



Camden Council

Attachments

Ordinary Council Meeting
22 March 2016

Camden Civic Centre
Oxley Street
Camden



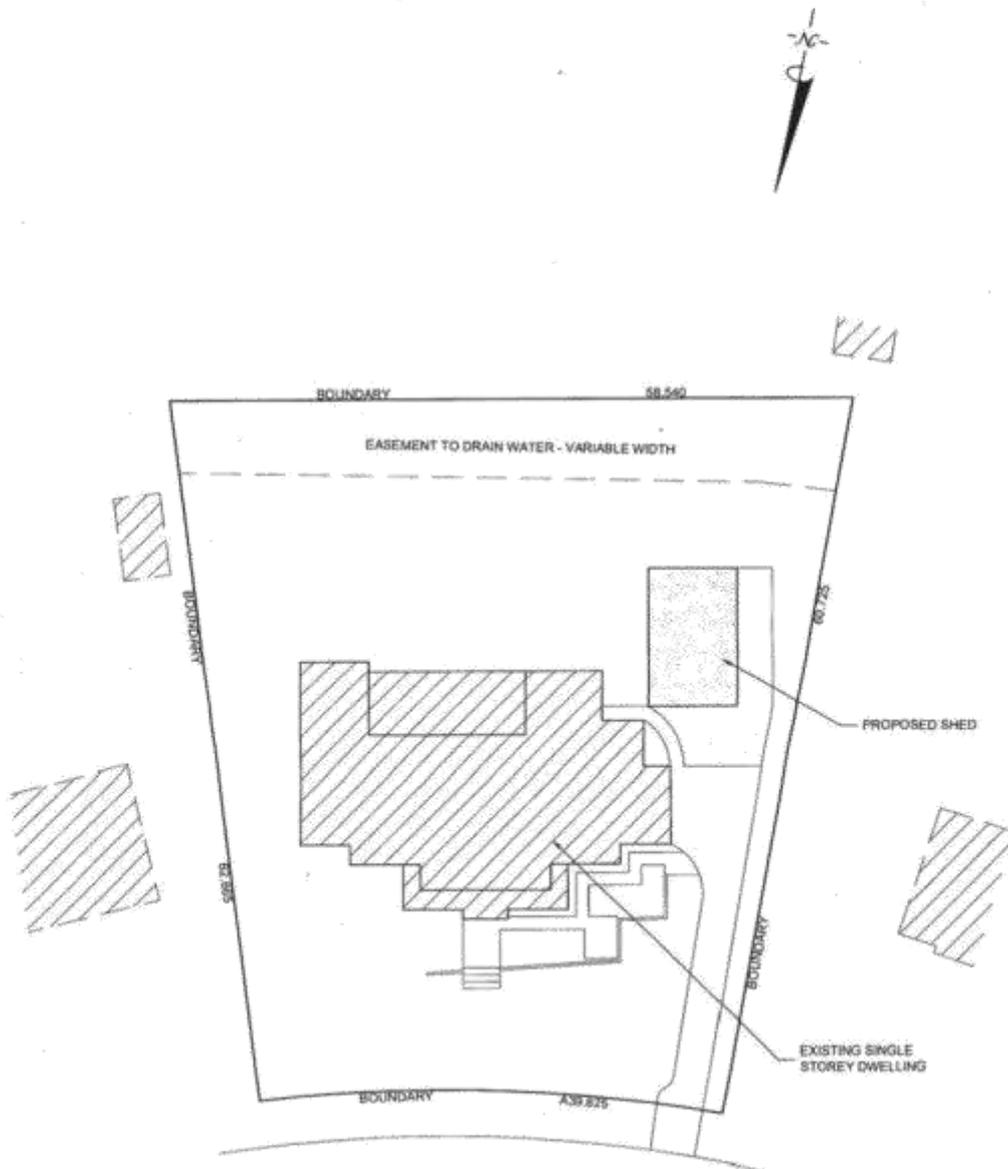
ORDINARY COUNCIL

ATTACHMENTS - ORDINARY COUNCIL

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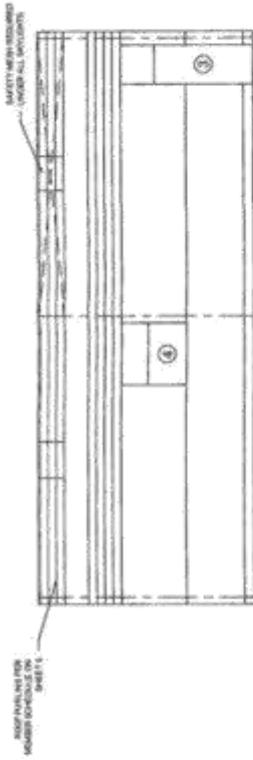


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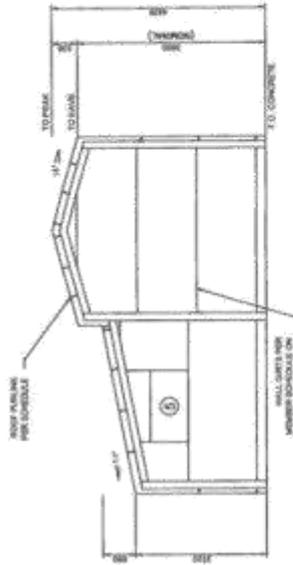


HARBEN VALE CIRCUIT

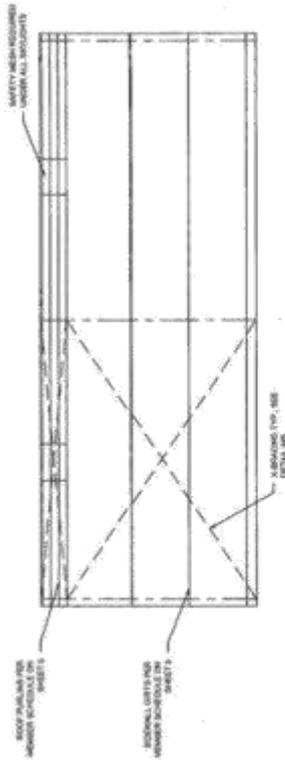
| | | |
|---|-------------------------------|---|
| DRAWN BY: | Dana Anderson 0422 484 175 | 36 Timbrey Circuit, Enderidge NSW 2224 |
| PROPOSED SHED AT 35 HARBEN VALE CIRCUIT, GRASMERE NSW 2570 | | |
| LOCATION PLAN | | |
| COUNCIL: | CAMDEN | SITE AREA: 2954.0m ² |
| SCALE: 1:400 @ A3 | LOT 32 | DP1075219 |
| DATE: 04.05.15 | REVISION: 01 | DRAWING NUMBER: 01 |



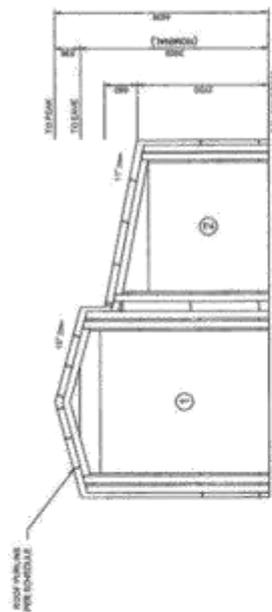
3 SIDEWALL EXTERIOR ELEVATION
SCALE: 1" = 10'



2 ENDWALL INTERIOR ELEVATION
SCALE: 1" = 10'



1 SIDEWALL EXTERIOR ELEVATION
SCALE: 1" = 10'



2 ENDWALL INTERIOR ELEVATION
SCALE: 1" = 10'

Bracing is required in 1 side bay(s) and 1 roof bay(s) (both sides).
Bracing is included in this building to be placed on every second Purlin/Girt.

| | |
|-------------------|---------------------------------|
| STEEL BUILDING BY | (CONTACT) |
| FOR | SYDNEY SHEDS AND GARAGES |
| FOR | 02 46480867 |
| AT | CHARLIE & DORIS BORG |
| AT | 35 HARBENVALE CRT |
| DRAWN | FDS |
| CHECKED | TM |
| DATE | 15/12/2015 |
| JOB NO. | NLLN14207 |
| SHEET | 2 |



NORTHERN CONSULTING
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Professional Engineer (Civil & Structural) Qld
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Signature: *[Handwritten Signature]*
Date: 15/12/2015
Registered on the NPER in the areas of practice of Civil & Structural National Professional



ATTACHMENT 2 - RECOMMENDED CONDITIONS

Details of Conditions:

1.0 - General Conditions of Consent

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

- (1) **Approved Plans and Documents** - Development shall be carried out in accordance with the following plans and documentation, and all recommendations made therein, except where amended by the conditions of this development consent:

| Plan Reference/ Drawing No. | Name of Plan | Prepared by | Date |
|--------------------------------------|-----------------------------------|--------------------------|------------------|
| Drawing No. 01 Revision No. 01 | Location Plan | Dane Anderson | 4 June 2015 |
| Drawing No. 03 Revision No. 01 | Drainage Plan | Dane Anderson | 4 June 2015 |
| Drawing No. 04 Revision No. 01 | Floor Plan and Elevations | Dane Anderson | 4 June 2015 |
| Job No. NLLN14207 Sheet 1 of 6 | Foundation Plan and Member Layout | Sydney Sheds and Garages | 15 December 2015 |
| Job No. NLLN14207 Sheet 2 of 6 | Elevations | Sydney Sheds and Garages | 15 December 2015 |
| Job No. NLLN14207 Sheet 3 of 6 | Internal Frame Section | Sydney Sheds and Garages | 15 December 2015 |
| Job No. NLLN14207 Sheet 4 of 6 | Structural General Notes | Sydney Sheds and Garages | 15 December 2015 |
| Job No. NLLN14207 Sheet 5 of 6 | Member and Material Schedule | Sydney Sheds and Garages | 15 December 2015 |
| Job No. NLLN14207 Sheet 6 of 6 | Elevations | Sydney Sheds and Garages | 15 December 2015 |

| Document Title | Prepared by | Date |
|------------------------------------|------------------------|------------------|
| Statement of Environmental Effects | Not specified | Not specified |
| Waste Management Plan | Charlie and Doris Borg | 15 December 2015 |

- (2) **Building Code of Australia** - All building work shall be carried out in accordance with the BCA. In this clause, a reference to the BCA is a reference to that Code as in force on the date the application for the relevant Construction Certificate is made.
- (3) **Home Building Act** - Pursuant to Section 80A(11) of the *EP&A Act 1979*, residential building work within the meaning of the *Home Building Act 1989* shall not be carried out unless the PCA for the development to which the work relates:



-
- a) in the case of work for which a principal contractor has been appointed:
 - i. has been informed in writing of the name and licence number of the principal contractor; and
 - ii. where required has provided an insurance certificate with the name of the insurer by which the work is insured under Part 6 of that Act.
 - b) in the case of work to be carried out by an owner-builder;
 - i. has been informed in writing of the name of the owner-builder; and
 - ii. if the owner-builder is required to hold an owner-builder permit under that Act; has provided a copy of the owner builder permit.

- (4) **Home Building Act – Insurance** - Building work that involves residential building work within the meaning of the *Home Building Act 1989*, shall not commence until such time as a contract of insurance is in force in accordance with Part 6 of that Act.

This clause does not apply:

- a) to the extent to which an exemption is in force under Clause 187 or 188 of the EP&A Regulation 2000, subject to the terms of any condition or requirement referred to in Clause 187(6) or 188(4) of the EP&A Regulation 2000; or

to the erection of a temporary building, other than a temporary structure to which subclause (1A) of Clause 98 of the EP&A Regulation 2000 applies.

- (5) **Engineering Specifications** - The entire development shall be designed and constructed in accordance with Council's Engineering Specifications and the relevant DCP.
- (6) **Finished Colours** – The colours of the outbuilding are to be neutral, earthy tones to match the colours of the existing dwelling on site (approved via DA 1161/2011) for both the walls and the roof cladding. The material shall be pre colour coated on manufacture.

2.0 – Prior to Issue of a Construction Certificate

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

- (1) **Structural Engineer's Details** - The piers/slabs/footings/structural elements shall be designed and certified by a suitably qualified structural engineer and shall take into consideration the recommendations of any Geotechnical Report applicable to the site. A statement to that effect shall be provided to the Certifying Authority.
- (2) **Building Platform** - This consent restricts excavation or fill for the purposes of creating a building platform. The building platform shall not exceed 2.0m from the external walls of the building. Where the external walls are within 2.0m of any property boundary, no parallel fill is permitted and a deepened edge beam to natural ground level shall be used. Details demonstrating compliance shall be provided to the Certifying Authority with the Construction Certificate application.



-
- (3) **Driveway Gradients and Design** - For all driveways that relate to development for the purposes of a dwelling house, the driveway gradient and design shall comply with AS 2890.1-2004 'Off street car parking' and:
- a) the driveway shall comply with Council's Engineering Specifications;
 - b) the driveway shall be at least 1m from any street tree, stormwater pit or service infrastructure;
 - c) the level for the driveway across the footpath area shall achieve a gradient of 4%; and
 - d) a Public Road Activity approval must be obtained prior to the commencement of any works.

Details demonstrating compliance shall be provided to the Certifying Authority prior to issue of a Construction Certificate.

- (4) **Soil, Erosion, Sediment and Water Management** - An Erosion and Sediment Control Plan (ESCP) shall be prepared in accordance with Council's Engineering Specifications. Details demonstrating compliance shall be provided to the Certifying Authority with the Construction Certificate application.
- (5) **Salinity** - Due to the inherent characteristics of the Camden Local Government Area, buildings erected in the area may be susceptible to soil salinity levels that may have a cumulative damaging effect over time.

Camden Council therefore requires:

- a) A salinity investigation assessment report be undertaken; OR
- b) Compliance with the 'minimum requirements' specified in this condition.

Salinity Investigation Report

Prior to the issue of a Construction Certificate, a Salinity Investigation Report shall be prepared for the development in accordance with the requirements of "Site Investigation for Urban Salinity (Local Government Salinity Initiative)" prepared by the Department of Land and Water Conservation (2002).

The recommendations from this report shall be followed and incorporated into the design and construction of the development and are to be approved by the Certifying Authority.

Minimum Salinity Requirements for Camden LGA

Where a Salinity Investigation Report is not undertaken, the following construction inclusions shall be incorporated as a minimum in the building design to reduce/prevent any detrimental affect to the building from accumulative salt deposits:

- a) **Concrete Strength:** The minimum concrete strength to bored piers, piles, strip footings and concrete floor slabs in contact with the ground shall be 32MPa; and



- b) **Damp-Proofing Membrane:** Concrete floor slabs in contact with the ground shall be provided with a damp-proofing membrane that is a 0.2mm thickness polyethylene film and of "high impact resistance" (as determined in accordance with AS2870).

The above minimum requirements shall be incorporated in the structural design and construction of the development. Details demonstrating compliance shall be provided to the Certifying Authority with the Construction Certificate application.

Note: Consideration in the design and construction of the development should also be made to the following matters (where relevant):

- a) The provision of drainage to the building perimeter (including subsoil drainage), to prevent water ponding or soil waterlogging in the building vicinity;
- b) External finished ground levels, including pavements, should not be higher than the base of the first course of brickwork, or the brickwork and mortar below a damp proof course (DPC) should be exposure rated;
- c) DPC material must be carried through to the face of any applied finishes;
- d) Retaining walls should be built of salinity resistant materials; and
- e) Porous pavement products such as cement and clay pavers may show permanent efflorescence and salt corrosion. The use of these products should be confirmed with the manufacturer as being suitable for use in a saline environment, prior to installation.
- (6) **Long Service Levy** - In accordance with Section 34 of the *Building and Construction Industry Long Service Payments Act 1986*, the applicant shall pay a long service levy at the prescribed rate to either the Long Service Payments Corporation or Council for any work that cost \$25,000 or more.
- (7) **Landscaping** – Trees/tall shrubs capable of reaching a mature height of 4 metres shall be planted along the entire length of the outbuilding, between the outbuilding and the western boundary.
- a) The entire planting area preparation shall consist of sub grade rips 0.5m apart to a minimum depth of 0.4m followed by cultivation of the top soil at a depth of 100mm.
- b) Individual planting holes shall be excavated to the equivalent depth and twice the width of the new tree root-ball.
- c) A 75mm layer of leaf mulch shall be applied evenly over the entire cultivated area after planting.
- d) The plantings shall consist of minimum 5 litre container stock and must consist of a mix of at least four different species with known performance in the Camden district.



Details demonstrating compliance shall be provided to the Certifying Authority with the Construction Certificate application.

3.0 - Prior to Commencement of Works

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

- (1) **Notice of PCA Appointment** - Notice shall be given to Council at least two (2) days prior to subdivision and/or building works commencing in accordance with Clause 103 of the EP&A Regulation 2000. The notice shall include:
 - a) a description of the work to be carried out;
 - b) the address of the land on which the work is to be carried out;
 - c) the registered number and date of issue of the relevant development consent;
 - d) the name and address of the PCA, and of the person by whom the PCA was appointed;
 - e) if the PCA is an accredited certifier, his, her or its accreditation number, and a statement signed by the accredited certifier consenting to being appointed as PCA; and
 - f) a telephone number on which the PCA may be contacted for business purposes

- (2) **Notice Commencement of Work** - Notice shall be given to Council at least two (2) days prior to subdivision and/or building works commencing in accordance with Clause 104 of the EP&A Regulation 2000. The notice shall include:
 - a) the name and address of the person by whom the notice is being given;
 - b) a description of the work to be carried out;
 - c) the address of the land on which the work is to be carried out;
 - d) the registered number and date of issue of the relevant development consent and construction certificate;
 - e) a statement signed by or on behalf of the PCA to the effect that all conditions of the consent that are required to be satisfied prior to the work commencing have been satisfied; and
 - f) the date on which the work is intended to commence.

- (3) **Construction Certificate Required** - In accordance with the provisions of Section 81A of the *EP&A Act 1979*, construction or subdivision works approved by this consent shall not commence until the following has been satisfied:
 - a) a Construction Certificate has been issued by a Consent Authority;



- b) a Principal Certifying Authority (PCA) has been appointed by the person having benefit of the development consent in accordance with Section 109E of the EP&A Act 1979;
- c) if Council is not the PCA, Council is notified of the appointed PCA at least two (2) days before building work commences;
- d) the person having benefit of the development consent notifies Council of the intention to commence building work at least two (2) days before building work commences; and

the PCA is notified in writing of the name and contractor licence number of the owner/builder intending to carry out the approved works.

- (4) **Sign of PCA and Contact Details** - A sign shall be erected in a prominent position on the site stating the following:
- a) that unauthorised entry to the work site is prohibited;
 - b) the name of the principal contractor (or person in charge of the site) and a telephone number on which that person can be contacted at any time for business purposes and outside working hours; and
 - c) the name, address and telephone number of the PCA.

The sign shall be maintained while the work is being carried out, and shall be removed upon the completion of works.

- (5) **Site is to be Secured** - The site shall be secured and fenced to the satisfaction of the PCA. All hoarding, fencing or awnings (associated with securing the site during construction) is to be removed upon the completion of works.
- (6) **Soil Erosion and Sediment Control** - Soil erosion and sediment controls must be implemented prior to works commencing on the site in accordance with 'Managing Urban Stormwater – Soils and Construction ('the blue book') and any Sediment and Erosion plans approved with this Development Consent.

Soil erosion and sediment control measures shall be maintained during construction works and shall 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).

- (7) **Construction Management Plan** - A Construction Management Plan that includes construction waste, dust, soil and sediment and traffic management, prepared in accordance with Council's Engineering Design Specification, shall be provided to the PCA.

4.0 - During Works

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



-
- (1) **Construction Hours** - All work (including delivery of materials) shall be restricted to the hours of 7.00am to 5.00pm Monday to Saturday inclusive. Work is not to be carried out on Sundays or Public Holidays.
 - (2) **Compliance with BCA** - All building work shall be carried out in accordance with the requirements of the BCA.
 - (3) **Excavations and Backfilling** - All excavations and backfilling associated with this development consent shall be executed safely, and be properly guarded and protected to prevent them from being dangerous to life or property, and in accordance with the design of a suitably qualified structural engineer.

If an excavation extends below the level of the base of the footings of a building on an adjoining allotment, the person causing the excavation shall:

- a) preserve and protect the building from damage;
- b) if necessary, underpin and support the building in an approved manner; and
- c) give at least seven (7) days notice to the adjoining owner before excavating, of the intention to excavate.

The principal contractor, owner builder or any person who needs to excavate and undertake building work, shall contact "Dial Before You Dig" prior to works commencing, and allow a reasonable period of time for the utilities to provide locations of their underground assets.

This condition does not apply if the person having the benefit of the development consent owns the adjoining land or the owner of the adjoining land has given consent in writing to that condition not applying.

- (4) **Stormwater – Collection and Discharge Requirements** - The roof of the subject building(s) 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 (select option a, b or c):
 - a) street gutter;
 - b) drainage easement; or
 - c) existing drainage system.

Connection to the drainage easement or kerb shall only occur at the designated connection point for the allotment. New connections that require the rectification of an easement pipe or kerb shall only occur with the prior approval of Camden Council.

All roofwater shall be connected to the approved roofwater disposal system immediately after the roofing material has been fixed to the framing members. The PCA shall not permit construction works beyond the frame inspection stage until this work has been carried out.

- (5) **Site Management Plan** - The following practices are to be implemented during construction:



-
- a) 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 site;
 - b) 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;
 - c) waste shall not be burnt or buried on site, nor shall wind blown rubbish be allowed to leave the site. All waste shall be disposed of at an approved waste disposal depot;
 - d) a waste control container shall be located on the site;
 - e) all building materials, plant, equipment and waste control containers shall be placed on the building site. Building materials, plant and equipment (including water closets), shall not to be placed on public property (footpaths, roadways, public reserves, etc.);
 - f) toilet facilities shall be provided at, or in the vicinity of, the work site at the rate of 1 toilet for every 20 persons or part thereof employed at the site. Each toilet shall:
 - i) be a standard flushing toilet connected to a public sewer; or
 - ii) have an on-site effluent disposal system approved under the *Local Government Act 1993*; or
 - iii) be a temporary chemical closet approved under the *Local Government Act 1993*.
- (6) **Works by Owner** - Where a portion of the building works do not form part of a building contract with the principal contractor (builder) and are required to be completed by the owner, such works shall be scheduled by the owner so that all works coincide with the completion of the main building being erected by the principal contractor.
- (7) **Survey Report** - The building shall be set out by a registered land surveyor. A peg out survey detailing the siting of the building in accordance with the approved plans shall be provided to the PCA prior to the pouring of concrete.
- (8) **Noise** - All work shall not give rise to an 'offensive noise' as defined in the *Protection of the Environment Operations Act (1997)*. All work shall comply with the requirement of the NSW Industrial Noise Policy and the Environment Protection Authority' Environmental Noise Manual.
- (9) **Fill Material** - Importation and/or placement of any fill material on the subject site, a validation report and sampling location plan for such material must be provided 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;
- b) be endorsed by a practising engineer with Specific Area of Practice in Subdivisional Geotechnics;
- c) be prepared in accordance with;

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.

- (10) **Offensive Noise, Dust, Odour and Vibration** - All work shall not give rise to offensive noise, dust, odour or vibration as defined in the *Protection of the Environment Operations Act 1997* when measured at the property boundary.
- (11) **Erosion and Sedimentation Control** - Soil erosion and sedimentation controls are required to be installed and maintained for the duration of the works. The controls must be undertaken in accordance with version 4 of the Soils and Construction – Managing Urban Stormwater manual (Blue Book).
- (12) **Unexpected Finds Contingency (General)** - Should any suspect materials (identified by unusual staining, odour, discolouration or inclusions such as building rubble, asbestos, ash material, etc) be encountered during any stage of works (including earthworks, site preparation or construction works, etc), such works shall cease immediately until a qualified environmental specialist has been contacted and conducted a thorough assessment.

In the event that contamination is identified as a result of this assessment and if remediation is required, all works shall cease in the vicinity of the contamination and Council shall be notified immediately.

Where remediation work is required, the applicant will be required to obtain consent for the remediation works.

5.0 - Prior to Issue of an Occupation Certificate

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

- (1) **Occupation Certificate Required**- An Occupation Certificate shall be obtained prior to any use or occupation of the development.
- (2) **Survey Certificate** - A registered surveyor shall prepare a Survey Certificate to certify that the location of the building in relation to the allotment boundaries complies with the approved plans or as specified by this consent. The Survey Certificate shall be provided to the satisfaction of the PCA.
- (3) **88B Instrument** – Prior to the issue of an Occupation Certificate, the building envelope (B.E.) as noted on the subject lot under Deposit Plan 1075219 shall be amended.

The amending building envelope easement plan shall be prepared by a registered surveyor and shall detail the relocation of the building envelope to an area covering



the existing approved dwelling and the approved outbuilding. The location and size of the easement plan must be as approved by Council and be in accordance with the dwelling footprint shown on the approved architectural plans.

The amending building envelope easement plan shall be submitted to Council with a request and agreement to vary the 88B instrument for endorsement prior to lodgement with Land and Property Management Authority (LPMA). Evidence of registration with the LPMA shall be submitted to Council.

- (4) **Landscaping** – Landscaping is to be provided in accordance with condition 2.0(7) of this development consent.

Prior to issue of an Occupation Certificate, the applicant shall make arrangements for a Council officer to inspect the planting/s (referred to in the clause above) to ensure that the screen planting is achieved in accordance with the development consent.

6.0 – Ongoing Use

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

- (1) **Removal of Graffiti** - The owner/manager of the site is responsible for the removal of all graffiti from the building and fences within 48 hours of its application.
- (2) **Storage or Hazardous Goods** - Dangerous and hazardous goods shall be stored in accordance with NSW WorkCover Authority requirements, dependant on the quantities stored. Any flammable or combustible liquids shall be stored in accordance with AS 1940 'The Storage and Handling of Flammable and Combustible Liquids'.

Hazardous waste arising from the use shall be removed and/or transported in accordance with the requirements of the EPA and the NSW WorkCover Authority.

- (3) **Driveways to be Maintained** - All access crossings and driveways shall be maintained in good order for the life of the development.
- (4) **Drainage Easements** - No changes to site levels, or any form of construction, shall occur within any drainage easements located on the allotment.
- (5) **Secondary Dwelling Prohibited** - The plans forming the subject of this application have been considered on the basis that they are an extension of the existing dwelling. Approval has not been granted for the purposes of providing an additional self-contained dwelling on the site.
- (6) **Use Limitations** - Garden sheds, carports, garages, outbuildings, rural sheds and the like must not be adapted, converted or used for commercial, industrial or residential purposes without the prior approval of Council.

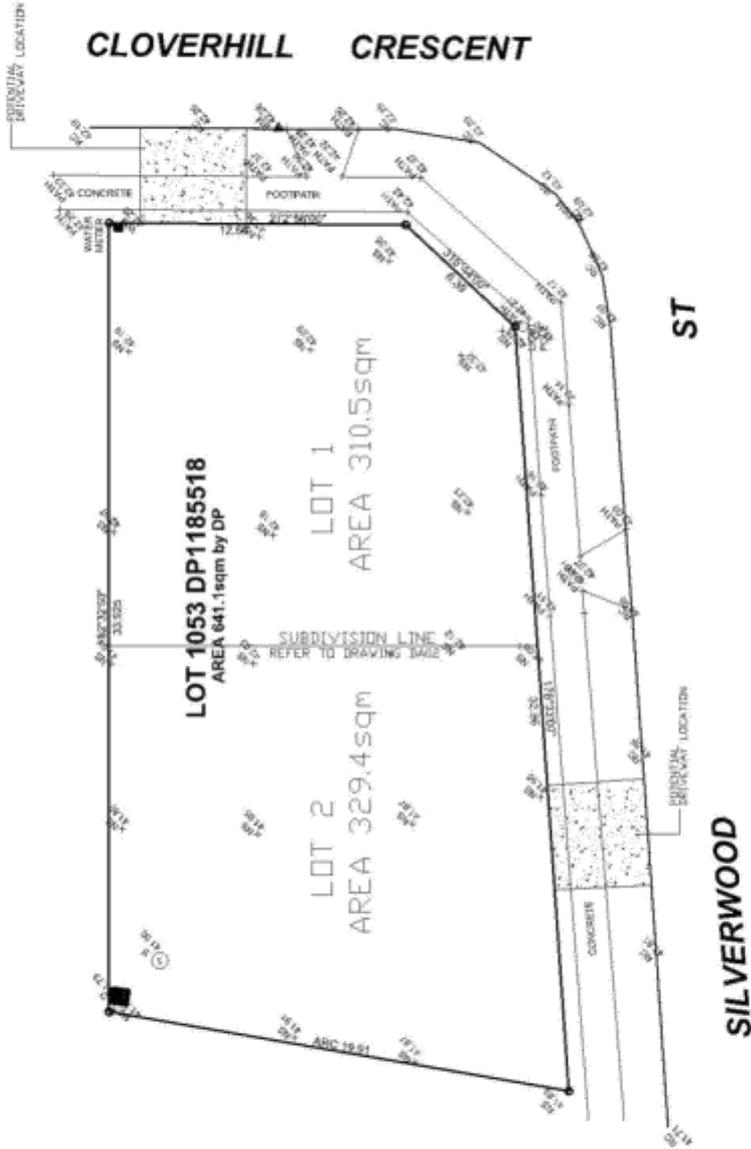
Note: Carports shall not be enclosed in any manner, including solid gates or door, without the prior consent from Council.

- (7) **Offensive Noise** - The use and occupation of the premises including all plant and equipment shall not give rise to any offensive noise within the meaning of the



Protection of the Environment Operations Act 1997 and shall comply with the NSW Industrial Noise Policy 2000 (as amended).

- (8) **88B Restriction** - The outbuilding shall be used in accordance with the requirements as outlined the 88B restriction.
- (9) **Landscaping** – Landscaping which is to be provided in accordance with condition 2.0(7) of this development consent must be maintained for the life of the development.

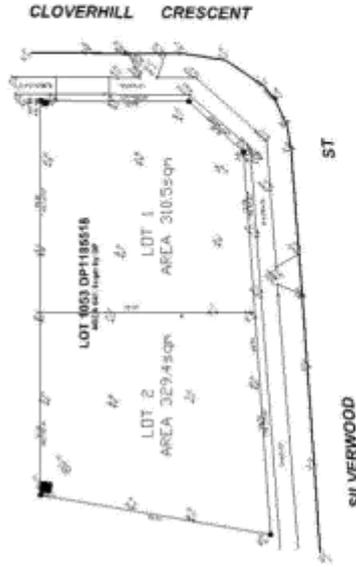
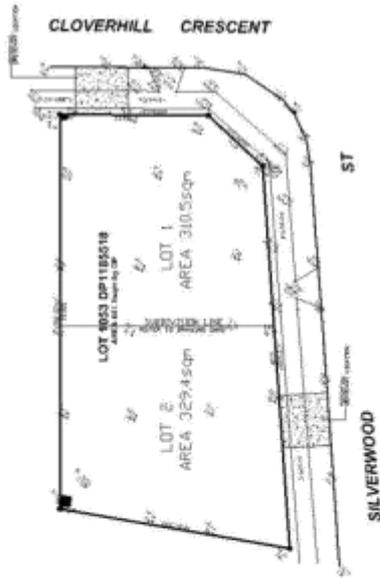


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| <p>GENERAL NOTES:</p> <p>Please refer to the notes on the previous drawings for all the details in relation to the building structure.</p> <p>Check all dimensions and levels prior to construction.</p> <p>Settlement of the ground shall be made to the satisfaction of the Engineer.</p> <p>© 2015 ZY HOMES</p> | <p>Completed the title of these drawings in the form of a plan and a section in accordance with the provisions of the Building Act 1975 and the Building Regulations 1983.</p> <p>The drawings are prepared by the firm of architects and engineers named in the front page of these drawings.</p> <p>The drawings are not to be used for any other purpose without the written consent of the firm of architects and engineers named in the front page of these drawings.</p> | <p>Level: 100m AHD Datum: 1984 Scale: 1:100 @ A3 Job No: OH 1053 Date: 07.10.2015 Sheet: 04/01</p> |
| <p>CLIENT: ABOUT TRUST PTY LTD</p> <p>PROJECT: PAPER SUBDIVISION</p> <p>ADDRESS: LOT 1053 THE HERMITAGE GLEESWOOD HILLS 2557</p> <p>TITLE: SITE PLAN</p> | <p>DRAWN: A.ELECHE</p> <p>APPROVED: A.WHERE</p> <p>DATE: 07.10.2015</p> | <p>SCALE: 1:100 @ A3</p> <p>JOB NO: OH 1053</p> <p>SHEET: 04/01</p> |



Level: 100m AHD
 Datum: 1984
 Scale: 1:100 @ A3
 Job No: OH 1053
 Date: 07.10.2015
 Sheet: 04/01



CLIENT: ABDUL TRUST PTY LTD
 PROJECT: PAPER SUBDIVISION
 ADDRESS: LOT 1053, THE HERITAGE GLEDSDOWN HILLS 2557
 TITLE: SUBDIVISION AND SITE PLAN

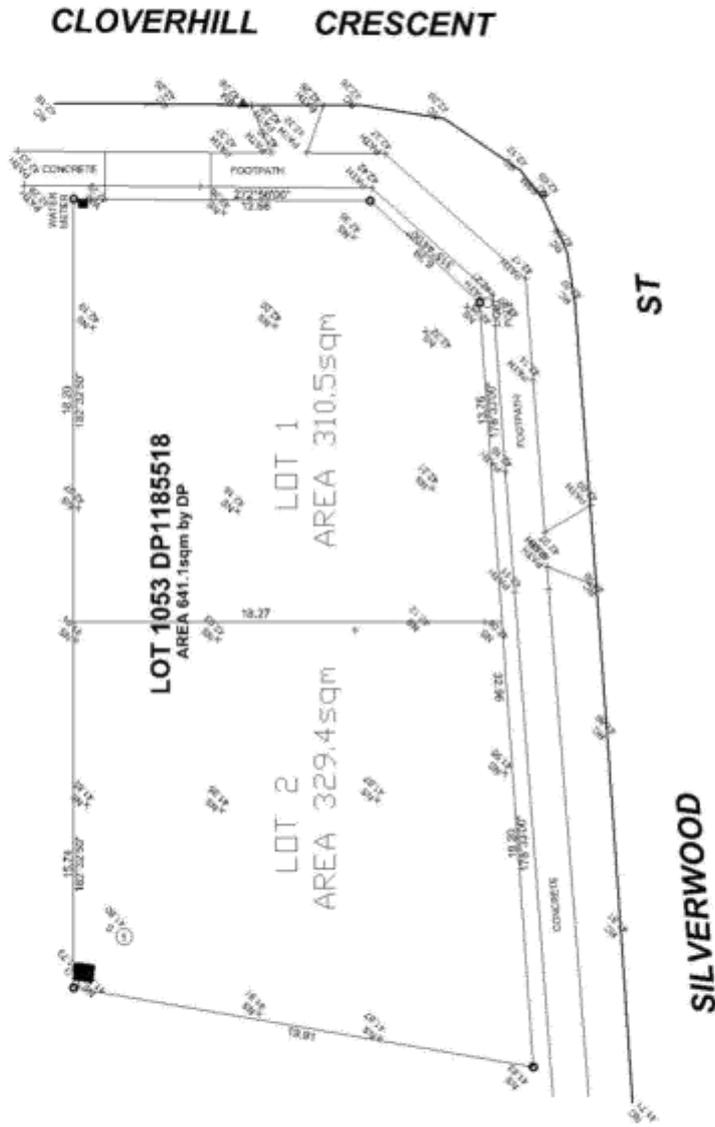
DRAWN: A.ELECHE
 APPROVED: A.WENBE
 SCALE: 1:500 @ A3
 JOB NO:
 DATE: 07.10.2015
 SHEET: DWA4

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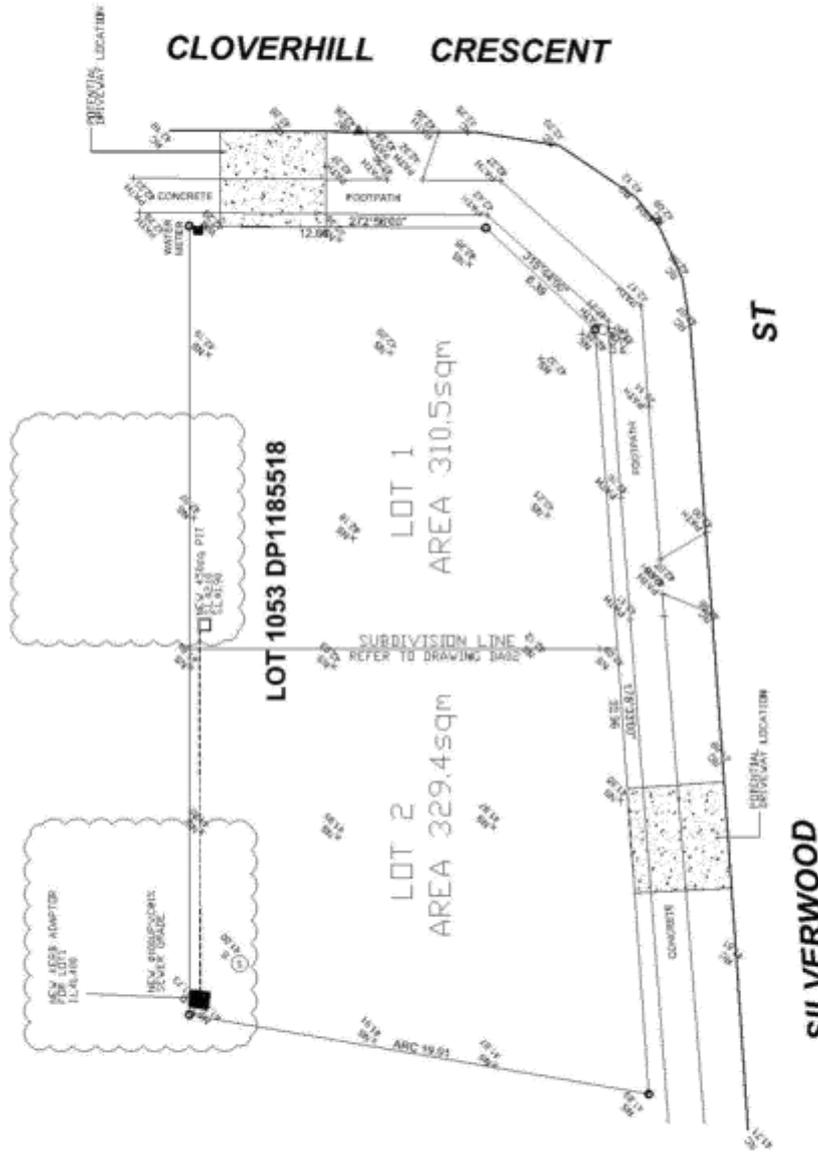
GENERAL NOTES:
 1. Refer to the title of paper, drawings or plan for all dimensions and details.
 2. All dimensions are in millimetres unless otherwise stated.
 3. All dimensions are to the face of the work unless otherwise stated.
 4. All dimensions are to the face of the work unless otherwise stated.
 5. All dimensions are to the face of the work unless otherwise stated.
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| <p>GENERAL NOTES:</p> <p>Plotted dimensions are larger than they appear on the plan. Clients are advised to verify all dimensions on site before construction.</p> <p>Dimensions are given in metres and fractions of a metre. All dimensions are to the centre of the line unless otherwise stated.</p> <p>The client is responsible for obtaining all necessary permits and approvals from the relevant authorities.</p> <p>The responsibility of the client is to ensure that the plan is correct and that all dimensions are as shown.</p> <p>City of Hermitage</p> | <p>Level 1, 18 Hermitage St Subiaco WA 6008 Tel: 9447 2222 Fax: 9447 2222 Email: info@zyhomies.com.au www.zyhomies.com.au RL0000116896-2016/6</p> | <p>CLIENT: ARBOUR TRUST PTY LTD DRAWING: A.ELECHE PROJECT: PAPER SUBDIVISION APPROVED: A.WEHE DATE: 07.10.2015 TITLE: SUBDIVISION PLAN</p> | <p>SCALE: 1:200 @ A3 JOB NO: OH 1053 DATE: 07.10.2015 SHEET: DMD2</p> |
|--|---|---|--|



| | | |
|--|-------------------|-------------------|
| CLIENT: ABDUL TRUST PTY LTD | DRAWN: A.ELECHE | SCALE: 1:200 @ A3 |
| PROJECT: PAPER SUBDIVISION | APPROVED: A.WENBE | JOB NO: OH 1053 |
| ADDRESS: LOT 1053 THE HERMITAGE GLEESWOOD HILLS 2557 | DATE: 07.10.2015 | SHEET: D403 |
| TITLE: STORMWATER PLAN | | |

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 Tel: 02 9750 1000
 Fax: 02 9750 1002
 www.zyhome.com.au
 info@zyhome.com.au
 1800 888 888

Consent of the Mayor of the City of Sydney is required for the proposed subdivision. The City of Sydney Council will issue a Certificate of Consent if the proposed subdivision meets the requirements of the City of Sydney Council's Planning and Development Regulations 2014.

GENERAL NOTES:
 1. Refer to drawings for details of construction and materials.
 2. All dimensions are in millimetres unless otherwise stated.
 3. All work to be done in accordance with the Australian Standards AS/NZS 3500 and AS/NZS 3501.
 4. All work to be done in accordance with the Australian Standards AS/NZS 3500 and AS/NZS 3501.
 5. All work to be done in accordance with the Australian Standards AS/NZS 3500 and AS/NZS 3501.

| ISSUE | AMENDMENT | DATE |
|-------|---|----------|
| A. | ISSUE NUMBER AS PER COUNCIL REQUEST CORRECT FROM D03 TO D04 | 15.11.15 |

ORD02

Molli Gibbons

To: Brent Thompson
Subject: RE: Lot 1053 DP 1185518 - Design Endorsement

From: Brent Thompson [<mailto:Brent.Thompson@sekisuihouse.com.au>]
Sent: Wednesday, 16 March 2016 4:19 PM
To: Jessica Mesiti
Subject: RE: Lot 1053 DP 1185518 - Design Endorsement

Hi Jessica,

The subdivision plan seems reasonably close to the boundaries illustrated in the plans that have received Sekisui House Design Endorsement.

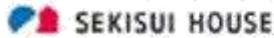
No objection is raised to the proposed subdivision.

Regards,

Brent

Brent Thompson

Development Manager
Development & Communities



SEKISUI HOUSE AUSTRALIA PTY LIMITED
Ground Floor, 68 Waterloo Road
Macquarie Park NSW 2113
P (02) 8817 1400
D (02) 8817 4839
F (02) 8817 4801
M 0411017981
E Brent.Thompson@sekisuihouse.com.au
W sekisuihouse.com.au



sions in the contents of this message, which arise as a result of e-mail transmission. Please consider the environment before printing this email.

Attachment 2

Details of Conditions:**1.0 - General Conditions of Consent**

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

- (1) **Approved Plans and Documents** - Development shall be carried out in accordance with the following plans and documentation, and all recommendations made therein, except where amended by the conditions of this development consent:

| Plan Reference/ Drawing No. | Name of Plan | Prepared by | Date |
|--------------------------------|------------------------------|------------------------------|-------------------|
| 167-2015 | Survey Plan | Precise Surveying Pty Ltd | 30 May 2015 |
| OH 1053 SDC 01 | Sediment Control Plan | Ozy Homes | 7 October 2015 |
| OH 1053 DA01 | Site Plan | Ozy Homes | 7 October 2015 |
| DA 04 | Subdivision and Site Plan | Ozy Homes | 7 October 2015 |
| DA03 OH 1053 | Stormwater Plan | Ozy Homes | 7 October 2015 |

| Document Title | Prepared by | Date |
|---|----------------|-----------------|
| Bushfire Assessment, Proposed Subdivision, Ref 16009 | David Peterson | 27 January 2016 |

- (2) **Engineering Specifications** - The entire development shall be designed and constructed in accordance with Council's Engineering Specifications and the relevant DCP.

2.0 – Prior to Issue of a Construction Certificate

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

- (1) **Civil Engineering Plans** - Civil engineering plans indicating drainage, roads, accessways, earthworks, pavement design, details of line-marking, traffic management, water quality and quantity facilities including stormwater detention and disposal, shall be prepared in accordance with the approved plans and Council's Engineering Design and Construction Specifications. Details demonstrating compliance shall be provided to the Certifying Authority with the Construction Certificate application.

Note. Under the *Roads Act 1993*, only the Council can approve commencement of works within an existing road reserve.

- (2) **Dilapidation Report – Council Property** - A Dilapidation Report prepared by a suitably qualified person, including a photographic survey of existing public roads, kerbs, footpaths, drainage structures, street trees and any other existing public infrastructure within the immediate area of the subject site. Details demonstrating compliance shall be provided to the Certifying Authority prior to issue of a Construction Certificate.

- (3) **Soil, Erosion, Sediment and Water Management** - An Erosion and Sediment Control Plan (ESCP) shall be prepared in accordance with Council's Engineering Specifications. Details demonstrating compliance shall be provided to the Certifying Authority with the Construction Certificate application.

3.0 - Prior to Commencement of Works

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

- (1) **Public Liability Insurance** - The owner or contractor shall take out a Public Liability Insurance Policy with a minimum cover of \$20 million in relation to the occupation of, and works within, public property (i.e. kerbs, gutters, footpaths, walkways, reserves, etc) for the full duration of the proposed works. Evidence of this Policy shall be provided to Council and the Certifying Authority.
- (2) **Notice of PCA Appointment** - Notice shall be given to Council at least two (2) days prior to subdivision and/or building works commencing in accordance with Clause 103 of the EP&A Regulation 2000. The notice shall include:
- a description of the work to be carried out;
 - the address of the land on which the work is to be carried out;
 - the registered number and date of issue of the relevant development consent;
 - the name and address of the PCA, and of the person by whom the PCA was appointed;
 - if the PCA is an accredited certifier, his, her or its accreditation number, and a statement signed by the accredited certifier consenting to being appointed as PCA; and
 - a telephone number on which the PCA may be contacted for business purposes
- (3) **Notice Commencement of Work** - Notice shall be given to Council at least two (2) days prior to subdivision and/or building works commencing in accordance with Clause 104 of the EP&A Regulation 2000. The notice shall include:
- the name and address of the person by whom the notice is being given;
 - a description of the work to be carried out;
 - the address of the land on which the work is to be carried out;
 - the registered number and date of issue of the relevant development consent and construction certificate;
 - a statement signed by or on behalf of the PCA to the effect that all conditions of the consent that are required to be satisfied prior to the work commencing have been satisfied; and

- f) the date on which the work is intended to commence.
- (4) **Construction Certificate Required** - In accordance with the provisions of Section 81A of the *EP&A Act 1979*, construction or subdivision works approved by this consent shall not commence until the following has been satisfied:
- a) a Construction Certificate has been issued by a Consent Authority;
 - b) a Principal Certifying Authority (PCA) has been appointed by the person having benefit of the development consent in accordance with Section 109E of the *EP&A Act 1979*;
 - c) if Council is not the PCA, Council is notified of the appointed PCA at least two (2) days before building work commences;
 - d) the person having benefit of the development consent notifies Council of the intention to commence building work at least two (2) days before building work commences; and

the PCA is notified in writing of the name and contractor licence number of the owner/builder intending to carry out the approved works.

- (5) **Sign of PCA and Contact Details** - A sign shall be erected in a prominent position on the site stating the following:
- a) that unauthorised entry to the work site is prohibited;
 - b) the name of the principal contractor (or person in charge of the site) and a telephone number on which that person can be contacted at any time for business purposes and outside working hours; and
 - c) the name, address and telephone number of the PCA.

The sign shall be maintained while the work is being carried out, and shall be removed upon the completion of works.

- (6) **Soil Erosion and Sediment Control** - Soil erosion and sediment controls must be implemented prior to works commencing on the site in accordance with 'Managing Urban Stormwater – Soils and Construction (the blue book)' and any Sediment and Erosion plans approved with this Development Consent.

Soil erosion and sediment control measures shall be maintained during construction works and shall 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).

4.0 - During Works

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

- (1) **Construction Hours** - All work (including delivery of materials) shall be restricted to the hours of 7.00am to 5.00pm Monday to Saturday inclusive. Work is not to be carried out on Sundays or Public Holidays.

- (2) **Soil, Erosion, Sediment and Water Management – Implementation** - All requirements of the Erosion and Sediment Control Plan or Soil and Water Management Plan shall be maintained at all times during the works and any measures required by the plan shall not be removed until the site has been stabilised.

5.0 - Prior to Issue of a Subdivision Certificate

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

- (1) **Requirement for a Subdivision Certificate** - The application for subdivision certificate(s) shall be made in accordance with the requirements of Clause 157 of the Environmental Planning & Assessment Regulation 2000.
- (2) **Show Easements/ Restrictions On The Plan Of Subdivision** - The developer shall acknowledge all existing easements and/or restrictions on the use of the land on the final plan of subdivision.
- (3) **Burdened Lots To Be Identified** - Any lots subsequently identified during construction of the subdivision as requiring restrictions shall also be suitably burdened.
- (4) **Subdivision Certificate** - The issue of a Subdivision Certificate is not to occur until all conditions of this development consent have been satisfactorily addressed and all engineering works are complete, unless otherwise approved in writing by the PCA.
- (5) **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.
- (6) **Surveyor's Report** - Prior to the issue of the Subdivision Certificate a certificate from a registered surveyor must be provided to the PCA, 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.
- (7) **Services** - Certificates and/or relevant documents shall be obtained from the following service providers and provided to the PCA:
- a) Energy supplier – Evidence demonstrating that satisfactory arrangements have been made with the energy supplier to service the proposed development;
 - b) Telecommunications – Evidence demonstrating that satisfactory arrangements have been made with a telecommunications carrier to service the proposed development; and
 - c) Water supplier – Evidence demonstrating that satisfactory arrangements have been made with a water supply provider to service the proposed development.
- (8) **Works As Executed Plan** - Works As Executed Plans shall be prepared and provided in accordance with Council's Engineering Specifications. Digital data must be in AutoCAD .dwg or .dxf format, and the data projection coordinate must be in (GDA94.MGA zone 56).

- (9) **Section 88B Instrument** - The applicant shall prepare a Section 88B Instrument for approval by the PCA which incorporates the following easements, positive covenants and restrictions to user where necessary:
- easement for services;
 - easement to drain water and drainage easement/s over overland flow paths;
 - a positive covenant/restriction as to user that recommendations of the approved Bushfire Assessment Report be carried out;
 - restriction as to user over Lots which stipulates that footings must be designed by a suitably qualified civil and/or structural engineer; and,
 - restriction as to user specifying that all bulk earthworks, roads, buildings and services within Stage 20 must be carried out in accordance with the Report on Salinity Investigation and Management Plan "Proposed Residential Subdivision Stages 7-10 and 12-14 The Hermitage Estate, Gledswood Hills Project 34295.11, dated May 2012, prepared by Douglas Partners".
- (10) **Section 94 Contributions – Monetary (Turner Road and Oran Park)** - A contribution pursuant to the provisions of Section 94 of the *EP&A Act 1979* for the services and amounts detailed below.

| Plan Name | Contribution Type | Indexed Rate | Amount Payable |
|---|--|-----------------------------------|----------------|
| Oran Park and Turner Road Precincts Section 94 (OP & TR) Contributions Plan | Open Space & Recreation Land Acquisition | \$12,877 per lot or dwelling | \$12,877.00 |
| OP & TR Contributions Plan | Open Space & Recreation Capital Work | \$9,982 per lot or dwelling | \$9,982.00 |
| OP & TR Contributions Plan | Open Space & Recreation Project Management | \$219 per lot or dwelling | \$219.00 |
| OP & TR Contributions Plan | Community Facilities Land Acquisition | \$164 per lot or dwelling | \$164.00 |
| OP & TR Contributions Plan | Community Facilities Capital Work | \$1,706.00 per lot or dwelling | \$ 1,706.00 |
| OP & TR Contributions Plan | Community Facilities Project Management | \$37 per lot or dwelling | \$ 37.00 |

| | | | |
|--|--------------|--|--------------------|
| | Total | | \$24,985.00 |
|--|--------------|--|--------------------|

A copy of the Oran Park and Turner Road Precincts Section 94 Contributions Plan may be inspected at Council's Camden office at 37 John Street, Camden or can be accessed on Council's website at www.camden.nsw.gov.au.

The amount of contribution payable under this condition has been calculated at the date of consent. In accordance with the provisions of the Contributions Plan, this amount shall be indexed at the time of actual payment in accordance with the applicable Index.

- (11) **Special Infrastructure Contribution** - The applicant shall make a special infrastructure contribution (SIC) in accordance with the determination made by the Minister administering the *EP&A Act 1979* under Section 94EE of that Act and as in force on the date of this consent. This contribution shall be paid to the DP&E.

Evidence of payment of the SIC shall be provided to Council and the Certifying Authority.

Reasons for Conditions:

- (1) To ensure that the development complies with statutory requirements including the *Environmental Planning and Assessment Act 1979*, the *Environments Planning and Assessment Regulation 2000*, the *Building Code of Australia* and applicable Australian Standards.
- (2) To ensure that the development meets the aims, objectives and requirements of the environmental planning instruments, development controls plans, Council policies and Section 94 contribution plans that apply to the site and development.
- (3) To ensure that the development complies with the submitted plans and supporting documentation.
- (4) To ensure that the development will be constructed/operated in a manner that will minimise impacts upon the environment.

Advisory Conditions:

- (1) **Site Restrictions** - Restrictions on the use of the land imposed via Section 88b or other land covenants/restrictions should be verified for compliance by the person having the benefit of this consent. Compliance with land restrictions are the responsibility of the person benefiting from this consent and the implications of restrictions on the proposed development should be checked / confirmed prior to works commencing.



DRAFT

**CAMDEN GROWTH CENTRE
PRECINCTS**

Development Control Plan

xxx 2016

ORD04

Attachment 1

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Department of Planning & Environment

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Draft Camden Growth Centre Precincts Development Control Plan

ORD04

Attachment 1

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Note: Figures referred to in the text of this DCP by name only are located within the relevant Precinct Schedule, if applicable to that Precinct. Not all figures referred to in the controls in this DCP apply to all Precincts.

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Table of Amendments

A list of the amendments to the Camden Growth Centre DCP is provided below:

| Section | Date adopted |
|---|---------------------|
| Schedule 1 Austral and Leppington North | March, 2013 |
| Schedule 3 East Leppington | 2 April, 2013 |
| Schedule 4 Catherine Fields Part | December, 2013 |
| Housing Diversity Amendment | 13 August, 2014 |
| Schedule 5 Leppington | 8 December, 2015 |

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Attachment 1

1.0

Introduction

1.1 Name and application of this plan

This Development Control Plan (DCP) is the Camden Growth Centre Precincts Development Control Plan (also referred to as the DCP). It has been prepared pursuant to the provisions of Section 72 of the *Environmental Planning and Assessment Act 1979*.

This DCP was adopted by the Deputy Director General Planning Strategies, Housing and Infrastructure (under delegation from the Director-General) of the Department of Planning & Infrastructure on 21 March 2013 and came into force on 3 April 2013. The South West Growth Centre Precincts are shown in **Figure 1-1**. This DCP applies to Precincts, or parts of Precincts, within Camden Local Government Area where precinct planning has been completed¹, as shown on **Figure 1-1** and listed below:

- The Leppington North Precinct, within Camden Local Government Area, as shown in the Land Application Map in Schedule One.
- The East Leppington Precinct, within the Camden Local Government Area, as shown in the Land Application Map in Schedule Three.
- The Catherine Fields (Part) Precinct, as shown in the Land Application Map in Schedule Four.
- The Leppington Priority Precinct, as shown in the Land Application Map in Schedule Five.

Notes: *The Leppington Major Centre is part of the Leppington North Precinct. Specific controls for the Leppington Major Centre are contained in Schedule Two, and should be read in conjunction with Schedule One.*

Some Growth Centre Precincts are partly within Camden local government area and partly within Liverpool local government area. Applicants should ensure that they refer to the DCP applying to the local government area where their development is situated.

1.2 Purpose of this plan

The purpose of this DCP is to:

- a. Communicate the planning, design and environmental objectives and controls against which the Consent Authority will assess Development Applications (DAs);
- b. Consolidate and simplify the planning controls for the Precincts in the South West Growth Centre;
- c. Provide guidance on the orderly, efficient and environmentally sensitive development of the Precincts as envisaged by the South West Growth Centre Structure Plan and State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (the Growth Centres SEPP);
- d. Promote high quality urban design outcomes within the context of environmental, social and economic sustainability.

¹ This DCP does not apply to the Oran Park and Turner Road Precincts. Separate DCPs have previously been adopted for these Precincts and continue to apply.

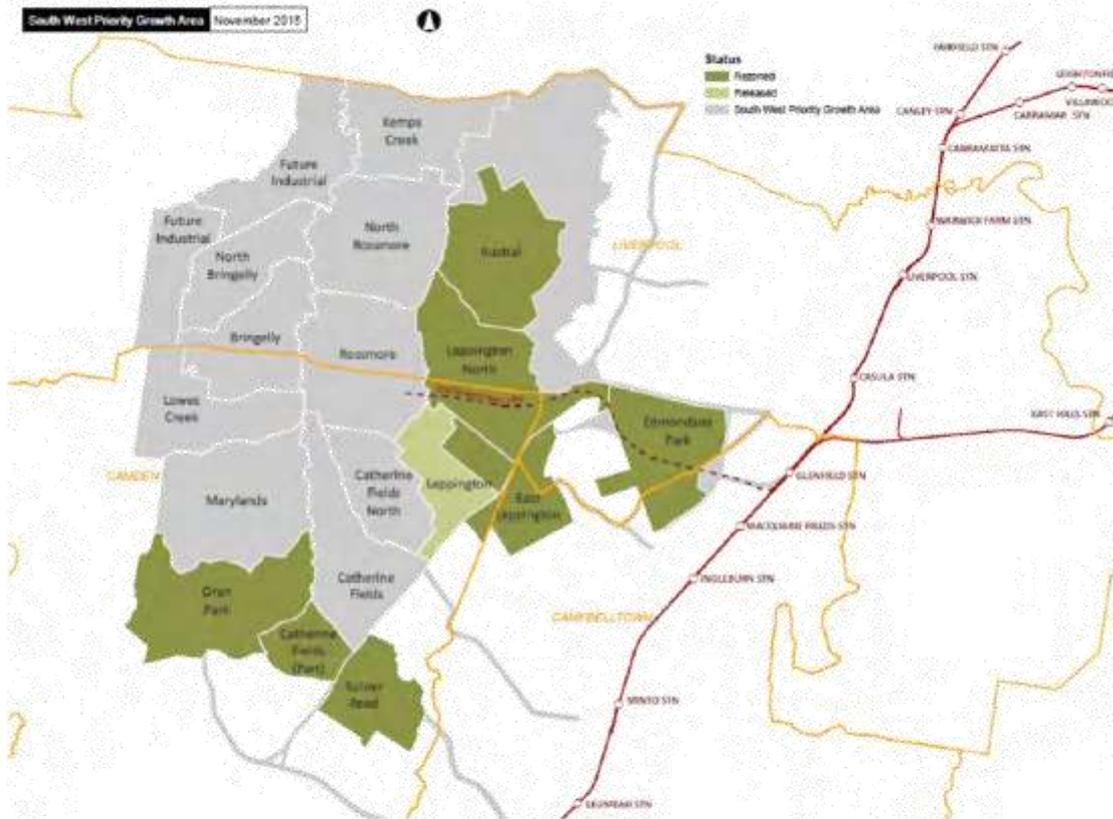


Figure 1-1 South West Priority Growth Area

1.3 Using this DCP

1.3.1 Structure of this DCP

The main body of this DCP is structured in six sections containing objectives and controls which apply to all development in the Growth Centre Precincts to which this DCP applies.

As Precinct planning is completed for each Precinct, a Schedule is added to this DCP with Precinct Specific controls in addition to the controls within the main body of the DCP. In the event of an inconsistency between a Precinct's Schedule and the main body of this DCP, the Precinct's Schedule prevails. Appendices provide more detailed guidance on specific issues. **Table 1-1** provides a summary of the content of each of the sections and the appendices.

Table 1-1 Structure of the DCP

| Part | Summary |
|---|--|
| 1 – Introduction | Sets out the aims and objectives of the DCP, identifies the land to which the DCP applies, explains the structure of the document, the relationship of the DCP to other planning documents, and explains procedures for exempt and complying development and submitting a development application. |
| 2 – Precinct Planning Outcomes | Sets out the general structural elements of the Indicative Layout Plan which development should comply with. Also establishes matters to be addressed when carrying out a site analysis to inform the design of subdivisions and other developments. This part of the DCP provides the rationale for the more detailed and specific planning controls in the parts that follow. |
| 3 – Neighbourhood and subdivision design | Provides objectives and controls related to residential subdivision design including the residential density and character, neighbourhood design, movement network, street and laneway design, the subdivision approval process and construction environmental management. |
| 4 – Development in the residential zones | Establishes the objectives and controls that guide residential development, including dwelling houses, semi-detached, attached and abutting dwellings, multi unit housing, secondary and studio dwellings, dual occupancies, manor homes, residential flat buildings and shop top housing. Also covers residential amenity controls such as streetscape, safety, privacy, sustainable building design and fencing. This section also contains controls applying to non-residential development in residential zones, such as child care centres, neighbourhood shops, schools and community uses. |
| 5 – Town Centres and Neighbourhood Centres Development Controls | Provides objectives, controls and design principles for the town centres and neighbourhood centres, including the core retail and commercial area and the mixed use fringe areas. |
| 6 – Employment Lands Development Controls | Provides controls to guide the development of industrial areas and business parks. |
| Precinct Schedules | A schedule for each Precinct that provides additional objectives and controls which are precinct specific, as well as precinct specific maps which are referred to throughout the main body of this DCP. Note that a separate schedule (Schedule 2) contains controls for the Leppington Major Centre. This is because it is the only major centre in the SWGC and |

| Part | Summary |
|---|--|
| | requires specific controls. |
| Appendix A – Glossary | Explains the terms used in the DCP. |
| Appendix B – Salinity management plan | Provides details to guide subdivision and building development applications and works, to minimise the risk of developments increasing the risk of, and impacts from, soil and groundwater salinity. |
| Appendix C – Prescribed trees and preferred species | Identifies trees that are subject to the tree preservation provisions of the Precinct Plans, and provides a list of plant species that are preferred for use in landscaping within the Precinct. |

Additional notes are provided throughout this document. These notes are not part of the formal provisions of the DCP, but are intended to provide additional guidance and explanation of the provisions. If further guidance is required on the interpretation of provisions in the DCP, readers should refer to the definitions or contact Council for advice.

1.3.2 How to use this DCP

Table 1-2 summarises the controls that are applicable to the main types of development that are permissible in this DCP.

Table 1-2 Guide to the controls in this DCP

| Relevant DCP clause | Residential Subdivision | Industrial Subdivision | Dwelling House | Dual Occupancy Secondary Dwelling / Studio Dwelling | Attached Dwelling / Abutting Dwelling | Semi-Detached Dwellings | Multi Dwelling Housing | Residential Flat Building / Manor Home | Non-residential Development ** | Shop top Housing | Retail/ Commercial Development | Industrial Development |
|-----------------------------|-------------------------|------------------------|----------------|---|---------------------------------------|-------------------------|------------------------|--|--------------------------------|------------------|--------------------------------|------------------------|
| Part 1 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Part 2 | ✓ | ✓ | | | | | | | | | | |
| Part 3 | ✓ | | | | | | | | | | | |
| Section 4.1 | | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | |
| Section 4.2 | | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | |
| Section 4.3 | | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | |
| Section 4.4 | | | | | | | | | ✓ | | ✓ | |
| Part 5 | ✓ | | | | | | | | | ✓*** | ✓ | |
| Part 6 | | ✓ | | | | | | | | | | ✓ |
| Precinct Specific Schedule* | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Appendices | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

Notes:

* Additional precinct specific controls may also be contained in the relevant Precinct Schedules.

** Applies to non-residential development in land within the Residential zones (R1, R2, R3 & R4)

*** If located on land zoned B2 Local Centre or B4 Mixed Use

1.4 Relationship to other planning documents

1.4.1 The Act and the Growth Centres SEPP

This DCP has been prepared under the *Environmental Planning and Assessment Act, 1979*. It has been prepared to provide additional objectives, controls and guidance to applicants proposing to undertake development in the South West Growth Centre Precincts, and for Council reference in the assessment of development applications. It should be read in conjunction with the Growth Centres SEPP, in particular the specific Precinct Plans which are included as Appendices of the SEPP. The Growth Centres SEPP and the relevant Precinct Plan provide the statutory planning controls for development in the Precinct. This DCP is consistent with and supports those controls by providing more detail in relation to how development is to occur in the Precinct.

1.4.2 Camden Council planning documents

Camden Local Environmental Plan 2010 and the Camden Development Control Plan 2011 do not apply to land that a Precinct Plan applies to, except if specifically referred to in the Growth Centres SEPP or this DCP. Some other design standards and guidelines of Council do continue to apply, such as the Council's Engineering Specifications. Where other policies, procedures and guidelines apply to the South West Growth Centre Precincts, these are specifically referred to in the relevant clauses of this DCP.

1.4.3 NSW and Commonwealth Biodiversity Assessments

Growth Centres Biodiversity Certification

The *Threatened Species Conservation Act 1995* (the TSC Act) provides for the protection of threatened species, populations, endangered ecological communities, and critical habitat in NSW. Typically, threatened species issues are addressed during both the rezoning of land and when development applications are submitted and assessed by Council. However, the TSC Act also provides for planning instruments to be "certified", meaning that the assessment of threatened species is done at the rezoning stage and does not need to be further considered at the development application stage. This approach provides for more strategic assessment and management of threatened species issues, and streamlines the development application process.

Biodiversity Certification was conferred upon the Growth Centres SEPP on 14 December 2007 via the gazettal of a Biodiversity Certification Order signed by the Minister for Climate Change and the Environment. The Order requires 2,000 ha of "existing native vegetation" (ENV) to be retained across the Growth Centres. Any clearing of ENV within Non-Certified Areas will be required to undertake a TSC assessment and vegetation removal may need to be offset in accordance with the Biodiversity Certification Ministerial Order.

All Indicative Layout Plans, Precinct Plans and this DCP have been prepared in accordance with the Biodiversity Certification Order. The majority of land within the Growth Centre Precincts is certified, meaning that development can occur without the need for further assessment under the TSC Act. The relevant Precinct Plans contain controls to restrict the clearing of "Existing Native Vegetation" and this is the principle mechanism for ensuring consistency with the Biodiversity Certification Order. This DCP contains other objectives and controls in relation to the protection and enhancement of native vegetation, consistent with the Biodiversity Certification Order.

More information on the Growth Centres Biodiversity Certification is available at www.growthcentres.nsw.gov.au.

Growth Centres Strategic Assessment Program

In December 2011 the Federal Government endorsed the Sydney Growth Centres Strategic Assessment Program Report and in February 2012 approved the classes of actions in the Growth Centres that if undertaken in accordance with the approved program do not require separate approval under the *Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act)*.

The Program includes a range of commitments for matters of national environmental significance protected under the EPBC Act. The commitments are drawn from the analysis in the Supplementary Assessment Report and Draft Strategic Assessment Report (Part B), and build upon the Relevant Biodiversity Measures for the Growth Centres Biodiversity Certification.

Generally, if a development proposal complies with the Biodiversity Certification under the TSC Act (refer above), the requirements of the Strategic Assessment Program will have also been met. This means that:

- On land that is certified under the TSC Act, there is no need for further assessment of impacts under the EPBC Act.
- Any proposal to clear vegetation on land that is non-certified must be in accordance with the Relevant Biodiversity Measures (RBMs) of the Growth Centres Biodiversity Certification.
- Any proposed development on non-certified land that is not in accordance with the RBMs would require full assessment and approvals under both the TSC Act and the EPBC Act.

More information on the Growth Centres Strategic Assessment Program is available at www.growthcentres.nsw.gov.au.

1.4.4 Summary of applicable planning documents

Applicants proposing to undertake development in the Precinct, and Council when assessing development applications, should refer to:

- the Growth Centres SEPP, as amended, including the relevant Precinct Plan;
- this DCP;
- the relevant Section 94 Contributions Plan;
- Technical Studies completed as part of the Precinct Planning work (available from Council); the Growth Centres Biodiversity Certification Order, December 2007 and related amendments to the
- The Growth Centres Biodiversity Certification Order, December 2007 and related amendments to the *Threatened Species Conservation Act 1995*; and
- The Sydney Growth Centres Strategic Assessment Program, under the EPBC Act.

1.5 Consent authority

Unless otherwise authorised by the Environmental Planning and Assessment Act 1979 Camden Council is the consent authority for all development in the Precincts to which this DCP applies on land that is within Camden Local Government Area.

Council will use this DCP when assessing development applications.

1.6 Exempt and Complying Development

The *Environmental Planning and Assessment Act 1979* enables certain forms of development to be classified as either exempt development or complying development through Environmental Planning Instruments.

Exempt development is development of a minor nature that can be undertaken without the need for development consent.

Complying development is development that, providing it meets pre-determined development standards, can be assessed through the issuance of a complying development certificate.

The State Environmental Planning Policy (Exempt and Complying Development Codes) 2008, and the associated Housing Code provides controls for the siting and design of detached housing on lots 200m² and larger as well as alterations and additions to existing residential dwellings up to two storeys. Development that meets the criteria in the Housing Code is complying development and this DCP does not apply. Where a development does not meet the requirements of the Housing Code, consent is required and this DCP applies.

The NSW Commercial and Industrial Code outlines how some types of commercial and industrial development in certain zones can meet the complying development criteria. Where a development does not meet the requirements of these Codes, consent is required and this DCP applies.

Other Environmental Planning Instruments that apply to the land that this plan applies to may also specify that certain development is exempt or complying development. Applicants should review relevant instruments to determine the applicable approval process for their development.

1.7 Development Application Process

1.7.1 Development Application Process

The development application process is summarised in **Figure 1-2**.

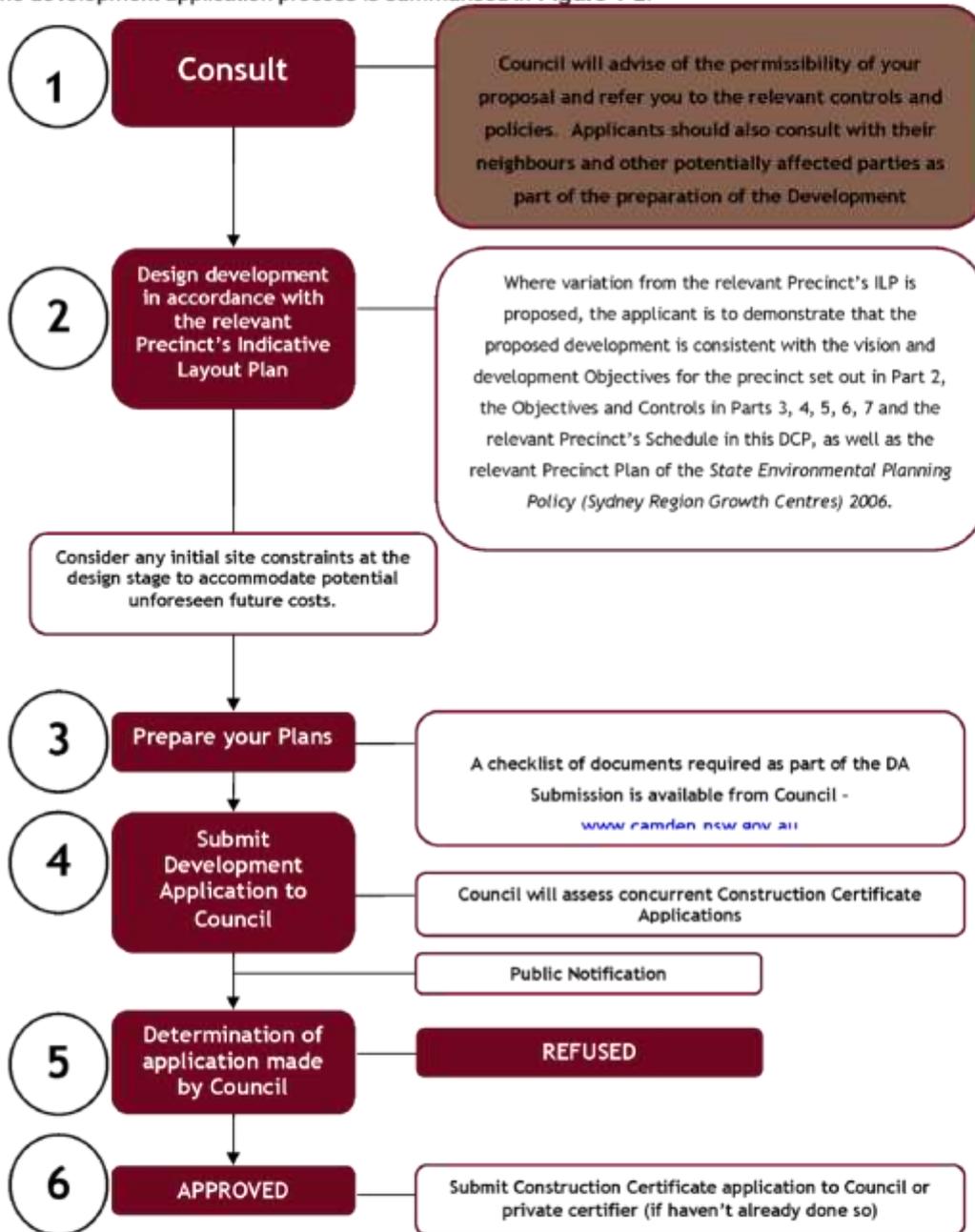


Figure 1-2 Development Approval process

Notes:

Notification is where Council writes to those people identified as requiring notification, advising of the submission of a development application. Notification is for a minimum period of 14 days.

Advertising is where Council, in addition to writing to those people required to be notified, places an advertisement in a local newspaper advising of the submission of a development application. Advertising is for a minimum period of 14 days unless otherwise specified by legislation or Environmental Planning Instruments in the case of Integrated, Designated and Advertised Development.

Council has a Policy which establishes the types of Development Applications that will be notified or advertised.

1.7.2 Information to be submitted with Development Applications

Applicants are required to submit information with all Development Applications that clearly illustrates and describes the development proposal, and demonstrates consistency with the relevant planning controls (particularly the Precinct Plan and this DCP). The level of detail and the range of issues to be addressed by applicants varies depending on the type and scale of development that is proposed: Some information is required for all Development Applications, while more detailed or specific information is required only for some types of development.

Council can advise applicants on the information required to be submitted with Development Applications.

Considerable background work has been undertaken to inform the preparation of the ILP and planning controls for each Precinct. This information is available either by contacting Council or the Department of Planning and Infrastructure.

In some cases, Precinct Planning studies and reports may be sufficient for the purposes of lodging a Development Application, while for some properties or some development types, more detailed information may need to be prepared. Applicants should discuss the suitability of studies prepared as part of Precinct Planning with Council prior to preparing Development Application documentation, to determine if additional studies or documentation will be required.

The ILP and Planning Controls have been prepared based on the Precinct Planning studies. Where applications propose a development type or design that differs from the ILP or doesn't comply with the planning controls (refer to Part 1.7.3), additional technical studies are likely to be required to justify the non-compliance.

1.7.3 Variations to Development Controls and DCP Amendments

Compliance with the Indicative Layout Plan

The Precinct Indicative Layout Plan (in the relevant Precinct Schedule) is intended to show how the overall Precinct will develop over time. It shows how the numerous developments, undertaken over numerous years, will come together to ensure the overall development of the Precinct is integrated, sustainable and attractive. However, it is recognised that some variation to the layout shown on the ILP may be reasonable to address new or more detailed information about the site, or other factors that might influence individual developments.

Council may grant consent to a proposal that differs from the Indicative Layout Plan (ILP), where the variation is considered to be minor and the proposal is demonstrated to be generally consistent with

the ILP. Development Applications will be considered on their merits, and applicants are required to demonstrate that the proposed variation is:

- Consistent with the relevant Precinct Plan under the Growth Centres SEPP;
- Consistent with the Precinct Planning Outcomes in Part 2 of this DCP;
- Consistent with the Precinct Planning Vision in the relevant Precinct Schedule;
- Not likely to significantly impact on the amenity, safety or environmental quality of adjoining lands, or the ability of adjoining development to occur generally in accordance with this DCP.

Where a proposed variation to the DCP does not meet the above requirements, Council may either:

- refuse consent for the application;
- condition the development consent to ensure the above requirements are achieved subject to compliance with any condition Council imposes; or
- request the applicant to demonstrate that amendment of the DCP is warranted to enable the development to be approved.

Amendment of the DCP will only be considered where the amendment would not significantly alter the planning outcomes for the Precinct. Typically, DCP amendments will not be undertaken to address issues that relate only to a single development: these issues should be dealt with by addressing the criteria for ILP variations above. Amendments will usually only be considered where the change relates to an aspect of the ILP that is demonstrably unreasonable or unnecessary, or where amendments are appropriate to address issues that will affect development generally in the Precinct.

Compliance with Objectives and Controls in this DCP

Each clause in this DCP contains **Objectives** and **Controls** relating to various aspects of development (for example, building setbacks, requirements for car parking, or minimum requirements for landscaping).

The Objectives enable Council and Applicants to consider whether a particular proposal will achieve the development outcomes established for the Precinct in the ILP.

The Controls establish standards, which if met, mean that development should be consistent with the Objectives. However, in some circumstances, strict compliance with the controls may not be necessary, or may be difficult to achieve because of the particular characteristics of a development site. In these situations, Council may grant consent to a proposal that does not comply with the Controls in this DCP, providing the intent (i.e. the Objective/s) of the Controls is achieved. Where a variation is sought it must be justified in writing by indicating how the development will meet the Objectives of the relevant Control and/or is generally consistent with the ILP.

1.7.4 Infrastructure

The Growth Centres SEPP requires that, before granting consent to development applications, Council is satisfied that essential infrastructure (water, sewer and electricity) are available or that satisfactory arrangements are in place for the infrastructure to be available, to service the development. As part of Precinct Planning, an Infrastructure Delivery Plan is prepared that documents the planned provision of essential infrastructure for each Precinct. The Infrastructure Delivery Plan identifies where trunk level services will be provided, and gives an indication of likely timing. In most cases, the timing and location of the first stages of infrastructure delivery will be subject to demonstrated demand for development, so while the Infrastructure Delivery Plan may indicate that some parts of the Precinct will be serviced before others, this may change if development demand in another part of the Precinct is sufficient to justify an alternative delivery strategy.

Applicants and land owners should refer to the Infrastructure Delivery Plan, available from Council or the Department of Planning and Infrastructure) to understand the current arrangements for infrastructure delivery in the Precinct. Applicants should also discuss their development plans with Council and infrastructure providers (eg. Sydney Water and Endeavour Energy), in the early stages of preparing a development proposal, to determine the availability of infrastructure. Alternative approaches to infrastructure delivery may be possible particularly in the early phases of development in the Precincts when demand may not be sufficient to justify investment in major trunk infrastructure works. Infrastructure delivery agencies may be able to suggest alternative measures that can satisfy the requirements of the Growth Centres SEPP and enable development consent to be granted.

The Infrastructure Delivery Plan may be updated from time to time as arrangements for infrastructure delivery change or as more detailed information becomes available.

ORD04

Attachment 1

2.0

Precinct Planning Outcomes

2.1 Introduction

This Part of the DCP defines Precinct wide planning outcomes. These outcomes apply broadly to all Precincts that this DCP applies to. The specific way the outcomes are to be achieved for each Precinct is established by the Indicative Layout Plan. This part also outlines the matters to be considered when undertaking site analysis for all development. These controls should be considered to determine the suitability and the development potential, and during the initial stages of planning for the development. Typically, the planning outcomes will be addressed for new development at the subdivision stage. However, some development may occur without prior subdivision, and in these cases the requirements of this Part of the DCP should be addressed in the Development Application. Some controls in this Part apply regardless of whether the proposal is for subdivision or other forms of development. Applicants should review this Part to identify relevant provisions.

2.2 The Indicative Layout Plan

An Indicative Layout Plan, specific to each Precinct, is in the relevant Precinct Schedule. The Indicative Layout Plan forms the basis for urban development in the Precinct by setting out:

- the road network;
- public transport routes;
- the open space and drainage networks;
- the locations of land uses including residential development, schools, community facilities, utilities, centres and employment lands;
- areas requiring protection because of environmental or heritage values;
- the density and types of housing that are preferred in various parts of the Precinct.

Objectives

- a. To ensure that development in the Precinct occurs in a coordinated manner consistent with the Precinct's Indicative Layout Plan.

Controls

1. All development applications are to be generally in accordance with the Indicative Layout Plan.
2. When assessing development applications, Council will consider the extent to which the proposed development is consistent with the Indicative Layout Plan.
3. Any proposed variations to the general arrangement of the Indicative Layout Plan must be demonstrated by the applicant, to Council's satisfaction, to be consistent with the Precinct Planning vision in the relevant Precinct Schedule.

2.3 Site analysis

The following clauses contain matters to be addressed in relation to existing site characteristics, when planning new developments.

2.3.1 Flooding

Objectives

- a. to limit the flow of stormwater from development to replicate pre-development flows;
- b. to define the flood constraints and standards applicable to development in the Precincts;
- c. to minimise the potential of flooding impacts on development, essential services, other land uses and risk to human life.

Controls

1. The subdivision layout is to ensure that the ability to develop land, including adjoining properties, is not adversely impacted, with regard to the 1% Annual Exceedance Probability (AEP) flood extent shown on the **Flood Prone Land figure** in the relevant Precinct's Schedule and Council's Floodplain Risk Management Policy.
2. Filling and/or other development within the 1% Annual Exceedance Probability (AEP) flood extent shown on the **Flood Prone Land figure** in the relevant Precinct's Schedule may be permitted where site specific flood investigations demonstrate compliance with Council's Floodplain Risk Management Policy and Council's Engineering Specification.
3. Pedestrian and vehicle access to basement car parking is to be located above the 1% AEP level plus 500mm freeboard.
4. The design of the road network is to ensure that evacuation routes from the proposed development and any existing development and adjoining properties are maintained, or suitable alternative evacuation routes are provided for in accordance with Council's Floodplain Risk Management Policy and the Precinct Water Cycle Management Strategy (available from Council).

2.3.2 Water cycle management

Objectives

- a. To ensure that the quality of stormwater discharged from urban areas into the environment complies with appropriate standards.
- b. To minimise potable water consumption and maximise re-use of stormwater within urban areas.
- c. To ensure that the water cycle management infrastructure is cost effective and maintainable.
- d. To maintain and enhance the quality of natural water bodies.

Controls

1. Management of 'minor' flows and 'major' flows within subdivisions and development sites is to be in accordance with Council's Engineering Specification.
2. Stormwater within new subdivisions is to be managed primarily through a gravity network of pipes and overland flows generally following streets where flow volumes exceed the capacity of pipes in accordance with Council's Engineering Specification.
3. All new development is to be connected, via the network described in control 1 above, to the Council's trunk drainage system shown on the **Key elements of the water cycle management and ecology strategy** figure, in the relevant Precinct Schedule.
4. The acquisition of drainage easements over downstream properties, or inclusion of drainage easements on subdivision plans, will be required where direct access to Council's drainage system or discharge of stormwater to a creek via the street network is not possible (i.e. street kerb and gutter, piped system or open channels and watercourses). However, the design of subdivisions is to generally comply with controls 1 and 2 above and management of stormwater through easements will only be permitted by Council in exceptional circumstances where no other practical solution is available.
5. Roads on primary drainage lines shown on the **Key elements of the water cycle management and ecology strategy** figure, in the relevant Precinct Schedule, are to be constructed in the locations shown (subject to detailed survey and subdivision design), and are to be designed in accordance with Council's Engineering Specifications.
6. The developed 1%, 20% and 50% AEP peak flows are to be maintained at pre-development flows through the incorporation of stormwater detention and management devices. Where subdivision works occur prior to the completion of required trunk drainage works, temporary on site facilities need to be provided in order to limit drainage volume and velocity to that experienced prior to development.
7. Where development includes the construction of water quality treatment infrastructure, the infrastructure is to be constructed in accordance with the Precinct Water Cycle Management Strategy (available from Council) and Council's Engineering Specification. The applicant must demonstrate that the proposed infrastructure will achieve the water quality targets in **Table 2-1**.
8. Trunk drainage channels are to be designed and constructed as naturalised channels.
9. Council may consider amendments to the Precinct water cycle management strategy if a revised strategy is submitted that can demonstrate to Council's satisfaction:
 - compliance with the targets in **Table 2-1**;
 - any costs associated with construction (including the cost of land) will be met by the applicant; and
 - a maintenance framework addressing maintenance strategies and life-cycle maintenance costs
10. Where development is located on land that drains towards the Sydney Catchment Authority Upper Canal, specific water quality measures may be required to ensure that development does not adversely impact

on the quality of water in the Upper Canal. Specific controls are contained in relevant Precinct Schedules.

11. Where development includes land within a Riparian Protection Area (refer to the Riparian Protection Areas Map that is part of the Growth Centres SEPP) applicants are to refer to the Guidelines for riparian corridors on waterfront land prepared by the NSW Office of Water. The guidelines contain the outcomes and requirements for development on land containing a riparian protection area within the Growth Centres. The guidelines are available at www.water.nsw.gov.au.

Table 2-1: Water quality and environmental flow targets

| | WATER QUALITY % reduction in pollutant loads | | | | ENVIRONMENTAL FLOWS Stream erosion control ratio ¹ |
|---------------------------------|---|------------------------|-------------------|----------------|---|
| | Gross Pollutants (>5mm) | Total suspended solids | Total phosphorous | Total nitrogen | |
| Stormwater management Objective | 90 | 85 | 65 | 45 | 3.5-5.0: 1 |
| 'Ideal' stormwater outcome | 100 | 95 | 95 | 85 | 1:1 |

¹ This ratio should be minimised to limit stream erosion to the minimum practicable. Development proposals should be designed to achieve a value as close to one as practicable, and values within the nominated range should not be exceeded. A specific target cannot be defined at this time.

2.3.3 Salinity and soil management

Objectives

- a. To manage and mitigate the impacts of Salinity and Sodicy on the Environment.
- b. To minimise the damage caused to property and vegetation by existing saline soils, or processes that may create saline soils.
- c. To ensure development will not significantly increase the salt load in existing watercourses.
- d. To prevent degradation of the existing soil and groundwater environment, and in particular, to minimise erosion and sediment loss and water pollution due to siltation and sedimentation.

Controls

1. Development applications, that include earthworks, on land with a low, or moderate to high risk of salinity (identified in the **Areas of potential salinity risk map**), are to be accompanied by information detailing how the design and construction of the proposed subdivision intends to address salinity issues. All works are to comply with the Western Sydney Salinity Code of Practice 2004 (WSROC) and **Appendix B**.

2. Salinity and sodicity management related to **Appendix B** is to complement WSUD strategies, improving or at least maintaining the current condition, without detriment to the waterway environment.
3. All development must incorporate soil conservation measures to minimise soil erosion and siltation during construction and following completion of development. Soil and Water Management Plans, prepared in accordance with *Managing Urban Stormwater - Soils and Construction* (Landcom 3rd Edition March 2004 ('The Blue Book')) are to be submitted with each relevant subdivision Development Application.
4. Salinity shall be considered during the planning, design and carrying out of earthworks, rehabilitation works and during the siting, design and construction of all development including infrastructure:
 - To protect development and other works from salinity damage; and
 - To minimise the potential impacts that development and other works may have on salinity.

2.3.4 Aboriginal and European heritage

Objectives

- a. To manage Aboriginal heritage values to ensure enduring conservation outcomes.
- b. To ensure areas identified as European cultural heritage sites or archaeological sites are managed appropriately.

Controls

1. Development applications must identify any areas of Aboriginal heritage value that are within or adjoining the area of the proposed development, including any areas within the development site that are to be retained and protected (and identify the management protocols for these).
2. Developments or other activities that will impact on Aboriginal heritage may require consent from the Office of Environment and Heritage (OEH) under the *National Parks and Wildlife Act 1974* and consultation with the relevant Aboriginal communities.
3. Any development application that is within or adjacent to land that contains a known Aboriginal cultural heritage site, as indicated on the **Aboriginal cultural heritage sites** figure, in the relevant Precinct Schedule, must consider and comply with the requirements of the *National Parks and Wildlife Act, 1974*.
4. Where the necessary consents under the *National Parks and Wildlife Act, 1974* have been obtained, the development application must demonstrate that the development will be undertaken in accordance with any requirements of that consent.
5. Applications for subdivision and building on the properties identified on the **European cultural heritage sites figure**, in the relevant Precinct's Schedule, are to be accompanied by:
 - A Heritage Management Document that details the heritage significance of the heritage item, the impacts of the proposed development on the heritage item and any management or mitigation measures that are proposed.

