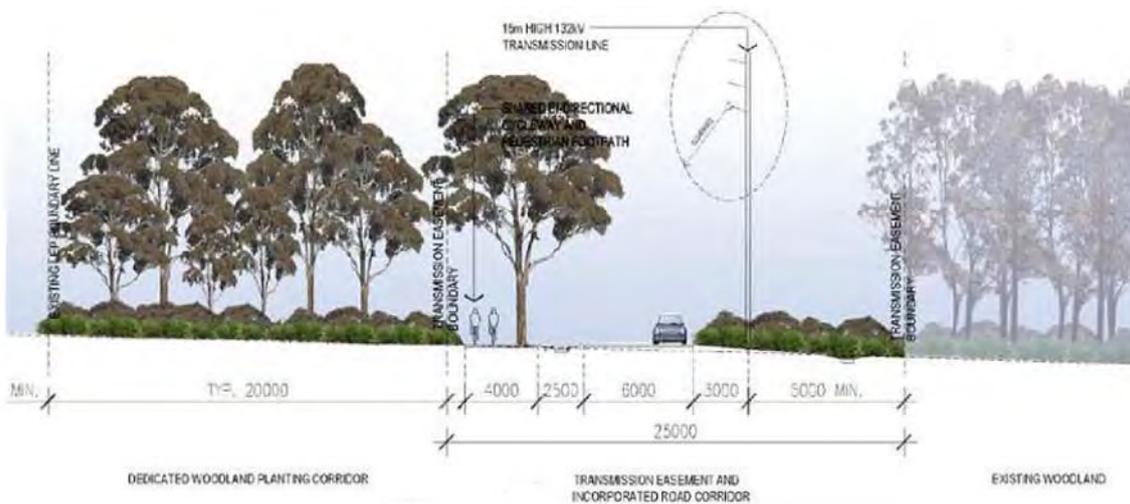


Figure C57.1 Mater Dei Main Access Road Section and Plan

Minor Access Road - Local Road

1. Local roads provide for sufficient internal circulation within each precinct whilst providing a scale and character appropriate for the surrounding residential area.
2. As shown in Figure C57.2, the local road reserve contains a two-way carriageway, with indented parking bays, road shoulder landscaping on both sides of the carriageway, a drainage swale, tree on the opposite side. A 1.2m wide footpath may be constructed where appropriate on one side of the road.
3. The streetscape character of local roads is defined by a mix of small to medium native evergreen trees, with occasional large indigenous trees, planted in natural, informal clumps. Native understorey planting further enhances the natural street character.

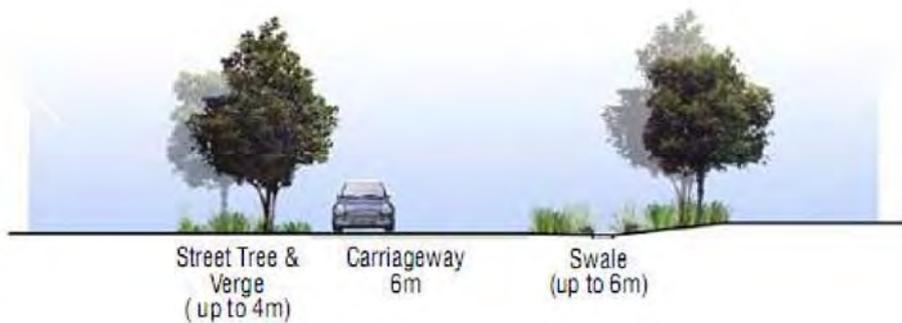


Figure C57.2 Mater Dei Local Road Section and Plan

Minor Access Road - Bush Edge Road

1. Bush edge roads are located on the perimeter of the development areas and provide a buffer between the residential area and the bushland area. The streetscape character of the bush edge roads provide a transition between the residential area and surrounding conservation areas.
2. As shown in Figure C57.3, bush edge roads contain a two way carriageway and indented parking bays. The carriageway is separated from the bush edge a rocklined swale and a street tree and verge is located on the other side.
3. The streetscape character for Bush Edge Roads is defined by a mix of small to medium native evergreen trees, planted in natural, informal clumps on development side. Large indigenous tree species are planted adjacent to the bush / reserve.



Figure C57.3 Mater Dei Bush Edge Road Section and Plan

Access to Macquarie Grove Road

1. Access to the Mater Dei Development is via an access/egress point along Macquarie Grove Road, situated approximately 400 metres north of the existing access to The Lanes development and approximately 1000 metres south of the Cobbitty Road/Macquarie Grove Road intersection.
2. The proposed access will be a new priority T-junction or an alternative intersection as agreed to by Council .
3. The intersection layout must consider the need for a deceleration lane for northbound vehicles turning into the site.

C10.4 Pedestrian and Cycle Network

Controls

1. The off road pedestrian and cycle network is made up of shared walking and cycling paths, dedicated walking paths and informal trails which must be in accordance with figure C58.
2. Shared walking and cycling paths are to provide connection through out the residential area and link the Mater Dei access road, Macquarie Grove Road and Cobbitty Road. Shared paths will be 2.5m wide.
3. Walking paths are located around the perimeter of the residential areas to provide high amenity walking paths within the conservation areas. Walking trails of 1.5m wide also run near the rear of bush frontage lots.
4. Informal trails are provided within the conservation area and provide pedestrian linkages to Cobbitty, Oran Park and the Mater Dei School. Informal trails will be 1.5m and constructed out of a pervious material. The trails have been aligned to avoid areas of aboriginal archaeological sensitivity.