- A report from a suitably qualified heritage consultant detailing the results of archaeological investigations undertaken to confirm the presence of archaeological material relating to the heritage site (where heritage studies completed to date indicate the potential presence of as yet unidentified archaeological material). Where archaeological material is identified, the proposal is to address the requirements of the Heritage Act 1977.
6. Features which contribute to the heritage significance of the item or conservation area are to be conserved.
 7. Features which contribute to an understanding of the history of the item, or key periods of its development, are to be conserved.
 8. Significant landscape elements and/or views associated with the item are to be conserved.
 9. Significant historical property boundaries, if identified as part of the significance of the item, are to be conserved.
 10. Significant uses, if identified as part of the significance of the item, are to be conserved or a similar/compatible use identified for the heritage item where possible.
 11. Unsympathetic elements are to be removed from the item or conservation area, where this will contribute to the heritage significance of the item or conservation area.
 12. New work in the vicinity of built heritage items should be readily identifiable as such, and be sympathetic to the form, scale, massing, setback and overall character of the item, and should not detract from its appreciation.
 13. Alterations and additions are to be located away from significant and/or primary elevations, and behind and below the main ridge line of built heritage items.
 14. Existing fabric, use, associations and meanings are to be adequately recorded before any changes are made.

Notes:

*Any works, development or other activity that will impact on a known site of Aboriginal cultural heritage significance may require approval under the National Parks and Wildlife Act, 1974, in addition to any approval requirements of Council under the relevant Precinct Plan. Applicants should consult with the Office of Environment and Heritage (OEH) to determine requirements for assessment and approval where developments or other works are to be carried out on or near Aboriginal heritage sites identified on the **Aboriginal cultural heritage sites** figure, in the relevant Precinct Schedule.*

Council or the OEH may require additional investigations to be undertaken as part of a development application to confirm the presence of Aboriginal cultural heritage on the land.

Where works uncover items that may be Aboriginal cultural heritage, the applicant is to consult with the OEH to determine an appropriate course of action.

2.3.5 Native vegetation and ecology

Objectives

- a. To conserve and rehabilitate the remaining native vegetation and trees within the relevant Precinct;
- b. To ensure that native vegetation contributes to the character and amenity of the relevant Precinct;
- c. To conserve the ecological values of the Precinct, and ecological links to surrounding areas.

Controls

1. Native trees and other vegetation are to be retained where possible by careful planning of development (particularly at the subdivision stage) to incorporate trees into areas such as road reserves and private or communal open space.
2. When assessing an application that proposes removal of a tree or trees, Council will consider whether the tree or trees:
 - Form(s) a prominent part of the streetscape or the landscape character of the locality.
 - Is of historic or cultural significance or is/are registered on any Council register of significant trees.
 - Is prominent due to its height, size, position or age.
 - Is a locally indigenous.
 - Provides visual screening.
 - Is part of an important habitat for wildlife.
 - Is part of a larger vegetation remnant or is in a Riparian Protection Area.
 - Can be effectively treated by applying appropriate remedial treatment such as pruning of branches, pruning of roots and removal of deadwood or by other appropriate action as recommended by an arborist.
 - Is listed under the provisions of the Threatened Species Conservation Act 1995 (Listed as a threatened species, is habitat of a threatened species or is part of a threatened ecological community).
 - Is unsafe.
3. All existing indigenous trees shall be retained or replaced where removal is unavoidable. Where approval is given to remove trees, appropriate replacement planting using similar species will be required.
4. The design of a development should demonstrate that existing street trees will be retained to the greatest practical extent.
5. Buildings are to be set back a minimum of 3 metres from existing trees that are to be retained.

6. The design and location of access driveways should wherever possible be located to avoid or minimise removal of existing street trees.
7. Council may consider alternative street cross section designs where the typical cross section would result in removal of existing street trees that could otherwise be retained.
8. Where practical, prior to development commencing, applicants are to:
 - provide for the appropriate re-use of native plants and topsoil that contains known or potential native seed bank; and
 - relocate native animals from development sites. Applicants must refer to OEH's Policy on the Translocation of Threatened Fauna in NSW.
9. Within land that is in the Environmental Protection Overlay, as shown on the Indicative Layout Plan in the relevant Precinct Schedule, all native vegetation is to be retained and rehabilitated, except where clearing is required for essential infrastructure such as roads and drainage and where that clearing is consistent with the Growth Centres Biodiversity Certification and the Growth Centres Strategic Assessment Program²; and
10. Within land that is in a Riparian Protection Area (refer to the Riparian Protection Areas Figure in the relevant Precinct Schedule) native vegetation is to be conserved and managed in accordance with the Guidelines for riparian corridors on waterfront land prepared by the NSW Office of Water (available at www.water.nsw.gov.au).
11. Development on land that adjoins land zoned E2 Environmental Conservation is to ensure that there are no significant detrimental impacts to the native vegetation and ecological values of the E2 zone.
12. All subdivision design and bulk earthworks are to consider the need to minimise weed dispersion and to eradicate weeds on site. If Council believes that a significant weed risk exists, a Weed Eradication and Management Plan outlining weed control measures during and after construction is to be submitted with the subdivision DA.
13. A landscape plan is to be submitted with all subdivision development applications, identifying:
 - all existing trees on the development site and those that are proposed to be removed or retained;
 - the proposed means of protecting trees to be retained during both construction of subdivision works and construction of buildings;
 - proposed landscaping including the locations and species of trees, shrubs and ground cover to be planted as part of subdivision works;
 - the relationship of the proposed landscaping to native vegetation that is to be retained within public land, including factors such as the potential for weed or exotic species invasion and the

² The relevant Precinct Plan under the Growth Centres SEPP contains provisions that prohibit the clearing of Existing Native Vegetation and limit clearing of vegetation in Native Vegetation Protection Areas.

contribution of the proposed landscaping to the creation of habitat values and ecological linkages throughout the Precinct; and

- How bushfire risk has been managed, including requirements for Asset Protection Zones and how these relate to the proposed landscaping.

14. The selection of trees and other landscaping plants is to consider:

- The prescribed trees in **Appendix C**;
- The use of locally indigenous species where available;
- Bushfire risk;
- Contribution to the management of soil salinity, groundwater levels and soil erosion;
- Items of environmental heritage, heritage conservation areas, historic road alignments and significant view lines.

15. For the purposes of **clause 5.9** of the relevant Precinct Plan, prescribed trees include:

- Trees taller than the minimum height and greater than the minimum trunk diameter specified in **Appendix C**, and
- Tree species listed in **Appendix C**.

Note: Where applicable, clause 5.9 of the Precinct Plan requires development consent or a permit to ringbark, cut down, top, lop, remove, injure or wilfully destroy any tree or other vegetation that is prescribed by this DCP, except where other requirements of clause 5.9 are met.

2.3.6 Bushfire hazard management

Objectives

- a. To prevent loss of life and property due to bushfires by providing for development compatible with bushfire hazard.
- b. To encourage sound management of bushfire-prone areas.

Controls

1. Reference is to be made to Planning for Bushfire Protection 2006 in subdivision planning and design and development is to be consistent with Planning for Bushfire Protection 2006.
2. Subject to detailed design at development application stage, the indicative location and widths of Asset Protection Zones (APZs) are to be provided generally in accordance with the Bushfire risk and Asset Protection Zone Requirements figure in the relevant Precinct Schedule. APZs and construction standards are to be accurately mapped and detailed for each affected lot on plans submitted with the development application.
3. APZs:
 - are to be located wholly within the Precinct;
 - may incorporate roads and flood prone land,
 - are preferred to be located wholly outside of a riparian zone. APZs may only be permitted within a riparian zone where compliant with the NSW Office of Water requirements,
 - may be used for open space and recreation subject to appropriate fuel management,
 - are to be maintained in accordance with the guidelines in Planning for Bushfire Protection 2006,
 - may incorporate private residential land, but only within the building setback (no dwellings are to be located within the APZ),
 - are not to increase the maintenance burden on public lands, and
 - are to be generally bounded by or incorporate a public road or perimeter fire trail that is linked to the public road system at regular intervals in accordance with Planning for Bushfire Protection 2006.
4. Establishment and maintenance of the APZ must not require clearing of native vegetation within any Native Vegetation Protection Areas or Existing Native Vegetation Areas shown on the Native Vegetation Protection Map.
5. Vegetation outside Riparian Protection Areas, Native Vegetation Protection Areas and Existing Native Vegetation Areas is to be designed and managed as a 'fuel reduced area' where it forms part of an APZ.

6. 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.
7. Temporary APZs, identified through a Section 88B instrument, will be required where development is proposed on allotments next to undeveloped land that presents a bushfire hazard. Once the adjacent stage of development is undertaken, the temporary APZ will no longer be required and shall cease.
8. Reticulated water is to meet the standards contained within Planning for Bushfire Protection 2006.

Water supply is to be via a ring main system, engineered to the requirements of Australian Standard 2419.1-1994 Fire Hydrant Installations.
9. Buildings adjacent to APZs are to be constructed in accordance with the requirements of Appendix 3 of Planning for Bushfire Protection 2006 and Australian Standard 3959-1999 - Construction of Building in Bushfire Prone Areas.

2.3.7 Site contamination

Objectives

- a. To minimise the risks to human health and the environment from the development of potentially contaminated land; and
- b. To ensure that potential site contamination issues are adequately addressed at the subdivision stages.

Controls

1. All subdivision Development Applications, and applications proposing a change of use to a more sensitive land use (eg. Residential, education, public recreation facility etc), shall be accompanied by a Stage 1 Preliminary Site Investigation prepared in accordance with the NSW EPA Contaminated Sites Guidelines, State Environmental Planning Policy 55 – Remediation of Land and the Contaminated Land Management Act, 1995 and relevant Council Policies.
2. Where the Stage 1 Investigation identifies potential or actual site contamination a Stage 2 Detailed Site Investigation must be prepared in accordance with the NSW EPA Contaminated Sites Guidelines, State Environmental Planning Policy 55 – Remediation of Land and the Contaminated Land Management Act, 1995 and relevant Council Policies. A Remediation Action Plan (RAP) will be required to be submitted and approved by Council prior to development consent being granted for areas identified as contaminated land in the Stage 2 Site Investigation.
3. DAs for development in "high risk " areas of **potential contamination risk-ranking** figure shall be accompanied by a Stage 2 Detailed Environmental Site Investigation prepared in accordance with the NSW EPA Contaminated Sites Guidelines, State Environmental Planning Policy 55 – Remediation of Land and the Contaminated Land Management Act, 1995 and Council's Policy – Management of Contaminated Lands. If remediation is required, a Remediation Action Plan (RAP) is to be prepared and submitted as part

of the DA that seeks consent for remediation. Council may require a Site Audit Statement (SAS) (issued by an NSW Accredited Site Auditor) during any stage of the investigation or remediation process.

4. All investigation, reporting and identified remediation works must be in accordance with the NSW EPA's (now Office of Environment and Heritage) Guidelines for Consultants Reporting on Contaminated Sites and SEPP 55 – Contaminated Land and relevant Council Policies.
5. Prior to granting development consent, the Consent Authority must be satisfied that the site is suitable, or can be made suitable, for the proposed use. Remediation works identified in any RAP will require development consent prior to the works commencing.
6. Council may require a Site Audit Statement (SAS) (issued by an NSW Accredited Site Auditor) to be provided at any stage of the contamination investigation, remediation or validation stages.

Notes:

All applicants should consider and assess contamination hazards on their land in accordance with the Contaminated Land Management Act, 1995 and State Environmental Planning Policy 55 – Remediation of Land, both of which override any controls in this DCP.

A site audit may be necessary when the Council believes on reasonable grounds that the information provided by the proponent is incorrect or incomplete, wishes to verify that information provided by the proponent adheres to appropriate standards, procedures and guidelines or does not have the internal resources to conduct its own technical review.

2.3.8 Development on and adjacent to electricity and gas easements

Objectives

- a. To ensure that development on or adjacent to land affected by major infrastructure easements does not impact on the continued operation of the infrastructure.
- b. To provide for the safety and amenity of residents living near infrastructure easements.
- c. To encourage applicants to find appropriate uses for land burdened by an easement having regard to the particular circumstances in each case.

Controls

1. Subdivision of land that is affected by easements and land adjacent to easements, as shown on the Location of Easements figure in the relevant Precinct Schedule, is to be consistent with the controls in this part of the DCP, and any specific controls in the Precinct Schedule.
2. Where development is proposed on land containing or adjacent to easements, applicants are to consult with the organisation responsible for management of the easement as part of the process of preparing subdivision or other development plans. Any written requirements of the infrastructure organisation are to be submitted with the Development Application, and the Development Application documentation is to demonstrate how the requirements have been addressed in the design.
3. Road crossings of the easement are to be minimised, to be generally in the locations shown on the relevant Precinct Indicative Layout Plan, and are to be designed in accordance with any requirements issued by the organisation responsible for management of the infrastructure.

4. Earthworks (excavation or filling) and landscaping within easements are subject to conditions and requirements of the infrastructure organisation.
5. Subdivision of easements is to be minimised.
6. Requirements of the infrastructure organisation in relation to access to easements for inspections and maintenance are to be addressed in the design of the development. Access to the easement from public land (eg. roads, open space or drainage land) is preferable.

Notes: Under the Infrastructure SEPP, Council must notify the relevant authority if works are being carried out on or adjacent to lands containing a gas or electricity easement.

2.3.9 Noise

Objectives

- a. To minimise the impacts of noise from major transport infrastructure, industrial and employment areas on residential amenity.
- b. To achieve an acceptable residential noise environment whilst maintaining well designed and attractive residential streetscapes.

Controls

1. **Figure 2-1** provides guidance to applicants on measures to mitigate the impacts of rail and traffic noise within the Precinct.

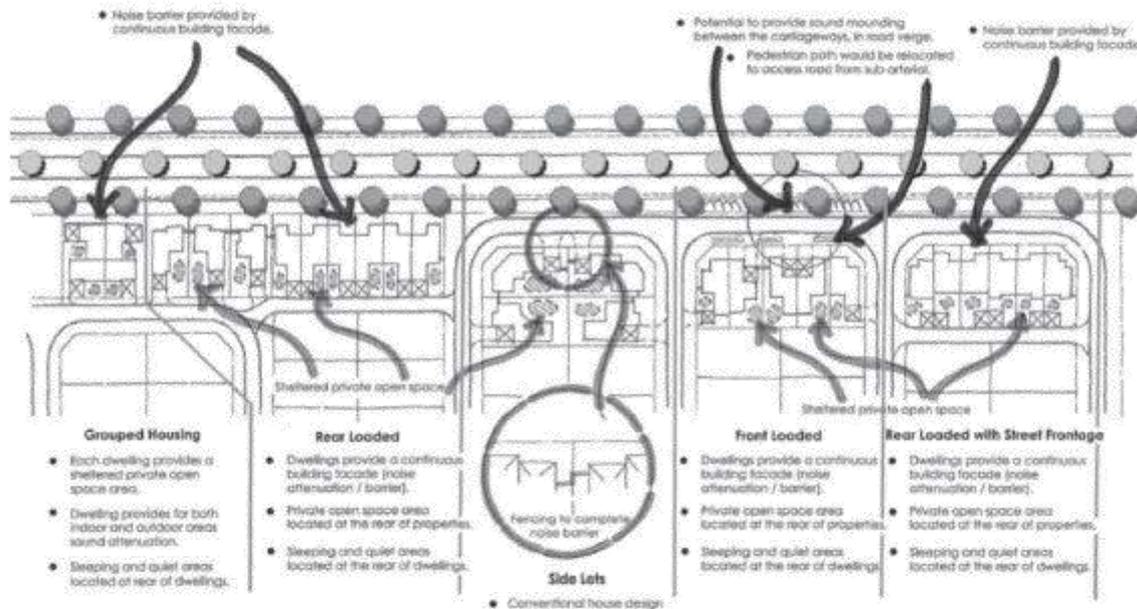


Figure 2-1 Measures to attenuate noise

2. Development Applications must be accompanied by an acoustic report where the development is in a location, shown on the Potential noise attenuation measures figure in the relevant Precinct Schedule, such as:
 - adjacent to a railway line, arterial road, sub-arterial road, transit boulevard or other road with traffic volumes predicted to exceed (or currently exceeding) 6,000 vehicles per day;
 - potentially impacted upon by a nearby industrial / employment area; or
 - potentially impacting upon sensitive receivers such as residences within the precinct and outside the precinct.
3. The acoustic report shall demonstrate that the noise criteria in Development Near Rail Corridors and Busy Roads- Interim Guideline (Department of Planning 2008), and Council's Environmental Noise Policy have been considered.
4. Subdivision design on land adjacent to significant noise sources is to consider and implement measures to attenuate noise within dwellings and in external areas that are classified as Principle Private Open Space (refer to **clause 4.2.7**)
5. Physical noise barriers (ie. Noise walls or solid fencing) are not generally supported, and measures to attenuate noise through subdivision layout, such as **service roads**, setbacks, building orientation, and building design and materials selection should be implemented to achieve appropriate internal noise standards.

2.3.10 Odour assessment and control

Odour management is subject to the Protection of the Environment Operations Act 1997. Currently the only methods of controlling odour impacts are applying buffers around odour generating activities and industry best management practices.

Prior to the commencement of this DCP the Growth Centre precincts were mostly zoned for rural purposes. The Precincts, and nearby rural areas, contain a number of existing rural uses that have the potential to generate odour and other associated impacts that may affect the amenity of nearby urban areas. While these activities may cease operation at some point in the future (such as when the land is rezoned and developed for urban purposes) the timing of cessation of odour generating land uses is not known nor able to be controlled by Council or the Department of Planning & Infrastructure. Developers and buyers of property within the Growth Centre precincts should be aware that their property may be subject to odour impacts from these uses for an indeterminate period of time.

Where land is deemed by Council to be affected by an odour source Council will consider whether the type of development in this area is appropriate and will also consider the need for the applicant to provide additional supporting information with the development application. An odour assessment prepared by an appropriate qualified person in accordance with the EPA Draft Policy "Assessment and Management of Odour from Stationary Sources in NSW" and Technical Notes may be required to be submitted.

2.3.11 Air quality

Objectives

- a. Preserve air quality, minimise pollution and improve environmental amenity.
- b. Ensure appropriate levels of air quality for the health and amenity of residents.

Controls

1. For industrial / employment developments, the emission of all air impurities is to be strictly controlled in accordance with the Protection of the Environment Operations (Clean Air) Regulation 2002 and must not exceed the prescribed standard concentration and emission rates. Where no standard is prescribed by the regulation, the activity or operation of any plant must be carried out by such practicable means as may be necessary to prevent or minimise air pollution. A report prepared by a suitably qualified air quality expert may be requested by Council to be prepared prior to development consent being granted. Such a report is to detail the likely air emissions and impacts, methods for control and maintenance of equipment, to ensure compliance with the Protection of the Environment Operations Act, 1997 and associated Regulations. Refer to Department of Planning and Infrastructure (then Department of Planning) Development Near Rail Corridors and Busy Roads – Interim Guideline.
2. Implement effective site controls during and after demolition and construction to ensure that development does not contribute to increased air pollution.

Note: Emissions from premises of any matter, whether solid, liquid or gaseous must comply with the Protection of the Environment Operations Act and its Regulations, or a pollution control consent provided by the Office of Environment and Heritage for Scheduled Premises.

2.4 Demolition

Objectives

- a. To minimise waste generation and disposal to landfill.
- b. To ensure efficient storage and collection of wastes and recyclables during demolition and construction stages.
- c. To minimise adverse impacts on adjoining premises; and
- d. To avoid the release of contaminated materials.

Controls

1. All demolition work must comply with the Australian Standard AS2601 - 1991, The Demolition of Structures.

2. Security fencing such as hoardings must be provided around the perimeter of the demolition site prior to work commencing to prevent access by unauthorised persons at all times during the demolition period. Approval of the fencing by Council must be received prior to erection.
3. All lead contaminated materials identified in the building must be handled and disposed of in accordance with the NSW Environment Protection Authority's requirements.
4. Dust controls must be implemented on site prior to and during demolition.
5. Hazardous materials audits shall be conducted on any buildings at the site that may require demolition.
6. Asbestos, if identified in the building, must be removed and disposed of in accordance with the requirements of Work Cover.
7. Demolition activities on site must be limited to the following hours:
 - Monday to Friday 7:00am to 5:00pm
 - Saturday 8:00am to 5:00pm
 - No work on Sunday and Public Holidays
8. Sound pressure levels emanating from the site must comply with the Interim Guideline for Construction Noise (Office of Environment and Heritage).
8. A Waste Management Plan (WMP) is to be submitted with the Development Application.
9. The WMP must include volume or area estimates and information about reuse, recycling and disposal options for all types of waste produced on-site, including excavation materials.
10. The WMP together with proof of lawful disposal for all waste that is disposed of, or otherwise recycled from the site must be retained on site.
11. A Dilapidation Report may be required to be submitted with a Development Application for any demolition within the zone of influence of any other building.

2.5 Crime Prevention through Environmental Design

Principles of crime prevention through environmental design apply to all forms of development including residential, retail, commercial, industrial developments, public buildings and community facilities. The design requirements apply to all residential flat buildings and medium density developments. Many of the principles are also relevant to single dwelling houses and dual occupancies.

Objectives

- a. To ensure that the siting and design of buildings and spaces, through casual surveillance, decreases opportunities for crime.
- b. To ensure that development encourages people to use streets, parks and other public places without fear of personal risk.
- c. To ensure the design of publicly accessible areas (eg parks, footpaths, etc) encourages a sense of community ownership of open and public spaces.

Controls

1. Buildings should be designed to overlook streets, lanes and other public or communal areas to provide casual surveillance. In the case of corner lots habitable windows are also be oriented to overlook both streets.
2. The design of all development is to enhance public surveillance of public streets and open space/conservation areas.
3. For residential development, the use of roller shutters other than garages is not permitted on doors and windows facing the street. Any security railings must be designed to complement the architecture of the building.
4. Developments are to avoid creating areas for concealment and blank walls facing the street.
5. Pedestrian and communal areas are to have sufficient lighting to ensure a high level of safety. These areas must be designed to minimise opportunities for concealment.
6. All developments are to incorporate the principles of Crime Prevention Through Environmental Design (CPTED). Development Applications for subdivision, public open space, community facilities, commercial developments, mixed-use developments, and schools may require a formal crime risk (CPTED) assessment as part of the EP&A Act 1979, development assessment and Camden Council's Designing Safer Communities – Safer by Design Guidelines (October 2002).

2.6 Earthworks

Objectives

- a. To minimise cut and fill through site sensitive subdivision, road layout, infrastructure and building design.
- b. To locate buildings to minimise site works.
- c. To ensure that earthworks do not adversely impact local drainage patterns or increase flooding impacts.
- d. To minimise the impacts of earthworks on the natural environment and on the visual character of the locality.

Controls

1. Subdivision and building work is to be designed to respond to the natural topography of the site wherever possible, minimising the extent of cut and fill both during subdivision and when buildings are constructed.
2. The applicant is to demonstrate how the finished land levels will be integrated with nearby land and facilitate appropriate drainage.
3. Where terraced retaining walls are proposed the minimum horizontal distance between each step is one metre.
4. A variation to the retaining wall heights can be considered with supporting justification.
5. Council will consider permitting greater cut for basements.
6. All retaining walls proposed are to be identified in the development application. Those affecting adjoining properties i.e. adjacent to property boundaries, are to be available for inspection prior to the internal linings of the house being installed. All other approved retaining walls are to be in place prior to the issue of an occupation certificate.
7. Where cut or fill is proposed on the boundary of a lot, retaining walls are to be constructed with side fence posts integrated with the retaining wall (relevant construction details are required with retaining wall approval).
8. Where retaining walls are located at property boundaries, a section 88B instrument is to create an easement for support, maintenance and repair on the subject lot and adjoining land.
9. All retaining walls that are proposed as part of a subdivision or building work shall be designed by a practicing Structural Engineer and be of masonry construction.
10. Retaining walls that front a public place are to be finished with anti-graffiti coating.
11. Retaining walls are to be designed and constructed to allow for installation of boundary fencing without impact on the structural soundness of the retaining wall and its footings.

12. A Validation Report is required to be submitted to Council prior to the placement of imported fill on site. All fill shall comply with the NSW Office of Water – "Site Investigation for Urban Salinity" and the OEH Contaminated Sites Guidelines – "Guidelines for the NSW Site Auditor Scheme (2nd edition) – Soil Investigation Levels for Urban Development Sites in NSW".
13. 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 Weeds Act 1993.
14. Development on land having a natural gradient of 1:6.7 (15%) or greater shall be accompanied by a geotechnical study, including guidelines for structural and engineering works on the land.

Note: the consent authority may require specific information to be submitted with Development Applications that propose earthworks. Applicants should consult with Council to identify information requirements prior to lodgement of an application.

15. For sites with existing water storage facilities (dams) the DA must include a dam removal plan which addresses each of the following controls to Council's satisfaction and must also include details of:
 - A water quality and soil test which details any contaminants in both the water and soil at the base of the dam (all testing shall be undertaken by a qualified consultant and National Association of Testing Authorities accredited laboratory).
 - A salinity hazard test undertaken in accordance with the Office of Water salinity site assessment guidelines.
16. Sites identified as contaminated must follow the Office of Environment and Heritage contaminated water or soil removal guidelines in the National Environment Protection (Assessment of Site Contamination) Measure 1999. Contaminated water should be disposed of at a liquid waste facility.
17. Water identified as not contaminated may be re-used on site or on other properties. Should there be no possible reuse option for the water; a controlled release into the creek may be possible.
18. Any controlled release of water into the receiving waters (creek) must ensure against any erosion impact.
19. It is recommended that any water release is undertaken during high flow events as creek water quality is reduced at this time.

3.0

Neighbourhood and subdivision design

3.1 Residential Density and Subdivision

The Growth Centres are subject to minimum residential density targets as detailed in the Residential Density Maps in the SEPP. This section provides guidance on the typical characteristics of the residential density target bands.

Net Residential Density means the net developable area in hectares of the land on which the development is situated divided by the number of dwellings proposed to be located on that land. Net Developable Area means the land occupied by the development, including internal streets plus half the width of any adjoining access roads that provide vehicular access, but excluding land that is not zoned for residential purposes. Refer to **Figure 3-1** and Landcom's "Residential Density Guide" and the Department of Planning and Environments' "Dwelling Density Guide" for further information.



Figure 3-1 Example for calculating Net Residential Density of a subdivision application

Net Residential Density is an averaging statistic. The average dwelling density target in the SEPP should be achieved across the identified area with a diversity of lot and housing types. However, this does not mean that all streets offer the same housing and lot mix. Built form intensity should vary across a neighbourhood in response to the place: more intense around centres or fronting parks, less intense in quieter back streets. In lower density areas, there will be a higher proportion of larger lots and suburban streetscapes but there may also be some streets with an urban character. In higher density areas, urban streets with more attached housing forms will be more common but there will also be some suburban streetscapes.

In recognition of different objectives and street characters at varying densities, certain built form controls vary by density bands. Refer to the section Residential Development.

3.1.1 Residential Density

Objectives

- a. To ensure minimum density targets are delivered.
- b. To provide guidance to applicants on the appropriate mix of housing types and appropriate locations for certain housing types.
- c. To establish the desired character of the residential areas.
- d. To promote housing diversity and affordability.

Controls

1. All applications for residential subdivision and the construction of residential buildings are to demonstrate that the proposal meets the minimum residential density requirements of the relevant Precinct Plan and contributes to meeting the overall dwelling target in the relevant Precinct.
2. Residential development is to be generally consistent with the residential structure as set out in the Residential Structure Figure in the relevant Precinct Schedule and the typical characteristics of the corresponding Density Band in **Table 3-1**

Table 3-1: Typical Characteristics of Residential Net Densities

| Net Residential Density dw/Ha | Typical Characteristics |
|-------------------------------|---|
| 10 - 12.5 dw/Ha | <ul style="list-style-type: none"> ▪ Generally located away from centres and transport. ▪ Predominantly detached dwelling houses on larger lots with some semi-detached dwellings and / or dual occupancies. ▪ Single and double storey dwellings. ▪ Mainly garden suburban and suburban streetscapes. See Figure 3-2 |
| 15 -20dw/Ha | <ul style="list-style-type: none"> ▪ Predominantly a mix of detached dwelling houses, semi-detached dwellings and dual occupancies with some secondary dwellings. ▪ Focused areas of small lot dwelling houses in high amenity locations. ▪ At 20dw/Ha, the occasional manor home on corner lots. ▪ Single and double storey dwellings. ▪ Mainly suburban streetscapes, the occasional urban streetscape. . See Figure 3-2 |
| 25 - 30 dw/Ha | <ul style="list-style-type: none"> ▪ Generally located within the walking catchment of centres, corridors and / or rail based public transport. ▪ Consists of predominantly small lot housing forms with some multi-dwelling housing, manor homes and residential flat buildings located close to the local centre and public transport. ▪ Generally single and double storey dwellings with some 3 storey buildings. ▪ Incorporates some laneways and shared driveways. ▪ Be designed to provide for activation of the public domain, including streets and public open space through the orientation and design of buildings and communal spaces. ▪ Mainly urban streetscapes, some suburban streetscapes. . See Figure 3-2 |
| 40+ dw/Ha | <ul style="list-style-type: none"> ▪ Generally located immediately adjacent centres and / or rail based public transport ▪ Consists of predominantly residential flat buildings, shop top housing, manor homes, attached or abutting dwellings and multi-dwelling housing ▪ Generally double and multi-storey buildings ▪ Predominantly urban streetscapes with minimal front setback; incorporates laneways and shared driveways. . See Figure 3-2 |



Garden Suburban



Suburban



Urban

Figure 3-2: Distinct and coherent streetscapes occur in varying proportions in density bands.

3. Residential development in the Environmental Living area, on the **Residential Structure figure**, is to:
 - Consist primarily of single dwellings on larger lots, reflecting the environmental sensitivity and visual character of these parts of the Precincts.
 - Emphasise high quality housing design to make the most of the environmental characteristics of the surrounding area.
 - Be designed and located to minimise impacts on flood prone land, and risks to property from flooding.
 - Avoid impacts on Existing Native Vegetation and other remnant native vegetation.
 - Consider relationships to adjoining land uses including public open space and drainage infrastructure.
 - Be designed to respond to constraints from infrastructure corridors such as electricity lines, underground gas pipelines and any Sydney Catchment Authority infrastructure.
 - Consider views to and from the land and surrounding parts of the Growth Centre and Western Sydney Parklands.
4. Non-residential development in the residential areas is encouraged where it:
 - Contributes to the amenity and character of the residential area within which it is located.
 - Provides services, facilities or other opportunities that meet the needs of the surrounding residential population, and contributes to reduced motor vehicle use.
 - Will not result in detrimental impacts on the amenity and safety of surrounding residential areas, including factors such as noise and air quality.
 - Is of a design that is visually and functionally integrated with the surrounding residential area.

Note: The relevant Precinct Plan permits certain non-residential development within the residential zones. Other parts of this DCP provides more detailed objectives and controls for these types of development.

3.1.2 Block and Lot Layout

Objectives

- a. To establish a clear urban structure that promotes a 'sense of neighbourhood' and encourages walking and cycling.
- b. To efficiently utilise land and achieve the target dwelling yield for the relevant Precinct.
- c. To 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.
- d. To optimise outlook and proximity to public and community facilities, parks and public transport with increased residential density.
- e. To encourage variety in dwelling size, type and design to promote housing choice and create attractive streetscapes with distinctive characters.

- f. To accommodate a mix of lot sizes and dwelling types across a precinct.
- g. To establish minimum lot dimensions for different residential dwelling types.

Controls

Blocks

1. Residential neighbourhoods are to be focused on elements of the public domain such as a school, park, retail, or community facility that are typically within walking distance.
2. Subdivision layout is to create a legible and permeable street hierarchy that responds to the natural site topography, the location of existing significant trees and site features, place making opportunities and solar design principles.
3. Pedestrian connectivity is to be maximised within and between each residential neighbourhood with a particular focus on pedestrian routes connecting to public open space, bus stops and railway stations, educational establishments and community/recreation facilities.
4. Street blocks are to be generally a maximum of 250m long and 70m deep. Block lengths in excess of 250m may be considered by Council where pedestrian connectivity, stormwater management and traffic safety objectives are achieved. In areas around neighbourhood and town centres, the block perimeters should generally be a maximum of 520m (typically 190m x 70m) to increase permeability and promote walking.

Lots

5. Minimum lot sizes for each dwelling type will comply with the minimum lot size provisions permitted by the Sydney Region Growth Centres SEPP and reproduced here as **Table 3-2**. In certain density bands, variations to some lot sizes may be possible subject to clauses 4.1AD, 4.1AE and 4.1AF in the Sydney Region Growth Centres SEPP.
6. Minimum lot frontages applying to each density band will comply with **Table 3-3**. Lot frontage is measured at the street facing building line as indicated in **Figure 3-3**.

Table 3-2: Minimum lot size by density bands

| Minimum Net Residential Target (dwellings/Ha) | R2 Low Density Residential | | R3 Medium Density Residential |
|---|--|-----------------|-------------------------------|
| | 15 | 20 | 25 |
| Dwelling House (base control) | 300 | 300 | 300 |
| With BEP | 250 | 225 | 225 |
| As Integrated DA | 250 | 200 | 125 |
| Locational criteria* (BEP or Integrated DA) | 225 | n/a | n/a |
| Studio Dwelling | No minimum lot size as strata development not subject to minimum lot size controls | | |
| Secondary Dwelling | 450 | 450 | In principle lot |
| Dual Occupancy | 500 | 500 | 400 |
| Semi Detached Dwelling | 300 | 300 | 250 |
| Attached Dwelling | 1500* | 375 | 375 |
| Multi Dwelling Housing | 1500* | 1500 | 375 |
| Manor Homes | Not permissible | 600 | 600 |
| Residential Flat Buildings | Not permissible | Not permissible | 2000 |

* On land zoned R2 with a minimum residential density of 15d/ha, the minimum development lot size for the purposes of a dwelling house can be varied to 225m² in places that satisfy one of the following locational criteria. Attached dwellings and Multi dwelling housing is also permissible on land zoned R2 with a minimum residential density of 15d/ha that also satisfies one of these criteria:

- adjoining land within Zone RE1 Public Recreation or land that is separated from land within Zone RE1 Public Recreation only by a public road;
- adjoining land within Zone B1 Neighbourhood Centre, Zone B2 Local Centre or Zone B4 Mixed Use or land that is separated from land within Zone B1 Neighbourhood Centre, Zone B2 Local Centre or Zone B4 Mixed Use only by a public road;
- adjoining land that is set aside for drainage or educational purposes, or is separated from that land only by a public road; and is within 400m of land in Zone B1 Neighbourhood Centre or Zone B2 Local Centre.

Table 3-3: Minimum lot frontages by density bands

| Minimum Lot Frontages | | Net Residential Density Target (dw/Ha) | | |
|-----------------------|--------------|--|---------|----------------|
| | | 10 to 12.5 dw/Ha | 15dw/Ha | 20 to 45 dw/Ha |
| Front Loaded | Front Loaded | 12.5m | 9m | 7m |
| | Rear Loaded | 4.5m | 4.5m | 4.5m |

Note: The combination of the lot frontage width and the size of the lot determine the type of dwelling that can be erected on the lot, and the development controls that apply to that dwelling.

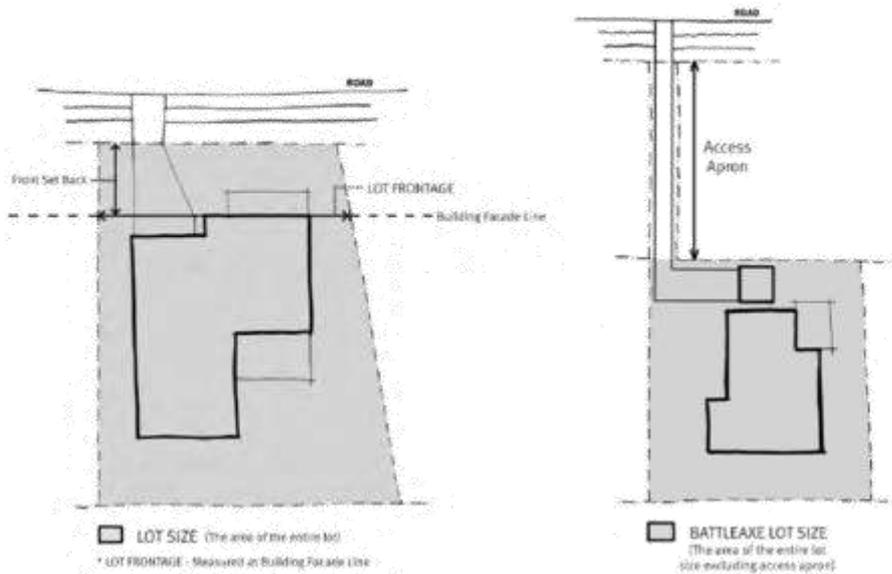


Figure 3-3: Measurement of minimum lot widths and lot area

7. A range of residential lot types (area, frontage, depth, zero lot and access) must be provided to ensure a mix of housing types and dwelling sizes and to create coherent streetscapes with distinctive garden suburban, suburban and urban characters across a neighbourhood.
8. No more than 40% of the total residential lots proposed in a subdivision development application may be of the same lot type. For the purposes of this control, a lot type is primarily determined by lot frontage, but other variables that may be considered are access and configuration. Lot width categories are determined by a range of plus or minus 1.0m. For example, lots between 9.0m and 11.0m are classified as the one type of lot for the purposes of this control. Every DA for subdivision must be accompanied by a Lot Mix table showing the lot types, number and percentage of the overall total. Lots subdivided using Subdivision Approval Pathways B1 or B2 (Integrated Housing) for attached or abutting dwellings are exempt from this control.
9. In density bands $\leq 25dw/Ha$, total lot frontage for front accessed lots greater than or equal to 7m and less than 9m should not exceed 20% of any block length due to garage dominance and on-street parking impacts.
10. Lots should be rectangular. Where lots are an irregular shape, they are to be large enough and oriented appropriately to enable dwellings to meet the controls in this DCP.
11. Where residential development adjoins land zoned RE1 Public Recreation or SP2 Drainage, subdivision is to create lots for the dwelling and main residential entry to front the open space or drainage land.
12. The orientation and configuration of lots is to be generally consistent with the following subdivision principles:
 - Smallest lots achievable for the given orientations fronting parks and open space with the larger lots in the back streets;

- Larger lots on corners;
- North to the front lots are either the widest or deepest lots, or lots suitable for residential development forms with private open space at the front. Narrowest lots with north to the rear.

13. Preferred block orientation is established by the road layout on the Indicative Layout Plan in the relevant Precinct Schedule. Optimal lot orientation is east-west, or north-south where the road pattern requires. Exceptions to the preferred lot orientation may be considered where factors such as the layout of existing roads and cadastral boundaries, or topography and drainage lines, prevent achievement of the preferred orientation.

14. An alternative lot orientation may be considered where other amenities such as views and outlook over open space are available, and providing appropriate solar access and overshadowing outcomes can be achieved.

Note: The combination of the lot frontage width and the size of the lot determine the type of dwelling that can be erected on the lot, and the development controls that apply to that dwelling.

Zero Lot Lines

15. The location of a zero lot line is to be determined primarily by topography and should be on the low side of the lot to minimise water penetration and termite issues. Other factors to consider include dwelling design, adjoining dwellings, landscape features, street trees, vehicle crossovers and the lot orientation as illustrated at **Figure 4-7** Dwelling and open space siting principles for different lot orientations.

16. On all lots where a zero lot line is permitted, the side of the allotment that may have a zero lot alignment must be shown on the approved subdivision plan.

17. Where a zero lot line is nominated on an allotment on the subdivision plan, the adjoining (burdened) allotment is to include a 900mm easement for single storey zero lot walls and 1200mm for two storey zero lot walls to enable servicing, construction and maintenance of the adjoining dwelling. No overhanging eaves, gutters or services (including rainwater tanks, hot water units, air-conditioning units or the like) of the dwelling on the benefited lot will be permitted within the easement. Any services and projections permitted under **Clause 4.4 (6)** within the easement to the burdened lot dwelling should not impede the ability for maintenance to be undertaken to the benefitted lot.

18. The S88B instrument for the subject (benefited) lot and the adjoining (burdened) lot shall include a note identifying the potential for a building to have a zero lot line. The S88B instrument supporting the easement is to be worded so that Council is removed from any dispute resolution process between adjoining allotments.

For more information, refer to the **Department of Planning and Environment Delivery Note: Zero Lot Boundaries and Building Envelope Plans**.

Subdivision of Shallow Lots

19. Shallow lots (typical depth 14-18m, typical area <200sqm) intended for double storey dwellings should be located only in locations where it can be demonstrated that impacts on adjoining lots, such as overshadowing and overlooking of private open space, satisfy the requirements of the DCP. For lots over

225sqm where development is not Integrated Assessment, the Building Envelope Plan should demonstrate in principle how DCP requirements such as solar access and privacy to neighbouring private open spaces will be satisfied.

Subdivision for Attached or Abutting Dwellings

20. Subdivision of lots for Torrens title attached or abutting dwellings must take into account that construction will be in 'sets'. A 'set' is a group of attached or abutting dwellings built together at the same time that are designed and constructed independently from other dwellings.
21. The maximum number of attached or abutted dwellings permissible in a set is six.
22. The composition of sets needs to be determined in the subdivision design to take into account the lot width required for a side setback to the end dwellings in each set. Examples of lot subdivisions for sets are illustrated in **Figure 3-4**.

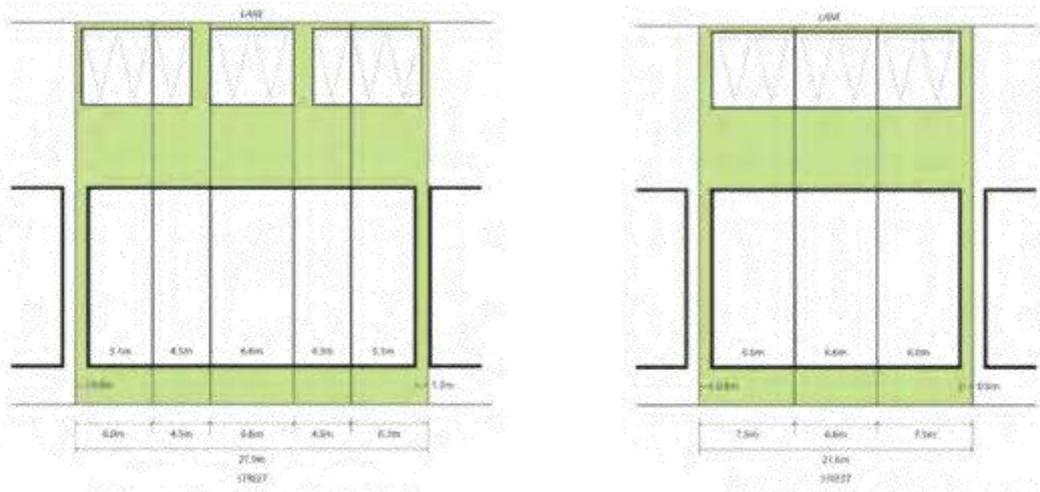


Figure 3-4: Two examples of lot subdivision for 'sets' of attached or abutting terraces.

Residential Flat Buildings

23. A person may not amalgamate two or more adjoining allotments after principle subdivision to create a larger lot that achieves the minimum lot size required for residential flat buildings.

3.1.3 Battle-axe lots

Objectives

- a. To limit battle-axe lots to certain circumstances.
- b. To ensure that where a battle-axe lot without public road or open space frontage is provided, their amenity and the amenity of neighbouring lots is not compromised by their location.
- c. To enable battle-axe shaped lots or shared driveway access to lots fronting access denied roads.

Controls

1. Principles for the location of battle-axe lots are illustrated at **Figure 3-5**.
2. Subdivision layout should minimise the use of battle-axe lots without public frontage to resolve residual land issues.

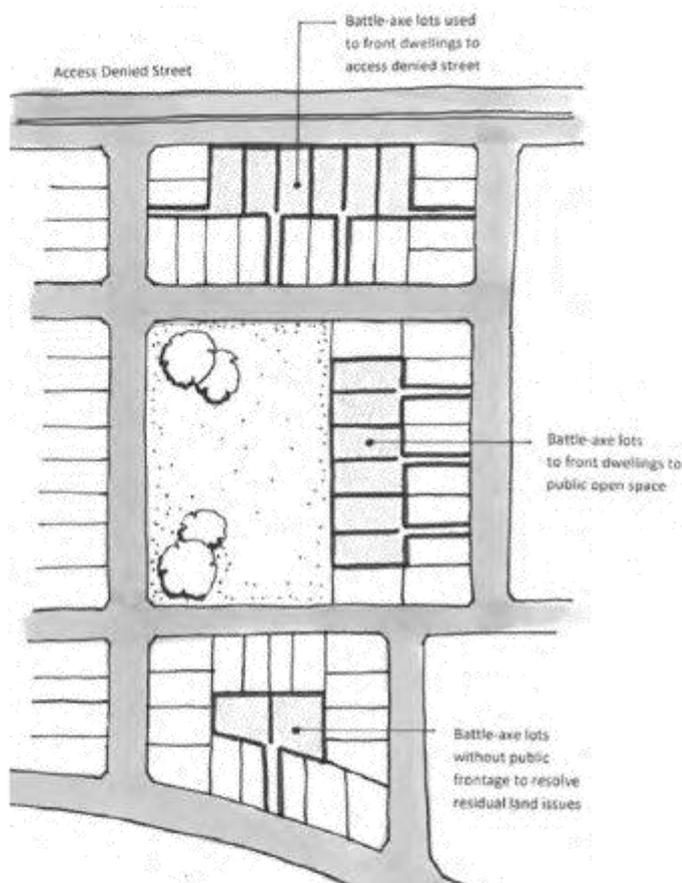


Figure 3-5: Examples of locations of battle-axe lots

3. In density bands 10, 15 and 20dw/Ha, the minimum site area for battle-axe lots without any street or park frontage is 500m² (excluding the shared driveway) and only detached dwelling houses will be permitted.

- 4. The driveway or shared driveway will include adjacent planting and trees, as indicated in Figure 3-6.
- 5. Driveway design, including dimensions and corner splays, is to be in accordance with Council's Engineering Specifications.

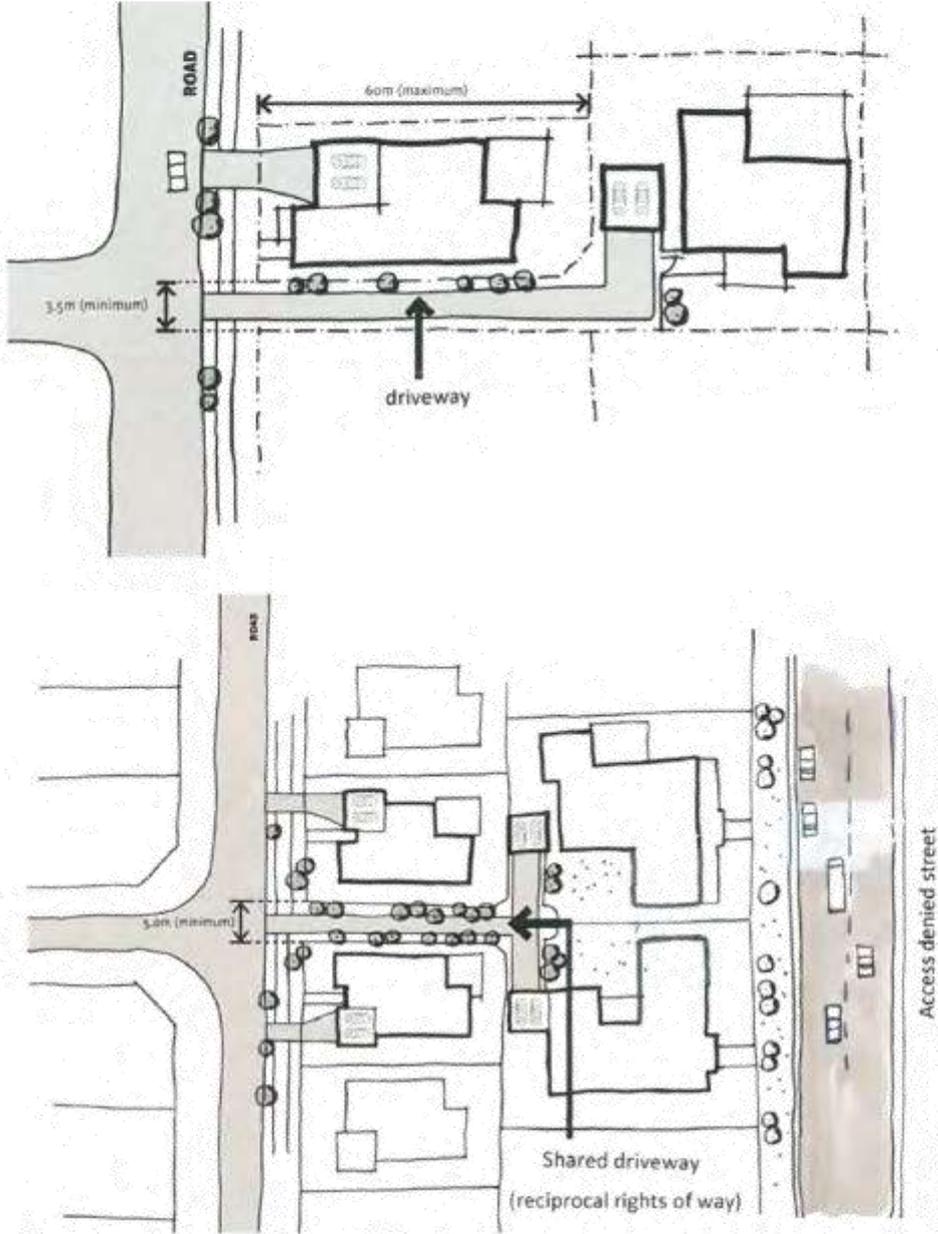


Figure 3-6: Examples of driveways and shared driveways for battle-axe lots

3.1.4 Corner Lots

Objectives

To ensure corner lots are of sufficient dimensions and size to enable residential controls to be met.

Controls

1. Corner lots, including splays and driveway location, are to be designed in accordance with AS 2890 and Council's Engineering Specifications.
2. Corner lots are to be designed to allow dwellings to positively address both street frontages as indicated in Figure 3-7.
3. Garages on corner lots are encouraged to be accessed from the secondary street or a rear lane.
4. Plans of subdivision are to show the location of proposed or existing substations, kiosks, sewer man holes and/or vents affecting corner lots.

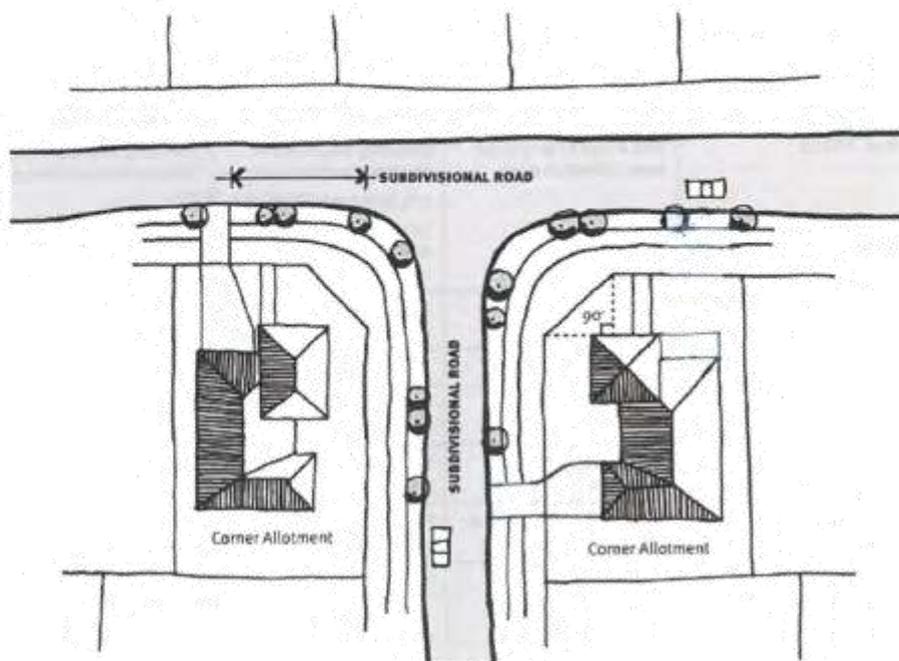


Figure 3-7: Corner lots

3.1.5 Subdivision in the Environmental Living Zone

Objectives

- a. To ensure that lot sizes are consistent with the environmental qualities and constraints of land in these zones.
- b. To minimise potential impacts of development on flooding and risks to property from flooding.
- c. To limit risks of impacts to infrastructure including the Sydney Catchment Authority Upper Canal, electricity lines and underground pipelines.
- d. To ensure that development does not impact on the visual qualities of these areas or visual amenity in adjacent areas.

Controls

1. The minimum frontage width of lots in the Environmental Living zone is:
 - 30 metres, where the lot is within (or partly within) Floodprone and Major Creeks land as indicated on the Development Control Map that forms part of the Growth Centres SEPP; or
 - 20 metres where the lot is wholly outside Floodprone and Major Creeks land.
2. Subdivision of land in the Environmental Living zone is to:
 - Consider the location of flood prone land and ensure that each lot is capable of accommodating a dwelling that complies with the controls for development on flood prone land in **clause 2.3.1**.
 - Protect Existing Native Vegetation and other vegetation within the Environment Protection overlay on the Precinct Indicative Layout Plan.
3. Subdivision of land in the Environmental Living zone is to ensure that:
 - The layout of residential lots and the likely positioning and orientation of dwellings does not significantly impact on the visual character of the locality.
 - The orientation of lots and dwellings allows for passive surveillance of public land and infrastructure easements where relevant.
 - Any areas of remnant native vegetation or significant trees are preserved to the maximum practical extent, including avoiding or minimising subdivision of land that contains Existing Native Vegetation (as shown on the Native Vegetation Protection Areas Map).
 - Impacts on utilities easements can be avoided during subdivision works and when buildings are constructed on the land.
 - Access to easements for maintenance and inspections is maintained.

3.2 Subdivision Approval Process

Objectives

- a. To facilitate a diversity of housing sizes and products.
- b. To ensure that subdivision and development on smaller lots is undertaken in a coordinated manner.
- c. To ensure that all residential lots achieve an appropriate level of amenity.

Controls

1. The land subdivision approval process is to be consistent with the requirements **Table 3-4: Subdivision Approval Process**.
2. Subdivision of land creating residential lots less than 225m² or lots less than 9m wide shall include a dwelling design as part of the subdivision development application. The dwelling design is to be included on the S88B instrument attached to the lot.

Table 3-4: Subdivision Approval Process

| Approval pathway | DA for Subdivision <i>Pathway A1</i> | DA for Subdivision with Building Envelope Plan <i>Pathway A2</i> | DA for Integrated Housing (Integrated Assessment with subdivision prior to construction of dwellings) <i>Pathway B1</i> | DA for Integrated Housing <i>Pathway B2</i> |
|---|--|---|---|--|
| Application | Lots equal to greater than 300m ² | Lots less than 300m ² and equal to or greater than 225m ² in area, and with a width equal to or greater than 9m*. | Dwelling construction involving detached or abutting dwellings on: lots less than 225m ² , or lots with a width less than 9m*. | Dwelling construction involving common walls (ie attached dwellings) on: lots less than 225m ² , or lots with a width less than 9m*. |
| Dwelling plans required | As part of future DA or CDC | As part of future DA or CDC | Yes as part of subdivision application | Yes as part of subdivision application |
| Dwelling Design 88B restriction required | No | Yes | Yes, only approved dwelling can be built | Yes, only approved dwelling can be built |
| Timing of subdivision (release of linen plan) | Pre-construction of dwellings | Pre-construction of dwellings | Prior to the issue of the CC | Post-construction of dwellings |
| Housing Code applicable | Yes | Yes (for 200m ² lots and above) | No | No |

*Minimum lot width refer to **Figure 3-3**

3. Subdivision applications that create lots smaller than 300m² and larger than or equal to 225m² must be accompanied by a Building Envelope Plan (BEP). An example of a BEP is included at **Figure 3-8**.

The BEP should be at a legible scale (suggested 1:500) and include the following elements:

- Lot numbers, north point, scale, drawing title and site labels such as street names
- Maximum permissible building envelope (setbacks, storeys, articulation zones)
- Preferred principal private open space
- Garage size (single or double) and location
- Zero lot line boundaries

A BEP should be fit for purpose and include only those elements that are necessary for that particular lot. Other elements that may be relevant to show include:

- Special fencing requirements
- Easements and sewer lines
- Retaining walls
- Preferred entry/frontage (e.g. corner lots)
- Access denied frontages
- Electricity kiosks or substations
- Indicative yield on residue or super lots

For further information, refer to the **Department of Planning and Environment Delivery Note: Building Envelope Plans**

4. Applications for subdivision using approval pathways A2, B1 and B2 require a Public Domain Plan (PDP) to be submitted as part of the application. The purpose of the PDP is to demonstrate how the public domain will be developed as a result of future development on the proposed lots. An example of a PDP is included at **Figure 3-9**.

The PDP should be at a legible scale (suggested 1:500) and include the following elements:

- Lot numbers, north point, scale, drawing title and site labels such as street names.
- Indicative building footprints on the residential lots.
- Location of driveways and driveway crossovers.
- Verge design (footpath, landscape).
- Surrounding streets and lanes (kerb line, material surface where special treatments proposed).
- In laneways, indicative provision for bin collection
- Street tree locations. (Sizes and species list can be provided on a separate plan).

- Demonstrated provision and arrangements for on-street car parking particularly in relation to street tree planting, driveways and intersections.*
- Extent of kerb line where parking is not permitted.*

** In principle, not as public domain works*

Other elements that may be relevant to show include:

- Location and type of any proposed street furniture
- Location of retaining walls in the public domain
- Electricity substations
- Indicative hydrant locations at lane thresholds

Information on landscape treatment within the private lot is not required.

For further information, refer to the **Department of Planning and Environment Delivery Note: Public Domain Plans**



Figure 3-8: Sample of a Building Envelope Plan (BEP)



Figure 3-9: Sample of a Public Domain Plan (PDP)

3.3 Movement network

3.3.1 Layout and Design

Objectives

- a. To establish a hierarchy of interconnected streets that give safe, convenient and clear access within and beyond the Precinct;
- b. To assist in managing the environmental impacts of urban development including soil salinity, micro-climate effects and stormwater;
- c. To facilitate energy efficient lot and building orientation;
- d. To contribute to the creation of an interesting and attractive streetscape; and
- e. Provide a safe and convenient public transport, pedestrian and cycleway network.

Controls

1. The design and construction of streets is to be consistent with the relevant typical designs in **Figure 3-10 to Figure 3-1415**, Council's Engineering Specifications and Austroads.
2. The typical designs in **Figure 3-10 to Figure 3-1415** are based on minimum dimensions and the design of streets may need to be modified to incorporate water sensitive urban design measures and to ensure appropriate site drainage.
3. All Collector Roads, Sub-arterial Roads, Arterial Roads and Transit Boulevards, and local streets which form part of a bus route identified by the Transport for NSW, are to have at least one travel lane in each direction with a minimum width of 3.5 metres, suitable for buses. Intersections on bus routes are to be designed to accommodate bus manoeuvrability.
4. Alternative street designs for local streets and access ways may be permitted on a case by case basis if they preserve the functional objectives and requirements of the design standards.
5. Roads in the relevant Precinct are to be constructed in accordance with the hierarchy shown on the **Precinct road hierarchy figure** in the relevant Precinct Schedule.
6. The locations and alignments of all roads are to be generally in accordance with the locations shown on the **Precinct road hierarchy figure** in the relevant Precinct Schedule.
7. Where any variation to the residential street network indicated at the **Precinct road hierarchy figure**, is proposed, the alternative street network is to be designed to:
 - create a permeable network that is based on a modified grid system,
 - encourage walking and cycling,
 - minimise travel distances for all modes of transport,
 - maximise connectivity between residential areas and community facilities, open space and centres,

- take account of topography and site drainage, and accommodate the retention of significant vegetation,
- optimise solar access opportunities for dwellings,
- provide frontage to and maximise surveillance of open space and drainage lands,
- provide views and vistas to landscape features and visual connections to nodal points and centres,
- maximise the effectiveness of water sensitive urban design measures,
- ensure that noise impacts from major roads are considered and are able to be effectively mitigated without the use of noise walls.
- minimise the use of cul-de-sacs. However, if required, they are to be designed in accordance with Council's Engineering Standards, and
- comply with the requirements of Planning for Bushfire Protection 2006.

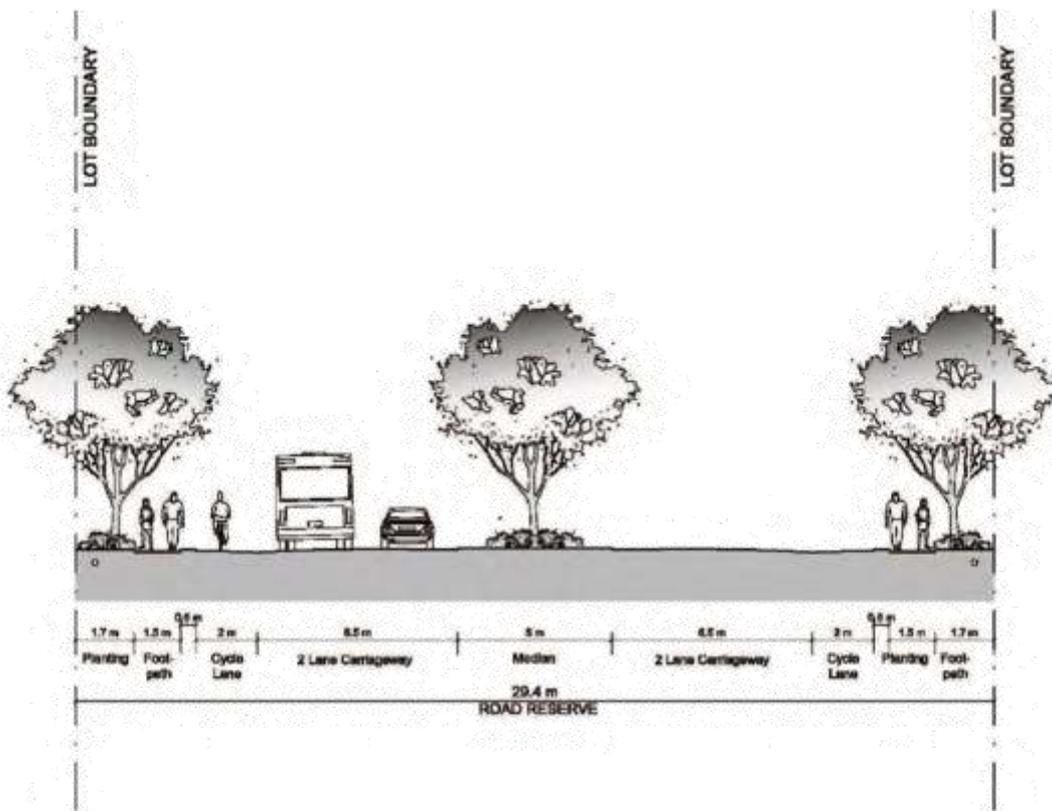


Figure 3-10: Typical Transit Boulevard

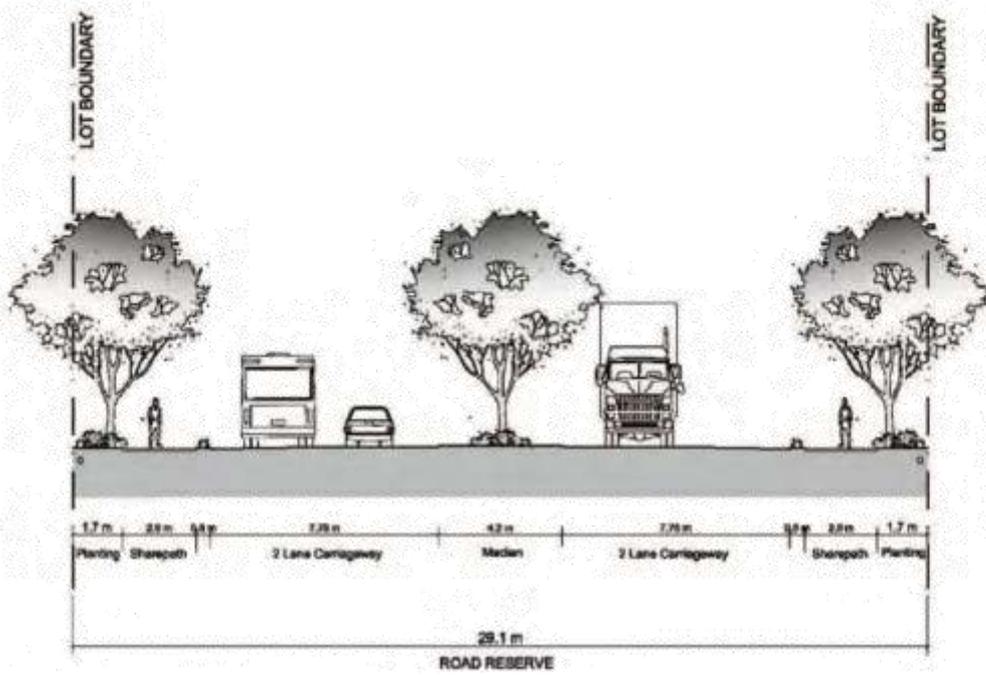


Figure 3-11: Typical sub-arterial road

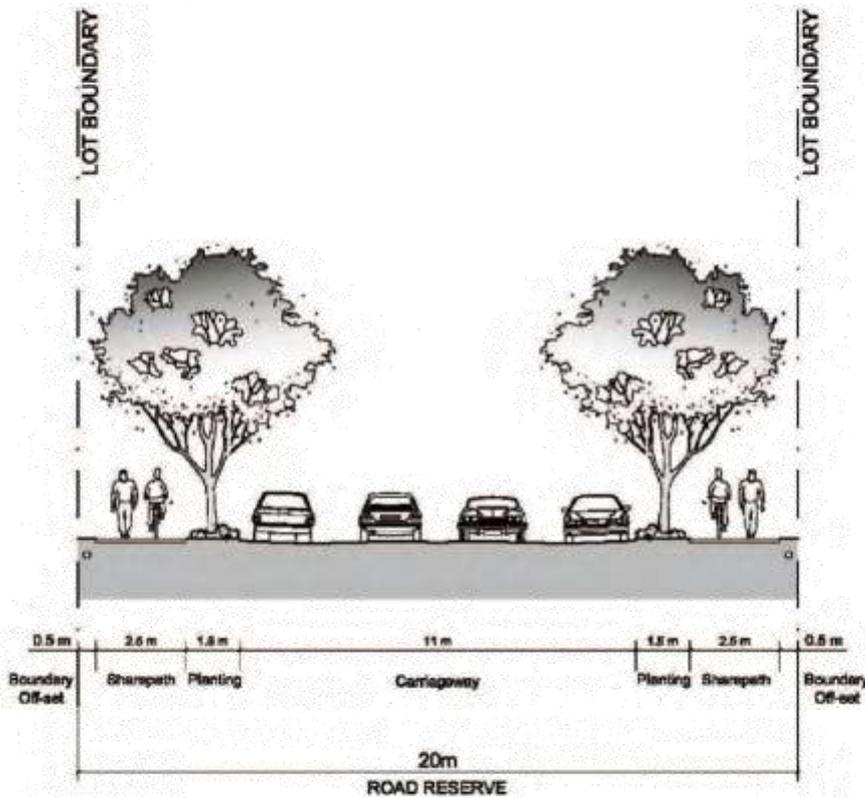


Figure 3-12: Typical collector road (off road cycle path)

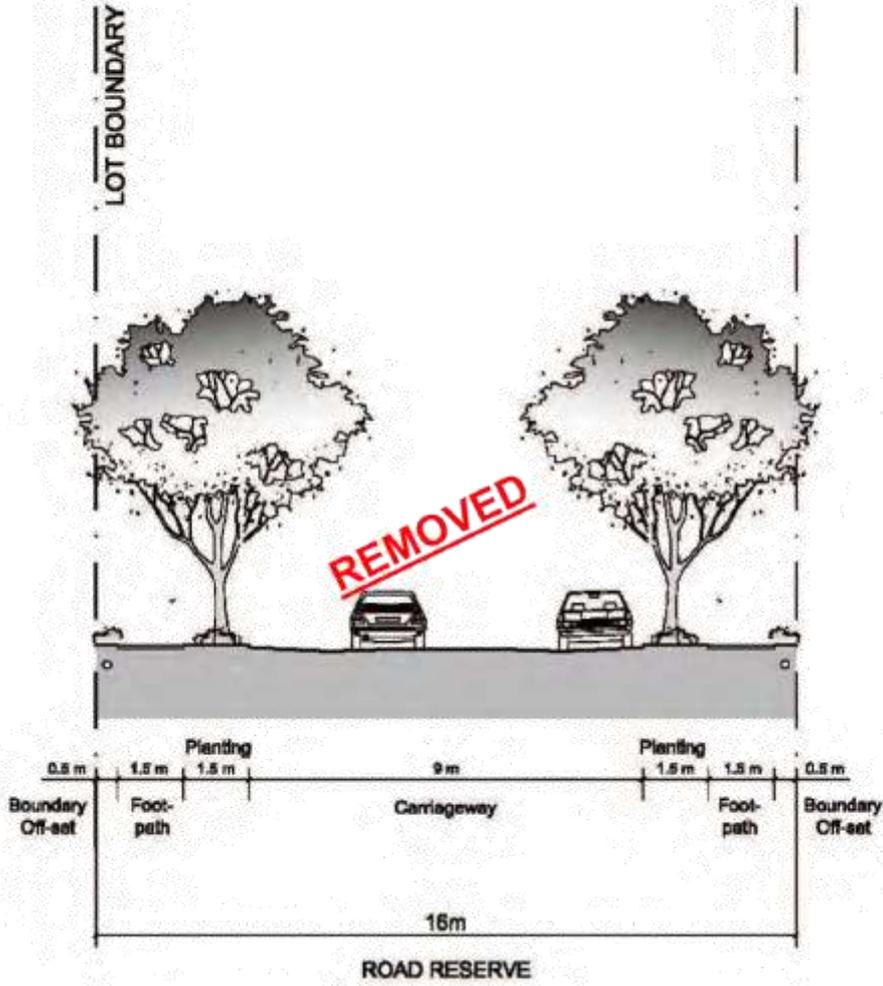


Figure 3-13: Typical local street

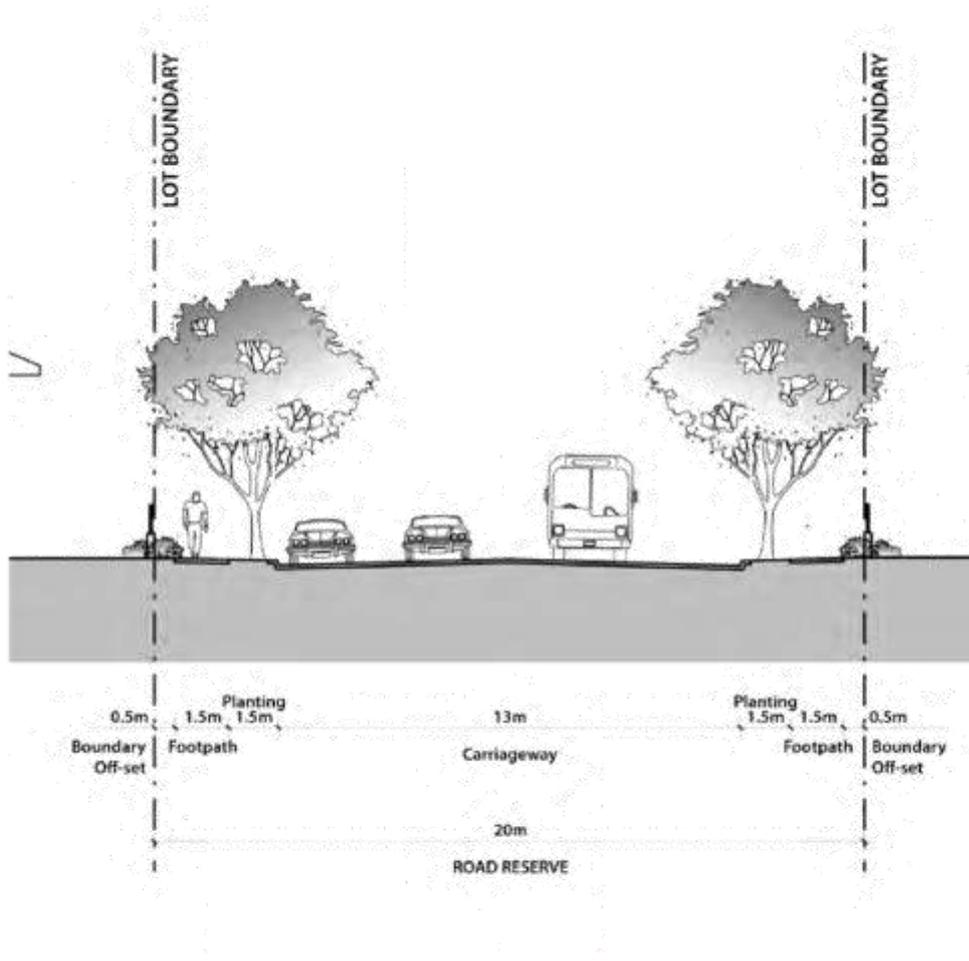


Figure 3-13: Typical collector road (on road cycle path)

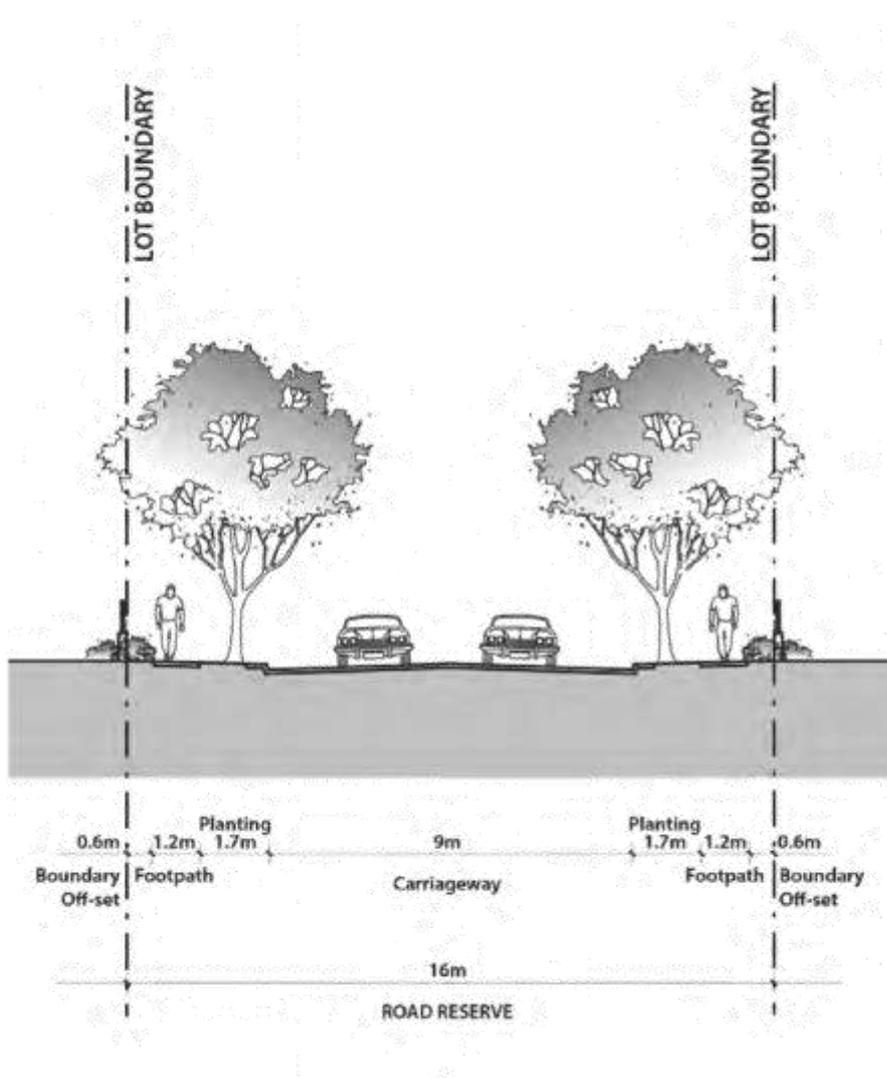


Figure 3-14: Primary local street

Note: Adopt this street design where the street

- a. bounds an educational establishment (existing or proposed)
- b. bounds active open space (existing or proposed); or
- c. intersects with a higher order road (service roads excepted).

8. Variation to the residential street network as permitted under control 6 above will only be approved by Council where the applicant can demonstrate to Council's satisfaction that the proposal:
- will not detrimentally impact on access to adjoining properties,
 - provides for the management of stormwater to drain to Council's trunk drainage network, without negative impacts on other properties,
 - will not impede the orderly development of adjoining properties in accordance with the relevant Precinct Plan and this Development Control Plan, and

- does not restrict the ability to provide water, sewer, electricity and other essential services to the development or to development on adjoining properties.
9. For changes to the proposed road system which Council considers minor, Council may write to affected property owners and consider any comments of those persons before determining the application. Applicants wishing to amend the proposed road pattern are advised to liaise with affected adjoining owners prior to the submission of the Development Application. By obtaining the prior agreement of adjoining owners to proposed road pattern changes, the time required by Council to determine the application may be reduced.
10. For changes to the proposed road system which Council considers major, Council may require a formal application for amendment to the DCP map before determining the application.
11. Where roads are adjacent to public open space or drainage land, or adjacent to arterial, sub-arterial or transit boulevards, the verge width on the side adjacent to the open space, drainage land or major road may, in certain circumstances, be reduced to a minimum of 1m, subject to:
- Appropriate arrangements for the provision of public utilities,
 - Provision of appropriate pedestrian access,
 - Compliance with road safety, and
 - acoustic attenuation, bushfire asset protection zone, and riparian corridor requirements
12. Where local roads are located as per control [42.11](#) above or are within or on the boundary of land zoned Environmental Living, the carriageway width may be reduced to 6.5 metres providing the applicant can demonstrate to Council's satisfaction that the road will operate safely and effectively.
13. Where streets are proposed as part of an application for subdivision that are located adjacent to public recreation land, drainage land, community facilities or schools, the applicant will be responsible for construction of the full width of the street, unless Council specifies otherwise.
14. Except where otherwise provided for in this DCP, intersections are to be designed and constructed in accordance with the minimum requirements set out in Council's Engineering Specifications.
15. Council may require additional traffic calming measures to be incorporated into four-way intersections where traffic volumes necessitate controls in addition to signage. Measures may include roundabouts, carriageway narrowing or re-alignment, pedestrian islands or raised platforms, banned turns or differently textured materials.
16. On sloping land, roads that cross the slope may incorporate split carriageways so as to minimise cut and fill, and provide opportunities for landscaping and the preservation of trees. Where split pavements are proposed, they are to comply with the following:
- Split level road pavements will only be considered where other design solutions eg. one way cross falls, road centre line re-grading, retaining walls within lot boundaries and widening of road reserves to accommodate wider medians etc, cannot achieve the desired outcome.

- The proposed split level pavement must be supported by a Road Safety Audit by an RMS accredited Road Safety Auditor.
 - Split level road pavements should be limited to a maximum road length of 80m, unless otherwise approved by Council. A minimum road length may be required to achieve the requirements of safety fencing.
 - Each "split" road carriageway should be a minimum of 5.5m wide.
 - Batter slopes within a central median shall comply with Council's Engineering Specifications. Retaining walls within the central median are not encouraged but may be considered by Council where road design and safety standards are to the satisfaction of Council.
 - Safety barriers are to be installed in accordance with the requirements of Section 6 of the RTA Road Design Guide. Sign-posting and line-marking are to be provided in accordance with RTA requirements.
 - No split carriageways are allowed at intersections if the split carriageway would restrict pedestrian, cyclist or vehicular access to key destinations such as parks, shopping centres, schools or community facilities.
17. Residential roads, i.e. collector roads, local streets, access road/paths, and shareways shall be designed for and sign posted at a maximum of 50kph (i.e. traffic management must be considered at the subdivision application, with either road layout or speed reducing devices used to produce a traffic environment which reduces traffic speed).
18. Where four way intersections are proposed, traffic is to be controlled, where appropriate and as specified by Council, by traffic lights, roundabouts, median strips or signage, or differently textured materials.
19. Private roads are to be designed and constructed in accordance with Council's Engineering Specifications. Details must be shown on the engineering design plans and must be submitted prior to the issue of the subdivision certificate.
20. Street trees are required for all streets. Street planting is to:
- use the preferred species listed in **Appendix C**,
 - be consistently used to distinguish between public and private spaces and between different classes of street within the street hierarchy,
 - minimise risk to utilities and services,
 - be durable and suited to the street environment and, wherever appropriate, include endemic species,
 - maintain adequate lines of sight for vehicles and pedestrians, especially around driveways and street corners,
 - be located to minimise conflicts between trees and driveways,

- provide appropriate shade in summer and solar access in winter, including shading of road carriageways and other hard paved areas to minimise heat retention in summer, and
 - provide an attractive and interesting landscape character and clearly define public and private areas, without limiting passive surveillance of the street.
 - consider items of environmental heritage, heritage conservation areas, historic road alignments and significant view lines.
21. Street trees are to be provided with a minimum spacing of one tree for each residential lot, or one tree per 10 metres of road, whichever spacing is the greater.
22. Street trees may be permitted within the road carriageway subject to the findings of a Road Safety Audit.
23. While acknowledging the amenity benefit from trees within the carriageway, applications that propose carriageway trees will be assessed by Council with consideration given to:
- access and manoeuvrability of garbage trucks, street sweepers and cars,
 - the impact of the root system on the carriageway;
 - ongoing maintenance of the tree and carriageway;
 - the relationship with future driveway access points; and
 - Traffic safety.
24. For medians less than 4m width (eg at intersections), no planting is permitted and hard surfaces are to be provided.
25. Signage, street furniture and lighting is to be:
- designed to reinforce the distinct identity of the development;
 - coordinated in design and style;
 - located so as to minimise visual clutter and obstruction of the public domain; and
 - consistent with any landscaping and public domain guidelines or policies specified by Council.
26. Locating entry signage and the like within a public road reserve is subject to Council agreement.
27. The location and design of signage and street furniture is to be indicated on the Landscape Plan and on engineering construction drawings.
28. Street lighting is to be designed to meet the current Australian Standards AS/NZS 1158 series.
- ~~29. Access streets (refer to Figure 3-7) may be used where:~~
- ~~• The access street separates residential land from open space or drainage land or is adjacent to an arterial road, sub-arterial road or transit boulevard.~~
 - ~~• The road is not a through traffic route (ie it provides access only to residences on it).~~

- A maximum of 10 dwellings, between each intersection with another public road, have a frontage and vehicular access to the access street.

30. Access streets are to intersect with local roads only.

31. Access streets may also be used where the street is entirely within land zoned E4 Environmental Living, or separates land that is zoned E4 Environmental Living from another zone, including land zoned R2 Low Density Residential. In these situations the Boundary Off-set, Footpath and Planting areas in the verge (as shown in Figure 3-7) must be constructed on both sides of the road as part of the development:

32. The carriageway width of an access street may be reduced to a minimum of 6.5 metres subject to consideration of traffic volumes and road safety issues.

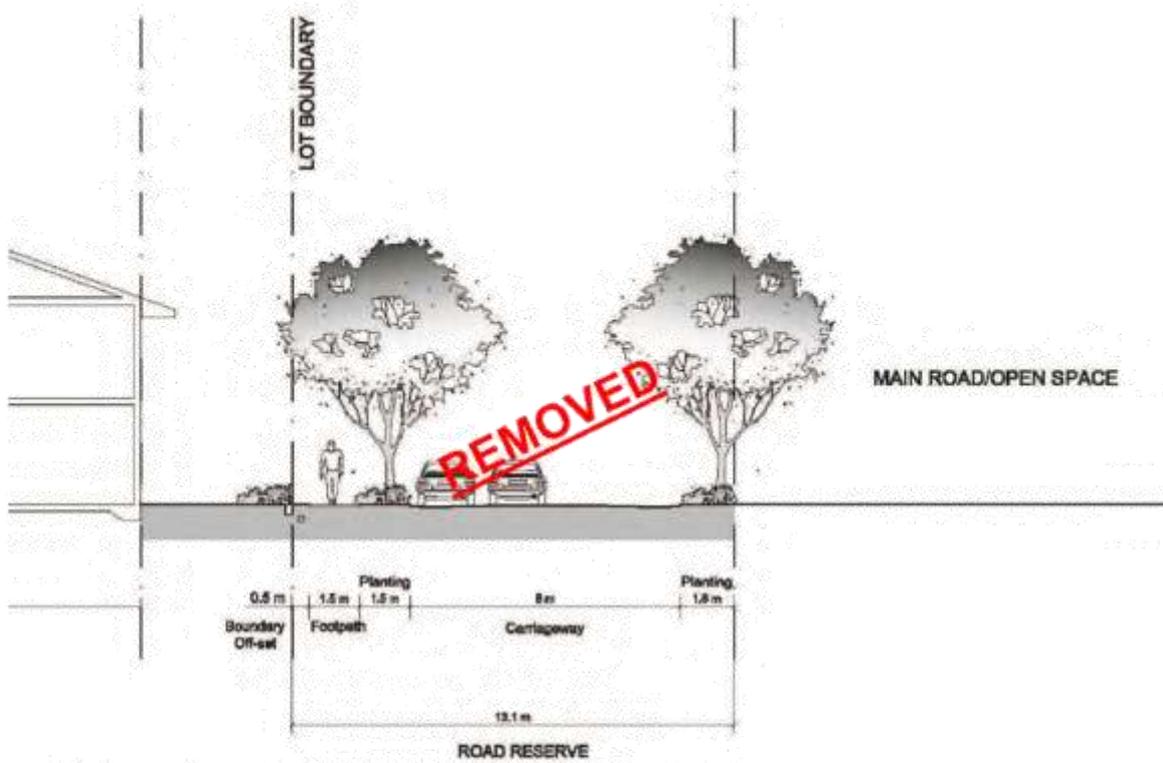


Figure 3-14 Typical access street

Note: As specified in Control 32, the carriageway width specified above may be reduced to 6.5m in some circumstances.

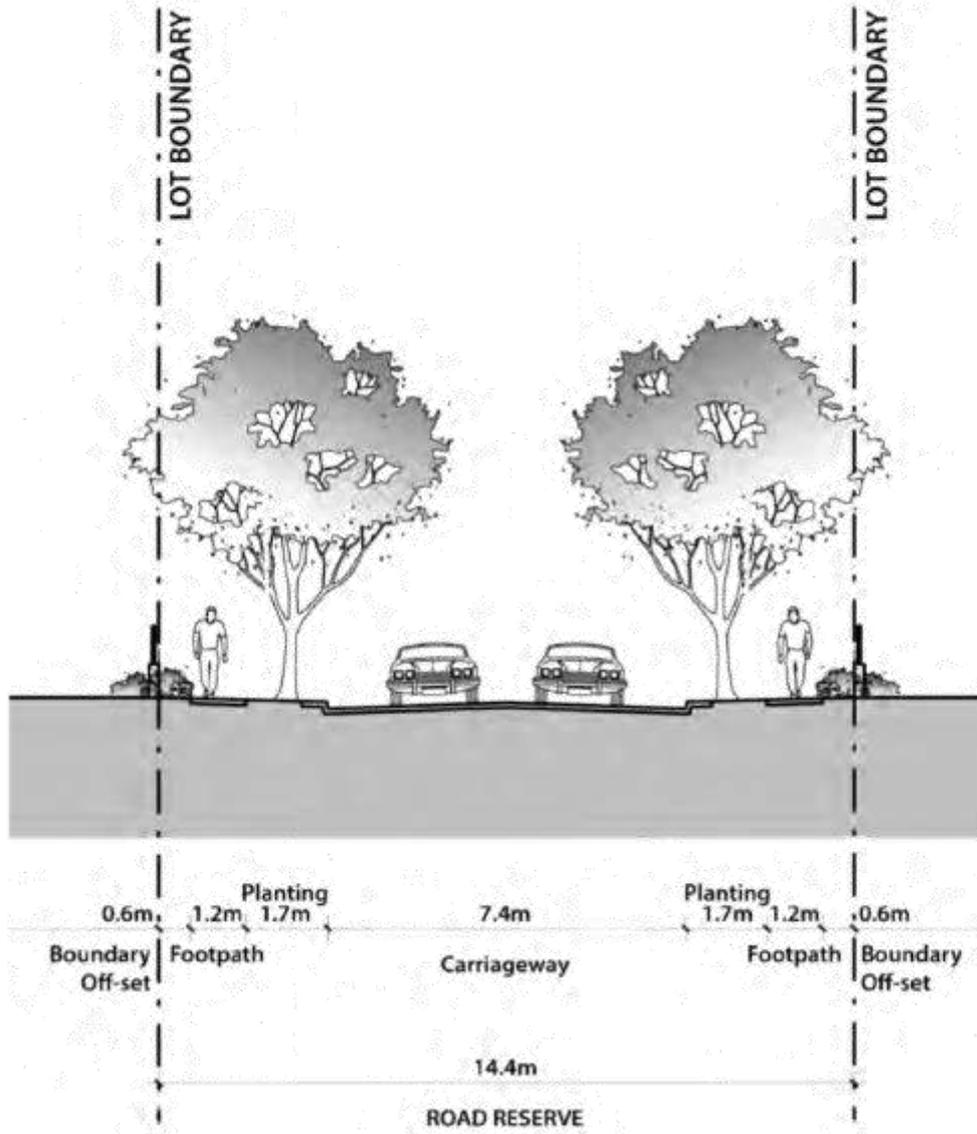


Figure 3-15: Typical local street

3.3.2 Laneways

Laneways are public roads that are shareways, utilitarian thoroughways of the street network that provide rear vehicular access to compact or restricted access lots. The primary purpose of rear laneways is to create attractive front residential streets by removing garages and driveway cuts from the street frontages, improving the presentation of houses and maximising on street parking spaces and street trees. Laneways are a 'sacrificial' network device: while they should be neat and tidy, they should not be confused with streets in width, character or function.