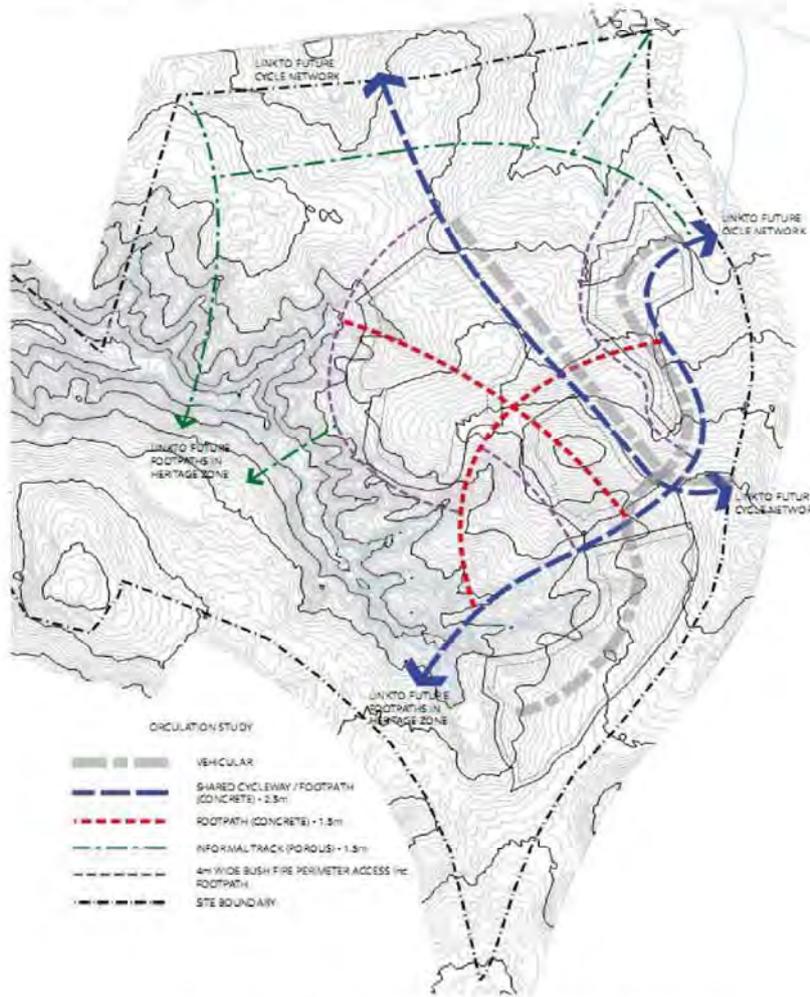


Figure C58 Mater Dei Pedestrian and Cycle Network

C10.5 Parks and Open Space

Controls

1. The location of open space must be provided in accordance with Figure C59 and the principles contained in the Wivenhoe Landscape Strategy (HASSELL, 2008).
2. Park A is located on the northern side of Precinct A and designed as a conservation park. Existing vegetation will be retained and reinforced in accordance with the Conservation Management Plan. Small areas of turf will be provided amongst existing vegetation to provide passive recreation and BBQ shelters, adjacent to developed areas. The park measures 5500m².
3. Park B and C is a 16m wide green corridor providing pedestrian and visual linkage between Park A and Park D. The total area of the park is 1280m². The green link will be a mixture of turf and native planting.
4. Park D and G is located between Precinct A and Precinct C and is designed as a formal park surrounded by conservation area woodland. An open kick about area, playground and BBQ shelters will be provided centrally within the park amongst existing vegetation. The park measures 1900m².
5. Park E is a small parkland in Precinct B which connects to walking trails within the conservation area. The park land is 760m².
6. Park F is located at the south of the development within Precinct D. It will also provide a formal park area based around a regenerated existing waterbody. Park F measures 6400m².
7. Park H is a large formal park and water feature area spanning between the entry road, Precinct C and Precinct D. The park will be centred on a regenerated existing waterbody and the design will provide water views for surrounding properties. BBQ shelters, boardwalks and open kick about areas amongst existing vegetation will be provided. Park H measures over 9200m².
8. All landscaping of open space is to be in accordance with the Wivenhoe Landscape Strategy (HASSELL, 2008).
9. All open space works and development in the E2 Environmental Conservation must comply with the Wivenhoe Conservation Management Plan and Bushfire Management Plan (EcoLogical Australia, 2008).

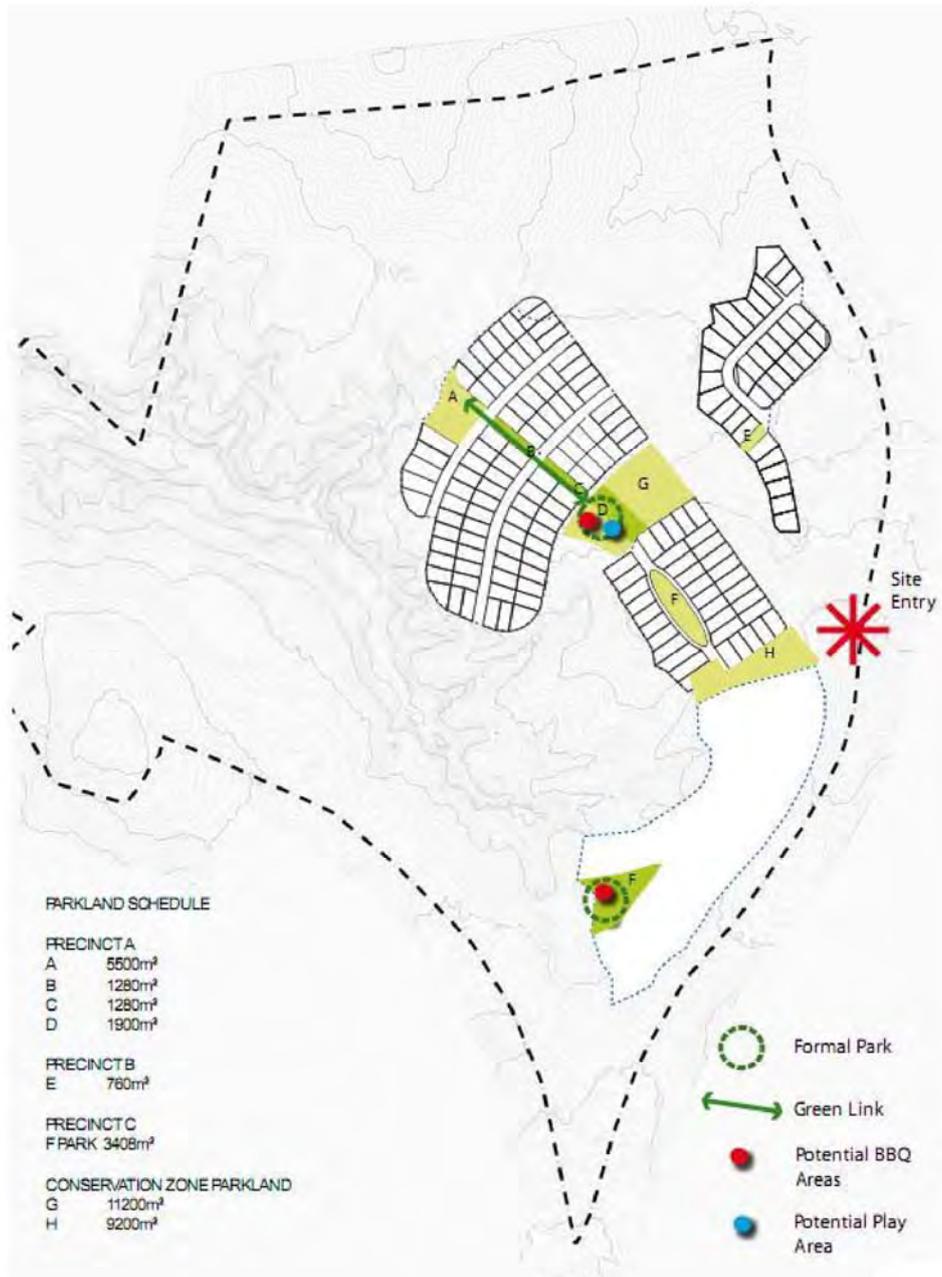


Figure C59 Mater Dei Location of Open Space

C10.6 Stormwater Management

A Stormwater Management Plan must accompany any development application for subdivision of the land and must be in accordance with the Wivenhoe Water Sensitive Urban Design Strategy (Maunsell Australia Pty Ltd, 2008).

C10.7 Bushfire Management

All development and works on land in or adjacent to the E2 Environmental Conservation zone must comply with the Wivenhoe Conservation Management Plan and Bushfire Management Plan (Ecological Australia). All allotments are to be provided with an Asset Protection Zone as prescribed in the Wivenhoe Conservation Management Plan and Bushfire Management Plan (Ecological Australia).

C10.8 R5 Large lot Residential Zone (Wivenhoe Homestead)

Objectives

1. To conserve the heritage significance of the heritage place and its setting, whilst facilitating the provision of public road linkages and appropriate development.
2. Ensure an appropriate visual and physical curtilage is provided around the heritage place to protect it and so that it can continue to be enjoyed and understood by the public in perpetuity.

Controls

1. Alignment and construction of public road linkages, where necessary, to respect and be sympathetic to the natural environment and heritage significance.
2. Provide adequate bush fire management measures.
3. Identify areas of tree planting in accordance with a Conservation Management Plan to provide vegetated screening of development, where necessary.
4. Comply with the Wivenhoe Heritage Conservation Management Plan and chapter B3 of this DCP for each heritage item and curtilage area.

C11 Camden Lakeside

C11.1 Introduction

The Camden Lakeside development provides for residential uses set amongst a golf course and clubhouse facilities and environmental assets including watercourses and water bodies, and scattered remnant Cumberland Plain Woodland vegetation.

Camden Lakeside forms part of the Central Hills lands which were identified in the Camden Structure Plan as an important scenic and rural buffer between the urban areas of Camden and Campbelltown LGAs. The essential character of the Central Hills is seen to be generally open landscape, so that any new urban form components must be subservient. The unique conservation and heritage qualities, (including cultural landscapes) as well as maintenance of biodiversity and vegetation corridors, are also regarded as integral elements of the Central Hills area.

The site contains some significant remnant Cumberland Plain Woodland vegetation, albeit in small quantities, including an area of threatened *Pimelea spicata* vegetation just north of the first golf tee. The more intact vegetation communities are located along the banks of Rileys Creek, the primary drainage line through the site, and in the northern and north-eastern parts of the site. Other scattered remnant and planted vegetation occurs throughout Camden Lakeside, further contributing to the natural landscape character prevalent through much of the site.

Gledswood Homestead is the most visually and culturally significant built form adjacent to the site. This is a state heritage listed homestead nestled within well-maintained gardens of mature tree plantings, hedges and period fencing. Parts of the central, western and southern areas of the golf course are clearly visible from Gledswood. Maintenance of these views, particularly the views to the north of Gledswood homestead, is desirable.

The Sydney Catchment Authority Upper Canal is also listed on the State Heritage Register and adjoins the south and eastern edge of the site.

Camden Lakeside Planning Principles

- Enhancement of the existing natural environment through the implementation of a water management system integrated with the golf course landscape.
- Retention and enhancement of existing significant Cumberland Plain Woodland where practical.
- Protection of important visual elements within the landscape including contained and long views, vegetation, waterbodies and cultural elements.
- Retention where possible of open space and golf play areas visible from Gledswood Homestead and gardens.
- Protection of the Sydney Catchment Authority Upper Canal.
- Establishment of streetscapes and other public spaces including parks and pedestrian paths which are visually and physically empathetic with the existing character of the site.
- Establishment of natural and built environments which reflect contemporary lifestyles.
- Creation of an urban structure which facilitates the implementation of ecologically responsible long term management procedures.
- Accommodation of relevant bushfire requirements, riparian setbacks and golf safety setbacks.
- Responsible physical integration of residential lots with the activity associated with the golf course and other land uses.
- Maintenance of a golf course, clubhouse and maintenance facility/depot.

Design Structure

An indicative master plan for Camden Lakeside is shown in Figure C60. The proposed entry point to the development is off Raby Road. The entry will provide direct access to the Camden Lakeside clubhouse, golf course and residential allotments. A north-south oriented connector road provides an important vehicular, pedestrian and bicycle link between the northern and southern parts of the development.

A road link and potential bus route will be provided into the adjoining Gledswood homestead from Precinct 4. A dual use cycle/pedestrian path is also proposed from the Raby Road entrance, through Precinct 3 and into the Gledswood site and beyond.

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The golf course incorporates water bodies, watercourses and tree planting. The proposed development includes construction of a number of new holes and modification of existing holes to accommodate the residential development.

Recreation facilities must be located adjacent to the golf clubhouse. The facilities will provide a place for residents to meet, socialise and exercise. It is anticipated that the facilities will include a pool, tennis court, children's play area and a small shelter. The proposed development also contains a number of local parks for passive and active recreation uses. Pedestrian and bicycle routes provide convenient and safe access to the recreation facilities.

Proposed residential areas are located primarily to the south of the site and to the north around the clubhouse. The principal design objective is to maximise views to the golf course and Rileys Creek.

The capacity of the Camden Lakeside site is 380 dwellings.

Relationship to Other Plans

The Camden Lakeside section was developed following completion of the Camden Lakeside Local Environmental Study (APP, 2007) which summarised the wide range of specialist consultant reports including:

- Cardno Forbes Rigby (July 2007) Civil Infrastructure and Water Cycle Assessment.
- Elton Consulting et al (November 2006) Community Facilities & Open Space Assessment.
- Cumberland Ecology (November 2006) Ecological (and Bushfire) Assessment.
- Lucas, C. et al (November 2006) Landscape Conservation Management Plan for the Former Gledswood Estate.
- Australian Museum Business Services (December 2006) Aboriginal Heritage Assessment.
- LFA (Pacific) (November 2006) Landscape and Visual Assessment.
- Douglas Partners (November 2006) Land Capability and Contamination Assessment.
- Atkins Acoustics (November 2006) Acoustic Planning Report.
- Maunsell Australia (November 2006) Transport Management and Accessibility Plan.