A laneway is a shareway, designed to be shared by all users whether they are pedestrians, cyclists or drivers. Equal priority between all users reinforces the distinctive, slow speed environment for drivers.

In their design and subdivision of lots, laneways should be provided with casual surveillance from some second floor rooms and balconies over garages. Various building forms can provide this casual surveillance along the lane such as studio dwellings, secondary dwellings and rooms of the principal dwelling or lofts over garages. Separate titling of studio dwellings may affect servicing requirements. Generally there will be no underground services in the laneway (except for streetlights) as the studios will be strata titled so power, water, gas, sewer and communications will be located in the front street and reticulated from the front of the allotment through the lot to the rear studio.

Objectives

- a. To provide vehicular access to the rear or side of lots where front access is restricted or not possible, particularly narrow lots where front garaging is not permitted.
- b. To reduce garage dominance in residential streets.
- c. To maximise on-street parking spaces and landscaping in residential streets.
- d. To provide opportunities for affordable housing options.
- e. To reduce vehicular conflict through reduced driveway cross overs and focusing of traffic to known points.
- f. To enable garbage collection.
- g. To facilitate the use of attached and narrow lot housing to achieve overall higher neighbourhood densities.
- h. To create a slow speed shared zone requiring co-operative driving practices for the very low volume and frequency of vehicle movements that is distinctly different in character and materials to residential streets.

Controls

1. The design and construction of laneways is to be consistent with **Figure 3-16** and Growth Centres Practice Note: Laneways.



Typical Laneway section

Typical Laneway (plan)

Figure 3-16: Laneway principles

2. The laneway is a public "shareway" as the paved surface is for cyclists, pedestrians, garbage collection, mail deliveries, cars etc, with a 10 km speed limit and driveway-style crossovers to the street rather than a road junction.
3. The minimum garage doorway widths for manoeuvrability in this laneway section are 2.4m (single) and 4.8m (double).
4. The configuration of the laneway, associated subdivision and likely arrangement of garages arising from that subdivision should create ordered, safe and tidy laneways by designing out ambiguous spaces and unintended uses such as casual parking, the storage of trailers, bin stacking etc.

5. The layout of laneways should take into account subdivision efficiency, maximising favourable lot orientations, intersection locations with streets, topography, opportunities for affordable housing, legibility and passive surveillance.
 - Generally, straight layouts across the block are preferred for safety and legibility, but the detailed alignment can employ subtle bends or secondary or studio dwellings over garages to add visual interest and avoid long distance monotonous views. "C" shaped layouts with the laneway length parallel to the front street can limit the views of laneways from residential streets to short sections. However, if the laneway is used for garbage collection, any bends or intersections are to be sized for garbage truck movements. Suggested layouts are in **Figure 3-17**.
 - Lanes on sloping land with significant longitudinal and/or cross falls require detailed design consideration to demonstrate functionality.

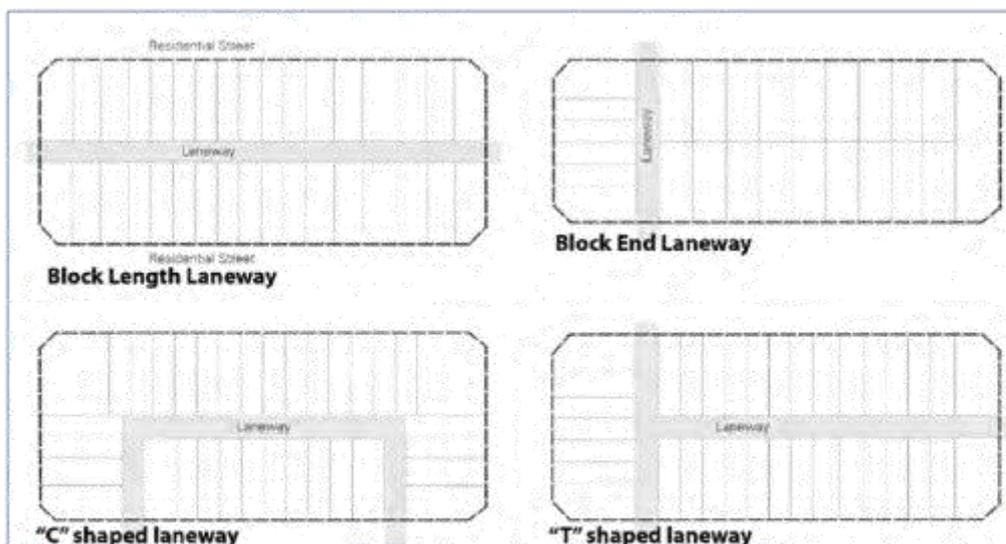


Figure 3-17: Sample lane layouts

6. Laneways that create a 'fronts to backs' layout (front addressed principle dwellings on one side and rear accessed garages on the other side) are to be avoided.
7. All lots adjoining a laneway should utilise the laneway for vehicular/garage access.
8. Passive surveillance along the laneway from the upper storey rooms or balconies of secondary dwellings, studio dwellings, principal dwelling or lofts over rear garages is encouraged. Ground floor habitable rooms on laneways are to be avoided unless they are located on external corners (laneway with a street) and face the street to take advantage of the residential street for an address, shown in **Figure 3-18** as lane entry/street corner lots. **Figure 3-18** indicates mid-lane lots and internal corner locations (lane with another lane) where ground floor habitable rooms in secondary dwellings or strata studios (marked 'S') are to be avoided.
9. A continuous run of secondary dwellings or strata studios along the lane is to be avoided, as it changes the character, purpose and function of the lane. No more than 25% of the lots adjoining lanes (excluding street

corner lots with studio at the lane entry) are to have secondary dwellings or strata studios. See **Figure 3-18**.

- 10. All lot boundaries adjoining the lane are to be defined by fencing or built form. The garage setback to the lane is minimal (0.5m) to allow overhanging eaves or balconies to remain in the lot without creating spaces where people park illegally in front of garages and/or on the laneway. Deeper balconies requiring larger garage setbacks (up to 2m) may be permitted occasionally along the laneway provided the application demonstrates how the setback space will not create an opportunity for illegal parking, such as the presence of a supporting post or bollard.

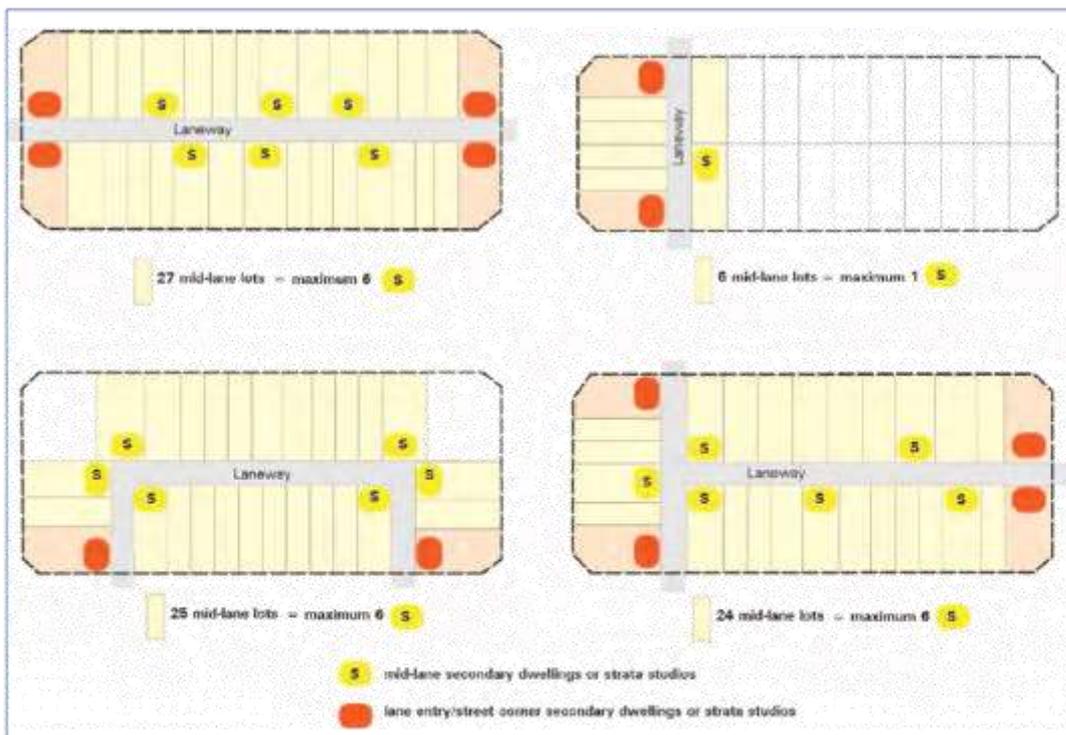


Figure 3-18: Sample laneways showing maximum number of secondary dwellings or strata studios

3.3.3 Shared Driveways

Shared driveways are privately owned and maintained driveways that serve two or more dwellings through a titling arrangement such as a reciprocal right of way or community title. Shared driveways are usually of minimal dimensions for vehicle access to lots with only a single access to the street network. Garbage collection is usually not a function. Shared driveways are a useful subdivision device for a small number of dwellings with otherwise difficult access or unavoidable block configurations, but are not a substitute in blocks designed with significant numbers of dwellings requiring rear access by laneways.

Objectives

- a. To minimise the impact of vehicle access points on the quality of the public domain and pedestrian safety.
- b. To provide safe and convenient access to garages, carports and parking areas.
- c. To clearly define public and private spaces, such that driveways are for the sole use of residents.
- d. To permit casual surveillance of private driveways from dwellings and from the street.

Controls

1. Shared driveways are to be constructed as one of three general types, depending on block geometry and garages to be accessed. Refer to examples in **Figure 3-19**.
2. Shared driveways are to have the smallest configuration possible to serve the required parking facilities and vehicle turning movements.
3. The driveway crossing the verge between the property boundary and the kerb is to have a maximum width of 5.4 metres.
4. The location of driveways is to be determined with regard to dwelling design and orientation, street gully pits and tree bays and is to maximise the available on-street parking.
5. The maximum travelling distance from a public road to a garbage collection area within a shared driveway is 70m. Where garbage collection is required to occur within the shared driveway (i.e. when an alternative collection point is not available), the layout is to be designed such that no reversing movements are required to be undertaken to enable a garbage truck to enter and leave in a forward direction. A minimum pavement width of 5m and a turning circle with sweep turning paths overlaid into the design plan shall be submitted to demonstrate compliance with this requirement.
6. Access to allotments in the vicinity of roundabouts and associated splinter islands shall not be provided within 10m of the roundabout.
7. Driveways are not to be within 0.5m of any drainage facilities on the kerb and gutter.
8. Planting and walls adjacent to driveways must not block lines of sight for pedestrians, cyclists and vehicles.
9. Shared driveways are to have soft landscaped areas on either side, suitable for infiltration.
10. Shared driveways must be in accordance with the shareway principles and vehicle manoeuvring requirements of the **Department of Planning and Environment Delivery Note: Laneways**.



Figure 3-19: Indicative examples of shared driveways

3.3.4 Pedestrian and Cycle Network

Objectives

- To provide a convenient, efficient and safe network of pedestrian and cycleway paths for the use of the community, within and beyond the site.
- To 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.
- To promote the efficient use of land by allowing pedestrian pathways and cycleways to be located within parks and corridors wherever practical.

Controls

1. Key pedestrian and cycleway routes are to be provided generally in accordance with the pedestrian and cycleway network figure.
2. The design of footpaths and cycleways located within the road reserve is to be in accordance with **Figure 3-10 to Figure 3-1514**.
3. The minimum width of off-street shared cycle and pedestrian pathways is to be 2.5m.
4. All pedestrian and cycleway routes and facilities are to be consistent with the Planning Guidelines for Walking and Cycling (DoP & RTA 2004), relevant Council pedestrian and cycling plans and policies, and Council Engineering Specifications.
5. Pedestrian and cycle routes and facilities in public spaces are to be safe, well lit, clearly defined, functional and accessible to all.
6. Pedestrian and cycle pathways and pedestrian refuge islands are to be designed to be fully accessible by all in terms of access points and gradients, generally in accordance with Australian Standard 1428:1-4.
7. Detailed designs for pedestrian and cycle paths are to be submitted with subdivision development applications.
8. Pedestrian and cycle pathways that are within road verges or carriageways are to be constructed as part of the road construction works for each subdivision.
9. Cycle and pedestrian bridges must be located above the 5% AEP flood level.

3.3.5 Temporary Vehicular Access**Objectives**

- a. To enable development to progressively occur in Precincts where current land ownership or other development staging constraints temporarily limit road access to properties in accordance with this DCP;
- b. To ensure that appropriate vehicular access to properties is provided and maintained at all times during the development of the Precincts;
- c. To ensure that temporary vehicular access arrangements do not compromise safety and the efficient operation of the road network.

Controls

1. Where necessary to ensure that access to residential properties is provided in the early stages of development, Council may consent to the construction and operation of temporary access roads.
2. Temporary access arrangements must comply with Council's Engineering Specifications.

3. Temporary access roads are to remain in operation only until such time as the road network has been developed to provide permanent access to all properties.
4. The plan of subdivision is to show the location and design of temporary access roads, and the means of transitioning to permanent access arrangements

Note: Specific controls in clause 3.3.6 apply to temporary access to arterial roads, sub-arterial roads and transit boulevards

5. Temporary turning circles may be required where roads are to continue onto adjoining properties that are not yet developed. Temporary turning circles are to have a minimum radius of 8 metres and are to be sealed using the same materials as the rest of the road. These turning circles must be shown on the plan of subdivision and the application must also demonstrate how the transition to permanent arrangements will be managed.
6. Half-width roads may be constructed to provide temporary access to residential development, in accordance with **Figure 3-2019**. The applicant will cover all costs associated with the design of the full road width and construction of half the full width pavement, including temporary and permanent drainage infrastructure, adequate transitions to full width cross sections, plus a two way traffic configuration ensuring operational effectiveness and safety to relevant standards.
7. Half-width roads are only permitted where the road is located on the side boundary of the land to be developed.
8. The centreline (of the full-width road) is to be located on the boundary.
9. The half-width road design is to ensure that runoff from the road pavement is directed to the kerb.
10. The development application plans are to show the vertical alignment of the half-width road relative to existing ground level on the adjoining property, and the applicant is to demonstrate how the half-width road will be integrated with adjoining land.
11. A minimum carriageway width of 5.5 metres is required for all half-width roads.

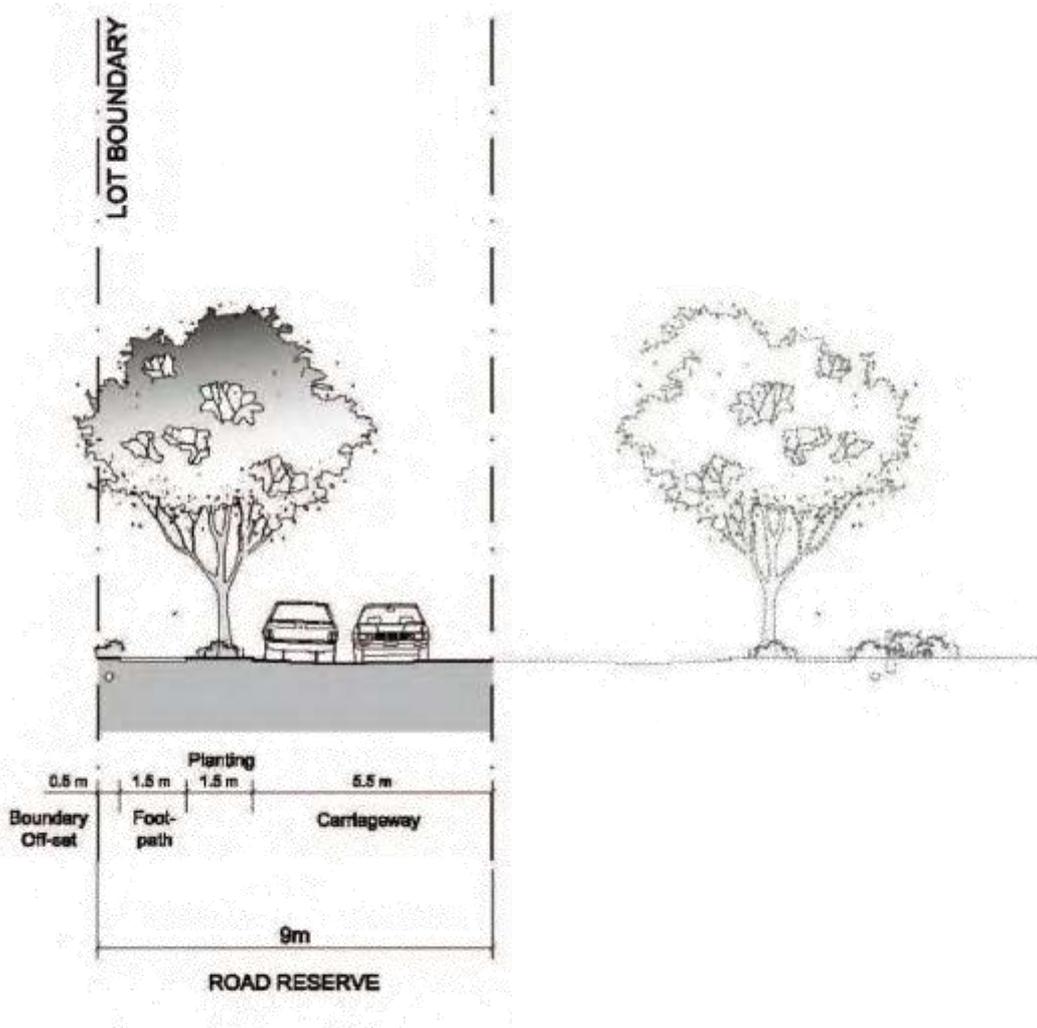


Figure 3-20 Temporary half road width construction

3.3.6 Access to arterial roads, sub-arterial roads and transit boulevards

Objectives

- a. To restrict direct property access to higher order roads to provide for the safe and efficient movement of vehicles on these roads.

Controls

1. Vehicular access to arterial roads, sub-arterial roads and transit boulevards shown on the **Precinct Road Hierarchy** figure, in the relevant Precinct's Schedule, may only be via another public road.
2. To enable the development of land, such as in situations where access across adjoining properties is required but not yet able to be provided, Council may allow temporary access to arterial roads, sub-arterial roads or transit boulevards where:
 - subdivisional roads generally conform with the road pattern shown on the Indicative Layout Plan and the development is capable of being adapted to ensure alternative access when adjacent development occurs;
 - The arterial road, sub-arterial road or transit boulevard is not yet upgraded to its ultimate configuration and/or traffic volumes on the road network are not sufficient to justify restricting direct access;
 - Council is satisfied that the carrying out of the development will not compromise traffic safety.
 - Applicants can demonstrate how the development will enable transition to permanent access arrangements that comply with parking, loading and access and adopted road network requirements of this DCP.
3. Where Council grants such consent, the temporary access must be constructed to Council's standards and conditions will be imposed that access to the designated road by way of the temporary access shall cease when alternative access becomes available.

Note: Approval from the RMS may also be required for any temporary access to a classified road.

3.4 Construction Environmental Management

Objectives

- a. To ensure that the construction of subdivisions, new buildings and other structures and works is done in an environmentally responsible manner.

Controls

1. A Construction Environmental Management Plan (CEMP) is to be submitted to Council or the accredited certifier prior to the issue of a construction certification for subdivision.
2. The CEMP is to detail the methods of ensuring the protection of the environment during construction, monitoring and reporting on construction activities, and procedures to be followed in the event of an incident that is likely to cause harm to the environment.
3. Construction activities are to be undertaken to ensure that water quality, soil stability, trees and vegetation cover, and heritage sites are protected in accordance with the development consent and to maintain the quality of the natural environment.
4. Applicants are to ensure that the management of construction activities is undertaken in accordance with Camden Development Control Plan Part B1.1 0 – Erosion and Sedimentation.
5. Preservation of trees and native vegetation during construction is to be in accordance with the development consent issued for the development, and with the native vegetation and tree preservation provisions of the relevant Precinct Plan.
6. Trees to be protected must be enclosed within a 1.8m high protection fence installed to conform to a Tree Protection Zone (TPZ) that is consistent with current arboriculture industry standards.
7. A report which outlines the condition, dimensions and species of existing trees contained within a development site is to be included as part of any development application documents and is to be accompanied by a Tree Retention Management Plan which shows the dimension of any proposed TPZs and outlines any other protection/enhancement methods that are appropriate to encourage the viable retention of trees.
8. All reports pertaining to trees on development sites are to be prepared by a suitably qualified person

ORD04

Attachment 1

4.0

Development in Residential Areas

4.1 Site Responsive Design

4.1.1 Site analysis

Site analysis for each individual lot is an important part of the design process. Development proposals need to illustrate design decisions which are based on careful analysis of the site conditions and their relationship to the surrounding context. By describing the physical elements of the locality and the conditions impacting on the site, opportunities and constraints for development can be understood and addressed in the design.

The Site Analysis Plan should show the existing features of the site and its surrounding area, together with supporting written material. A Site Analysis Plan must show at least the following features:

- the position of the proposed building in relation to site boundaries and any other structures and existing vegetation and trees on the site;
- any easements over the land;
- the location, boundary dimensions, site area and north point of the land;
- location of existing street features adjacent to the property, such as trees, planting, street lights;
- contours and existing levels of the land in relation to buildings and roads and, whether the proposed development will involve any changes to these levels;
- location and uses of buildings on sites adjoining the land; and
- a stormwater concept plan (where required).

4.1.2 Cut and fill

Objectives

- a. To minimise the extent of cut and fill within residential allotments.
- b. To protect and enhance the aesthetic quality of the area by controlling the form, bulk and scale of land forming operations.
- c. To ensure that fill material is not contaminated and does not adversely affect the fertility or salinity of soil, or the quality of surface water or groundwater.
- d. To ensure that the amenity of adjoining residents is not adversely affected by any land forming operation.

Controls

1. DAs are to illustrate where it is necessary to cut and/or fill land and provide justification for the proposed changes to the land levels.
2. The maximum amount of cut shall not exceed 1m. The maximum amount of fill shall not exceed 1m.
3. Fill within 2.0m of a property boundary shall be fully contained by the use of deepened (drop) edge beam construction with no fill permitted outside of this building footprint.
4. The use of a deepened edge beam shall not exceed 1m above natural ground level.
5. Where excavation or filling is required alongside a driveway, it shall be retained by a retaining wall.
6. Council will consider permitting greater cut for basement garages and split level designed development on steeply sloping sites.
7. All retaining walls proposed are to be identified in the development application and shall be a minimum 0.3m from property boundaries. Excavations affecting adjoining properties are to be retained or shored immediately. All other approved retaining walls are to be in place prior to the issue of an occupation certificate.
8. The maximum height of voids within individual allotments is 3m, as illustrated in **Figure 4-1**.

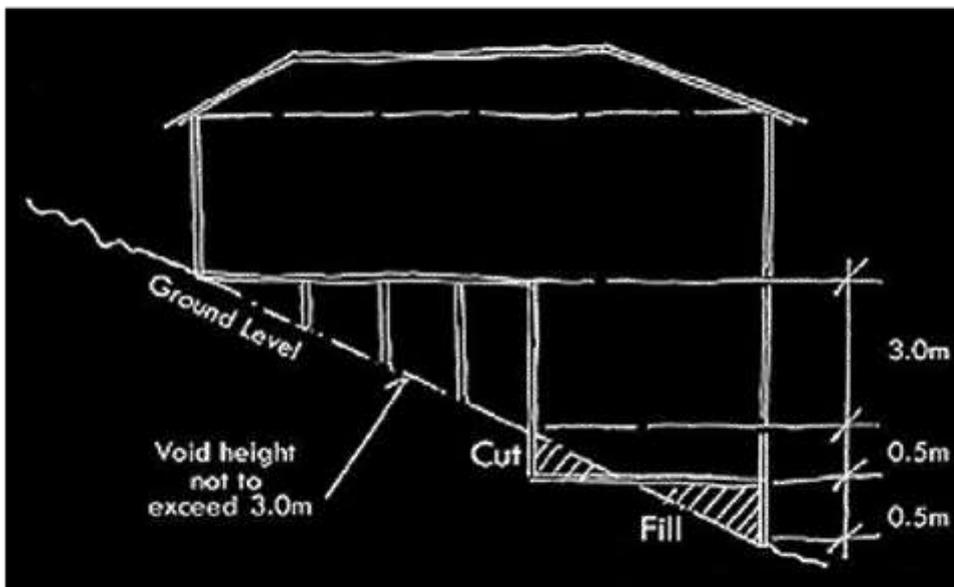


Figure 4-1 Maximum height of voids within residential lots

4.1.3 Sustainable building design

Objectives

- a. To maximise microclimate benefits to residential lots and to minimise impacts of residential development on local climatic conditions.
- b. To enhance streetscape amenity and ensure an appropriate standard of landscaping.
- c. To minimise energy usage and greenhouse emissions and encourage the adoption of renewable energy initiatives.
- d. To minimise consumption of potable water for non-potable uses, minimise site runoff and promote stormwater re-use.
- e. To minimise the use of non renewable resources and minimise the generation of waste during construction.

Controls

1. The majority of plant species are to be selected from the preferred species listed at **Appendix C** and indigenous species are preferred.
2. The provisions of BASIX will apply with regards to water requirements and usage.
3. The design of dwellings is to maximise cross flow ventilation.
4. The orientation of dwellings, location of living rooms and the positioning and size of windows and other openings is to take advantage of solar orientation to maximise natural light penetration to indoor areas and to minimise the need for mechanical heating and cooling.
5. Outdoor clothes lines and drying areas are required for all dwellings and can be incorporated into communal areas for multi-dwelling development and residential flat building developments.
6. Design and construction of dwellings is to make use of locally sourced materials where possible.
7. Residential building design is to use, where possible, recycled and renewable materials.
8. Roof and paving materials and colours are to minimise the retention of heat from the sun.
9. The design of dwellings that are required to attenuate noise shall use, where possible, alternatives to air-conditioning, such as acoustic wall ventilators, ceiling fans, or bulkhead-mounted ducted fans to achieve appropriate ventilation.

4.1.4 Salinity, sodicity and aggressivity

Objectives

- a. To manage and mitigate the impacts of, and on, salinity.

Controls

1. All development must comply with the Salinity Management Plan developed at the subdivision phase or at **Appendix B**. The actions/works from the Salinity Management Plan must be certified upon completion of the development.
2. Salinity shall be considered during the siting, design and construction of dwellings including: drainage, vegetation type and location, foundation selection and cut and fill activities, to ensure the protection of the dwelling from salinity damage and to minimise the impacts that the development may have on the salinity process.

4.2 Dwelling design controls

Under the provisions of the Precinct Plan, development consent is generally required for all dwellings in all residential zones, except where applications meet the criteria for complying development. This section establishes objectives and controls for the following types of residential accommodation as defined in the Growth Centres SEPP:

- dwelling houses;
- semi-detached dwellings;
- attached dwellings;
- abutting dwellings;
- multi-dwelling housing
- dual occupancy dwellings;
- manor homes;
- residential flat buildings;
- secondary dwellings; and
- studio dwellings.

Additional controls for attached or abutting dwellings, secondary dwellings, studio dwellings, dual occupancies, multi-dwelling housing, manor homes, residential flat buildings and shop top housing are contained in **Section 4.3**.

It is acknowledged that innovative dwelling designs are evolving particularly on lots <300sqm, and design solutions may be developed that meet the objectives but do not comply with the relevant controls. In density bands $\geq 25dw/Ha$, there is the opportunity to vary the dwelling design controls where agreed to as part of an integrated housing development application at subdivision approval.

Note: Reference should be made to the **Glossary** for descriptions of the various dwelling types, and to the relevant Precinct Plan for statutory definitions of land uses.

4.2.1 Summary of Key Controls

The following **Table 4-1** summarises the types of lots and housing. **Table 4-1** is diagrammatic only and directs readers to the relevant **Tables 4-2 to 4-6** containing the main development controls.

The key controls should be read in conjunction with the controls in the clauses that follow.

Table 4-1: Summary of lot and dwelling types

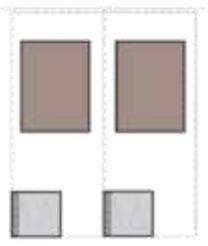
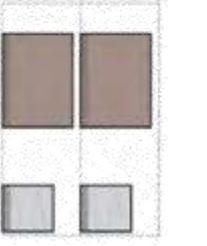
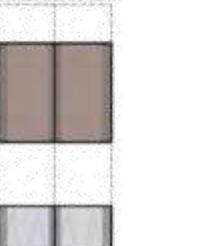
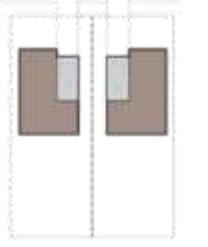
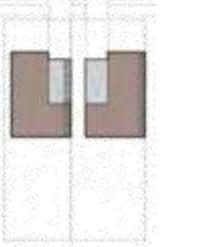
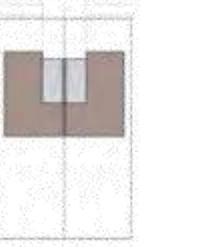
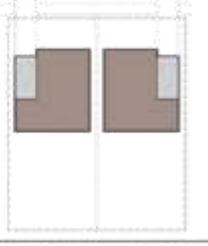
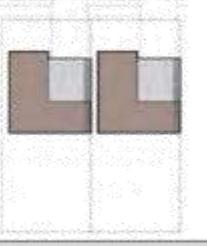
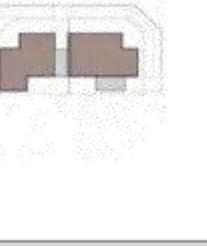
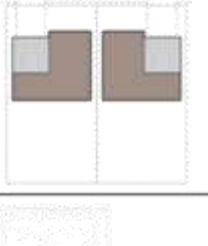
| Access | Lot Width | Detached | Zero lot | Abutting/Attached | Controls Table |
|--------------|---------------------------|---|--|--|----------------|
| Rear access | ≥4.5m |  |  |  | Table 4-2 |
| Front access | 7>9m |  |  |  | Table 4-3 |
| | ≥9≥15m |  |  |  | Table 4-4 |
| | >15m |  | | | Table 4-5 |
| | Environmental Living Zone |  | | | Table 4-6 |

Table 4-2: Summary of key controls for lots with frontage width $\geq 4.5\text{m}$ for rear accessed dwellings

| Element | Control | |
|--|---|--|
| Front setback (min) | 4.5m to building facade line; 3.5m to building façade fronting open space 3.0m to articulation zone; 2.0m to articulation zone fronting open space. | In density bands $\geq 25\text{dw}/\text{Ha}$ 3m to building façade line, 1.5m to articulation zone. |
| Side setback (min) | Zero Lot, Attached or Abutting Boundary Ground floor: 0m Upper floor: 0m | Detached Boundary 0.9m. If lot burdened by zero lot boundary, side setback must be within easement: 0.9m (single storey zero lot wall) 1.2m (double storey zero lot wall) |
| Maximum length of zero lot line on boundary | Attached/abutting house: 15m (excludes rear loaded garages) upper levels only. No limit to ground floor. | Zero lot house: 15m (excludes rear loaded garages) |
| Rear setback (min) | 0.5m (rear loaded garages to lane) | |
| Corner lots secondary street setback (min) | 1.0m | |
| Building height, massing and siting | In density areas $\leq 20\text{dw}/\text{Ha}$: 2 storeys maximum (3rd storey subject to clause 4.2.5 (1)) | In density areas $\geq 25\text{dw}/\text{Ha}$: 3 storeys maximum |
| Site Coverage | Upper level no more than 40% of lot area Refer also clause 4.3.3(3) | |
| Soft landscaped area | Minimum 15% lot area. The first 1m of the lot measured from the street boundary (excluding paths) is to be soft landscaped. | |
| Principal Private Open Space (PPOS) | In density areas $\leq 20\text{dw}/\text{Ha}$: Min 16m ² with minimum dimension of 3m. | In density areas $\geq 25\text{dw}/\text{Ha}$: Min 16m ² with minimum dimension of 3m. 10m ² per dwelling if provided as balcony or rooftop with a minimum dimension of 2.5m. |
| Solar access | In density areas $\leq 20\text{dw}/\text{Ha}$: At least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June) to at least 50% of the required PPOS of both the proposed development and the neighbouring properties. | In density areas $\geq 25\text{dw}/\text{Ha}$: At least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June) to at least 50% of the required PPOS of: <ul style="list-style-type: none"> ▪ all affected neighbouring properties and, ▪ at least 70% of the proposed dwellings |
| | For alterations and additions to existing dwellings in all density areas, no reduction in the existing solar access to PPOS of the existing neighbouring properties. | |
| Garages and car parking | Rear loaded garage or car space only for lots of this type. Minimum garage width 2.4m (single) and 4.8m (double). 1-2 bedroom dwellings will provide at least 1 car space. 3 bedroom or more dwellings will provide at least 2 car spaces. | |

Table 4-3: Summary of key controls for lots with frontage width $\geq 7\text{m}$ and $< 9\text{m}$ for front accessed dwellings

| Element | Control | |
|---|--|---|
| Front setback (min) | 4.5m to building facade line; 3.5m to building façade fronting open space 3.0m to articulation zone; 2.0m to articulation zone fronting open space 5.5m to garage line and minimum 1m behind the building line | |
| Side setback (min) | Zero Lot, Attached or Abutting Boundary Ground floor: 0m Upper floor: 0m | Detached Boundary 0.9m. If lot burdened by zero lot boundary, side setback must be within easement: 0.9m (single storey zero lot wall) 1.2m (double storey zero lot wall) |
| Maximum length of zero lot line on boundary | 15m | |
| Rear setback (min) | 4m (ground level) and 6m (upper levels) | |
| Corner lots secondary street setback (min) | 1.0m | |
| Building height, massing and siting | In density areas $\leq 20\text{dw}/\text{Ha}$: 2 storeys maximum (3rd storey subject to clause 4.2.5 (1)) | In density areas $\geq 25\text{dw}/\text{Ha}$: 3 storeys maximum |
| Site Coverage | Upper level no more than 50% of lot area | |
| Soft landscaped area | Minimum 15% lot area. The first 1m of the lot measured from the street boundary (excluding paths) is to be soft landscaped. | |
| Principal Private Open Space (PPOS) | In density areas $\leq 20\text{dw}/\text{Ha}$: Min 16m ² with minimum dimension of 3m. | In density areas $\geq 25\text{dw}/\text{Ha}$: Min 16m ² with minimum dimension of 3m. 10m ² per dwelling if provided as balcony or rooftop with a minimum dimension of 2.5m. |
| Solar access | In density areas $\leq 20\text{dw}/\text{Ha}$: At least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June) to 50% of the required PPOS of both the proposed development and the neighbouring properties. | In density areas $\geq 25\text{dw}/\text{Ha}$: At least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June) to at least 50% of the required PPOS of: <ul style="list-style-type: none"> ▪ all affected neighbouring properties and, ▪ at least 70% of the proposed dwellings. |
| | For alterations and additions to existing dwellings in all density areas, no reduction in the existing solar access to PPOS of the existing neighbouring properties. | |
| Garages and car parking | Single width garage or car space only. Carport and garage minimum internal dimensions: 3m x 5.5m. 1-2 bedroom dwellings will provide at least 1 car space. 3 bedroom or more dwellings will provide at least 2 car spaces. The garage must be less than 40% of the total area of the front façade. | |
| Layout | Driveway locations must be paired to preserve on-street parking spaces in front of lots. In density bands $\leq 25\text{ dw}/\text{Ha}$, total lot frontage of this lot type not to exceed 20% of the block length due to garage dominance and on-street parking impacts. | |

Table 4-4: Summary of key controls for lots with frontage width $\geq 9\text{m}$ and $\leq 15\text{m}$ for front accessed dwellings

| Element | Control | |
|---|---|--|
| Front setback (min) | 4.5m to building facade line; 3.5m to building façade fronting open space or drainage land 3.0m to articulation zone; 2.0m to articulation zone fronting open space or drainage land 5.5m to garage line and 1m behind the building line | |
| Side setback (min) | Detached boundary Ground Floor: 0.9m Upper Floor: 0.9m | Lots with a zero lot boundary (side A): Ground Floor: 0m (Side A), 0.9m (Side B) Upper Floor: 1.5m(Side A), 0.9m (Side B) |
| Length of zero lot line on boundary | 11m | |
| Rear setback (min) | 4m (ground level) and 6m (upper levels) | |
| Corner lots secondary street setback (min) | 2.0m | |
| Building height, massing and siting | 2 storeys maximum (3rd storey subject to clause 4.2.5 (1)) | |
| Site coverage | Single storey dwellings: 60% Lot $\leq 375\text{sqm}$, upper level no more than 40% of lot area. Lot $>375\text{sqm}$, upper level no more than 35% of lot area. | |
| Landscaped area | Minimum 25% of allotment area | |
| Principal Private Open space (PPOS) | Minimum 20m ² with minimum dimension of 4.0m. 50% of the area of the required PPOS (of both the proposed development and adjoining properties) should receive at least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June) | |
| Garages and car parking | Lots $\geq 9\text{m}$ and $<12.5\text{m}$: Where front accessed, single width garages only. Rear lane or side street accessed double garages permitted. Max. carport and garage door width not to exceed 3m (single) or 6m (double) | Lots $\geq 12.5\text{m}$ and $\leq 15\text{m}$: Front or rear accessed single, tandem or double garages permitted Triple garages are not permitted. |
| | 1-2 bedroom dwellings will provide at least 1 car space. 3 bedroom or more dwellings will provide at least 2 car spaces. | |

Table 4-5: Summary of key controls for lots with frontage width > 15m for front accessed dwellings

| Element | Control |
|--|---|
| Front setback (min) | 4.5m to building facade line 3.5m to building façade fronting open space or drainage land 3.0m to articulation zone 2.0m to articulation zone fronting open space or drainage 5.5m to garage line and 1m behind the building line |
| Side setback (min) | Ground Floor: 0.9m (Side A), 0.9m (Side B) Upper Floor: 0.9m (Side A), 1.5m (Side B) |
| Rear setback (min) | 4m (ground level) and 6m (upper levels) |
| Corner lots secondary street setback (min) | 2.0m |
| Building height, massing and siting | 2 storeys (3rd storey subject to clause 4.2.5 (1)) |
| Site coverage | Single storey dwellings: 50% Two storey dwellings: 50% at ground floor and 30% at upper floor |
| Landscaped area | Minimum 30% of the allotment area |
| Principal Private Open Space (PPOS) | Minimum 24m ² with minimum dimension 4m 50% of the area of the required principal private open space (of both the proposed development and adjoining properties) should receive at least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June). |
| Garages and car parking | Front or rear loaded double and tandem garages permitted Maximum garage door width 3m (Single) and 6m (Double) Triple garages are not permitted. 1-2 bedroom dwellings will provide at least 1 car space. 3 bedroom or more dwellings will provide at least 2 car spaces. |

Table 4-6: Summary of key controls for lots in the Environmental Living Zone

| Element | Control |
|--|---|
| Front setback (min) | 4.5m to building facade line Façade articulation is to be behind the front setback Garage setback 1m behind the building façade line |
| Side setback (min) | Ground Floor: 1.5m Upper Floor: 1.5m (Side A), 3m (Side B) |
| Rear setback (min) | 10m |
| Corner lots secondary street setback (min) | 4.5m |
| Building height, massing and siting | 2 storeys (3rd storey subject to clause 4.2.5 (1)) |
| Site coverage | Single storey dwellings: 35% Two (or more) storey dwellings: 25% ground floor and 15% upper floors |
| Landscaped area | Single storey dwellings: Minimum 55% of the allotment area Two or more storey dwellings: Minimum 60% of the allotment area |
| Principal Private Open Space (PPOS) | Minimum 24m ² with minimum dimension 4m 50% of the area of the required principal private open space (of both the proposed development and adjoining properties) should receive at least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June). |
| Garages and car parking | Front or rear loaded double and tandem garages permitted Maximum garage door width 3m (Single) and 6m (Double) where garages front a public road. Triple garages permitted where at least one garage door is not visible from the street or where the total width of the garages is less than 50% of the total width of the building façade. 1-2 bedroom dwellings will provide at least 1 car space. 3 bedroom or more dwellings will provide at least 2 car spaces. |

4.2.2 Streetscape and architectural design

Growth Centres neighbourhoods will be composed of a variety of streets with different but equally appealing characters and built form intensity. In low density precincts, suburban streetscapes will be most common but there will also be some streets with a more urban village character. In higher density precincts, urban village streets will be more common but there will also be some suburban streetscapes. The objective is to avoid a monoculture of the one type of street which is neither a successful suburban or urban street.

Figure 4-2: The combination of built form, lot size, garaging and landscaping creates different streetscapes.illustrates how the designed combination of built form, lot size, setbacks, garaging and landscaping can create distinctive streetscape characters ranging from the low intensity 'garden suburban' character based on landscaped private space around buildings to the built form intensity and public landscapes of urban streets.



Garden Suburban



Suburban



Urban

Figure 4-2: The combination of built form, lot size, garaging and landscaping creates different streetscapes.

Objectives

- a. To ensure that buildings are designed to enhance the built form and character of the neighbourhood by encouraging innovative and quality designs that contribute to unified streetscapes.
- b. To encourage a diversity of house types.
- c. To provide a clear distinction between private and public space and to encourage casual surveillance of the street.
- d. To reinforce significant street intersections particularly on open space and other key strategic areas through articulation of corner buildings.

Controls

1. The primary street facade of a dwelling should address the street and must incorporate at least two of the following design features:
 - entry feature or porch;
 - awnings or other features over windows;
 - balcony treatment to any first floor element;
 - recessing or projecting architectural elements;
 - open verandah;
 - bay windows or similar features; or
 - verandahs, pergolas or similar features above garage doors.
2. Corner lot development should emphasise the corner. The secondary street facade for a dwelling on a corner lot should address the street and must incorporate at least two of the above design features. Landscaping in the front setback on the main street frontage should also continue around into the secondary setback.
3. Modulation of the façade should be integral to the design of the building, rather than an unrelated attached element.
4. Eaves are to provide sun shading and protect windows and doors and provide aesthetic interest. Except for walls built to the boundary, eaves should have a minimum of 450mm overhang (measured to the fascia board). Council will consider alternative solutions to eaves so long as appropriate sun shading is provided to windows and display a high level of architectural merit.
5. The pitch of hipped and gable roof forms on the main dwelling house should be between 22.5 degrees and 35 degrees. Skillion roofs, roofs hidden from view by parapet walls, roofs on detached garages, studios and ancillary buildings on the allotment are excluded from this control.
6. Front facades are to feature at least one habitable room with a window onto the street.

7. Carports and garages are to be constructed of materials that complement the colour and finishes of the main dwelling.
8. Streets should be fronted with similar housing types to create a consistent street character. For example, a 'garden suburban' street character will be created where most dwellings are detached on lot widths $\geq 15\text{m}$, perhaps with deeper lots allowing for larger front setbacks and generous landscaping around dwellings. A suburban street character will be created where most dwellings are front loaded, detached or zero lotted on lot widths between 9-15m. An urban street character will be created where most dwellings are zero lotted, attached/abutting on lot widths less than 9m with rear garages. Streetscape design principles are illustrated at **Figure 4-3**.



Figure 4-3: Streetscape design principles

4.2.3 Front setbacks

Objectives

- a. To enable the integration of built and landscape elements to create an attractive, visually consistent streetscape.
- b. To encourage simple and articulated building forms.
- c. To ensure garages do not dominate the streetscape.

Controls

1. Dwellings are to be consistent with the front setback controls and principles in the relevant **Tables 4-2 to 4-6, Figure 4-4: Minimum front setback distances and Figure 4-5.**
2. On corner lots, front setback controls are to be consistent with **Figure 4-6: Minimum setbacks for corner lot dwellings.**
3. To achieve a desired streetscape character, the building façade front setback for a series of lots can be more or less than the setbacks shown in **Tables 4-2 to 4-6** where agreed to as part of the preparation of a Building Envelopes Plan or integrated housing development application at subdivision approval and the front setbacks are attached to the lot titles. However, the front setback to garages must be a minimum of 5.5m.
4. Elements permitted in the articulation zone (shown on **Figures 4-4, 4-5 & 4-6**) include those items listed in Control 4.2.2 (1).
5. Except for rear loaded garages, garages are to be setback at least 5.5m from the street boundary and at least 1m behind the building line of the dwelling.

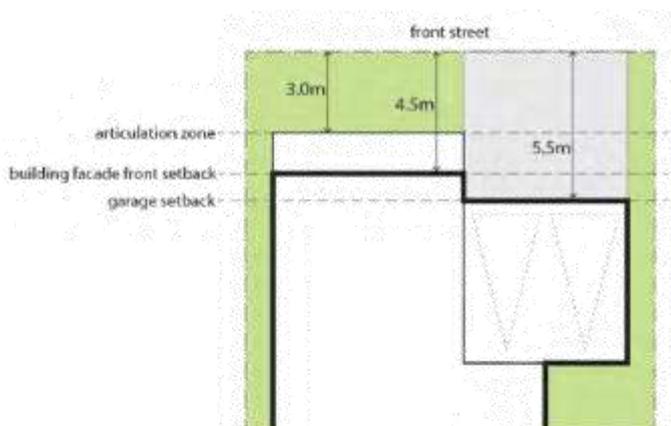


Figure 4-4: Minimum front setback distances

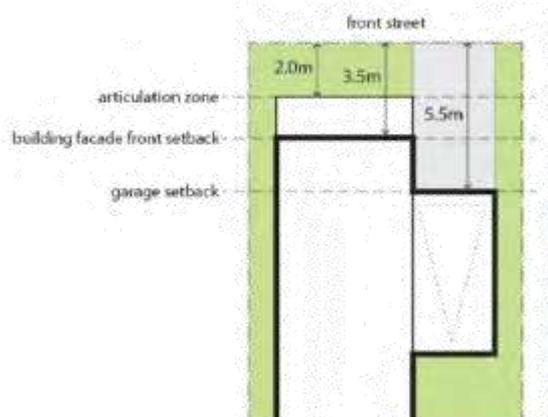


Figure 4-5: Minimum front setbacks for dwellings fronting open space or drainage land



Figure 4-6: Minimum setbacks for corner lot dwellings

4.2.4 Side and rear setbacks

Objectives

- a. To create an attractive and cohesive streetscape that responds to the character areas.
- b. To minimise the impacts of development on neighbouring properties.
- c. To provide appropriate separation between buildings.
- d. To create opportunities for articulation on the side walls.

Controls

1. All development is to be consistent with the side and rear setback controls in the relevant **Tables 4.2 to 4.6** and principles in **Figure 4-7** Dwelling and open space siting principles for different lot orientations.

2. The location of a zero lot line (Side A) is to be determined primarily by topography and should be on the low side of the lot to minimise water penetration and termite issues. Other factors to consider include dwelling design, adjoining dwellings, landscape features, street trees, vehicle crossovers and the lot orientation as illustrated at **Figure 4-7** Dwelling and open space siting principles for different lot orientations.
3. For attached or semi-detached dwellings the side setback only applies to the end of a row of attached housing, or the detached side of a semi-detached house.
4. Pergolas, swimming pools and other landscape features/structures are permitted to encroach into the rear setback.
5. The minimum setback to dwellings from a side boundary that adjoins Public Recreation or Drainage land shall be:
 - 3m in the R2, R3 and R4 zones.
 - 4.5m in the Environmental Living zone.
6. For dwellings with a minimum 900mm side setback, projections permitted into side and rear setback areas include eaves (up to 450 millimetres wide), fascias, sun hoods, gutters, down pipes, flues, light fittings, electricity or gas meters, rainwater tanks and hot water units.
7. No overhanging eaves, gutters or services (including rainwater tanks, hot water units, air-conditioning units or the like) of the dwelling on the benefited lot will be permitted within the easement. Any services and projections permitted under **Clause 4.2.4 (6)** within the easement to the burdened lot dwelling should not impede the ability for maintenance to be undertaken to the benefitted lot.

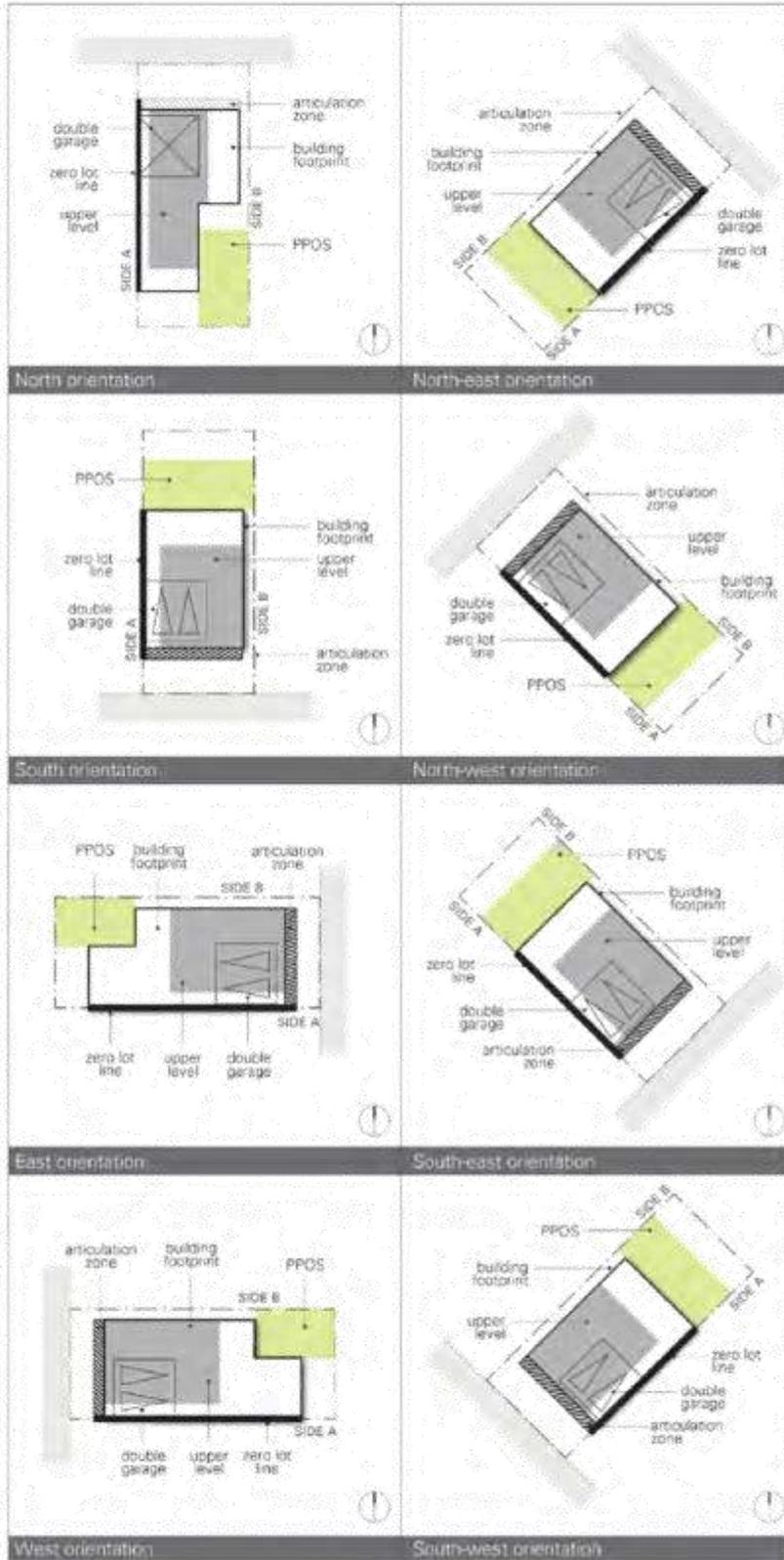


Figure 4-7 Dwelling and open space siting principles for different lot orientations

8. For battle-axe lots without a street facing elevation setbacks are to be determined in the context of surrounding lots, built form and the location of private open space. An example is shown in **Figure 4-8**.
9. The upper floor of dwellings on battle-axe lots must be setback so as not to impact adversely on the existing or future amenity of any adjoining land on which residential development is permitted, having regard to overshadowing, visual impact and privacy
10. For a battle-axe lot with direct frontage to land zoned for a public purpose or a street facing elevation (such as access denied lots), the front setback controls in **Section 4.2.3** are to apply to the lot boundary adjoining the public purpose zone, and side and rear setbacks are to apply to lot boundaries determined relative to the front setback boundary as shown in **Figure 4-9**.
11. For corner lots $\geq 15\text{m}$ lot width with shallow depths (ie. approximately square corner lots) the rear setback can be varied to be consistent with the side setbacks in **tables 4.4** and **4.5** provided the minimum private open space and solar access requirements to the proposed and adjoining properties are met.



Figure 4-8: Battle axe lot (without any street frontage) example of setbacks

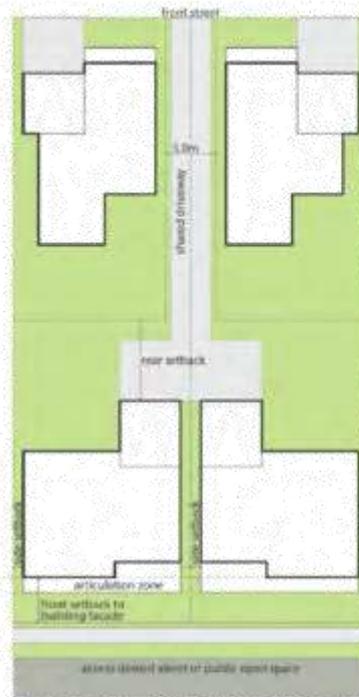


Figure 4-9: Battle axe lot (fronting access denied road) setbacks

4.2.5 Dwelling Height, Massing and Siting

Objectives

- a. To ensure development is of a scale appropriate to protect residential amenity.
- b. To ensure building heights achieve built form outcomes that reinforce quality urban and building design.

Controls

1. Dwellings are to be generally a maximum of 2 storeys high. Council may permit a 3rd storey if it is satisfied that:
 - the dwelling is located on a prominent street corner; or
 - the dwelling is located adjacent to a neighbourhood or local centre, public recreation or drainage land, a golf course, or a riparian corridor; or
 - the dwelling is located on land with a finished ground level slope equal to or more than 15%, and is not likely to impact adversely on the existing or future amenity of any adjoining land on which residential development is permitted, having regard to overshadowing, visual impact and any impact on privacy; or
 - the third storey is within the roof line of the building (i.e. an attic).

*Note: Reference should be made to **clause 4.3** of the relevant Precinct Plan for statutory height limits.*

2. All development is to comply with the maximum site coverage as indicated in the relevant **Tables 4-2 to 4-6**.
3. Site coverage is the proportion of the lot covered by a dwelling house and all ancillary development (eg carport, garage, shed) but excluding unenclosed balconies, verandahs, porches, al fresco areas etc.
4. The ground floor level shall be no more than 1m above finished ground level.
5. Dwellings on a battle-axe-lot without public open space or street frontage are to be a maximum of 2 storeys high.

4.2.6 Landscaped Area

Landscaped area is defined as an area of open space on the lot, at ground level, that is permeable and consists of soft landscaping, turf or planted areas and the like.

Objectives

- a. To encourage the use of native flora species and low maintenance landscaping.
- b. To contribute to effective stormwater management, management of micro-climate impacts and energy efficiency.
- c. To ensure a balance between built and landscaped elements in residential areas.
- d. To create the desired street character.

Controls

1. The minimum soft landscaped area within any residential lot is to comply with the controls and principles in the relevant **Tables 4-2 to 4-6**. **Figure 4-10** illustrates areas of a lot that can contribute towards the provision of soft landscaped area and principal private open space.
2. Plans submitted with the development application must indicate the extent of landscaped area and nominate the location of any trees to be retained or planted.
3. Surface water drainage shall be provided as necessary to prevent the accumulation of water.
4. Use of low flow watering devices is encouraged to avoid over watering. Low water demand drought resistant vegetation is to be used for the majority of landscaping, including native salt tolerant trees.



Figure 4-10: Soft landscaped area and principal private open space

4.2.7 Private Open Space

Objectives

- a. To provide a high level of residential amenity with opportunities for outdoor recreation and relaxation.
- b. To enhance the spatial quality, outlook, and usability of private open space.
- c. To facilitate solar access to the living areas and private open spaces of the dwelling.

Controls

1. Each dwelling is to be provided with an area of Principal Private Open Space (PPOS) consistent with the requirements of the relevant **Tables 4-2 to 4-6**.
2. The location of PPOS is to be determined having regard to dwelling design, allotment orientation, adjoining dwellings, landscape features, topography.
3. The PPOS is required to be conveniently accessible from the main living area of a dwelling or alfresco room and have a maximum gradient of 1:10. Where part or all of the PPOS is permitted as a semi-private patio, balcony or rooftop area, it must be directly accessible from a living area.
4. Open space at the front of the dwelling can only be defined as PPOS where this is the only means of achieving the solar access requirements of control 1 above. PPOS at the front of a dwelling must be designed to maintain appropriate privacy (for example raised level above footpath or fencing or hedging) and be consistent with the streetscape design controls in **Section 4.2.2**.

4.2.8 Garages, Storage, Site Access and Parking

Objectives

- a. To control the number, dimensions and location of vehicle access points. To reduce the visual impact of garages, carports, and parking areas on the streetscape.
- b. To provide safe, secure and convenient access to parking within garages, carports and parking areas, with casual surveillance of private driveways from dwellings and from the street.
- c. To minimise conflict between pedestrians and vehicles at the junction of driveways and footpaths.
- d. To provide predominantly on-site parking for residents.

Controls

1. 1-2 bedroom dwellings will provide at least 1 car space.
2. 3 bedroom or more dwellings will provide at least 2 car spaces.
3. At least one car parking space must be located behind the building façade line where the car parking space is accessed from the street on the front property boundary.

Note: A car space may include a garage, carport or other hard stand area constructed of materials suitable for car parking and access. The required car parking spaces specified above may be provided using a combination of these facilities, including use of the driveway (within the property boundary only) as a parking space.

4. Vehicular access is to be integrated with site planning from the earliest stages of the project to eliminate/reduce potential conflicts with the streetscape requirements and traffic patterns, and to minimise potential conflicts with pedestrians.
5. Driveways are to have the smallest configuration possible (particularly within the road verge) to serve the required parking facilities and vehicle turning movements and shall comply with AS2890.
6. The location of driveways is to be determined with regard to dwelling design and orientation, street gully pits and trees and is to maximise the availability of on-street parking.

Notes: Section 3.2 requires plans of subdivision to nominate driveway locations and preferred building envelopes. The design of dwellings should refer to the approved subdivision plans and be consistent with the nominated driveway locations to the greatest practical extent.

Controls for driveways and access to corner lots are contained in **Section 3.1.4.** and **Figure 3-7.**

7. Driveways are not to be within 1m of any drainage facilities on the kerb and gutter.
8. Planting and walls adjacent to driveways must not block lines of sight for pedestrians, cyclists and motorists.
9. Driveways are to have soft landscaped areas on either side, suitable for water infiltration.
10. Garages are to be designed and located in accordance with the controls in relevant **Tables 4.2 – 4.6.**
11. Garage design and materials are to be consistent with the dwelling design.

For front loaded garages:

12. Single garage doors should be a maximum of 3m wide and double garage doors should be a maximum of 6m wide.
13. Minimum internal dimensions for a single garage are 3m wide by 5.5m deep and for a double garage 5.6m wide by 5.5m deep.
14. Garage doors are to be visually recessive through use of materials, colours, and overhangs such as second storey balconies.
15. Three car garages are only permitted in the Environmental Living and Large Lot Residential zones where:
 - At least one of the garage doors is not directly visible from a public road; or
 - One of the car spaces is in a stacked configuration; or
 - The total width of the garage is not more than 50% of the length of the building facade.

For garages accessed from a laneway or shared driveway:

16. Minimum garage door width of 2.4m (single) and 4.8m (double).
17. All garages, site access and parking will be designed in accordance with the **Department of Planning and Environment Delivery Note: Laneways.**

4.2.9 Visual and acoustic privacy

Objectives

- a. To site and design dwellings to meet user requirements for visual and acoustic privacy, while minimising the visual and acoustic impacts of development on adjoining properties.
- b. To minimise the impact of noise of other non-residential uses such as parking and sport areas, restaurants and cafes and waste collection and goods deliveries.

Controls

1. Direct overlooking of main habitable areas and the private open spaces of adjoining dwellings should be minimised through building layout, window and balcony location and design, and the use of screening, including landscaping.
2. Living area windows on upper floors with a direct sightline within 9 metres to the Principal Private Open Space of an existing adjacent dwelling are to:
 - be obscured by fencing, screens or landscaping, or
 - be offset from the edge of one window to the edge of the other by a distance sufficient to limit views into the adjacent window; or
 - have sill height of 1.7 metres above floor level; or
 - have fixed obscure glazing in any part of the window below 1.7 metres above floor level.
3. Balconies are not permitted on the first floor of the side and / or rear portion of the dwelling except where the balcony faces a public road, or land zoned for public recreation or drainage.
4. The design of dwellings must minimize the opportunity for sound transmission through the building structure, with particular attention given to protecting bedrooms and living areas.
5. In attached and semi-detached dwellings, bedrooms of one dwelling are not to share walls with living spaces or garages of adjoining dwellings, unless it is demonstrated that the shared walls and floors meet the noise transmission and insulation requirements of the National Construction Code.
6. No electrical, mechanical or hydraulic equipment or plant shall generate a noise level greater than 5dBA above background noise level measured at the property boundary during the hours 7.00am to 10.00pm and noise is not to exceed background levels during the hours 10.00pm to 7.00am.
7. Dwellings along sub-arterial or arterial roads, or transit boulevards, or any other noise source, should be designed to minimize the impact of traffic noise, and where possible comply with the criteria in **Table 4-7**.

Note: Figure 4-11 provides guidance on measures to mitigate noise in residential buildings.

8. The internal layout of residential buildings, window openings, the location of outdoor living areas (i.e. courtyards and balconies), and building plant should be designed to minimise noise impact and transmission.
9. Noise walls are not permitted.
10. Development affected by rail or traffic noise is to comply with Development Near Rail Corridors and Busy Roads – Interim Guideline (Department of Planning 2008). The design of development is also to consider ways to mitigate noise in Principal Private Open Space areas with reference to Council’s Environmental Noise Policy.
11. Architectural treatments are to be designed in accordance with AS3671 - Traffic Noise Intrusion Building Siting and Construction, the indoor sound criteria of AS2107 - Recommended Design Sound Levels and Reverberation Times for Building Interiors.

Table 4-7 Noise criteria for residential premises impacted by traffic noise

| | Sleeping areas | Living areas |
|---|--|--|
| Naturally ventilated/ windows open to 5% of the floor area (Mechanical ventilation or air conditioning systems not operating) | LAeq 15 hours (day): 40dBA LAeq 9 hour (night): 35dBA | LAeq 15 hours (day): 45dBA LAeq 9 hour (night): 40dBA |
| Doors and windows shut (Mechanical ventilation or air conditioning systems are operating) | LAeq 15 hours (day): 43dBA LAeq 9 hour (night): 38dBA | LAeq 15 hours (day): 46dBA LAeq 9 hour (night): 43dBA |

Notes:

These levels correspond to the combined measured level of external sources and the ventilation system operating normally.

Where a naturally ventilated/windows open condition cannot be achieved, it is necessary to incorporate mechanical ventilation (Clause 4.1.3 Sustainable Building Design includes controls for appropriate ventilation systems) LAeq 1 hour noise levels shall be determined by taking as the second highest LAeq 1 hour over the day and night period for each day and arithmetically averaging the results over a week for each period (5 or 7 day week, which ever is highest)

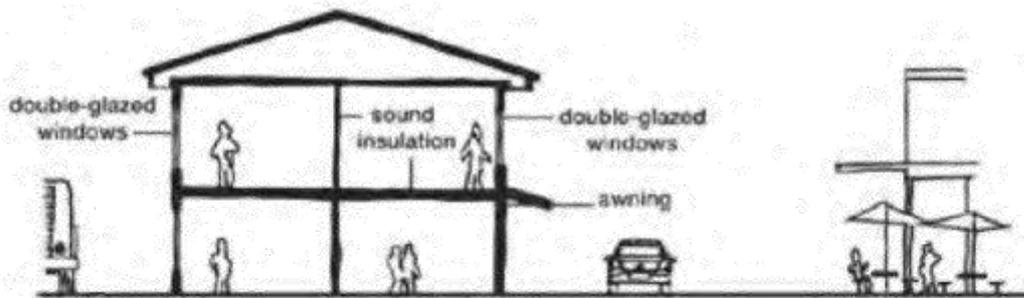


Figure 4-11 Strategies for minimising noise transmission

4.2.10 Fencing

Objectives

- a. To ensure boundary fencing is of a high quality and does not detract from the streetscape.
- b. To encourage the active use of front gardens through provision of a secure area.
- c. To ensure that rear and side fencing will assist in providing privacy to private open space areas.
- d. To ensure that fence height, location and design will not affect traffic and pedestrian visibility at intersections.

Controls

1. Front fencing shall be a maximum of 1.2m high above ground level (existing) and shall be an open style incorporating pickets, slats, palings or the like or lattice style panels with a minimum aperture of 25mm.
2. Front fences and walls are not to impede safe sight lines for traffic.
3. Side and rear fences are to be a maximum of 1.8m high commencing 2m behind the building line (refer to **Figure 4-12**).
4. Side fences not on a street frontage are to be a maximum of 1.2m high to a point 2m behind the primary building line.
5. On corner lots or lots that have a side boundary that adjoins open space or drainage, the front fencing style and height is to be continued along the secondary street or open space/drainage land frontage to at least 4m behind the building line of the dwelling. Principles for corner lots are illustrated at **Figure 4-12**.
6. On boundaries that adjoin open space or drainage land, fencing is to be of a high quality material and finish. The design of the fencing is to permit casual surveillance of the public space by limiting fence height to 1.2m or by incorporating see through materials or gaps for the portion of the fence above 1.2m high.
7. Pre-painted steel or timber paling or lapped/capped boundary fencing is not permitted adjacent to open space or drainage land or on front boundaries.
8. Fencing that adjoins mews or rear access ways is to permit casual surveillance.

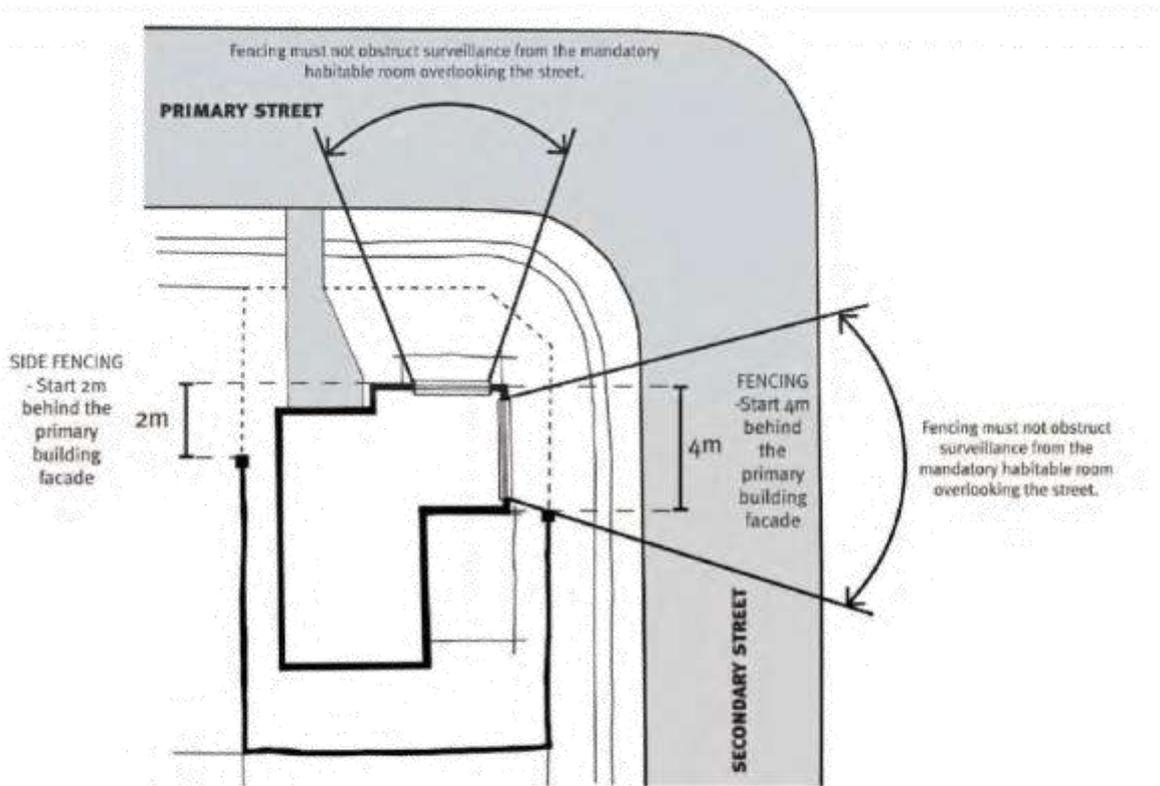


Figure 4-12 Fencing Design

4.3 Additional controls for certain dwelling types

Note: Reference should be made to **Appendix A** for descriptions of the various dwelling types, and to the relevant **Precinct Plan** for statutory definitions of land uses.

4.3.1 Residential development adjacent to transmission easements

Objectives

- a. To minimise the visual and amenity impacts of transmission lines on surrounding residential areas.
- b. To provide for passive surveillance of land within and adjacent to transmission easements.
- c. To maintain the privacy of dwellings adjacent to the easements.

Controls

1. Dwellings are to be set back as far as possible from the transmission easement.
2. Fencing that complies with the controls for front fences in **Clause 4.2.10** is to be used on the property boundary facing the easement.
3. Side and rear fencing within easements is to allow for maintenance access to and along the easement.
4. Landscaping is to permit visual surveillance of the easement from dwellings.
5. The orientation of dwellings is to permit casual surveillance of the easement, while maintaining the privacy of occupants.
6. Balconies on upper floors facing the transmission easement are encouraged.
7. Principal Private Open Space for the dwelling is to be screened from view from the transmission easement, preferably by being located behind the building line.

4.3.2 Attached or abutting dwellings

Additional controls for attached or abutting dwellings are outlined below, and should be read in conjunction with those in **Section 4.2**

Objectives

- a. To ensure that the development of attached or abutting dwellings creates an architecturally consistent street character.

Controls

1. It is preferred that garages for attached dwellings are located at the rear of the lot. Where attached dwellings have frontage to a collector road, all vehicle access and parking is to be located at the rear of the lot.
2. Attached or abutting dwellings should have a pleasing rhythm and order when seen together as a group, rather than appear as a random arrangement of competing dwellings. Each dwelling should benefit from the unified design of the whole form, a co-ordinated style and base colour palette. Individuality can be added as small details or accent colours, rather than strikingly different forms.

4.3.3 Secondary dwellings, studio dwellings and dual occupancies

Controls for secondary dwellings, studio dwellings or dual occupancies are in part determined by whether the secondary, principal or dual occupancy dwelling is proposed at the time of the application or at some point in the future to be strata subdivided. Strata subdivisions create the need for separate or common property dwelling entries, parking and open space to service each dwelling.

The **Glossary** of this DCP provides further explanation and examples of secondary dwelling, studio dwellings or dual occupancy types. The controls that follow apply to all forms of secondary dwellings, studio dwellings and dual occupancies.

Objectives

- a. To enable the development of a diversity of dwelling types.
- b. To contribute to the availability of affordable housing.
- c. To promote innovative housing solutions that are compatible with the surrounding residential environment.
- d. To provide casual surveillance to rear lanes.

Controls - Secondary dwellings and studio dwellings

1. Secondary dwellings and studio dwellings are to comply with the controls in **Section 4.2**, except where the controls in this clause differ, in which case the controls in this clause take precedence.
2. Secondary dwellings and studio dwellings are to comply with the key controls in **Table 4-8**.
3. The maximum site coverage control for upper floors in the relevant **Tables 4.2-4.6** may be exceeded by the combined upper floor coverage of the secondary or studio dwelling and principal dwelling, providing that:
 - The privacy of the principal dwelling and dwellings on adjoining land is not compromised; and
 - Solar access to the principal private open space of neighbouring lots is not significantly reduced.

4. The maximum gross floor area of a studio dwelling is 75m².
5. The finishes, materials and colours of the secondary dwelling or studio dwelling are to complement the principal dwelling in its construction features.
6. For secondary dwellings, windows and private open spaces must not overlook the private open space of any adjacent dwellings. For studio dwellings, windows and private open spaces must not overlook the private open space of any adjacent dwellings including the principal dwelling. Windows that potentially overlook adjacent lots must either have obscured glazing, be screened or have a minimum sill height of 1.5m above floor level.
7. Secondary or studio dwellings and associated garages may have a zero lot setback to one side boundary and may be attached to another garage/secondary dwelling on an adjoining lot, particularly where the secondary or studio dwelling is associated with an attached or semi-detached dwelling.

Table 4-8 Key Controls for Secondary Dwellings and Studio Dwellings

| Element | Secondary Dwelling | Studio Dwelling (strata) |
|-------------------------------------|--|---|
| On-site car parking | No additional car parking space required. | One additional dedicated on-site car parking space. Car parking space to be located behind building facade line of principal dwelling. Car parking space not to be in a stacked configuration. |
| Principal Private open space | No separate private open space required. | Balcony accessed directly off living space having minimum size of 8.0m ² with minimum dimension of 2m . |
| Subdivision | Subdivision from principal dwelling not permitted. | Strata title subdivision only from the principal dwelling on the land |
| Access | Separate direct access to a street, laneway or shared driveway way not required. | Access to be separate from the principal dwelling and is to front a public street, lane or shared private access way or Combined access for the principal dwelling and secondary dwelling to be through communal land as shown on the strata plan. |
| Services and facilities | No separate services or facilities required. | Provision for separate services, such as mail delivery and waste collection, and an on-site garbage storage area so that bins are not visible from public street or laneway. To be located on a street address that is able to be accessed by garbage collection and mail delivery services. May be serviced from the front residential street via the principal dwelling lot. |

8. Where the secondary or studio dwelling is built to a zero lot line on a side boundary, windows are not to be located on the zero lot wall unless that wall adjoins a laneway, public road, public open space or drainage land.

9. Studio dwellings are to have balconies or living areas that overlook laneways for casual surveillance.
10. Rear garages with secondary or studio dwellings may have first level balconies facing the lane provided the balcony remains within the lot boundary. Where 2m deep, overhanging balconies for private open space requirements of studio dwellings are located along a lane, the application must demonstrate how garages setback underneath avoid creating an overly wide lane and ambiguous space opportunities for illegally parked cars, trailers, bins etc.
11. Where a secondary or studio dwelling is built over a rear garage and separated from the upper levels of the principal dwelling, there must be a minimum separation of 5m between the upper floor rear façade of the principal dwelling and the secondary or studio dwelling.
12. Studio dwellings are to be located at the rear of the lot only where the lot has access from a rear lane or secondary street on a corner lot.
13. Studio dwellings must comply with separation controls nominated in Australian Standards and the National Construction Code.
14. Studio dwellings are not permitted where the principal dwelling is an attached dwelling, unless:
 - The studio dwelling is located above a rear loaded garage; and
 - The studio dwelling has direct access to a public road or laneway; and
 - Garbage and mail facilities are accessible by residents and by service vehicles.

Controls – Dual occupancies

1. Dual occupancies are to comply with the controls in **Section 4.2**, except where the controls in this clause differ, in which case the controls in this clause take precedence.
2. The maximum site coverage control for second storeys in the relevant **Tables 4.2 - 4.6** may be exceeded by the combined 2nd storey coverage of both dwellings in a dual occupancy, providing that:
 - The privacy of the principal dwelling and dwellings on adjoining land is not compromised; and
 - Solar access requirements for the principal private open space can be met for the principal dwelling and dwellings on adjoining lots.
3. The design of both dwellings in a dual occupancy development is to be consistent in construction features, finishes, materials and colours.
4. Detached dual occupancy dwellings are not to include zero lot lines for the second dwelling where the second dwelling is located at the rear of the lot.
5. Dual occupancy development is not permitted on a lot that contains an attached dwelling.
6. Dual occupancy dwellings are permitted at the rear of lots (i.e. behind a dwelling that has frontage to a principal street, whether attached or detached to that dwelling) only where:
 - Each dwelling has direct pedestrian and vehicle access to a public road; and

- Garbage and mail facilities are accessible by service vehicles and by the occupants of the dwellings.
7. Dual occupancy development referred to in control 6 above is preferred to be located on corner lots.
 8. For dual occupancies on corner lots the rear setback can be varied to be consistent with the side setbacks in **section 4.2.4** provided the minimum private open space and solar access requirements to the proposed and adjoining properties are met.
 9. Where the dual occupancy dwellings are to be strata subdivided:
 - private open space is to be provided for each dwelling in accordance with the relevant controls in **Tables 4.2-4.6**, or
 - shared private open space is to be provided equivalent to 15% of the site area and shown as communal space on the strata plan, and a minimum area of private open space of 10m² with a minimum dimension of 2.5m is to be provided for each dwelling.
 10. The minimum landscaped area on a lot containing a dual occupancy development is to be 20% of the site area.
 11. Where practical for front loaded driveway access, shared driveway crossings of the nature strip are to be provided to service both dwellings.

4.3.4 Multi dwelling housing

Objectives

- a. To ensure that the design of multi-dwelling housing is consistent with the character of residential areas within the Precinct.
- b. To ensure the quality of multi-dwelling housing is of a high quality and contributes to the amenity of residents.

Controls

1. Multi-dwelling housing sites are to have direct frontage to a public road (i.e. not on battle-axe lots).
2. Multi-dwelling housing is to comply with the controls in **Table 4-9**.
3. Controls for adaptable dwellings (requirement triggered by minimum number of dwellings in development, located elsewhere in DCP) also apply to multi-dwelling housing. Adaptable dwellings are preferably to be single level accommodation at ground level and be located on the street frontage.
4. A landscape plan is to be submitted with every application for multi-dwelling housing.

5. Where a multi dwelling housing development includes a studio dwelling with rear lane vehicle access, the controls for a studio dwelling shall apply.

Table 4-9 Key controls for multi dwelling housing

| Element | Controls |
|---|--|
| Site coverage (maximum) | 50% |
| Landscaped area (minimum) | 30% of site area |
| Principal Private open space (PPOS) | Min 16m ² with minimum dimension of 3m. 10m ² per dwelling if provided as balcony or rooftop with a minimum dimension of 2.5m. |
| Front setback (minimum) | 4.5m to building façade line; 3.0m to articulation zone |
| Corner lots secondary street setback (min) | 2m |
| Side setback (minimum) | Ground floor 0.9m. Upper floor 0.9m |
| Rear setback (minimum) | 4m (excluding rear lane garages or studio dwellings) 0.5m to rear lane (garages or studio dwellings) |
| Zero lot line (minimum) | Not permitted on adjacent lot boundaries (except rear lane garages and studio dwellings) |
| Internal building separation distance (minimum) | 5m (unless dwellings are attached by a common wall) |
| Car parking spaces | 1 car parking space per dwelling, plus 0.5 spaces per 3 or more bedroom dwelling, plus 1 visitor space per 5 dwellings. Car parking spaces to be behind building line or garages fronting the street to be set back a minimum of 1m from the building setback Where garages front the street, the maximum width of a garage door is 6m and each garage is to be separated by a dwelling façade or landscaped area. |
| Garages and car parking dimensions (minimum) | Covered: 3m x 5.5m Uncovered: 2.5m x 5.2m Aisle widths must comply with AS 2890.1 1-2 bedroom dwellings will provide at least 1 car space. 3 bedroom or more dwellings will provide at least 2 car spaces. |

4.3.5 Controls for residential flat buildings, manor homes and shop top housing

The controls in **clause 4.3.4** do not apply to residential flat buildings, manor homes and shop top housing, unless specifically referenced in the provisions that follow. The following clauses set out the controls for these types of housing. Additional controls for residential flat buildings and shop top housing may be contained in *SEPP 65 – Design Quality of Residential Flat Development*.

Objectives

- a. To establish a high quality residential environment where all dwellings have a good level of amenity.
- b. To encourage a variety of housing forms within residential areas.
- c. To ensure the provision of housing that will, in its adaptable features, meet the access and mobility needs of any occupant.

Controls

1. In density areas of 20dw/Ha and 25dw/Ha, manor homes may only be located on corner lots.
2. Residential flat buildings are to:
 - be located on sites with a minimum street frontage of 30m, and
 - have direct frontage to an area of the public domain (including streets and public parks), and
 - not adversely impact upon the existing or future amenity of any adjoining land upon which residential development is permitted with respect to overshadowing impact, privacy impact or visual impact.
3. All residential flat buildings are to be consistent with:
 - the guidelines and principles outlined in SEPP No. 65 – Residential Flat Development; and
 - the primary controls set out in **Table 4-10**, which take precedence over the above where there is any inconsistency.
4. In all residential flat building developments containing 10 dwellings or more, a minimum of 10% of all apartments are to be designed to be capable of adaptation for access by people with all levels of mobility. Dwellings must be designed in accordance with the Australian Adaptable Housing Standard (AS 4299-1995), which includes 'pre-adaptation' design details to ensure visitability is achieved.
5. Where possible, adaptable dwellings are to be located on the ground floor. Dwellings located above the ground level of a building may only be provided as adaptable dwellings where lift access is available within the building. The lift access must provide access from the basement to allow access for people with disabilities.
6. The development application must be accompanied by certification from an accredited Access Consultant confirming that the adaptable dwellings are capable of being modified, when required by the occupant, to comply with the *Australian Adaptable Housing Standard (AS 4299-1995)*.
7. Car parking and garages allocated to adaptable dwellings must comply with the requirements of Australian Standards for disabled parking spaces.
8. A landscape plan is to be submitted with every application for residential flat buildings.

Table 4-10 Key controls for residential flat buildings, manor homes and shop top housing

| Element | R2, R3 zones (shop top housing only) | R3, R4 zones (residential flat buildings) | R2, R3, R4 zones Manor home | B1, B2, B3 and B4 zones |
|--|---|--|---|--|
| Site coverage (maximum) | 50% of site area | 50% | 50% of site area | N/A |
| Landscaped area (minimum) | 30% of site area | 30% of site area | 30% of site area | N/A |
| Communal open space | 15% of site area where the development includes 4 or more dwellings | 15% of site area | Not required. | 15% of site area. This control is able to be varied where the applicant demonstrates the development has good access to public open space or where the area of private open space is more than the minimum specified below. |
| Principal Private open space (PPOS) | Min. 8m ² per dwelling with min. dimension of 2.0m | Min. 10m ² per dwelling with min. dimension of 2.5m | Minimum 16m ² per dwelling with min. dimension of 3.0m; or Min. 8m ² per dwelling with min. dimension of 2.0m if provided as balcony or rooftop. | Min. 8m ² per dwelling with min. dimension of 2.0m |
| Front setback (minimum) | Determined by ground floor setback | 6m Balconies and other articulation may encroach into the setback to a maximum of 4.5m from the boundary for the first 3 storeys, and for a maximum of 50% of the façade length. | 4.5m to building façade line. 3m to articulation zone. 5.5m to garage line and 1m behind the building line. | <i>Residential flat buildings:</i> 4.5m to building façade line <i>Shop top housing:</i> 0m for first floor 4m for floors above first floor |
| Corner lots secondary street setback (minimum) | 3m | 6m | 2m | <i>Residential flat buildings:</i> 4.5m to building façade line <i>Shop top housing:</i> 0m for first floor 4m for floors above first floor |
| Side setback (minimum) | 2m | Buildings up to 3 storeys: 3m Buildings above 3 storeys: 6m | Buildings up to 2 storeys 1.5m | Refer to Other Part of DCP regarding B zonings. |
| Rear setback (minimum) | 4m (excluding garages) | 6m | 4m (excluding rear garages) | 8m |

| Element | R2, R3 zones (shop top housing only) | R3, R4 zones (residential flat buildings) | R2, R3, R4 zones Manor home | B1, B2, B3 and B4 zones |
|---|---|---|---|--|
| Zero lot line (minimum) | Not permitted | Not permitted | Not permitted to adjacent lots | Permitted on side boundaries only |
| Habitable room/balcony separation distance (minimum) for buildings 3 storeys and above | 12m | 12m | N/a | Refer to Other Part of DCP regarding B zonings. |
| Car parking spaces | 1-2 bedrooms: 1 space (min) 3 bedrooms or more: 2 spaces (min) – may be provided in a 'stack parking' configuration. Garages to be set back 1m behind the building line | 1 space per dwelling, plus 0.5 spaces per 3 or more bedroom dwelling. May be in a 'stack parking' configuration. Car parking spaces to be located below ground or behind building line 1 visitor car parking space per 5 apartments Bicycle parking spaces: 1 per 3 dwellings | 1-2 bedrooms: 1 space (min) 3 bedrooms or more: 2 spaces (min) – may be provided in a 'stack parking' configuration. | 1 space per dwelling, plus 0.5 spaces per 3 or more bedroom dwelling. May be in a 'stack parking' configuration. Car parking spaces to be located below ground or behind the building 1 visitor car parking space per 5 apartments (may be above ground) Bicycle parking spaces: 1 per 3 dwellings |
| Garage Dominance | N/a | A maximum of two garage doors per 20m of lot frontage facing any one street frontage. | A maximum of two garage doors facing any one street frontage. | N/a |
| Garages and car parking dimensions (min) | Covered: 3m x 5.5m Uncovered: 2.5m x 5.2m Aisle widths must comply with AS 2890.1 | | | |

4.4 Other development in residential areas

The residential zones within the Precinct Plan permit a range of non-residential land uses which, depending on their scale, suitability, location and design, may be compatible with adjoining residential uses. Reference should be made to the Precinct Plan for the permissibility of specific non-residential uses in each zone, including the zoning table in Part 3 and the local provisions in Part 6. For some land uses, the local provisions in Part 6 specify additional requirements that must be met for Council to grant consent to these uses.

The Precinct Plan recognises that allowing non-residential development in the residential zones is appropriate providing controls are in place to minimise the negative impacts of noise, loss of privacy, traffic, and parking on residential amenity.

The controls for non residential development consist of:

- General requirements, which apply to all non-residential development in residential zones.
- Specific provisions covering land uses such as child care centres, neighbourhood shops, educational establishments and places of public worship, in addition to, or overriding, the general requirements.

Notes:

In the event of an inconsistency between the general and specific provisions in this section of the DCP, the specific controls will prevail.

These controls are not intended to apply to home occupations.

Council may require the submission of additional information to demonstrate that the development will not adversely affect the existing or future amenity of the surrounding residential area. Such information may include a noise impact assessment, advice on traffic generating potential and parking provision, solar access and evidence that the proposed land use will contribute to the amenity, character and liveability of the residential area in which it is to be located. Applicants should consult with Council prior to submitting a development application to determine specific information requirements.

4.4.1 General Requirements

Objectives

- a. To establish appropriate controls to minimise the adverse effects of non-residential development on surrounding residential development.
- b. To maintain consistency in development standards between non-residential and residential land uses and ensure that buildings are similar in height, bulk and scale to surrounding buildings.
- c. To ensure that non-residential development is appropriately located.
- d. To avoid concentrations of non-residential uses in any particular area where the cumulative impact on residential amenity would be unacceptable.

Controls

1. Site analysis information as required by **clause 4.1.1** is to be submitted with all applications for non-residential development in residential zones.
2. Except as provided for in the specific controls below, non-residential development on residential zoned land is to be located on allotments that have a frontage width of greater than 15 metres.

Note: The relevant Precinct Plan specifies minimum site area development standards for some non-residential land uses within residential zones.

3. Non-residential development on residential zoned land is to comply with the requirements of **clause 4.1** and clauses 4.2.9 & 4.2.10 of this DCP in relation to residential amenity and sustainable building design.
4. For all non-residential development, the controls relating to lots with frontages greater than 15 metres in the following clauses of this DCP apply:
 - **Clause 4.2.3** Front setbacks;
 - **Clause 4.2.4** Side and rear setbacks;
 - **Clause 4.2.5** Dwelling height, massing and siting; and
 - **Clause 4.2.8** Garages, site access and parking.
5. Non-residential development is not permitted on battleaxe allotments.
6. The maximum site coverage of buildings is 60% of the total site area.
7. The minimum landscaped area for non-residential development is 20% of the total site area of the allotment.
8. Provision of car parking for non-residential uses will be assessed by Council on an individual basis, and with reference to standards that apply elsewhere in the Local Government Area, that may establish relevant parking requirements, but must be sufficient to meet demand generated by staff and visitors.
9. Where a non-residential use is proposed as part of, or in association with, a dwelling (eg. a home business):

- Parking and storage areas are to be located behind the building façade or be screened from view from the street by landscaping and set back at least 1 metre from the front property boundary.
- Parking and storage areas are not to encroach on the private open space or landscaped area of the dwelling.

10. Where there is an inconsistency between the general requirements of this clause and the specific controls in **clauses 4.4.3 to 4.4.6** the specific controls prevail.

11. Council will have particular regard to the effects of non-residential development in the residential zones. Council will consider whether:

- the proposed development will be out of character with surrounding residential development, particularly in relation to the height and/or scale of any proposed buildings;
- the proposed development will contribute to an undesirable clustering of that type of development, or non-residential uses in general, in the area;
- an undesirable effect on the amenity of the surrounding area will be created;
- the proposed use will draw patronage from areas outside of the surrounding neighbourhood, and the extent to which that patronage might impact on the amenity of residents through factors such as traffic generation, noise or the overall scale of the non-residential use;
- a noise nuisance will be created;
- the development will generate traffic out of keeping with the locality;
- adequate facilities are provided for the purposes of parking, loading and deliveries;
- adequate provision is made for access by disabled persons.

12. Non-residential development in residential zones should be similar in bulk, scale, height and siting to the surrounding buildings.

13. Finishes, materials, paving and landscaping are to be consistent with those of surrounding residential development.

14. Storage of materials and equipment is to be contained within internal storage areas or outdoor storage areas that are suitably screened, fenced and landscaped.

4.4.2 Exhibition Homes and Exhibition Villages

Objectives

- To ensure that exhibition homes and exhibition villages operate with minimal impact on surrounding residential areas.
- To ensure that exhibition homes and exhibition villages operate for a limited time after which they revert to a conventional residential environment.

Controls

1. Any subdivision of land shall be in accordance with the requirements for dwellings in this DCP and the relevant Precinct Plan under the Growth Centres SEPP.
2. Any proposed street within an exhibition village may be held as one lot within the development until the cessation of the operation of the exhibition village. Subdivision and dedication of roads to Council must be completed prior to the use of dwellings for residential accommodation.
3. Exhibition villages should be located on Collector Roads or as close to Collector Roads as possible, with vehicle access from a Collector Road.
4. Exhibition homes/ exhibition villages are not permitted:
 - where access is from a street with a carriageway width of less than 9.0 metres.
 - on streets which are cul-de-sacs.
5. Car parking for exhibition homes shall be provided off street. However, on-street car parking may be considered where there are no privately occupied dwellings opposite or adjoining the individual exhibition homes.
6. Internal streets may be closed out of hours of operation only where the streets are not yet dedicated as public roads.
7. During the operation of an exhibition home/ exhibition village additional measures to maintain the privacy of adjoining residential development may be required.
8. The hours of operation shall be limited to 7am to 7pm each day.
9. Buildings used for such uses as providing home finance, materials display or take-away food and the like shall cease to operate when the exhibition home/ exhibition village ceases unless separate approval is obtained to enable the continued operation of these uses.
10. Temporary buildings used for providing home finance, materials display or take-away food shall be removed and the site made good.
11. When the use of the dwelling ceases to be an exhibition home, any garage that has been used as a sales office is to be reinstated as a functioning garage with an appropriate garage door and associated driveway, prior to the occupation of the dwelling for residential purposes.
12. When the exhibition village/home ceases to operate, all signs and structures etc associated with the exhibition home/village shall be removed to ensure the site has a residential appearance.
13. Security lighting shall be provided in such a way to minimise any adverse impact on adjoining residential areas.
14. The operation of the exhibition village (including the use of designated off-street car parks) shall not cause offensive noise or affect the acoustic amenity of adjoining residents.

15. Waste disposal facilities shall be provided. These shall be located adjacent to the driveway entrance to the site.
16. Any structure involving waste disposal facilities shall be located as follows:
 - Set back one metre from the front boundary to the street.
 - Landscaped between the structure and the front boundary and adjoining areas to minimise the impact on the streetscape.
 - Not be located adjacent to an adjoining residential property.
17. All works affecting public roads, including new driveways, access roads and intersection works are to be in accordance with the requirements of this DCP and the relevant Council's Engineering Specifications.
18. Landscaping of streets is to be in accordance with the requirements of this DCP, and street landscaping is to be maintained for the duration of operation of the exhibition home/village. Dedication of public roads to Council will be subject to satisfactory provision and maintenance of street landscaping.
19. Dwellings located near future sources of noise are to incorporate appropriate noise attenuation measures when designed and constructed, to ensure that future residents are afforded an appropriate level of amenity.
20. Details of proposed signage are to be submitted with the Development Application. Signage is to be located on public roads at or near the entry to the exhibition home/village. Internal signage within the exhibition village is to be visible only from within the village (not from surrounding residential properties). When considering applications including signage, Council will refer to controls in other Council policies and planning controls that may be applicable.

4.4.3 Child Care Centres

Objectives

- a. To ensure all communities have access to a local child care centre and to minimise travel distances to and from child care facilities.
- b. To provide communities with child care centres that are appropriate in size and scale to the surrounding neighbourhood and to reduce excessive built form within residential streetscapes.
- c. To ensure the appropriate location and operation of child care centres in order to minimise any adverse impact on the amenity of residential areas.
- d. To ensure that child care centres provide a safe, healthy and active environment for children of all ages.

Controls

1. The controls in **Table 4-11** apply to child care centres in residential zones. Site Selection and Location
2. Child care centres are not appropriate on the following land:
 - Land that has direct frontage to an arterial road, sub-arterial road or transit boulevard (refer to **clause 3.2.5**);
 - opposite "T" intersections or on bends where sight distances are limited and may create dangerous conditions for vehicle entry to and exit from the site;
 - on cul-de-sacs;
 - flood liable land or land affected by local overland flooding (refer to **clause 2.3.1**);
 - bushfire prone land (refer to **clause 2.3.6**); or
 - land that requires significant cut or fill, where retaining walls would create a safety hazard for children.
3. In order to limit impact on neighbouring properties child care centres should:
 - Be located in close proximity to other non-residential uses such as community facilities, schools, neighbourhood halls, churches and public recreation areas;
 - be located in close proximity to transport routes and public transport nodes and corridors (collector roads are the preferred location for child care centres).
 - if practical, be located on sites that have minimal common boundaries with residential neighbours; locate play areas as far as possible away from neighbours' living rooms and bedrooms; and be sited on allotments that can provide sufficient buffering to minimise noise and loss of privacy.

Table 4-11 Controls for child care centres

| | Requirements |
|---------------------------------|--|
| Distance Separation Requirement | 1km from any existing, approved or proposed child care centre, 100m from high voltage transmission lines, mobile phone towers, radio telecommunication facilities, restricted premises, sex services premises. 85m (measured at site boundary) of service stations and gas storage tanks |
| Minimum Allotment size | 900m ² |
| Minimum Frontage width | 26m |
| Minimum Lot Depth | 30m |
| Maximum site coverage | 50% |
| Minimum landscape area | 30% |
| Max no. of storeys | 1 storey building or ground floor for children's rooms only |
| Floor to ceiling height | Minimum 2.4 metres |
| Capacity | Max. 40 children Min. 5 places for under 2 year olds |
| Open Space | |

| | Requirements |
|---|--|
| <ul style="list-style-type: none"> ▪ Minimum unencumbered indoor play space / licensed child (irrespective of age) ▪ Minimum unencumbered outdoor play space / licensed child (irrespective of age) ▪ Play areas | Reference should be made to the Children's Services Regulation 2004 and other supporting information for these standards. |
| Setbacks (min/m) <ul style="list-style-type: none"> ▪ Primary Front (Building) ▪ Primary Front (Landscape setback) ▪ Fronting Open Space ▪ Side (Building) ▪ Rear (Building) ▪ Corner Lots (Street Frontage) ▪ Min. Setback for storage facilities | 6m 2m 1m 2m 4m ground floor 8m upper floors 3m 4m |
| Car parking spaces | 1 car parking space per employee (reduced rates of provision may apply where the child care centre is within walking distance of a bus stop or train station). 1 of the car parking spaces shall be designed for people with a disability. For the purposes of this calculation the number of employees is based on the following ratios of staff to children: <ul style="list-style-type: none"> ▪ 1:4 in respect of all children who are under the age of 2 years, and, ▪ 1:8 in respect of all children who are 2 or more years of age but under 3 years of age, and ▪ 1:10 in respect of all children who are 3 or more years of age but under 6 years of age. |
| Visitor Car Parking | 1 space per 6 children |

Matters for consideration

4. Council will consider the following matters when assessing development applications for child care centres:
- Whether the development maintains the privacy and amenity of adjoining developments;
 - The extent to which the design of the proposed development, including any signage, is consistent with the desired character of the residential area in which it is located;
 - The appropriateness of the location of the development, including its location in relation to other existing or proposed child care centres;
 - The size of the land where the development is proposed; and
 - The provision of and location within the development site of car parking.

Documents to be Submitted with Development Application

5. Development Applications are to be accompanied by the following, which are to be prepared by an appropriately qualified person or organisation:
- Acoustic Report – to address the impact of noise generation from the child care centre on the surrounding area;
 - Landscape Plan and associated documentation – to identify existing vegetation and community plant species and the proposed landscaping treatment of the development;
 - Traffic Report/Statement - to address the impact of a child care centre on the local road system and address traffic safety issues and address traffic safety issues; and
 - Location Analysis – to indicate all existing and proposed child care centres within a 2km radius of the proposed child care facility and to address the locational matters in the controls above.

4.4.4 Educational Establishments and Places of Worship**Objectives**

- a. To ensure appropriate provision and equitable distribution of educational establishments and places of public worship within the Precinct.
- b. To ensure that buildings are not out of character with the type, height, bulk and scale of surrounding buildings.
- c. To encourage the appropriate location of facilities to create community focal points, centres of neighbourhood activity and enhance community identity.

- d. To mitigate the impacts of noise, privacy, increased traffic and nuisance on surrounding residential development.
- e. To foster iconic and landmark building design within each Precinct.

Controls

1. Places of worship are to be located within centres or co-located with other community facilities in residential areas so as to create a community focal point, to share facilities such as parking, and to minimise impacts on residential areas.
2. Places of public worship and educational establishments are preferably to be located on land with frontage to a collector road. Corner sites are preferred.
3. In assessing applications, Council will consider the following:
 - the privacy and amenity of adjoining developments;
 - the need and adequacy for provision of buffer zones to surrounding residential development;
 - urban design;
 - location;
 - the size of the land where the development is proposed;
 - traffic generation and the impacts of traffic on the road network and the amenity of nearby residents;
 - the availability of parking;
 - the scale of buildings and their capacity; and
 - hours of operation and noise impacts.
4. A traffic and transport report/statement is to accompany the Development Application addressing the impact of the proposed development on the local road system and defining car parking requirements.

Note: Due to the high level of traffic generation and peak nature of traffic volumes accessing these types of land uses, assessment of traffic impacts and pedestrian requirements is required and mitigation measures may need to be incorporated in the design. Such measures may include pedestrian crossings, speed control devices, pedestrian refuges on streets to which the development fronts and the provision of bus and drop off bays. School zones will require additional safety measures such as school crossings, 40 km/h school speed zones and flashing lights in accordance with Roads and Maritime Service requirements.

5. A landscape plan and associated documentation is to be submitted with the Development Application identifying existing vegetation and community plant species and/or existing design elements of the site layout, and the proposed landscaping treatment of the development.
6. Car parking spaces shall be provided on site in accordance with **Table 4-12** Car parking requirements for places of public worship and educational establishments, unless the applicant can demonstrate to the satisfaction of Council that lower rates of parking are reasonable for the particular development.

Table 4-12 Car parking requirements for places of public worship and educational establishments

| Land use | Parking requirement |
|---|--|
| Places of Public Worship | 1 space per 6 seats, plus 1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces |
| Schools | 1 space per staff member Plus 1 space per 100 students Plus 1 space per 5 students in Yr 12 (based on estimated capacity for year 12 students to be specified in the Development Application) A pick up / drop off facility of sufficient size to accommodate the forecast demand identified through a traffic and parking report. The resultant layout of the facility to be to the satisfaction of Council. |
| Tertiary and Adult Educational Establishments | 1 space per 5 seats Or 1 space per 10m ² of floor area (whichever is greater) |

7. For certain uses, the provision of overflow parking may be necessary particularly where such developments incorporate halls used for social gatherings. Overflow parking areas could be provided on open grassed areas and need not be formally sealed or line-marked. Proposed overflow parking areas are to be clearly shown on plans submitted with the Development Application.
8. Development must be designed to minimise the possibility of noise impacts to the occupants of adjoining or neighbouring dwellings.
9. Where it is likely that a development may cause an adverse noise impact on nearby residential areas, an acoustic report will be required to be submitted to council with the Development application,
10. Development must comply with Office of Environment and Heritage noise guidelines in **clause 4.2.9**
11. Where appropriate, buffers should be put in place to limit noise impacts on the surrounding area.

Extensive noise walls along most or all of a property boundary are not appropriate and other measures should be used to mitigate noise.

12. Sources of noise such as garbage collection, machinery, parking areas and air conditioning plants are sited away from adjoining properties and screened/ insulated by walls or other acoustic treatment. Noise levels are not to exceed specified limits at the most affected point of the property boundary.
13. The general hours of operation for places of public worship and educational establishments are between 7am and 9pm.
14. Variation to the approved hours of operation may be approved by Council subject to other requirements or a merit assessment.

Note: Legislation covering noise impacts and hours of operation is the Protection of the Environment Operations Act 1997 and the Protection of the Environment (Noise Control) Regulation 2000 (Noise Control Regulation). Applicants should also refer to the Office of Environment and Heritage website (<http://www.environment.nsw.gov.au>) for more information regarding noise control.

4.4.5 Neighbourhood Shops

Objectives

- a. To ensure the appropriate provision of retail uses to serve the needs of the local community. b. To minimise the impacts of retail activities on surrounding residential areas.
- b. To ensure that retail activities in residential areas do not detract from the function or viability of nearby centres.
- c. To ensure the appropriate location of neighbourhood shops.

Controls

1. Neighbourhood shops in the R2 zone may only be developed on an allotment of land with a frontage width of 15 metres or more.
2. Neighbourhood shops in the R2 zone are to be located:
 - adjoining land zoned RE1 or SP2 or that is separated from land zoned RE1 or SP2 only by a public road, or
 - with frontage to a collector road, or
 - within 90 metres of public transport stop, or
 - adjoining an educational establishment or a community facility or separated from an educational establishment or a community facility only by a public road.
3. The minimum lot size for neighbourhood shops is 500 square metres.
4. For neighbourhood shops, the controls relating to lots with frontages greater than 15 metres in the following clauses of this DCP apply:
 - **Clause 4.2.2** Streetscape and architectural design,
 - **Clause 4.2.3** Front setbacks,
 - **Clause 4.2.4** Side and rear setbacks,
 - **Clause 4.2.5** Dwelling height, massing and siting, and
 - **Clause 4.2.8** Garages, site access and parking.
5. Shops fronts are to encourage active and interactive street frontages that are sympathetic to the streetscape with similar materials to adjoining buildings to be used.
6. Any area of land between the front property boundary and the building alignment, exclusive of approved driveways and parking areas, is to be landscaped to the satisfaction of Council.
7. Address and entry points for any residential use on the same allotment of land are to be separate from the retail use access points and be readily identifiable.
8. Design of the building frontage, front and side setbacks are to include safe and convenient pedestrian facilities such as weather protection, shade, seating and landscaping.

9. On corner sites, shop fronts are to wrap around the corner and zero setbacks are permitted.
10. Entrances are to be visible from the street and well lit.
11. The site should not gain direct access to:
 - A road with clearway or other parking restrictions; or
 - A restricted access road (sub-arterial, arterial or transit boulevard).
12. Any proposed development should not to create a traffic hazard. However, corner sites are preferred in terms of reducing potential for impacts on neighbouring properties, and for allowing side access for customer parking and deliveries.
13. One car parking space is to be provided for every 30m² of Gross Floor Area,
14. Parking spaces are to be provided on site or in dedicated on street parking constructed to Council's standards.
15. The design of the building and parking areas is to provide suitable access for people with disabilities and service deliveries.
16. Bicycle parking must be provided in a location that is secure and accessible with weather protection for employees.
17. Car parking must be clearly signposted to indicate its availability from the street.
18. Plant and equipment (particularly cooling or heating plant), is to be located so as to not cause noise annoyance to neighbours. A noise impact assessment may be required to be prepared and submitted to Council.
19. Waste storage areas must be designed to minimise visual impact and should be screened and properly positioned so as to not to attract pests and cause odour problems for neighbours.
20. All goods storage is to be internal.

4.4.6 Seniors Housing

Objectives

- a. To ensure that the design of seniors housing is consistent with the character of surrounding residential areas.

Controls

1. Applications for seniors housing are to comply with the controls in **clause 4.3.4** of this DCP for multi-dwelling housing, or controls for residential flat buildings in **clause 4.3.5**, as appropriate to the proposed development.

Note: SEPP (Housing for Seniors or People with a Disability) 2004 is the primary environmental planning instrument controlling seniors housing. Applicants considering development of this kind should refer to that SEPP for specific controls and to determine the permissibility of seniors housing.

ORD04

Attachment 1

5.0

Centres Development Controls

5.1 Introduction

This Part of the DCP outlines principles, objectives and design controls to achieve quality, consistency and coordination in the development of the Local and Neighbourhood Centres. It applies to land identified in the **Location of Centres** figure in the relevant Precinct's Schedule.

Note: Controls specific to certain centres may be contained in the Precinct Schedule and apply in addition to the controls in this part.

The objectives of this Part of the DCP are to:

- b. Create vibrant, functional centres that are a focus for community activity and interaction;
- c. Establish design principles that achieve high quality coordinated urban design outcomes and high standards of amenity;
- d. Encourage social interaction and the development of places that are safe and desirable for all users;
- e. Provide flexible controls to accommodate change within the centres over time;
- f. Ensure that development in centres takes advantage of access to public transport.

5.2 Development principles

The following development principles apply to all centres to which this part of the DCP applies. The principles should be considered by applicants for all applications for development in centres. The controls in **clause 5.3** are based on these principles, and where an application does not comply with the controls, Council will consider whether the proposed development is consistent with the relevant development principles when determining the application.

5.2.1 Function and land use mix

- a. The maximum retail floor area within each centre is to be as specified in the relevant Precinct's Schedule and to ensure that the centre functions in accordance with its position in the regional centres hierarchy.
- b. A range of retail, commercial, entertainment, recreation and community uses is encouraged to serve the needs of the wider community and promote active and vibrant centres.
- c. Mixed use developments containing residential uses on upper floors are located in the centre to take advantage of access to transport and services, and to increase levels of activity within the centre.
- d. Employment opportunities are maximised within the centre.
- e. The ground floor of all buildings is occupied by retail, commercial, community, entertainment or other active uses, particularly fronting the main street and all open space.

- f. Fine grained and intensive retail and commercial uses that present an active street frontage are located along the main street.
- g. Building design integrates internal spaces (i.e. the interior of shops and other businesses) and the public domain (i.e. the streets, plazas and parks), and facilitates active use of footpaths by cafes and the like.
- h. The needs of health and aged care providers, facilities for young people, civic and emergency services are met within the centres.

5.2.2 Design layout

- a. A main street acts as the focal point for the retail and commercial activity in the centre and is of a width and design that encourages pedestrian activity and a low speed traffic environment.
- b. Large format retail premises (such as supermarkets and discount department stores) have pedestrian access to the main street, and do not present blank walls or inactive facades to the main street.
- c. The importance of car parking to the viability of retailing is recognised, but does not dictate the location and orientation of retail premises at the expense of an active public domain.
- d. The core retail areas and fringes are clearly defined by the mix of land uses and intensity of development that integrates with surrounding residential areas.
- e. Facilities including loading, waste storage, servicing and other infrastructure are to be co-located as much as possible to maximise the efficient use of space while ensuring these facilities do not adversely impact on the amenity of surrounding sensitive land uses.
- f. An interconnected street block network with small block sizes and mid-block connections maximises pedestrian movement and connections to key destinations including parks, plazas and transport nodes.
- g. Noise and amenity considerations inform the layout and location of various uses, particularly residential uses.
- h. The street network emphasises sight lines to local landscape features, places of key cultural significance, civic buildings and public open space.
- i. Opportunities for crime are minimised through appropriate design and maintenance, in accordance with the principles of Crime Prevention Through Environmental Design in **clause 2.5**.

5.2.3 Public domain

- a. The streetscape creates a high amenity pedestrian environment through solar access, shade and shelter, good natural light, landscaping and footpath design, and management of vehicular traffic.

- b. Parks and plazas are a focal point for people, businesses and community activities and are designed to ensure adaptability and flexibility in use and function over time.
- c. High standards of design and landscaping, based on consistent public domain design standards, promote the character and attractiveness of the centre and create a sense of ownership and pride for businesses and residents.
- d. Activities that activate the streets, the park and plaza draw people to the centre not only to shop, but for entertainment and recreation, such as markets, concerts and outdoor community events.

5.2.4 Built form

- a. A range of building heights are permitted, up to maximum heights to control amenity and overshadowing, to create a varied skyline.
- b. Building heights transition around the fringes of the centre to integrate the built form with adjacent residential areas.
- c. Building heights and setbacks are related to street widths and functions to promote a comfortable urban scale of development.
- d. Building separation and orientation considers privacy and amenity, particularly for residents.
- e. Building heights take into account view lines and solar access to the public domain.
- f. Streets and open spaces are defined by buildings that are generally built to the street edge, have a consistent street wall height and provide a continuous street frontage, particularly along the main street and fronting the town square.
- g. A high quality built form and energy efficient architectural design promotes a 'sense of place' and contemporary character for the centre.

5.2.5 Transport

- a. The centre is pedestrian and public transport orientated with walking and cycling taking priority over vehicles, while allowing for vehicle movement and access in a low speed traffic environment.
- b. The main street carries sufficient traffic volumes, and has provision for on-street parking, to support retail and commercial uses that front it.
- c. Streets are wide enough to ensure pedestrians, cyclists and vehicles can move around the centre, to encourage activity on the street and to enable a clear relationship between development on either side of the road.
- d. Traffic signals and pedestrian crossings facilitate easy movement of pedestrians throughout the centre.

- e. The street layout allows easy access to and within the centre while allowing for regional traffic to by-pass the centre.
- f. Where applicable, rail transport is integrated with other transport modes through an efficient interchange.
- g. Vehicle access to parking and loading areas is via secondary streets rather than the main street or other active streets. Separate parking and loading vehicle accesses are preferred.

5.3 Development Controls

5.3.1 Streetscape and architectural design

Objectives

- a. To achieve high standards of streetscape amenity and building design, and a consistent streetscape.
- b. To encourage pedestrian activity in the streets of the Centre and other public spaces.
- c. To clearly define the character of the main street and other elements of the public domain.

Controls - active frontage and street address

1. Active street fronts, built to the street boundary, are required on the ground level of all retail and commercial development fronting the main street and where applicable, public open space, as identified in the **Desired future layout of the Centre** figure in the relevant Precinct's Schedule.
2. All applications for development in centres are to include a masterplan showing:
 - The location of the proposed development site in the context of the overall centre, and relative to key features of the centre including the main street and other public spaces such as parks, squares and plazas.
 - How the proposed development fits into the future layout of the centre as shown on the **Desired future layout of the Centre** figure in the relevant Precinct's Schedule. Where the proposal varies from the desired future layout, the applicant is to demonstrate consistency with the development principles in **clause 5.2**.
 - Proposed vehicle and pedestrian access that is consistent with the **Traffic circulation and parking** figure in the relevant Precinct's Schedule. Where consistency with the **Traffic circulation and parking** figure is not possible (such as in early stages of the development of the centre prior to construction of key roads) the applicant is to demonstrate consistency with the development principles in **clause 5.2**.
3. Residential, commercial and retail uses on the upper floors are to be designed to overlook streets and other public places to provide passive surveillance.

4. The ground and first floor of all buildings on active street frontages are to be built to the front property boundary (ie. a zero front setback) to define the street edge. If the first floor contains residential uses, internal spaces may be set back where balconies are built to the property boundary.
5. The primary means of pedestrian access to retail, commercial and upper floor residential uses is to be from the street rather than from the rear or internal areas of the building. Building entries should be prominent, clearly identifiable and accessible.
6. Vehicle access to basement level parking or parking located behind buildings must not be from active street frontages.
7. All large format retail premises and decked parking areas are to be sleeved with uses that provide an active frontage to the street.
8. Blank walls visible from the public domain are to be avoided.
9. Retail shops are to have a variety of shop frontage widths and articulation.
10. Restaurants, cafes and the like are encouraged to provide openable shop fronts and to make use of footpath areas on active streets.
11. On corner sites, active shop fronts are to wrap around the corner and address both street frontages.
12. Developments that have multiple street frontages are to provide entrances to internal/upper floor uses on each street frontage.
13. In mixed-use buildings, separate access from the street is required for retail, commercial and residential uses.
14. Entrances are to be visible from the street and well lit.
15. Security shutters and grilles are not encouraged and any proposed security devices are to be transparent or at least 80% open.
16. All buildings on active street frontages are to include awnings above the ground floor for the full length of the street frontage.
17. Parking is to be screened by buildings, from the main street and other streets with active frontages, or be below ground.

Controls – building facades and awnings

18. Building facades at street level on active frontage streets are to have a minimum of 80% glazing and be open to the street.
19. Translucent or obscured glazing is not permitted on active street frontages.
20. Signage and advertising material are not to obscure glazing.
21. At night, internal lighting is to fall onto the footpath, or under-awning lighting is to be provided.
22. Solid elements are preferably to be finished with rendered masonry, tiles or face brick.

23. Coordinated colour schemes are required, and colours and materials are to be consistent with adjoining buildings and the general character of the street.
24. Façade articulation is encouraged above the ground floor through the incorporation of balconies, openings and other design elements that modulate the façade, providing rhythm and interest.
25. Articulated corners are to be provided to building facades on active street frontages, as identified in the **Desired future layout of the Centre** figure in the relevant Precinct's Schedule. Articulated elements may include verandahs, awnings, upper level balconies, use of materials or roof designs that accentuate the corner. Articulation elements are to address both street frontages.
26. Design of corner buildings on the ground floor is to facilitate free pedestrian movement. Open corners at ground level are encouraged.
27. Building height, massing, materials and parapet/roof expression should be used to accentuate corner elements. Council may consider proposals on street corners that do not meet relevant height controls where the design of the building accentuates the corner, creates a landmark and is well designed.
28. Any awning over a public footpath will require a Public Road Activity Approval to be issued by the Consent Authority.
29. Awnings should be a minimum height of 2.7m (3.2m desirable) above footpath level and generally consistent in form with adjacent awnings.
30. The front fascia of the awning is to be set back a minimum of 500mm from the kerb of the street carriageway, including at street corners.
31. Awnings are generally to project horizontally from the building façade and be horizontal along the length of the façade. Stepped awnings are appropriate on sloping streets.
32. The design of awnings is to be consistent with adjoining buildings. Awnings that are significantly different in terms of materials, finishes and dimensions will not be permitted.
33. Development applications within the centre that propose works in public streets to be undertaken by the developer are to be consistent with any public domain strategy or similar document that applies to the centre.
34. All signage and advertising is to be designed in a co-ordinated manner (refer to **clause 12** for detailed controls).
35. Parks and plazas are to act as a focal point for the centre and community activities and are to be designed to ensure adaptability and flexibility in use and function over time.

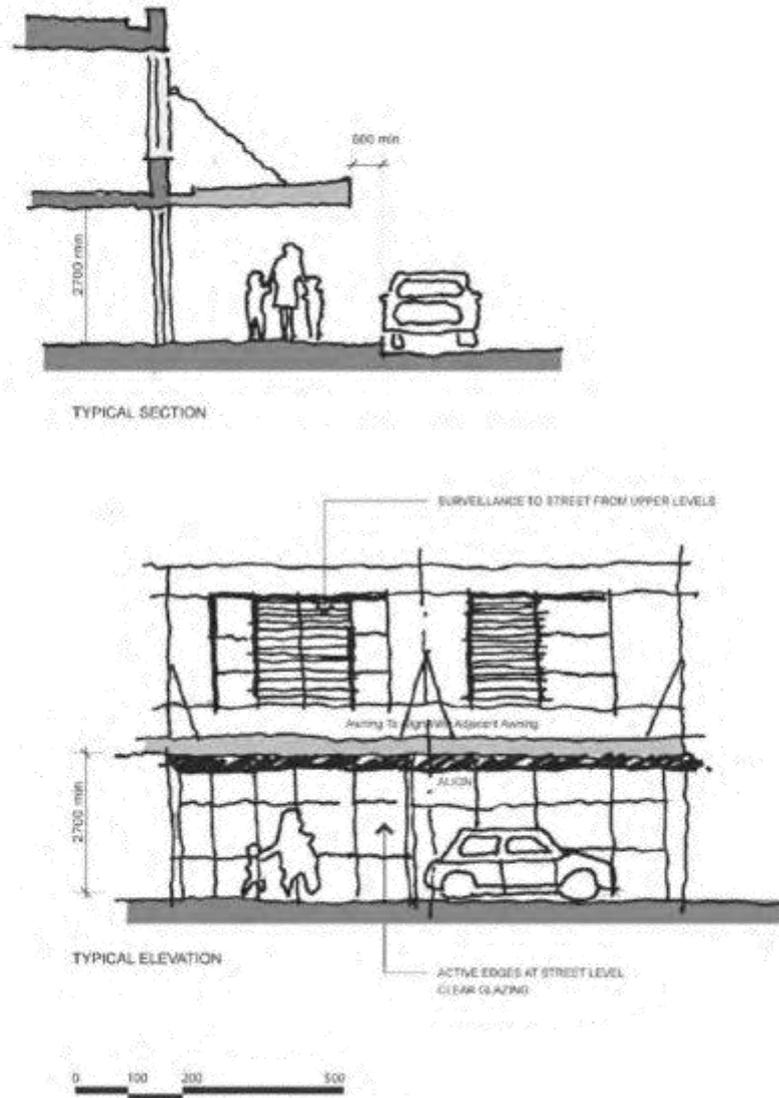


Figure 5-1 Awnings

36. Plant selection should take into account the following:
 - species which complement remnant native vegetation,
 - level of on-going maintenance,
 - potential impacts on road and footpath pavements,
 - focus on hardy, drought tolerant, easily maintained species,
 - scale in relation to the function of the area,
 - solar access and shade, and
 - contribution to the character of the local centre.
37. Street tree and open space planting is to provide generous shade for pedestrians in summer and allow for sunlight penetration to street level in winter.
38. All paving materials must conform to relevant standards for durability, non-slip textures, strength and surface treatment to withstand use by light automobiles, service vehicles, pedestrians and bicycles.
39. Paving materials should also be certified colour stable for a period of at least 20 years to ensure a reasonable match to existing paving when damaged sections are replaced.
40. All paved areas should be adequately drained and follow 'best practises' in installation, including sub-surface preparation and stormwater management.
41. All paved areas must be properly designed to facilitate use by the elderly and disabled.

5.3.2 Solar access, weather protection and energy efficiency

Objectives

- a. To encourage energy efficient building design and operation that complies with statutory benchmarks in sustainable development.
- b. To minimise energy and resource consumption during construction and operation.
- c. To consider local climatic conditions and ensure that the design of centres maximises amenity and activity within the public domain during a wide range of weather conditions.

Controls

1. Parks and plazas are to receive sunlight on a minimum of 50% of their site area between 11am and 2pm on June 21st.
2. Building envelopes are to allow for north-south streets to receive 2 hours sunlight between 9am-3pm on June 21st on a minimum of 50% of the eastern or western footpaths; and

3. Building envelopes are to allow for east-west streets to receive 2 hours of sunlight between 9am-3pm on June 21st on a minimum of 50% of the southern footpaths.
4. Continuous awnings are required to be provided along the ground floor street frontage on active street frontages in accordance with **Figure 5-1** and all buildings fronting public open space or squares.
5. The design of awnings is to comply with the controls in **clause 5.3.1**, and:
 - Ensure that the solar access controls in controls 1, 2 and 3 above are achieved.
 - Ensure that protection from rain and summer sun is provided to a minimum of 75% of footpath areas.
6. The design and orientation of buildings is to consider prevailing south-westerly winds in winter, and active frontages are to be located to maximise shielding from strong winds by buildings.
7. Uses that are likely to occupy footpaths should be generally located on the southern or western sides of active streets to take advantage of winter sun and protection from winter winds.
8. Loading, parking and service areas are preferably to be located on the southern or western sides of buildings, except where the western or southern side of a development site adjoins an active street.
9. Residential development within centres is to be generally oriented with living areas and balconies facing north.
10. Residential development within centres is to be designed to maximise natural cross-ventilation.
11. Large expanses of west-facing glazing, or open shop-fronts facing west, are to be avoided unless the glazing or shop-front is shielded from afternoon sun in summer and cold winter winds by other buildings or awnings.
12. Each retail or commercial tenancy is to be separately metered or sub-metered for electricity, gas and water (hot and cold).
13. Hot water is to be supplied from solar or heat pump systems. Where these systems can not deliver sufficient hot water to meet demand (eg. If the roof area is insufficient), gas water heating is preferred.
14. Rainwater collected from roof areas is to be used for non-potable uses including toilet flushing, laundries and cleaning.
15. All new and refurbished Retail, Commercial and Mixed Use development over the value of \$5 million, shall achieve a minimum Greenstar rating of 4 stars as per the applicable Green Building Council of Australia "as built" rating tool.
16. To achieve ESD objectives for new development referred to in control 15:
 - An accredited Greenstar Professional from Green Building Council of Australia (GBCA) is to be engaged on the project.
 - A schedule of achievable Greenstar credits prepared and certified by the accredited Greenstar Professional is to be provided at the lodgement of the Development Application.

- Proposed Greenstar measures must be shown on the Development Application documents.
 - Certificates from suitably qualified structural, hydraulic and mechanical consultants must be provided certifying the ability to incorporate the Green Star commitments at the lodgement of the Development Application.
17. External pedestrian circulation areas are encouraged, rather than internal mall-type buildings. Development that includes internal pedestrian circulation areas should be designed to enable natural ventilation and lighting when weather conditions are appropriate. This may include measures such as openable windows, louvres, skylights and openings on the building perimeter to facilitate natural air circulation. Temporary, moveable or adjustable shade structures are encouraged to provide protection to outdoor or semi-indoor pedestrian circulation areas.
 18. Retail and commercial tenancies are to be capable of natural ventilation and have access to natural light.
 19. External glazing or shade structures to commercial and retail development shall be capable of controlling solar ingress into internal spaces. Where necessary, solar ingress control systems shall be dynamically operable via climate control systems for individual tenancies.
 20. Materials used for construction shall have low Volatile Organic Compounds (VOC) emissions content.
 21. Timber building materials should be sourced from sustainable suppliers such as products certified by the Forestry Stewardship Council (FSC).
 22. For construction of developments with a value more than \$10 million, a Construction Environmental Management Plan is to be submitted prior to the issue of a construction certificate, detailing:
 - Measures to reduce the consumption of materials and resources during construction.
 - The use of recycled or reclaimed materials in construction.
 - Construction waste minimisation measures, including opportunities to re-use materials on site.
 - Measures to minimise the use of water and maximise water re-use during construction.
 - The embodied energy of the main construction materials, options considered to reduce the embodied energy of materials and (if applicable) the reasons for not choosing materials with the least embodied energy.
 - Training, monitoring and reporting on the compliance of construction contractors with the requirements of the CEMP.

5.3.3 Building bulk, scale and design

Objectives

- a. To ensure a high standard of building design.
- b. To ensure that buildings are appropriate to the scale and character of the centre.
- c. To provide for appropriate air circulation and solar access, and to maintain view corridors to and through the centre.

Controls

1. The maximum allowable depth of residential building envelopes is 22m (max 18m glass line to glass line).
2. Floors above the second floor are to be set back a minimum of 4 metres from the boundary of the property with any public street.
3. Larger upper floor setbacks from the street may be required to:
 - achieve adequate solar access at street level;
 - maintain the privacy of dwellings;
 - maintain view corridors; or
 - minimise the bulk of the building.
4. Zero side setbacks are required on the ground floor and first floor and the side wall shall contain no windows or other openings (except where the side setback is to a public street, where the façade controls in **clause 5.3.1** apply).
5. Zero side setbacks are permitted for the upper floors providing the side wall contains no windows or other openings (except where the side setback is to a public street, where the façade controls in **clause 5.3.1** apply).

Note: Control 2 above prevails in relation to setbacks to secondary streets in floors above the second floor.

6. Where windows, balconies or other openings are to be provided on upper floors, the minimum side setback for upper floors is 6 metres from the side property boundary and the minimum separation distance between habitable rooms or balconies is 12 metres.
7. For floors above the fourth floor, the minimum separation distance between buildings is to be 18 metres.
8. Roof forms should not result in excessive bulk or overshadowing.
9. All plant and lift over-runs are to be concealed within roof forms to minimise visual impact.
10. The use of roof areas for private / communal open space and gardens is encouraged. Such spaces should be designed to minimise privacy impacts on neighbours.

11. For development in close proximity to a rail corridor, balconies and windows are to be designed so as to prevent objects being thrown onto Railcorp's facilities (refer to the relevant National Construction Code standards and the Railcorp Electrical Standards).
12. Floor to ceiling heights are to be a minimum of:
 - Ground floor of all buildings (regardless of use): 3.6m
 - First floor for retail and/or commercial use: 3.3m
 - All other retail and/or commercial floors: 3.3m
 - All other residential floors: 2.4m.

5.3.4 Signs

Objectives

- a. To ensure that signs and advertising structures are unobtrusive and coordinated in their appearance and design, and complement buildings and the streetscape.
- b. To limit the purposes for which signs may be erected to those that identify businesses and buildings.

Controls

1. Signs are to be designed and located to:
 - Be visually interesting and have a high level of design quality,
 - Be integrated with the architecture and structure of the building on which they are located;
 - Be consistent with the scale of the building or the property on which they are located.
 - Consider existing signs on the building, adjoining buildings or elsewhere in the streetscape, and not obscure views of existing signs or the potential for signs to be viewed on adjoining premises;
 - Not cover glazed surfaces;
 - Project minimally from the building.
2. Signs are not to be supported from, hung from or placed on other signs.
3. The preferred locations for business or building identification signs are shown on **Figure 5-2** and include:
 - Fascia signs, located on the front or side fascia of an awning;
 - Under-awning signs;
 - Flush wall mounted signs (e.g. above windows or doors);
 - Projecting wall signs, where there is no awning or the fixture of the sign to the awning is not appropriate due to the style of the awning.

4. Awning fascia signs are not to project within 500mm of the kerb.
5. The minimum clearance from the footpath to the bottom of any sign (apart from flush mounted wall signs) is 2.4 metres.
6. Projecting wall signs and under-awning signs are to be perpendicular to the building façade and horizontal.
7. Above awning signs (signs that are attached to the top of an awning) are not permitted.
8. Flush mounted building identification signs are permitted above the first floor on the building parapet only where they are integrated with the design of the building and where they do not project more than 100mm from the building. The maximum area of the sign face is 3m².
9. The maximum number of signs on each façade of any retail or commercial tenancy is three, and only one sign of each type (fascia, under-awning, projecting wall or flush mounted) is permitted on each façade.
10. Under-awning or projecting wall signs are to be a minimum of 3.5 metres apart.
11. Signs are not to project beyond the dimensions of the structure to which they are affixed or obscure windows or other openings.
12. Free standing signs (signs that are not affixed to a building) are not permitted on active street frontages.
13. Flashing, animated or bright neon signage is not permitted.
14. Any illuminated signage must comply with AS 4282 – Control of the obtrusive effects of outdoor lighting.
15. All buildings are to have clearly displayed and legible street numbering.
16. The location of signs is not to obscure views of traffic signs or traffic signals, or have the potential to cause confusion with traffic signs or signals (e.g. signs that look like traffic signals or stop signs located near a public road).

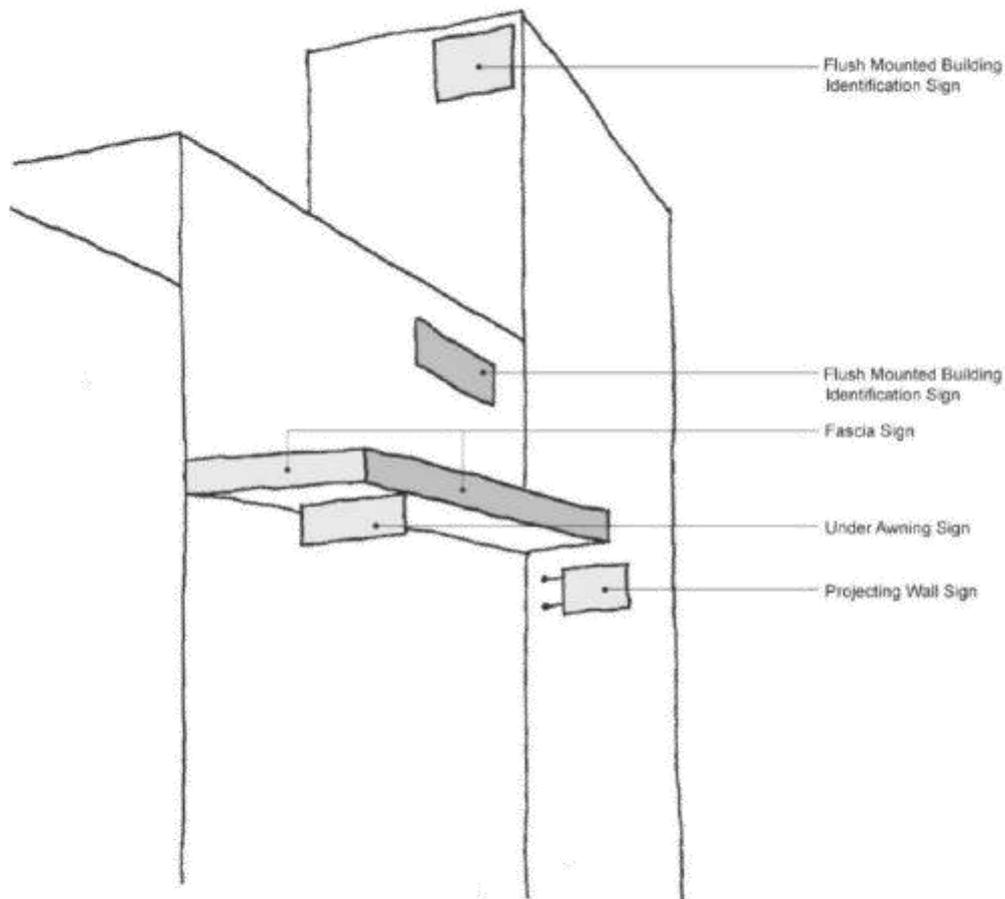


Figure 5-2 Preferred locations for signs

5.3.5 Acoustic and visual privacy

Objectives

- a. To ensure that appropriate standards of amenity and privacy are maintained for residents in the centre.
- b. To ensure that noise sources such as road and rail traffic do not impact on the amenity of residents or detract from the character of the centre.

Controls

1. Development in the centres must comply with the Office of Environment and Heritage and Council noise attenuation requirements and the controls for visual and acoustic privacy in **clause 4.2.9**.
2. A combination of the following measures is to be used to mitigate the impacts of rail or road traffic noise within centres:
 - setbacks and service roads;
 - internal dwelling layouts that are designed to minimise noise in living and sleeping areas;
 - changes in landform;
 - higher than standard fencing constructed with a suitably solid mass; and
 - locating courtyards and principal private open space areas that will comply with the criteria in **clause 4.2.9** away from the noise source.

5.3.6 Safety, surveillance and maintenance**Objectives**

- a. To provide for a safe and attractive local centre with high levels of activity and amenity.
- b. To ensure that the design quality and amenity of the centre is maintained.

Controls

1. The principles of Crime Prevention through Environmental Design (CPTED) in **Clause 2.5** are applicable to all development within centres.
2. Balconies, terraces and other private open spaces are to be oriented to public open spaces to optimise casual surveillance.
3. The design of all buildings, fences and landscape elements shall take sight lines, both horizontal and vertical, into consideration to minimize blind spots and promote a sense of security.
4. All streets, alleys, bike paths and pedestrian walkways must be adequately lit at all times.
5. Lighting is to be installed on all circulation routes and major pedestrian thoroughfares, including under-awning lighting on all awnings.
6. Large open areas such as parking lots and public open spaces are to be floodlit.
7. Lights should be positioned so that they highlight landmarks and other special building features.
8. Lighting fixtures must be sturdy, durable, vandal resistant and easily maintained.
9. Fixtures visible from the public domain should be mounted at a height of at least 2.7 metres, and their appearance should complement the architectural and landscape character of the location.

10. The installation of lighting should take into account and minimise its impacts on surrounding commercial premises and residential properties.
11. Durable and easily cleaned materials should be selected in all areas exposed to the public, and all masonry surfaces to a height of 3 metres should be protected with an approved anti-graffiti treatment.
12. Fencing and street plantings should be designed to achieve a balance between screening and security/surveillance.
13. Traffic facilities are to be installed to enhance pedestrian safety.
14. Safety features such as tactile surfaces and handrails are to be provided in appropriate locations.

5.3.7 Site servicing

Objectives

- a. To ensure that servicing of premises within the centre is efficient.
- b. To minimise the amenity impacts of servicing activities including loading/unloading, waste storage and collection.

Controls

1. Services and structures such as transformers, waste collection, storage and deposit areas, and loading bays are generally to be located to the rear of the property. Where this cannot be achieved services must be integrated into the overall design of buildings and landscaping of the street front through screening measures.
2. Service areas are not permitted on active street frontages or adjacent to public parks, plazas or squares.
3. Service/delivery vehicles should access service and loading areas using secondary streets (refer to the **Traffic Circulation and Parking** figure in the relevant Precinct's Schedule for preferred access roads and locations).
4. The following controls relate to the screening of services:
 - All services, transformers, storage and deposit areas, and wheeled rubbish bins must be effectively screened from view.
 - Screening walls or plant masses shall be at least 1.8 metres high, and Council may require higher screens where required to achieve appropriate standards of amenity.
 - All screening shall be designed to allow free and easy access to the facilities, as required to permit maintenance and checking by all relevant parties, including service authorities, Council officials, tenants and property owners.
 - Screening wall materials and plants shall be selected which have no adverse impacts on the operation of the facilities.

4. Service access is permitted from rear lanes, side streets and right of ways for the use of parking, loading docks and waste collection areas.
5. Adequate space should be provided for the movement, unloading and loading of service vehicles. **All service vehicles should enter and exit any loading area in a forward direction.**
6. Structures shall be painted according to the required standards of the relevant service authority, in colours that limit their visual impact.
7. All air conditioners must be located in areas where any noise and dripping condensation will have minimal impact on the public domain. No roof or wall mounted air conditioners shall be visible from public areas.
8. Television antennas and other telecommunication devices are not to be visible from the street.

5.3.8 Traffic circulation, parking and access

Objectives

- a. To ensure that vehicular traffic (including cars, public transport and service vehicles) is able to access the Centre, including retail destinations, service areas and railway stations or other transport interchanges.
- b. To minimise conflicts between the pedestrian oriented areas of the centre and those areas required for vehicular traffic.
- c. To minimise the land area required for car parking and to encourage the efficient utilisation of car parking for multiple purposes.

Controls

1. The pattern of vehicle movement and access to car parking is to be in accordance with the diagram at the **Traffic Circulation and Parking** figure in the relevant Precinct's Schedule.
2. On-site car and bicycle parking is to be provided in accordance with the standards set out in **Table 5-1** or standards that apply elsewhere in the Local Government Area, for land uses not listed below.

Table 5-1: Car parking requirements in centres

| Land use | Car parking requirements |
|--|----------------------------------|
| Business premises/office premises | 1 space per 40m ² GFA |
| Retail premises (less than 200m ² GFA) | 1 space per 30m ² GFA |
| Retail premises (greater than 200m ² GFA) | 1 space per 22m ² GFA |
| Food and drink premises | 1 space per 30m ² GFA |
| Residential development | Refer to clause 4.3.5 |

Note: Business premises / office premises & retail premises to provide bicycle parking in accordance with the NSW Government Planning Guidelines for Walking and Cycling.

3. Opportunities for shared parking provision for complementary uses within centres are to be provided. In particular, shared parking provision to cater for rail commuters and retail uses is encouraged. Where retail development is proposed within walking distance (800 metres) of a train station, applicants are to discuss parking arrangements including the potential for shared commuter and retail parking with Railcorp and provide any relevant information as part of the development application.
4. In mixed use developments, dedicated on site parking is to be provided for the residential component of the development in accordance with the controls in **clause 4.3.5**, except where applicants can demonstrate to Council that a lower rate of car parking can meet the demand generated by the residential component. Applicants should consider whether car parking provided for non-residential components of the development could contribute to meeting demand from the residential component, particularly where peak demand generated by the different land uses occurs at different times of the day.
5. Secondary streets, rear lanes and right of ways are to be used to provide access to parking areas, loading docks and waste collection areas. Lanes will need to accommodate heavy vehicles where access to loading areas and waste collection is required.
6. On-street parking is to be provided on all streets to create a buffer between pedestrian and street traffic and promote casual surveillance.
7. Basement, semi-basement or decked parking is preferred over large expanses of at-grade parking.
8. At grade or decked parking areas are to be located behind building lines. Notwithstanding this, Council will consider transitional arrangements for parking where an application is supported by a staging plan that indicates compliance with the above desired parking location principles upon ultimate development.
9. Outdoor parking areas are to be screened and landscaped to minimise their visual dominance within the centre.
10. At grade car parks must contain shade tree plantings using tree species and spacing of trees to demonstrate that tree canopies are capable of covering 50% of the car space surface area (excluding car park travel lanes). Submitted plans are to illustrate the estimated extent of tree canopies at maturity.
11. Bicycle parking is to be in secure and accessible locations. Bicycle parking for employees is to have weather protection.
12. The parking area per vehicle is to be in accordance with AS 2890:1. **Provision for service vehicles is to be in accordance with AS2890.2.**
13. The main street and streets that have active frontages are to be designed generally in accordance with **Figure 5.3**, and are to have the following minimum dimensions:
 - Footpaths (from back of kerb to the boundary of the road reserve) are to be a minimum of 4.5 metres wide. **Additional width may be necessary at public transport facilities such as bus stops.**
 - Carriageways are to be a minimum of 6.5m wide with sufficient capacity for kerbside parking/cycle lanes and at least one traffic lane with a minimum width of 3.5 metres.

14. The design of the main street and other town centre streets is to effectively transition from the design required within the town centre to the design required in the surrounding urban areas (refer to **Figure 3.10 to 3.15 3.14** for typical street designs in residential areas)
15. Where the kerb side lane is a dedicated parking lane (ie. not used as a traffic lane during peak periods), the kerb and footpath is to extend into the parking lane at signalised intersections and key pedestrian crossing locations.
16. Specific road cross-sections for certain streets may be contained in the relevant Precinct Schedule, and prevail over the controls above where there is any inconsistency.

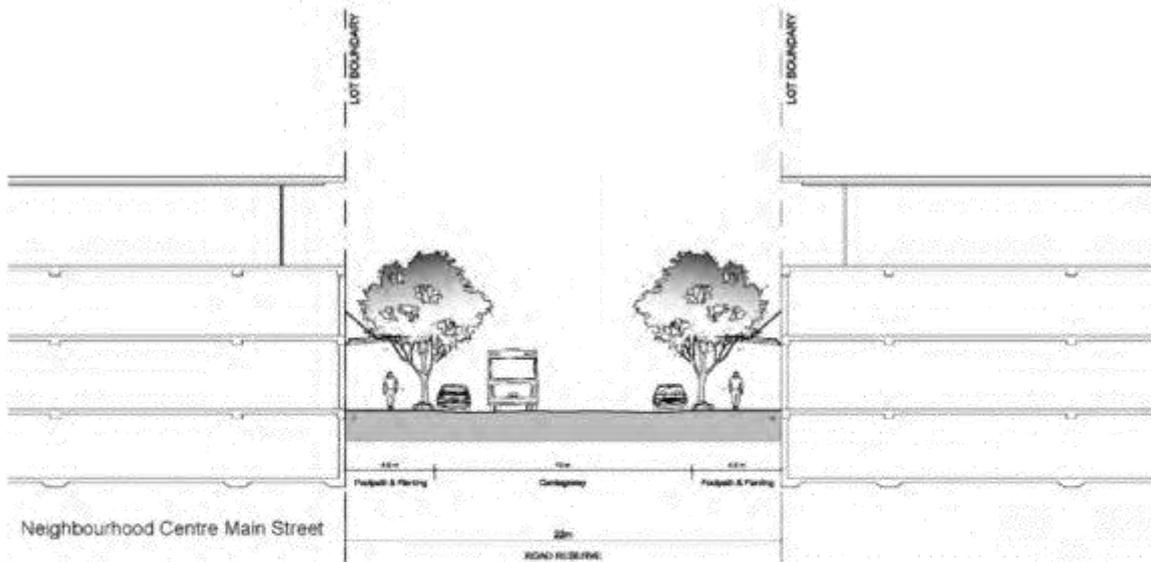


Figure 5-3 Design of main streets

ORD04

Attachment 1

6.0

Site Specific Controls

6.1 Land to which this Part applies

This Part applies all land to which a Precinct Plan with Employment Land zones applies. The Employment Land zones are:

- IN1 – General Industrial
- IN2 – Light Industrial
- B5 – Business Development
- B7 – Business Park

6.2 Subdivision

6.2.1 Lot Subdivision

Objectives

- a. To allow for a range of allotment sizes that caters for a diversity of land uses and employment opportunities within the Precinct.
- b. To ensure allotments are oriented and aligned to enable buildings to appropriately address streets and the public domain.
- c. To ensure that development does not unreasonably restrict the orderly development of adjoining land and land within the catchment

Controls

1. Lots are to be relatively regular in shape, although lot sizes are to be diverse to meet a range of land uses. These may range from those requiring wide street frontages and a minimum depth to those that require narrower frontage but a greater depth. Irregular shaped allotments with narrow street frontages are to be avoided.
2. Lots should be orientated and aligned:
 - so that future buildings face public roads to increase visual surveillance and to avoid streetscapes with loading docks and long blank walls;
 - to facilitate energy efficient building design;
 - to enable buildings to have frontage to landscaped areas and riparian corridors;
 or aligned to comply with standards that apply elsewhere in the Local Government Area.
3. Vehicle access points to lots shall be located to ensure unimpeded sight lines and to maximise on-street parking capacity.
4. Subdivisional roads should incorporate a road hierarchy that will accommodate the anticipated traffic volumes and vehicle types and be practical and legible for users.

5. Where a residue lot is created, the applicant must demonstrate that future development of that residue lot can meet the controls in this DCP.
6. The development application must demonstrate the relationship between existing and finished land levels on the development site and adjoining lands.
7. The development application must demonstrate that any overland flow across the site will be appropriately managed as part of the development and that connection by adjoining developments to the trunk drainage network will not be impeded by the development.

6.2.2 Strata or Community Title Subdivision

1. All landscaping, access areas, visitor parking and directory board signs not forming part of an individual unit are required by Council to be included in any strata plan of subdivision as common property.

6.2.3 Battle Axe Lots

1. Battleaxe lots are not permitted on land zoned B5 Business Development or B7 Business Park.
2. Battleaxe lots may be proposed in the IN1 General Industrial zone and IN2 Light Industrial zone only where the applicant can demonstrate to Council's satisfaction that it is not possible to create lots with a road frontage due to factors such as existing cadastral patterns, the location of existing roads or topography.
3. The minimum allotment dimensions for battle axe lots must be in accordance with Figure 6-1.
4. There shall be a maximum of two lots per battle axe handle. Side access onto the battle-axe handle from adjoining lots will not be permitted.
5. All battle axe handles should be provided with a minimum hard paved (preferably concrete or bitumen) carriageway of 7m.
6. For a shared battle axe handle a concrete pedestrian path of 1.2m wide that is set 1m off from the adjacent kerb face on one side of the handle is to be provided.
7. A 1.2m high safety fence is to be provided between the face of kerb and the concrete path to prevent any incursion by pedestrians into the path of vehicles.
8. A minimum 8m x 8m splay must be provided at each end of the handle. Larger splays will be required where truck-turning movements cannot be accommodated within this minimum splay. A truck swept path plan must be provided at subdivision DA stage to assist Council officers in determining the required minimum splay required.
9. Drainage within battle axe handles must be managed by stormwater treatment devices to Council's satisfaction.
10. Land within battle axe handles that is not required for vehicle or pedestrian carriageways is to be landscaped.

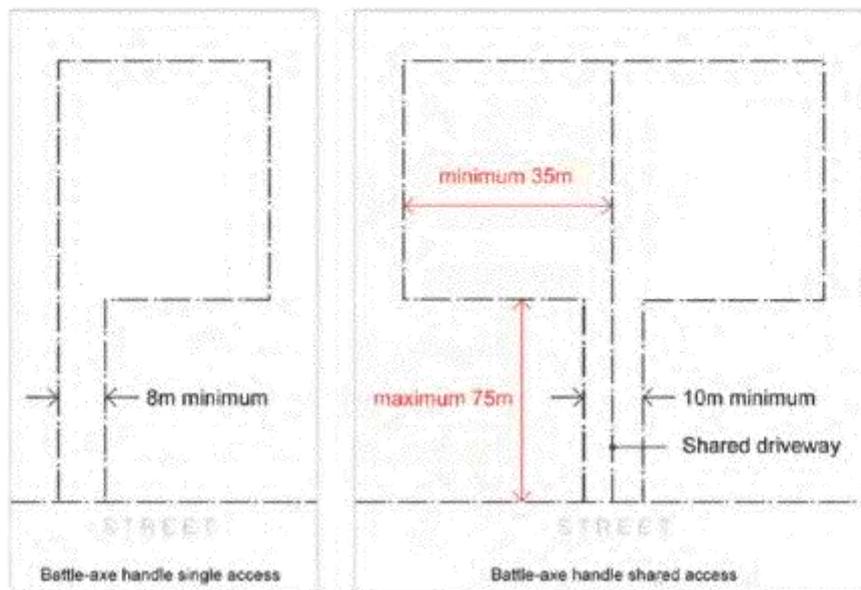


Figure 6-1 Battle-axe lot dimensions

6.3 Landscape Design

Objectives

- To ensure a balance between built form and landscaped elements
- To encourage landscaping as a means of screening industrial development.
- To enable landscaping to contribute to energy efficiency water management and amenity for employees.
- To encourage a high standard of landscape design that enhances the streetscape and amenity of the zone.

6.3.1 Streetscape and Allotment Frontages

- Streets in industrial zones are to be designed and constructed in accordance with the typical cross section at **Figure 6.2**.
- The streetscape design is to integrate vertical elements (trees, light poles and allotment signage) to provide consistency of elements and materials across the zone.
- Service lids and above ground structures are to be minimised in street frontages.
- Street tree planting is to be implemented at the subdivision stage in conjunction with the development to ensure plantings are visually consistent in height, spread and form across the zone.
- The selection of plant species for street tree planting must be in accordance with **Appendix C**.

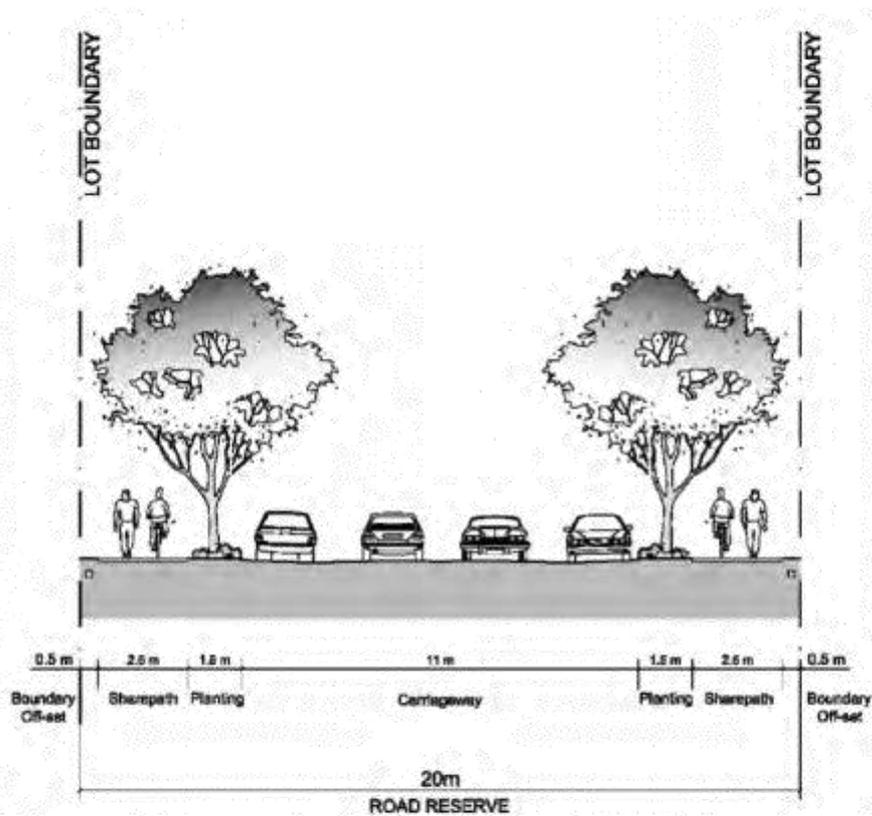


Figure 6-2 Typical industrial street

6.3.2 Allotment Landscape

1. A Landscape Plan must be prepared for all new industrial subdivisions and new buildings.
2. Landscaped areas are required between buildings (ie. within the building separation zone).
3. Allotment landscape design is to be integrated with site planning and building design to:
 - reduce the perceived scale of built form from the street;
 - reduce visual impact and the extent of continuous building facades.
 - highlight architectural features and complement façade articulation;
 - identify site and building entries, car park entries and parking areas, in coordination with signage;
 - mitigate adverse site conditions through buffering of western sun, provision of shade, wind protection, and screening of poor views;
 - maximise northern sun exposure; and
 - integrate usable and attractive external seating and amenity areas for staff incorporating paved areas, soft landscape, and shade planting (and canopies where necessary).

4. Landscaping should incorporate hard and soft landscape elements including pavements, retaining walls, low walls and terracing, trees, garden bed planting, and turfed areas.
5. Indigenous species from the area are encouraged for all landscape plantings however, non native species may be considered in limited use to external courtyard areas to achieve seasonal climate management. Trees should be a minimum height of one metre at the time of planting. Mass plantings may use a variety of sizes.
6. Landscaped areas are to be provided with an automatic trickle irrigation system installed below mulch level. The system is to be supplied by rainwater collected from the site.
7. Landscaped areas are to be separated from vehicular access areas by an appropriate edge, preferably a raised kerb.
8. Landscaped areas are to be separated from storage areas by an appropriate edge, preferably low walls. Signage and management strategies are to be put in place to ensure that storage activities do not impact on, or extend into, landscaped areas. No storage is allowed in landscaped areas.

6.3.3 Landscaping of Car Parking Areas

1. Landscaping of car parking areas is to comply with **Table 6-1** below:

Table 6-1: Landscape car parking

| | |
|-----------------------------|---|
| Large canopy tree plantings | Maximum intervals of 25m (9 parking bays) |
| Tree plantings | Minimum 2m bay of deep soil condition |
| Car parking bays | Raised kerb barrier (rounded adjoining accessways) and native groundcover planting. |

2. Allotment car parking areas are to be effectively landscaped to:
 - reduce their visual impact;
 - reduce heat generation and glare from hard paved surfaces;
 - provide shade for parked vehicles; and
 - maximise potential for soft drainage (non-piped) to soft landscaped areas or collection zones.
3. Car park lighting design is to be coordinated with the tree layout.
4. Dividing zones between parking bays should be landscaped as applicable to specific site conditions:
 - where pedestrian access will generate desire lines across the dividing zone, pedestrian trafficable wearing surface is required (eg. stabilised gravel);

- where pedestrian access is not required and some infiltration drainage may be provided, mass planted landscape areas (requiring flush kerb edge and wheel stops to car parking bays) must be provided; and
 - where a major drainage role is envisaged and pedestrian access is not required, a gravel surfaced trench with collection pipework draining to on site storage or stormwater must be provided.
5. Clearly defined and appropriately surfaced pedestrian access links from parking areas to building entry points must be provided, incorporating kerb crossing ramps as required.
 6. Car park landscaping is to be provided with an automatic trickle irrigation system installed below mulch level. Irrigation services provision must be implemented before car park surfacing. The system is to be supplied by the rainwater tanks on site.
 7. Retaining wall elements must be no greater than 3m in height. All retaining walls must be screened by vegetation.
 8. The mature height of any vegetation adjacent to a pedestrian crossing shall be less than 0.6m to ensure sightlines.

6.3.4 Communal Areas

1. Development for the purposes of Industries or Light Industries, with a gross floor area greater than 500 square metres, is to provide a communal area for employees.
2. The area shall be suitably landscaped and accessible from the main office component of the development.
3. The communal area is to have a minimum dimension of 3 metres.
4. Small pockets of open space designed to enhance the appearance of the development will not be counted in the communal area allocation, neither will car parking areas, manoeuvring areas, or landscaped setback areas.
5. In locating communal areas, consideration should be given to the outlook, natural features of the site, and neighbouring buildings.
6. Communal areas shall be embellished with appropriate landscaping, shade, paving, tables, chairs and the like.
7. Communal areas shall be relatively flat and not contain impediments which divide the area or create physical barriers which may impede use.
8. Solar access to communal open spaces is to be provided. Communal areas must receive a minimum of 2 hours direct sunlight between 11am and 3pm on the 21st of June.
9. Appropriate shading is to be provided, preferably using trees, so that communal spaces are useable during summer.

6.4 Built Form and Streetscape

6.4.1 Setbacks

Objectives

- a. To achieve attractive streetscapes by ensuring that buildings present an acceptable scale and bulk when viewed from the public domain.
- b. To provide appropriate setbacks to the proposed use and characteristics of the location of the land.
- c. To define building envelopes within each allotment by specifying minimum setbacks.

Controls

1. All buildings in zones to which this part applies are to be set back a minimum of 7m from the front property boundary unless otherwise specified in a Precinct's Schedule.
2. No building or hardstand area (concrete or bitumen pavement) other than a public utility undertaking shall be erected within any setback.
3. All setback areas should be landscaped and maintained in accordance with the landscape provisions in **clause 6.3**.
4. Pedestrian access should be provided to all landscaped setback areas for maintenance and security purposes.

6.4.2 Building Design and Siting

Objectives

- a. To activate streets and the public domain with building frontages.
- b. To provide a variety of building orientations and create defined streetscapes that respond to site conditions.
- c. To ensure that building design enhances the existing and future desired built form character by encouraging innovation and quality architectural design.

Controls

1. Blank building facades facing the primary street frontage are not permitted.
2. The built form and architecture of buildings located at street corners should enhance its location and positively respond to and emphasise the street corner.
3. Building orientation and siting should respond to natural elements such as topography, wind and sunlight.
4. The layout and orientation of buildings should minimise lengthy or deep areas of car parking along the street front.

5. Buildings should provide effective sun shading for windows, wall surfaces and building entries, (other than loading docks) by the use of design elements such as overhanging eaves and awnings, undercrofts, colonnades and external sun shading devices including screens.
6. Building design should be integrated with landscape elements.
7. The bulk and scale of the building should minimise impact on views to features such as local open space and creek lines.
8. Building facades should be articulated by elements such as:
 - external structures, finishes, etchings and recessed patterns;
 - decorative features, textures and colours;
 - locating offices and highlighting entries within front facades;
 - emphasised corner elements (particularly on corner sites), customer entries and service access doors;
 - protrusions and penetrations in building elements.
9. Buildings with dual street frontage should be designed to ensure:
 - the building addresses the primary street and secondary street frontages; and
 - distinctive identifying architectural elements are incorporated to provide sufficiently interesting and varied facades;
10. The building design should consider the amenity of any landscaped or communal areas in adjoining properties;
11. The location of roller shutters, loading docks and other building openings should be so that they do not detract from the overall appearance of the building. Where possible, roller shutters and the like should not be located on the primary street frontage;
12. Roof design should be visually interesting and provide for natural lighting, and compatibility with the overall building design. Where visible from a public area, all rooftop or exposed structures (lift motor rooms, plant rooms etc), must be suitably screened and integrated with the building.

6.4.3 External Building Materials and Colours

Objectives

- a. To enhance the visual quality of development through the selection of appropriate materials and colours.
- b. To encourage the use of materials that minimise impact on the environment.
- c. To ensure that any reflective materials are used with sensitivity to neighbouring development, vehicular traffic and public domain areas.
- d. To create identifiable, attractive and safe entrances to buildings.

Controls

1. External finishes should be constructed of durable, high-quality and low maintenance materials.
2. External finishes should contain a combination of materials and/or colours.
3. Any wall visible from the public domain must be finished with a suitable material to enhance the appearance of that façade.
4. Building materials should be selected to minimise reflection.
5. External colours shall not detract from the surrounding area. Fluorescent colours are not permitted.
6. The following should be considered in the choice of building materials in all developments:
 - energy efficiency;
 - use of renewable resources;
 - maintenance cost and durability;
 - recycled or recyclable materials;
 - non-polluting; and
 - minimal PVC content.
7. Where concrete roofs are proposed for the purpose of additional parking, parapeted edges are preferred with appropriate screening to conceal roof top car parking.
8. Materials that are likely to contribute to poor internal air quality and those containing Volatile Organic Compounds (VoCs) should be avoided.
9. Proposed external colours and finishes are to be specified in the Development Application. For applications with a value of more than \$5 million, or applications for buildings with a floor area of greater than 2,500m², a colour schedule detailing external colours and finishes may be required by Council.

6.4.4 Entrance Treatment**Objectives**

- e. To create clear and legible entries that address the street.

Controls

1. Entries to buildings should be clearly visible, well sign posted and lit to pedestrians and motorists.
2. Architectural features are to be provided at ground level giving an entrance element to the building and addressing the primary street frontage.
3. All entrance treatments, such as directory boards, must be located on private property, with appropriate positive covenants and restrictions on title to ensure the ongoing management of such treatments.
4. No third party advertising will be permitted on any entrance treatment facility.

6.4.5 Ancillary Buildings, Storage and Service Areas

Objectives

- a. To ensure that ancillary buildings, storage and service areas are considered part of the overall design, and do not detract from the amenity and appearance of the development.
- b. To ensure that site facilities are functional and accessible and are easy to maintain.
- c. To ensure that site facilities are thoughtfully integrated into the development and are visually and physically unobtrusive.
- d. To minimise the impact of service access on pedestrians and industrial, commercial and retail frontage.
- e. To minimise the visual and acoustic impact of site servicing.

Controls

1. Ancillary buildings and storage sheds are to be located behind the setback lines and be consistent with the design of the main building.
2. Details of any proposed ancillary buildings, open storage and services areas must be submitted with all Development Applications.
3. Storage areas should be located within the confines of the primary building. Appropriate screening must be provided where this can not be achieved.
4. Above ground open storage areas visible from the public domain are not permissible.
5. Above ground open storage areas should not compromise truck or vehicle manoeuvring and car parking areas.
6. Vehicular access to loading facilities is to be provided from secondary and tertiary streets.
7. Waste and recycling areas must be provided in accordance with relevant controls specified by the consent authority. These areas must:
 - be integrated with the development;
 - minimise the visibility of these facilities from the street; and
 - be located away from openable windows to habitable rooms.
8. Barrier free access is to be provided to all shared facilities.
9. Shower and changing facilities must be provided in accordance with the National Construction Code and be accessible to all building users.
10. The following information must be provided at Development Application stage for outdoor storage areas:
 - Size of outdoor storage area
 - Maximum storage height
 - Types of goods, materials and equipment being stored outdoors; and

- Details on landscaping and screening structures.
11. Sunken loading docks should be avoided.
 12. A minimum 225mm clearance is required between finished floor level and finished ground level.
 13. Above ground water tanks are preferably to be located behind the front facade of the primary buildings. Where tanks are located in front of the building they must be suitably screened. Materials and finishes of the water tanks must be complementary to the design of the main building. Details (including elevations) of all water tanks must be submitted with the DA.

6.4.6 Development adjacent to residential zoned land

Objectives

- a. To ensure that industrial development has a minimal impact on nearby residential areas.
- b. To ensure that the site planning for any industrial development responds to the site of any current or future residential development within the locality

Controls

1. Industrial development adjacent to residential zoned land is to:
 - Be designed so that heavy vehicle entry and exit points are from side streets or the rear (i.e. streets other than those that separate industrial and residential zoned land).
 - Present active uses to the property boundary that faces the residential zoned land (e.g. showrooms, offices or administration areas).
 - Locate and screen noisy aspects of the development away from the residential zoned land, preferably behind buildings.
 - Have customer and staff vehicle entries to the site on side or rear streets.
 - Have a landscaped zone at the front property boundary with a minimum depth from the front boundary of 5 metres, landscaped to reduce the visual impact of buildings and on-site activities when viewed from adjoining residential areas.
 - Have any customer and staff parking at the front of the property set back behind the landscaped zone.
 - Have a maximum of one free standing business identification sign on the property boundary adjacent to the residential zoned land, with maximum dimensions of 2 metres wide by 3 metres tall, oriented perpendicular to the street.
2. Council will have regard to the following considerations when assessing development applications for industrial uses to which this clause applies:

- the appearance of the development when viewed from the residential area, including the building façade, roof and parapet treatments, outdoor areas including landscaping and parking areas, and signage;
 - The bulk and scale of the proposed building when viewed from the residential area;
 - Impacts on solar access to residential properties;
 - The proposed management of air quality, water quality and noise emanating from the proposed development; and
 - Likely impacts on traffic generation, in particular the potential for heavy vehicle movements to increase in residential areas.
3. Where it is considered that a development may have an adverse noise impact on nearby residential areas or adjoining properties, an acoustic assessment undertaken by a qualified acoustic consultant shall be submitted to Council with the development application. The assessment must be in accordance with Council's Environmental Noise Policy.

6.5 Ecologically Sustainable Development

Objectives

- a. To improve energy efficiency through the design and siting of buildings;
- b. To ensure that developments are environmentally sustainable in terms of energy and water use, and management of waste and discharge.
- c. To encourage the utilisation of materials and construction techniques with low energy inputs in their production for construction energy systems.
- d. To provide a landform that is capable of supporting a range of business and industrial uses that require large scale, level sites for their operation.

Controls - General

1. Development Applications are required to demonstrate consideration of:
 - implementing total water cycle management by including measures that reduce consumption of potable water for non-potable uses, minimise site run-off and promote water harvesting and re-use;
 - utilising recycled materials and renewable building resources;
 - promoting biological diversity through appropriate retention, planting and maintenance of indigenous flora of the area;
 - measures to reduce waste disposal, including contribution of the development to achieving the 60 percent waste reduction target for New South Wales; and

- energy conservation measures that include reducing energy consumption and increasing inherent energy efficiency through design and materials selection, and adopting energy management plans.
2. Development applications involving any landfill/excavation activities must provide an Earthworks Plan that demonstrates how the subject site and land that shares the same drainage catchment may be developed in accordance with this DCP and the Precinct Water Cycle Management Strategy (available from Council).. The plan must provide sufficient detail for Council to determine that the proposal will:
 - Function in accordance with the development controls of this DCP and supporting technical studies, relevant sections of Council's Engineering Specification and good engineering practice.
 - Not adversely affect the development potential, integrity and stability of adjoining land and land that shares the same drainage catchment.

Controls – Water Cycle Management

1. On site detention (OSD) of stormwater is required for all development on land to which this part of the DCP applies. The on site detention system is to have a capacity sufficient to detain stormwater to meet the objectives of the Precinct Water Cycle Management Strategy (available from Council) and Council's Engineering Specifications (typically to maintain pre-development flooding conditions post-development and to treat stormwater quality to meet the requirements of **clause 2.3.1**).
2. All Development Applications for new industrial buildings or additions to existing industrial buildings are to include a Stormwater Quality Assessment prepared by a suitably qualified engineer with experience in WSUD and include:
 - Estimation of the Benchmark Average Annual Pollutant Loads and the assessment of the performance of the nominated WSUD measures using an industry standard water quality modeling package;
 - The design of WSUD devices used to achieve the post-development pollutant load standards; and
 - Maintenance schedules of any proposed WSUD device that requires maintenance and/or full replacement including the likely recycling disposal location of any wastes that may be generated.
3. The stormwater drainage system (including surface grades, gutters, pipes, surface drains and overland flowpaths) for the property must:
 - Be able to collect and convey all site runoff to the OSD system in a 100-year ARI event in the post-development critical storm; and
 - Ensure that all runoff from any upstream properties bypasses the OSD storage in all storms up to and including the 100-year ARI event.
4. The required OSD storage can be achieved through either below ground or above ground storage or a combination of below ground and above ground storage and ideally should be integrated with other WSUD measures where possible. Any above ground storage is to be designed in such a manner that

amenity, public safety and the integrity of property are not compromised and it does not interfere with overland flow paths or adversely affect flood behaviour.

5. The required upper and lower limits for sizing the OSD shall be informed by the following:

| 2yr ARI SSR* (m ³ /ha) | 2yr ARI PSD** (l/s/ha) | 100yr ARI SSR (m ³ /ha) | 100yr ARI PSD (l/s/ha) |
|-----------------------------------|------------------------|------------------------------------|------------------------|
| 300 | 30 | 594 | 170 |

*SSR: Site Storage Requirement – the volume of stormwater required to be stored on site.

**PSD: Permissible Site Discharge – the allowable rate of stormwater discharge from a development site.

6. All storage for on site detention must be located outside any overland flow paths.
7. Below-ground OSD tanks will be approved for commercial and industrial developments only with an approved mesh screen and a minimum orifice outlet diameter of 25 mm.
8. Discharge from above-ground OSD basins during storms in excess of the adopted pipe system capacity, is to be via a weir designed to have a maximum depth of flow of 150 mm in a 100 year ARI storm.
9. All above-ground OSD basin outlets and below-ground OSD tank orifices are to be protected by a screening device to minimise blockage.
10. An emergency overland flow path shall be provided for all OSD system in case of extremely large flows or blockage of OSD outlet.
11. All stormwater must drain by gravity to an approved drainage system. Discharge by use of mechanical pump system, or pressurised lines, is not allowed.
12. Development proposals for commercial and industrial zones where HAZCHEM and liquid waste would be stored / produced on-site are to capture all site generated runoff up to the 3 month ARI event within a purpose built device such as a grease trap or retention tank/basin. The device must reduce the risk of runoff polluted by contaminants deposited or spilled on the site from being discharged to the receiving environment. The critical duration storm for the property and the 24 hour duration storm is to be analysed
13. Development shall incorporate water efficient fixtures such as taps, showerheads, and toilets. The fixtures must be rated to at least 3 stars under the National Water Conservation Rating and Labelling Scheme. Where the building or development is water intensive (ie. high water user), specific water conservation objectives must be resolved with Council.
14. Roof stormwater should be collected in tanks or street level reticulation which would serve as a retention system. The water in the retention system is to be available for use for non-potable uses such as the watering of landscaped areas, cleaning, and use in toilets.
15. Development proposals that propose to capture and to reuse runoff from paved surfaces for irrigation and/or wash down purposes are to incorporate treatment measures into the development to ensure that the harvested water is fit for purpose and that contaminants such as litter, sediment and oil are captured prior to re-use.

16. Where stormwater harvesting is proposed for irrigation of passive and active open spaces, the design and management of such systems is to be undertaken in accordance with the NWQMS Australian Guidelines for Stormwater Harvesting (2009). All harvested stormwater must be treated prior to re-use to be 'fit for purpose'.
17. Any proposed rainwater tank should be:
 - Equipped with a 'first flush' diversion system to exclude the initial wash-off (first 5mm of rainfall) from a roof;
 - Connected to toilet, laundry and /or garden irrigation fixtures;
 - Provided with screens on inlets and overflows to reduce mosquito risk.
18. Tanks are to be designed, installed and operated in accordance with the requirements of the NSW Department of Health, Sydney Water and relevant Australian Standards.
19. Recycled water schemes for development that is not a single residential dwelling are to be designed and operated in accordance with NWQMS Australian Guidelines for Water Recycling: Managing Health and Environmental Risks (2006).
20. New buildings with a footprint of greater than 2,000m² are encouraged to consider the installation of part or all of the roof as a green roof.
21. Any garden beds in the roof area should predominantly utilise plants from the preferred species list at **Appendix C**. Plant species endemic to the South West Growth Centre are preferred. Planting beds are to contain a suitable depth of soil to sustain the species selected.
22. A detailed landscape plan of the roof design is to be provided with the development application

Controls – Energy Efficiency

23. Consideration should be given to the feasibility of any measures to substitute grid-source power with environmentally sustainable alternatives such as tri-generation (green transformers), co-generation (i.e. recovery of waste energy) or photovoltaics.
24. New commercial buildings must achieve a minimum 4 star Green Star rating from the Green Building Council of Australia. An Energy Efficiency Report is to be provided to Council as part of the Development Application for the development proposal.
25. New industrial and light industrial buildings must achieve a minimum 4 star Green Star rating from the Green Building Council of Australia. An Energy Efficiency Report is to be provided to Council as part of the Development Application for the development proposal.
26. Development should incorporate energy efficient hot water systems (solar hot water is preferred).

6.6 Fencing, Signage and Lighting

Objectives

- a. To use fencing to define boundaries and provide security, as well as contribute to streetscape and amenity of the zone.
- b. To enhance pedestrian safety, security and amenity within the precinct.
- c. To ensure that signage and lighting supports the visual appearance of the building and the visual appeal of the zone.

6.6.1 Fencing

Controls

1. Low feature walls are encouraged at entry driveways. These walls should be used for retaining purposes, as garden beds or as landscaped features and should be integrated into the overall design of the development.
2. Front and side boundary fences forward of the building line shall consist of an open palisade style fencing.
3. Side fencing behind the building line may comprise chain wire mesh or similar open style fence, plastic coated in dark green or black.
4. Pre-painted solid metal fencing and other solid fencing is not permissible.
5. Fencing must be set back 1m from the front property boundary.
6. Fencing should be sited so it does not impede sightlines for drivers.
7. Fencing along boundaries should not exceed a height greater than 2.1m, measured from finished ground level.
8. Pedestrian fencing within the road reserve is to be RTA Type 1, without embellishment and black in colour.
9. The use of timber fencing or bollards within public reserves or roads is not permitted.

6.6.2 Signage and Lighting

Controls

1. Signage is to relate to the use occurring on the respective property, and should identify the relevant business name.
2. Business identification signage should be attached to the wall of the main building and be designed to complement the architectural style of the building. Free standing signs will only be permitted where signs are integrated with the landscaping and visual character of the site and surrounding area.

3. Directional signs for car parking areas, loading docks, delivery areas and the like should be located close to the main access of a development site. The design, colouring, type and scale of signage within individual properties should be consistent with signage across the zone as a whole.
4. Signage is only to display corporate logos and company names and is not to occupy more than 10% of any façade or wall of a building, unless it can be demonstrated that characteristics of the site or the building require a larger area of signage.
5. Details of all signage, including free standing, fascia, and wall signs must accompany Development Applications.
6. The design and lux of any internal or spot lighting shall be designed to avoid off-site or traffic safety impacts.
7. No form of moving or flashing signage or lighting is permitted.
8. Signage is not to have a detrimental impact on the visual character of the site or surrounding area.
9. All lighting must comply with AS 1158 – Lighting for Roads and Public Spaces and AS 4282 – Control of the obtrusive effects of outdoor lighting.

6.7 Access and Parking

6.7.1 Vehicular Access

Objectives

- a. To ensure that vehicles can enter and exit premises in a safe and efficient manner in a forward direction.
- b. To minimise the impact of vehicle access points on the quality of the public domain and pedestrian safety.
- c. To provide off-street manoeuvring, loading and docking facilities that are adequate for the operational needs of the activity and use.

Controls

1. All developments are to be designed, constructed and operated to comply with Council's Engineering Specifications and relevant Australian Standards.

Industrial Areas

1. Applicants are required to submit plans and details of proposed vehicular access and circulation for Council's approval with the Development Application. Details must specifically relate to vehicular movement, layout and turning circles.
2. Adequate vehicular entrance to and exit from the development is to be provided and designed in order to provide safety for pedestrians and vehicles using the site and adjacent roadways.
3. Vehicular ingress and egress to the site must be in a forward direction at all times.

4. Driveway crossovers accesses by heavy vehicles should be a minimum of 9m wide, when measured at the kerb alignment.
5. Turning circles will not be permitted to encroach upon any building.
6. Adequate space is to be provided within the site for the loading, unloading and fuelling (if applicable) of vehicles. These areas are to be screened from the road.
7. All parking areas and access roadways must be provided with a drainage system comprising surface inlet pits. Details of pipe sizes (with calculations) and drainage layouts (including discharge points) must be submitted with the Development Application.

B5 Business Development and B7 Business Park Areas

1. Parking areas are to be located underground or screened from view from the street by buildings where at grade or decked.
2. Vehicular access should be designed to avoid conflicts with pedestrians.
3. Adequate space shall be provided within any development site for the loading and unloading of service vehicles. The standard of loading facilities required will depend upon the nature of the development and the uses to be carried out.
4. Council may require the provision of parking for courier vehicles. Loading facilities should be located at the rear of buildings.
5. Vehicular movements associated with loading facilities and customer/employee parking should be separated and all pedestrian movements should be segregated from vehicular movements to avoid possible conflict and congestion.
6. Ingress to and egress from a site should be located where they will cause least interference with vehicular and pedestrian movement on public roads. Direct access is not permitted from sub-arterial roads, arterial roads or transit boulevards (refer to **section 3.3.5** in relation to temporary vehicular access). Access to parking areas will not be permitted in close proximity to traffic signals, intersections or where sight distance is inadequate.
7. The potential for on-street queuing should be eliminated by the provision of sufficient standing areas on-site for vehicles entering the car parking and loading areas.
8. Provision is to be made for all vehicles to enter and leave a site in a forward direction.

6.7.2 Car parking

Objectives

- a. To provide an appropriate level of on-site car and bicycle parking provision in the Precinct.
- b. To minimise the visual impact of on-site parking.
- c. To integrate parking facilities with the overall site planning and landscape.
- d. To encourage the use of other modes of transport including bicycles and public transport.

Controls

1. The provision of car parking must comply with **Table 6-2** unless otherwise specified in the relevant Precinct Schedule.
2. The design of car parks is to comply with Council's Engineering and Design Specifications.
3. Safe and secure 24 hour access to car parking areas is to be provided for building users.

Table 6-2: Specific land use requirements for car parking

| Zone | Car Parking Requirements | Bicycle Parking Requirements |
|---|--|--|
| Industries Light Industries | 1 space per 70m ² including office space up to 20% of the total building GFA. 1 space per 40m ² GFA of Office space where the office space is greater than 20% of the total GFA. | 1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces. |
| Warehouse or Distribution Centres Storage Premises | 1 space per 300m ² including office space up to 20% of the total building GFA. 1 space per 40m ² GFA of Office space where the office space is greater than 20% of the total GFA. | 1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces. |

At-grade and multi-storey above ground parking

1. At-grade parking areas are to be located so as to minimise visual impacts from the street, public domain and communal open space areas, using site planning and appropriate screen planting or structures.
2. Parking areas are to be located generally behind front building lines.
3. In the Business Park zone, parking areas must be located behind buildings so as to be screened from view from the street.
4. In the Business Development zone, parking is to be located behind the line of the building façade facing the public road. The area between the street and the car park is to be landscaped to screen the parking area from views from the public road.
5. Multi-storey above ground car parks are to be located behind buildings or, if integrated with the building, be sleeved by active uses on frontages facing public roads where active street frontage controls apply (refer to the relevant Precinct Schedule for these controls).

Industrial Areas

1. Car parking is not permitted within the minimum front setback specified in **clause 6.4.1**.
2. The car parking area should be accessible to all parts of the industrial development which it serves.
3. The use of stack parking is not favoured and may only be permitted in special circumstances.

4. Parking facilities for commercial vehicles must be designed in accordance with Australian Standard 2890.2 to accommodate the following truck sizes:
 - A medium rigid vehicle for development with a gross floor area of less than 300m².
 - A heavy rigid vehicle for development with a gross floor area of more than 300m².
5. Sufficient spaces must be provided for parking for people with disabilities to comply with the requirements of the Building Code of Australia. All developments providing 50 parking spaces or more must provide at least 2% or part thereof of those spaces for disabled drivers, clearly marked and signposted for this purpose and located as close as possible to the building's entrance.
6. All parking areas shall be constructed of hard-standing, all-weather material, with parking bays and circulation aisles clearly delineated.

6.8 Waste Management

Objectives

- a. To maximise opportunities for re-use through source separation and on-site storage.
- b. To minimise waste generation and maximise re-use and recycling
- c. To minimise waste generation through design, material selection and building practices.
- d. To ensure efficient storage and collection of waste and quality design of facilities.