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Attachment 2

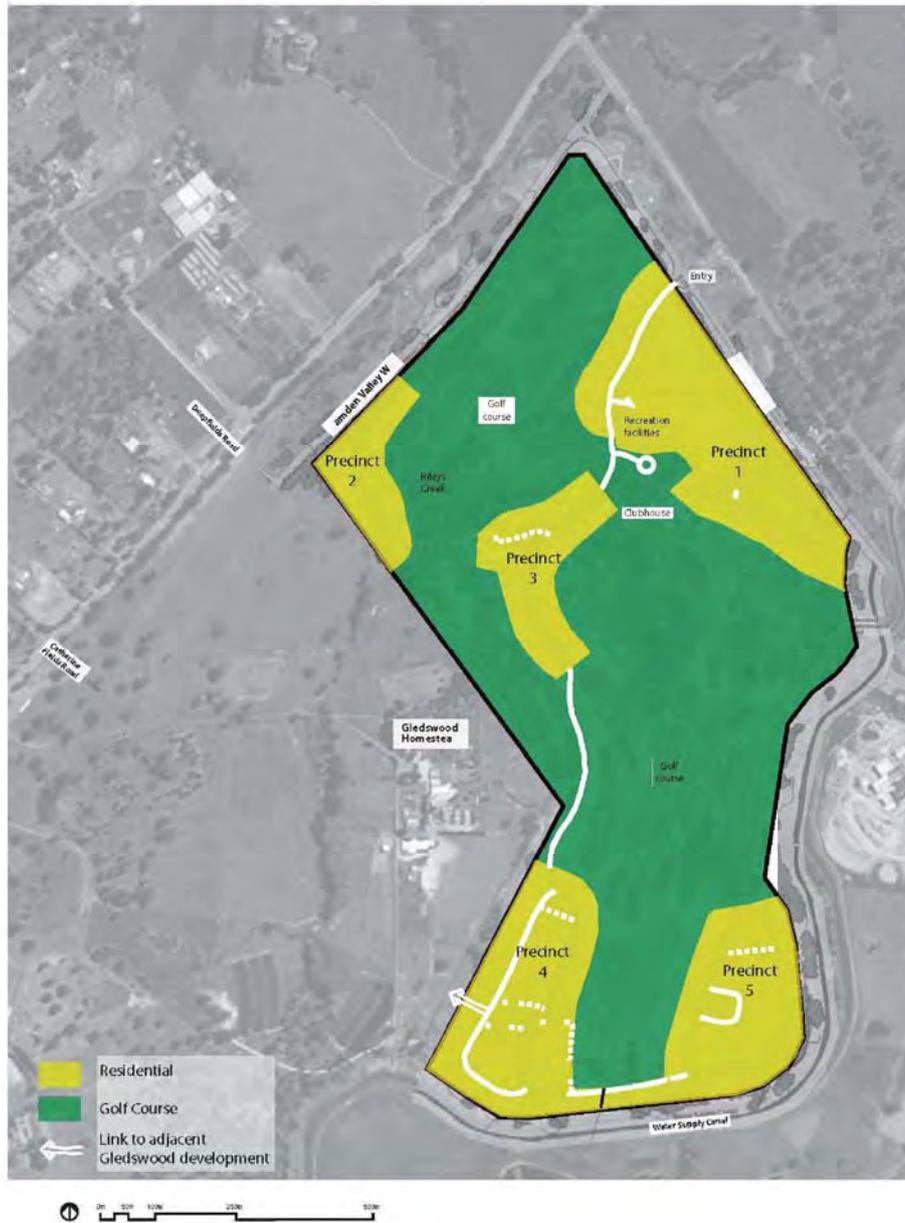


Figure C60 Camden Lakeside Master Plan

Subdivision design

Objectives

1. Establish a framework for the provision of a diversity of dwelling types, including options for seniors living, multi dwelling housing and residential flat buildings in Precinct 1.
2. Maximise amenity of residential lots by providing maximum frontage and access to open space, including golf play areas, parks and creeks.
3. Facilitate streetscapes which maximise opportunities for pedestrian activity and visual surveillance of public spaces.
4. Establish an urban structure which will facilitate the protection and enhancement of the visual amenity of the landscape.
5. Maximise amenity of residential lots by ensuring suitable noise attenuation measures adjacent to Camden Valley Way and Raby Road subject to maintaining visual access to the Camden Lakeside area from Camden Valley Way.
6. Establish an urban structure which will allow for the protection and management of important vegetation.
7. Maximise the use of public transport, walking and cycling trips to, from and within the site.

Controls

1. The subdivision pattern for Camden Lakeside shall provide for a diversity of dwelling types (attached and detached) with lot sizes ranging from small lot residential (250m² to 450m²) to standard lot residential (450m² to 850m²) and large lot residential (850m²+).
2. Precinct 1 dwelling types may also include provision for seniors living, multi dwelling housing and residential flat buildings. The development of the latter will be on superlots which are not required to provide building envelopes as any future subdivision will be assessed to include the relevant design criteria. The permissible dwelling density is 1 dwelling per 200m² of site area with a maximum permissible site coverage of 50%.

C11.2 Street, Pedestrian and Cycle Network

Objectives

1. Establish a legible and well-connected street network that promotes safe pedestrian and bicycle movement as well as convenient vehicular access while recognising constraints to connectivity imposed by the water canal and the external arterial roads.
2. Provide a vehicular and pedestrian connection with the Gledswood homestead precinct.
3. Facilitate a future bus link with the adjacent Gledswood development site.
4. Create well-vegetated, attractive streetscapes which are not dominated by driveways and garages.
5. Ensure the parking arrangements contribute positively to the character of the streets.
6. Incorporate existing significant trees into street verges where feasible.
7. Establish verges which are sustainably landscaped with trees, shrubs and groundcovers that have low water and nutrient demands.
8. Provide a variety of street tree planting with formal and informal spacings that will help create a special character within the streets.
9. Utilise street verges for Water Sensitive Urban Design and stormwater treatment.
10. Promote plant species selection and design which will minimise ongoing water and maintenance requirements.
11. Plant species selection and layout will minimise ongoing water and maintenance requirements.
12. Where streets cannot be located immediately adjacent to open space, lots may back onto that open space providing they minimise potential personal and property security, vandalism and poor visual amenity.

Controls

1. The street, pedestrian and cycle and public transport networks are to be designed and constructed in accordance with Figures C61, C62 and C63 and C61.1 – C61.5 and landscaped accordingly.
2. Kerb returns of 8.5m radius are to be provided for intersections between streets.

Note: Refer to Council's Engineering Construction Standards for road construction.