Controls

1. Details of proposed waste management are to be provided as part of all development applications for new buildings and for applications proposing a change of use of a building. For larger developments Council may require a **Waste Management Plan** to be prepared.
2. All industrial developments shall comply with Council's Waste Management Policy.
3. Facilities to allow source separation and re-use of materials on-site should be provided.
4. Waste collection should be provided on-site at the street frontage with clear access to facilitate pick up.
5. The siting of any stockpile must take into account environmental factors such as slope, drainage, location of watercourses and native vegetation.
6. Sufficient space must be provided for the storage of garden waste and other waste materials on site.
7. Re-use of stockpile materials on-site should be facilitated.
8. Sufficient space for storage of recyclables and garbage should be provided on-site.
9. Adequate space should be provided for the temporary storage of recyclables, garbage and compostable materials in each unit.
10. Waste cupboards should be designed and located so as to be accessible, useable and cater for change of use.

11. The area or room allocated for garbage and recycling is to be of a sufficient size to store Council's standard bins in an efficient manner.
12. Garbage and recycling areas/rooms must be accessible to all users and have unobstructed access to Council's standard bins in an efficient manner.
13. Areas for the storage of bulky waste (eg. clean up materials) should be provided.
14. Volume reduction equipment should be specified in the Development Application for uses that generate significant volumes of waste.
15. Where the development is large or where the site characteristics warrant, multiple garbage and recycling areas should be provided.
16. External space for compostable materials should be provided and located separate to the garbage and recycling room.
17. Composting facilities should be purpose built and be incorporated into the landscape plan for development.
18. The siting of composting facilities should take into account the potential impact on neighbouring properties.
19. Composting facilities should be adequately signposted to indicate availability of composting facilities on-site.

6.9 Safety and Surveillance

Objectives

- a. To ensure personal safety for workers and visitors to the development.
- b. To ensure design minimises the opportunity for crime and maximises opportunities for passive surveillance.

Controls

1. Buildings should be designed to overlook public domain areas and provide casual surveillance.
2. Building entrances should be orientated towards the street to ensure visibility between entrances, foyers, car parking areas and the street.
3. Appropriate lighting should be provided to all cycle and pedestrian paths, bus stops, car parks and buildings.
4. Development should provide clear sight lines and well-lit routes between buildings and the street, and along pedestrian and cycle networks within the public domain.
5. Landscaping design is to consider and implement the principles of Crime Prevention through Environmental Design (refer to **clause 2.5**).

6.10 Additional Land Use Controls

6.10.1 Neighbourhood Shops

Objectives

- a. To enable the provision of neighbourhood shops in business and industrial zones which serve the daily convenience needs of the local workforce, or for the benefit of the local workforce and businesses.

Controls

1. Development Applications must demonstrate that the size, function and proposed use serves the daily convenience needs of the workforce in the zone, or is for the benefit of the local workforce and businesses.
2. Neighbourhood shops must not detrimentally affect the viability of any other centre within a business zone.

6.10.2 Industrial Retail Outlets

Objectives

- a. To limit the size of industrial retail outlets to minimise the impacts of large scale retailing on industrial areas.
- b. To ensure that adequate and safe car parking and access is provided for customers.

Controls

1. Industrial retail outlets are to occupy a maximum of 40% of the combined floor area of the industrial retail outlet and the building or place where the relevant industry is carried out, or 400m², whichever is the lesser
2. Industrial retail outlets are to be located within the part of the building closest to the street frontage and customer access is to be separate from access to parts of the development used for manufacturing, storage or other industrial uses.
3. Car parking for industrial retail outlets is to be clearly marked as customer parking, and is to be provided at the rate of:
 - 1 space per 30m² of floorspace that is occupied by the industrial retail outlet.
 - 1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces.
4. Customer parking is to be located separate to loading and storage areas.

6.10.3 Child Care Centres

Objectives

- a. To enable the provision of child care centres to address the needs of the local workforce within the zone.

Controls

1. Due to the nature of the usage, such developments should be sited on allotments which provide buffering from adjoining developments so as to minimise possible conflicts such as noise and invasion of privacy.
2. In order to ensure or protect the privacy of staff and children adequate noise abatement, site landscaping and fencing may be required. Such landscaping is to be in keeping with adjoining developments.

6.10.4 Sex Services Premises

Objectives

- a. To ensure that sex services premises are not placed in inappropriate locations so that they do not give offence to the community or result in a loss of amenity or create adverse social and environmental impacts.
- b. To separate sex services premises and other incompatible land uses.
- c. Nominate relevant criteria that Council must have regard for in determining Development Applications for sex services premises.
- d. To impose conditions of consent and operation to prevent adverse impacts on adjacent land such as noise, safety, offensive visual impact and anti-social activity.

Controls

1. Controls for sex services premises are specified by the Camden Development Control Plan 2011. Applicants proposing sex services premises should refer to Council's DCP to determine controls that are applicable to the development.

ORD04

Attachment 1

DRAFT

Schedule 4

Catherine Fields (Part) Precinct

XXX 2016

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1 Introduction

1.1 Name and application of this Schedule

This Schedule forms part of the Camden Growth Centre Precincts Development Control Plan (also referred to as "the DCP").

This Schedule applies to all development on the land shown in **Figure 1-1: Land Application Map**. This Schedule and related amendments to the DCP give effect to the provisions of the DCP for land within the Catherine Fields (Part) Precinct ('the Precinct') as shown on the Land Application Map.

1.2 Structure of this Schedule

This Schedule should be read in conjunction with the main body of the DCP and is in addition to the main body of the DCP. In the event of an inconsistency between this Schedule and the main body of this DCP, this Schedule takes precedence. **Table 1-1** summarises the structure of this Schedule.

Table 1-1: Structure of this Schedule.

| Part | Summary |
|-------------------------------------|---|
| 1 – Introduction | Identifies the land to which the Schedule applies. |
| 2 – Subdivision Planning and Design | Establishes an overall vision and Indicative Layout Plan (ILP) for the future development of the Precinct. Provides Precinct specific figures that support the controls in Part 2 and Part 3 of the DCP in relation to the Precinct. |
| 3 – Centres Development Controls | Provides specific objectives and controls that apply to land within the Neighbourhood Centre, identified on the ILP for the Precinct. These controls are in addition to those in Part 5 of the DCP. |
| 4 – Site Specific Controls | Specific objectives and controls for development in certain parts of the Precinct, including areas around Oran Park House, land affected by electricity easements and the Environmental Living zone, as well as the protection of Australasian Bittern habitat. |

Additional notes to readers are provided throughout this document. These notes are not part of the formal provisions of the DCP, but are intended to provide additional guidance and explanation of the provisions. If further guidance is required on the interpretation of provisions in the DCP, readers should refer to the definitions or contact Council for advice.



Figure 1-1: Land Application Map

2 Subdivision planning and design

Note: This section supports the objectives and controls in Part 2 of the DCP.

2.1 Catherine Fields (Part) Precinct Planning Vision

The vision for the Catherine Fields (Part) Precinct is that a range of housing types will develop to meet the needs of a well-connected and diverse residential community, supported by local services, amenities, parks and infrastructure, in a manner that responds to the unique characteristics of the Precinct, including the historically significant Oran Park House and the waterways and landform associated with South Creek.

The landscape setting of Oran Park House and Garden, its associated outbuildings, the Silo and Coach House, and historic driveways, will be respected and interpreted within the development layout. The 'Coach House' Neighbourhood Centre will reinforce this quarter as the main community focus, offering opportunities for small-scale retail, commercial and social infrastructure to meet local needs.

South Creek will be an important green corridor that integrates biodiversity, flooding, water management, and passive recreational values and will present a considerable amenity resource for the incoming community.

The Precinct will be an integral component of the local area, linking the surrounding suburbs and housing estates, and providing public transport connections to Oran Park Town Centre and the future Leppington Major Centre.

2.2 Referenced Figures

Note: The figures included in this section are those referenced in **Part 2 Precinct Planning Outcomes**, and **Part 3 Neighbourhood and Subdivision Design**, of the DCP as indicated in **Table 2-1**.

Table 2-1: Referenced figures

| Referenced figure | Section in main body of the DCP |
|--|--|
| Figure 2-1: Indicative Layout Plan | 2.2 <i>The Indicative Layout Plan</i> |
| Figure 2-2: Flood prone land | 2.3.1 <i>Flooding</i> |
| Figure 2-3: Key elements of the water cycle management and ecology strategy | 2.3.2 <i>Water Cycle Management</i> 2.3.5. <i>Native Vegetation and Ecology</i> 3.2.3 <i>Street Network and Design</i> |
| Figure 2-4: Areas of potential salinity risk | 2.3.3 <i>Salinity and Soil Management</i> |
| Figure 2-5: Indigenous cultural heritage | 2.3.4 <i>Aboriginal and European heritage</i> |
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| Figure 2-10: Residential structure | 3.2.2 <i>Residential Character</i> |
| Figure 2-11: Precinct road hierarchy | 3.2.3 <i>Street Network and Design</i> 3.2.6 <i>Access to arterial roads, sub-arterial road and transit boulevards</i> |
| Figure 2-12: Pedestrian and cycle network | 3.2.4 <i>Pedestrian and Cycle Network</i> |



NSW Government
Planning & Infrastructure

CATHERINE FIELDS (PART) PRECINCT
INDICATIVE LAYOUT PLAN
 19 July 2013

- Part Precinct Boundary
- Land to which Proposed Plan applies
- Low to Medium Density Residential
- Low Density Residential
- Very Low Density Residential
- Environmental Living
- Indicative School Location
- Neighbourhood Centre
- Parks
- Sporting Fields
- Environmental Conservation
- Electricity Substation
- Drainage
- Riparian Corridor
- Major Road
- Key Local Road
- Potential Local Road Network
- Historic Driveway
- Transmission Easement
- Transmission Line to be Undergrounded
- Open Park House, Shop & Coach House
- Creek (Existing Top of Banks)

1:14,000 @ A3
 0 100m 200m 300m



Figure 2-1: Indicative Layout Plan



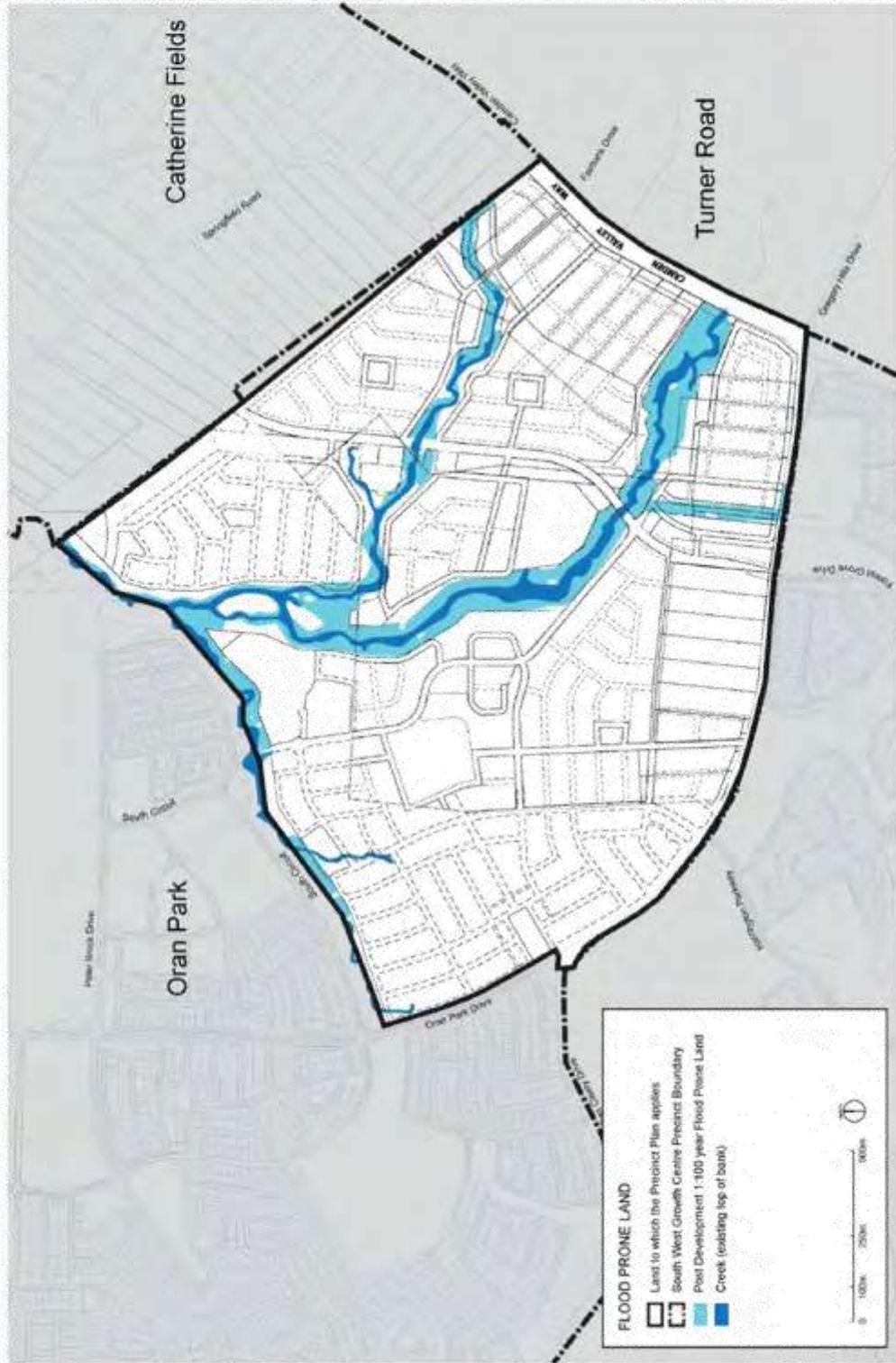


Figure 2-2: Flood prone land



Figure 2-3: Key elements of the water cycle management and ecology strategy



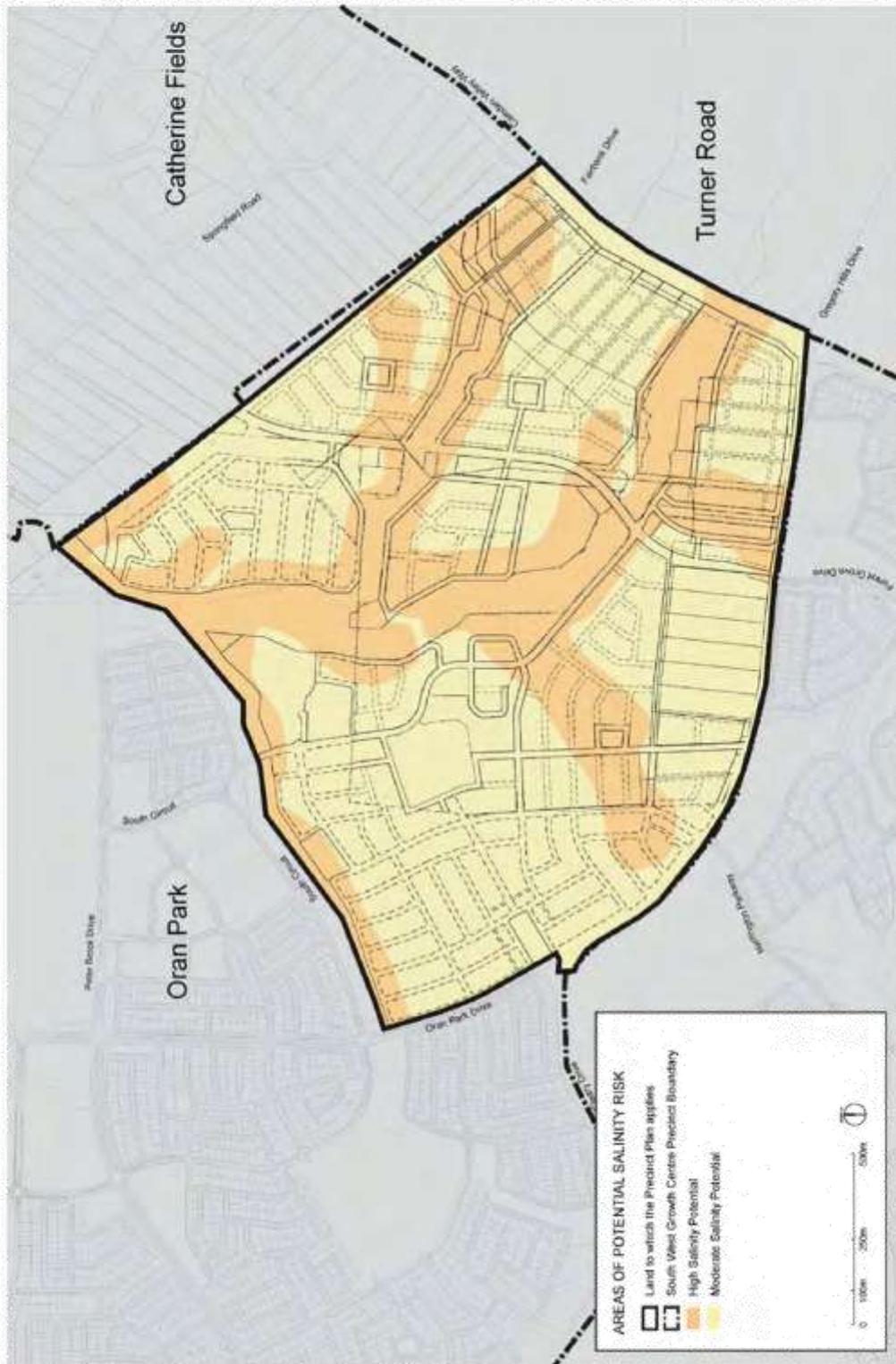


Figure 2-4: Areas of potential salinity risk



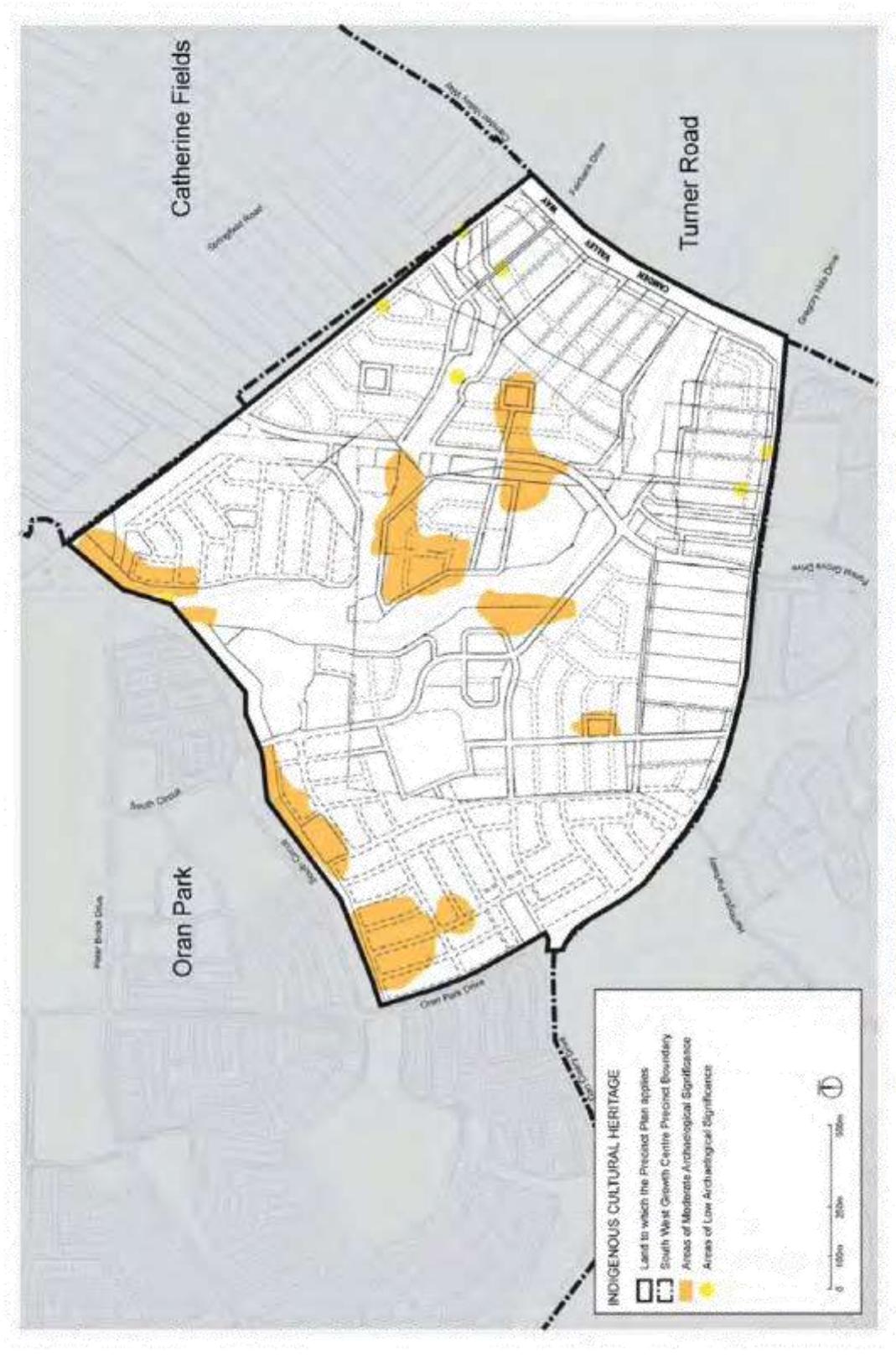


Figure 2-5: Indigenous cultural heritage



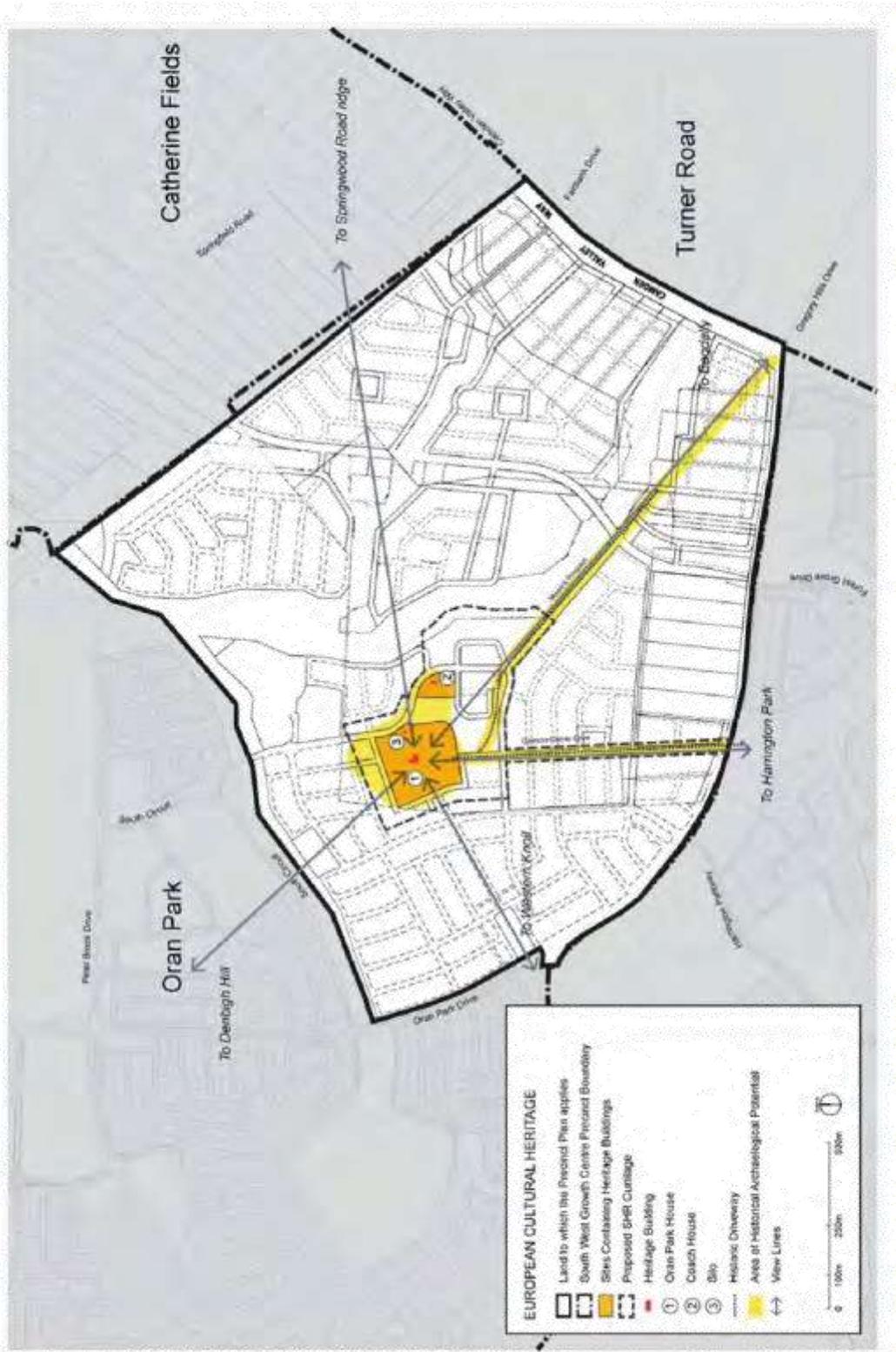
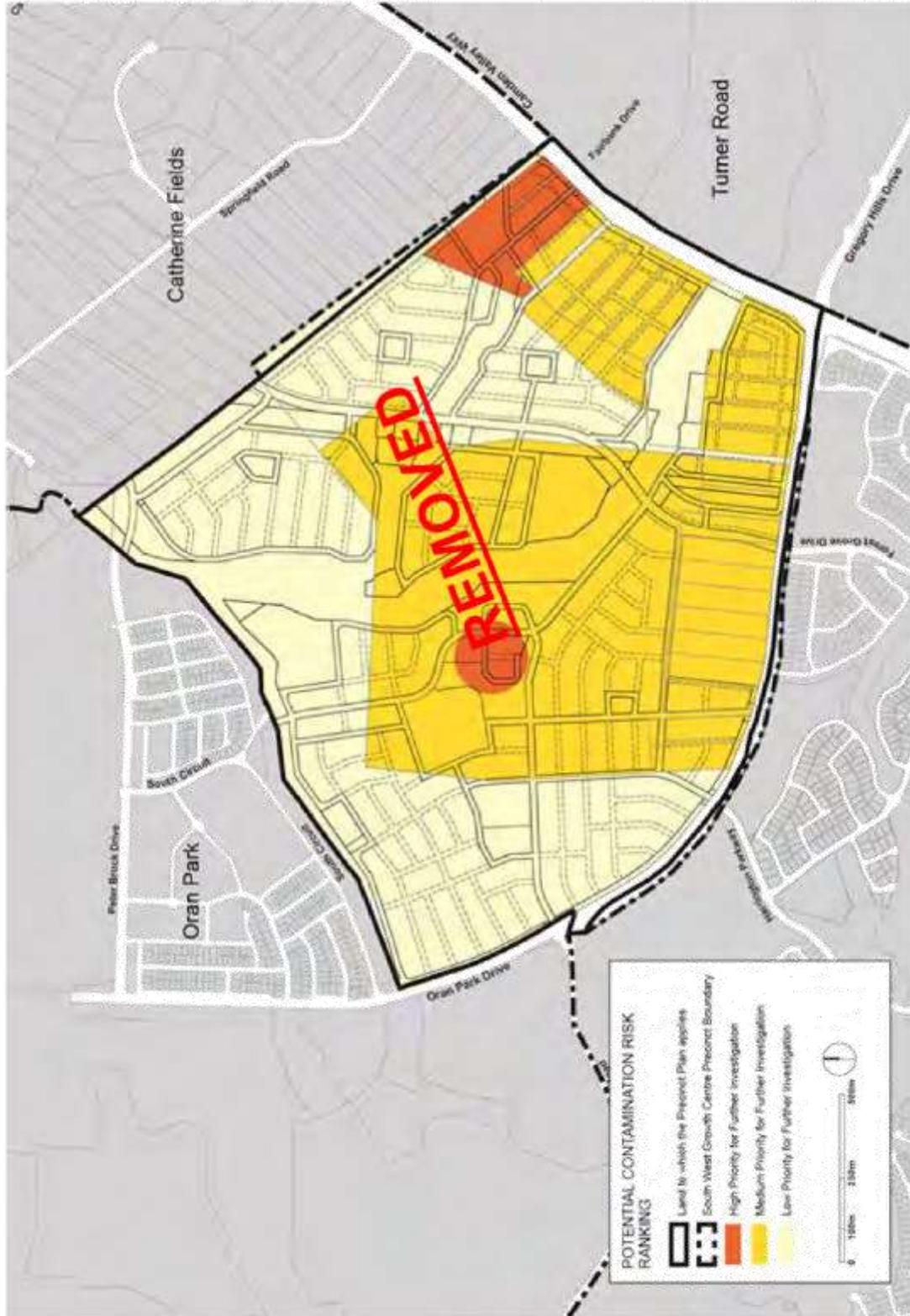


Figure 2-6: European cultural heritage





Figure 2-7: Bushfire risk and Asset Protection Zone requirements





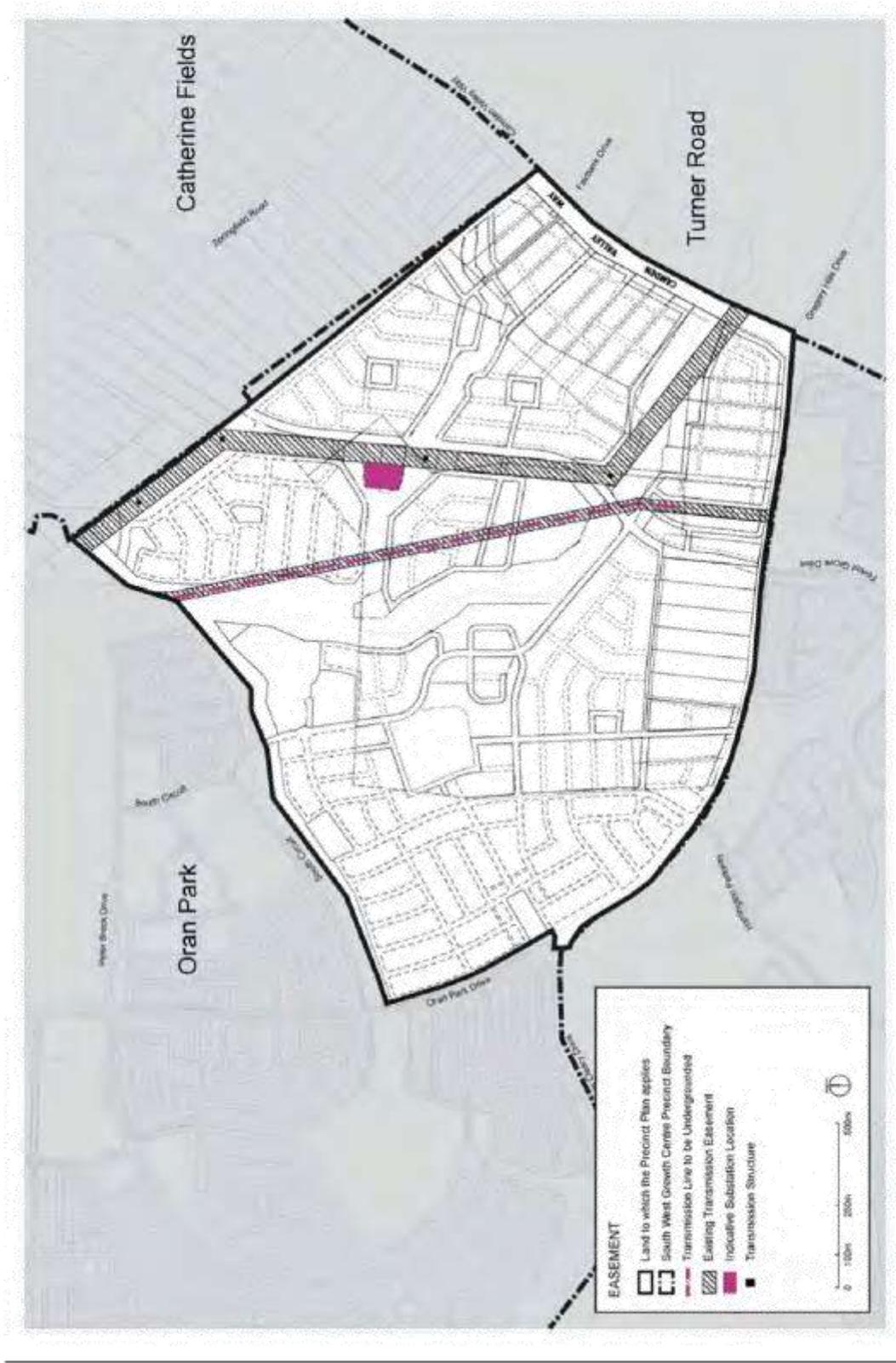
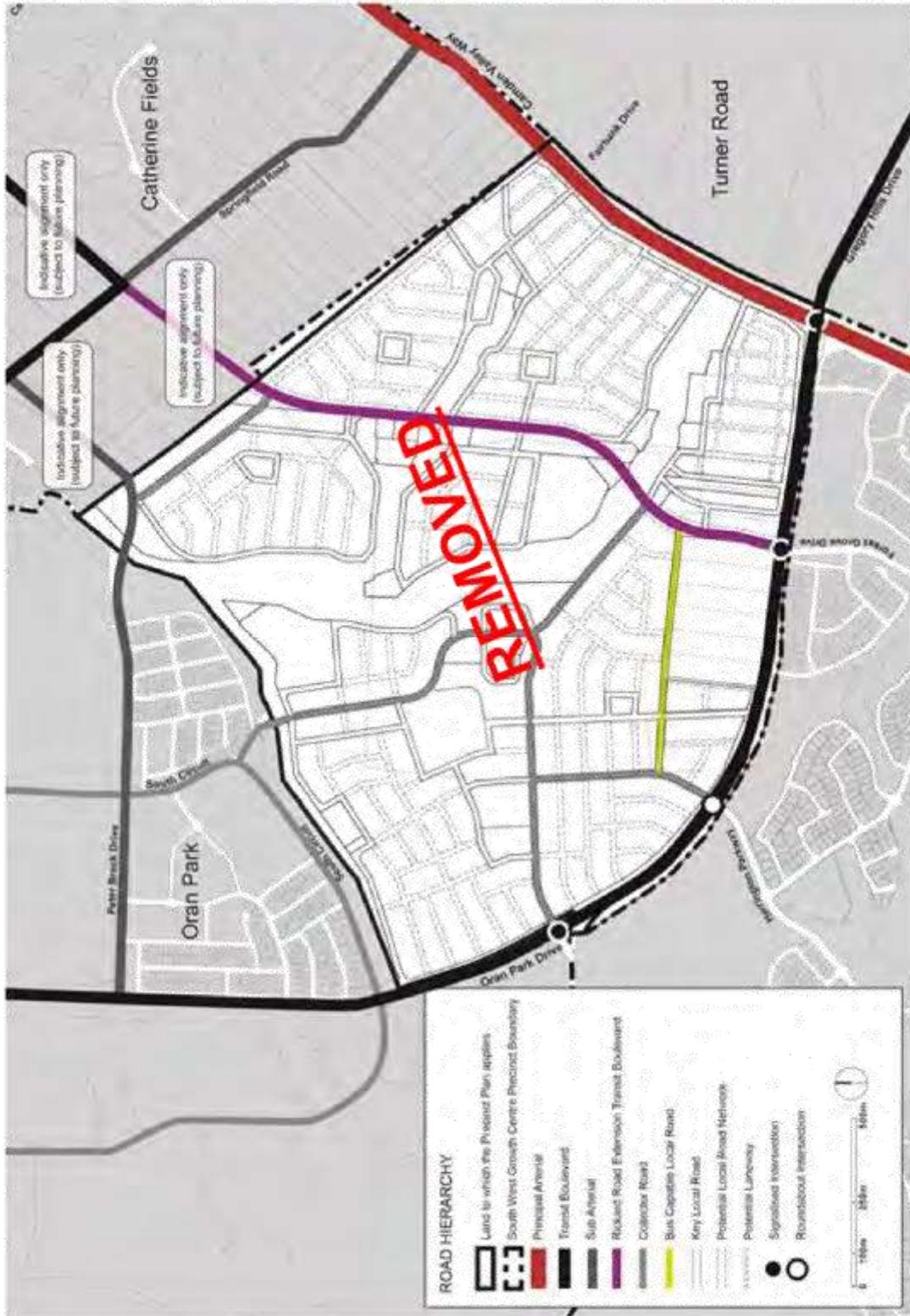


Figure 2-9: Location of easements





Figure 2-10: Residential structure



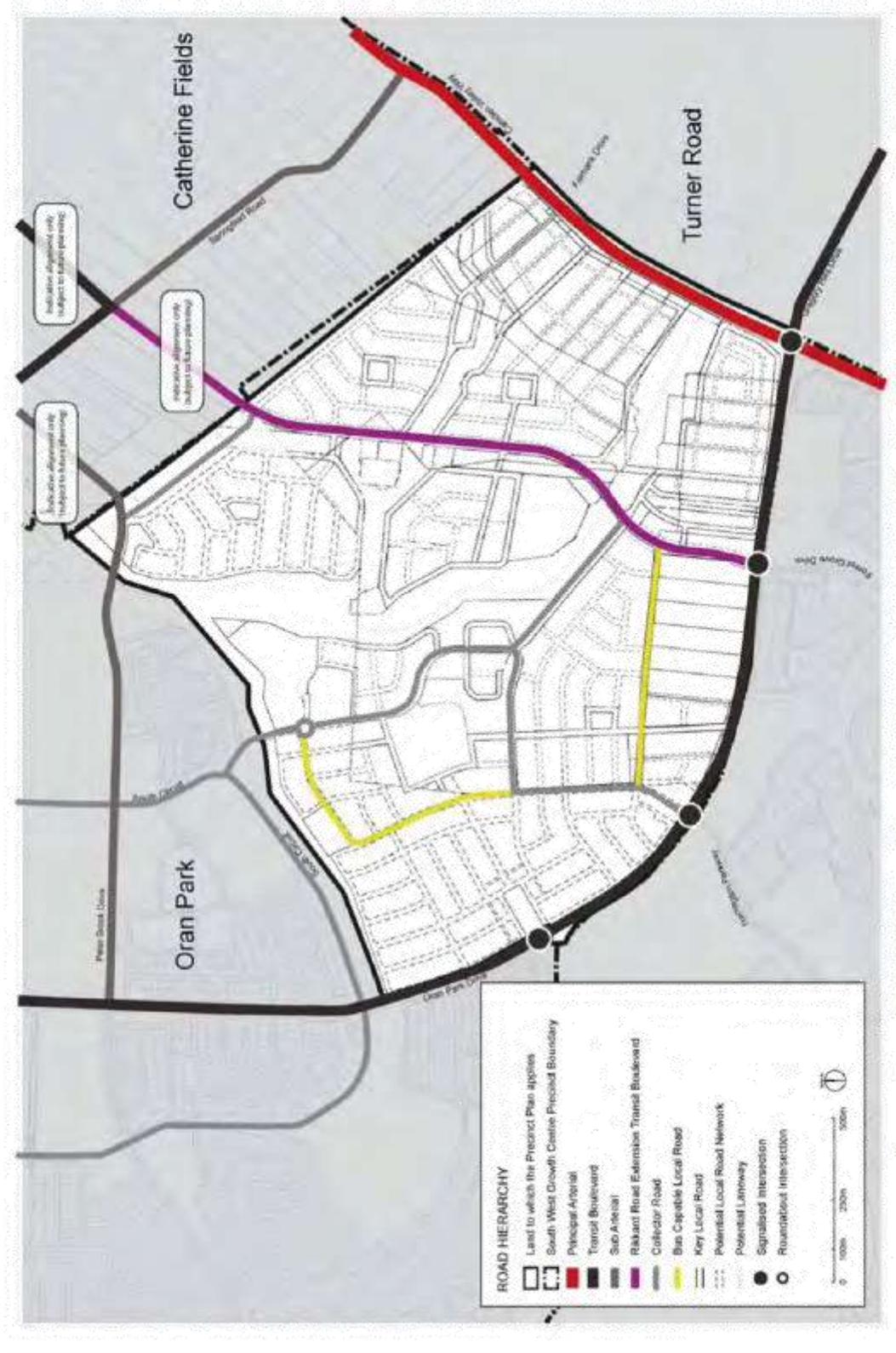


Figure 2-11: Precinct road hierarchy



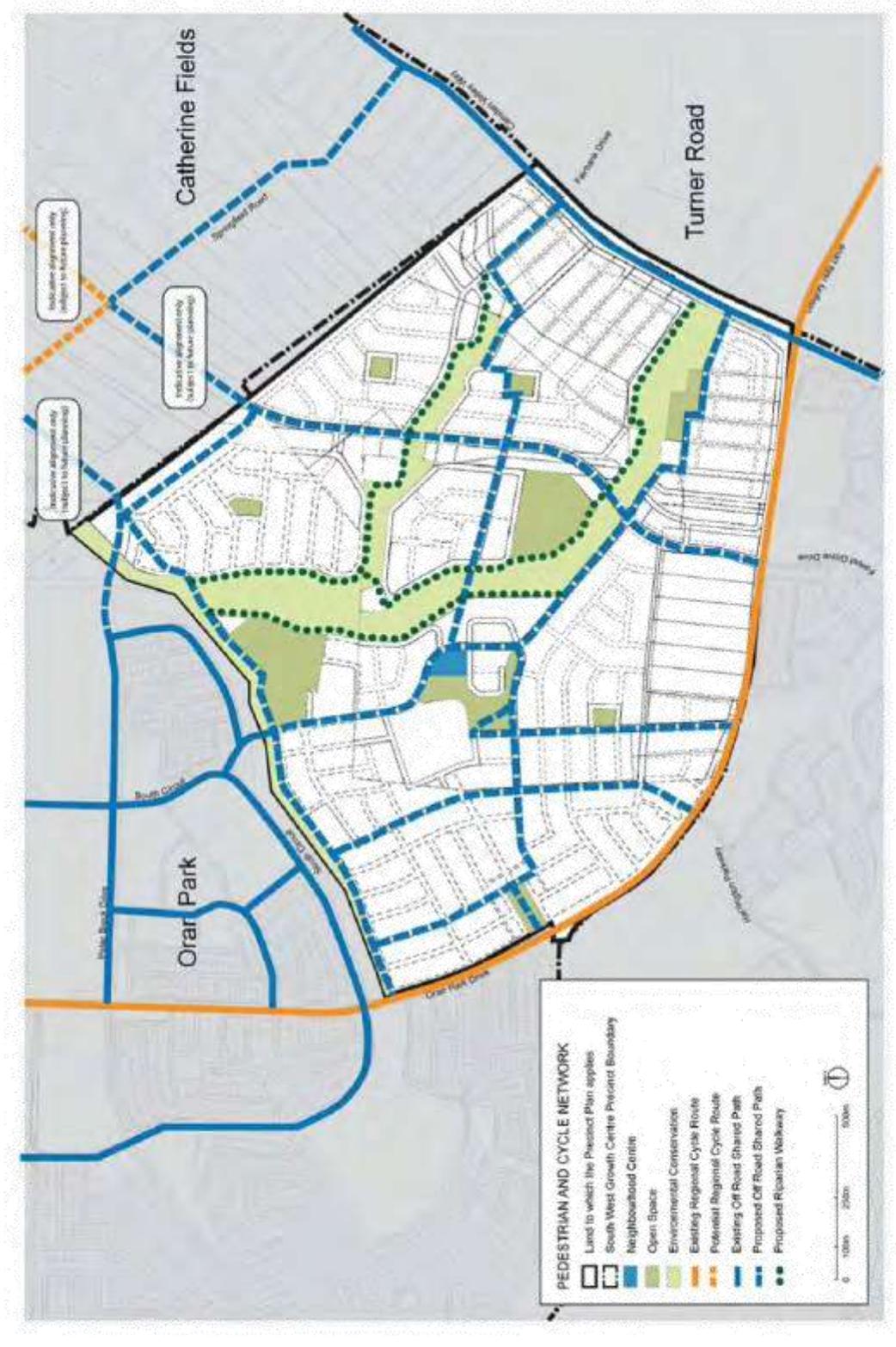
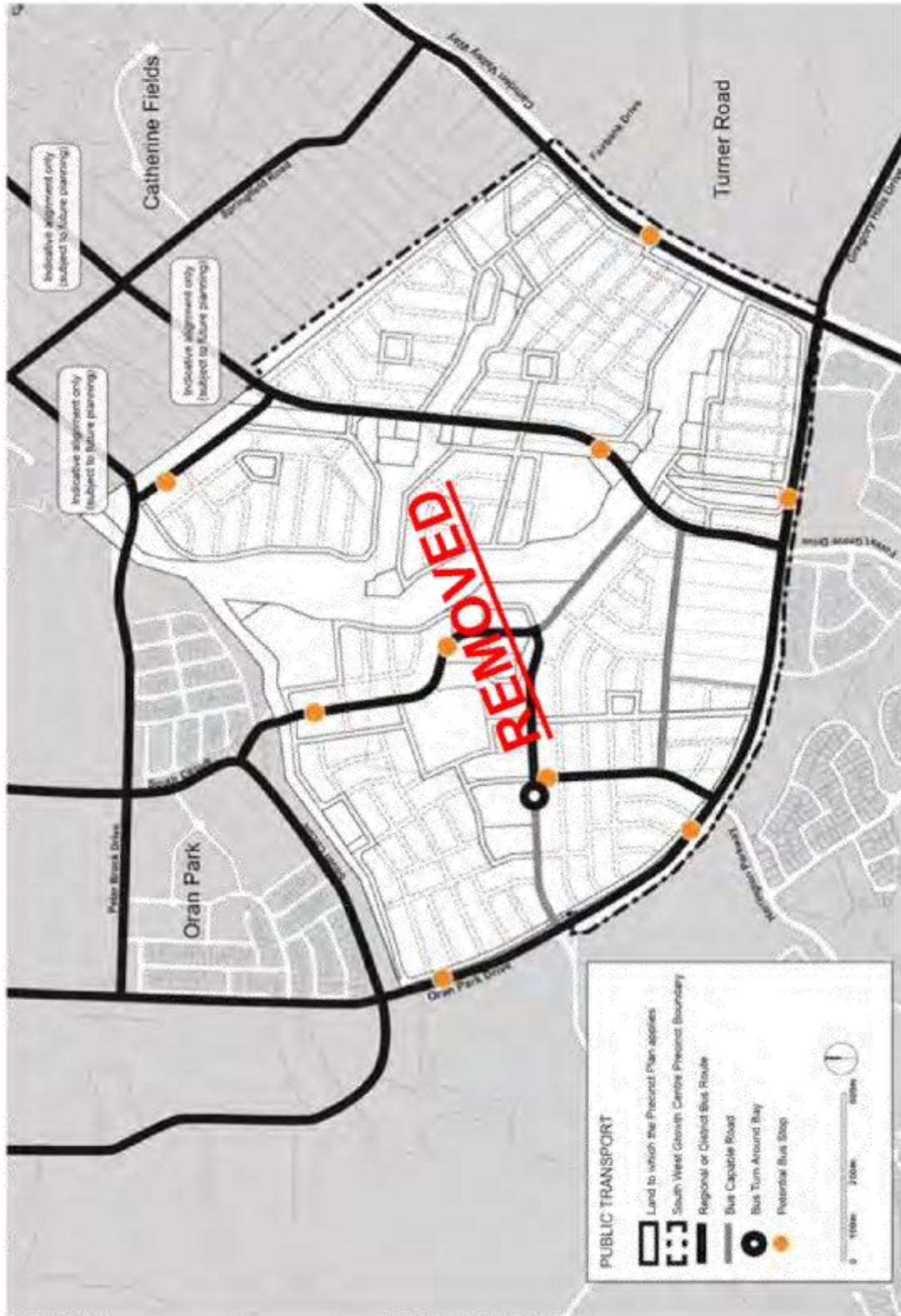


Figure 2-12: Pedestrian and cycle network



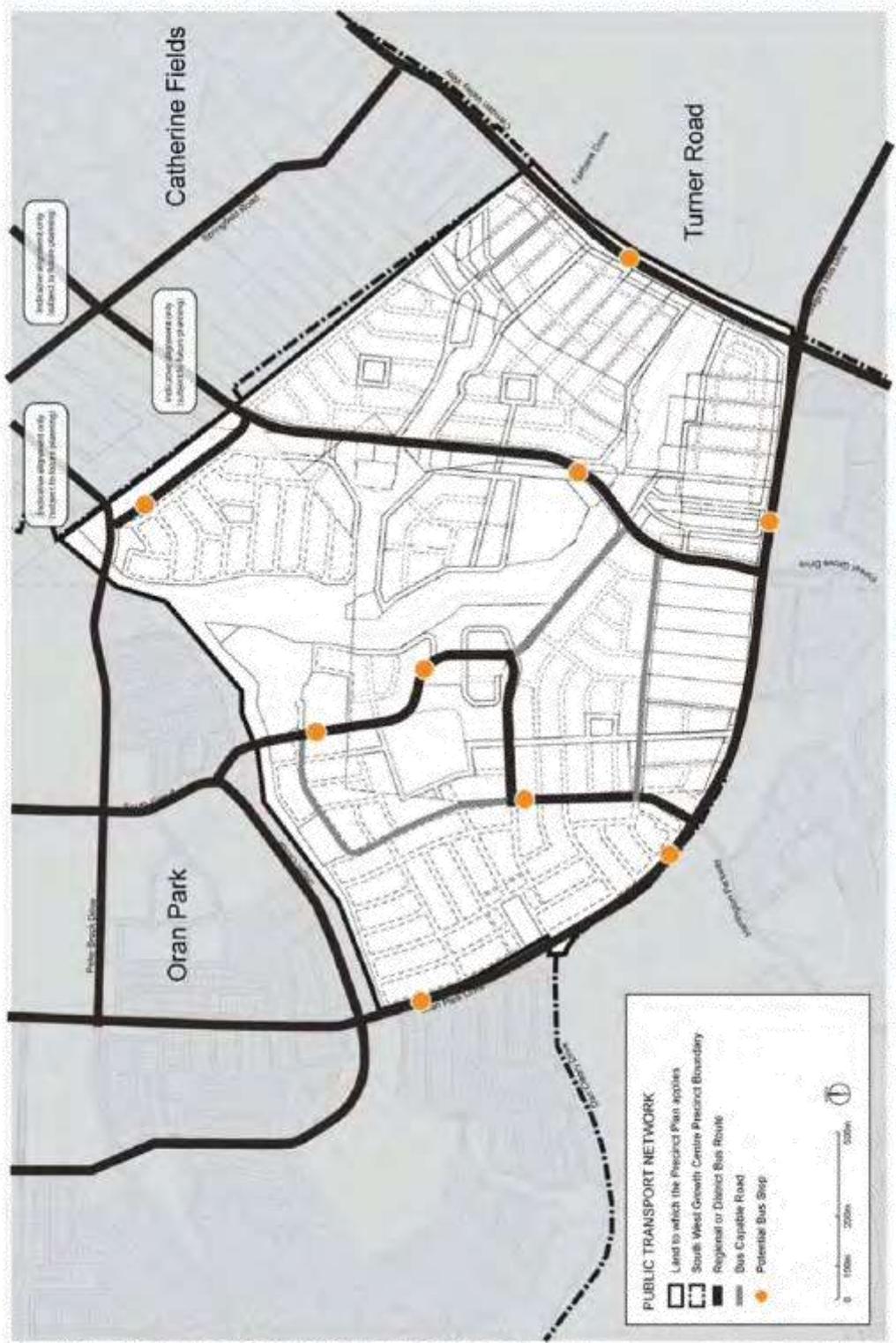


Figure 2-13: Public transport network

2.3 Rickard Road extension Transit Boulevard

Objectives

- a. To provide a safe and convenient public transport route that incorporates a shared pedestrian / cycleway and promotes a future public transport connection to the Leppington Major Centre.

Controls

1. Rickard Road extension Transit Boulevard, within the Precinct, is to be designed in accordance with **Figure 2-14**.
2. The road shall be designed for and sign-posted at a maximum of 60 kph in consultation with Transport for NSW and NSW Roads and Maritime Services. Intersections are to be designed to accommodate bus manoeuvrability.
3. The design of the road shall consider the electricity easement height clearance and minimum working distance requirement from electricity stanchions.

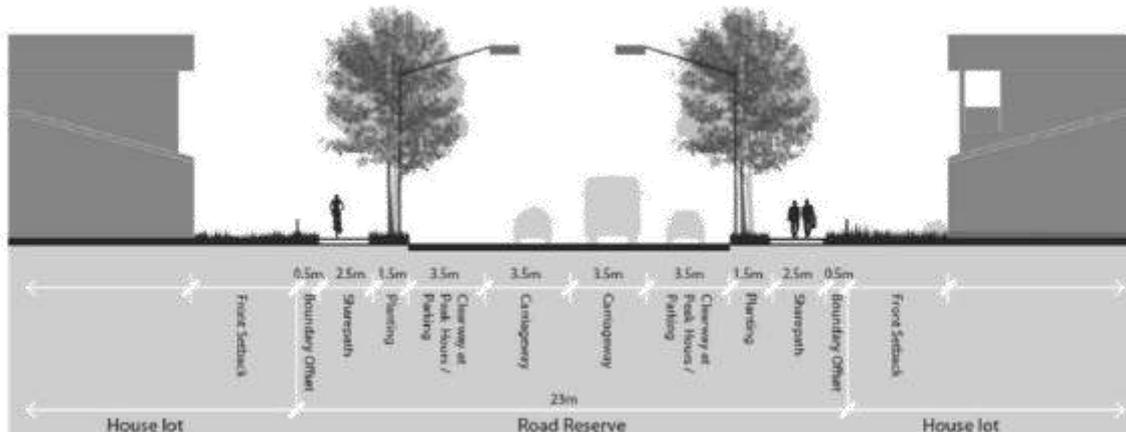


Figure 2-14: Indicative Rickard Road Transit Boulevard section

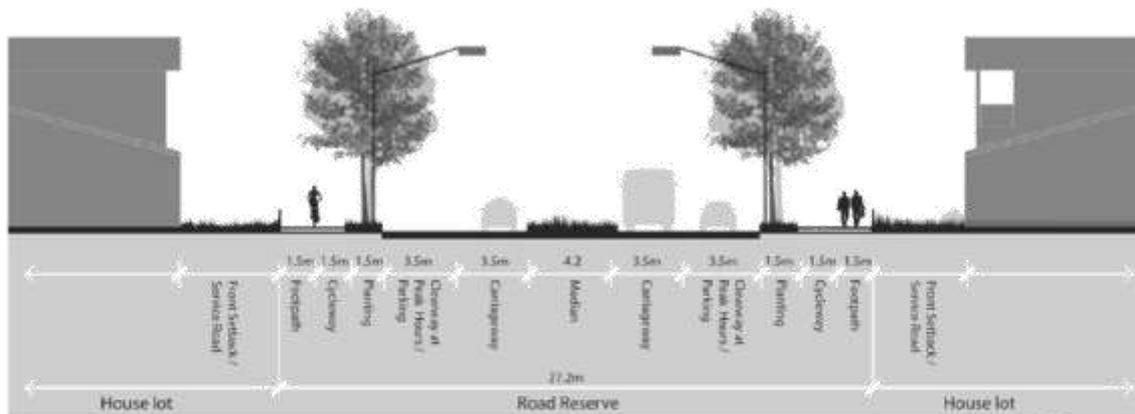


Figure 2-15: Indicative Rickard Road Transit Boulevard section (with Optional Median)

2.4 Public Transport

Objectives

- a. Encourage the use of public transport through the provision of integrated bus, pedestrian and cycle routes within the Precinct.

Controls

1. The design of roads with Bus Routes and Bus Capable Roads in **Figure 2-13** within the Precinct is to accommodate bus movements.
2. Bus stops are to be provided on-street and not within indented bays. Bus shelters are to be provided at key stops and installed at the subdivision construction stage.
3. Applications for subdivision and development shall demonstrate how bus routes and bus movements are to be accommodated within the Precinct for each stage of development.

2.5 Open Space and Recreation Network

Objectives

- a. To provide open space to local residents for social interaction and passive recreation activities.
- b. To establish a sense of place and orientation within the neighbourhood by locating open space to take advantage of significant or prominent landscape features, such as views, high points and areas of natural and cultural heritage significance.
- c. To provide equitable distribution of public open space and recreation opportunities.
- d. To ensure high quality design and embellishment of all public open space.
- e. To encourage the use of the major creek corridors for passive recreation purposes consistent with environmental objectives.

Controls

1. Local sporting fields, neighbourhood parks, recreation activity nodes and other passive open space areas (i.e. environmental conservation and riparian corridors) are to be provided generally in accordance with **Figure 2-16** and **Table 2-2**.
2. The minimum provision of open space and facilities including embellishment is to be consistent with the *Catherine Fields (Part) Precinct Section 94 Contributions Plan*.
3. Neighbourhood parks are to have a minimum area of 3,000m². The following principles are to be taken into consideration in the location of neighbourhood parks:
 - i. where possible, parks are to be located in accordance with the Indicative Layout Plan (refer to **Figure 2-1**);
 - ii. parks are to be located as focal points within residential neighbourhoods. All dwellings should be located no further than 400m from a neighbourhood park;
 - iii. where possible, parks shall be co-located with community and education facilities, be highly accessible and linked by pedestrian and/or cycle routes;
 - iv. parks shall be located and designed to accommodate remnant vegetation and areas of cultural heritage significance where appropriate, and should be linked to and integrated with riparian corridors;
 - v. parks shall be generally bordered by streets on all sides with houses oriented towards them for surveillance;
 - vi. a large neighbourhood park is to be located immediately to the south and east of Oran Park House, which interprets its cultural landscape and protects key view lines and its visual prominence; and

Table 2-2 Summary of open space and recreation requirements

| Open Space Type | Minimum size/number | Facilities |
|-------------------------------|--|--|
| Local Sporting Fields 1 (LS1) | <ul style="list-style-type: none"> 46,000m² | <ul style="list-style-type: none"> Multipurpose playing fields Playground Formal courts Amenities building Local sports furniture Picnic facilities Exercise equipment |
| Local Sporting Fields 2 (LS2) | <ul style="list-style-type: none"> 46,000m² | <ul style="list-style-type: none"> Same as LS1 |
| Neighbourhood Park 1 (LP1) | <ul style="list-style-type: none"> 12,000m² | <ul style="list-style-type: none"> Neighbourhood park furniture Playground |
| Neighbourhood Park 2 (LP2) | <ul style="list-style-type: none"> 27,000m² | <ul style="list-style-type: none"> Neighbourhood park furniture Playground |
| Neighbourhood Park 3 (LP3) | <ul style="list-style-type: none"> 3,000m² | <ul style="list-style-type: none"> Neighbourhood park furniture |
| Neighbourhood Park 4 (LP4) | <ul style="list-style-type: none"> 5,000m² | <ul style="list-style-type: none"> Neighbourhood park furniture Playground |
| Neighbourhood Park 5 (LP5) | <ul style="list-style-type: none"> 4,000m² | <ul style="list-style-type: none"> Neighbourhood park furniture Playground |
| Neighbourhood Park 6 (LP6) | <ul style="list-style-type: none"> 12,000m² | <ul style="list-style-type: none"> Neighbourhood park furniture Playground |
| Neighbourhood Park 7 (LP7) | <ul style="list-style-type: none"> 4,000m² | <ul style="list-style-type: none"> Neighbourhood park furniture Playground |
| Recreation Activity Nodes | <ul style="list-style-type: none"> Area to be provided shall be usable and capable of providing a quality recreation setting. Minimum 4. | <p>A range of facilities shall be made available across the Precinct, such as:</p> <ul style="list-style-type: none"> seating and furniture; barbecue and picnic facilities; exercise equipment; children's play equipment; skateboard and BMX facilities; public art; and community gardens. |





Figure 2-16: Open Space Network

3 Centre Development Controls

Note: This part supports the development controls for Centres in Part 5 of the DCP.

3.1 The 'Coach House' Neighbourhood Centre

Objectives

- f. To integrate the centre with the historic Coach House and promote its adaptive reuse for retail uses.
- g. To ensure that the centre develops as a distinctive and vibrant centre that provides a range of local retail, commercial and community related uses that serve the population of the Precinct.
- b. To create a sense of place through the relationship to Oran Park House and the surrounding natural environment, parklands and water management areas.
- c. To ensure that the detailed design of the centre is coordinated to achieve a high quality urban design outcome and that the centre is accessible and well connected.
- d. To promote the principles of ecologically sustainable development for the design of the centre.

Controls

General

1. Applications for subdivision and development within the centre should address the requirements of the *NSW Heritage Act 1977*.

Note: This requirement is triggered due to the centre being within the State Heritage Register curtilage for Oran Park House (as proposed).

2. The centre is to be located in accordance with **Figure 3-1**.
3. The design of the centre is to generally be in accordance with the indicative layout shown in **Figure 3-2**.
4. The centre is to contain a mix of local convenience retail, commercial and community uses to a maximum gross leasable floor area of 1,000m².
5. Active street frontages are to be provided in accordance with **Figure 3-2**.
6. New development in the centre is to be set back a minimum of 10m from the Coach House.

Parking and access

7. Access to parking, loading docks and waste collection areas is to be provided in accordance with **Figure 3-2**.
8. At grade parking areas are to be located behind building lines, consistent with **Figure 3-2**.
9. Opportunities for shared parking provision for complementary uses should be considered.
10. Provision for pedestrians, public transport and parking is to be generally in accordance with **Figure 3-2**.

Public domain

11. A Public Domain, Landscape and Interpretation Plan shall be prepared for the centre, which includes the co-ordination of street furniture and lighting. The Plan shall be generally consistent with the *Catherine Fields (Part) Precinct Public Domain and Landscape Strategy* (AECOM, October 2013) and *Catherine Fields (Part) Precinct Cultural Heritage Interpretation Strategy* (GML, October 2013).
12. Weather protection for pedestrians is to be provided along active frontages indicated in **Figure 3-2**.
13. The placement of street trees and open space planting should minimise visual impacts on the cultural landscape character of the Precinct and on key view corridors to and from Oran Park House.

Ecologically Sustainable Development

14. Development Applications are required to incorporate measures consistent with ecologically sustainable development principles, including waste reduction, water and energy conservation, and the utilisation of recycled and renewable construction materials.



Draft Schedule Four – Catherine Fields (Part) Precinct

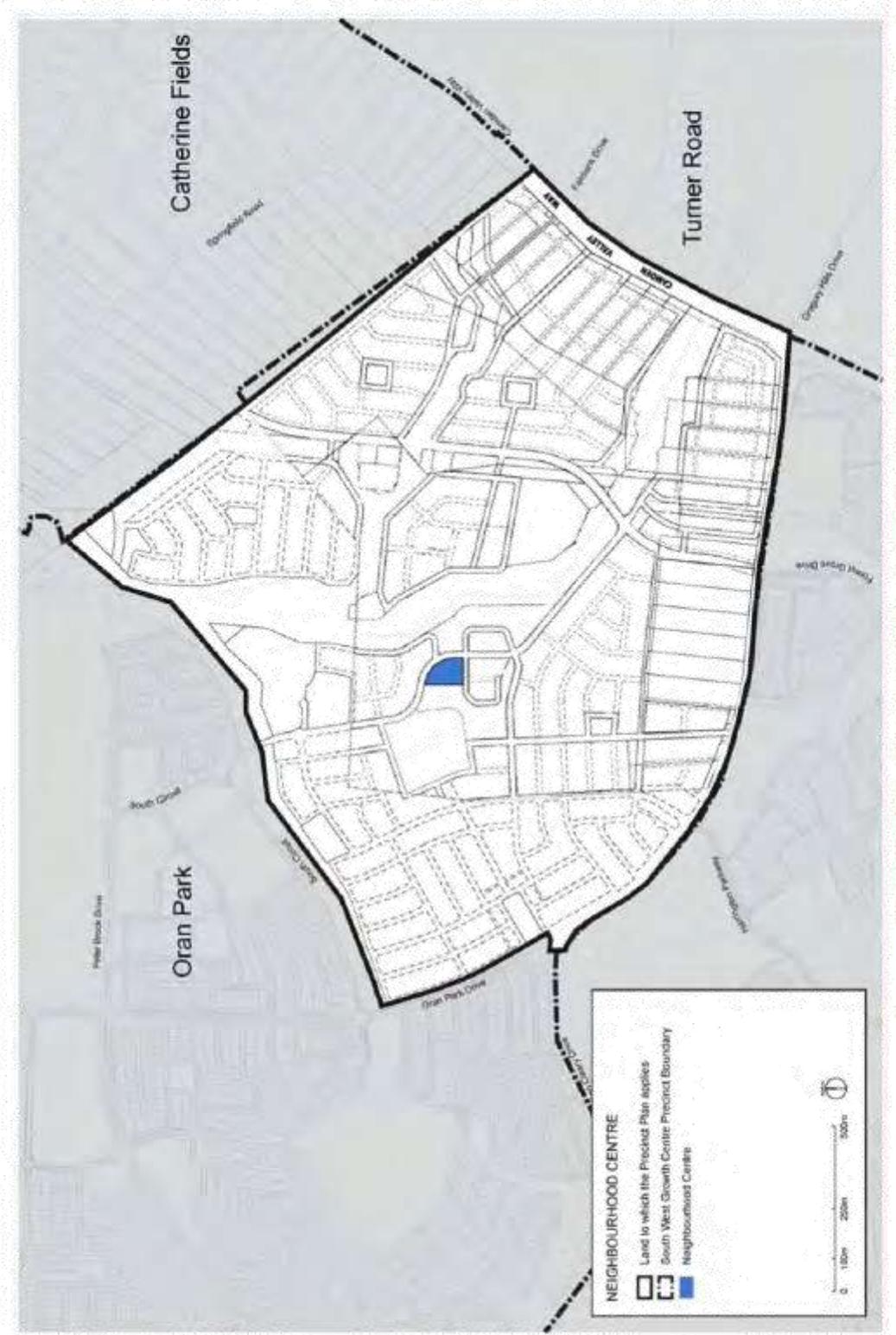


Figure 3-1: Location of Neighbourhood Centre



Figure 3-2: Indicative Layout of Coach House Neighbourhood Centre

4 Site Specific Controls

4.1 Development surrounding Oran Park House

Objectives

- a. To conserve and enhance the heritage significance of the Oran Park House and Garden, including the Silo, existing historic driveways, Dawson-Damer and Moore's Prospect, and the Coach House.
- b. To establish a public domain and urban character that respects and interprets the cultural heritage of the farmland and historic context and linkages of the Precinct and Oran Park House.
- c. To retain and enhance the visual prominence of Oran Park House as a 'house located on the crest of a prominent knoll' ('summit model') and retain its landscape setting and associated views.
- d. To encourage ongoing use of Oran Park House and associated outbuildings, including adaptive reuse where this will contribute to their conservation.
- e. To ensure that adjacent and surrounding development respects the heritage value of the house and that the architectural design of buildings is sympathetic and contemporary.
- f. To facilitate a long-term planting framework for the garden of Oran Park House that more closely reflects the historic 'summit model' design intent, whilst retaining an appropriate level of privacy.

Controls

General

1. Applications for subdivision and development within the Oran Park House State Heritage Register curtilage (as proposed) shown in **Figure 4-1** will require consent from the Heritage Council of NSW and shall address the requirements of the *NSW Heritage Act 1977*.

Note: Exemptions from this requirement may be granted by the Heritage Council for certain land within the curtilage (excluding the Oran Park House lot and Neighbourhood Centre) where applications for subdivision and development are consistent with the requirements of this DCP.
2. Applications for subdivision and development within the broader Special Heritage and Landscape Area (refer to **Figure 4-1**) shall be generally consistent with the specific controls contained in this section (see below) and demonstrate no significant adverse impacts upon the prominent nature of Oran Park House and Garden.
3. Development within the proposed State Heritage Curtilage identified in **Figure 4-1** shall be generally consistent with the indicative Oran Park House Quarter Concept (refer to **Figure 4-2**).
4. Applications for subdivision and development within Areas of Historical Archaeological Potential shown in **Figure 2-6** shall be accompanied by a report prepared by a suitably qualified heritage consultant detailing the results of archaeological investigations undertaken to confirm the presence of archaeological material relating to Oran Park House and Garden. Where archaeological material is identified, the proposal is to address the requirements of the *NSW Heritage Act 1977*.

5. Development surrounding Oran Park House shall not detract from its visual prominence and its cultural landscape setting.
6. The first application for subdivision within the Special Heritage and Landscape Area (including the Oran Park House State Heritage Register curtilage (as proposed)) (refer to **Figure 4-1**) shall be accompanied by a detailed Public Domain, Landscape and Interpretation Plan for the area prepared by a suitably qualified urban designer and/or landscape architect in collaboration with a qualified heritage consultant. The Plan shall be generally consistent with the *Catherine Fields (Part) Precinct Public Domain and Landscape Strategy* (AECOM, October 2013) and *Catherine Fields (Part) Precinct Cultural Heritage Interpretation Strategy* (GML, October 2013). The Plan shall respond to and interpret the key views and landscape features of Oran Park House (as shown in **Figure 4-1**). Subsequent development applications within this area shall be consistent with this Plan. The Plan shall provide detail on the following matters:
 - i. A planting program that respects the existing and historic plantings and strengthens the visual character of the Precinct, and facilitates key view corridors (refer to **Figure 4-1**);
 - ii. Interpretation and management of the historic driveways;
 - iii. Pedestrian pathways;
 - iv. Interpretive signage and play equipment;
 - v. Historic place naming;
 - vi. Public art;
 - vii. Residential fencing guidelines; and
 - viii. Acknowledgement of environmental and Indigenous cultural heritage values.
15. The long-term planting framework for the Oran Park House garden shall be prepared by a specialist heritage garden designer to restructure the garden to more closely reflect the historic 'summit model' design intent for Oran Park House, facilitate privacy screening from nearby urban development, and open up views to the broader landscape.

Very low density residential development adjacent Oran Park House

Note: an indicative subdivision concept sketch for the very low density residential area is shown **Figure 4-3**.

16. Residential development in the very low density residential area adjacent to Oran Park House (denoted '6' in **Figure 4-1**) is to be:
 - i. lower density and designed so as not to detract from the visual prominence of Oran Park House and its cultural landscape setting;
17. consistent with the built form controls in
 - ii. **Table 4-1**; and
 - iii. generally in accordance with the indicative subdivision concept sketch as shown in **Figure 4-3**.

18. Building design shall promote a contemporary architectural response that is sensitive to the presence of Oran Park House and does not mimic historic styles or designs.
19. Materials and colours of new buildings, roof and wall colours should be neutral and non-reflective to ensure minimal visual impact on the cultural landscape and streetscape.
20. A minimum of three trees are to be provided within the front setback for each dwelling. Trees within the front setback shall be small trees up to 5m in height and 4m in width at maturity. Species found within the Oran Park House garden are to be avoided.

Table 4-1 Summary of key controls for the very low density area surrounding Oran Park House

| Element | Control |
|--|---|
| Front setback (minimum) | <ul style="list-style-type: none"> • 5m to building façade line • Façade articulation cannot exceed the front setback line • Garage setback is to be 2m behind the building façade line • Fencing to front garden areas shall be designed to be of a contemporary, visually open nature (maximum of 50% solid) and up to 1m high. |
| Lot width (minimum) | <ul style="list-style-type: none"> • 25m |
| Side setback (minimum) | <ul style="list-style-type: none"> • 4m |
| Rear setback (minimum) | <ul style="list-style-type: none"> • 10m |
| Corner lots secondary street setback (minimum) | <ul style="list-style-type: none"> • 5m |
| Height (maximum) | <ul style="list-style-type: none"> • 1 storey |
| Site Coverage (maximum) | <ul style="list-style-type: none"> • 280m² |
| Landscape area (minimum) | <ul style="list-style-type: none"> • 40% of the allotment area • 3 trees in front setback |
| Principal Private Open Space (PPOS) | <ul style="list-style-type: none"> • Minimum 24m² with minimum dimension 4m |
| Garage and car parking | <ul style="list-style-type: none"> • Front or rear loaded double and tandem garages permitted • Maximum garage door width 3m (Single) and 6m (Double) • Triple garages are not permitted |

Oran Park House perimeter road

21. The perimeter road adjoining the proposed Oran Park House lot shall incorporate a shared pedestrian / cycleway and swale in accordance with **Figure 4-5**.
22. Street tree plantings are to be limited to the residential side of the road only, comprising trees up to 5m in height at maturity and using different species to those associated with Oran Park House.
23. Street trees between Oran Park House and the Coach House, and between the Oran Park House and the riparian corridor, shall be located to retain the view lines as shown in **Figure 4-1** and do not exceed 5m in height at maturity.

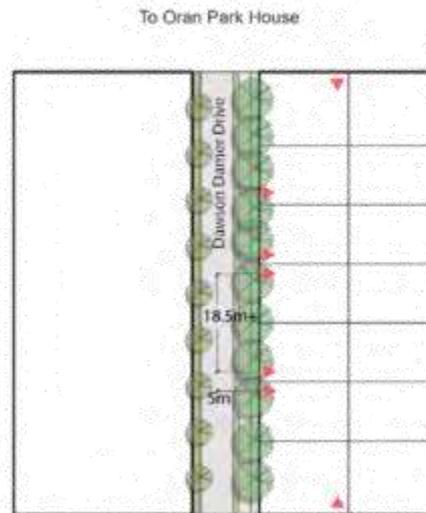
Dawson-Damer driveway

24. The historic Dawson-Damer driveway shall be retained as a pedestrian/cycleway within the road reserve of the proposed Dawson-Damer Drive and consistent with one of the three options illustrated in **Figure 4-6**. The existing trees along the heritage driveway are to be retained as far as practicable.
25. Corner lots adjoining Dawson-Damer Drive shall be accessed from adjacent side streets.
26. New street trees are to be provided in accordance with **Figure 4-6**. The trees shall be up to 6m in height and 5m in width at maturity and contrast with the existing line of eucalypts along the eastern side of the historic driveway.
27. Low shrub plantings of up to 1m in height are to be provided on the western side of retained Dawson-Damer driveway.
28. The ground formation of the historic Dawson-Damer driveway is to be retained intact as far as practicable to maintain its proportions, scale, character and archaeological integrity. This includes the ground formation of the centre crown and adjoining drains either side. This does not exclude resurfacing of the driveway. Any resurfacing materials should reflect the historic rural setting, for example, gravel or decomposed granite.
29. The existing entry gates on Oran Park Drive are to be retained within the Oran Park Drive road reserve.

Residential development adjoining the historic Dawson-Damer driveway

30. Residential development is to be set back in accordance with **Figure 4-6**.

Individual or shared driveways are to be no wider than 3m and at least 17m apart as shown in



OPTION 3 - Lot width above 20m

Front accessed with wider lots
Adjacent driveways

- ▲ Car access
- minimum 18.5m driveways separation
- maximum 5m combined driveway width

31. **Figure 4-4.**
32. Tree planting within the front setbacks of lots on the eastern side of the Dawson-Damer Drive shall be limited to trees up to 6m in height and 5m in width at maturity. These trees should allow the line of eucalypts along the historic Dawson-Damer driveway to reach maturity with minimal root competition from other trees and canopies. Species that are visible within the Oran Park House garden shall be avoided.
33. Fencing to front garden areas shall be designed to be of a contemporary, visually open nature (maximum of 50% solid) and up to 1m high.

Historic Moore's Prospect driveway

34. The historic Moore's Prospect driveway and adjoining line of trees shall be partially retained and interpreted within the development layout as a shared pedestrian / cycleway, generally consistent with **Figure 4-7**.
35. The existing planting of alternating Outeniqua Yellowwood (*Podocarpus falcatus*) and White Cypress Pine (*Callitris glaucophylla*) shall be conserved and supplemented. Should the existing specimens of Willow Myrtle, Monterey Cypress and Peppercorn Tree deteriorate or die, they should be replaced with specimens of a suitable age and quality of Outeniqua Yellowwood and White Cypress Pine following the existing alternating order.
36. Dwellings adjacent to the historic Moore's Prospect driveway are to be designed to allow dwellings to positively address both the historic driveway and side street, including pedestrian entrances and the

location and orientation of habitable rooms and their windows. In particular, the preferred location of garages and other car accommodation is on the opposite side of the dwelling to Moore's Prospect driveway.

37. Fencing to front garden areas shall be designed to be of a contemporary, visually open nature (maximum of 50% solid) and up to 1m high.
38. The ground formation of the historic Moore's Prospect driveway is to be retained intact as far as practicable to maintain its proportions, scale, character and archaeological integrity. This includes the ground formation of the centre crown and adjoining drains either side. This does not exclude resurfacing of the driveway. Any resurfacing materials should reflect the historic rural setting, for example, gravel or decomposed granite, or timber boardwalk within flood prone land.

Tree plantings within parks and along view lines

39. Tree plantings in public parks within the Special Heritage Landscape Area shall comprise endemic tree species common to the Precinct, such as Forest Red Gum (*Eucalyptus tereticornis*) and Broad-leaved Apple (*Angophora subvelutina*). These trees shall be positioned to retain views to and from Oran Park House.
40. Street tree plantings along the view lines identified in **Figure 4-1** are to be limited to trees up to 5m in height at maturity and that contrast with plantings associated with Oran Park House.

ORD04

Attachment 1

REMOVED

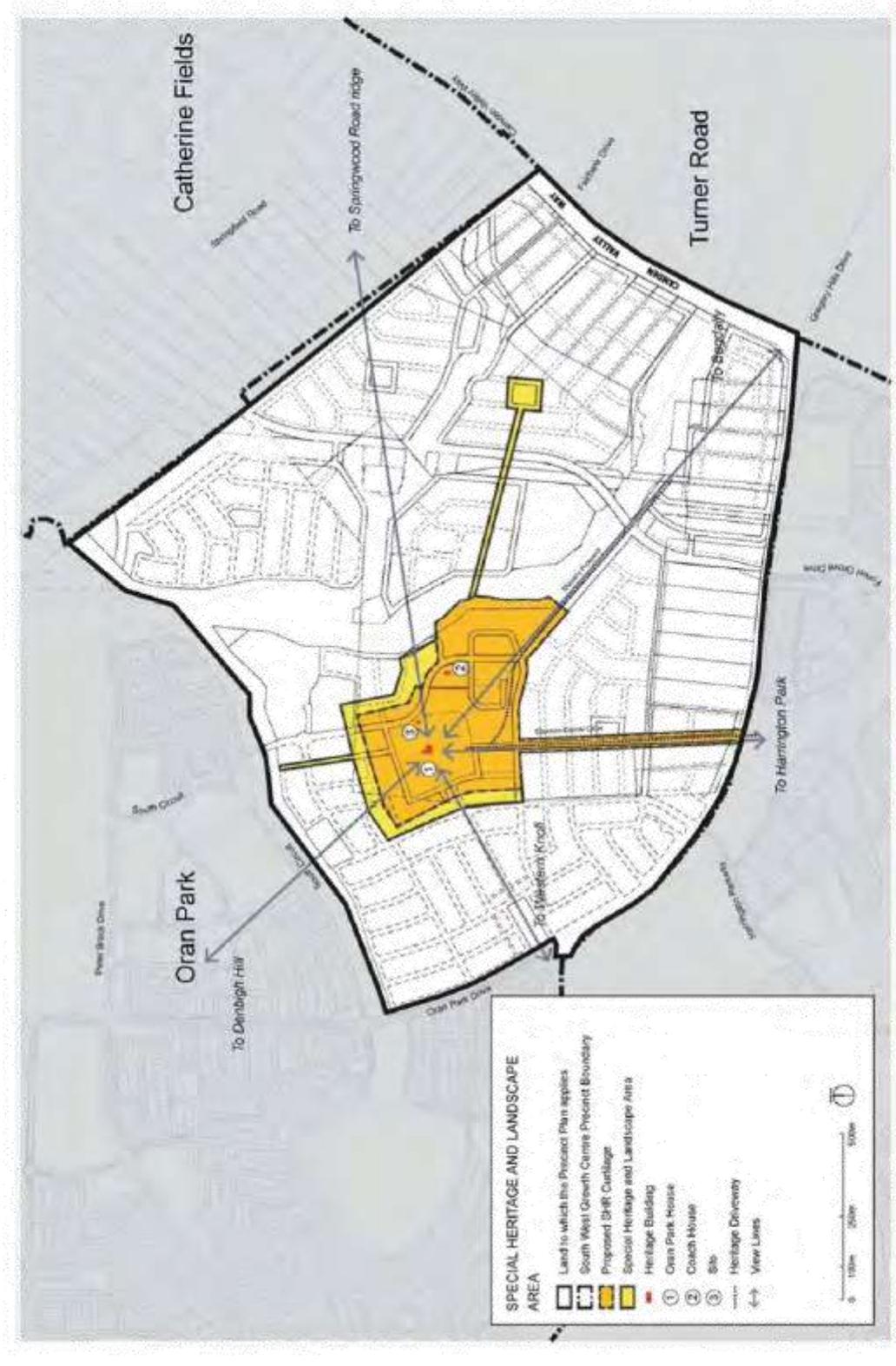


Figure 4-1: Special Heritage and Landscape Area



Figure 4-2: Oran Park House Quarter Concept

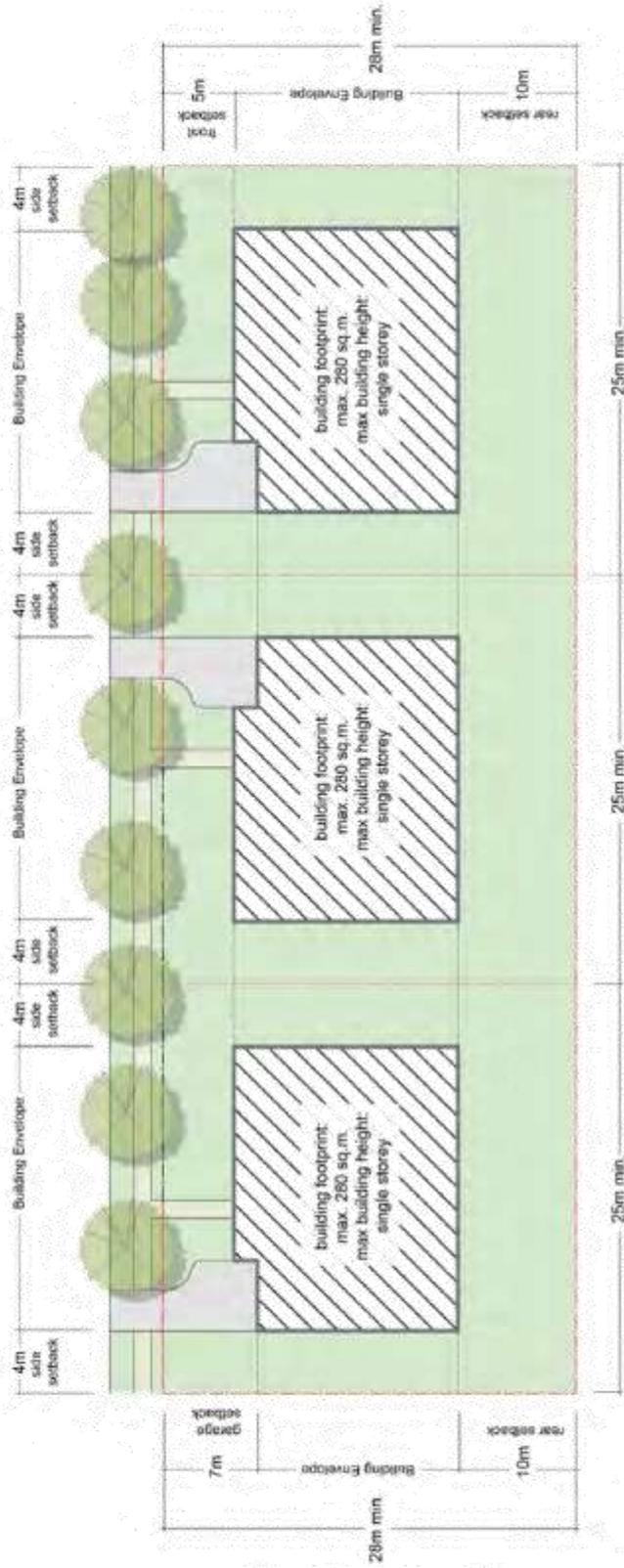


Figure 4-3: Indicative subdivision layout in the very low density area surrounding Oran Park House

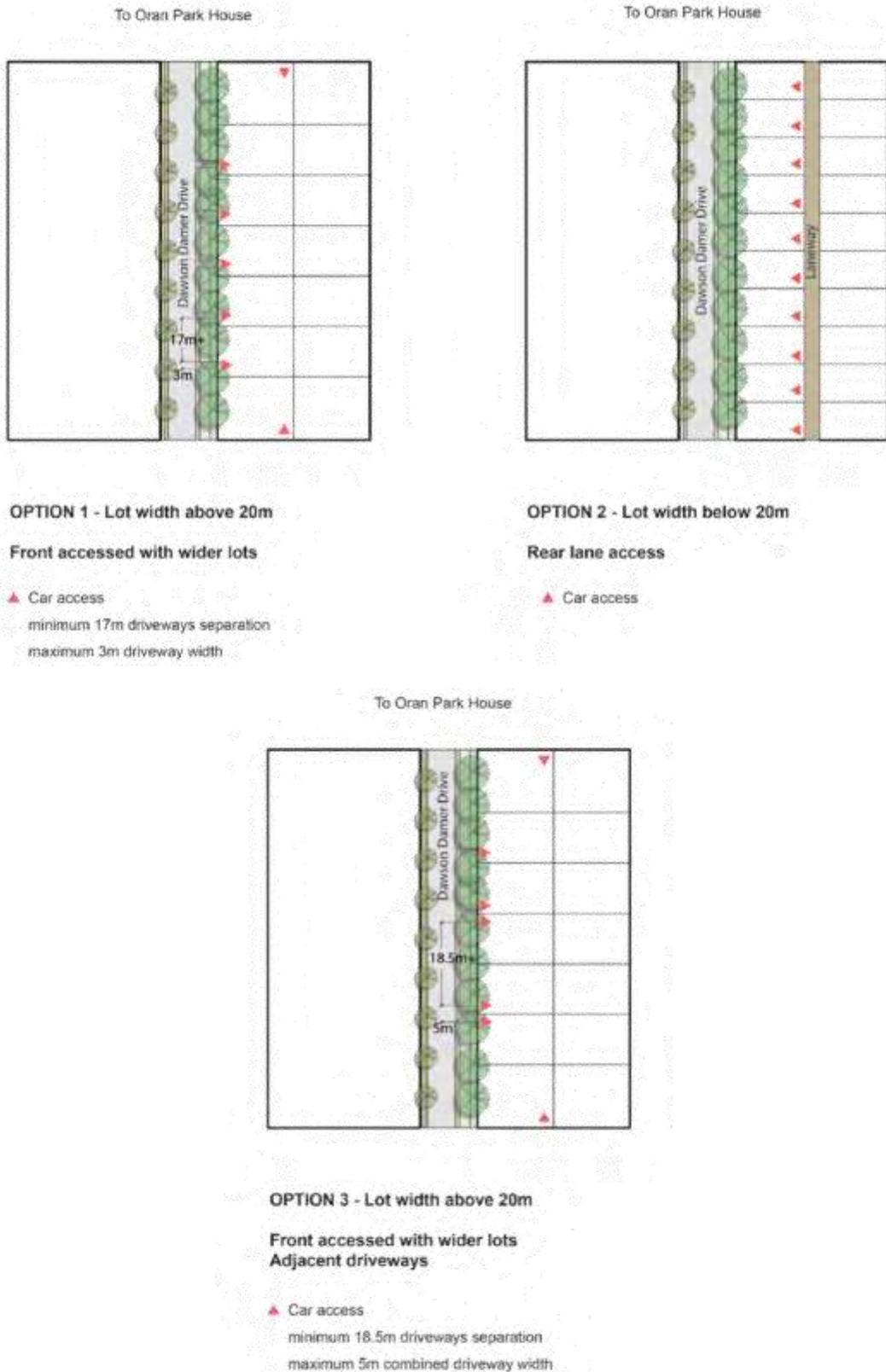


Figure 4-4: Preferred development layout along the historic Dawson-Damer driveway

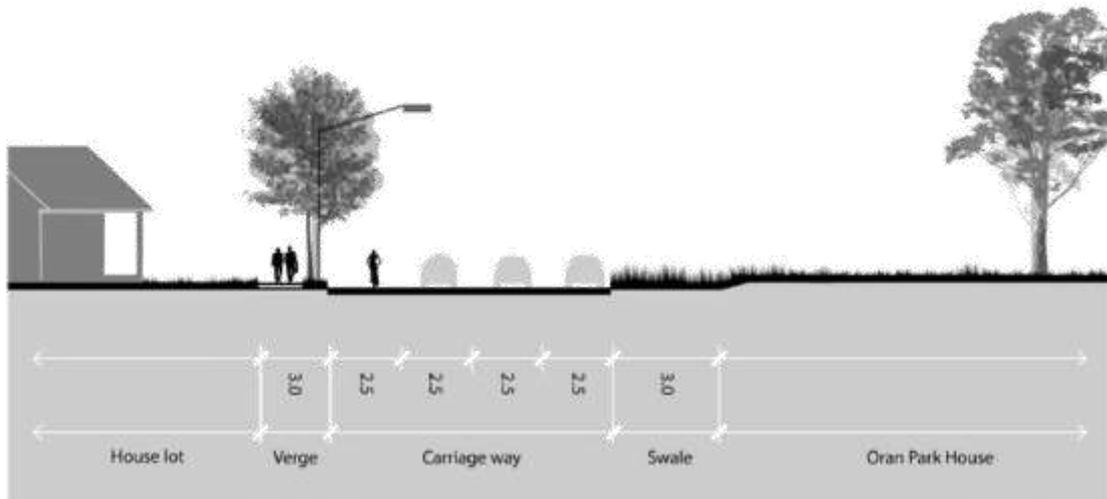


Figure 4-5: Indicative Oran Park House perimeter road section

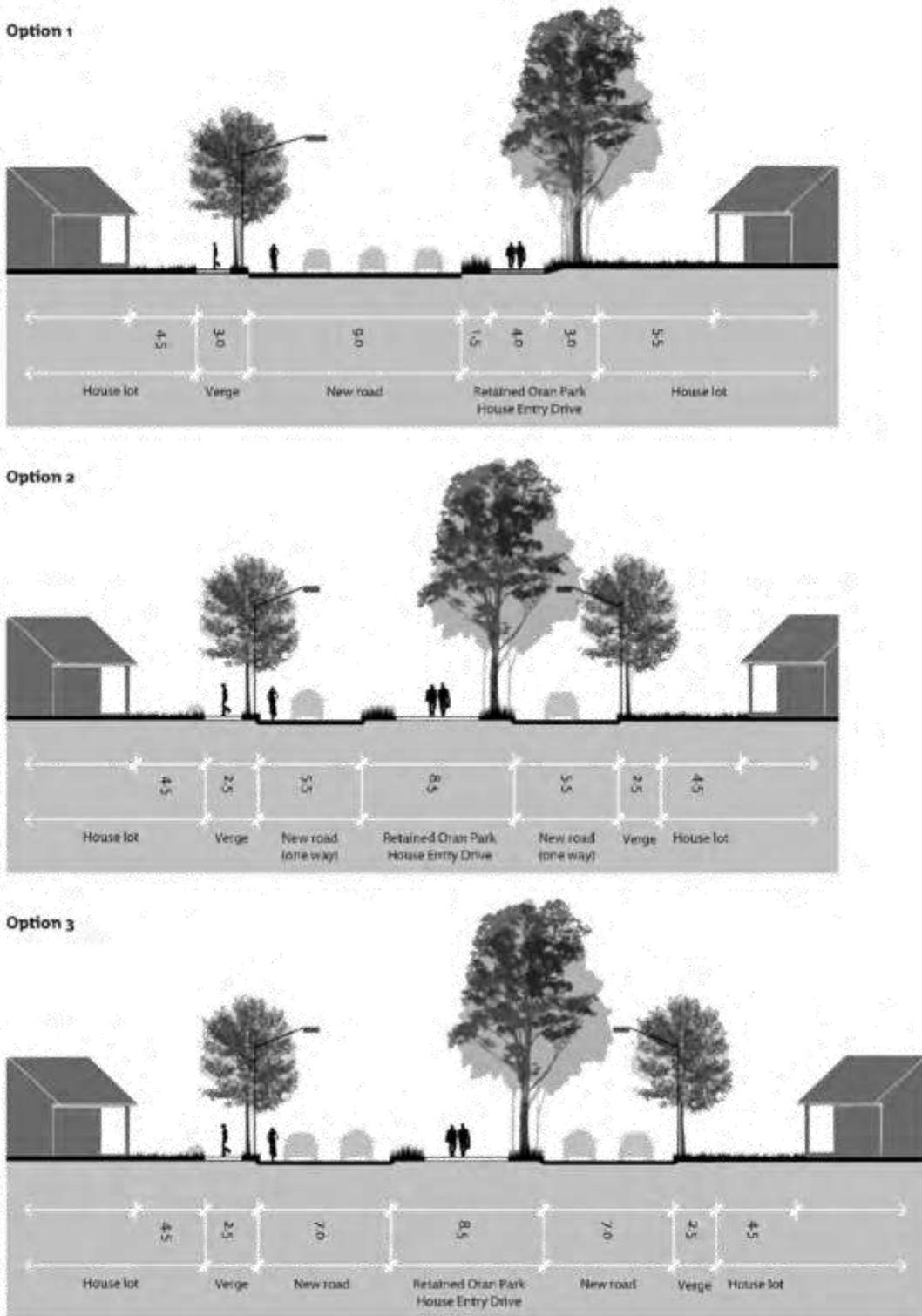


Figure 4-6: Indicative Dawson-Damer Drive sections (incorporating the historic driveway)

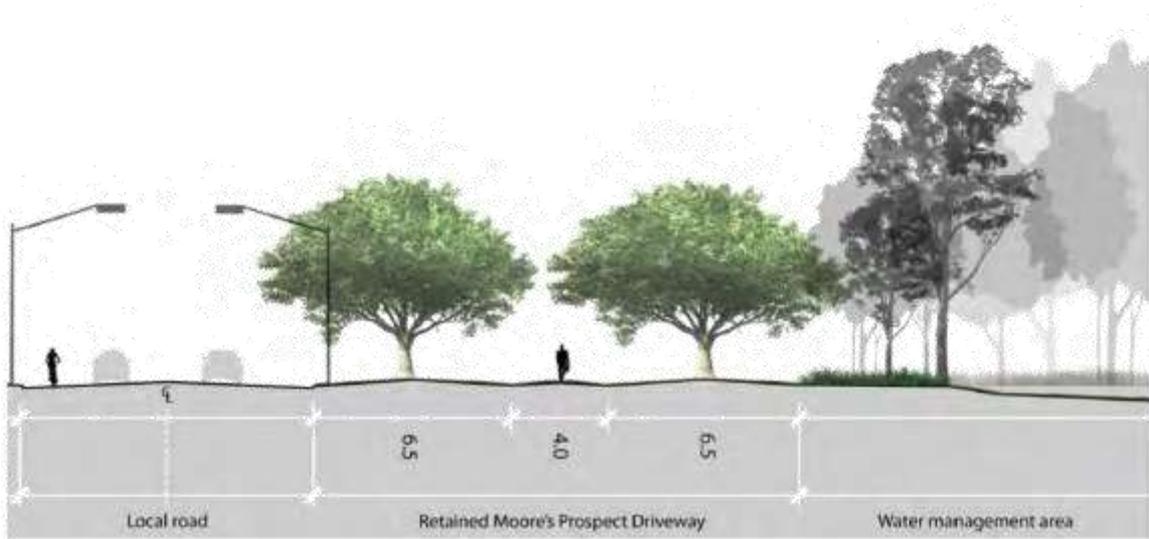


Figure 4-7: Indicative Moore's Prospect Driveway section

4.2 Development near or on electricity easements

Objectives

- a. To ensure that development on or near electricity easements does not impact on the integrity and safety of electricity infrastructure.
- b. To ensure reasonable standards of amenity for residential development within the vicinity of electricity easements.
- c. To encourage passive surveillance of electricity easements.