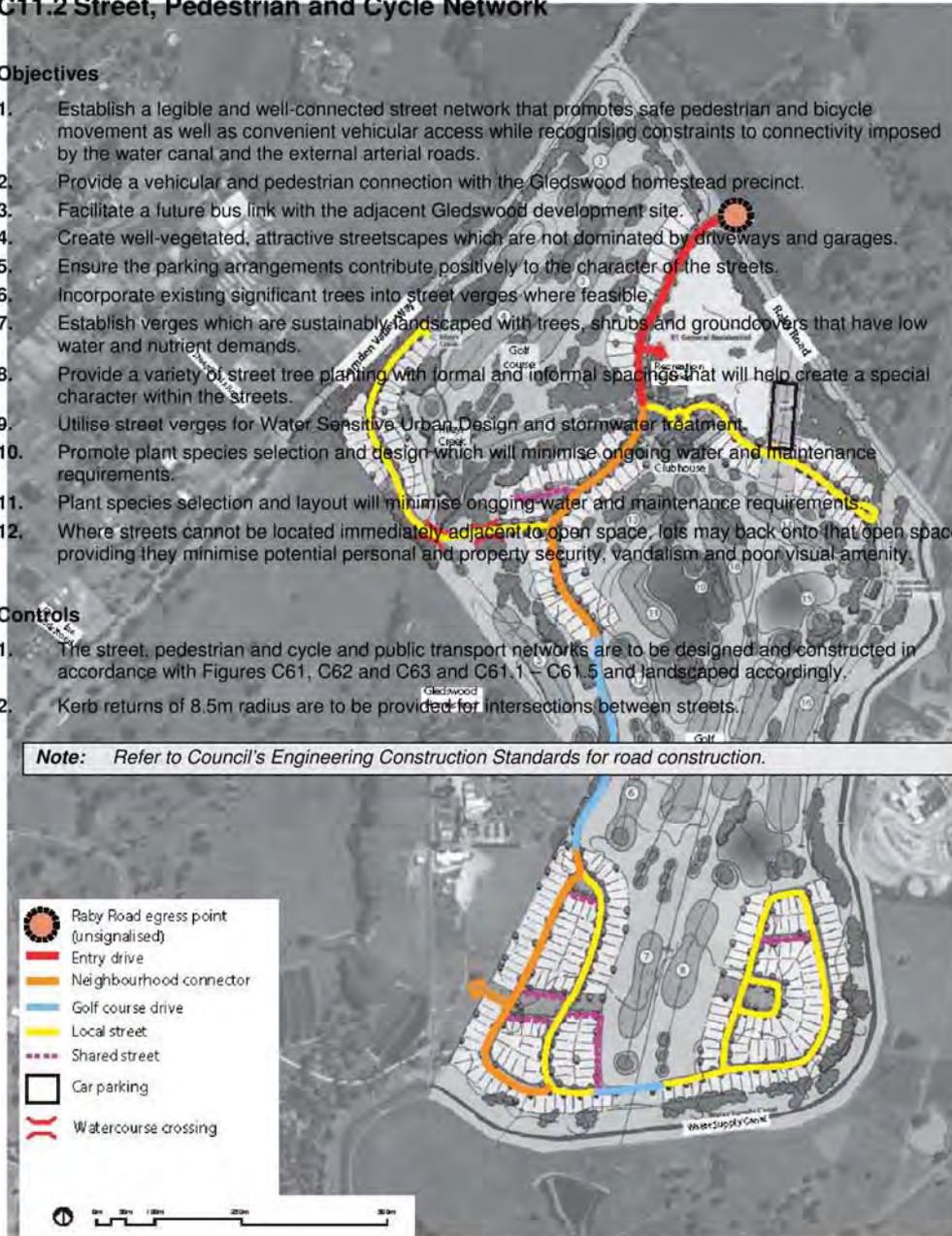


Figure C61 Camden Lakeside Indicative Road Structure

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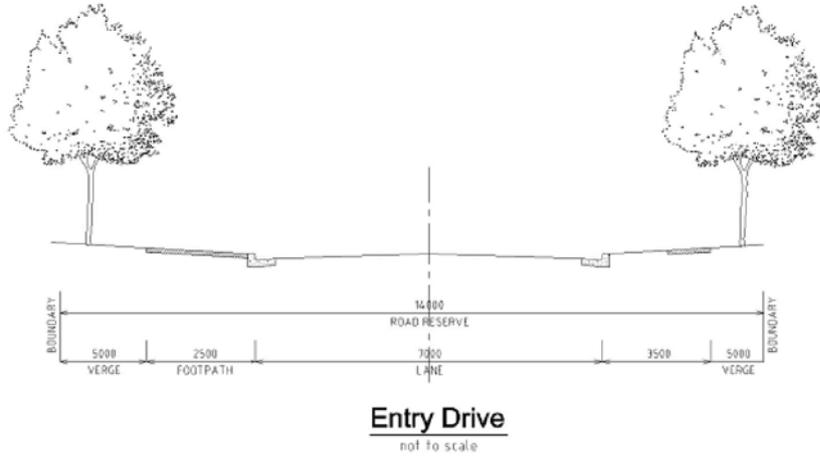