Controls

1. Public roads within residential areas are to be generally located adjacent to electricity easements to allow easy access to transmission towers.
2. The road verge may encroach into the easement; however, the carriageway shall be located outside the easement except where roads cross the easement.

The layout of residential development adjacent to electricity easements is to be consistent with

3. **Figure 4-8** as applicable to the proposed development.
4. A public road is not required adjacent the western side of the electricity easement near Oran Park Drive (between Oran Park Drive and South Creek), as shown in the Indicative layout Plan (refer to **Figure 2-1**). The design of development on the western side of the electricity easement shall emphasise casual surveillance of the easement land and rear fences shall be up to 1.2m high.
5. The location of road crossing electricity easements should be in accordance with the Indicative Layout Plan (refer to **Figure 2-1**).
6. All proposed activities within electricity easements require approval from the relevant electricity infrastructure agency (TransGrid or Endeavour Energy). Applicants should consult with the agency and obtain the relevant approvals prior to submitting a development application to Council. Evidence of approval is to be submitted with the development application.

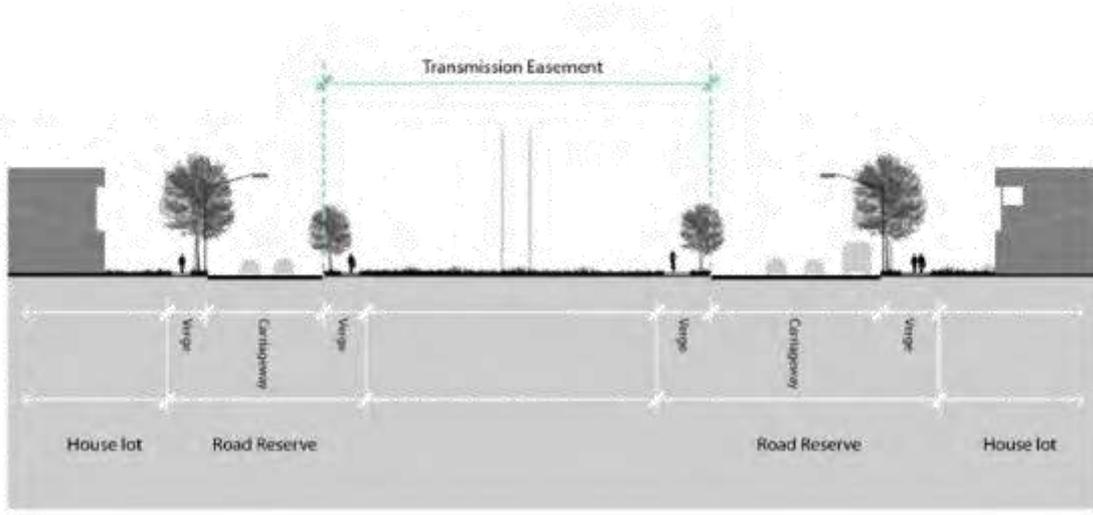


Figure 4-8: Preferred layout of development on land affected by Transmission easement

4.3 Development in the Environmental Living zone

Objectives

- a. To protect the significant environmental values of creek lines, flood prone land, and areas of high visual amenity.

Controls

1. Applications for subdivision and development in the Environmental Living zone are to demonstrate consistency with the preferred subdivision layout shown in Figure 4-9. Dwellings are to be located outside the extent of the 1 in 100 year flood line (refer to Figure 2-2).
2. The floor level of all dwellings is to be at least 500mm above the level of the 1 in 100 year flood.
3. Fencing within areas affected by the 1 in 100 year flood is to be minimised, and the design of fencing is to ensure that flood waters are not affected and that debris will not become trapped in fences.\
4. The design of subdivision and the location of dwellings are to ensure that all residents are able to safely evacuate in the event of a flood. Evacuation routes are to be submitted with the development application.
5. Dwellings and other buildings are not to be located within land affected by the Riparian Corridor, shown on the Indicative Layout Plan (refer to **Figure 2-1**).
6. Applications for new residential development or subdivision within the Environmental Living zone are to include landscaping plans and a vegetation management plan demonstrating how native vegetation is to be protected, rehabilitated and/or restored as part of the development. Landscaping is to consist of predominantly native (preferably native to the local area) species.
7. Applicants are to demonstrate compliance with the requirements of *Planning for Bushfire Protection 2006* where new development is proposed within the Environmental Living zone. The application is to consider protection from bushfire hazards relating to remnant vegetation and to vegetation that is proposed to be planted on the property or on adjoining properties.



Figure 4-9: Preferred layout of development in the Environmental Living zone in the Precinct

4.4 Australasian Bittern habitat protection

Objectives

- a. To protect, enhance and create suitable habitat for the Australasian Bittern within the Precinct.
- b. To ensure that drainage and other works within South Creek are designed and undertaken in a way that protects and enhances the existing habitat of the Australasian Bittern and creates opportunities for additional habitat.
- c. To ensure that drainage and other works within and/or adjacent South Creek do not have a significant impact on the Australasian Bittern or its habitat.

Controls

1. The design and construction of development, including drainage, sewerage and flood mitigation works, on land zoned E2 Environmental Conservation along South Creek is to be generally consistent with the *Catherine Fields (Part) Precinct: Australasian Bittern Habitat* paper (EcoLogical Australia, October 2013).
2. Applications for subdivision and development within and/or adjacent land zoned E2 Environmental Conservation along South Creek, as shown on the Indicative Layout Plan (refer to **Figure 2-1**), shall be accompanied by a Flora and Fauna Assessment prepared by suitably qualified ecologist addressing potential impacts on the Australasian Bittern and its habitat, including a 7-Part Test of Significance under the *Threatened Species Conservation Act 1995* and Assessment of Significance under the *Environmental Protection and Biodiversity Conservation Act 1999*. This assessment must include a survey meeting the requirements of the SEWPaC SPRAT Database (Species Profiles and Threats Database) and the *Catherine Fields (Part) Precinct: Australasian Bittern Habitat* paper (EcoLogical Australia, October 2013), including being conducted during the Summer/Spring breeding season.
3. The first application for subdivision within and/or adjacent to land zoned E2 Environmental Conservation shall be accompanied by a Vegetation Management Plan prepared by a suitably qualified ecologist. The Plan shall address all works proposed within and adjacent the E2 Environmental Conservation land and specifically, the protection, enhancement and creation of Australasian Bittern habitat.
4. The design of the Riparian Corridor and E2 Environmental Conservation land is to identify and assess opportunities for protection, enhancement and creation of Australasian Bittern habitat (i.e. existing in-stream (on-line) dams and wetlands). A minimum of two habitat areas shall be identified, including the existing "Southern Wetland" habitat area identified in **Figure 2-3**.
5. The design of habitat areas, including the "Southern Wetland" habitat area identified in **Figure 2-3**, shall be generally consistent with the indicative cross-section for in-stream Australasian Bittern habitat (refer to **Figure 4-10**) and shall consider fish passage.

6. Works undertaken within habitat areas shall be sympathetic to the Australasian Bittern and be limited to purposes of public safety, flood mitigation, revegetation and environmental protection, in accordance with the Vegetation Management Plan.
7. Works within or adjacent to potential habitat areas, including those identified in **Figure 2-3**, are to be undertaken outside of the Spring/Summer breeding season.

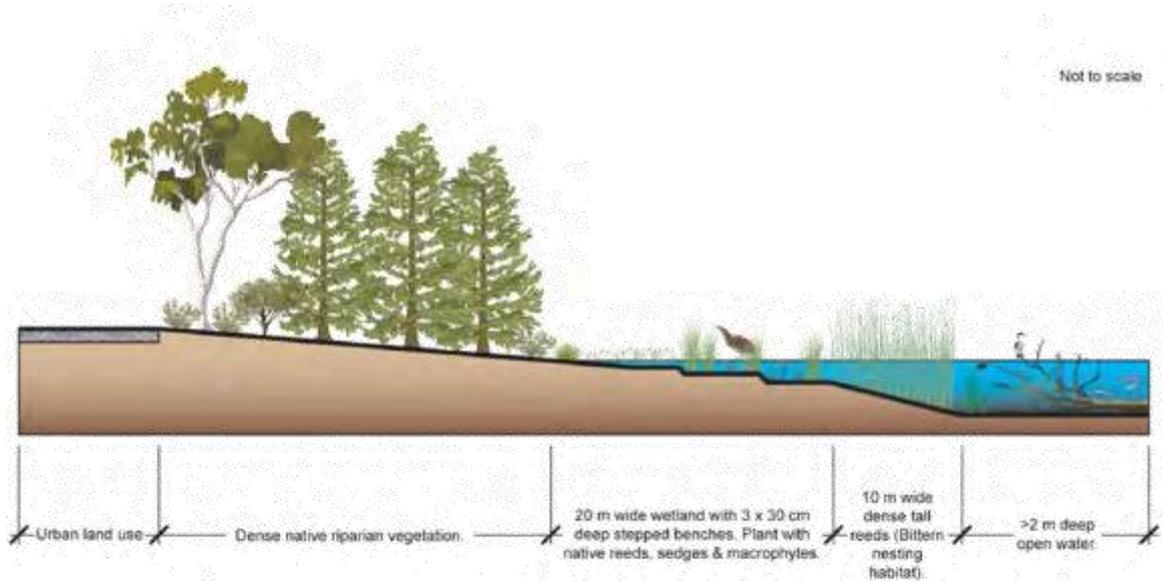


Figure 4-10: Indicative cross-section through Riparian Corridor and Australasian Bittern habitat



Cnr Oran Park Drive &
Peter Brock Drive
Oran Park Town NSW 2570

61 2 9043 7500 | Fax: 61 2 9043 7591
ABN 31 133 939 965

15th October, 2015

The General Manager
Camden Council
P.O. Box 183
CAMDEN NSW 2570

Attention: Peter McKenna

Dear Sir,

**RE: CATHERINE FIELDS (PART) PRECINCT– PROPOSED AMENDMENTS TO SCHEDULE 4 OF THE
CAMDEN GROWTH CENTRES DEVELOPMENT CONTROL PLAN ('DCP')**

The purpose of this submission is to seek Council's support to amendments to Schedule 4 of the Camden Growth Centres DCP which applies to the Catherine Fields (Part) Precinct ('CFPP'). Greenfields Development Company No. 2 Pty Ltd is the developer of Lot 7 DP 1173813 in the CFPP.

In summary the key proposed amendments comprise:

1. Relocation of the proposed Primary School site to a site co-located with future playing fields.
2. Removal of the road link to the Oran Park Drive / Dan Cleary Drive intersection.
3. Provision for traffic signals at the intersection of Oran Park Drive and Harrington Parkway extension.
4. Introduction of a 'bus capable' Local Street connecting Harrington Parkway with the Collector Road extension of Firth Avenue from Oran Park.
5. Relocation of a Local 'pocket park'.
6. Enhanced pedestrian / cycle path connections.
7. Minor realignment of the east-west roadway in the central western portion of the Precinct to achieve a direct sight line to Oran Park House.
8. Minor realignment of Local Streets to reflect preferred design outcomes and better respond to topographic constraints.

Please find enclosed:

- Report "Catherine Fields (Part) Precinct ILP & DCP Amendment Oran Park South Project", prepared by Design + Planning (Revision C, October 2015) outlining the context and rationale to support the proposed amendments. The report includes the proposed amended Indicative Layout Plan & DCP diagrams and Technical Note from AECOM assessing the proposed transport & traffic related amendments. One (1) hard copy and electronic copy provided.
- Cheque for \$2,260 being Council's fees to consider the proposed amendments and initial report to Council.

If you require any further information or assistance please feel free to contact either myself on 9043 7515/0408 110 899 or Mick Owens on 9043 7575/0419 001 815.

Yours sincerely,



Paul Hume
Development Manager – Property
Greenfields Development Company no. 2 Pty Limited

ORD04

Attachment 2



**CATHERINE FIELDS (PART) PRECINCT
ILP & DCP AMENDMENT
ORAN PARK SOUTH PROJECT**

OCTOBER 2015

Revision C



CATHERINE FIELDS (PART PRECINCT) ILP & DCP AMENDMENT
ORAN PARK SOUTH
OCTOBER 2015

Prepared for: **Greenfields Development Company**

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APPENDICES

- Appendix 1 Proposed Amended Indicative Layout Plan
- Appendix 2 Oran Park South Project Masterplan
- Appendix 2 Proposed Amended DCP Diagrams
- Appendix 3 Traffic Study
- Appendix 4 School Site Assessment



1 INTRODUCTION

1.1 Summary

This submission has been prepared on behalf of Greenfields Development Company no. 2 Pty Ltd ('GDC2'), as developers of Lot 7 DP 1173813, owned by Leppington Pastoral Company, in the Catherine Fields Part Precinct ('CFPP'). It has been prepared to outline the context and rationale to support proposed amendments to the provisions of the Camden Growth Centres Development Control Plan as they relate to the CFPP.

The CFPP was rezoned to accommodate a variety of land use outcomes including residential housing, open space areas, educational facilities, a neighbourhood centre and protection of a number of creek corridors within the precinct.

Schedule 4 of the Camden Growth Centres DCP was prepared by the NSW Department of Planning, to act as a guide in the delivery of development outcomes across the precinct. It included an Indicative Layout Plan ('ILP') which formed the basis of the DCP diagrams and zoning plans adopted.

GDC2 have undertaken an Urban Design Review and further Detailed design associated with the preparation of Development Applications. This Detailed review has included discussion with State Government Departments and Council Officers and has identified opportunities to achieve an enhanced urban design and place making outcome across the land holding and wider CFPP area.

Some of the key proposed amendments to Schedule 4 and the ILP include:

- a) Relocation of the proposed Primary School to deliver a site which is co-located with the future playing fields
- b) Removal of the road link to the Oran Park Drive / Dan Cleary Drive Intersection
- c) Delivery of traffic signals at the intersection of Oran Park Drive and Harrington Parkway extension
- d) Introduction of a "Bus Capable" Local Street connecting Harrington Parkway with the Collector Road extension of Firth Avenue from Oran Park
- e) Relocation of a Local Pocket Park
- f) Enhanced Pedestrian / Cycle Path Connections
- g) Minor re-alignment of the east-west roadway in the central western portion of the precinct to achieve direct sight line to Oran Park House
- h) Minor re-alignment of Local Streets to reflect preferred design outcomes and better respond to topographical constraints

It is considered that the proposed changes to the Camden Growth Centre DCP and ILP will provide wide ranging and long term benefits to the future local community.

We are aware that the adjoining land owner Hixson Pty Limited ('Hixson') has submitted a separate submission seeking amendments to the adopted ILP and DCP documentation for the land holdings in which they have an interest. GDC2 fully support the submission prepared on behalf of Hixson. This submission and associated ILP / DCP amendments have been prepared in close consultation with Hixson to ensure strategic planning outcomes and detailed road design planning are undertaken in a coordinated manner.

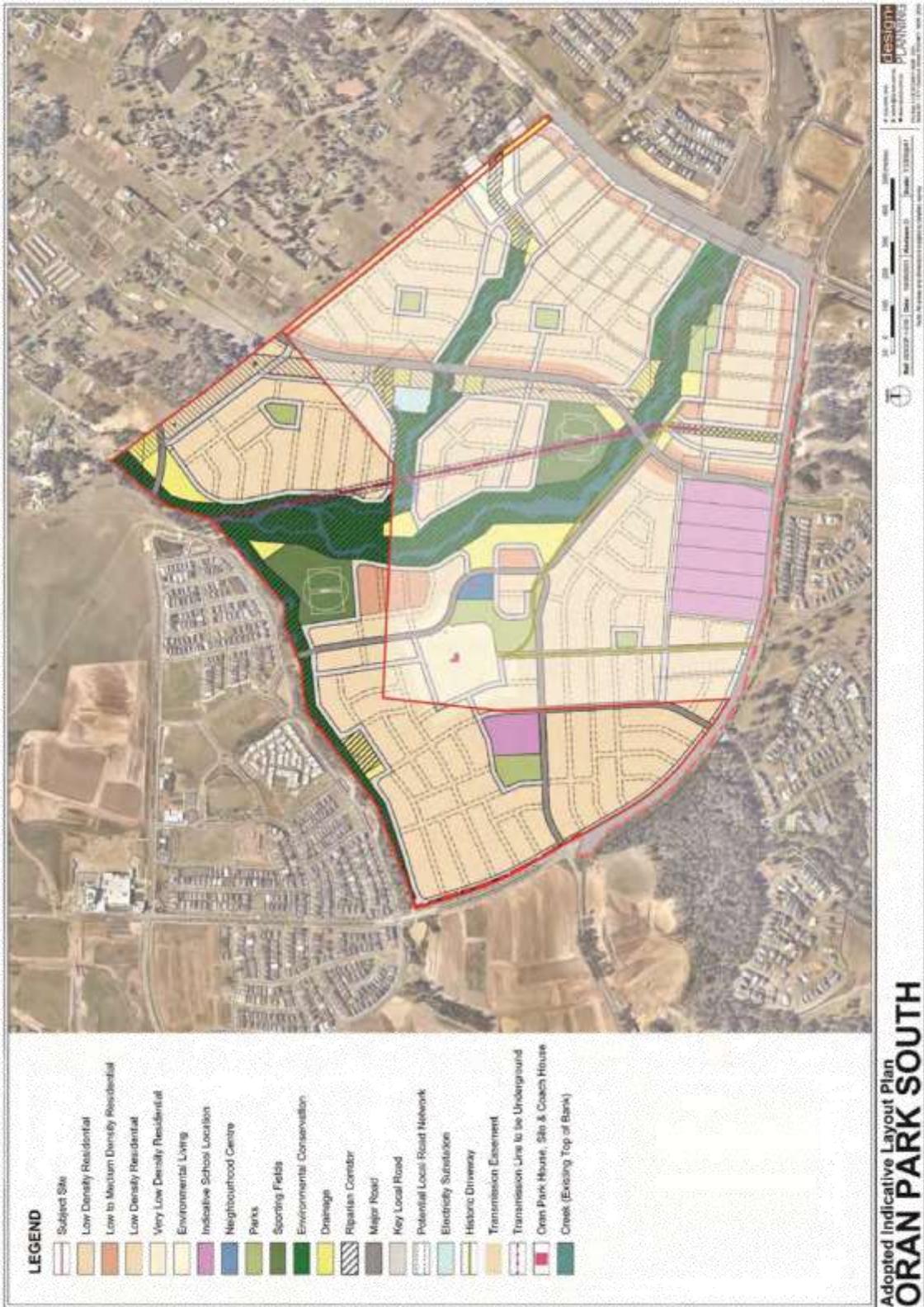
1.2 Site Description and Context

The Catherine Fields (Part) Precinct (CFPP) is situated within the southern portion of the South West Growth Centre approximately 6km north east of Camden and 50km south west of the Sydney CBD. The Oran Park Precinct is located to the northwest and the Turner Road Precinct to the east.

The subject LPC land holding, known as Lot 7 DP 1173813, incorporates approximately 103 hectares of the total 320 hectare Part Precinct, and is anticipated to deliver up to 1,000 new homes over the coming years.

The site forms part of a larger LPC land holding of over 1,500 hectares, including the Oran Park Town Development to the north, and additional land titles within the future Maryland's and Lowes Creek Precincts. Figure 1 below identifies the LPC land holding within the CFPP.

Figure 1: LPC Land Holding Area within Current Adopted ILP



2 URBAN DESIGN REVIEW

2.1 Amendments to the Indicative Layout Plan

As discussed above, following rezoning of the CFPP GDC2 have undertaken an Urban Design Review and further detailed design to facilitate urban development and the preparation of Development Applications.

This detailed review has included discussion with adjoining land owners Hixson, State Government Departments and Council Officers. The review has identified opportunities to achieve an enhanced urban design and place making outcome across the LPC land holding and wider CFPP area.

This has resulted in the preparation of a proposed amended ILP for the LPC land holding which GDC believes will offer opportunities for enhanced land use planning outcome.

The proposed amendments include:

- a) Relocation of the proposed Primary School to deliver a site which is co-located with the future playing fields
- b) Removal of the road link to the Oran Park Drive / Dan Cleary Drive Intersection
- c) Delivery of a traffic signals at the intersection of Oran Park Drive and Harrington Parkway extension
- d) Introduction of a "Bus Capable" Local Street connecting Harrington Parkway with the Collector Road extension of Firth Avenue from Oran Park
- e) Relocation of a Local Pocket Park
- f) Enhanced Pedestrian / Cycle Path Connections
- g) Minor re-alignment of the east-west roadway in the central western portion of the precinct to achieve direct sight line to Oran Park House
- h) Minor re-alignment of Local Streets to reflect preferred design outcomes and better respond to topographical constraints

If supported, the revised ILP would inform the amendments to the Camden Growth Centres DCP figures that guide development throughout the Precinct. The proposed ILP is shown in **Figure 2** below and includes a boundary that identifies the land area subject to this Proposal.

The project Masterplan proposed to be amended by the Hixson submission and this submission, as shown in **Figure 4**, provides a detailed presentation of the vision for the project area, demonstrating how the land use arrangements will deliver a highly connected, well designed and pleasant neighbourhood outcome.

Importantly, the revised ILP maintains the general road structure/hierarchy and land use arrangement outcomes as the adopted version for CFPP. The key urban design principles of the ILP have not been changed, including:

- Residential, retail, infrastructure and environmental land uses are essentially the same;
- Major roads and key roads are maintained or extended;
- Land areas of open space are maintained; and
- Key view lines to Oran Park House are maintained or enhanced.

Each of the proposed amendments to the ILP are discussed in Details in sections 2.3 to 2.9 of this submission.

Figure2: Proposed Amended Indicative Layout Plan

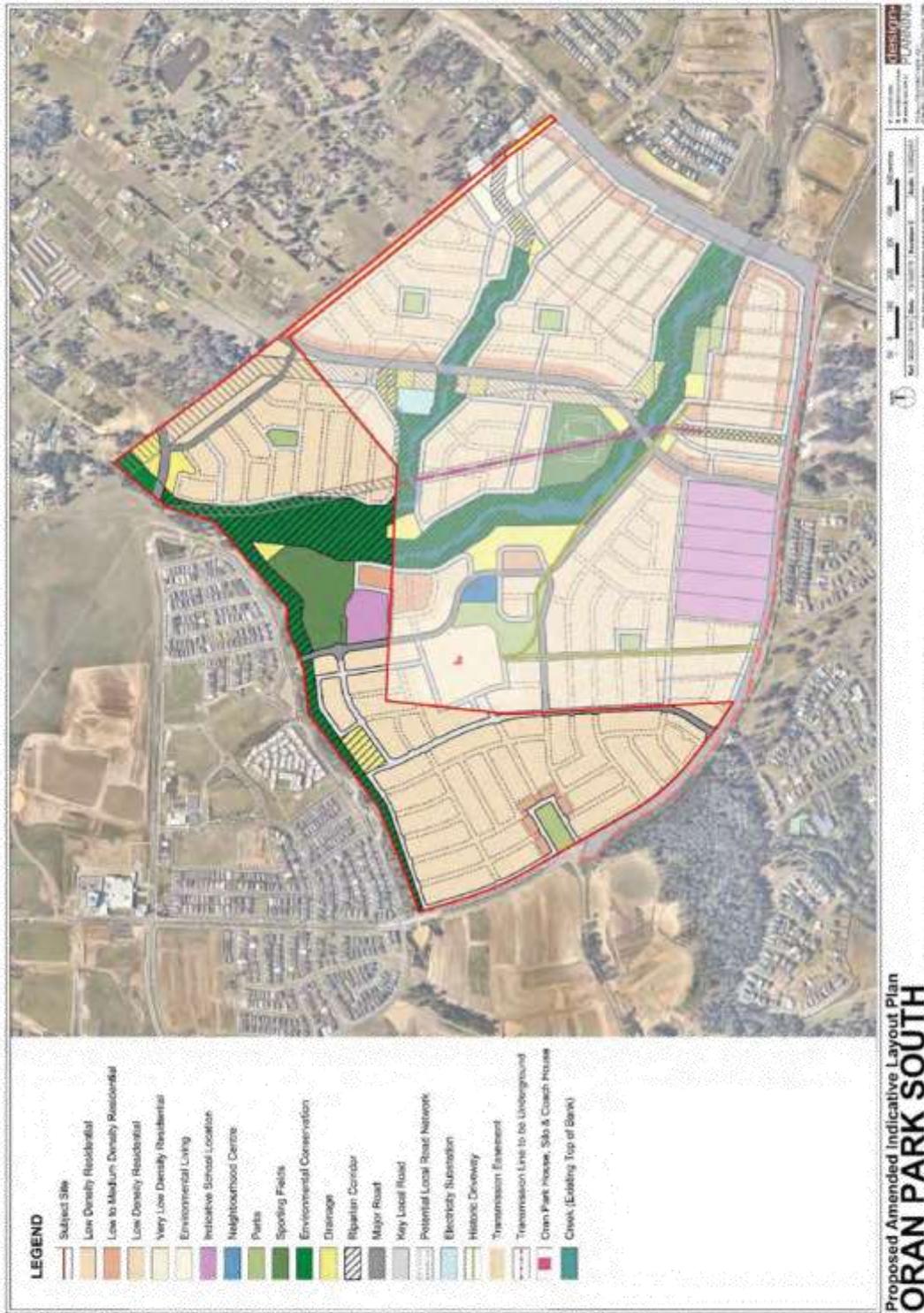


Figure 3: Design Principles Plan

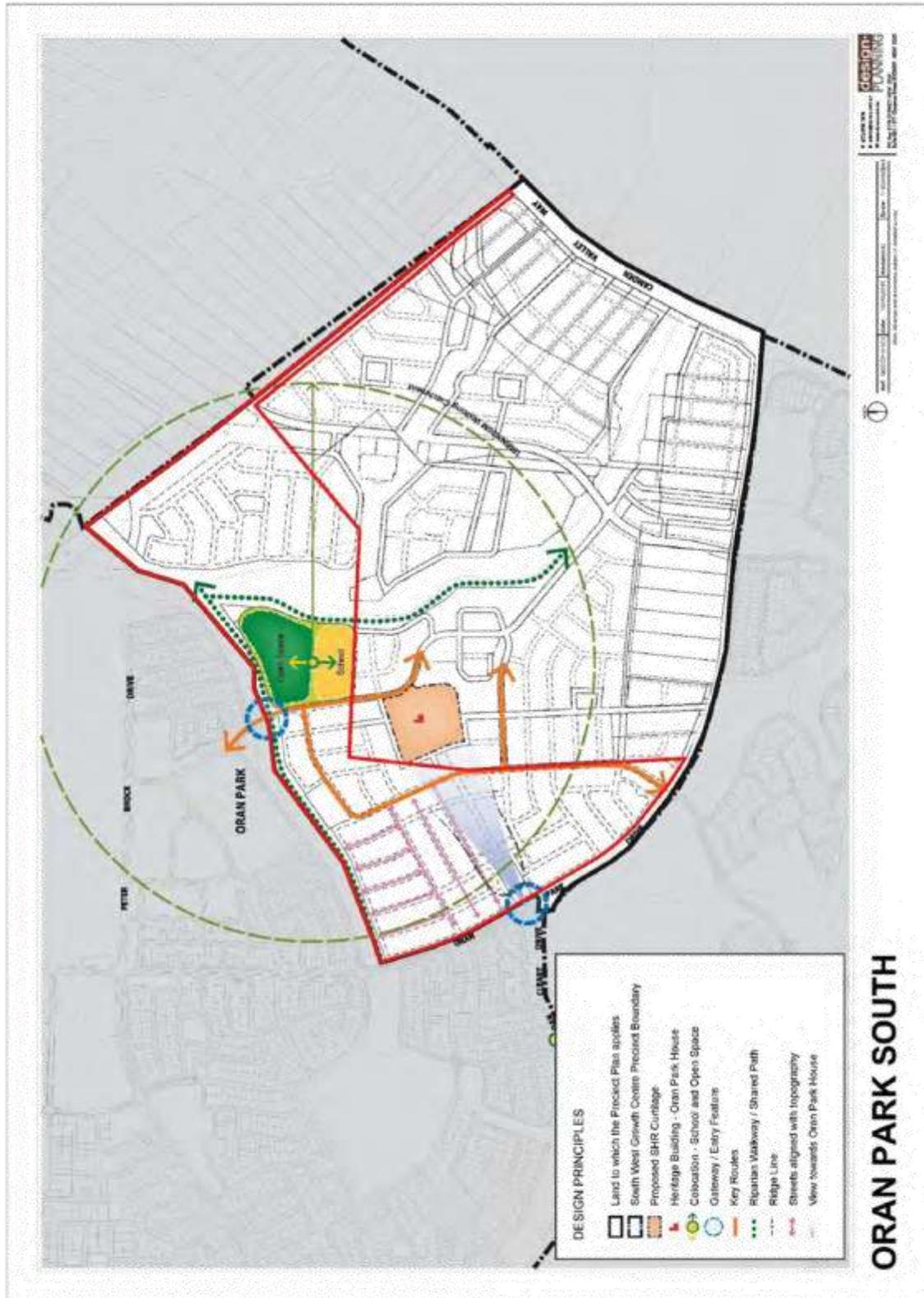


Figure 4: Oran Park South Masterplan



2.2 Relocation of the proposed Primary School

2.2.1 Design Review

The urban design review has identified an opportunity to relocate the Primary School site shown on the ILP to potentially deliver improved community and development outcomes.

A review of the current ILP School Site has identified the following key issues:

- The site has a slope of approximately 4.8% requiring substantial earth working to achieve suitable grades to accommodate school buildings, parking areas, playground areas etc;
- Its location on a hill may discourage students from walking and cycling to school;
- The re-alignment of the adjacent Collector Road as proposed by this submission would see it become a Local Road within the network;
- The siting of a school in this location would interrupt a key view line towards Oran Park House;
- It would not be located along a road which forms part of the anticipated daily traffic movements of residents and is not located centrally to the likely drawing area and is isolated from key destinations within the CFPP.

An alternative school site has been identified that is co-located with the Open Space and Playing Fields along the north-south Collector Road, which connects the Neighbourhood Centre to the south and the Oran Park Town Centre to the north.

It is considered that the alternative School Site provides an improved location for a school within the CFPP for the following reasons:

- It is co-located with Open Space and Playing Fields, creating opportunities for sharing of amenities and facilities;
- It is located adjacent to the South Creek riparian corridor, with potential learning and educational values;
- It is positioned along a key Collector Road connecting the Neighbourhood Centre to the south and the Oran Park Town Centre to the north;
- It has a gently sloping site capable of accommodating a Primary School and its associated infrastructure and facilities with minimal earthworks and resulting construction costs savings.
- It is positioned centrally to the likely drawing area; and
- It has improved outcomes for walking and cycling.

A principles plan which demonstrates the benefits of the alternative school site is included in Figure 5. An indicative site layout plan for the school and playing fields is shown in Figure 6.

The NSW Department of Education and Communities (DEC) has prepared the *Planning New Schools - School Safety and Urban Planning Advisory Guidelines* (Guidelines) to provide non-statutory general advice to facilitate planning new schools. It includes a scoping checklist identifying the range of issues which need to be considered when identifying a site for a new school.

An assessment against the Scoping Checklist is provided in Appendix 5. The assessment found that the alternative School Site provides an improved location achieving a higher "score" than the current ILP school site.

2.2.2 DEC Consultation

GDC2 has been engaging in discussions with the DEC regarding the alternative school site over a period of 12 months.

The Department has recently provided general advice indicating acceptance of the site as a preferred school location, subject to demonstration that the alternate school site can address the following parameters:

- *The site is accessed by a 'bus capable' roads.*
- *Provide improved direct access to playing fields.*
- *Confirmation that the school site did not contain a bushfire asset protection zone and was not affected by the 1% AEP flood.*

In response to the comments provided by DEC, a final Indicative School Site plan was prepared (as shown in Figure 8 below) which demonstrates:

- The site is accessed by a Bus Capable Collector Road along the main western frontage of the site.
- The internal school car park layout has been modified to achieve enhanced direct pedestrian access between the school site and the playing fields.
- The plan confirms that the proposed alternate school site is not affected by a bushfire Asset Protection Zone or the 1% AEP flood.

It is understood that the proposed amendments to the ILP and DCP will be referred to the DEC as part of the exhibition process and in this regard, GDC2 will provide contact Details of staff within DEC who have been involved in discussions relating to the school site to assist Council.

Figure 5: School Site Principles Plan

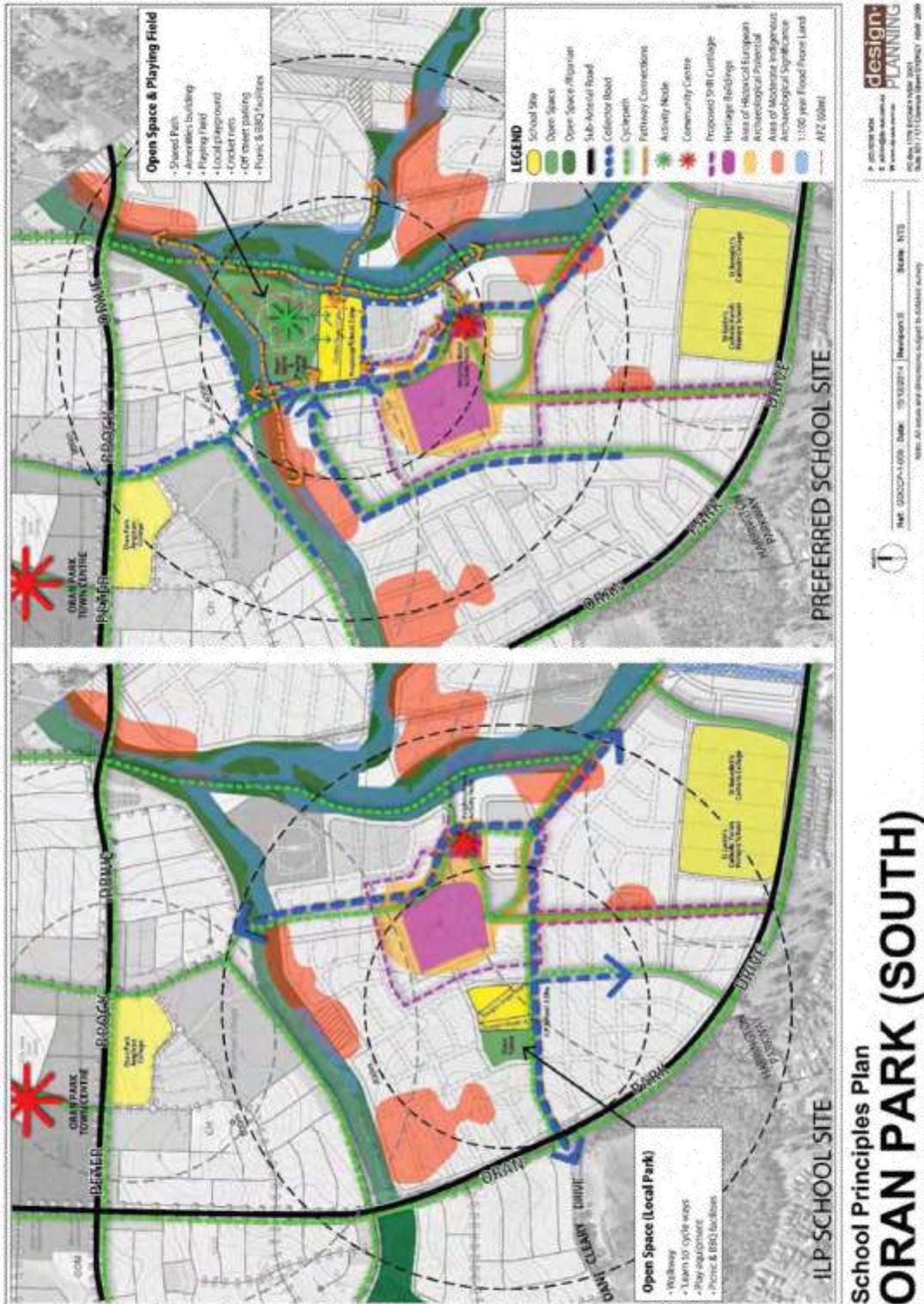


Figure 6: Indicative School Layout Plan (as provided to DEC)



2.3 Road Hierarchy and Intersection Arrangements

As discussed above, we have undertaken a thorough Urban Design Review and further Detailed design to facilitate Development Applications for the GDC2 component of the Catherine Field (Part) Precinct. The result of this Urban Design Review has been the preparation of a proposed amended Indicative Layout Plan for the LPC land holding which incorporates proposed amendments to the road hierarchy, layout and intersection arrangements as discussed in Detail below.

The modified roadway layout will deliver enhanced local and regional traffic movement outcomes, while ensuring high quality low traffic volume local streets are able to be delivered.

AECOM, who undertook the Traffic Study for the Catherine Field (Part) Precinct have provided a review of the proposed amendments which is included in Appendix 4.

2.3.1 Oran Park Drive / Dan Cleary Drive Intersection

The CFPP DCP Precinct road hierarchy, shown at Figure 2-11 of the DCP, included the introduction of a four way signalised intersection at the site of the existing Oran Park Drive / Dan Cleary Drive intersection.

GDC2 and the Oran Park project team have undertaken extensive design review and traffic modelling of the Oran Park Drive / Dan Cleary Drive intersection, which has assisted in the urban layout review.

This submission seeks Council support to remove the connection to the Oran Park Drive / Dan Cleary Drive intersection from within the CFPP as demonstrated on the revised ILP submitted and the modified DCP road hierarchy plans (Refer Figure 9) on the following pages.

Since rezoning of the CFPP, the role and status of Dan Cleary Drive to the west of the Precinct has been further defined. Council has confirmed that this section of Dan Cleary Drive will remain as a local semi-rural type roadway and will not be significantly upgraded. Furthermore, the RMS has released preliminary designs for The Northern Road upgrade which confirm that the intersection of Dan Cleary Drive and The Northern Road will be a restricted left in / left out arrangement.

Separately to this submission, GDC2 are liaising with Council to address safety concerns relating to the existing intersection arrangements. AECOM have reviewed the intersection function and noted that *the grade at this intersection has an impact on vehicle sight-lines for the majority of traffic movements and is particularly unsafe for right turners. Minimising the number of movements (and thus conflicts) is preferred at this location. As such, it is not recommended to provide an additional connection to the east. Vehicles that would have utilised this eastern connection will be able to use the Oran Park Drive / Harrington Parkway intersection.*

The removal of this intersection connection will enhance the urban design and place making outcomes for residents within the CFPP. The benefits of the removal of this connection include:

- ***Improved Focus on Desired Traffic Movements***

It is considered that the predominant traffic movements for residents within the Precinct would be north-south to destinations such as Oran Park Town and Campbelltown/Gregory Hills rather than east-west via an extension of Dan Cleary Drive. The revised road network and intersection arrangements supports these desire lines. The proposed relocation of the school site as discussed at Section 2.2 also lessens the need for the Collector Road connection.

- ***A Safe and Efficient Intersection with Dan Cleary Drive***

As previously mentioned minimising the number of movements (and thus conflicts) at this intersection will provide for a safer road environment.

GDC2 acknowledges that no funding has been allocated to the delivery of improved traffic controls at the intersection in the adopted Section 94 plan. We note that as this intersection forms part of the wider road network, it is not the sole responsibility of the individual land owner. Having said this, the Oran Park team is working with Council to modify traffic control at this intersection as part of a regional network response, separate to arrangements for the CFPP.

- *Enhance Views to Oran Park House*

As outlined above, the adopted ILP incorporates a road link from the Oran Park Drive / Dan Cleary Drive intersection, which forms an east-west Collector Road link to the future Rickard Road extension to the east.

The alignment of the Collector Road does not allow a view line to be achieved from the Oran Park Drive / Dan Cleary Drive intersection to Oran Park House as the roadway veers in an easterly direction from the intersection.

The removal of the link to the Oran Park Drive / Dan Cleary Drive intersection allows for the creation of a pocket park and local street which provides a direct view line to Oran Park House, as shown on the preferred ILP submitted with this proposal.

The benefits of achieving this view line are further discussed in Section 2.8 of this submission.

- *Reduction in "Rat-run" traffic*

The adopted ILP incorporates a road link from the Oran Park Drive / Dan Cleary Drive intersection, which forms an east-west Collector Road link to the future Rickard Road extension to the east.

The delivery of an intersection and road layout as proposed under the ILP would encourage vehicles travelling along both Oran Park Drive and Dan Cleary Drive to use the Collector Road Link as a short cut / rat run through the Precinct.

This is not considered to be a desirable outcome for future residents with regional traffic flows encouraged to traverse local streets through the Precinct. This will create high vehicle flows on localised streets and reduce pedestrian safety within the Precinct.

The creation of a rat-run through the Precinct as shown on the ILP results in an unclear road hierarchy network within the broader region, confusing major through traffic roadways with local traffic streets and Collector Roads.

The traffic study submitted with this submission has been modelled based on the removal of this connection and adoption of the proposed road structure and hierarchy. The traffic study has demonstrated that the removal of the connection will not impact on traffic flows either within the CFPP or the surrounding area.

The traffic report has concluded that the proposed intersection will operate with adequate level of service performance

2.3.2 Oran Park Drive / Harrington Parkway Extension Intersection

The CFPP DCP Precinct road hierarchy also proposes a four way roundabout at the intersection of Oran Park Drive and Harrington Parkway extension.

The construction of a roundabout in this location would be inconsistent with the existing and proposed intersection arrangements along the balance of Oran Park Drive, which are signalised intersections.

Oran Park Drive is a sub-arterial roadway which functions as a connector between major arterial roads such as Camden Valley Way and The Northern Road, while allowing access to local Collector Road systems within Oran Park and Catherine Fields.

It is considered that construction of a four lane roundabout at this intersection would create a road hierarchy scenario where residential neighbourhood Collector Roads are attributed the same traffic priority as Oran Park Drive. This is seen as creating a localised congestion point at the roundabout.

There is also the possibility that a roundabout would ultimately need to be removed and replaced with a signalised intersection in the future, which would cause significant traffic impacts in a similar fashion to the upgrade of Narellan Road.

As such, this submission seeks Council support for the Oran Park Drive / Harrington Parkway extension intersection to be constructed as a signalised intersection as demonstrated on the revised ILP submitted and the modified DCP road hierarchy plans (Refer Figure 7) on the following page.

2.3.3 "Bus Capable" Local Road Alignment

The ILP currently shows the alignment of a 'Key Local Road' within Oran Park (South) which is aligned along the boundary of the riparian corridor.

The Key Local Road intersects with a Collector Road at the edge of the riparian corridor under the adopted ILP. The Collector Road continues to the north, crossing Kolombo Creek, connecting to the Oran Park Town project.

Engineering design work and investigations for the future Kolombo Creek bridge crossing (Development Application submission currently being finalised) has found that the intersection location of these two roadways shown on the adopted ILP is not able to be constructed.

In order to overcome this issue it is proposed to move this 'Key Local Road' slightly to the south.

As part of the realignment of this intersection the 'Key Local Road' has also been extended to the south to connect with the balance of the GDC2 landholding. This will ensure the development can be delivered without relying on adjoining landowners.

The Key Local Road has also been designed as a Bus Capable Local Street which traverses the site from the Collector Road roundabout on the extension of Firth Avenue, running in a westerly direction, before heading south to connect with the central Collector Roads and the future Oran Park Drive / Harrington Parkway intersection.

The proposed amended DCP Public Transport Network plan is shown in Figure 8 on the following page and is also reflected on the amended DCP Road Hierarchy Plan shown in Figure 9.

This roadway has been provided with a wider pavement and turning paths to accommodate buses. It is also considered that the provision of a Bus Capable Local Road linking these Collector Roadways, and re-alignment of the Key Local Road to avoid construction conflict with the Kolombo Creek bridge crossing, will provide an improved urban design and road network outcome.

The Detailed traffic study contained in Appendix 4 addresses the introduction of the Bus Capable Local Road and confirms that the proposed amended road hierarchy will not have a Detrimental impact on the surrounding area.

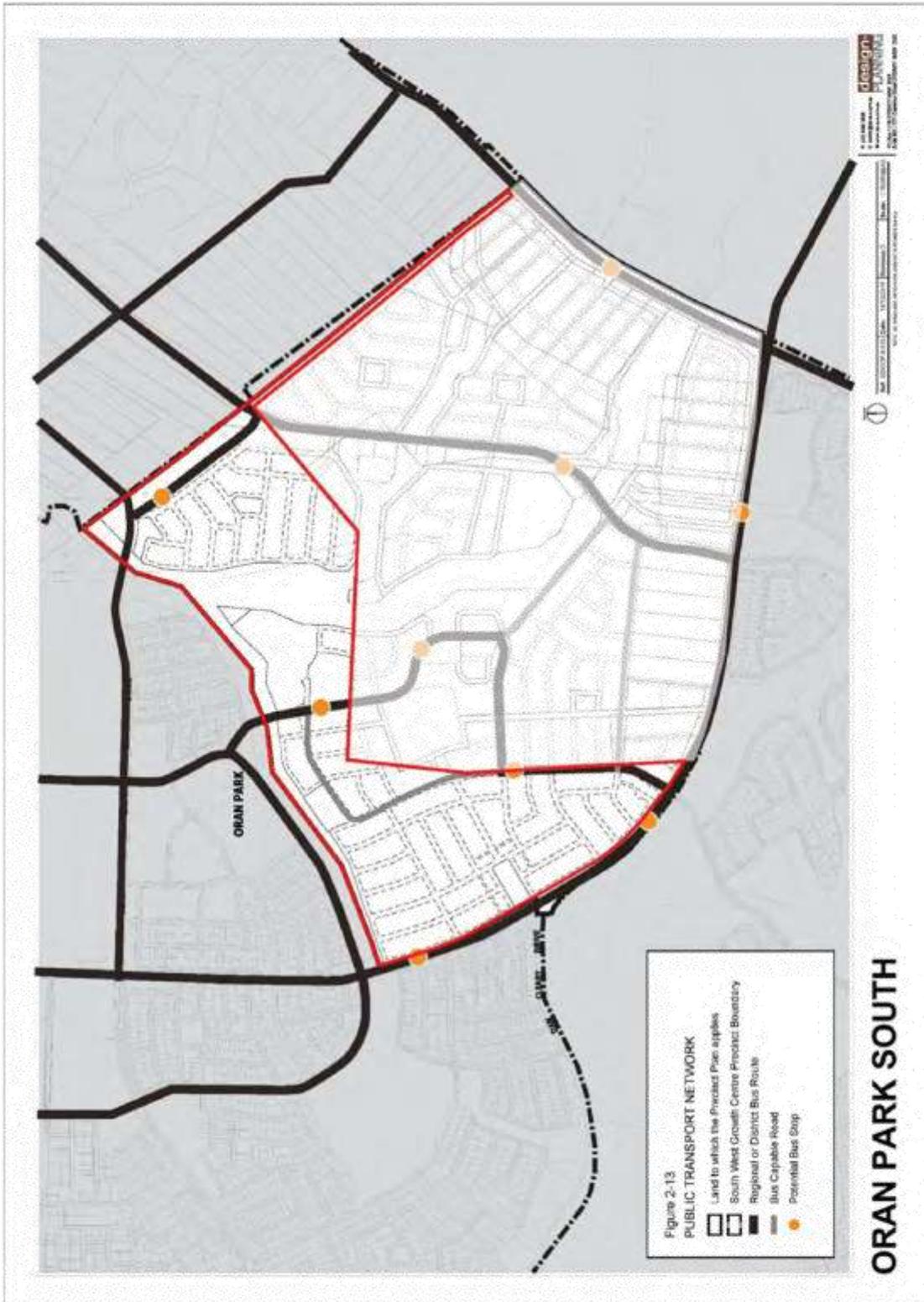
2.3.4 Re-alignment of Local Streets

The adopted ILP currently shows residential cells and roads predominantly aligned in an east-west direction within the western portion of Oran Park (South). This results in roads running along contours as opposed to across contours.

The philosophy for Oran Park (South) is to generally design roads running across the contours to avoid the need for retaining walls to be constructed along the rear boundary of residential lots. This creates the need to reorientate the roads and residential cells in a north-south direction.

This approach has been adopted so as to deliver small height retaining walls on side boundaries where possible, rather than larger retaining walls along rear boundaries as would be required under the adopted ILP layout.

Figure 8: Amended DCP Figure 2-13



2.4 Re-location of Local Pocket Park

As discussed in Section 2.3 of this submission, the Urban Design Review identified the opportunity to relocate the public school site to deliver a facility adjacent to the proposed playing fields.

As part of this review, the location and function of the local open space pocket park which adjoined the previous school site has been reviewed to Determine whether the ILP identified park area was still the most appropriate location.

The adopted ILP and Section 94 plan required this pocket park to be a minimum of 1.2 hectare to allow co-use with the adjoining public school.

- **Local Park 1A (LP1A)**

The removal of the intersection link to Dan Cleary Drive, and relocation of the school site has identified an opportunity to relocate the park approximately 300m to the west, and provide a rectangular shaped park area, which is integrated with the existing Oran Park Town sign.

The relocated park area allows for the delivery of a regular shaped park space which can incorporate a variety of passive and active recreational spaces, at the confluence of a number of local pedestrian and cycle path networks.

The relocated park also allows for the creation of a direct view line from Oran Park Drive, east to Oran Park House, enhancing view line corridors identified in the DCP.

The proposed relocated park site is also situated on flatter land than the current ILP proposed park. The relocation of the park as proposed will deliver a site with a more suitable gradient, and allow the park design and facilities to be less inhibited by topography than the current proposed location.

The proposed amended location is approximately 9,000m² in area. This area is exclusive of the part of the park which incorporates Oran Park Town Sign. The balance open space area will be included as part of the integrated playing field & school site adjacent to Kolombo Creek proposed under this application as discussed below.

- **Local Park 1B (LP1B)**

The relocation of the school site and pocket park as proposed above provides an opportunity to incorporate approximately 3,000m² of local open space as part of the overall playing field facility and balancing the quantum of 1.2ha of open space identified for local open space pocket park.

At present, the adopted Section 94 plan allows for a playground area of only 1,000m² associated with the playing field complex.

The amended ILP allows for a larger playground area adjoining the playing fields and will provide additional flexibility in the design and location of all associated facilities.

The amended design as shown earlier in Figure 8 demonstrates that the proposed inclusion of a larger playground area will provide a high quality integrated open space outcome for future residents.

The relocation of the pocket parks discussed above (identified as LP1A and LP1B) would require Figure 2-16 of the DCP to be updated as shown in Figure 9.

An indicative open space design for the Pocket Park LP1A is also shown separately in Figure 10.

Figure 9: Amended DCP Figure 2-16

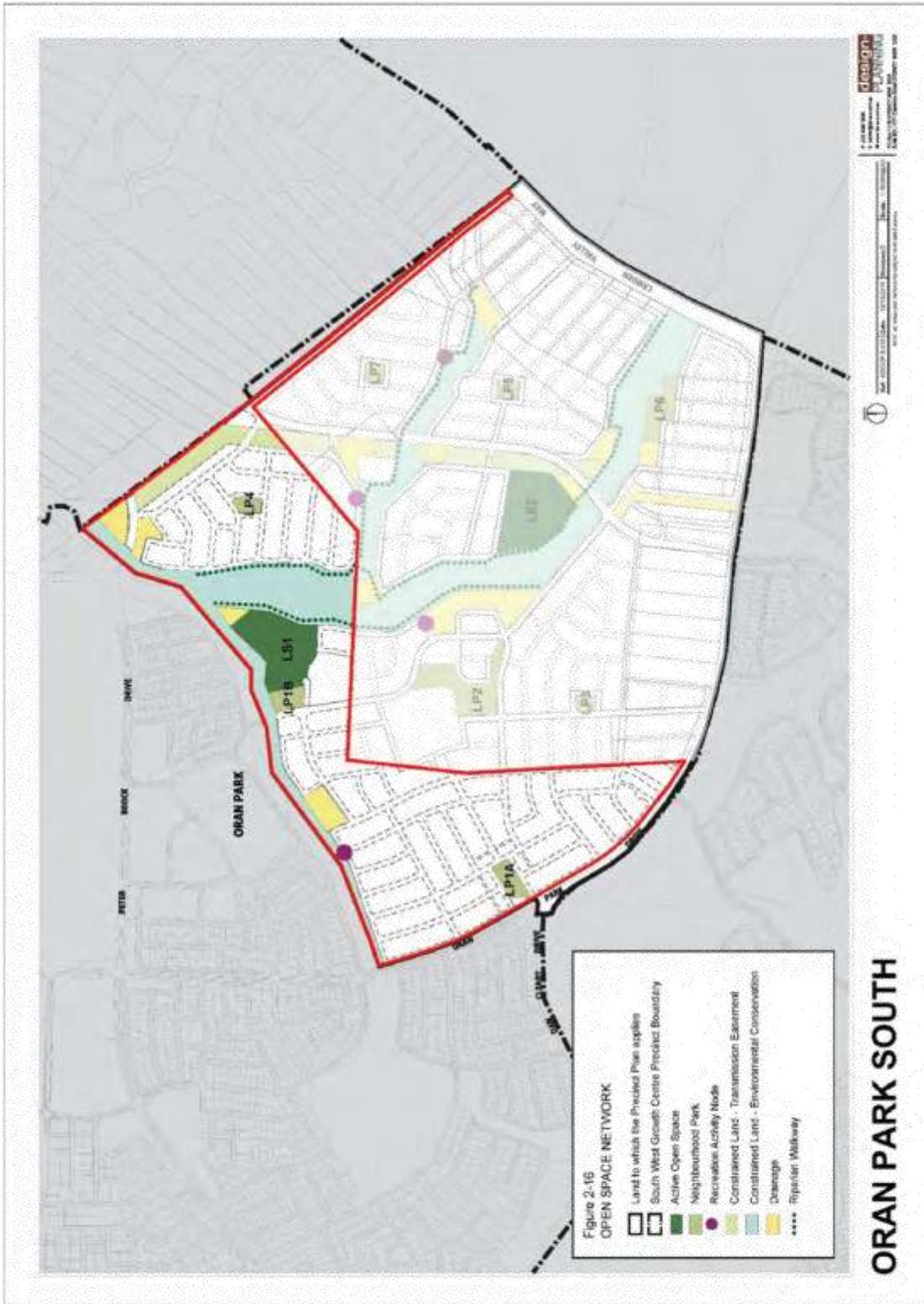


Figure 10: Indicative Pocket Park Design



2.5 Pedestrian Connectivity

The modified ILP and DCP plans included in this submission incorporate a number of additional pedestrian / cycle share paths within the LPC land holding in an effort to deliver greater connectivity for future residents.

Delivering a highly integrated pedestrian and cycle network which encourages and fosters an active and healthy residential community has been a fundamental urban design and place making outcome of the existing Oran Park Town project to the north. GDC2 are seeking to continue on-going delivery of a significant local pedestrian / cycle path network which is fully integrated between the Oran Park Town project to the north and the future CFPP community.

To achieve this, two additional north-south pedestrian / cycle share paths are proposed as part of this submission which will achieve connections to the Kolombo Creek share path on the northern edge of the Precinct.

The proposed amended DCP road hierarchy is shown in **Figure 13** on the following page. The proposed additional share path links are as follows:

- ***Harrington Parkway Share Path Connection***

An additional share path is proposed to be incorporated in a widened verge along the north-south section of the Bus Capable Local Road to connect with the share path along Kolombo Creek (Shown as path A on Figure 13).

This share path will provide a continuation of the Collector Road share path to the south linking to Harrington Parkway which is currently not provided in the current DCP or ILP. The benefit of this extension is to achieve a share path link from the Harrington Grove share path network to the south, through to the proposed Kolombo Creek share path.

This will create a strategically valuable sub-regional pedestrian and cycle share path link that connects residents from Harrington Park in the south, through to Oran Park Town Centre to the north, linking with local open space areas and school sites along its length.

- ***Pocket Park Share Path Connection***

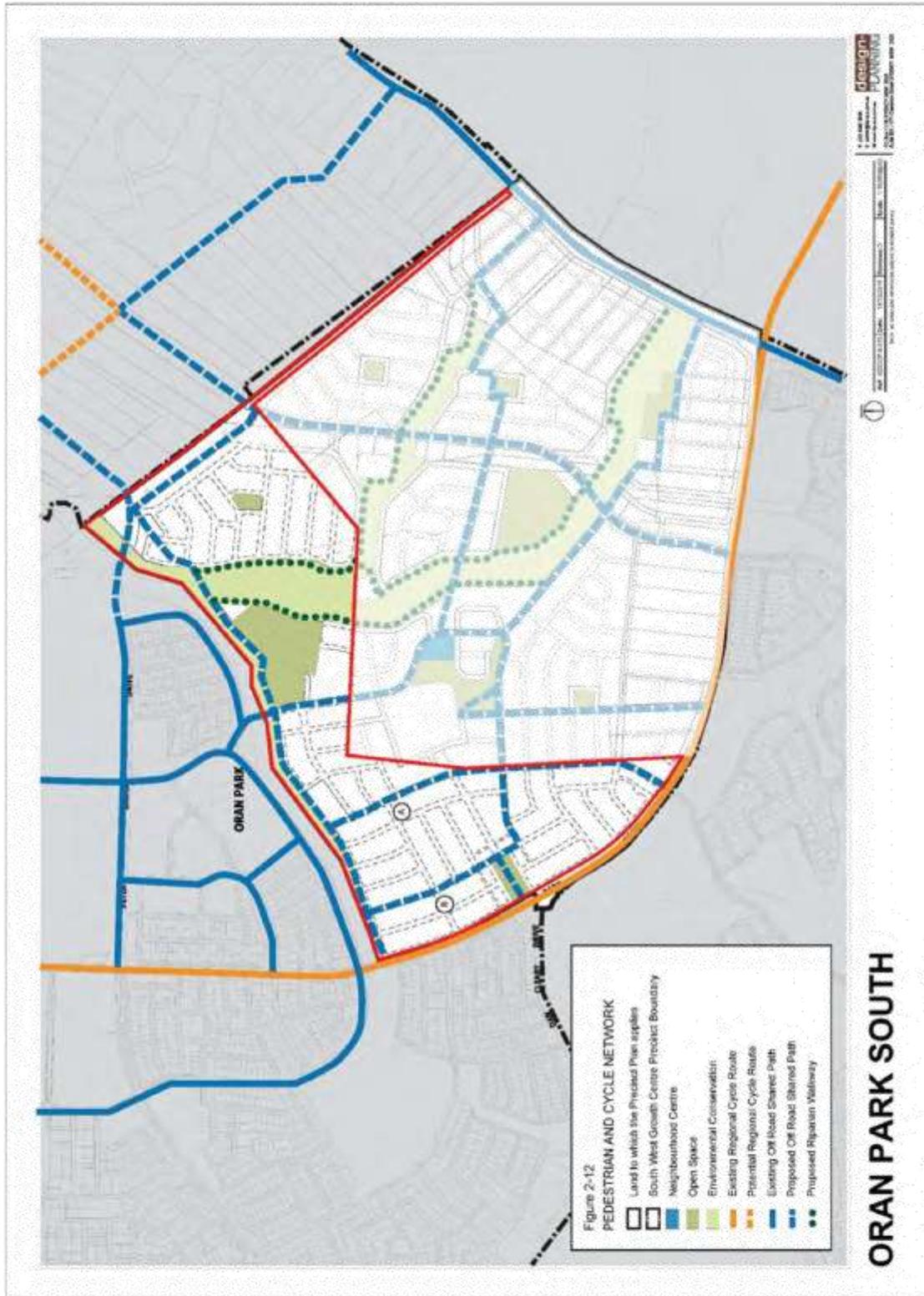
A further additional share path is proposed to be provided in a widened verge along the north-south local street which connects the proposed pocket park (LP1A) with Kolombo Creek to the north (Shown as path B on Figure 11).

This share path will achieve a localised direct pedestrian and cycle link between these two key open space areas with the link to the Kolombo Creek share path providing access to the broader share path network.

This additional share path will enhance future resident's connectivity to local facilities including the pocket park, primary school and playing fields as well as the broader share path network.

The delivery of these additional share paths will provide for a fully integrated share path network linking the proposed playing fields and school site in the north-eastern corner of the land holding and the surrounding existing sub-regional share path network.

Figure 11: Amended DCP Figure 2-12



2.6 Oran Park House View Lines

Figure 2-6 of the adopted DCP identifies an easterly view line to Oran Park House from the vicinity of the Oran Park Drive / Dan Cleary Drive intersection.

The road layout and land use arrangements shown on the adopted ILP and DCP figures will result in this view line being obscured by the proposed residential development and adopted ILP school site.

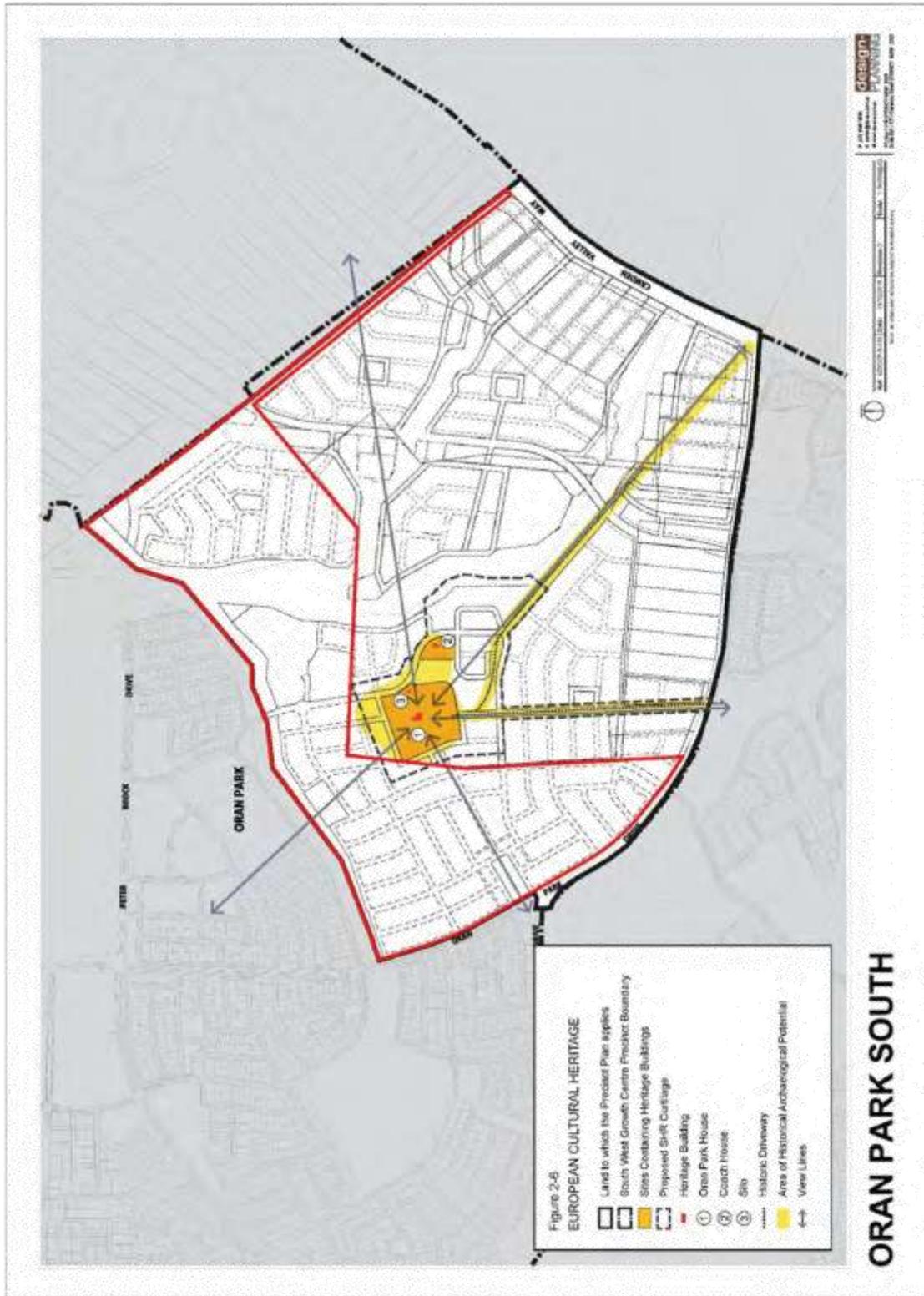
The amended ILP and DCP figures included in this submission seek Council support to deliver uninterrupted view lines to Oran Park House through relocation of the school site, removal of the Oran Park Drive / Dan Cleary Drive connection and relocation of the local pocket park as proposed.

The implementation of these amendments then allows for the east – west Local Street which runs in an easterly direction from the pocket park to be aligned to achieve a clear and direct view line to Oran Park House.

The resulting direct view line is shown in the amended Figure 2-6 as demonstrated in Figure 14 of this report on the following page.

It is considered that, the proposed future road layout and open space provision will enhance the view lines to Oran Park House and deliver a positive community benefit.

Figure 12: Amended DCP Figure 2-6



3 PROPOSED AMENDMENTS TO DCP

3.1 Amendments to DCP Figures

Schedule 4 of the DCP incorporates Precinct-specific provisions to guide design outcomes for the CFPP. This submission seeks Council support for the amendment of the adopted ILP and subsequent amendment of relevant DCP figures as discussed in Chapter 2 above.

We have provided below in Table 1 a list of the relevant figures which are proposed to be amended and brief description of the amendments required to each figure.

Table 1: DCP Figures to be Updated

| DCP Figure | Proposed Amendment | Justification Summary |
|--|--|---|
| Figure 2-1 Indicative Layout Plan | Amend ILP to reflect preferred land owner ILP as described and addressed in Chapter 2. | The amended land use outcomes deliver an enhanced urban design and place making community outcome. Relocation of the school site in particular will achieve a more centralised catchment based site, which is well located in relation to Collector Roads and pedestrian linkages. The amended road layout better responds to topographical site constraints and minimises future retaining wall heights. |
| Figure 2-2 Flood Prone Land | Amend road layout within LPC land holding area to reflect revised ILP. No changes to mapped flood prone areas proposed. | This figure would be required to be updated to reflect the revised ILP. |
| Figure 2-3 Water Cycle Management & Ecology Strategy | Amend road layout within LPC land holding area to reflect revised ILP. No changes to water cycle or ecology mapping proposed. | This figure would be required to be updated to reflect the revised ILP. |
| Figure 2-4 Areas of Potential Salinity Risk | Amend road layout within LPC land holding area to reflect the revised ILP. No changes to mapped salinity areas proposed. | This figure would be required to be updated to reflect the revised ILP. |
| Figure 2-5 Indigenous Cultural Heritage | Amend road layout within LPC land holding area to reflect the revised ILP. No changes to mapped heritage areas proposed. | This figure would be required to be updated to reflect the revised ILP. |
| Figure 2-6 European Cultural Heritage | Amend road layout within LPC land holding area to reflect the revised ILP. Demonstrate view line along east – west roadway. | Modified road and open space layout delivers improved direct view lines from Dan Cleary Drive to Oran Park House. |

| | | |
|--|---|--|
| Figure 2-7 Bushfire Risk | Amend road layout within LPC land holding area to reflect the revised ILP. No changes to mapped bushfire or APZ areas proposed. | This figure would be required to be updated to reflect the preferred ILP. |
| Figure 2-8 Potential Contamination Areas | Amend road layout within LPC land holding area to reflect the revised ILP. No changes to mapped contamination areas proposed. | This figure would be required to be updated to reflect the revised ILP. |
| Figure 2-9 Location of Easements | Amend road layout within LPC land holding area to reflect the revised ILP. No changes to mapped easements proposed. | This figure would be required to be updated to reflect the revised ILP. |
| Figure 2-10 Residential Structure | Amend road layout and land use arrangements within LPC land holding area to reflect the revised ILP. | This figure would be required to be updated to reflect the revised ILP. |
| Figure 2-11 Precinct Road Hierarchy | Amend road layout within LPC land holding area to reflect the revised ILP. | The modified road hierarchy includes removal of the connection to the Oran Park Drive / Dan Cleary Drive intersection reducing likely regional traffic movement short cuts through the Precinct, and enhancing local traffic movements. This is supported by the traffic study prepared by AECOM which is submitted with this submission. |
| Figure 2-12 Pedestrian and Cycle Network | Amend pedestrian and cycle pathways within LPC land holding area to reflect preferred ILP. Include additional north-south share path link as discussed in Chapter 2. | The modified pedestrian and cycle network delivers additional connections to those envisaged under the current DCP. This will provide for a higher level of pedestrian and cycle connectivity within the Precinct for future residents. |
| Figure 2-13 Public Transport Network | Amend road layout within LPC land holding area to reflect the revised ILP. Include additional bus capable local road as discussed in Chapter 2. | The modified Public Transport Network includes provision of an additional bus capable local road which will enhance future bus connectivity opportunities through the Precinct and connecting with Oran Park Town Centre to the north. |
| Figure 2-16 Open Space Network | Amend open space and road layout within LPC land holding area to reflect preferred ILP. Include relocation of LP1 as discussed in Chapter 2. | The relocated open space area delivers a range of localised active and passive recreational opportunities. The proposed site is better located in terms of access to wider pedestrian pathway and cycle networks. The proposed site is able to deliver a more level parkland area. |

| | | |
|--|---|---|
| Figure 3-1 Neighbourhood Centre | Amend road layout within LPC land holding area to reflect the revised ILP. No changes to mapped easements proposed. | This figure would be required to be updated to reflect the revised ILP. |
| Figure 4-1 Special Heritage Landscape Area | Amend road layout within LPC land holding area to reflect the revised ILP. Demonstrate view line along east – west roadway consistent with amendments to Figure 2-6. | Modified road and open space layout delivers improved direct view lines from Dan Cleary Drive to Oran Park House. |

3.2 Adjoining Land Owner Submission

We are aware that the adjoining land owner, Hixson, has submitted a separate submission seeking amendments to the adopted ILP and DCP documentation for the land holdings in which they have an interest.

We understand that the submission includes amendments to the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 to amend relevant SEPP maps and associated clauses as they apply to the Catherine Fields (Part) Precinct.

GDC2 fully support the submission prepared on behalf of Hixson. This submission and associated ILP and DCP amendments have been prepared in close consultation with the Hixson to ensure strategic planning outcomes and detailed road design planning are delivered in a coordinated manner.

4 SUMMARY

This submission seeks Council support for a number of amendments to the Catherine Field (Part) Precinct Indicative Layout Plan and Camden Growth Centres DCP is to deliver an enhanced community and place making outcome.

This will be achieved through improved open space areas, the ability to deliver integrated educational and recreational facilities, respect and enhance view lines to Oran Park House and reduce through traffic on local streets.

The amendments as proposed in this submission will provide improved levels of pedestrian and vehicle connectivity throughout both the Catherine Field (Part) Precinct and the wider local area.

The key amendments to the ILP and DCP figures proposed in this submission include:

- a) Relocation of the proposed Primary School to deliver a site which is co-located with the future playing fields
- b) Removal of the road link to the Oran Park Drive / Dan Cleary Drive Intersection
- c) Delivery of a traffic signals at the intersection of Oran Park Drive and Harrington Parkway extension
- d) Introduction of a "Bus Capable" Local Street connecting Harrington Parkway with the Collector Road extension of Firth Avenue from Oran Park
- e) Relocation of a Local Pocket Park
- f) Enhanced Pedestrian / Cycle Path Connections
- g) Minor re-alignment of the east-west roadway in the central western portion of the precinct to achieve direct sight line to Oran Park House
- h) Minor re-alignment of Local Streets to reflect preferred design outcomes and better respond to topographical constraints

Council support for this submission will deliver the following benefits for the future community:

- Deliver a co-located open space and school site situated along key pedestrian & cycle share path routes in a centrally located position to the catchment;
- Remove a potential regional traffic rat-run through local streets;
- Provides a road system that supports desire lines along with safe and efficient intersections along Oran Park Drive;
- Enhance future bus route option;
- Deliver a more usable local pocket park which can be directly access from key pedestrian and cycle routes;
- Deliver additional pedestrian and cycle share paths within the Precinct which enhance local and sub-regional pedestrian connections;
- Enhance and protect view lines to Oran Park House; and
- Minimise the height of retaining walls for housing within the development.

AECOM have also undertaken a traffic study reviewing the proposed amendments and concluded that the impacts of these changes have been shown to be minor in nature, with the principles of precinct accessibility retained with adequate level of service performance at the intersections of Oran Park Drive / Dan Cleary Drive and Oran Park Drive / Harrington Parkway under their proposed layouts.

It is considered that the proposed changes will provide wide ranging and long term benefits to the future local community whilst delivering planning and place making outcomes which further enhance the urban design principles established under the original precinct planning documentation.

Appendix 1
Proposed Amended Indicative Layout Plan



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Attachment 2



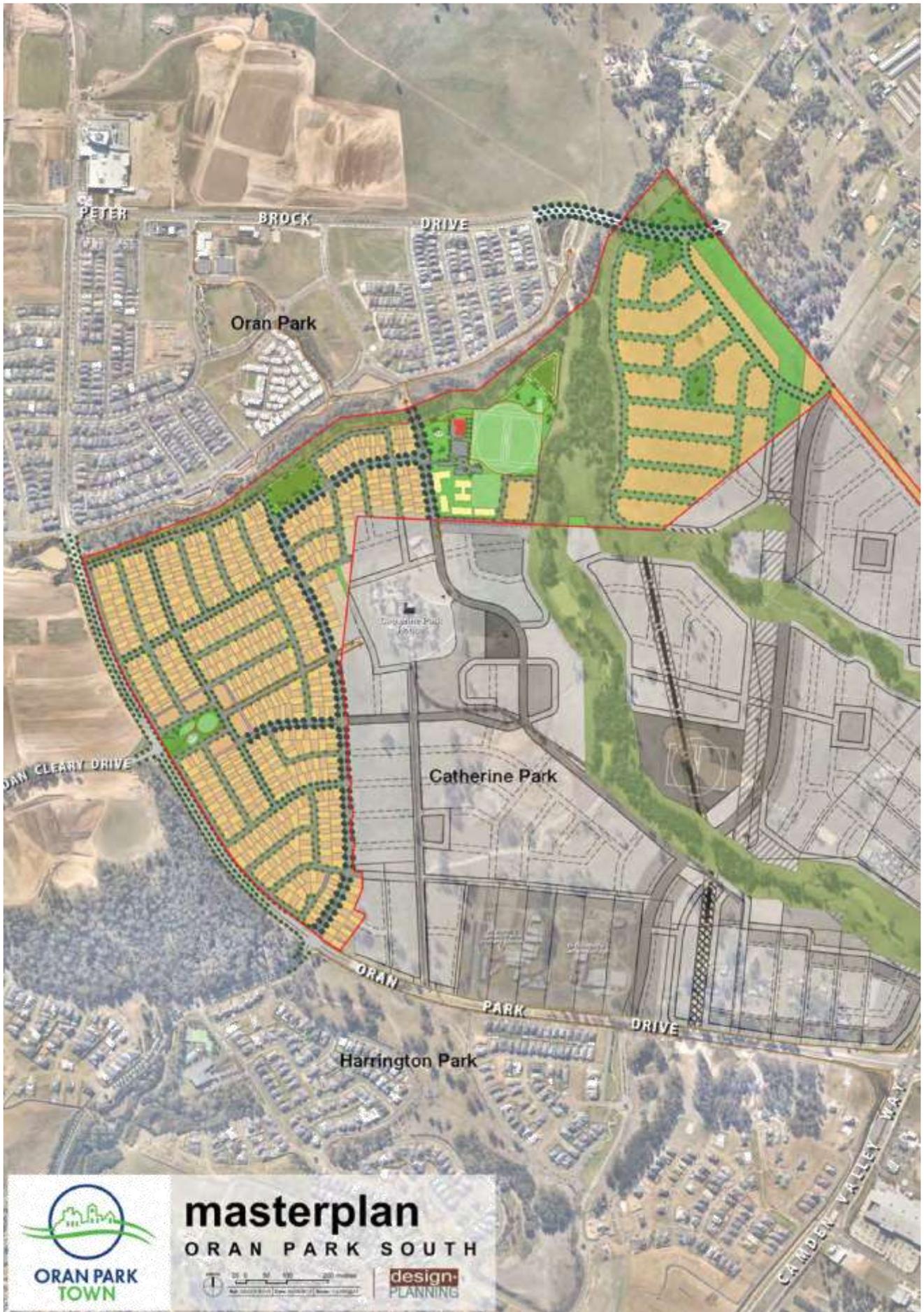
Appendix 2

Oran Park South Project Masterplan



ORD04

Attachment 2



Appendix 3

Proposed Amended DCP Diagrams



Appendix 4
Traffic Study





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15 October 2015

Nathan Wishaw
 Senior Development Manager - Property
 Greenfields Development Company
 05 Peter Brock Drive
 Oran Park Town, NSW 2570

Dear Nathan

Oran Park South - Request for amendments to the adopted Catherine Field (Part) Precinct Layout Plan

The purpose of this letter is to outline road network amendments proposed within the Camden Growth Centre Precincts DCP2014 - Schedule 4 (Catherine Field Part). More specifically, this letter outlines proposed changes to the internal road network within the Oran Park South section of Catherine Field (part) Precinct and confirms the appropriate intersection layouts at the following locations:

- Oran Park Drive / Dan Cleary Drive
- Oran Park Drive / Harrington Parkway
- 4 Way roundabout in Tranche 31

1.0 Context

The strategic road network and intersections in the Oran Park precinct are being designed following the assessment of traffic requirements upon full development of the Oran Park precinct (and adjacent precincts). Infrastructure requirements are being determined through use of strategic (CUBE) traffic modelling software and detailed micro-simulation modelling (SIDRA software). This modelling has been presented and discussed at various stages with Camden Council, the NSW Roads and Maritime Services (RMS) and Department of Planning & Infrastructure to agree the appropriateness of inputs, assumptions and consequent infrastructure requirements.

Road infrastructure does not generate traffic and therefore a typical transport impact assessment is not warranted to support this amendment. Instead, the focus of this letter is to review the design attributes and performance of the proposed infrastructure to demonstrate how it supports the intent of the DCP and the likely requirements of adjacent land uses.

2.0 Catherine Field (part) Precinct – Indicative Layout Plan

The current Indicative Layout Plan (ILP) for the Catherine Field (part) Precinct is provided within Schedule 4 of the Camden Growth Centres DCP2014 and is shown in **Figure 1**. Key road network assumptions included within the ILP include four arm intersections at Oran Park Drive / Dan Cleary Drive and Oran Park Drive / Harrington Parkway, with Dan Cleary Drive providing a connection between The Northern Road to the west and the proposed neighbourhood centre within Catherine Field (part) Precinct.



Figure 1 Catherine Field (part) Precinct Indicative Layout Plan



Source: Camden DCP, December 2013



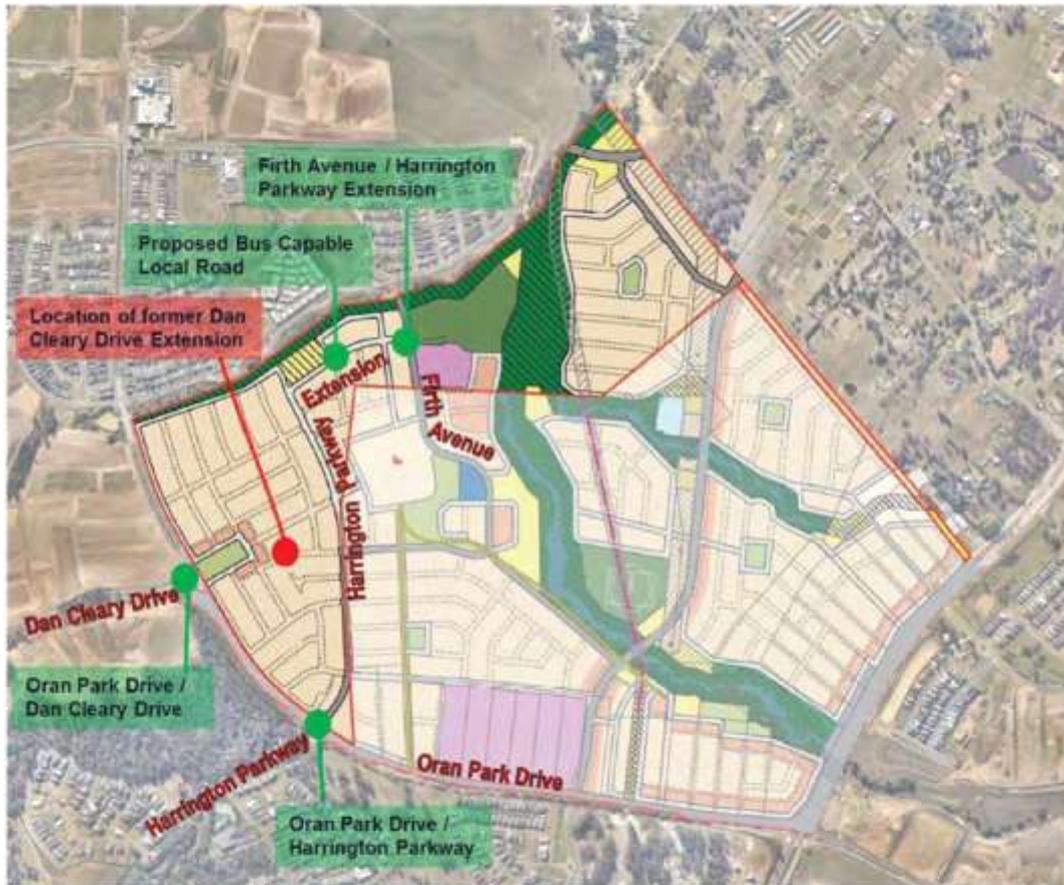
3.0 Proposed Amendments

Proposed changes to the Catherine Field (part) Precinct transport network are proposed in order to better facilitate the development of Oran Park South. These are outlined in **Table 1** and discussed in **Section 4**.