Figure C61.1 Camden Lakeside Entry Drive

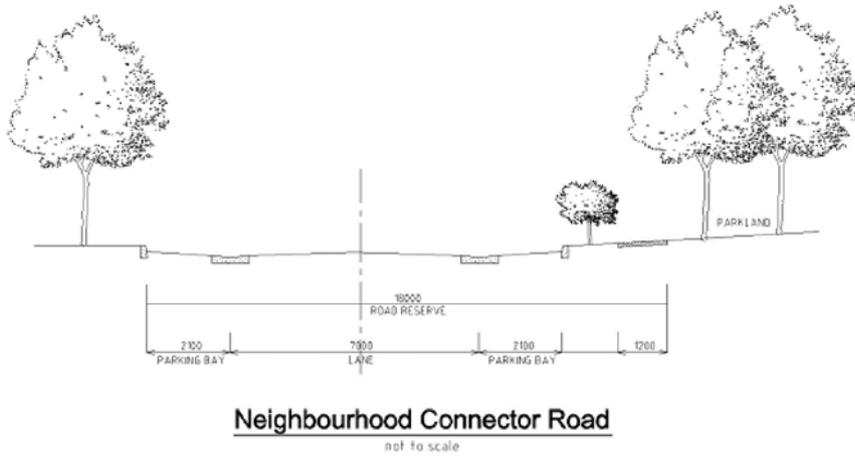


Figure C61.2 Camden Lakeside Neighbourhood Connector Road

Note: 2.5m dual use path in part as shown in figure C61.1

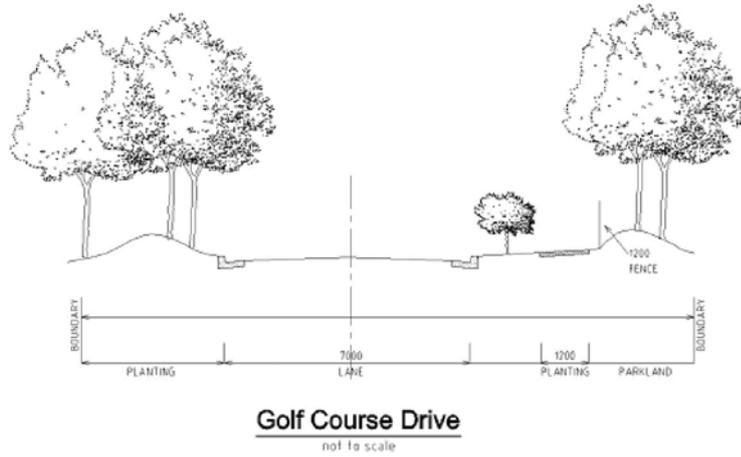


Figure C61.3 Camden Lakeside Golf Course Drive

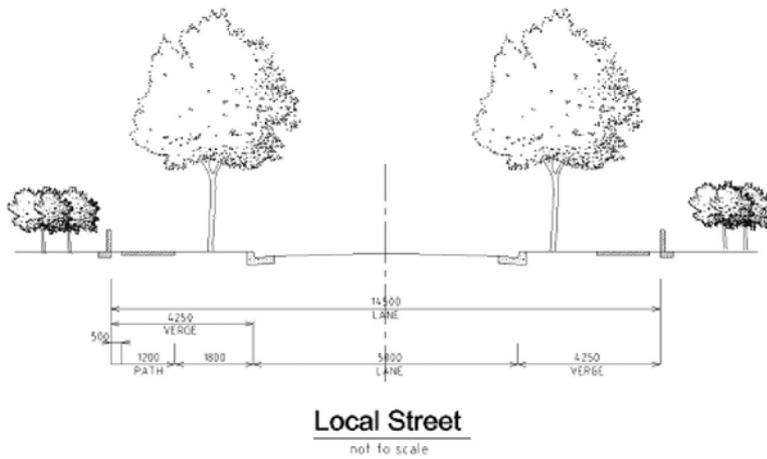


Figure C61.4 Camden Lakeside Local Street

Note: 2.5m dual use path in part as shown in figure C61

ORD05

Attachment 2

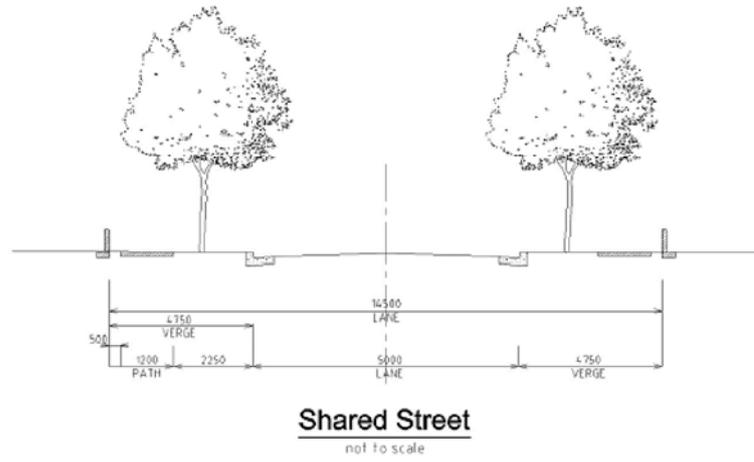


Figure C61.5 Camden Lakeside Shared Street

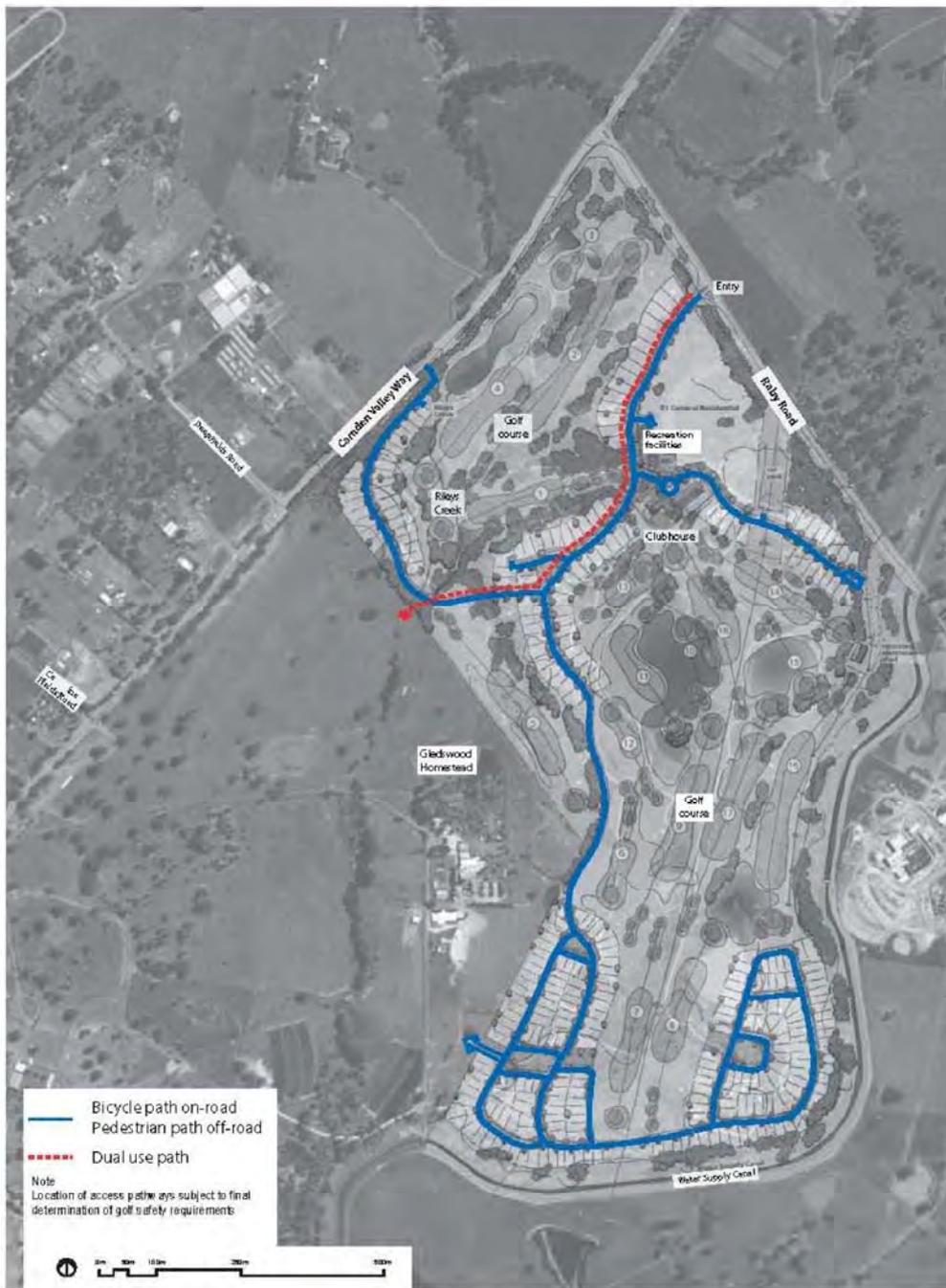


Figure C62 Camden Lakeside Pedestrian and Cycle Network



Figure C63 Camden Lakeside Indicative Bus Route

C11.3 Parks and Open Space

Objectives

1. Ensure that open space is of appropriate quality and quantity to meet the recreational and social needs of the community.
2. Provide the framework for the protection and enhancement of remnant vegetation and riparian corridors within the public realm.
3. Provide for the establishment of local parks and other open spaces which contribute to the sense of place.
4. Utilise open space for Water Sensitive Urban Design and stormwater management.
5. Promote plant species selection and design which will minimise ongoing water and maintenance requirements.

Controls

1. Local open space will generally be located in accordance with Figure C64.



ORD05

Attachment 2

Figure C64 **Camden Lakeside Indicative Open Space Network**

C11.4 Vegetation Conservation

Objectives

1. Ensure the protection and enhancement of existing significant trees and significant remnant vegetation where practical.
2. Facilitate the implementation of the agreed conservation offset package for Camden Lakeside.
3. Prevent the spread of weeds during and after construction.

Controls

1. All 'Core Local Vegetation Protected' and 'Other Vegetation Protected' areas identified in Figure C65 are to be retained within open space and protected to ensure long term viability.
2. Land identified as 'Core Local Vegetation Rehabilitated' in Figure C65 is to be restored in accordance with a Conservation Management Plan (CMP). The CMP must be prepared in line with the recommendations of the Cumberland Ecology - Ecological Assessment (January 2007) and be endorsed by Camden Council.
3. All applicants for subdivision and bulk earthworks are required to consider the need to minimise weed dispersion. Refer within Chapter B1, section B1.3 Natural Environment Management for further information in relation to weed control

ORD05

Attachment 2



Figure C65 Camden Lakeside Compensatory Planting Areas

C11.5 Sydney Upper Canal

Objectives

1. Enhance and protect the heritage significance of the Upper Canal and respect its rural landscape setting.
2. Ensure that new development is set back and visually screened from the Upper Canal.
3. Provide public access along the Upper Canal perimeter for heritage interpretation purposes, while ensuring the security of the Upper Canal is maintained at all times.
4. Minimise risks to public safety.
5. Prevent stormwater, treated effluent or other pollutants from entering the Upper Canal system.

Controls

1. A safety fence shall be erected along the southern boundary of residential Precinct 4 and the southern and eastern boundaries of Precinct 5 that adjoin the golf course (including the area between Precincts 4 and 5 that adjoins the upper canal). The fence shall be designed to satisfy the security requirements of the Sydney Catchment Authority without being detrimental to the heritage significance of the Upper Canal. Consideration must be to soften the visual impact of the fence from the Upper Canal and from the development. The fence shall be installed by the developer as part of the subdivision works occurring adjacent to the Upper Canal.
2. The stormwater system along the boundaries of Precincts 1, 4 and 5 that adjoin the Upper Canal shall be designed to ensure that stormwater during a 1% AEP flood event will not enter the Upper Canal. Management measures shall accommodate and not impede flows from the trails, drains, banks/berms, pipes/flumes/culverts/siphons that convey stormwater across the Upper Canal.
3. The reuse of treated effluent in the vicinity of the Upper Canal is to incorporate an irrigation system that avoids the potential for airborne contaminants to adversely impact on water in the Upper Canal.
4. Any development adjacent to the Upper Canal and roads crossing the Upper Canal shall be designed and constructed to minimize damage to the Upper Canal from vibration and from cut and fill works. Construction techniques shall satisfy the requirements of the Sydney Catchment Authority.
5. Further reference shall be made to section B1.14 and Chapter B3 Environmental Heritage.