Table 1 Proposed Amendments to the Catherine Field (part) Precinct ILP

| Location | Currently Planned Function / Layout | Proposed Function / Layout |
|---|---|---|
| Oran Park Drive Dan Cleary Drive Intersection | Four-arm signalised intersection | Three-arm signalised intersection (removal of north-east arm) |
| Dan Cleary Drive extension east of Oran Park Drive | Direct collector road connection to Oran Park Drive / Dan Cleary Drive | Direct connection no longer provided |
| Oran Park Drive Harrington Parkway Intersection | Roundabout | Signalised intersection |
| Harrington Parkway extension north of Oran Park Drive | Collector road connection between Oran Park Drive and the proposed Dan Cleary Drive extension | Harrington Parkway would extend further to the north and connect directly to Firth Avenue as a bus capable local road |
| Tranche 31, Firth Avenue / Harrington Parkway extension | Priority intersection | Roundabout |

Figure 2 Amended Indicative Layout Plan



Source: Design+Planning, 2015



As a result of these road network amendments, changes to the intended location of bus stops and cycle routes will also be required. The changes proposed are minor in nature and reflect the proposed amendments to the road layout. These amendments are true to the principals of the current ILP's network design and maintain the access provision across the precinct for both buses and active travel. Maps of the proposed road, bus and cycle network are provided in **Appendix A**.

4.0 Rationale for Change

The rationale behind each proposed change to the strategic road network has been outlined below:

Oran Park Drive / Dan Cleary Drive

This intersection is located on the crest of a small hill, with steep grades to the north, east and south. Oran Park Drive has steep grades on both approaches. The grade at this intersection has an impact on vehicle sight-lines for the majority of traffic movements and is particularly unsafe for right turners. Minimising the number of movements (and thus conflicts) is preferred at this location. As such, it is not recommended to provide an additional connection to the east. Vehicles that would have utilised this eastern connection will be able to use the Oran Park Drive / Harrington Parkway intersection.

The safest option for traffic control at this intersection remains signalisation, as the raised nature of traffic lights will increase visibility on approaches and facilitate a safe right turn exit from Dan Cleary Drive onto Oran Park Drive southbound.

Dan Cleary Drive extension east of Oran Park Drive

With no connection provided to the east at the Oran Park Drive / Dan Cleary Drive intersection, there is no need for a collector road from the Harrington Parkway extension west toward Oran Park Drive. Local roads are sufficient to facilitate vehicular access to this portion of the precinct.

Oran Park Drive / Harrington Parkway

Due to the presence of the school site adjacent to Oran Park Drive, the intersection of Oran Park Drive / Harrington Parkway is proposed to operate under signal control. The forecast traffic volumes meet the guideline warrants for signals (RMS) during the AM Peak, however not during the PM Peak (noting that RMS signal warrants are a guide only). As such, traffic volumes are close to necessitating signals. Signals are proposed in this location to provide a higher standard of control than would be provided by a roundabout. This is important for a number of reasons:

- To facilitate safe, controlled crossing movements for pedestrians and cyclists ;
- To enable more equitable provision for all vehicle turning movements;
- With no eastern connection provided at the Oran Park Drive / Dan Cleary Drive intersection additional importance is placed on the intersection of Oran Park Drive / Harrington Parkway to facilitate access to the precinct from Oran Park Drive;
- To facilitate access between the precinct and Harrington Grove;
- Better for buses and heavy vehicles.

Firth Avenue / Harrington Parkway extension

To make provision for bus movements in the future (if required), it is proposed to provide a bus capable local road between the Harrington Parkway extension and the Firth Avenue. If utilised by buses this route may improve access to the proposed school site and provide better bus network coverage for residents of Tranche 31. In order to facilitate access between Tranche 31, the Oran Park Town Centre and the proposed school site to the east of Tranche 31 (assessed as part of Tranche 31 DA application) a roundabout is proposed within Tranche 31 at the intersection of Firth Avenue / Harrington Parkway extension.



5.0 Intersection Assessment

The proposed changes to the road network within the precinct have been incorporated into the strategic traffic model (CUBE) and have been assessed at a local intersection level (SIDRA). Results show the impact on the traffic network and intersections as a result of these changes are likely to be minimal.

To determine the appropriate layout for the intersections of Oran Park Drive / Dan Cleary Drive and Oran Park Drive / Harrington Parkway, AECOM has used the outputs from updated strategic (CUBE) traffic modelling which has been developed to forecast traffic flows during the morning and evening peak periods once full development of the precinct has occurred (indicatively for the year 2036). Using the outputs from this model, intersection modelling has been undertaken using SIDRA to confirm the layout and performance of the intersections under the revised layouts. A summary of the performance results for the year 2036 are given in **Table 2**.

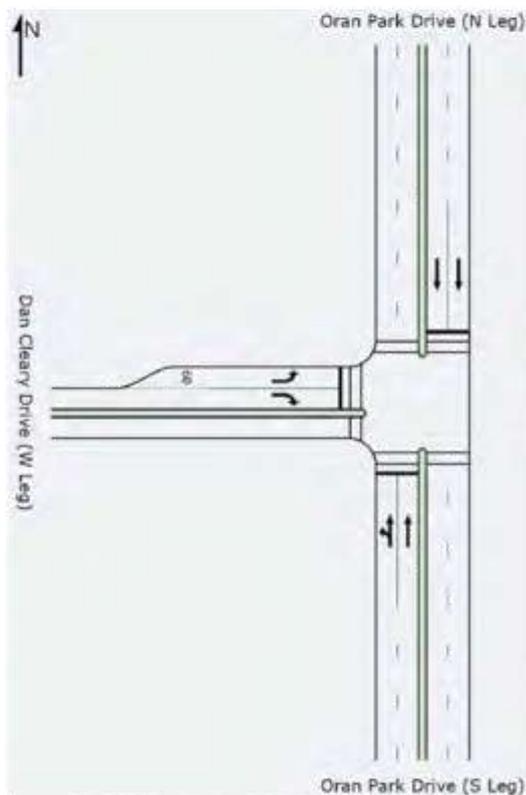
Table 2 Intersection Performance Results (morning and evening peak periods)

| Intersection Location | Degree of Saturation | | Level of Service (LOS) | | Ave Delay (Sec / Vehicle) | |
|--------------------------------------|----------------------|-------|------------------------|----|---------------------------|----|
| | AM | PM | AM | PM | AM | PM |
| Oran Park Drive / Dan Cleary Drive | 0.818 | 0.566 | B | A | 21 | 9 |
| Oran Park Drive / Harrington Parkway | 0.802 | 0.683 | C | B | 34 | 22 |

Source: AECOM, September 2015

The results in **Table 2** indicate that both intersections will perform acceptably in the AM and PM peak hours. The tested layout for the intersections is presented in **Figure 3** and **Figure 4**. The layout is subject to change and has been defined from a traffic movement perspective (shown for display purposes only). The actual design of the intersection, in terms of lane widths, tapering and turn radii etc., will be undertaken in accordance with the RMS Road Design Guide, Camden Council Design Specifications and the Oran Park DCP.

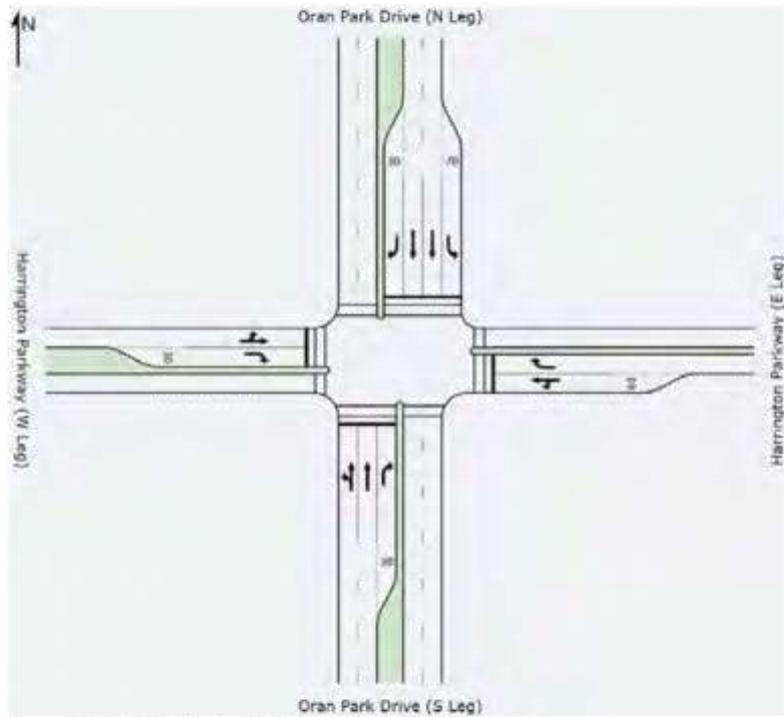
Figure 3 Oran Park Drive / Dan Cleary Drive



Source: AECOM, September 2015



Figure 4 Oran Park Drive / Harrington Parkway



Source: AECOM, September 2015

6.0 Summary

Amendments to the Camden Growth Centre Precincts DCP2014 - Schedule 4 (Catherine Field Part) precinct have been identified in this letter with the rationale behind each change discussed. The impacts of these changes have been shown to be minor in nature, with the principles of precinct accessibility retained with adequate level of service performance at the intersections of Oran Park Drive / Dan Cleary Drive and Oran Park Drive / Harrington Parkway under their proposed layouts.

Kind regards

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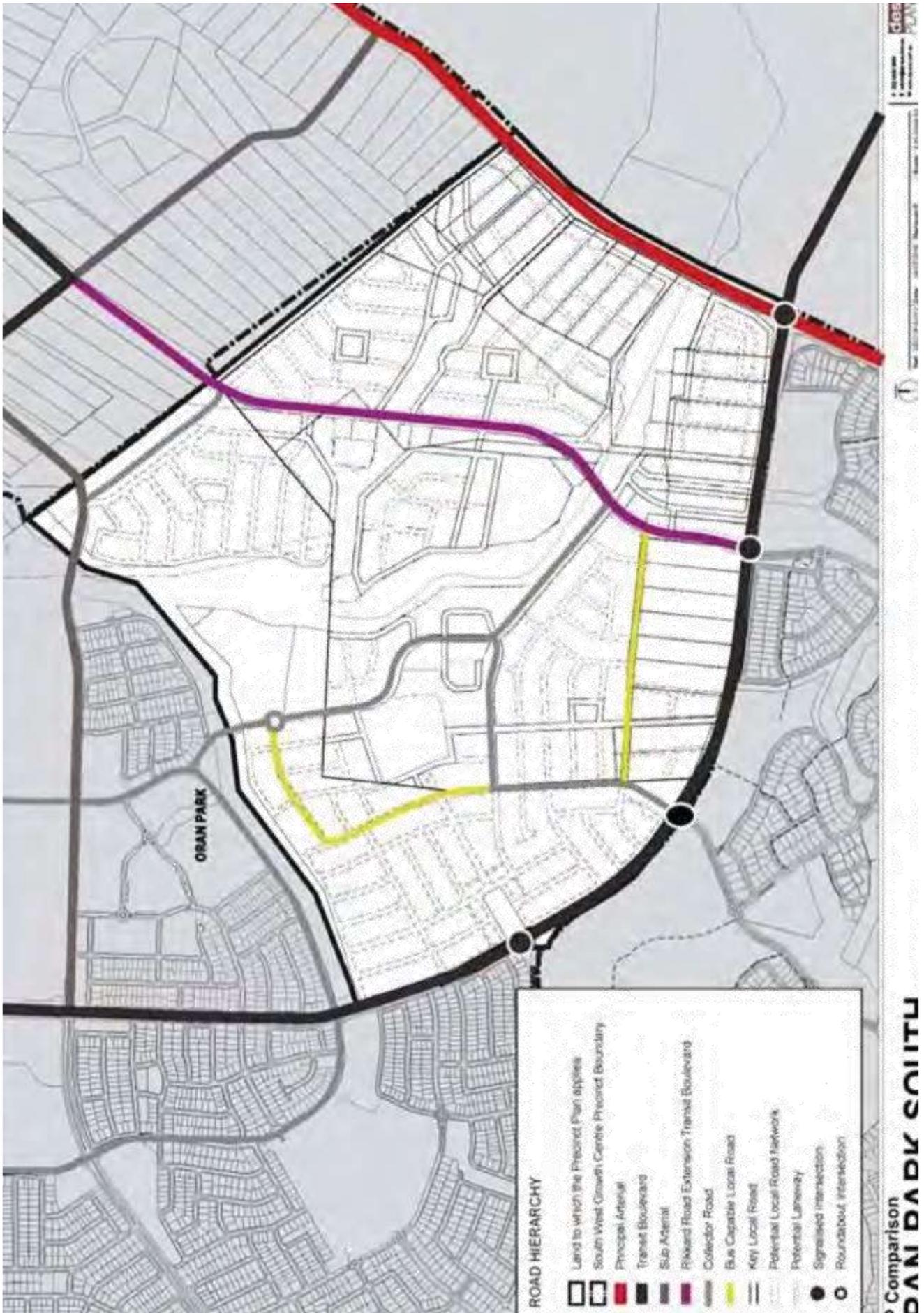
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Appendix A

Attachment 2

Proposed Transport Network



ORD04

Attachment 2

Appendix 5
School Site Assessment



SCOPING CHECKLIST

| Issue | Description of issue | ILP School Site | | Alternative School Site | |
|--------------------------|---|--|-------|--|-------|
| | | Assessment and Response | Score | Assessment and Response | Score |
| General | <p>Support strategic policy goals of NSW State Government as identified in the State Plan and State Infrastructure Strategy.</p> <p><i>Reason: support the integrated land use and infrastructure planning processes of the NSW Government.</i></p> | <p>The provision of a Primary School within Catherine Fields (Part) Precinct was identified by the NSW Government as part of the rezoning of the land for urban development in December 2013 and is therefore consistent with broader strategic policy goals as identified in the State Plan and State Infrastructure Strategy.</p> | 3 | <p>The provision of a Primary School within Catherine Fields (Part) Precinct was identified by the NSW Government as part of the rezoning of the land for urban development in December 2013 and is therefore consistent with broader strategic policy goals as identified in the State Plan and State Infrastructure Strategy.</p> | 3 |
| Existing Planning | <p>Consider strategic land use plans developed by planning authorities.</p> <p><i>Reason: support existing urban plans where appropriate.</i></p> | <p>The ILP School Site is shown on the Indicative Layout Plan prepared as part of the rezoning of the Catherine Fields (Part) Precinct.</p> <p>Protecting views towards the historically significant Oran Park House and the waterways and landform associated with South Creek forms has been identified as a key consideration for the future development of the Catherine Fields (Part) Precinct.</p> <p>The ILP School Site is located within one of the key view lines towards the Oran Park House and its future development could potentially interrupt views towards this historically significant site.</p> | 2 | <p>The Alternative School Site is currently identified for low to medium density residential development on the Indicative Layout Plan prepared as part of the rezoning of the Catherine Fields (Part) Precinct.</p> <p>Protecting views towards the historically significant Oran Park House and the waterways and landform associated with South Creek forms has been identified as a key consideration for the future development of the Catherine Fields (Part) Precinct.</p> <p>The Alternative School Site is not located within one of the key view lines towards the Oran Park House and therefore it will not impact views towards this historically significant site.</p> <p>Additionally, the provision of a school site in this location will provide a reduced density of development fronting South Creek and ensure its</p> | 2 |

| | | | environmental qualities are not adversely impacted. | |
|-----------------------|---|---|---|---|
| Land zoning | Avoid being within land zones not prescribed for education under State Environmental Planning Policy (Infrastructure). <i>Reason: to avoid statutory rezoning.</i> | The ILP School Site is zoned R2 Low Density Residential pursuant to the Sydney Region Growth Centres SEPP. Educational Establishments are a permitted with consent in the R2 Low Density Residential Development Zone and therefore no statutory rezoning is required. | The Alternative School Site is zoned R2 Low Density Residential pursuant to the Sydney Region Growth Centres SEPP. Educational Establishments are a permitted with consent in the R2 Low Density Residential Development Zone and therefore no statutory rezoning is required. | 3 |
| Surface Area | Primary School/Special Purpose School – up to 3.0 hectares. <i>Reason: optimum size to enable flexibility in eventual site layout, function and future growth.</i> <i>Note: co-locating schools sites with Council playing fields and /or multi-storey buildings can reduced surface area required.</i> | The ILP School Site comprises 2.0 ha for the Primary School and is co-located with an area of Open Space (Local Park) to provide a total area of 3.0 ha. | The Alternative School Site will comprise 2.6ha and is to be co-located with Open Space and Playing Fields to provide a total area well in excess of 3.0ha. The Open Space and Playing Fields currently shown on the ILP will be extended to the adjoining Collector Road. | 3 |
| Shape of site | Shape of the site should be substantially rectangular. <i>Reason: optimum size to enable flexibility in eventual site layout and function and to allow for recreational/sport free areas.</i> | The ILP School Site is substantially rectangular with dimensions of approximately 130m x 180m. | The Alternative School Site is substantially rectangular with dimensions of 110m x 260m. | 3 |
| Siting general | Located relatively central to residential catchment area. <i>Reason: to encourage students to walk to school and to minimise the costs of school student transport.</i> | The ILP School Site is located within the western portion of the Catherine Fields (Part) Precinct. A significant portion of the 800m walkable catchment extends beyond the boundary of the Precinct and captures a large amount of land within adjoining | The Alternative School Site is located within the northern and central portion of the Catherine Fields (Part) Precinct. The entire 800m walkable catchment for the Alternative School Site captures land that is being | 3 |

| | | |
|--|--|---|
| | <p>Harrington Grove which is being reserved as Community Parkland.</p> <p>The ILP School Site is therefore not considered to be in the most central location to serve the residential catchment and does not maximise opportunities for walking.</p> | <p>developed for residential purposes as part the Oran Park and Catherine Fields (Part) Precinct.</p> <p>The Alternative School Site is therefore considered to better serve the residential catchment and maximise opportunities for walking.</p> |
| <p>Siting distance</p> <p>As far as possible, a primary school should be within 1.6kms road distance of the bulk of its likely drawing area.</p> <p><i>Reason: to minimise the demand for bus transport.</i></p> | <p>The likely drawing area for this school is the Catherine Fields (Part) Precinct and the south eastern portion of the Oran Park Precinct. Harrington Grove and Harrington Park to the west are served by the existing Harrington Park Primary School.</p> <p>The ILP School Site is not positioned in the most central location to serve its likely drawing area, with a significant portion of the 1.6km catchment extending into Harrington Grove and Harrington Park.</p> | <p>The likely drawing area for this school is the Catherine Fields (Part) Precinct and the south eastern portion of the Oran Park Precinct. Harrington Grove and Harrington Park to the west are served by the existing Harrington Park Primary School.</p> <p>The Alternative School Site is positioned in a very central location to serve its likely drawing area. The 1.6km catchment for the Alternative School Site captures the entire Catherine Fields (Part) Precinct) and the south eastern portion of the Oran Park Precinct.</p> <p>The Regional Context Plan demonstrates the proposed location of the school site provides for a more even distribution and will better serve the likely drawing area, with respect to the availability of schools in the surrounding area.</p> |
| <p>Student Safety</p> <p>The site is suitable for appropriate fencing and security and accounts for the need to protect students from:</p> <ul style="list-style-type: none"> - unwanted visual surveillance that increases risks of paedophile behaviour, | <p>The ILP School Site is capable of accommodating appropriate fencing and security measures to protect students.</p> | <p>The Alternative School Site is capable of accommodating appropriate fencing and security measures to protect students.</p> |
| | <p>1</p> | <p>3</p> |

| | | | | |
|---|--|--|---|----------|
| | <p>- traffic and transport issues (speed zones, bus zones, pedestrian crossings etc.);</p> <p>- Safer by Design guidance is considered.</p> | <p>A Primary School is required to be provided in accordance with the Indicative Layout Plan.</p> | <p>A Primary School is required to be provided in accordance with the Indicative Layout Plan.</p> | |
| <p>Education model</p> | <p>Identify the type of school to be provided paying particular attention to specific community, curriculum and school operational requirements.</p> <p><i>Reason: to meet school community needs.</i></p> | <p>A Primary School is required to be provided in accordance with the Indicative Layout Plan.</p> | <p>A Primary School is required to be provided in accordance with the Indicative Layout Plan.</p> | |
| <p>Traffic, transport and access</p> | <p>The school should be located on or near a distributor or collector road for efficient access to school.</p> <p>Ensure site is easily accessible from a range of transport modes that include: walking, public transport, private vehicle and bike riding.</p> <p>Consider traffic movements in relation to nearby residences and, if adjacent, business premises.</p> <p><i>Reason: promote transit oriented development and healthy living communities. Avoid congestion and noise to existing development where possible.</i></p> | <p>A Primary School is required to be provided in accordance with the Indicative Layout Plan.</p> | <ul style="list-style-type: none"> The ILP School Site is located on a Major Road (Collector Road) as shown on the ILP. This Collector Road may be realigned to the north of the ILP School Site and will affect the level of accessibility. The ILP School Site is located along a cycle path. The ILP School Site is not located along a key route within Catherine Fields (Part) Precinct and is isolated from other key destinations. | <p>1</p> |
| <p>Urban Design</p> | <ul style="list-style-type: none"> Two – three street frontages to enable separation and hierarchical management of bus zone, kiss and drop pedestrian corridors and school vehicle access; | <p>The ILP School Site has street frontage to three sides.</p> <p>The site access can be positioned to avoid any nearby T-intersections.</p> | <ul style="list-style-type: none"> The Alternative School Site has street frontage to three sides. Primary site access will be provided via the cul-de-sac street as shown on the Indicative School Site Plan. | <p>3</p> |

| | | | | |
|--------------------|--|---|--|----------|
| | <ul style="list-style-type: none"> Main site access should avoid being located opposite a T-intersection; Desirable to be adjacent to a community playing field; Allows for security and privacy through visibility and appropriate surrounding development; is not overly overshadowed by surrounding high rise development; considers future form and structure of centres, towns and future development to anchor community uses, spaces and services in the one location and obtain urban synergies. <p><i>Reason: ensure student and staff/personnel safety, and community use of schools for evacuation space during State Emergencies.</i></p> | <ul style="list-style-type: none"> Not located adjacent to a Playing Field. The ILP School Site is surrounded by residential development. Surrounding development is of a low density nature and will not overshadow the school. The ILP School Site is isolated from other key destinations within the Precinct. | <ul style="list-style-type: none"> The Alternative School Site is located adjacent to Playing Fields. The ILP School Site is predominantly surrounded by open space. Surrounding development is of a low density nature and will not overshadow the school. The ILP School Site is well connected to other key destinations within the Precinct. | |
| Bushfire | <p>Not located within or adjacent to land mapped as Bush Fire Prone or on a site that requires an Asset Protection Zone (APZ).</p> <p><i>Reason: ensure student and staff/personnel safety, and community use of schools for evacuation space during State Emergencies.</i></p> | <p>The ILP School Site is not located within or adjacent to land mapped as Bushfire Prone, as shown on Figure 2-7 of the DCP.</p> | <p>The Alternative School Site is located adjacent to land mapped as Bushfire Prone, as shown on Figure 2-7 of the DCP.</p> <p>However, the school site can be designed to incorporate the appropriate setbacks to minimise the risk to students, staff and personnel as shown on the Indicative School Site Plan.</p> | <p>1</p> |
| Air Quality | <p>Not be located adjacent to other developments that are likely to result in</p> | <p>The ILP School Site is not located adjacent to other developments that are likely to result in significant</p> | <p>The Alternative School Site is not located adjacent to other developments that are likely to result in</p> | <p>3</p> |

| | significant health issues associated with noxious emissions or the like. <i>Reason: protect student and staff/personnel health.</i> | health issues associated with noxious emissions or the like. | significant health issues associated with noxious emissions or the like. |
|--------------------------------------|---|--|---|
| Topography | Avoid land that has significant level changes or requires substantial cut and fill. <i>Reason: consideration of AS 1428 Access to premises standards.</i> | The ILP School Site is located on the side of a hill with a steep slope of approximately 4.8% and therefore to accommodate the school substantial cut and fill would be required. | The Alternative School Site is located on land that is relatively flat with a gentle slope of approximately 2.8%. A significantly reduced amount of earth working would be required to accommodate the school. 3 |
| Water Quality Hydrology | Not located within or immediately adjacent to land mapped as being within 1 in 100 year flood levels. <i>Reason: ensure student and staff/personnel safety, and community use of schools for evacuation space during State Emergencies.</i> | The ILP School Site is not located within or immediately adjacent land mapped as being within 1 in 100 year flood levels as shown on Figure 2-2 of the DCP. | The Alternative School Site is located immediately adjacent land mapped as being within 1 in 100 year flood levels. 1 |
| Land forms, geology and soils | Not located on contaminated land audited as unsuitable for school uses, avoid land with high soil erosion and/or stability concerns or mapped as high probability of Acid Sulphate Soils occurring. <i>Reason: reduce construction and land remediation costs.</i> | The ILP School Site is not located on land within soil erosion/stability concerns (Figure 2-8 of the DCP) or land mapped as high probability of Acid Sulphate Soils as shown on Figure 2-4 of the DCP. | The Alternative School Site is not located on land within soil erosion/stability concerns (Figure 2-8 of the DCP). A minor area within the eastern portion of the site is mapped as having high probability of Acid Sulphate Soils as shown on Figure 2-4 of the DCP. The Alternative School Site can be appropriately remediated prior to development of the site. 1 |
| Ecology | Not located on land that supports: - endangered Ecological Communities, | The ILP School Site is not located on land that supports any areas of ecological significance. | The Alternative School Site is not located on land that supports any areas of ecological significance. 3 |

| | | | | | |
|----------------------------|---|---|---|---|---|
| | <ul style="list-style-type: none"> - threatened or endangered flora and fauna, - sensitive areas (wetlands, bushlands etc.) <p><i>Reason: to protect ecological significance.</i></p> | | | | |
| Indigenous Heritage | <p>Not located on land identified as a declared Aboriginal Place, a site of cultural significance or subject to a Native Title claim.</p> <p><i>Reason: to protect places of indigenous heritage significance.</i></p> | The ILP School Site is not located on land identified as a declared Aboriginal Place, as shown on Figure 2-5 of the DCP. | 3 | The Alternative School Site is not located on land identified as a declared Aboriginal Place, as shown on Figure 2-5 of the DCP. | 3 |
| European Heritage | <p>Avoid land identified as an archaeological site. If adaptive reuse of buildings within a conservation area or which are listed as Heritage items, reuse should be considered in consultation with the State Heritage Office for matters listed on the State register and with Council for local listings.</p> <p><i>Reason: to protect European heritage significance.</i></p> | <p>The ILP School Site is not located on land identified as an archaeological site, as shown on Figure 2-6 of the DCP.</p> <p>The ILP School Site is however located within the identified key view line toward Oran Park House from the south west. The future development of the site will therefore potentially impact this important view line.</p> | 1 | The Alternative School Site is not located on land identified as an archaeological site, as shown on Figure 2-6 of the DCP. | 3 |
| Land use | <p>Avoid being located within or immediately adjacent to:</p> | The ILP School Site is not located within or immediately adjacent to any such special use sites, inappropriate development or development with potential undesirable amenity impacts. | 3 | The Alternative School Site is not located within or immediately adjacent to any such special use sites, inappropriate development or development with potential undesirable amenity impacts. | 3 |

Attachment 2 ORD04

| | | | |
|--|---|--|----------|
| <ul style="list-style-type: none"> - special uses sites such as: airports, correction centres, mobile phone towers, regulated contaminated lands, sewage treatment plants, sewage systems, high voltage electrical transmission lines, waste disposal facilities, waste treatment or resource transfer stations, water recycling facilities, water supply systems, wind farms and the like; - inappropriate development such as: brothels, methadone clinics, restricted premises, sex service premises or the like; - development with potential undesirable amenity impacts or risks such as: heavy industry, hazardous or offensive developments, mining and extraction industries or the like. <p><i>Reason: ensure student and staff/personnel security and health are protected and maintained.</i></p> | <p>The ILP School Site is somewhat isolated from the key destinations within the Precinct and is not located along a route likely to form part of the daily traffic movements of residents.</p> <p>It is therefore not considered to provide the most central location/meeting point.</p> | <p>1</p> | <p>3</p> |
| <p>Socio-economic</p> | <p>The site is suitable to result in social inclusive outcomes (e.g. publicly accessible at suitable times, election days, community markets etc.) and as a temporary refuge, emergency shelter and/or meeting points in times of emergencies such as natural disasters.</p> | <p>The Alternative School Site is located relatively central to the Precinct and along a route which is likely to form part of the daily traffic movements of residents.</p> <p>It is therefore considered to provide a more central location and lead to socially inclusive outcomes.</p> | |

| | | | | | |
|-----------------------------------|---|---|--------------|--|--------------|
| | <i>Reason: provide communal focus points for villages and towns and emergency evacuation space during times of natural disasters or emergencies.</i> | | | | |
| Noise and vibration | <p>Avoid sites adjacent to high noise or vibration generating development such as: heavy industry, airport flight paths, motorways, or the like.</p> <p><i>Reason: avoid significant noise and vibration impacts.</i></p> | The ILP School Site is not located adjacent to high noise or vibration generating development. | 3 | The Alternative School Site is not located adjacent to high noise or vibration generating development. | 3 |
| Site services and drainage | <p>The site is fully serviced with appropriate roads, footpaths, traffic intersections, water, electricity, sewage, gas, telecommunications etc. to appropriate capacity for education facility use.</p> <p>The site is well drained to prevent water logging and consequent instability (slippages).</p> <p><i>Reason: to reduce construction costs burden and ensure essential services are provided for.</i></p> | The ILP School Site can be appropriately serviced by the required infrastructure, however may not be provided with a Collector Road connection. | 1 | The Alternative School Site can fully serviced with all required infrastructure, including frontage to a Collector road. | 3 |
| | | Total: | 50/69 | Total: | 59/69 |

ORD04

Attachment 2



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SYDNEY NSW 2000
PO Box 1778 SYDNEY NSW 2001



Attachment 3

| DCP Figure | Proposed Amendment | Justification Summary |
|--|--|--|
| Figure 2-1 Indicative Layout Plan | Amend ILP to reflect preferred land owner ILP as described and addressed in Chapter 2. | <p>The amended land use outcomes deliver an enhanced urban design and place making community outcome.</p> <p>Relocation of the school site in particular will achieve a more centralised catchment based site, which is well located in relation to Collector Roads and pedestrian linkages.</p> <p>The amended road layout better responds to topographical site constraints and minimises future retaining wall heights.</p> |
| Figure 2-2 Flood Prone Land | Amend road layout within LPC land holding area to reflect revised ILP. No changes to mapped flood prone areas proposed. | This figure would be required to be updated to reflect the revised ILP. |
| Figure 2-3 Water Cycle Management & Ecology Strategy | Amend road layout within LPC land holding area to reflect revised ILP. No changes to water cycle or ecology mapping proposed. | This figure would be required to be updated to reflect the revised ILP. |
| Figure 2-4 Areas of Potential Salinity Risk | Amend road layout within LPC land holding area to reflect the revised ILP. No changes to mapped salinity areas proposed. | This figure would be required to be updated to reflect the revised ILP. |
| Figure 2-5 Indigenous Cultural Heritage | Amend road layout within LPC landholding area to reflect the revised ILP. No changes to mapped heritage areas proposed. | This figure would be required to be updated to reflect the revised ILP. |

Attachment 3
ORD04

| | | |
|--|---|--|
| Figure 2-6 European Cultural Heritage | Amend road layout within LPC landholding area to reflect the revised ILP. Demonstrate view line along east-west roadway. Amend road layout within LPC land holding area to reflect the revised ILP. No changes to mapped bushfire or APZ areas proposed. Amend road layout within LPC land holding area to reflect the revised ILP. No changes to mapped contamination areas proposed. Amend road layout within LPC land holding area to reflect the revised ILP. | Modified road and open space layout delivers improved direct view lines from Dan Cleary Drive to Oran Park House. This figure would be required to be updated to reflect the revised ILP. This figure would be required to be updated to reflect the revised ILP. This figure would be required to be updated to reflect the revised ILP. |
| Figure 2-7 Bushfire Risk | | |
| Figure 2-8 Potential Contamination Areas | | |
| Figure 2-9 Location of Easements | | |
| Figure 2-10 Residential Structure | No changes to mapped easements proposed. Amend road layout and land use arrangements within LPC land holding area to reflect the revised ILP. | This figure would be required to be updated to reflect the revised ILP. |
| Figure 2-11 Precinct Road Hierarchy | Amend road layout within LPC land holding area to reflect the revised ILP. | The modified road hierarchy includes removal of the connection to the Oran Park Drive / Dan Cleary Drive intersection reducing likely regional traffic movement short cuts through the Precinct, and enhancing local traffic movements. This is supported by the traffic study prepared by AECOM which is submitted with this submission. |
| Figure 2-12 Pedestrian and Cycle Network | Amend pedestrian and cycle pathways within LPC land holding area to reflect preferred ILP. Include additional north-south share path link as discussed in Chapter 2. | The modified pedestrian and cycle network delivers additional connections to those envisaged under the current DCP. This will provide for a higher level of pedestrian and cycle connectivity within the Precinct for future residents. |

| | | |
|--|---|--|
| Figure 2-13 Public Transport Network | Amend road layout within LPC land holding area to reflect the revised ILP. Include additional bus capable local road as discussed in Chapter 2. | The modified Public Transport Network includes provision of an additional bus capable local road which will enhance future bus connectivity opportunities through the Precinct and connecting with Oran Park Town Centre to the north. |
| Figure 2-16 Open Space Network | Amend open space and road layout within LPC land holding area to reflect preferred ILP. Include relocation of LP1 as discussed in Chapter 2. | The relocated open space area delivers a range of localised active and passive recreational opportunities. The proposed site is better located in terms of access to wider pedestrian pathway and cycle networks. |
| Figure 3-1 Neighbourhood Centre | Amend road layout within LPC land holding area to reflect the revised ILP. | The proposed site is able to deliver a more level parkland area. |
| Figure 4-1 Special Heritage Landscape Area | No changes to mapped easements proposed. Amend road layout within LPC land holding area to reflect the revised ILP. Demonstrate view line along east – west roadway consistent with amendments to Figure 2-6. | This figure would be required to be updated to reflect the revised ILP. Modified road and open space layout delivers improved direct view lines from Dan Cleary Drive to Oran Park House. |

Attachment 4

| Current DCP | Proposed DCP | Reason for change |
|---|---|--|
| <p>Clause 2.3.9(5) - Noise</p> <p>Physical noise barriers (ie. Noise walls or solid fencing) are not generally supported, and measures to attenuate noise through subdivision layout, such as setbacks, building orientation, and building design and materials selection should be implemented to achieve appropriate internal noise standards.</p> | <p>Physical noise barriers (ie. Noise walls or solid fencing) are not generally supported, and measures to attenuate noise through subdivision layout, such as <u>service roads</u>, setbacks, building orientation, and building design and materials selection should be implemented to achieve appropriate internal noise standards.</p> | <p>To recognise that service roads (local roads that run parallel to a higher order road) can contribute to a noise mitigation strategy, such as by increasing the setback distance between the noise source and the noise receptor. A service road also encourages developments to not "turn their back" to the noise source such as a busy road.</p> |
| <p>Clause 3.3.1 – Layout and Design</p> | | |
| <p>Figure 3-12: Typical collector road</p> | <p>Figure 3-12: Typical collector road (off road cycle path) DCP figure remains unchanged.</p> | <p>Change to the road title to distinguish between the existing collector road design and the new collector road design (outlined below)</p> |
| <p>Figure 3-13: Typical local street</p> | <p>Delete and insert Typical collector road (on road cycle path) Insert new DCP figure.</p> | <p>This road design will apply to collector roads that have active frontages (driveway cuts). This road design will cater for on road cycling and will reduce the potential for conflict between vehicles and cyclists.</p> |
| <p>Figure 3-14 Typical access street</p> | <p>Delete.</p> | <p>The typical access street design will be replaced by the new Figure 3-15: Typical local street (outlined below).</p> |
| | <p>Insert Figure 3-14 Primary local street</p> | <p>A 16 metre road reserve / 9 metre road carriageway is suitable to support traffic movements associated with sportsgrounds and schools.</p> |

| | | |
|---|---|---|
| | <p>Insert new DCP figure</p> <p>Insert note:</p> <p>Adopt this street design where the street:</p> <ul style="list-style-type: none"> a) abounds an educational establishment (existing or proposed) b) bounds active open space (existing or proposed); or c) intersects with a higher order road (service roads excepted). | <p>For local roads that intersect with busier roads, a wider local road dimension (compared to proposed Figure 3-15 below) creates an improved "transition" for motorists who are turning off from a busier, larger road into a local road.</p> |
| | <p>Insert Figure 3-15: Typical local street</p> | <p>As part of a Development Application (DA) approved by the Joint Regional Planning Panel for the Catherine Park Estates Stages 1-3 (DA 228/2014), this specific local street design was adopted as part of the consent that is different to the typical local street in Section 3.3.1 of the DCP (Figure 3-13). The proposed local street design is consistent with that adopted in the Oran Park and Turner Road DCPs.</p> |
| <p>DCP Controls 29 to 32 that provides controls relating to access streets.</p> | <p>Delete DCP controls 29 to 32.</p> | <p>These controls relate to current DCP Figure 3-14 that is proposed to be deleted.</p> |



**Finance,
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Office of the Secretary

**TERMS OF REFERENCE FOR THE REVIEW OF THE
*MINE SUBSIDENCE COMPENSATION ACT 1961***

CONTEXT

The *Mine Subsidence Compensation Act* aims to mitigate the effects of mine subsidence on the community and to provide property owners with restoration of improvements where damage occurs due to mine subsidence. The Act creates the legal and administrative arrangements for the operation of the Mine Subsidence Board, establishes the Mine Subsidence Compensation Fund, establishes the obligation for payment of levies, provides development control powers for the Board, and defines the nature of work and compensation that the Board can fund.

The Government is undertaking a review of the Act and its operation, noting there are stakeholder concerns and recognising the Act has not been reviewed for over twenty years.

OBJECTIVES AND SCOPE

The objectives of this Review are to ensure that the regulatory framework for mine subsidence in NSW is fair, timely, sustainable and is efficiently administered, both in the approach to mitigation as well as restoration of improvements.

The Review will consider the appropriateness or otherwise of the provisions of the *Mine Subsidence Compensation Act 1961* and its operation, including:

- Appointment, composition and powers of the Board;
- Mine Subsidence Compensation Fund, including methods for determination of contributions paid by colliery proprietors and application of funds for damage or mitigation;
- Approach to apportionment of liability between parties;
- Prevention and mitigation of damage from subsidence;
- Mine subsidence districts, including certificates of compliance; and
- Any other issues arising from consultation during review.

The Review shall also consider whether:

- the Mine Subsidence Board is the most appropriate vehicle to administer the Act and is sufficiently responsive and customer focused;
- the Mine Subsidence Compensation Fund is sustainable and adequately funded;
- application of funds between mitigation and compensation is appropriately balanced;
- opportunities exist to further leverage available funds through different financial arrangements;
- the regime for access to information enables appropriate information to be shared;
- newly formed Mine Subsidence Remediation Fund administered by Department of Planning and Environment results in any changes to the Act; and
- any other strategies Government should consider, including non-legislative strategies, to achieve the objectives of the review.

COMPOSITION AND CONSULTATION

The Review will be led by a Steering Committee chaired by the Department of Finance, Services and Innovation, with representation from Department of Planning and Environment, Department of Department of Premier and Cabinet, Department of Industry and Treasury.

Stakeholder engagement will be central to the review process and include industry stakeholders such as the Property Council of Australia, local developers and mining companies. The Review will invite submissions from all interested stakeholders including community groups and local councils.

The Review will consult with and, where necessary, draw on expertise of Mine Subsidence Board, however the Mine Subsidence Board does not have a role in the governance of the Review.

STRUCTURE AND TIMING

The Review will provide preliminary findings to the Minister for Finance, Services and Property in March 2016, before providing a final report to the Government by June 2016.



Camden Council

Submission to:

***Department of Finance, Services & Innovation
‘Review of the Mine Subsidence Compensation Act 1961’***

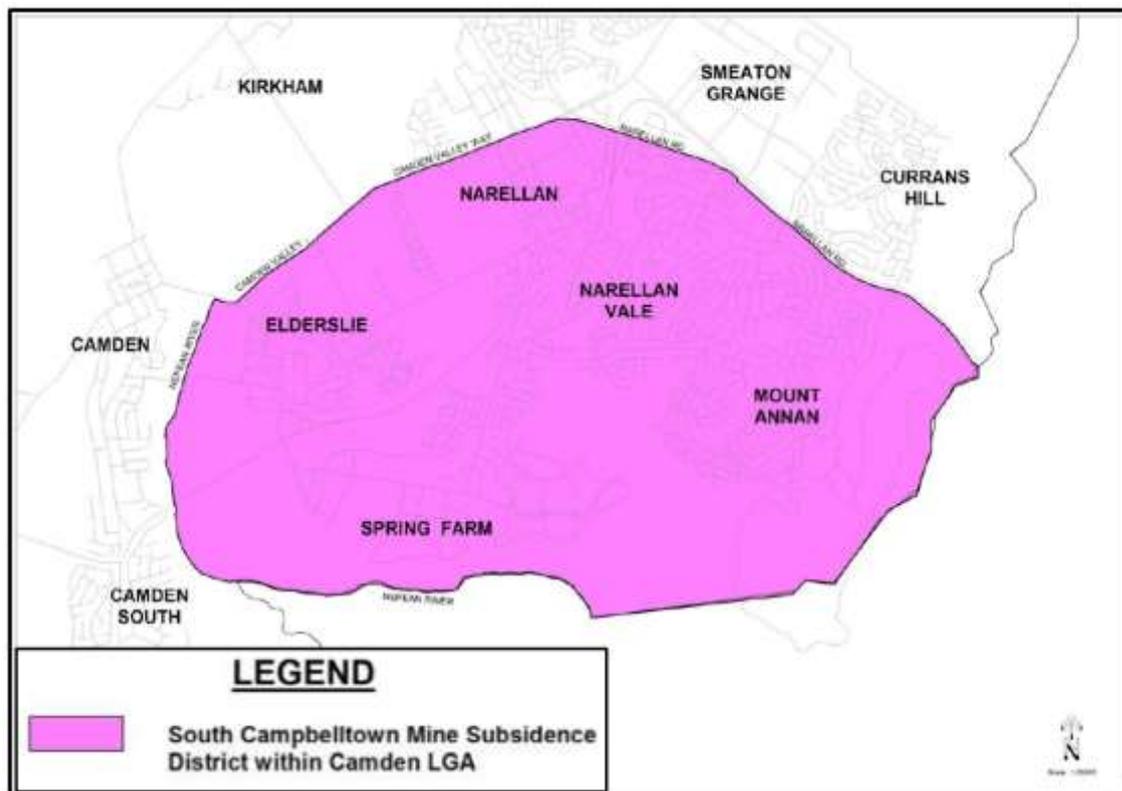
22 March 2016

Introduction

Part of the Camden Local Government Area (LGA) is underlain with coal deposits and is within the South Campbelltown Mine Subsidence District that was proclaimed on 30 June 1976. Development within that area requires the concurrence from the MSB with their prior approval required under section 15 of the Mine Subsidence Compensation Act 1961 for subdivision of land and erection or alteration of any improvements.

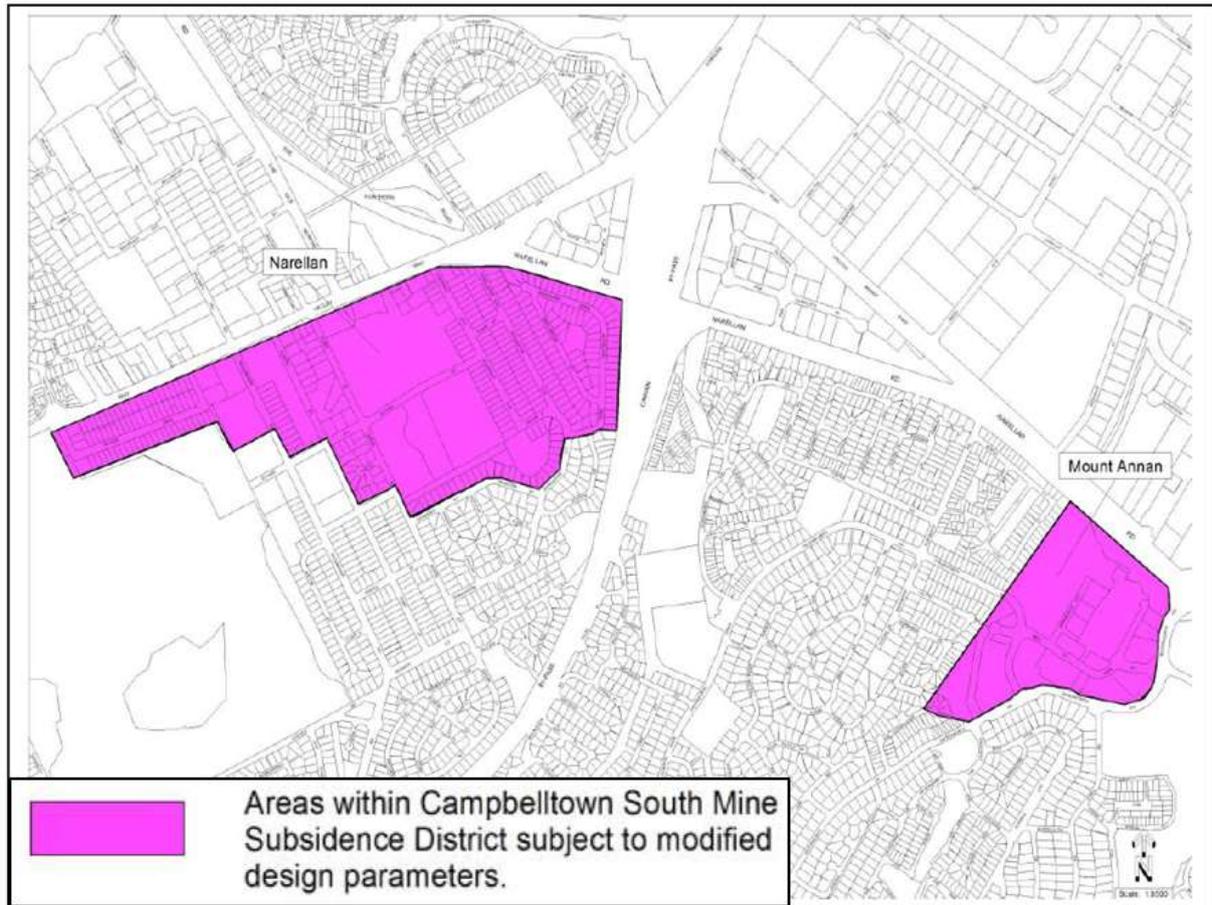
Section B1.13 of Camden Development Control Plan 2011 (Camden DCP 2011) sets out controls relating to mine subsidence.

DCP Figure B2 shows the South Campbelltown Mine Subsidence District within the Camden LGA:



DCP Figure B2: South Campbelltown Mine Subsidence District

The areas outlined in Camden DCP 2011 Figure B3, while still within the South Campbelltown Mine Subsidence District, are subject to different design parameters, to ensure that development around the Narellan Town Centre (25 metres maximum) and the Mount Annan Centre (10 metres maximum) can achieve building heights greater than two storeys, where permitted in Camden Local Environmental Plan 2010 (Camden LEP 2010).



DCP Figure B3: Mine Subsidence District – Specific sites subject to modified design parameters

Other design parameters are set out in Camden DCP 2011 for Elderslie and Spring Farm Urban Release Areas that requires flood extents to factor in projected land subsidence levels.

Summary of Key Concern and Response

Council's key concern is around the need for Council to retain planning flexibility into the future, given the significant growth trajectory for the LGA population and economy. The Mine Subsidence District constraint may limit Council's planning flexibility in the future. It is requested that the boundary extent of the South Campbelltown Mine Subsidence District affecting Camden LGA be reviewed.

Key Concern : Need for planning flexibility

Issue

The future role and function of Camden's centres, employment land and residential areas require flexibility to enable them to adapt and respond to population growth and economic growth. The Mine Subsidence District presents a constraint in this regard.

The Mine Subsidence District's proclamation some forty years ago predates Camden's rise as a growth Council. Key centres such as Narellan and Mount Annan may need to change in the future in response to our growth. For example, the announcement of the South West Rail Link

extension to Narellan, along with other key infrastructure, may change the hierarchy and size of these centres in the future.

Response

Council requests a review of the boundary of the Mine Subsidence District with respect to the hierarchy of centres, State Government infrastructure investment and strategic planning flexibility. In particular, a review on the need for the Narellan and Mount Annan town centres to be included within the Mine Subsidence District.

Other Issues and Concerns: *Mine Subsidence Board systems/processes*

Issue

It is considered that some of the processes for lodgement of development plans seeking MSB approval could be improved.

Council officers have identified that the lodgement of applications to the MSB could be made simpler, if for example, applications were submitted electronically for assessment and MSB concurrence e-mailed (including stamped plans) to the applicant.

In addition, it is requested that the current system for obtaining retrospective MSB approval (completing form, payment of application fee and application being referred to the MSB Newcastle office) be reviewed, as it can be time consuming and inefficient.

Response

Council requests a review of the MSB's systems and processes to identify opportunities for improved customer service and document management.

Concluding comments

Council has been advised by the Department of Finance, Services and Innovation of the review of the Mine Subsidence Compensation Act 1961. This submission has identified the need for planning flexibility to enable Council to harness the opportunities presented by large scale urban expansion and population growth.

The Mine Subsidence District constraint may limit Council's planning flexibility in the future. It is requested that the boundary extent of the South Campbelltown Mine Subsidence District affecting Camden LGA be reviewed.



**CAMDEN COUNCIL
PLANNING PROPOSAL**

Amendment No. 27 - 121 Raby Road, Leppington

Version 2

March 2016

Amendment 27 – 121 Raby Road, Leppington

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Executive Summary

The site is located on the eastern boundary of the Camden Local Government Area (LGA) in an area of rural land located to the north of Raby Road, east of the Sydney Catchment Authority's (SCA) Water Supply Channel, and abutting the LGA boundary with Campbelltown Council to the west.

The site is zoned RU2 Rural Landscape under the Camden Local Environmental Plan 2010 (Camden LEP 2010). The Planning Proposal seeks to rezone the site to R5 Large Lot Residential to allow large lot semi-rural residential development at the site.

Amendment 27 – 121 Raby Road, Leppington

1.0 Introduction

The site is currently zoned RU2 Rural Landscape under the Camden LEP 2010. This Planning Proposal seeks commencement of the statutory process to rezone the site to R5 Large lot Residential, and provides a justification for the rezoning.

It is envisioned that the redevelopment would provide rural residential lots suitable for development with detached dwelling houses of one (1) and two (2) storeys in height that would complement denser urban redevelopment on nearby sites and in the Growth Centre more broadly.

At the meeting of 10 September 2013, Council considered a report on a Planning Proposal to rezone the subject site to R5 - Large Lot Residential. Council subsequently resolved to forward the Planning Proposal to the Department of Planning and Environment (DPE) for Gateway Determination.

The Gateway Determination was issued from the Department of Planning and Environment on 18 November 2013 (see Appendix 3). In accordance with the Gateway Determination, Council was required to complete a number of specialist studies. The findings of the studies are detailed later in this report.

Amendment 27 – 121 Raby Road, Leppington

2.0 Site Description and Context

2.1 Overview

This Section describes the location of the site, existing development on the land, the current planning framework, and the relationship of the area to the draft South West Subregional Strategy.

2.2 Site Locality

The area that is the subject of this Planning Proposal is shown in Figure 1.



Figure 1: Location of Subject Site (Source: Google Maps)

The subject site is located on the eastern boundary of the Camden Local Government Area (LGA) in an area of rural land located to the north of Raby Road, east of the Sydney Catchment Authority's (SCA) Water Supply Channel, and abutting the LGA boundary with Campbelltown Council.

2.3 Site Context

2.3.1 Outline

The character of the area surrounding the site is predominantly rural and semi-rural in character. However, the area is undergoing significant change, having been identified as a location for significant urban growth. The site is located in close proximity to the South West Growth Centre (refer to Figure 2 below) and lands that are not in the Growth Centre but similarly being considered for urban redevelopment. Urban development of land has begun in the Turner Road Precinct which is located approximately 2.5km to the south west of the site.

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Figure 2: South West Growth Centres Structure Plan (Source: Metropolitan Strategy – A City of Cities)

Lands to the west of the site at Camden Lakeside have been identified by Camden Council as an urban release area. This site includes areas zoned for residential development. To the north of the site is Emerald Hills which is the subject of a Planning Proposal that seeks to zone the land for urban development, including residential housing and a local centre. The Emerald Hills site is separated from the site by the SCA Water Supply Canal which runs along the northwest boundary of the site. To the east of the site is rural land zoned Environmental Protection and located in Campbelltown LGA. To the immediate south of the site on the southern side of Raby Road is a parcel of RU2 zoned land that is used as a Seventh Day Adventist conference centre.

Further from the site to the north and west are lands that are in the process of being zoned for urban development as part of the South West Growth Centre, including the Leppington Major Centre located approximately 3.5km to the north of the site, including the new Leppington Railway Station which is due to be completed in 2016.

Furthermore, there is land to the southwest that has been zoned for urban development for a mix of urban and rural residential development such as the ECB/Gledswood/East Side lands.

In future, lands to the north, west and south of the site are likely to include a range of urban uses in addition to residential development such as business generating/employment land, schools, recreation and community facilities.

The changing nature of the landscape around the site is demonstrated in Figure 3 which identifies the key surrounding sites which are detailed as follows.

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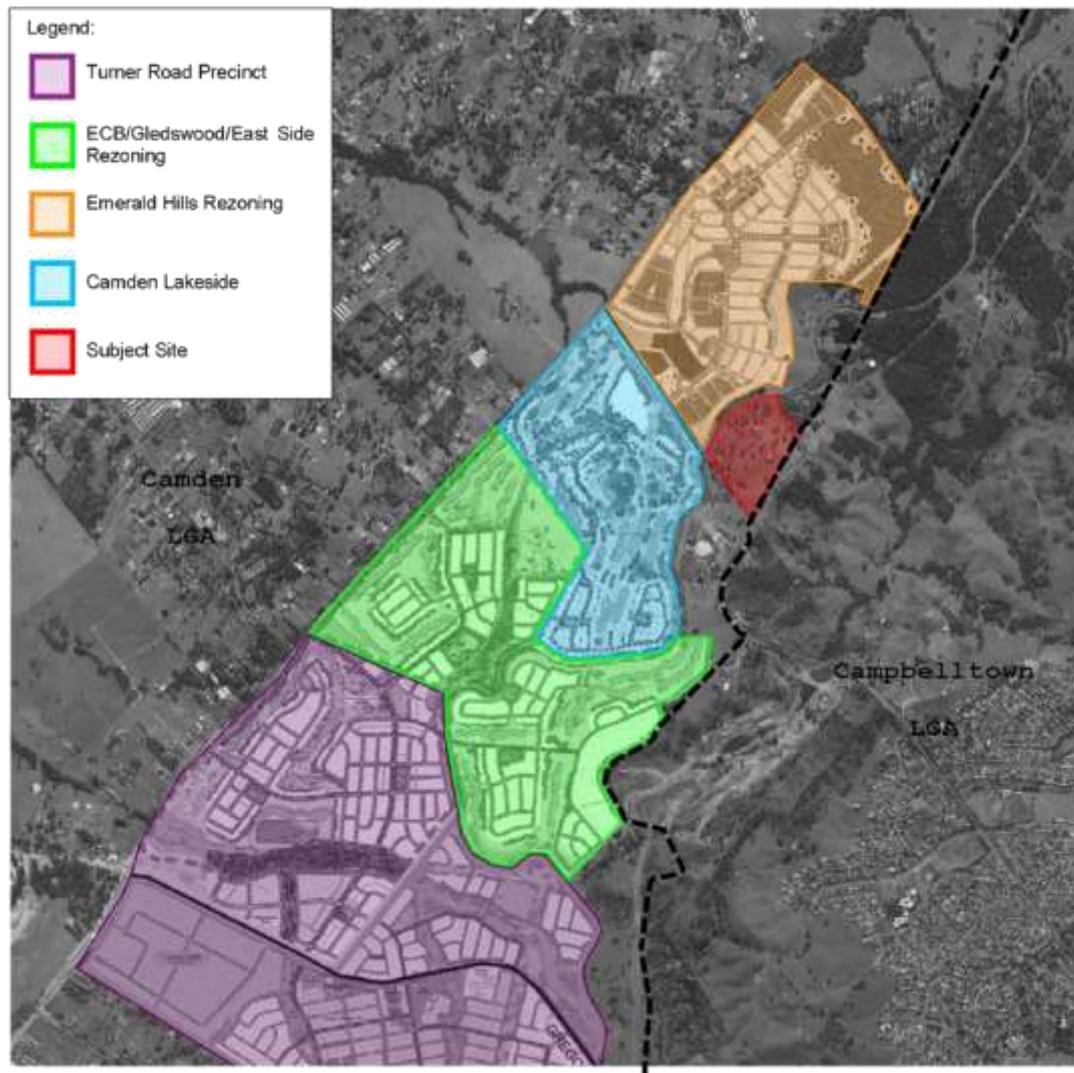


Figure 3: Subject Site Context (Source: Six Viewer, Gregory Hills & The Hermitage Masterplans and Emerald Hills Urban Design Vision)

2.3.2 Emerald Hills

Located to the immediate north of the site and on the northern corner of Raby Road and Camden Valley Way, opposite the Camden Lakeside site, is a site known as Emerald Hills, 1100-1150 Camden Valley Way, Leppington.

The Emerald Hills estate has an area of approximately 151 hectares and was rezoned recently to deliver approximately 1200 dwellings.

Emerald Hills is proposed to include a range of lands uses including up to 1200 dwellings with a mix of housing types and minimum density of 1200 dwellings, a local shopping centre open space, environmental protection zones, and riparian corridor improvements. The proposed local centre is located within 1km of the majority of the site.

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The Emerald Hills Planning Proposal Development Vision identifies a mix of hill side lots and detached housing lots adjacent to the Sydney Catchment Authority Water Supply Canal, which separates the Emerald Hills site from the site.

2.3.3 Camden Lakeside

Immediately to the west the site on the southern side of Raby Road is the existing Camden Lakeside Golf Course site. This site is identified as an urban release area under the Camden LEP 2010 and was rezoned in 2006 to accommodate approximately 380 dwellings around the golf course as part of a golf course estate development.

The redevelopment of this is to include new road linkages running north south that will accommodate future public transport links.

2.3.4 El Caballo Blanco/Gledswood/East Side Rezoning

The El Caballo Blanco/Gledswood/ East Side rezoning is located to the south of the Camden Lakeside site. The site is a precinct of approximately 160 hectares of former tourist park, rural and rural residential holdings. This precinct has recently been rezoned to accommodate approximately 860 dwellings, a golf course, and the restoration of the State Heritage listed Gledswood House.

2.3.5 Turner Road Precinct South West Growth Centre

The Turner Road Precinct is located approximately 2.5km south west of the site. The Precinct was rezoned in December 2007 and was one of the first precincts released within the South West Growth Centre. The Precinct has an area of approximately 536 hectares and will accommodate approximately 4,000 dwellings, 96 hectares of employment land, a town centre and open space and recreational facilities.

The Precinct comprises three main parts, being the Dart West/Marist Brother joint venture release area known as Gregory Hills, an employment lands area at the junction of Gregory Hills Drive and Camden Valley Way, and thirdly the Hermitage release area being developed by Sekisui House. Construction has commenced within all three areas, delivering key infrastructure, employment lands, a town centre and dwellings.

2.4 The Site

The land that is the subject of the Planning Proposal is located within the Camden Council LGA. The land is owned by T. Simonetta & Co Pty Ltd and comprises three (3) allotments of land that has a real property description of Lots 1, 2 and Common Property in SP37300, and is commonly known as 121 Raby Road, Leppington ('the site').

The site is roughly diamond shaped and sits on the west side of a north-south ridgeline that makes up the western side of the Camden/Campbelltown LGA boundary. The ridge line to the east of the site traverses the adjoining rural property within the area known as 'the Scenic Hills' area of Campbelltown LGA. The site has an area of 16.78 hectares and is approximately 350m wide by 500m long.

The site is dominated by a pronounced ridge that runs north/south along the eastern edge of the site and which is approximately 50-100 metres west of the Camden/Campbelltown LGA

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boundary. The site slopes down from the east towards the (SCA) Water Supply Canal that runs along the western boundary.

There are no significant water courses on the site, although two small creek depressions are identifiable. There are four (4) small farm dams on the site.

Built features on the site include two large single and two storey residential dwellings. There is an access driveway from each of the houses that extends down to Raby Road. There are no other significant structures on the site. The unbuilt parts of the site are characterised by fenced paddocks covered with pasture grasses with a scattering of remnant eucalypts of Cumberland Plain Woodland, mowed lawns, and areas of landscaped garden.

The eastern boundary of the site is traversed by the Jemena gas easement, which have a combined width of approximately 24m and run the length of the site in a north-south direction.

Whilst, the current context of the site is one of a rural character, it is evident from the context described in Section 2.3 that the site is located within an area undergoing significant change with urban release area developments and rezoning essentially surrounding the site to the northwest and south.

The site has existing frontage to Raby Road. Raby Road is identified as a key collector road in the draft South West Subregional Strategy, and has been earmarked for upgrades. The proximity of the site to utilities, services and public transport will be greatly enhanced with the by the adjoining Emerald Hills development in close proximity the site.

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Figure 4: Aerial view of the site (outlined in red) (Source: Six Viewer)

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Figure 5: View of the site looking north from the Raby Road entrance



Figure 6: View looking north from SE corner of the site

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Figure 7: View looking south along eastern gas easement from NE corner of site



Figure 8: View looking west from centre of the site

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3.0 Statutory Framework

3.1 Zoning

The site is currently zoned RU2 Rural Landscape under the provisions of the Camden LEP 2010 (refer to Figure 9).

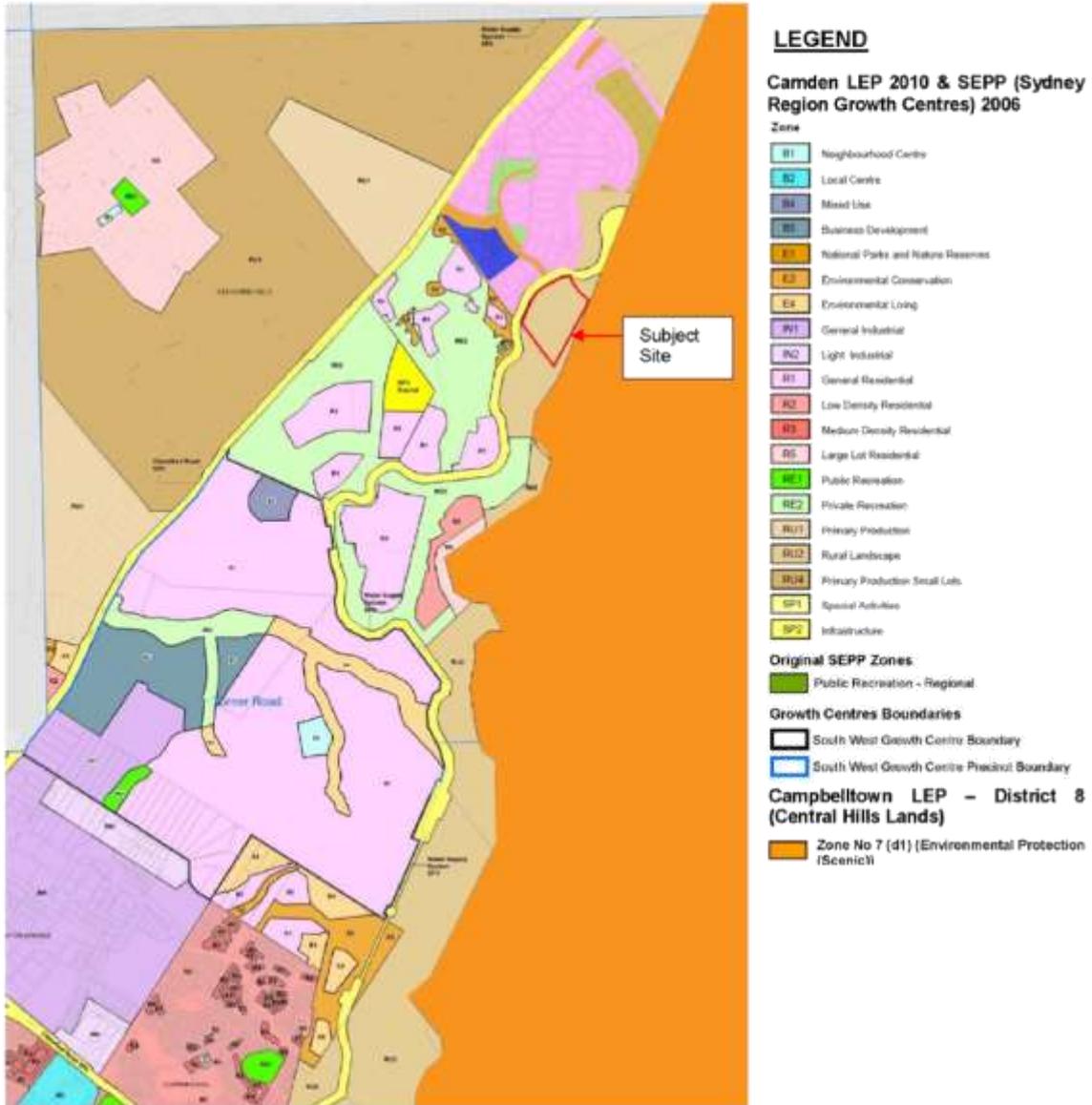


Figure 9: Zoning Extract from Camden LEP 2010, Draft Camden LEP No.151 and the Growth Centres SEPP

The zoning map at Figure 9 demonstrates that the site is located in close proximity to existing R1 general residential zones in the Camden Lakeside site to the west of the site. North of the site is the Emerald Hills site which is proposed to be zoned for a mix of R1

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Residential, E2 Environmental, B1 Neighbourhood Centre, RE1 Public Recreation and E4 Environmental Living. Land to the east of the site is zoned 7(d1) (Environmental Protection (Scenic)) pursuant to Clause 8 of the Campbelltown Local Environmental Plan—District 8 (Central Hills Lands).

Prior to the gazettal of the Turner Road Precinct under the Growth Centres SEPP, this area was zoned 7(d) Environmental Protection (Scenic Hills) which stretched westward to Camden Valley Way.

3.2 Other Controls

A building height restriction of 9.5 metres currently applies to the site. A minimum lot size of 40 hectares applies to the site.

The site is located adjacent to a state heritage item being the Upper Canal, Sydney water supply system.

4.0 The Planning Proposal

4.1 Objectives and Intended Outcomes

The objective of this Planning Proposal is to enable the redevelopment of the land at lots 1, 2 and Common Property of SP37300 (121 Raby Road, Leppington) for large lot residential development.

The Strata Scheme in SP37300 would be extinguished to create two Torrens Title allotments over the existing two residences. The proposal would allow for an approximate density of 1.8-2 dwellings per hectare.

An Indicative Layout Plan for the site has been prepared following the completion of the specialist studies (see Figure 10).

The objectives of the Proposal are to:

- Protect the scenic and landscape character of the area, particularly when viewed from public land such as the key arterial roads;
- Achieve orderly development having regard to the site's opportunities and constraints that integrates neighbouring sites and provides a transition between higher density residential zones and environmental protection zones;
- Plan a residential development that is sympathetic and complementary to the scenic qualities of the surrounding 'scenic hills' topography, with any built environments largely subservient to this landscape;
- Create a desirable place for all ages and a wide range of household types;
- Optimise the use of infrastructure; and
- Provide diversity in housing choice.

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The intended outcome of the Planning Proposal is to rezone the site to permit large lot residential land uses that complement the denser residential areas anticipated on adjacent and nearby sites.

It is intended that the Planning Proposal would form part of an amendment to the Camden LEP 2010.

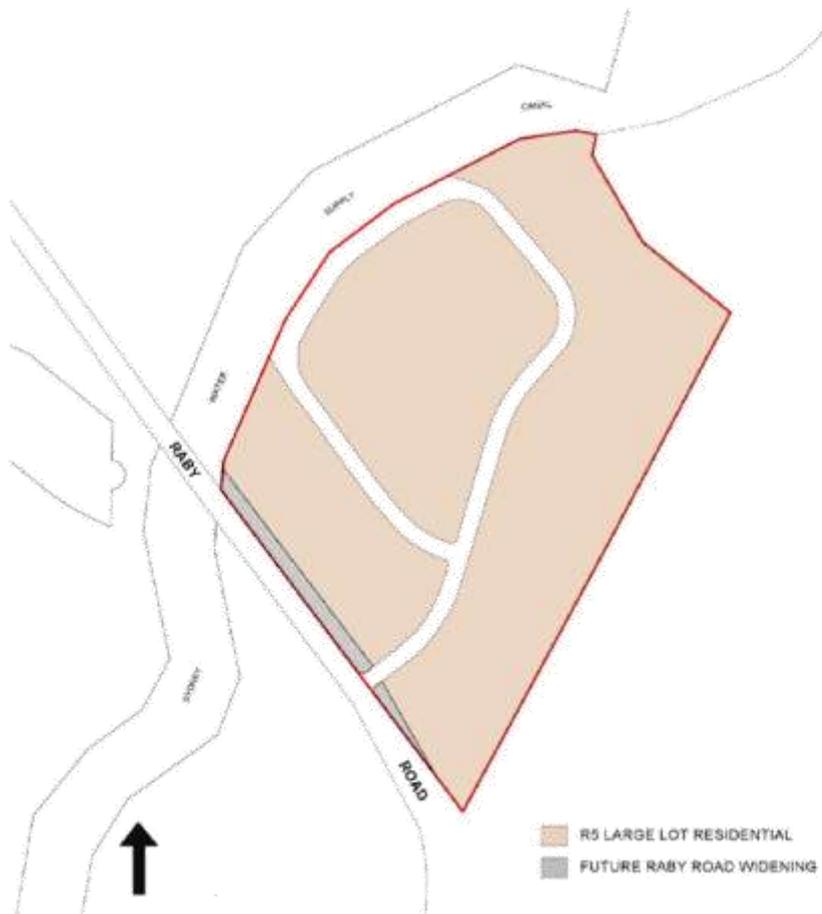


Figure 10: Indicative Layout Plan

4.2 Explanation of Provisions

The amendments proposed to Camden LEP 2010 include a suite of controls that would facilitate the redevelopment of the site. The zoning controls would allow for large lot residential development on sites that sit within the context of the topography and existing and proposed vegetation.

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Building height controls would restrict development to a maximum of two storeys. Lot size controls will ensure the density of development maximises tree retention and landscaping and provides a transition to the adjoining Environmental Protection zone.

The proposed controls include the following:

- Amend the Land Zoning Map to show R5 Large Lot Residential
- Retain the Building Height control of 9.5m on the Height of Buildings Map over the site;
- Amend Lot Size Map to show a minimum lot size of 4,000m² over the site.

There are no other provisions that are required to be amended. The amendments will facilitate approximately 30 additional large residential lots.

The proposed amendments to the Camden LEP 2010 are also supported by site specific DCP controls which relate to visual landscape. A copy of the draft amendments to Camden DCP 2011, as exhibited, is provided as Appendix 5 to this Planning Proposal.

4.3 Justification

This section addresses the need for the rezoning, identifies the background studies undertaken, details why the Planning Proposal is the best approach, and identifies what the community benefits will be.

4.3.1 Section A – Need for the Planning Proposal

Is the planning proposal a result of any strategic study or report?

Acoustic

The Acoustic Assessment prepared by PKA Acoustic Consulting assesses the traffic noise levels likely to be experienced at the future residential lots within the development, taking into account the upgrade and projected traffic levels of Raby Road. The report is provided as Attachment 2.

The report recommends that a 1.8m high acoustic barrier will be required along Raby Road, with 1.8m high returns at each end. This is likely to take the form of a mound/wall combination. Seven lots will also require acoustic-rated architectural treatments to be incorporated into the dwelling designs as well as the provision of alternative ventilation.

These recommendations are designed to comply with the internal noise criteria recommended by Camden Council's DCP 2011 and Environmental Noise Policy 2008.

Visual Landscape

Two Visual Impact Assessments were completed for the site; one by JMD Design in March 2013, and the other by Distinctive Living Design in October 2015. Both were peer reviewed by Betteridge Consulting, trading as MUSEcape. The assessments explored the visual impact of future development when viewed from 16 key public and private viewpoints including Raby House, Scenic Hills (in the Campbelltown LGA) and Gledswood Homestead. The visual impact assessments and peer reviews are provided as Attachments 7 and 8.

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While the report identifies the development is visible from some viewpoints, visual impact on the existing rural residential character of the area is considered acceptable. Development controls proposed for landscaping, street lighting and building materials will mitigate the visual impact of development on the site. The development controls are detailed in Appendix 5 to this report.

Traffic

TRAFFIX Traffic & Transport Planner undertook a Traffic Impact Assessment of the site in January 2016. The report is provided as Attachment 1.

Under the current South-West Growth Centre Road Network Framework, Raby Road is proposed to function as a sub-arterial road (non-classified regional road). Roads and Maritime Services (RMS) have been consulted regarding the widening of Raby Road. Following these discussions, a road reservation of 34.5m was agreed to be provided on the northern side of Raby Road. A site specific DCP control (Section 88B instrument) is proposed to ensure no structures are to be constructed within the proposed road reserve.

Access to the site is proposed by way of a new priority controlled (seagull) intersection to Raby Road as an interim arrangement until such time that Raby Road is reconstructed as a future sub-arterial road (subject to RMS concurrence). The sight lines have been assessed and are compliant with Austroads Guidelines. In the longer term, access to the site will be restricted to left-in/left-out only. Following gazettal of the Planning Proposal, a notation will be placed on the Section 149(5) certificates to indicate access to the site after completion of upgrade works to Raby Road will be restricted to left-in/left-out only.

Site Investigation (contamination)

A Preliminary Site Investigation was undertaken by Douglas Partners, dated 13 October 2015. The report is provided as Attachment 6.

This investigation comprised a review of site history information, a site walkover, and the excavation of 17 test pits and laboratory analysis of selected soil samples. It also included sampling and analysis of soil and sediment from within four dams located within the site. The report was prepared with reference to current NSW Environmental Protection Authority endorsed guidelines.

The investigation has shown that there is a low to moderate potential for contamination based on the nature of each identified Areas of Environmental Concern. It is considered the potential contamination is from uncontrolled filling from unknown origins and the use of pesticides on the site from former agricultural use.

In response to these results, Douglas Partners conclude the site could be rendered compatible with the proposed residential subdivision, subject to further investigation and possible remediation.

Further detailed investigations will occur to satisfy SEPP 55 at the Development Application stage.

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Salinity

Douglas Partners carried out a Salinity Investigation and Management Plan for the site, dated 13 October 2015. The report is provided as Attachment 5. The investigation consisted of excavation of test pits, laboratory testing of selected samples, engineering analysis and reporting.

The outcome of the investigation indicates the site is slightly-moderately saline. Testing shows that the materials within the site are slightly-mildly aggressive to steel and concrete. In addition, shallow soils were sodic to highly sodic.

The soils are naturally occurring features of the local landscape and are not considered significant impediments to the proposed development, provided appropriate remediation or management techniques are employed. Recommendations by Douglas Partners include bulk earthworks management strategies, civil construction and service installation strategies for roads, drainage and services, and a comprehensive salinity investigation at the construction stage to provide more detailed recommendations for individual residential lots.

Bushfire

Australian Bushfire Protection Planners (ABPP) Pty Limited undertook a bushfire constraints assessment of the site in September 2015. The report is provided as Attachment 4.

The Bushfire Assessment identifies that the vegetation on the site is likely to be removed as a result of the development. Category 2 Bushfire Prone Land is identified as occurring in the CPW on the northern adjoining property. It is proposed to have 26 metre Asset Protection Zones (APZs) for BAL 29 Construction on the northern most lots. Additionally, fire trails are proposed on these northern most lots.

The northern most lots are large enough to accommodate the 26 metre APZs and fire trails. The full detailed consideration of APZs and Australian Standards to be met in regards to Bushfire Attack Levels will be required to be undertaken at Development Application stage.

Aboriginal Archaeological and Cultural Heritage Assessment

Dominic Steele Consulting Archaeology (DSCA) prepared an Aboriginal Archaeological and Cultural Heritage Assessment, dated 28 September 2015. The report is provided as Attachment 3.

Inspections of the site identified no Aboriginal archaeological sites or objects located within the area. However a Potential Archaeological Deposit (PAD) was recorded and assesses to have low archaeological (scientific) significance until further geoarchaeological investigations are undertaken.

Therefore no objections to the proposal have been identified on Aboriginal archaeological grounds and the following are recommended:

- Recognition of the legal requirements and automatic statutory protection provided to Aboriginal 'objects' and 'places' under the terms of the *National Parks and Wildlife Act of 1974* and the advice and recommendations that have been provided by the Tharawal Local Aboriginal Land Council and the Cubbitch Barta Native Title Claimants Aboriginal

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Corporation that are appended to this report; and

- Formal consultation processes as set out in the Office of Environment and Heritage (OEH) *Aboriginal Consultation Requirements 2010* that may require future OEH Aboriginal Heritage Impact Permit (AHIP) approvals for the site should be initiated at the Development Application stage. Consultation with Aboriginal communities is required under Part 8A of the *National Parks and Wildlife Regulation 2009* and is to be conducted in accordance with the OEH *Aboriginal Heritage Consultation Requirements for Proponents 2010* where AHIPs are sought.

Ecological Assessment

Lesryk Environmental Consultants produced a Flora and Fauna Assessment, dated May 2014. The report is provided as Attachment 11. No threatened flora species were identified on the site. The vegetation on the western part of the site is identified as native open grassland with scattered native trees and is assessed as conforming to Cumberland Plain Woodland (CPW) – derived native grassland as defined under the *Threatened Species Conservation Act 1995* (TSC Act). Lesryk finds that the vegetation is highly degraded and does not play an important ecological role in connecting to surrounding remnants. Lesryk has undertaken a 7 part-test under the TSC Act and the *Environment Protection and Conservation Act 1979* and has identified there will be no significant impact if the vegetation is removed.

No threatened fauna species were identified on site, with the habitat being of low quality and disconnected. There are a low number of hollow-bearing trees which are identified to be retained where possible and if they are removed it is recommended that compensatory nest boxes be provided.

The remnant vegetation principally in the northern part of the site has been mapped on Council's Environmentally Sensitive Land Maps as low condition vegetation with scattered canopy trees less than 10% canopy. This concurs with Lesryk assessment that the vegetation is highly degraded and not of ecological significance. At the Development Application stage a 7 part-test will still be required to be undertaken. Whilst the remnant vegetation is of low quality, at the Development Application stage, an assessment should be undertaken of the tree and tree hollow loss.

Stormwater Management and Flood Assessment

A Stormwater Management and Flood Assessment Report was prepared by Stefani Group dated May 2015. The report is provided as Attachment 9. The proposed stormwater management strategy has satisfied the water quantity and quality requirements of Council with the provision of detention and bio retention.

Summary of Specialist Studies

The Planning Proposal process is the most appropriate means to apply planning controls to the parcel of land. The Planning Proposal process would deliver revised planning controls for the site while also responding to the broader strategic issues of the Metropolitan Plan and the South West Subregion Draft Subregional Strategy.

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Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The Planning Proposal is considered the best option as it will allow the redevelopment of the site in a manner that is compatible with surrounding development and also takes into consideration the site constraints. The Planning Proposal is considered to be the best method of achieving renewal of landuse at the site which is sympathetic with adjoining lands.

4.3.2 Section B – Relationship to Strategic Planning Framework

Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Plan for Growing Sydney

A Plan for Growing Sydney was released by the NSW Government in December 2014. This new document supersedes the draft Metropolitan Plan for Sydney 2036 – A Plan for Sydney's future plan which was released in December 2010.

The Sydney metropolitan area will face increasing pressure over the next twenty years with the projected increase in population of 1.6 million people, requiring 664,000 more dwellings and 689,000 more jobs by 2031. These pressures require careful and integrated land use and infrastructure planning and mechanisms for delivery. A Plan for Growing Sydney is the NSW Government's response to these pressures. The plan provides a strategy for accommodating Sydney's future population growth over the next 20 years and a framework for delivering investment and jobs growth, particularly for the Western Sydney region.

The proposed rezoning is appropriate in the context of the location. The locality is undergoing a significant transformation as rural uses are replaced by urban development. Large scale urban redevelopment is planned, and has commenced, in the nearby South West Growth Centre. This is supported with significant infrastructure upgrades including the Camden Valley Way upgrade and the construction of the new south west rail link to the future Leppington Major Centre and Leppington Railway Station.

Draft South West Subregional Strategy

The Metropolitan Strategy divides Sydney into sub-regions and the Department of Planning and Infrastructure has maintained the subregional strategies in draft form. The subject site is located within the South West Subregion.

The Subregional Strategies are designed to assist Councils with the preparation of their LEPs. The Draft Subregional Strategy was released for exhibition in December 2007 and is still in draft.

The key directions and targets identified in the South West Subregion Draft Subregional Strategy of relevance to the precinct include:

C1.2 Apply Sustainability Criteria for New Urban Development

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An assessment of the proposal against the Sustainability Criteria was previously provided in Appendix 4 of the original Planning Proposal, dated March 2013. As this assessment is no longer a requirement, it has not been included in this version of the document.

SW C1.3.1 – South West councils to plan for sufficient zoned land to accommodate their government area housing targets through their Principal LEPs

The Draft Subregional Strategy identifies an additional 10,274 dwellings between 2004 and 2031, comprising 1,584 additional infill dwellings and 8,690 greenfield dwellings (excluding the South West Growth Centre). The rezoning of the site could contribute to the achievement of these dwelling targets without the loss of existing dwelling stock.

SW C2.1.1–South West councils to ensure the location of new dwellings improves the subregions performance against the target for the State Plan Priority E5

The action requires that South West councils ensure that 80% of new housing is located within 30 minutes by public transport of a Strategic Centre. The site will achieve this being in proximity to existing public transport routes on Raby Road and a future public transport corridor that will extend through the Emerald Hills, Camden Lakeside and East Side sites which will provide access to Campbelltown to the south-east, which is designated as a Strategic Centre under the Strategy and is approximately 7kms to the south-east of the site, and the future Leppington Major Centre 3kms to the north.

SW C2.3.4 – South West councils to provide for an appropriate range of residential zonings to cater for changing housing needs.

The proposal seeks rezoning to R5 Large Lot Residential zones and would complement surrounding areas of that are proposed for other residential densities, consistent with these directions under the draft South West Subregional Strategy.

Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

Council adopted "Camden 2040 – A Strategic Plan for Camden" in 2010. Camden 2040 was prepared as a strategic response to the large-scale urban and population growth that has been planned for the area under the State Government's Metropolitan Strategy. It emphasises that with growth will bring new opportunities and facilities that have not previously been available, but needs to be managed actively and effectively in order to deliver quality places and lifestyles for the people of the Camden area, as well as protecting and enhancing the important history and character of the area that is so highly valued.

The rezoning of the site as proposed will provide additional housing opportunities in a location that, once surrounding development is completed, will have good access to a local centre and public transport to both town and strategic centres, while also being consistent with the Sustainability Criteria for new urban development. The large lot zoning will allow for the protection of the visually prominent ridgeline that characterises the eastern boundary and would allow for the retention of significant areas of vegetation and non-built up land. In this respect the rezoning would help to satisfy the demand for housing in the region while helping to maintain key elements of the current rural character of the area. In this respect the rezoning would not conflict with the Strategic Plan.

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Is the planning proposal consistent with applicable state environmental planning policies?

The relevant State Environmental Planning Policies and deemed State Environmental Policies have been addressed at Appendix 1 to this report.

The consideration of these State Environmental Planning Policies and deemed SEPPs has identified that the Planning Proposal would not conflict with any of these Policies.

Is the planning proposal consistent with applicable Ministerial Directions (S117 Directions)?

The s117 directions applicable to the Planning Proposal have been addressed at Appendix 2 of this report.

The Planning Proposal would be consistent with all relevant Directions, within the exception of Direction 1.2 Rural Lands.

Direction 1.2 seeks to protect the agricultural production value of rural land. This Proposal seeks to rezone a RU2 Rural Landscape to large lot residential zones, which is inconsistent with this direction.

Notwithstanding this, the proposal is considered acceptable for the following reasons:

The site is effectively isolated by anticipated neighbouring urban development, which limits the agricultural production value of the site. The site would be only three small rural zoned sites located within Camden LGA between Leppington in the north and the future Gregory Hills Drive to the south, one of which is similarly the subject of a rezoning application.

The site is already used predominantly for rural residential purposes only, and is currently occupied by two large rural residential dwellings within landscaped grounds. Rural uses are limited to a small herd of cattle grazing on the site.

The site is relatively small by agricultural standards with limited production value.

The site neighbours lands that were historically rural zoned land but which have since been identified for future urban development.

4.3.3 Section C – Environmental, Social and Economic Impact

Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The majority of the site is currently cleared grassland. The site slopes down towards the eastern boundary. It is considered that there are no critical habitats or threatened species located on the site which would be impacted by the proposal.

No threatened fauna species were identified on site, with the habitat being of low quality and disconnected. There are a low number of hollow-bearing trees which are identified to be retained where possible and if they are removed it is recommended that compensatory nest boxes be provided.

The remnant vegetation principally in the northern part of the site has been mapped on Council's Environmentally Sensitive Land Maps as low condition vegetation with scattered

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canopy trees less than 10% canopy. This concurs with Lesryk assessment that the vegetation is highly degraded and not of ecological significance. At the Development Application stage a 7 part-test will still be required to be undertaken. Whilst the remnant vegetation is of low quality, at the Development Application stage, an assessment should be undertaken of the tree and tree hollow loss.

Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The site is not flood prone.

There are minimal environmental effects as a consequence of the planning proposal as the site is essentially cleared grassland. A bushfire assessment has been prepared which shows that bushfire can be appropriately managed (Attachment 4).

How has the planning proposal adequately addressed any social and economic effects?

Social Effects

The Planning Proposal will provide an opportunity for the redevelopment of the site for land uses and activities commensurate with the surrounding locality. The Proposal would allow the redevelopment of the site to accommodate approximately 32 residential dwelling allotments.

The proposed increase in residential density for the land and subsequent increased residential population would place a minor additional demand on social services and open space. The immediate locality will be well serviced with open space and recreational opportunities. The number of additional dwellings in this case is insignificant in the context of other development proposed in the area and unlikely to lead to any discernible impact on community facilities earmarked to be constructed in the surrounding urban release areas. Any minor impacts on community facilities could be managed through Council's normal collection of section 94 contributions. Contributions would also be levied toward the provision of State public infrastructure.

The provision of greater housing choice and diversity is potential positive impact for the community, particularly given that the site is located relatively close proximity to future services and major employment lands. A Social Impact Statement will be prepared should the Proposal obtain Gateway approval.

The above sections of this Planning Proposal demonstrate that the proposed rezoning accords with the relevant strategic planning framework and is likely to result in a net community benefit.

Economic Effects

The rezoning to allow for a large lot development at the site will result in positive economic effects. The Planning Proposal will potentially result in short and medium term employment opportunities related to construction activities that can be expected with the residential development upon rezoning.

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Additionally, the rezoning will provide increased housing supply and diversity in a location with good access to nearby major employment centres. Although incremental, the economic impacts of having a stable and diverse housing supply in close proximity to employment hubs are considered positive.

4.3.4 State and Commonwealth Interests

Is there adequate public infrastructure for the planning proposal?

The site is located adjacent to Raby Road, which provides adequate access to service the proposed residential use. Raby Road is proposed to function as a sub arterial road in the future. As discussed above, the site would be serviced by public transport.

The site is located immediately adjacent to the proposed urban development of Emerald Hills and it is envisaged that services provided for surrounding development could be adapted to cater for development at site given that a relatively small number of lots are proposed. The rezoning and subsequent redevelopment of the site would be based upon sound principles for utilising and supporting existing community investment in infrastructure and services.

The rezoning proposed in this Planning Proposal offers opportunities to utilise and support the facilities due to be delivered in the neighbouring release areas, and the Planning Proposal would not place unacceptable demands on existing or proposed public infrastructure.

Any additional community infrastructure generated by the redevelopment of the site would be covered by the s94 developer contributions relevant to the site.

What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway Determination?

As part of the public exhibition process, the Planning Proposal and draft DCP amendments will be referred to a number of public agencies in accordance with the gateway determination. The following public agencies will be consulted:

- Sydney Catchment Authority (now 'WaterNSW');
- Sydney Water;
- Endeavor Energy;
- Transgrid;
- Jemena;
- APA Group;
- Roads and Maritime Services;
- Rural Fire Service;
- Office of Environment and Heritage;
- NSW Resources and Energy, and;
- Campbelltown City Council.

4.5 Mapping

The following maps will need to be amended:

- Land Zoning Map _016

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- Lot Size Map _016

4.6 Community Consultation

The Planning Proposal and draft DCP amendments will be publicly exhibited for a period of 28 days in accordance with the gateway determination. A notification will be placed in the local newspaper and the exhibition material available at:

- Narellan Customer Service Centre and Narellan Library, Queen Street, Narellan (Hard Copy);
- Camden Customer Service Centre and Camden Library, John Street, Camden (Hard Copy); and
- Council website for the length of the exhibition period (Electronic Copy).