C11.6 Golf Course and Recreational Facilities Precinct

Objectives

1. Control the interface between the golf course and adjacent land uses.
2. Identify the materials, form and scale of boundary treatments at the interface between the golf course and adjacent land uses.
3. Where practical, provide for the retention of existing trees both on the golf course and within adjacent lots.
4. Establish an appropriate physical separation between golf play areas, roads, dwellings and other activities within adjacent land areas.
5. Define the extent of the landscape curtilage which surrounds the recreational/golf course facilities and which forms the Precinct area.
6. Facilitate the appropriate physical separation between the recreational facilities and surrounding activities.
7. Establish site circulation, visual amenity and environmental management principles which apply to the Golf Course Facilities Precinct.
8. Facilitate pedestrian and bicycle access to the Golf Course/Recreational Facilities Precinct.

Controls

Golf course design and safety setbacks

1. The requirements for safety setbacks are to be determined by a specialist golf designer or similarly qualified person.
2. Where an existing significant tree cannot be retained, a replacement tree of the same species is to be planted within close proximity of the existing tree.
3. Where practical, new planting within the golf course is to be located to maximise existing views of the golf course from lots and Gledswood homestead and Upper Water Canal.
4. Provide appropriate safety setbacks from the centreline of the fairways to the boundary of adjacent lots, roads and other development.
5. New planting is to be established to soften the visual impact of built forms.
6. Recreational and clubhouse facilities and associated activities that have the potential to cause intrusive/offensive noise to residential premises are to be designed to comply with relevant noise criterion contained within the EPA Policy document 'Industrial Noise Policy (2000)'.
7. Car parking is to be provided in the vicinity of the Recreational and Golf Course facilities in accordance with relevant provisions of this DCP.
8. Vehicular access and egress to the facilities and associated car park will be provided with adequate separation from and appropriate integration with the pedestrian and bicycle movement system.
9. Provide bicycle parking facilities in the Golf Course/Recreational Facilities Precinct. Pedestrian access requirements to the recreational facilities and Golf Club are to comply with Australian Standards for mobility and access.
10. Future extensions and modifications to the existing clubhouse are to be in keeping with the existing scale, form and character of the clubhouse.

Recreational facilities

11. If recreational facilities are provided, they are to be in a location easily accessible from the clubhouse and roads.
12. Facilities may include a fenced full size tennis court and swimming pool.

C11.7 Camden Lakeside – Odour impacts**Objectives**

1. Ensure appropriate levels of air quality for the health and amenity of future residents.

Controls

1. An odour impact assessment of the identified poultry operation (within the Benbow Environmental Level 3 Odour Impact Assessment for development of Camden Lakeside (November 2007)) is to be undertaken in accordance with the EPA draft policy Assessment and Management of Odour from Stationary sources in NSW and Technical Notes.
2. Any land identified by the odour study as being within a nominated separation distance (ie. inside the 2.0 OU / cubic metre - 99th percentile expressed as a nose response average 1 second value) shall not be developed until either:
 - (a) The poultry operation ceases to operate and the existing use rights have been extinguished and the poultry sheds and supporting infrastructure has been demolished, or
 - (b) It can be demonstrated to Council that the odour levels are within acceptable limits to permit development.

C11.8 Camden Lakeside – Acoustic Amenity**Objectives**

1. Establish an urban structure which protects and enhances short and long views within the landscape, whilst allowing for the development of individual lots.
2. Mitigate noise effects from Camden Valley Way and Raby Road to ensure private open space areas are not adversely affected by noise.
3. Allow for the physical separation of incompatible activities to facilitate adequate privacy.
4. Achieve high quality living environments which maximise visual privacy of the occupants and neighbouring properties through siting, building planning, location of openings and building materials.

Controls

1. Lots contained within Precinct 2 immediately adjacent to Camden Valley Way are to have a continuous building facade (noise attenuation / barrier). This shall include where the facade faces toward the road, with a private open space area located on the eastern (protected) side of the facade and sleeping / quiet areas located within the part of the dwelling furthest away from the noise source. Figure C66 below shows indicative layout and noise attenuation measures which will help achieve the external noise criteria.
2. Residential premises immediately adjacent to Camden Valley Way and Raby Road are to be designed to comply with the EPA Policy document '*Environmental Criteria for Road Traffic Noise*' and be in accordance with the following principles:
 - (a) Appropriately designed acoustic mounds are to be provided along Camden Valley Way where required.
 - (b) Setbacks and service roads placed between Camden Valley Way and housing.
 - (c) Internal dwelling layouts that are designed to minimise noise in living and sleeping areas.
 - (d) Higher than standard fencing constructed with a suitably solid mass .
 - (e) Locating courtyards and private open space areas away from the noise source to achieve external noise criteria of less than 55db(a) LAeq (15 hr) day time, and less than 50 db(a) LAeq (9 hr) night time.
3. Where the relevant external noise criteria within the EPA Policy document '*Environmental Criteria for Road Traffic Noise*' cannot be met (using all feasible and reasonable measures), residential premises impacted by traffic noise from Camden Valley Way shall be designed to meet the following internal noise levels:

- (a) In a naturally ventilated, windows open condition (i.e. windows open up to 5% of the floor area, or attenuated natural ventilation open to 5% of the floor area) or mechanically ventilated windows closed condition:
 - (i) Sleeping areas

LAeq 15 hour,	Day 40db
LAeq 9 hour,	Night 35db
 - (ii) Living areas

LAeq 15 hour,	Day 45db
LAeq 9 hour,	Night 40db

Where a naturally ventilated, windows open condition cannot be achieved, it is necessary to incorporate mechanical ventilation compliant with AS 1668 and the Building Code of Australia. The noise levels above shall be met with mechanical ventilation and air conditioning systems not operating.
- (b) The following LAeq noise levels shall not be exceeded when doors and windows are shut and mechanical ventilation or air conditioning is operating:
 - (i) Sleeping areas

LAeq 15 hour,	Day 43db
LAeq 9 hour,	Night 38db
 - (ii) Living areas

LAeq 15 hour,	Day 48db
LAeq 9 hour,	Night 43db

Note: *These levels correspond to the combined measured level of external noise sources and the ventilation system operating normally.*

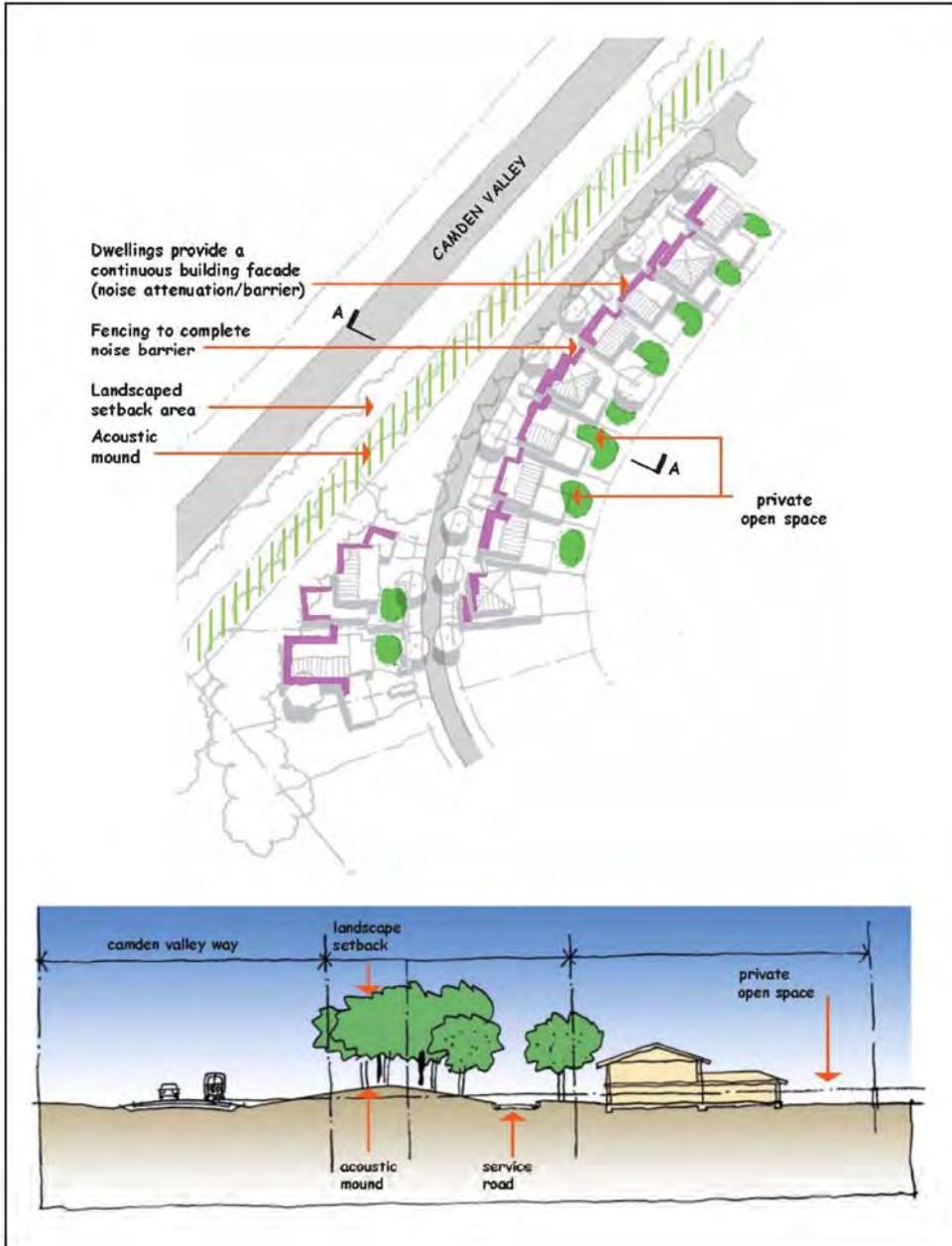


Figure C66 Camden Lakeside Indicative Layout and Noise Attenuation Measures

C11.9 Stormwater Management

Control

The design and performance of the stormwater management system infrastructure must have regard to the Water Sensitive Urban Design measures contained within the 'Camden Lakeside Rezoning: Water Cycle and Civil Infrastructure Assessment' prepared by Cardno Forbes Rigby and dated September 2007.

C11.10 Bushfire Risk Management

Controls

1. Subject to detailed design at development application stage, the indicative location and widths of Asset Protection Zones are to be provided in accordance with figure C67 and;
 - (a) are to be located wholly within the Precinct.
 - (b) may incorporate roads and flood prone land.
 - (c) are to be located wholly outside of a core riparian zone (CRZ) but may be located within the buffer areas of the CRZs.
 - (d) may be used for open space and recreation subject to appropriate fuel management.
 - (e) are to be maintained in accordance with the Planning for Bushfire Protection (NSW RFS).
 - (f) may incorporate private residential land, but only within the building setback (no dwellings are to be located within the APZ).
 - (g) are not to burden public land.
 - (h) are to be generally bounded by a perimeter fire trail/road that is linked to the public road system at regular intervals in accordance with Bushfire Protection.
2. Buildings adjacent to APZs are to be constructed in accordance with the requirements of Appendix 3 of Bushfire Protection and Australian Standard 3959 - Construction of Building in Bushfire-prone Areas.
3. Where an allotment fronts and partially incorporates an APZ it shall have an appropriate depth to accommodate a dwelling with private open space and the minimum required APZ. The APZ will be identified through a Section 88b instrument.
4. Temporary APZs, identified through a Section 88b instrument, will be required where development is proposed on allotments next to undeveloped land. Once the adjacent stage of development is undertaken, the temporary APZ will no longer be required and shall cease.



Figure G67 Camden Lakeside Asset Protection Zones

ORDINARY COUNCIL

ORD06

SUBJECT: DELIVERY PROGRAM 6 MONTH REPORT JULY - DECEMBER 2012
FROM: Director Governance
BINDER: Integrated Planning and Reporting

PURPOSE OF REPORT

To report Council's progress on its Delivery Program for the period July to December 2012.

BACKGROUND

In accordance with the *Local Government Act 1993*, all Councils are required to report their progress on the Delivery Program every six months. A copy of the July to December 2012 report is included as **Attachment 1 to this report**.

Integrated Planning and Reporting is the term applied to the planning framework where long term community aspirations and goals are addressed through relevant resources and action. Local Government and various community stakeholders then develop supporting plans and strategies to deliver on these aspirations. Councils are then required to report the progress in implementing these plans to the Community.

The Integrated Planning and Reporting (IP&R) Framework is made up of four main elements:

1. **The Community Strategic Plan – Camden 2040;**
2. **The Resourcing Strategy** – Incorporating the Long Term Financial Plan, Asset Management Strategy & Plan and the Workforce Plan;
3. **4 Year Delivery Program and Operational Plan / Budget**
4. **Reporting Framework** (6 Month DP Reports, Annual Report, End of Term Report (to the last meeting of the outgoing Council) and the State of the Environment Report (prepared the year of the election).

The 6 Month Delivery Program Report details Council's progress in implementing activities fundamental in achieving the vision set out in *Camden 2040*.

In reporting the progress of Council for the July – December 2012 period, Council's primary aim is to produce a transparent, meaningful and comprehensive report on key achievements and areas for improvement, particularly highlighting the context within which Council is operating in managing large scale urban development and population growth in the local area over the reporting period.

MAIN REPORT

The Delivery Program is based on Council's thirty local services and how these services have performed against identified success indicators. It also details the many activities that have been undertaken during the reporting period.

Each Local Service has two sets of indicators, and each is reported as follows:

1. *Delivery Program Success Indicators:*

These indicators are intended to provide information about how the service as a whole is performing in meeting the objectives outlined in the Delivery Program. These indicators each have a target assigned to them and a 'traffic light' approach has been used to provide an 'at-a-glance' idea of the areas in which Council is meeting its targets, and those areas where further attention is required.

	Target met or exceeded
	Progress made towards target
	Requires attention
	No data currently available

Comment is provided on each of the indicators to further understand how Council is tracking in relation to meeting the objectives.

2. *Activity Indicators*

These indicators report on the progress of the individual activities that are detailed within the Delivery Program for each local service. The performance and progress in these indicators is typically provided in a more commentary-based fashion, and highlight Council's many achievements over the period.

Performance Against Targets Over the Six Month Period

1. **All Indicators**

There are 94 Success Indicators in total contained in the Delivery Program. The following table provides a quick snapshot of performance against indicators over the reporting period of July – December 2012.

		July to December 2012	Previous Reporting Period
	Target met or exceeded	56%	60%
	Progress made towards target	14%	7%
	Requires attention	8%	11%
	No data currently available	22%	22%