During the exhibition period, a letter notifying land owners in the vicinity of the subject site will be sent to advise of the proposal. At the conclusion of the exhibition period, a report will be submitted back to Council detailing the submissions received.

4.7 Project Timeline

| | |
|---|--------------------|
| Anticipated commencement date (date of Gateway determination) | 18/11/2013 |
| Anticipated timeframe for the completion of required technical information | January 2016 |
| Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination) | December 2015 |
| Commencement and completion dates for public exhibition period | March – April 2016 |
| Dates for public hearing (if required) | N/A |
| Timeframe for consideration of submissions | April – June 2016 |
| Timeframe for the consideration of a proposal post exhibition | TBA |
| Date of submission to the department to finalise the LEP | TBA |
| Anticipated date RPA will make the plan (if delegated) | TBA |
| Anticipated date RPA will forward to the department for notification | TBA |

Amendment 27 – 121 Raby Road, Leppington

5.0 Conclusions and Recommendations

This Planning Proposal for lots 1, 2 and Common Property in SP 37300, 121 Raby Road, Leppington seeks to rezone the site to allow a large lot residential development.

The proposed rezoning is appropriate in the context of the location. The locality is undergoing a significant transformation as rural uses are replaced by urban development. Large scale urban redevelopment is planned, and has commenced, in the nearby South West Growth Centre. This is supported with significant infrastructure upgrades including the Camden Valley Way upgrade and the construction of the new south west rail link to the future Leppington Major Centre and Leppington Railway Station.

The redevelopment of the Turner Road precinct, approximately 2.5 km south-west of the site, has commenced, with large scale residential subdivision and dwelling construction underway within Gregory Hills and The Hermitage residential estates. The release and development of the Turner Road precinct (and other associated release areas) is delivering significant benefits and opportunities to this part of Camden, with the construction of key infrastructure, creation of residential communities, new retail and commercial centres, employment generating centres, provision of education, recreation and community facilities and the provision of public transport.

The site is also located in the immediate vicinity of Camden Lakeside which is nominated as an urban release area and has been rezoned to support some 380 dwellings. Approximately 1.5km to the south west of the site is the El Caballo Blanco/Gledswood/East Side lands, recently rezoned to accommodate a range of urban uses. The Emerald Hills site to the immediate north of the site is the subject of a Planning Proposal which was rezoned recently.

In the context of broader transformation of the locality, the rezoning of the site would facilitate development that is consistent and complementary to that proposed on surrounding lands, and capitalise on services and infrastructure being provided as part of the broader redevelopment of this part of Sydney. As nearby development is completed, the site will be located in close proximity to public transport services, employment opportunities, recreation facilities, education services and social and retail services associated with the neighbouring release areas. The site has a direct frontage to Raby Road, which means that it will be well serviced and accessible to all necessary services and infrastructure to support redevelopment for residential purposes. In particular, the site will have easy access to key centres such as Campbelltown and the future Major Centre at Leppington.

Retaining the site as land zoned for rural uses would result in an isolated pocket of rural land, surrounded by urban redevelopment, and unlikely to be of a sufficient size to support a range of rural uses. The zoning proposed will allow for a transition between denser urban development to the west of the site and the environmental protection zones to the east.

Based on the issues addressed in this Planning Proposal, it is proposed to prepare a Draft LEP to amend the Camden LEP 2010 in the following way:

- Amend the Land Zoning Map to show the subject site as R5 Large Lot Residential
- Amend Lot Size Map to show a minimum lot size of 4,000m² for the R5 Large Lot Residential zone on the site, and;
- Maintain a Building Height of 9.5m on the Height of Buildings Map over the site.

Amendment 27 – 121 Raby Road, Leppington

6.0 Appendices

Appendix 1: Consistency against State Environmental Planning Policies

Appendix 2: S117 Directions

Appendix 3: Gateway Determination

Appendix 4: NSW Trade and Investment Submission

Appendix 5: Draft DCP Controls

Amendment 27 – 121 Raby Road, Leppington

Appendix 1: Consistency against State Environmental Planning Policies

| SEPP Title | Consistency | Comment |
|---|-------------|---|
| 1. Development Standards | Yes | This SEPP does not apply to the Camden LEP 2010. |
| 14. Coastal Wetlands | N/A | |
| 15. Rural Land-sharing Communities | N/A | |
| 19. Bushland in Urban Areas | Yes | The provisions of this SEPP do not apply to the site. |
| 21. Caravan Parks | N/A | |
| 26. Littoral Rainforests | N/A | |
| 29. Western Sydney Recreation Area | N/A | |
| 30. Intensive Agriculture | N/A | The provisions of this SEPP relate to cattle feed lot proposals |
| 32. Urban Consolidation (Redevelopment of Urban Land) | N/A | This SEPP only applies to urban land. |
| 33. Hazardous and Offensive Development | N/A | |
| 36. Manufactured Home Estates | N/A | |
| 39. Spit Island Bird Habitat | N/A | |
| 41. Casino Entertainment Complex | N/A | |
| 44. Koala Habitat Protection | N/A | The SEPP does not apply to Camden LGA. |
| 47. Moore Park Showground | N/A | |
| 50. Canal Estate Development | N/A | |
| 52. Farm Dams and Other | N/A | This SEPP relates to the construction of |

Amendment 27 – 121 Raby Road, Leppington

| Works in Land and Water Management Plan Areas | | artificial waterbodies. |
|---|-----|---|
| 55. Remediation of Land | Yes | <p>A Preliminary Site Investigation was undertaken by Douglas Partners, dated 13 October 2015. The report is provided as Attachment 6. This investigation comprised a review of site history information, a site walkover, and the excavation of 17 test pits and laboratory analysis of selected soil samples. It also included sampling and analysis of soil and sediment from within four dams located within the site. The report was prepared with reference to current NSW Environmental Protection Authority endorsed guidelines.</p> <p>The investigation has shown that there is a low to moderate potential for contamination based on the nature of each identified Areas of Environmental Concern. It is considered the potential contamination is from uncontrolled filling from unknown origins and the use of pesticides on the site from former agricultural use.</p> <p>In response to these results, Douglas Partners conclude the site could be rendered compatible with the proposed residential subdivision, subject to further investigation and possible remediation.</p> <p>Further detailed investigations will occur to satisfy SEPP 55 at the Development Application stage.</p> |
| 59. Central Western Sydney Economic and Employment Area | N/A | |
| 62. Sustainable Aquaculture | N/A | |
| 64. Advertising and Signage | N/A | |
| 65. Design Quality of Residential Flat Development | N/A | |

Amendment 27 – 121 Raby Road, Leppington

| | | |
|---|-----|---|
| 70. Affordable Housing (Revised Schemes) | N/A | |
| 71. Coastal Protection | N/A | |
| SEPP (Building Sustainability Index: BASIX) 2004 | Yes | This SEPP is relevant to specific development that would become permitted under the Planning Proposal. Future development would need to comply with these provisions. |
| SEPP (Housing for Seniors or People with a Disability) 2004 | Yes | This SEPP is relevant to specific development that would become permitted under the Planning Proposal and would need to comply with these provisions. |
| SEPP (Major Development) | Yes | This SEPP is relevant to particular development categories. This Planning Proposal does not derogate or alter the application of the SEPP to future development. |
| SEPP (Sydney Region Growth Centres) 2006 | N/A | |
| SEPP (Infrastructure) 2007 | Yes | This SEPP is relevant to particular development categories. This Planning Proposal does not derogate or alter the application of the SEPP to future development. |
| SEPP (Kosciuszko National Park-Alpine Resorts) 2007 | N/A | |
| SEPP (Mining, Petroleum Production and Extractive Industries) 2007 | N/A | Camden LGA has areas which are impacted by mining however the subject site is not located within one of these areas. The site is not affected by the current AGL Northern Expansion Proposal. |
| SEPP (Temporary Structures and Places of Public Entertainment) 2007 | Yes | This SEPP is unlikely to apply to the forms of development that will become permissible under the Planning Proposal. |
| SEPP (Exempt and Complying Development Codes) 2008 | Yes | This SEPP is relevant to particular development categories. This Planning Proposal does not derogate or alter the application of the SEPP to future |

Amendment 27 – 121 Raby Road, Leppington

| | | |
|---|-----|---|
| | | development. |
| SEPP (Rural Lands) 2008 | N/A | This SEPP does not apply to the Camden LGA. |
| SEPP (Western Sydney Parklands) 2009 | N/A | |
| SEPP (Affordable Rental Housing) 2009 | Yes | This SEPP is relevant to particular development categories. This Planning Proposal does not derogate or alter the application of the SEPP to future development. |
| Sydney Regional Environmental Plan (Sydney Harbour Catchment) | N/A | |
| SREP20 Hawkesbury-Nepean River | Yes | <p>The SREP requires consideration be given to the impact of future land use in Hawkesbury-Nepean River catchment in a regional context. The plan covers water quality and quantity, environmentally sensitive areas, riverine scenic quality, agriculture, and urban and rural residential development.</p> <p>The Planning Proposal is unlikely to alter or impact adversely upon the water quality and quantity, environmentally sensitive areas and flora and fauna within the Hawkesbury-Nepean River catchment.</p> |

Amendment 27 – 121 Raby Road, Leppington

Appendix 2 : S117 Directions

| S117 Direction Title | Consistency | Comment |
|--|-------------|--|
| 1.0 Employment and Resources | | |
| 1.1 Business and Industrial Zones | NA | |
| 1.2 Rural Zones | No | <p>Inconsistent</p> <p>The Planning Proposal proposes to rezone RU2 Rural Landscape zone to a R5 Large Lot Residential zone, which is inconsistent with this direction.</p> <p>Notwithstanding this, the proposal is considered acceptable for the following reasons:</p> <ol style="list-style-type: none"> 1. The site is effectively isolated by anticipated neighbouring urban development, which limits the agricultural production value of the site. 2. The site would be only three small rural zoned sites located within Camden LGA between Leppington in the north and the future Gregory Hills Drive to the south, one of which is similarly the subject of a rezoning application. 3. The site is already used predominantly for rural residential purposes only, comprising two large dwellings within landscaped grounds with a small number of cattle. 4. The site is relatively small by agricultural standards at 16.78 hectares. 5. The site neighbours lands that were historically rural zoned land but which have since been identified for future urban development. |
| 1.3 Mining, Petroleum Production and Extractive Industries | Yes | <p>Post-Gateway, Council referred the Planning Proposal to the Department of Industry, Skills and Regional Development, previously known as the Department of Trade and Investment, Regional Infrastructure and Services (DTIRIS, a.k.a. NSW Trade & Investment).</p> <p>A submission was received in August 2014</p> |

Amendment 27 – 121 Raby Road, Leppington

from its Mineral Resources Branch (now NSW Resources & Energy).

The submission objected to the proposal, outlining the importance of the site for future coal and coal seam gas exploration.

Correspondence has been received from Department of Planning and Environment stating that Council has satisfied the intention of the section 117 direction and it is not necessary for council to take further action in this regard.

As this is a state policy matter, the DPE has advised they will continue to seek further views of the Department of Industry.

The Department of Industry will be consulted with again during the public exhibition period.

| | | |
|----------------------------------|-----|---|
| 1.4 Oyster Aquaculture | N/A | |
| 1.5 Rural Lands | N/A | This Direction does not apply to the Camden LGA. |
| 2.0 Environment and Heritage | | |
| 2.1 Environment Protection Zones | Yes | <p>The majority of the site is currently cleared grassland. The site slopes down towards the eastern boundary. It is considered that there are no critical habitats or threatened species located on the site which would be impacted by the proposal.</p> <p>No threatened fauna species were identified on site, with the habitat being of low quality and disconnected. There are a low number of hollow-bearing trees which are identified to be retained where possible and if they are removed it is recommended that compensatory nest boxes be provided.</p> <p>The remnant vegetation principally in the northern part of the site has been mapped on Council's Environmentally Sensitive Land Maps as low condition vegetation with scattered canopy trees less than 10% canopy. This concurs with Lesryk assessment that the vegetation is highly degraded and not of ecological significance. At the Development Application stage a 7 part-test will still be required to be</p> |

Amendment 27 – 121 Raby Road, Leppington

undertaken. Whilst the remnant vegetation is of low quality, at the Development Application stage, an assessment should be undertaken of the tree and tree hollow loss. The Office of Environment and Heritage will be consulted during the public exhibition period.

| | | |
|---------------------------|-----|--|
| 2.2 Coastal Protection | N/A | |
| 2.3 Heritage Conservation | Yes | <p>Dominic Steele Consulting Archaeology (DSCA) prepared an Aboriginal Archaeological and Cultural Heritage Assessment, dated 28 September 2015. The report is provided as Attachment 3.</p> <p>Inspections of the site identified no Aboriginal archaeological sites or objects located within the area. However a Potential Archaeological Deposit (PAD) was recorded and assesses to have low archaeological (scientific) significance until further geo archaeological investigations are undertaken.</p> <p>Therefore no objections to the proposal have been identified on Aboriginal archaeological grounds and the following are recommended:</p> <ul style="list-style-type: none"> ▪ Recognition of the legal requirements and automatic statutory protection provided to Aboriginal 'objects' and 'places' under the terms of the <i>National Parks and Wildlife Act of 1974</i> and the advice and recommendations that have been provided by the Tharawal Local Aboriginal Land Council and the Cubbitch Barta Native Title Claimants Aboriginal Corporation that are appended to this report; and ▪ Formal consultation processes as set out in the Office of Environment and Heritage (OEH) <i>Aboriginal Consultation Requirements 2010</i> that may require future OEH Aboriginal Heritage Impact Permit (AHIP) approvals for the site should be initiated at the Development Application stage. Consultation with Aboriginal communities is required under Part 8A of the <i>National Parks and Wildlife Regulation 2009</i> and is to be conducted in |

Amendment 27 – 121 Raby Road, Leppington

accordance with the OEH *Aboriginal Heritage Consultation Requirements for Proponents 2010* where AHIPs are sought.

There are no European heritage items located on the site, although the site is immediately adjacent to the SCA – Water Supply Canal which is identified on the State Heritage Register. The Planning Proposal will be referred to the Sydney Catchment Authority and Office of Environment and Heritage during the public exhibition period.

2.4 Recreation Vehicle N/A
Areas

3.0 Housing, Infrastructure and Urban Development

| | | |
|-----------------------|-----|--|
| 3.1 Residential Zones | Yes | <p>The proposed R5 zone would permit a rural residential development on the land commensurate with the zoning and development of immediately adjacent land. Detailed technical studies have been prepared which support the Planning Proposal.</p> <p>The site is considered to be consistent with the Direction as the rezoning would:</p> <p>Encourage and facilitate housing to satisfy future needs.</p> <p>Would make efficient use of proposed transport infrastructure and utility services.</p> <p>The provision of infill residential development on what will be a well serviced and located site.</p> |
|-----------------------|-----|--|

3.2 Caravan Parks and NA
Manufactured Home
Estates

| | | |
|----------------------|-----|---|
| 3.3 Home Occupations | Yes | <p>The zones proposed in the Planning Proposal will permit home occupations to be</p> |
|----------------------|-----|---|

Amendment 27 – 121 Raby Road, Leppington

carried out in dwelling houses without the need for development consent.

3.4 Integrating Land Use and Transport this Ministerial Direction Yes

The Planning Proposal is considered to be consistent with this Direction through:

The Proposal will provide housing in a location that is serviced by an existing public transport route along Raby Road. It is likely that public transport provision will increase in this area in parallel to the urban development of the area;

Further bus routes have been proposed as part of the urban development of the ECB/Gledswood/East Side and Camden Lakeside sites, which will provide access to Campbelltown and the new Leppington Railway Station in the future Major Centre at Leppington. These routes would run within 1km of much of the site.

Much of the site is located within 800m to 1km from a proposed local centre at Emerald Hills; and

Pedestrian and cycleway connections are to be provided in the vicinity of the site as part of nearby urban developments.

3.5 Development Near Licensed Aerodromes Yes

The Planning Proposal does not propose to introduce buildings of a height that would impact upon navigation to any airport.

3.6 Shooting Ranges NA

4.0 Hazard and Risk

4.1 Acid Sulphate Soils N/A

4.2 Mine Subsidence and Unstable Land NA

4.3 Flood Prone Land Yes

The site is not identified as Flood Prone Land or within a potential flood planning area.

4.4 Planning for Bushfire Protection Yes

Australian Bushfire Protection Planners (ABPP) Pty Limited undertook a bushfire constraints assessment of the site in September 2015. The report is provided as Attachment 4.

Amendment 27 – 121 Raby Road, Leppington

The Bushfire Assessment identifies that the vegetation on the site is likely to be removed as a result of the development. Category 2 Bushfire Prone Land is identified as occurring in the CPW on the northern adjoining property. It is proposed to have 26 metre Asset Protection Zones (APZs) for BAL 29 Construction on the northern most lots. Additionally, fire trails are proposed on these northern most lots.

The northern most lots are large enough to accommodate the 26 metre APZs and fire trails. The full detailed consideration of APZs and Australian Standards to be met in regards to Bushfire Attack Levels will be required to be undertaken at Development Application stage.

RFS will be consulted during the public exhibition stage.

| | |
|--|---------------|
| 5.0 Regional Planning | |
| 5.1 Implementation of Regional Strategies | N/A |
| 5.2 Sydney Drinking Water Catchments | N/A |
| 5.3 Farmland of State and Regional Significance on the NSW Far North Coast | N/A |
| 5.4 Commercial and Retail Development along the Pacific Highway, North Coast | N/A |
| 5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) | Revoked – N/A |
| 5.6 Sydney to Canberra Corridor | Revoked – N/A |
| 5.7 Central Coast | Revoked – N/A |

Amendment 27 – 121 Raby Road, Leppington

5.8 Second Sydney Airport: N/A
Badgerys Creek

5.9 North West Rail Link N/A
Corridor Strategy

6.0 Local Plan Making

6.1 Approval and Referral Yes
Requirements

The Planning Proposal is consistent with this Ministerial Direction.

6.2 Reserving Land for Yes
Public Purposes

The Planning Proposal is consistent with this Ministerial Direction.

6.3 Site Specific Provisions Yes

The Planning Proposal is consistent with this Ministerial Direction.

7.0 Metropolitan Plan Making

7.1 Implementation of A Yes
Plan for Growing Sydney

The Planning Proposal is consistent with the relevant actions from the strategy

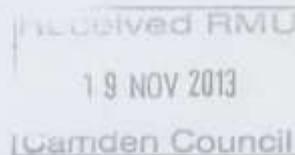
Amendment 27 – 121 Raby Road, Leppington

Appendix 3: Gateway Determination



Mr Ron Moore
General Manager
Camden Council
P O Box 183
CAMDEN NSW 2570

Our ref: 13/15807
Your ref: SC969



Dear Mr Moore

Planning Proposal to amend Camden LEP 2010 – Amendment No. 27

I am writing in response to your Council's letter dated 13 September, 2013 requesting a Gateway determination under section 56 of the Environmental Planning and Assessment Act 1979 ("EP&A Act") in respect of the planning proposal to rezone land at 121 Raby Road, Leppington, from RU2 Rural Landscape to R5 Large Lot Residential.

As delegate of the Minister for Planning and Infrastructure, I have now determined the planning proposal should proceed subject to the conditions in the attached Gateway determination.

You will note a condition attached to the determination requires Council to review the proposed height control in view of the nature of the site and its location. Should you wish to discuss this condition, please contact the regional office. A further condition requires the removal of the intention to identify the site as an urban release area. Given the nature of the proposal it was not considered necessary to identify the site in this manner. Similarly, should you wish to discuss this condition, you may care to contact the regional office.

I have also agreed the planning proposal's inconsistency with section 117 Direction 1.2 Rural zones is of minor significance. No further approval is required in relation to this direction. However, Council may need to obtain the Director General's agreement to satisfy the requirements of other section 117 directions. If this is the case, Council is to ensure this occurs prior to the plan being made.

The Minister delegated his plan making powers to councils in October 2012. It is noted that Council has requested to be issued with delegation for this planning proposal. I have considered the nature of Council's planning proposal and have decided to issue an authorisation for Council to exercise the delegation to make this plan. Council is reminded that it must not use its delegation where there is an unresolved agency objection to the proposal. In this instance, Council is to contact the regional office of the department to seek assistance in resolving this matter so that the plan may proceed under delegation.

The amending Local Environmental Plan (LEP) is to be finalised within 12 months of the week following the date of the Gateway determination. Council should aim to commence the exhibition of the planning proposal as soon as possible. Council's request to draft and finalise the LEP should be made directly to Parliamentary Counsel's Office at least 6 weeks prior to the projected publication date. A copy of the request should be forwarded to the Department for administrative purposes.

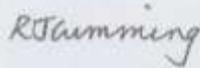
Sydney West Office

Level 5, 10 valentine Avenue, Parramatta NSW 2150 | GPO Box 39 Sydney NSW 2001 | T 02 9860 1560 | F 02 9228 6455 |
www.planning.nsw.gov.au

The State Government is committed to reducing the time taken to complete LEPs by tailoring the steps in the process to the complexity of the proposal, and by providing clear and publicly available justification for each plan at an early stage. In order to meet these commitments, the Minister may take action under section 54(2)(d) of the EP&A Act if the time frames outlined in this determination are not met.

Should you have any queries in regard to this matter, please contact Tai Ta of the Sydney West regional office of the Department on 02 9860 1567.

Yours sincerely,



18/11/2013

Rachel Cumming
Acting Regional Director
Sydney West
Planning Operations and Regional Delivery

Sydney West Office
Level 5, 10 valentine Avenue, Parramatta NSW 2150 | GPO Box 39 Sydney NSW 2001 | T 02 9860 1560 | F 02 9228 6455 |
www.planning.nsw.gov.au



Planning & Infrastructure

Gateway Determination

Planning Proposal (Department Ref: PP_2013_CAMDE_017_00) to rezone land at 121 Raby Road, Leppington, from RU2 Rural Landscape to R5 Large Lot Residential

I, the Acting Regional Director, Sydney Region West Team at the Department of Planning and Infrastructure as delegate of the Minister for Planning and Infrastructure, have determined under section 56(2) of the EP&A Act that an amendment to the Camden LEP to rezone land at 121 Raby Road, Leppington should proceed subject to the following conditions:

1. Amendment of the planning proposal, as follows:
 - (a) all references to indentifying the site as an urban release area be removed from the planning proposal;
 - (b) under '1.0 Introduction' of the proposal, the words 'as a standalone matter' be removed or clarified; and
 - (c) under the assessment of section 117 directions (p. 44 of the proposal) the comment against section 117 direction 1.3 be amended to indicate that the proposal does not intend to make 'extractive industries' permissible within the R5 zone and that the comment is adjusted accordingly prior to exhibition.
2. Council is to review the proposed imposition of a single height control for the site and is to consider a mix of height controls to protect the scenic nature of the site and/or clearly indicate in the planning proposal the proposed means to be employed to control housing form, location and height in this regard, to protect views from the east of the site.
3. Council is to undertake the following studies:
 - contamination and salinity,
 - ecological assessment;
 - aboriginal archaeology and significance,
 - traffic and road access,
 - bushfire.
4. Council is to consult with the Office of Environment and Heritage and, if necessary, demonstrate consistency with section 117 direction 2.1 Environmental Protection Zones.
5. Council is to consult with Office of Environment and Heritage and the Sydney Catchment Authority, particularly in respect of the State listed heritage item: the Upper Water Canal.
6. Council is to consult with the Department of Trade & Investment - Mineral Resources & Energy (Minerals & Petroleum) and, if necessary, review the proposal's consistency with section 117 direction 1.3 Mining, Petroleum Production and Extractive Industries.
7. Council is to consult with the Commissioner of the NSW Rural Fire Services and give consideration to the provisions of section 117 direction 4.4 Planning for Bushfire Services and particularly bring to attention the proposition of possible screen planting on the ridgeline of the site.

Sydney West Office Level 5, 10 valentine Street, Parramatta NSW 2150 PO Box 404 Parramatta NSW 2124
 Telephone: (02) 9860 1560 Facsimile: (02) 9228 6191 Website planning.nsw.gov.au

8. Further, Council is to consult with the following:

- Sydney Water;
- Jemena;
- Roads and Maritime Services;
- Transgrid;
- Endeavour Energy;
- Campbelltown City Council.

9. In consulting with Roads and Maritime Services, consideration is to be given to any proposed upgrade works for Raby Road and funding arrangements.

10. Community consultation is required under sections 56(2) and 57 of the EP&A Act 1979 for a period of 28 days.

11. The timeframe for completing the Local Environmental Plan is to be 12 months from the week following the date of the gateway determination.

Dated 18th day of November 2013.

R Cumming

Rachel Cumming
Acting Regional Director, Sydney Region West
Planning Operations and Regional Delivery
Delegate of the Minister for Planning and Infrastructure

WRITTEN AUTHORISATION TO EXERCISE DELEGATION

Camden Council is authorised to exercise the functions of the Minister for Planning and Infrastructure under section 59 of the *Environmental Planning and Assessment Act 1979* that are delegated to it by instrument of delegation dated 14 October 2012, in relation to the following planning proposal:

| Number | Name |
|----------------------|--|
| PP_2013_CAMDE_017_00 | Planning proposal to rezone land at 121 Raby Road, Leppington, from RU2 Rural Landscape to R5 Large Lot Residential. |

In exercising the Minister's functions under section 59, the Council must comply with the Department's "*A guideline for the preparation of local environmental plans*" and "*A guide to preparing planning proposals*".



18/11/2013

Rachel Cumming
Acting Regional Director
Sydney Region West
Department of Planning and Infrastructure

Attachment 5 – Delegated plan making reporting template

Reporting template for delegated LEP amendments

Notes:

- Planning proposal number will be provided by the department following receipt of the planning proposal
- The department will fill in the details of Tables 1 and 3
- RPA is to fill in details for Table 2
- If the planning proposal is exhibited more than once, the RPA should add additional rows to **Table 2** to include this information
- The RPA must notify the relevant contact officer in the regional office in writing of the dates as they occur to ensure the department's publicly accessible LEP Tracking System is kept up to date
- A copy of this completed report must be provided to the department with the RPA's request to have the LEP notified

Table 1 – To be completed by the department

| Stage | Date/Details |
|-------------------------------------|----------------------|
| Planning Proposal Number | PP_2013_CAMDE_017_00 |
| Date Sent to Department under s56 | 13/9/2013 |
| Date considered at LEP Review Panel | N/A |
| Gateway determination date | |

Table 2 – To be completed by the RPA

| Stage | Date/Details | Notified Reg Off |
|---|--------------|------------------|
| Dates draft LEP exhibited | | |
| Date of public hearing (if held) | | |
| Date sent to PCO seeking Opinion | | |
| Date Opinion received | | |
| Date Council Resolved to Adopt LEP | | |
| Date LEP made by GM (or other) under delegation | | |
| Date sent to DP&I requesting notification | | |

Table 3 – To be completed by the department

| Stage | Date/Details |
|-------------------------------|--------------|
| Notification Date and details | |

Additional relevant information: No

Amendment 27 – 121 Raby Road, Leppington

Appendix 4: NSW Trade and Investment Submission



20th August 2014

The General Manager
(Att: Tanya Uppal)
Camden Council
PO Box 183
CAMDEN NSW 2570

EMAILED tanya.uppal@camden.nsw.gov.au

Your Reference: SC969 14/118383
Our Reference (TRIM): OUT14/27311

Dear Sir/Madam

Re: Camden LEP – Amendment 27 (121 Raby Road, Leppington)

Thank you for the opportunity to provide advice on the above matter. This is a response from the NSW Department of Trade & Investment (DTIRIS) – Mineral Resources Branch (MRB).

The proposal area overlies Triassic Wianamatta Group stratigraphy, which overlies the Permian Illawarra Coal Measures. The target Bulli Seam is intercepted at a depth of between approximately 720 mbgl and 760 mbgl below the subject area. The Balgownie Seam lies approximately 30 metres below the Bulli Seam in this location. Bore data indicates that the highly economic Bulli Seam contains moderate ash values (15-20%) and attains a thickness in the order of 2.0 to 2.2 metres. The location is highly prospective for both high quality coking coal and also coal seam gas resources.

The proposal area overlies coal authorisation A6, held by this department. The nearest company-held coal title is Exploration Licence EL4470, held by Illawarra Coal Holdings Pty Ltd. The currently approved project boundary for the Bulli Seam Operations Project is approximately 10 km south west of the proposal area. The proposal area also overlies the petroleum production lease PPL5, held by AGL Upstream Investments Pty Limited (Camden Gas Project). The Raby Rd subject site lies within the Camden Northern Expansion Project area, which is currently on hold with Planning & Environment.

MRB has previously raised strong concerns regarding the adjacent Emerald Hills site, and also the Raby Rd and Macarthur Grange proposed development areas to the south, during the 'Review Of Potential Housing Opportunities' process for Planning & Infrastructure (2012). Considerable future residential development in this region is already manifest in adjacent locations including the South West Growth Centre, Camden Lakeside and El Caballo Blanco/Gledswood/East Side. The currently undeveloped areas straddling the Camden and Campbelltown LGAs, between the South West Growth Centre and the Hume Motorway, are critically important in allowing for future coal and coal seam gas exploration.

NSW Department of Trade and Investment, Regional Infrastructure and Services
RESOURCES & ENERGY DIVISION
PO Box 344 Hunter Region Mail Centre NSW 2310
Tel: 02 4931 6666 Fax: 02 4931 6726
ABN 51 734 124 190
www.dtiris.nsw.gov.au

MRB raises strong concerns regarding future access to coal and coal seam gas resources and as such does not support the proposal to rezone 121 Raby Road, Leppington.

Geoscience Information Services

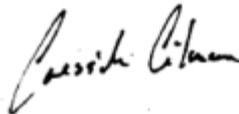
MRB has a range of online data available on line through the following website address:
<http://www.resources.nsw.gov.au/titles/online-services>

This site hosts a range of data to enable research into exploration, land use and general geoscience topics. Additionally, the location of exploration and mining titles in NSW may be accessed by the general public using the following online utilities:

1. **MinView** allows on-line interactive display and query of exploration tenement information and geoscience data. It allows spatial selection, display and download of geological coverages, mineral deposits and mine locations, geophysical survey boundaries, drillhole locations, historical and current exploration title boundaries and other spatial datasets of New South Wales. This online service is available at:
<http://www.resources.nsw.gov.au/geological/online-services/minview>
2. **NSW Titles** enables the public to access and view frequently updated titles mapping information across NSW. This online service is available at:
<http://nswtitles.minerals.nsw.gov.au/nswtitles/>

Queries regarding the above information, and future requests for advice in relation to this matter, should be directed to the MRB Land Use team at
landuse.minerals@industry.nsw.gov.au.

Yours sincerely



Cressida Gilmore
Team Leader – Land Use

Amendment 27 – 121 Raby Road, Leppington

Appendix 5: Draft DCP Controls

Camden DCP 2011

Part C – Residential Subdivision

C1 Introduction

Figure C1 – Residential Subdivision Flow Chart to be updated to include 121 Raby Road, Leppington under C3 Subdivision in Large Lot Residential Areas.

C3.4 121 Raby Road, Leppington

This section applies to the land marked in red in Figure C6.1 below.

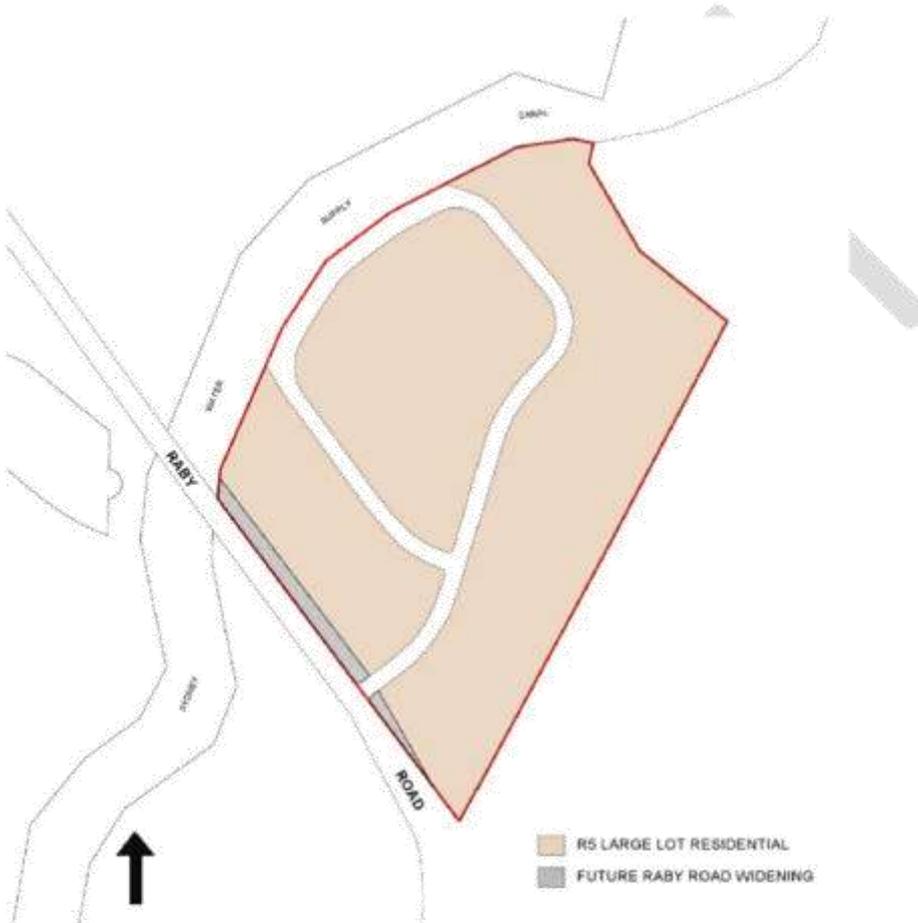


Figure C6.1 Indicative Layout Plan

Objectives

1. To ensure new buildings do not pose an adverse impact on sensitive landscape areas such as the Scenic Hills, the settings of heritage items or heritage conservation areas or other places of heritage significance.
2. To prohibit development on land subject to future road widening of Raby Road.

Controls

1. Dwelling materials and colours shall adopt darker, recessive toned colours and non-reflective surfaces for both wall and roof cladding.
2. Utility structures shall adopt recessive toned, non-reflective surfaces.
3. Street lights shall have hoods or other appropriate design treatment (e.g. use of low glare street light luminaires) to minimise light spill in order to reduce ambient light haze as much as possible.
4. Native screen landscaping, incorporating trees and shrubs, must be planted along the perimeter of the land marked in red in Figure C6.1 to screen development.
5. A Section 88 instrument is to be placed on the lots containing the hatched area in Figure C6.1 to indicate that development for the purposes of any permanent structure shall not be undertaken to accommodate for future road purposes.

Amendment 27 – 121 Raby Road, Leppington

7.0 Attachments (Specialist Studies)

Attachment 1: Traffic Impact Assessment

Attachment 2: Acoustic Assessment

Attachment 3: Aboriginal Archaeological and Cultural Heritage Assessment

Attachment 4: Bushfire Constraints Assessment

Attachment 5: Salinity Investigation and Management Plan

Attachment 6: Preliminary Site Investigation

Attachment 7A: Landscape and Visual Analysis – JMD Design

Attachment 7B: Landscape and Visual Analysis – Distinctive Living Design

Attachment 8A: Peer Review of JMD Design's Landscape and Visual Analysis

Attachment 8B: Peer Review of Distinctive Living Design's Landscape and Visual Analysis

Attachment 9: Stormwater Management and Flood Assessment

Attachment 10: Open Space and Community Facilities Assessment

Attachment 11: Flora and Fauna Assessment

Camden DCP 2011

Part C – Residential Subdivision

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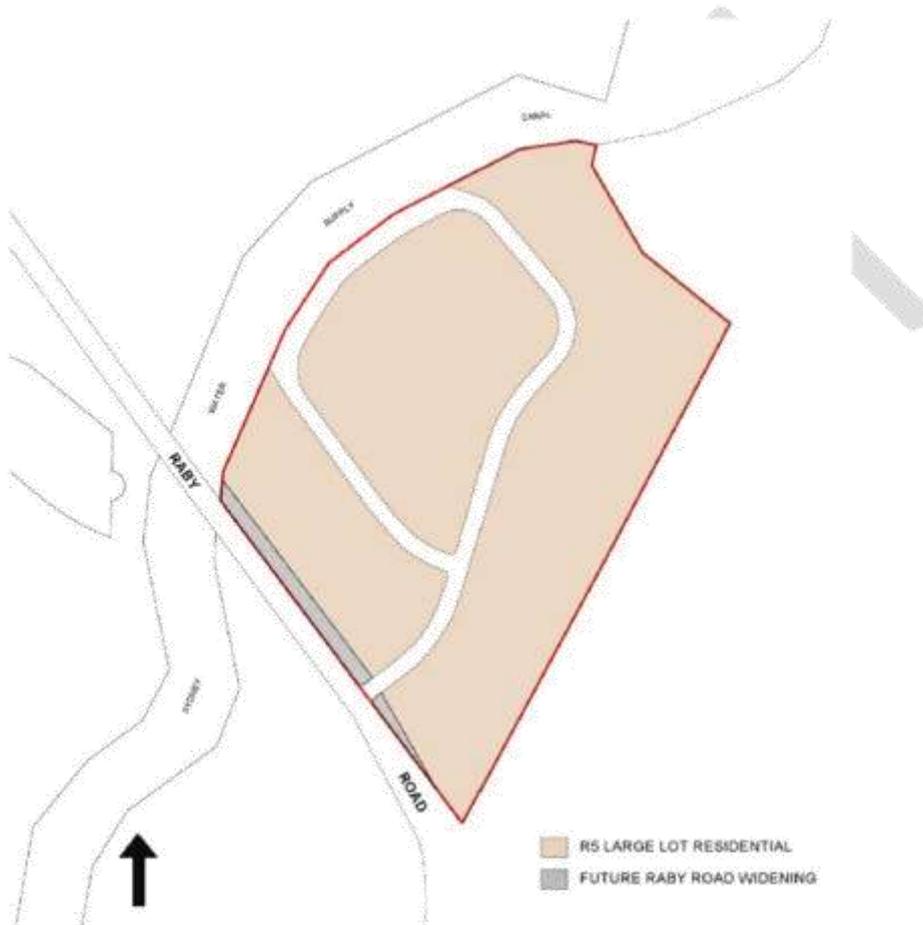


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Office of
Local Government

Circular to Councils

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|-----------------------------|--|
| Circular Details | Circular No 16-01 / 8 January 2016 / A456067 |
| Previous Circular | |
| Who should read this | Councillors / General Managers / All council staff |
| Contact | Office of Local Government Relationship Manager |
| Action required | Information |

New Local Government Act Development Consultation

What's new or changing

- Consultation has commenced on the first phase of amendments to the *Local Government Act 1993*.

What this will mean for your council

- Details of proposed phase 1 amendments are available through the Fit for the Future website at www.fitforthefuture.nsw.gov.au, which also provides the opportunity to submit comments online.
- The Office invites feedback from councils and their communities on the proposed amendments via this online facility.

Key points

- Consultation on phase 1 amendments to the *Local Government Act 1993* has commenced. The proposed amendments will:
 - clarify roles and responsibilities of councillors, mayors, administrators and general managers;
 - introduce new guiding principles for local government;
 - improve governance of councils and professional development for councillors;
 - expand on the framework for strategic business planning and reporting;
 - prioritise community engagement and financial accountability; and
 - streamline council administrative processes, including in relation to delegations and community grants.
- While the fundamentals of the *Local Government Act 1993* remain sound, both the Independent Local Government Review Panel and Local Government Acts Taskforce recommended changes to modernise the legislation and to ensure it meets the future needs of councils and communities.
- Phase 1 of the reform program focuses mainly on changes to the governance and strategic business planning processes of councils. Phase 2 will focus on the way in which councils raise revenue and exercise their regulatory functions.

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- In the initial consultation stage, details of the phase 1 amendments to the *Local Government Act 1993* will be available at the Fit for the Future website at www.fitforthefuture.nsw.gov.au with an opportunity to provide online feedback on those proposals.
- Consultation on phase 1 amendments to the *Local Government Act 1993* will close on 15 March 2016.

Where to go for further information

- For more information, contact your Office of Local Government Relationship Manager.



Tim Hurst
Acting Chief Executive
Office of Local Government

STAGE 1 – REFORMS TO THE LOCAL GOVERNMENT ACT 1993 – SUBMISSION BY CAMDEN COUNCIL

1. Guiding principles for the Act and local government

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| <p>1.1 Purposes of the Local Government Act Proposed Amendment The purposes of the <i>Local Government Act 1993</i> should be:</p> <ul style="list-style-type: none"> to establish a legal framework for the NSW system of local government, in accordance with section 51 of the <i>Constitution Act 1902</i> (NSW); to describe the nature and extent of the responsibilities and powers of local government; and to create a system of local government that is democratically elected, engages with and is accountable to the community, is sustainable, flexible, effective and maximises value for money. | <p>Comments: Council agrees with the proposed amendment, and supports the proposal for a flexible, plain language piece of legislation in a logical form. Council supports the Act being confined to “principles” and the Regulations and Guidelines to provide the prescription or the “how to” when required. By simplifying the provisions of the Act itself, however, there should be caution so as not to create overly complex Regulations or Guidelines.</p> |
| <p>1.2 Role of Local Government Proposed Amendment The council charter in section 8 should be replaced by provisions that:</p> <ul style="list-style-type: none"> describe the role of local government; and establish guiding principles for local government. <p>The role of local government should be to enable local communities to be healthy and prosperous by:</p> <ul style="list-style-type: none"> providing strong and effective elected representation, leadership, planning and decision making; working cooperatively with other bodies, including other levels of government, to pursue better community outcomes; effective stewardship of lands and other assets to affordably meet current and future needs; endeavouring to provide the best possible value for money for residents and ratepayers; strategically planning for and securing effective and efficient services, including regulatory services, to meet the diverse needs of members of local communities; and following the guiding principles of local government. | <p>Comments: Council agrees with the proposed amendment as it more directly sets out the broad functions and relationships of local government than the existing provisions.</p> |

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| <p>1.3 The guiding principles of local government</p> | <p>Proposed amendment: The council charter in section 8 should be replaced by provisions that:</p> <ul style="list-style-type: none"> • describe the role of local government; and • establish guiding principles for local government. <p>The new guiding principles to be observed in local government should enable councils to:</p> <ul style="list-style-type: none"> • actively engage local communities, including through integrated planning & reporting; • be transparent and accountable; • recognise diverse needs and interests; • have regard to social justice principles; • have regard to the long term and cumulative effects of its actions on future generations; • foster ecologically sustainable development; • effectively manage risk; • have regard to long term sustainability; • work with others to secure services that are appropriate to meet local needs; • foster continuous improvement and innovation; • act fairly, ethically and without bias in the public interest; and • endeavour to involve and support its staff. | <p>Comments: Council agrees with the proposed amendment and notes that there needs to be a balance between the flexibility given to councils to carry out their role, and accountability to the community.</p> |
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2. Structural framework of local government

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| <p>2.1 The role of the governing body</p> <p>Proposed Amendment</p> <p>It is proposed to replace the current prescribed role of the governing body under section 223 which is focussed only on the board-like function of the body. The governing body is the elected representatives of the council (the councillors). It is proposed to use the Panel's more expansive list as a basis for describing the functions of the governing body:</p> <ul style="list-style-type: none"> • to provide effective civic leadership to the community; • to consult regularly with community organisations and other key stakeholders and keep them informed of council's activities and decisions; • to direct and control the affairs of the council in consultation with the general manager and in accordance with the Act; • to ensure as far as possible the financial sustainability of the council; • to determine and adopt the community strategic plan, delivery program and other strategic plans and policies; • to determine and adopt a rating and revenue policy and operational plans that ensure the optimum allocation of the council's resources to implement the community strategic plan and for the benefit of the area; • to make decisions in accordance with those plans and policies; • to make decisions necessary for the proper exercise of the council's regulatory functions; • to keep under review the performance of the council and its delivery of services; • to determine the process for appointment of the general manager and monitor his/her performance; and • to ensure that the council acts honestly, efficiently and appropriately in carrying out its statutory responsibilities. | <p>Comments:</p> <p>Council agrees with the proposed amendment. Council supports the Role and Guiding Principles of Local Government.</p> |
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| <p>2.2 The number of Councillors Proposed Amendment: Section 224 prescribes the numbers of councillors a council may have (between 5 and 15) and the manner in which that number is to be determined. It is proposed to amend section 224 to require that councils must have an odd number of councillors and mayor.</p> | <p>Comments: Council agrees with the proposed amendment, which will avoid deadlock. This is considered a better solution than requiring the use of the casting vote. However, councillor absences from meetings may still leave an even number of councillors at a meeting. A casting vote should still be maintained to cater for those situations.</p> |
| <p>2.3 Rural Councils Proposed Amendment It is proposed to allow for small rural councils to apply to the Minister for Local Government for one-off approval to:</p> <ul style="list-style-type: none"> • reduce councillor numbers and abolish wards without the need for a constitutional referendum; • omit the current restriction that prevents councils from making an application for a decrease in the number of councillors that would result in the number of councillors for each ward being fewer than 3; and • reduce the number of council meetings to be held in a year to below the minimum of 10 currently required under section 365. | <p>Comments: Council agrees with the voluntary nature of the proposed amendment, however it does not affect Camden Council.</p> |

3. The governing body of councils

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| <p>3.1 The role of the mayor</p> <p>Proposed Amendment</p> <p>It is proposed to describe the role of the mayor differently.</p> <p>The mayor should have all the prescribed responsibilities of a councillor in addition to the following additional responsibilities:</p> <ul style="list-style-type: none"> • to be the leader of the council and the community of the local government area, and advance community cohesion; • to promote civic awareness and, in conjunction with the general manager, ensure adequate opportunities and mechanisms for engagement between the council and the local community; • to be the principal member and spokesperson of the governing body and to preside at its meetings; • to ensure that the business of meetings of the governing body is conducted efficiently, effectively and properly in accordance with provisions of the Act; • to lead the councillors in the exercise of their responsibilities and in ensuring good governance; • to ensure the timely development of the governing body's strategic plans and policies, and to promote their effective and consistent implementation, including by promoting partnerships between the council and key stakeholders; • to exercise, in cases of necessity, the policy-making functions of the governing body between meetings of the council; • to represent the governing body on regional organisations and in inter-government forums at regional, State and federal levels; • to advise, manage and provide strategic direction to the general manager in accordance with the council's strategic plans and policies; • to lead performance appraisals of the general manager; • to carry out the civic and ceremonial functions of the mayoral office; and • to exercise such other functions as the governing body determines. | <p>Comments:</p> <p>Council agrees with the proposed amendment as it adds greater clarity and depth to the role of the Mayor. However, the details may be seen as prescriptive when the day to day roles of mayors in individual councils will vary.</p> |
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| <p>3.2 The mayor's term of office</p> <p>Proposed Amendment</p> <p>The current length of term for a mayor is either:</p> <ul style="list-style-type: none"> • one year for mayors elected by councillors; or • four years for mayors popularly elected by the electors. <p>This would be changed so that mayors elected by councillors are to hold office for a minimum of two years, as recommended by the Panel, with the option of electing a person to the office for the whole four year term.</p> <p>Also in accordance with the Panel's recommendation, and the Government's response, it proposed that it be compulsory for councillors to vote in a mayoral election.</p> <p>Section 230 will also be amended to clarify that the office of mayor becomes vacant upon the person holding the office ceasing to hold civic office or on the occurrence of a casual vacancy.</p> | <p>Comments:</p> <p>Council agrees with the proposed amendment, and supports the proposal as it would enhance political leadership and stable governance of council to give effect to the Government's commitment. However, if the roles of the mayor and councillor are to grow, this may also need to be supported by appropriate remuneration, staff assistance and technology which could impact on Council's resources.</p> |
| <p>3.3 The role of councillors</p> <p>Proposed Amendment</p> <p>It is proposed to recast section 232 so that it focuses on individual responsibilities of councillors, rather than their responsibilities as members of the governing body of a council. The role and responsibilities of an individual councillor, (including the mayor), should be:</p> <ul style="list-style-type: none"> • to be an active and contributing member of the governing body; • to make considered and well informed decisions; • to represent the collective interests of residents, ratepayers and the wider community of the local government area; • to facilitate communication between the community and the governing body; • to be accountable to the community for the local government's performance; and • to uphold and represent accurately the policies and decisions of the governing body. | <p>Comments:</p> <p>Council agrees with the spirit of the proposed amendment but notes that clarity on the standard of 'active and contributing' is required but may raise issues. This could be addressed in the definitions clause of the Act.</p> |

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| <p>3.4 Councillors' term of office</p> <p>Proposed Amendment</p> <p>Section 234 prescribes the circumstances in which a civic office becomes vacant. Section 234 will be amended to clarify that a vacancy will occur in the civic office of a councillor where they are elected to another civic office in the council, (ie the office of a popularly elected Mayor) something that is currently not clear.</p> | <p>Comments:</p> <p>Council agrees with the proposed amendment.</p> |
| <p>3.5 Oath or affirmation of office</p> <p>Proposed Amendment</p> <p>It is proposed to require all councillors, including the Mayor to take an oath or affirmation of office in the prescribed form before commencing duties.</p> <p>The oath or affirmation of office is to be taken within 1 month of election to office and councillors are not to undertake their duties until they do so. Where a councillor fails to take an oath or affirmation, his or her office will be declared vacant.</p> | <p>Comments:</p> <p>Council does not support the proposed amendments, as the standards of behaviour and commitment are already codified in the Model Code of Conduct and legislative restrictions and requirements. A requirement to take an oath or affirmation appears to be symbolic only and unnecessary.</p> |
| <p>3.6 Councillors' expenses and facilities</p> <p>Proposed Amendment</p> <p>Sections 252 to 254 relate to the payment of expenses and provision of facilities to councillors and the adoption of policies governing this. It is proposed to amend sections 252 and 253 to:</p> <ul style="list-style-type: none"> • replace the requirement under section 252 for councils to annually adopt an expenses and facilities policy with one simply requiring councils to adopt a policy within the first 12 months of their terms; and • remove the requirement under section 253 for councils to provide the Office of Local Government annually with a copy of their adopted policies and an assessment of public submissions made in relation to their adoption. | <p>Comments:</p> <p>Council agrees with the proposed amendment as it will remove unnecessary red tape.</p> |

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| <p>3.7 Mayor/councillor professional development</p> <p>Proposed Amendment</p> <p>New provisions are proposed to require the following:</p> <ul style="list-style-type: none"> • Councils are to develop an induction program for newly elected and returning councillors and a specialist supplementary program for the mayor to assist them in the performance of their functions. The induction program is to be available for delivery within 4 months of the election. • Each year, councils are to develop an ongoing professional development program for the mayor and each councillor to assist them in the performance of their functions to be delivered over the coming year. • In determining the content of the induction and ongoing professional development programs, the council is to have regard to the specific needs of each individual councillor (including the mayor) and of the governing body as a whole and the requirements of any guidelines issued by the Office of Local Government. • The content of the induction and ongoing professional development program is to be determined in consultation with the mayor, the council as a whole and individually with each of the councillors. • Councils are to include details of the content of the induction and ongoing professional development offered to the mayor and each councillor and whether or not they participated in the training or development offered in the council's annual report. | <p>Comments:</p> <p>Council agrees with the proposed amendment and, regardless of the fact that many Councils already have this policy in place, making it mandatory may improve performance at councils that lack the policy.</p> |
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| <p>3.8 Role and functions of administrators</p> <p>Proposed Amendment Several provisions of the Act provide that the administrator is to exercise the functions of the council without articulating what the nature of their role is within a council.</p> <p>It is proposed to address this ambiguity and align the role of the administrator with the proposed prescribed role of the mayor and councillors by amending these sections to provide that:</p> <ul style="list-style-type: none"> • Where a sole administrator is appointed to a council, they are to exercise the role and responsibilities of the mayor and a councillor as prescribed under the Act. • Where more than one administrator is appointed, all administrators are to exercise the role and responsibilities of councillors as prescribed under the Act and one, as specified by the relevant instrument of appointment, is to exercise the role and responsibilities of the mayor as prescribed under the Act in addition to those of a councillor. | <p>Comments: Council agrees with the proposed amendment, which provides greater clarity in relation to the roles of administrators and aligns with the new descriptions that are being proposed for mayors and councillors.</p> |
| <p>3.9 Financial Controllers</p> <p>Proposed Amendment A financial controller is responsible for implementing financial controls and related duties. Where a financial controller is appointed, a council may only make payments that are authorised or countersigned by the financial controller.</p> <p>It is proposed to allow the Minister for Local Government to appoint a financial controller to a council that is performing poorly with respect to its financial responsibilities and/or is at high financial sustainability risk, in conjunction with issuing a performance improvement order.</p> <p>A financial controller would only be appointed through the existing performance improvement order process after information is gathered or an investigation undertaken that shows the council is not performing, a notice of the proposed remedial action has been issued to a council and the Minister has considered the council's submissions with respect to the notice.</p> | <p>Comments: Council agrees with the proposed amendment. As set out in Council's previous submission to the Independent Local Government Review Panel, a focus on principles and the definition of financial system/minimum standards is supported. Council also notes the pending work on rate pegging, asset and financial planning, rates and charges, management of expenditure and audit practices.</p> |

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| <p>3.10 Meetings</p> <p>Proposed Amendment</p> <p>In relation to conduct of meetings, amendments consistent with the following are proposed :</p> <ul style="list-style-type: none"> provide that the Regulation may prescribe a Model Code of Meeting Practice (a Model Meeting Code); provide that the Model Meeting Code may include mandated and non-mandatory "best practice" provisions; require councils to adopt a Code of Meeting Practice (an adopted meeting code) that at a minimum incorporates the mandated provisions of the Model Meeting Code; allow a council's adopted meeting code to supplement the provisions contained in the Model Meeting Code; provide that a provision of a council's adopted meeting code will be invalid to the extent of any inconsistency with the mandated provisions of Model Meeting Code; require council and committee meetings to be conducted in accordance with the council's adopted meeting code; require councils to review and adopt a meeting code within 12 months of each ordinary election; and retain the existing requirements under sections 361 - 363 in relation to the adoption and amendment of a meeting code and public consultation in relation to this. <p>Aspects of the current meetings provisions in the Act and the Regulation will be updated and incorporated into a new Model Meeting Code.</p> | <p>Comments:</p> <p>Council agrees with the proposed amendment in principle, subject to the ability to adopt the Code locally with the inclusion of varied provisions considered appropriate by the Council.</p> |
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| <p>3.11 Delegation of functions</p> <p>Proposed Amendment</p> <p>It is proposed to include amendments to section 377, which were introduced into Parliament previously but lapsed prior to the 2015 election, to remove the restriction on the delegation of the acceptance of tenders.</p> <p>It is also proposed to allow councils to delegate the provision of community financial assistance for the purpose of exercising its functions where:</p> <ul style="list-style-type: none"> the financial assistance is part of a specific program; the program's details have been included in the council's draft operational plan for the year in which the financial assistance is proposed to be given; the program's proposed budget for that year does not exceed 5 per cent of the council's proposed income from the ordinary rates levied for that year; and the program applies uniformly to all persons within the council's area or to a significant proportion of all persons within the area. <p>Amendments may be required facilitate the proposal to allow councils to delegate a regulatory function to another council or a joint organisation of councils, to support future collaboration and resource sharing.</p> | <p>Comments:</p> <p>Council agrees with the proposed amendment as this would enable greater council collaboration and resource sharing. Council supports the streamlining of the delegation provisions. However it would be valuable to give some consideration to providing guidance on the actions for which a delegation is specifically required and what authority may be deemed an integral part of a staff position.</p> <p>With regard to removing the operational exceptions to delegations, it is noted that the reporting to Council of the listed operational matters does provide an additional layer of checks and balances. We suggest that considerable thought should be given to mitigation measures for fraud and corruption and how these decisions would be made internally.</p> |
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4. Elections

4.1 Extension of the option of universal postal voting to all councils

Proposed Amendment

It is proposed to amend section 310B to provide that the option of universal postal voting is available to *all* councils after the next ordinary election.

Comments:

Council agrees with the proposed amendment to allow optional universal postal voting as a way to limit council costs and that it be at the council's discretion whether to use universal postal or attendance voting.

5. Council's workforce

5.1 Determination of the organisation structure

Proposed Amendment

It is proposed to amend the Act to provide that:

- the organisation structure is to be determined on the advice of the general manager;
- the adopted structure must accord with the priorities set out in the council's community strategic plan and delivery program;
- the adopted structure may only specify the roles and relationships of the general manager, designated senior staff and other staff reporting directly to the general manager; and
- the general manager is to be responsible for determining the balance of the organisation structure but must do so in consultation with the governing body.

Comments:

Council agrees with the proposed amendment in principle, however it is suggested to develop a definition of "senior staff" in the Act to avoid any ambiguity and that the General Manager retains discretion to recommend a structure to Council that they believe best suits the priorities of Council, the available budget, the available staff and labour market and the operational needs of the organisation.

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| <p>5.2 The role of general managers</p> | <p>Proposed Amendment It is proposed to describe the role and responsibilities of the general manager in the Act consistent with the following: <ul style="list-style-type: none"> to conduct the day-to-day management of the council in accordance with the governing body's strategic plans and policies; to advise the mayor and the governing body on the development and implementation of policies and programs, including the appropriate form and scope of community consultation; to prepare, in consultation with the mayor and governing body, the community strategic plan and the council's resourcing strategy, delivery program and operational plan, annual report and community engagement strategy; to certify that Integrated Planning and Reporting requirements have been met in full, and that council's annual financial statements have been prepared correctly; to ensure that the mayor and councillors receive timely information, advice and administrative and professional support necessary for the effective discharge of their responsibilities; to implement lawful decisions of the governing body in a timely manner; to exercise such of the functions of the governing body as are delegated by the governing body to the general manager; to appoint staff in accordance with an organisation structure and resources approved by the governing body to direct and dismiss staff; to implement the council's workforce management strategy; and to undertake such other functions as may be conferred or imposed on the general manager by or under the Act or any other Act. </p> | <p>Comments: Council agrees with the proposed amendment. It is valuable to have a clear description of the General Manager's role. Our proposal would be to add a general provision to cover powers and responsibilities related to catering for generic other functions, to allow for flexibility on those functions.</p> |
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| <p>5.3 The requirement to report annually to the council on senior staff contractual conditions</p> | <p>Proposed Amendment It is proposed to omit the requirement under section 339 for general managers to report annually to the council on the contractual conditions of senior staff.</p> |
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Comments:

Council agrees with the proposed amendment, as senior staff are now all employed under the approved standard contract for senior staff rendering this requirement redundant.

6. Ethical standards

6.1 Consolidation of the prescription of ethical standards

Proposed Amendment

Provisions in the Act and the Regulation relating to the disclosure of pecuniary interests and the management of pecuniary conflicts of interests will be replicated in the Model Code of Conduct.

Comments:

Council agrees with the proposed amendment as it is important for the community to understand when a pecuniary interest (or conflict of interest) will or will not arise. Council welcomes the simplification and review of pecuniary interest disclosures. As part of this review, Council would recommend that consideration of the definition of a "designated person" for the purposes of the Act.

6.2 Investigation of pecuniary interest breaches

Proposed Amendment

It is proposed to omit the provisions relating specifically to the investigation of complaints alleging breaches of the pecuniary interest provisions. These will instead be dealt with under the existing misconduct provisions.

General managers (and mayors in the case of allegations concerning general managers) will continue to be obliged to refer pecuniary interest breaches to the Office of Local Government under the prescribed Model Code Procedures. These will continue to be investigated by the Office and referred to the NSW Civil and Administrative Tribunal (NCAT) under the misconduct provisions where appropriate. As is currently the case with respect to misconduct matters, it will also be open to the Chief Executive to take disciplinary action with respect to less serious pecuniary interest breaches instead of referring them to the Tribunal.

The Tribunal's powers to take disciplinary action against council staff, committee members and advisors with respect to pecuniary interest breaches are to be retained. The provisions that apply to proceedings before the NCAT generally and the NCAT's consideration of misconduct matters will also be retained.

Comments:

Council agrees with the proposed amendment as this would enable the Chief Executive of the Office of Local Government to take disciplinary action in less serious cases and also be able to refer matters to the NSW Civil and Administrative Tribunal if necessary. We would suggest ensuring that there are suitable safeguards around the exercise of the Chief Executive's discretion.

7. Council's strategic framework

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| <p>7.1 Integrated planning and reporting principles</p> | <p>Proposed Amendment New provisions will be included to establish overarching Integrated Planning and Reporting principles and require councils to undertake strategic business planning in accordance with those principles. The proposed Integrated Planning and Reporting principles will provide that councils (together with their communities, other councils and stakeholders) are proposed to include:</p> <ul style="list-style-type: none"> • lead and inspire residents, businesses and others to engage with their council; • identify and prioritise key community needs and aspirations; • develop strategic goals to meet these needs and aspirations; • identify activities and prioritise actions to work towards these strategic goals; • plan holistically to deliver on strategic goals within their resources; • foster community participation to better inform local and state decision making; • manage council's current and future financial sustainability; • appropriately adapt to changing circumstances, evidence and priorities; • proactively manage risks to the community and its council; • be transparent and accountable for decisions and omissions; • maintain an integrated approach to planning, delivery, monitoring and reporting; • collaborate to maximise achievement of key community outcomes; and • honestly review and evaluate progress on a regular basis. | <p>Comments: Council agrees with the proposed amendment. Council is supportive of IP&R being the core focus of the new Act in order to foster a partnership with the community, other councils and State Government. It is also acknowledged that making IP&R the centrepiece of the new Act that the role of councillors as leaders in the community will only be strengthened.</p> |
| <p>7.2 Streamlining the existing integrated planning and reporting provisions</p> | <p>Proposed Amendment The current Integrated Planning and Reporting provisions are contained in sections 402 to 406. These provisions will be amended so that they are confined to setting out the purpose of each document and when they must be delivered. Detailed process requirements for how this must be done will be moved to the Regulation.</p> | <p>Comments: Council agrees with the proposed amendment as the Regulation is a more appropriate location for process requirements. So that Council can deliver IP&R in a way that is locally appropriate and to operate at its optimum, we encourage State Government to regulate only to the extent necessary.</p> |

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| <p>7.3 Council's integrated planning and reporting to reflect regional priorities</p> <p>Proposed Amendment</p> <p>Amendments are proposed to ensure that regional priorities are reflected in individual councils' strategic business planning. In particular, amendments are proposed to:</p> <ul style="list-style-type: none"> • require council's community strategic plans to identify key regional priorities and strategies for the council, developed with adjoining councils and agencies; and • require delivery programs to address key regional strategies including council actions and any proposed joint programs agreed regionally. | <p>Comments:</p> <p>Council agrees with the proposed amendment. Minimum standards should be enshrined in the legislation and ideally IP&R regulations should be applied across local and State levels of government consistently.</p> |
| <p>7.4 Expanded scope of delivery programs</p> <p>Proposed Amendment</p> <p>Section 404 will be amended to clarify that delivery programs are to capture all council activities.</p> | <p>Comments:</p> <p>Council agrees with the proposed amendment, which is designed to embed in the Act a requirement that is currently reflected in the mandatory Integrated Planning and Reporting Guidelines.</p> |
| <p>7.5 Fiscal sustainability</p> <p>Proposed Amendment</p> <p>The <i>Local Government (General) Regulation 2005</i>, which provides for an annual statement of revenue policy in each operational plan, will be amended to require councils to:</p> <ul style="list-style-type: none"> • establish revenue policies with a view to ensuring fiscal sustainability; and • provide a clear rationale for how rating systems are structured and what they are designed to achieve. <p>The Regulation will also set out in more detail what is required of councils' resourcing strategy to clarify the purpose and objectives of workforce, asset and long term financial planning. This will draw on the essential elements in the current Integrated Planning and Reporting guidelines to help councils produce more robust and useful strategies in these key areas.</p> | <p>Comments:</p> <p>Council agrees with the proposed amendment to embed the principle of fiscal sustainability through Integrated Planning and Reporting.</p> |

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| <p>7.6 Expanded scope of councils' community engagement strategies</p> <p>Proposed Amendment</p> <p>It is proposed to broaden the existing requirement that a council must adopt a community engagement strategy to inform the development of its community strategic plan. If amended, the Act would require the adoption of a community engagement strategy to inform <i>all</i> council activities (other than routine business-as-usual operations), not only those directly associated with development of the council's Integrated Planning and Reporting framework.</p> <p>This would be done by making the adoption of a community engagement strategy a general legislative obligation.</p> <p>A council's community engagement strategy would need to meet minimum prescribed requirements. It is anticipated, for example, that guidelines would prescribe minimum public consultation requirements for specific activities including the development of the components of a council's Integrated Planning and Reporting framework, and include a requirement to periodically evaluate the efficacy of consultation methodologies.</p> <p>It is proposed to accommodate the existing provisions relating to community polls within the proposed standalone community engagement provisions.</p> | <p>Comments:</p> <p>Council agrees with the proposed amendment in principle but seeks clarity as to what "all council activities" actually includes. Council supports these initiatives with respect to community engagement and acknowledges that these proposals enable a broader interpretation of "engagement" to include information and collaboration.</p> <p>Flexibility in terms of community consultation and engagement is encouraged, including the removal of a stringent regulatory system and the implementation of a set of guiding principles for consultation and engagement. This will enable a greater sense of autonomy and ensure local issues are addressed locally.</p> <p>Council also supports the concept that community engagement sections of the new Act should be drafted consistently to prevent any unnecessary duplication with respect to the development of Community Participation Plans.</p> |
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8. Council performance

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| <p>8.1 Annual reports</p> | <p>Proposed Amendment It is proposed to require the information reported in councils' annual reports to be endorsed as factually accurate by an internal audit committee. As noted below (at [8.4]), councils will be required to establish internal audit committees with a majority of independent members and an independent Chair.</p> |
| <p>Comments:</p> | <p>The intention of this amendment appears to be to ensure Councils have appropriate review processes in place to ensure the accuracy of performance indicators reported in a Council's annual report. This intention is supported and requiring an Audit Committee to review Council's process for ensuring this information is accurately prepared is appropriate.</p> <p>Concern however exists around use of the words 'annual report'. For an Audit Committee to endorse an annual report as factually accurate, they would more than likely require an audit of its contents be undertaken by Councils internal auditor or some other audit provider. An annual report includes considerably more information than just performance indicators. For example, Companion Animals Act information, contract information, GIPA information, Councillor expenses and legal proceedings information. Conducting an audit of the annual report in its entirety would be burdensome to many Councils with limited internal audit resources. A full audit of the annual report may not be considered the best use of an internal auditor's time for the benefits obtained.</p> <p>It is suggested that some clarity around the wording of this item is required. For example, to narrow it down to performance information or link to the annual performance statements outlined in 8.3. Alternatively such a review could be included as part of a Council's audit program to be reviewed periodically (eg every 3 years) as opposed to every year.</p> |

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| <p>8.2 Statement of the environment reports</p> <p>Proposed Amendment It is proposed to remove the requirement under section 428A for a council to include a State of the environment report in its annual report every 4 years.</p> <p>Councils would instead be required to report on environmental issues relevant to the objectives established by the community strategic plan in the same way they are currently required to report on the achievement of other objectives set in their community strategic plans (that is, through their annual reports and the 4-yearly end of term report).</p> | <p>Comments: Council agrees with the proposed amendment to reduce the compliance burden on councils arising from the preparation of a separate state of the environment report every 4 years. This change will assist councils to achieve their environmental objectives by consolidating the reporting of those objectives into their Integrated Planning and Reporting frameworks.</p> |
| <p>8.3 Performance measurement</p> <p>Proposed Amendment It is proposed to allow for the introduction of a performance management and reporting framework that should:</p> <ul style="list-style-type: none"> • provide a statutory basis to establish new indicators and benchmarks for reporting purposes; • expressly require councils to collect and report against these indicators in accordance with guidelines; • establish annual performance statements as part of council annual reports, which will be subject to oversight and attestation requirements; • align performance reporting to the Integrated Planning and Reporting cycle; and • provide the capacity to establish a state-wide community satisfaction survey. | <p>Comments: Council agrees with the proposed amendment which supports performance measures to ensure benchmarking and accountability.</p> <p>Any proposed performance criteria should then be the subject of further consultation prior to implementation.</p> |

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| <p>8.4 Internal Audit</p> | <p>Proposed Amendment It is proposed to introduce a mandatory requirement for councils to have an internal audit function. To this end, it is proposed that new provisions will require all councils to have an internal audit function:</p> <ul style="list-style-type: none"> • with broad terms of reference covering compliance, risk, fraud control, financial management, good governance, performance in implementing their community strategic plan and delivery program, service reviews, collection of required indicator data, continuous improvement and long term sustainability; and • that focuses on councils adding value to, and continuous improvement in, the performance of their functions. <p>All councils will be required to comply with guidelines issued by the Chief Executive of the Office of Local Government with respect to the implementation of their internal audit functions. All councils will appoint an audit, risk and improvement committee that meets the following requirements:</p> <ul style="list-style-type: none"> • audit committees must have a majority of independent members and an independent chair; • general managers may not be members of audit committees (but may attend meetings unless excluded by the committee); and • the Chair of the audit committee must report at least biannually to a council meeting on the organisation's performance in financial management, good governance and continuous improvement. <p>Councils will be permitted to have joint arrangements for internal audit and share audit committees.</p> | <p>Comments: Council is supportive of mandating the requirement for Councils to have an internal audit function. It is an important tool that provides independent assessment and assurance to Council and the Audit Committee and can add significant value to Council by identifying business improvement opportunities.</p> <p>Consultation in relation to any amendments to the Internal Audit Guidelines should occur to ensure any extensions of internal audit requirements are feasible. For example, the inclusions of performance in implementing integrated planning and reporting is a welcome addition. However it is also important to ensure coverage of all risk areas is feasible and as such reviews of this information may be best built into the audit program on a risk based approach as opposed to being required annually.</p> <p>The requirement to have an audit, risk and improvement committee is supported as it supports good governance and continued improvement principles, however caution is required in establishing a broader role for audit committees who are substantially unaccountable with respect to their own performance.</p> |
| <p>8.5 Sector-wide performance audits by the Auditor-General</p> | <p>Proposed Amendment To identify trends and opportunities for improvement across the sector as a whole, it is proposed to complement the mandated requirement for internal audit by empowering the Auditor-General to conduct issue-based performance audits in key areas of local government activity.</p> | <p>Comments: Sector-wide performance audits by the Auditor-General are a welcome addition as they should assist in identifying best practice opportunities for the local government sector as a whole.</p> |

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| <p>8.6 Financial management</p> <p>Proposed Amendment</p> <p>It is proposed to adopt a more 'principles-based' approach to the management of council funds by moving detailed requirements to the Regulation and the <i>Local Government Code of Accounting Practice and Financial Reporting</i>, which is prescribed under the Act.</p> <p>New provisions in the Act will set out objectives and principles that are to inform councils' financial management practices and that align them with the objectives set through councils' Integrated Planning and Reporting frameworks. These provisions will ensure that the financial targets for councils are to be those reflected in their long term financial plans, delivery programs and operational plans. They will also establish the following principles of sound financial management:</p> <ul style="list-style-type: none"> • responsible and sustainable spending, aligning general revenue and expenses as per the councils' planning documents. • responsible and sustainable infrastructure investment for the benefit of its community. • effective financial and asset management, including sound policies and processes for: <ul style="list-style-type: none"> • performance management and reporting, and • asset maintenance and enhancement, and • funding decisions, and • risk management practices. • achieving intergenerational equity, including ensuring that: <ul style="list-style-type: none"> • policy decisions are made having regard to their financial effects on future generations, and • the current generation funds the cost of its services. | <p>Comments:</p> <p>Council agrees with the proposed amendment designed to start to give effect to the Taskforce's recommendations for a more "principles-based" approach to the regulation of councils' financial governance in the Act, with prescriptive detail moved to the Regulation and other subordinate instruments wherever practical. The proposed principles of sound financial management are modelled on those contained in the <i>Fiscal Responsibility Act 2012</i>.</p> |
| <p>8.7 Financial reporting</p> <p>Proposed Amendment</p> <p>Consistent with the proposal that councils' financial obligations be recast to establish a "principles-based" approach in the Act detailed reporting requirements should be specified instead in the Regulation and the <i>Local Government Code of Accounting Practice and Financial Reporting</i>.</p> | <p>Comments:</p> <p>Council agrees with the proposed amendment designed to give effect to the Taskforce's recommendations for a more "principles-based" approach to the regulation of councils' financial governance in the Act, with prescriptive detail moved to the Regulation and other subordinate instruments.</p> |

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| <p>8.8 External Audit Proposed Amendment It is proposed to place Local Government audits under the aegis of the NSW Auditor-General.</p> <p>There will also need to be transitional arrangements in the Bill to ensure that existing auditor appointments can be brought to an orderly conclusion, with minimal disruption to councils, current auditors and the Audit Office of New South Wales.</p> | <p>Comments: Placing Council external audits under the responsibility of the NSW Auditor-General is a welcome amendment as it will assist in providing consistency across the external audits of the local government sector.</p> <p>It is agreed that there is a requirement to include transitional arrangements to ensure that current contracts with external auditing firms can be appropriately managed through the move to the Auditor-General. For example, allowing current contracted firms to continue as external auditors of their respective Councils (if they wish), under the aegis of the NSW Auditor-General for the remainder of their current contract term, provided they meet NSW Auditor-General standards. Consideration should also be given to the funding of any additional costs associated with external audits being conducted under the aegis of the NSW Auditor-General.</p> |
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Camden Council

Economic impact of a Regional Qualifying Golf Event

March 2016

prepared by .id

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1. Introduction

Camden Council have requested a basic Event Impact Analysis for the economic impact of hosting a Regional Qualifying Event for the NSW Open Golf Championship.

This is a two day event, of which 6 are run at various regional locations within New South Wales. The winner of each event is given automatic entry into the NSW Open Golf Championship.

The proposal is to run the event in September 2016, on a Thursday and Friday.

2. Assumptions

The following assumptions are used in the Event Impact Calculator, which is a part of the economy.id information package for Camden Council.

The regional qualifying event is available at a cost of \$15,000 to council over a 3 year period, or \$10,000 for a one off event.

The tournament goes for two days. Assumed attendance is 150 participants, with more than three-quarters coming from within 100km (classed as a regional event) and travelling for the day. The remainder would stay locally. Based on data from the National Visitor Survey, people travelling for the purpose of spectating sport number approximately 1.1 per participant. Based on this we could also expect 165 spectators, for a total of 315 attendees to the event.

Estimated expenditure of \$105 per visitor has been assumed (Also from the National Visitor Survey – domestic daytrip visitor to the Sydney region average).

3. Impact

Based on the above assumptions, the total expenditure in the local economy for the Regional Qualifying Event for NSW Open Golf Championship would be \$66,150.

Running this figure through the NIEIR Input-Output model generates

| Event Impact Summary | | | | | |
|---|----------------|------------------|-----------------------|-------------------------|----------------------------|
| Camden Council area - Regional Golf Qualifier - Modelling the effect of \$66,150 from a Sports and Recreation Activities event with Regional significance | | | | | |
| | Output (\$) | Value-added (\$) | Wages & salaries (\$) | Employment (annual FTE) | Resident Jobs (annual FTE) |
| Direct impact | 56,863 | 27,651 | 17,792 | 0.5 | |
| Industrial impact | 25,414 | 10,208 | 7,336 | 0.1 | |
| Consumption impact | 41,686 | 18,930 | 13,020 | 0.2 | |
| Total impact in Camden | 123,962 | 56,790 | 38,148 | 0.8 | 0.4 |

The total expenditure of \$66,150 generates an additional \$56,790 in value-added to Camden industries, once leakage outside the area is taken into account. Based on the worker productivity per hour in the area (\$55.60 per hour in 2013/14), this accounts for a wages bill of \$38,148, and translates to an annual FTE of 0.8 workers. I.e. This event would generate just under one full-time equivalent job in the local economy.

4. Analysis

The cost to Camden Council to secure this event for one year is \$10,000. Based on these assumptions regarding expenditure the return on this investment within Camden's economy is \$56,790, or 5.68 times the investment. This would appear therefore to be a good return. If Camden signs on for 3 years, the cost per year reduces to \$5,000, so the return becomes approximately 11.4 times the investment. This does assume that attendance and spend rates are maintained in the subsequent years. There is a risk that subsequent years may attract less

participants/spectators as the novelty of a new location wears off, but analysis of this is beyond the scope of this report.

The impact of the event is likely to be seen in the retail, food and beverage services, road transport and sport and recreation sectors. This would help to diversify the economy a little away from the current focus on the construction industry.

4.1 Risks and Sensitivities

Any analysis is only as good as the assumptions on which it is based.

The assumption of \$105 per day expenditure is based on the Sydney average for all domestic daytrips over the past 5 years. Analysis of the TRA data shows that daytrip expenditure to attend a **sporting event**, however, was only \$74 for participants and \$92 for spectators, an average of \$83 per day.

Using this lower expenditure reduces the additional value-added to \$44,891, still a reasonable 4.5 times return on input from Camden council.

In fact to reduce the expenditure to break-even level (\$10,000) requires the reduction of attendance to around 150 people (no spectators), with a daily spend of \$60 per day.

In fact the \$105 spend may well be quite reasonable, even a little conservative. Golf is a sport likely to attract participants with more means than average for all sports. And using the daytrip expenditure alone implies that there is no expenditure on accommodation. Though Camden is in a metropolitan area and overnight spend would be minimal, it is unreasonable to expect that no-one would stay overnight, so the model assumes about 20% of spend does go into accommodation (for a regional event).

4.2 Opportunity cost

The value-added impact appears to provide a healthy return to the area for the expenditure from Camden Council. However, based on worst case assumptions (attendance of 150 and spend of \$74 per day), the value-added is only \$19,059, or 1.9 times the investment. While this is higher than the investment, it's also worth looking at the opportunity cost of that money to council.

If council's economic development were to instead direct the \$10,000 directly into retail expenditure in the local economy, this would also have a flow-on effect. The multiplier for Non-Food Retail Trade in Camden is 2.13, and the \$10,000 spent directly in this industry would generate about \$24,700 in output and \$12,000 in value-added. This is still less than investing in the event, but the numbers are closer. And there are less uncertainties with a direct spend. Of course the numbers will differ from industry to industry as well, with some having more impact than others.

The same model is used to estimate the event impact, but event impacts have the additional leverage of attracting people into the area to spend, so they are generally higher. Nevertheless the number of parameters surrounding an event (attendance, spend, distance travelled etc.) are more uncertain than a direct spend.

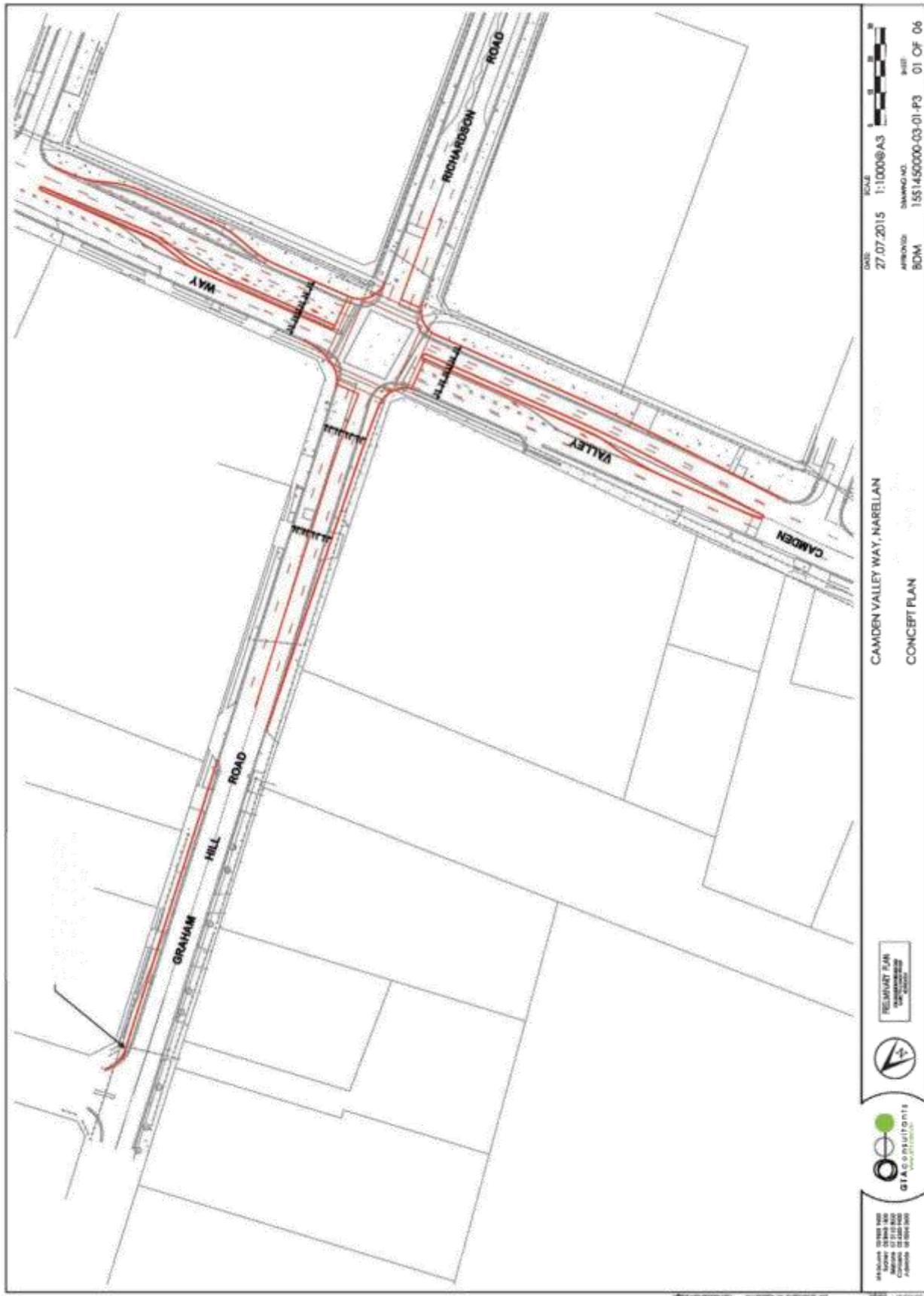
4.3 Summary

Overall, based on the assumptions given here, running the Regional Qualifying Event for NSW Golf is likely to give a good return. A \$10,000 one-off spend is likely to generate around \$56,000 in value-added in the local economy and approximately 0.8 of a full-time equivalent job. A \$15,000 spend over 3 years may generate the same economic stimulus each year, doubling the return, provided the attendance and expenditure numbers don't drop off in subsequent years.

ORD09

Attachment 1





Attachment 1
ORD11



Argyle Street / Camden Valley Way Corridor Upgrade

Stage 2: Macarthur Road Intersection

The Argyle Street / Camden Valley Way Corridor Upgrade is made up of a number of separate projects between Camden and Narellan designed to improve road network operation, journey times, safety and travel reliability for residents, employees and visitors in the area.

Funding has been received from the Australian Government as part of the Western Sydney Infrastructure Plan Local Roads Package. Developers within the Elderslie and Spring Farm release areas are also contributing funding towards the project.

Western Sydney Infrastructure Plan

The Australian and NSW governments are funding a 10 year, \$3.6 billion road investment program for western Sydney. The Western Sydney Infrastructure Plan will deliver major road infrastructure upgrades to support integrated transport for the region and capitalise on the economic benefits from developing a western Sydney airport at Badgerys Creek. The Australian Government has fully funded a \$200 million Local Roads Package as part of the Western Sydney Infrastructure Plan. This will allow local councils to deliver targeted road improvement projects to provide local transport connections in western Sydney.

When did Council decide to upgrade the intersection?

Recent studies have indicated that the intersection of Camden Valley Way and Macarthur Road in Elderslie requires traffic lights to manage existing and future traffic. Council has undertaken detailed design which incorporates a realignment of the northern end of Macarthur Road at its intersection with Camden Valley Way.

The new developments in Elderslie and Spring Farm began in the early 2000's and it was acknowledged that, in the future, there would be increased traffic on the existing road network. The intersection of Camden Valley Way and Macarthur Road was identified in Section 94 Development Plans as requiring a future upgrade.

What are the benefits of the project?

- Safer for traffic to enter and exit Macarthur Road
- Improved visibility along Camden Valley Way
- Less conflicts for turning vehicles
- Improved pedestrian and cyclist crossing points and paths
- Attractive landscaping in keeping with the surrounding area.

Why do we need the realignment?

The realignment of Macarthur Road allows for turning and merge lanes to be installed between the intersection and the bridge. These will help traffic move more freely and reduce the risk of vehicle collisions with turning vehicles.

Will trees be removed?

Some small trees will be removed on the southern side of Camden Valley Way and replaced with Liquidambers to complement the trees on the northern side of Camden Valley Way. The Poplar trees on this strip will not be affected by these works.

Will the traffic lights increase my travel time?

Over time, increasing traffic levels are likely to make journeys longer. Traffic lights are designed to move as many people through the intersection as efficiently and safely as possible.

When will construction take place?

Construction is planned for the 2016/17 financial year. Some works may take place earlier than the main project to ensure minimal disruption during construction.

Will there be delays during construction?

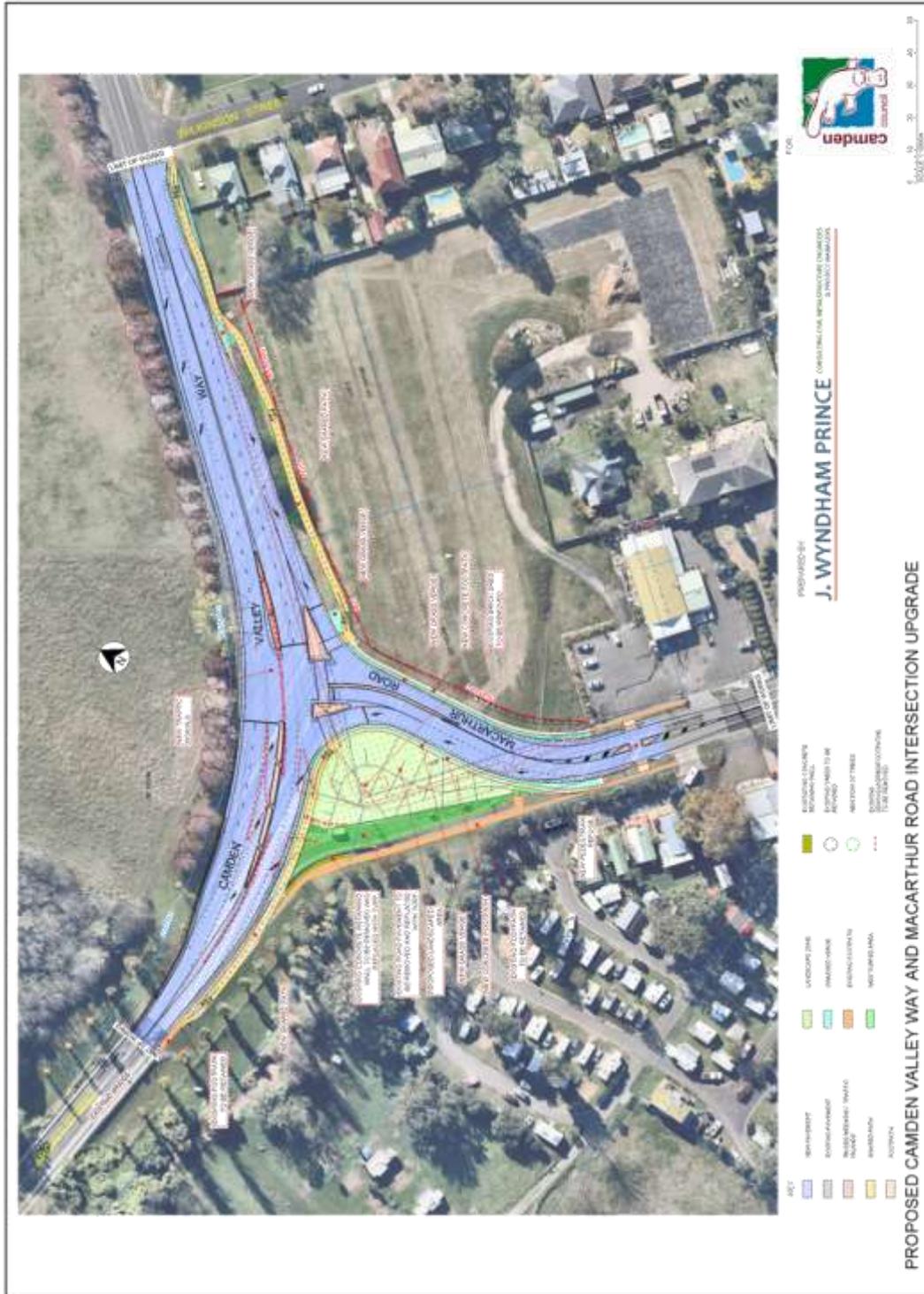
Council will seek to minimise disruption during construction, however some delays will be unavoidable.

How can I stay informed?

Council is committed to keeping our community informed throughout the course of this project. Council's website will be kept up-to-date as the project progresses. Further information on the project can be found at: www.camden.nsw.gov.au/home/major-council-projects/argyle-street/camden-valley-way-corridor-upgrade/

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