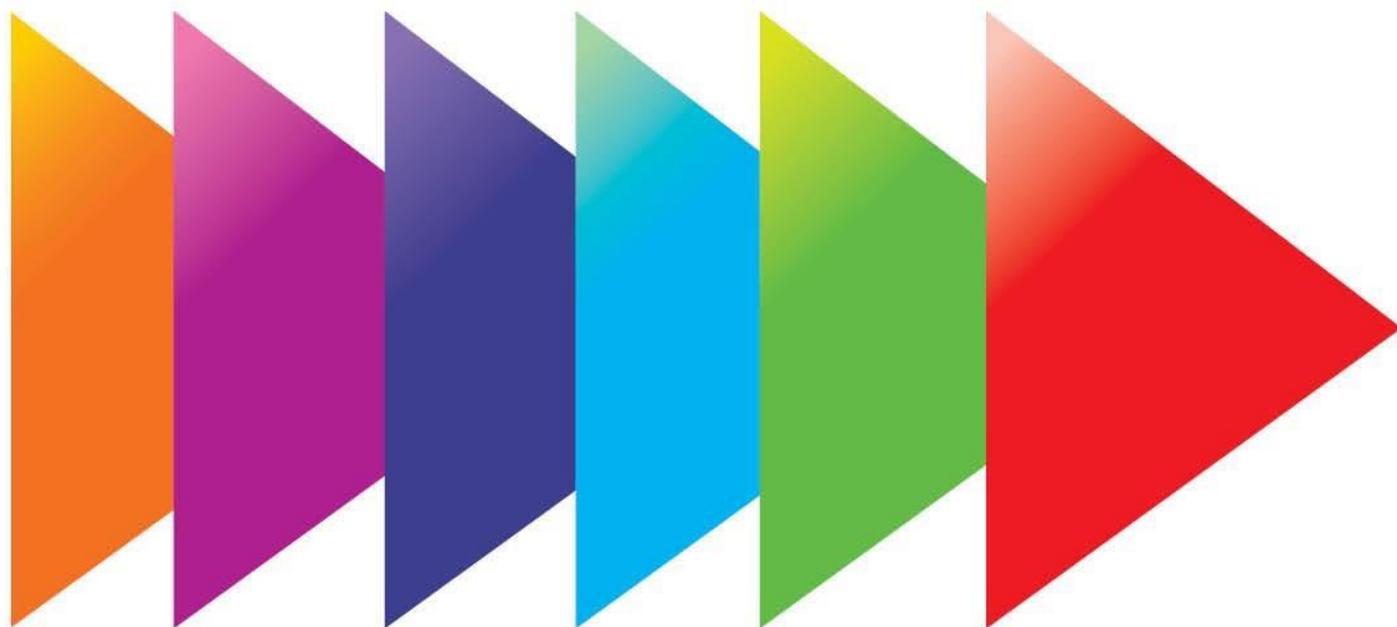


Schedule 6 Camden Lakeside



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CAMDEN LAKESIDE

S6.1 Introduction

The Camden Lakeside development provides for residential uses set amongst a golf course and clubhouse facilities and environmental assets including watercourses and water bodies, and scattered remnant Cumberland Plain Woodland vegetation.

Camden Lakeside forms part of the Central Hills lands which were identified in the Camden Structure Plan as an important scenic and rural buffer between the urban areas of Camden and Campbelltown LGAs. The essential character of the Central Hills is seen to be generally open landscape, so that any new urban form components must be subservient. The unique conservation and heritage qualities, (including cultural landscapes) as well as maintenance of biodiversity and vegetation corridors, are also regarded as integral elements of the Central Hills area.

The site contains some significant remnant Cumberland Plain Woodland vegetation, albeit in small quantities, including an area of threatened *Pimelea spicata* vegetation just north of the first golf tee. The more intact vegetation communities are located along the banks of Rileys Creek, the primary drainage line through the site, and in the northern and north-eastern parts of the site. Other scattered remnant and planted vegetation occurs throughout Camden Lakeside, further contributing to the natural landscape character prevalent through much of the site.

Gledswood Homestead is the most visually and culturally significant built form adjacent to the site. This is a state heritage listed homestead nestled within well-maintained gardens of mature tree plantings, hedges and period fencing. Parts of the central, western and southern areas of the golf course are clearly visible from Gledswood. Maintenance of these views, particularly the views to the north of Gledswood homestead, is desirable.

The Water NSW Upper Canal is also listed on the State Heritage Register and adjoins the south and eastern edge of the site.

S6.1.1 Camden Lakeside Planning Principles

1. Enhancement of the existing natural environment through the implementation of a water management system integrated with the golf course landscape.
2. Retention and enhancement of existing significant Cumberland Plain Woodland where practical.
3. Protection of important visual elements within the landscape including contained and long views, vegetation, waterbodies and cultural elements.
4. Retention where possible of open space and golf play areas visible from Gledswood Homestead and gardens.
5. Protection of the WaterNSW Upper Canal.
6. Establishment of streetscapes and other public spaces including parks and pedestrian paths which are visually and physically empathetic with the existing character of the site.
7. Establishment of natural and built environments which reflect contemporary lifestyles.

8. Creation of an urban structure which facilitates the implementation of ecologically responsible long term management procedures.
9. Accommodation of relevant bushfire requirements, riparian setbacks and golf safety setbacks.
10. Responsible physical integration of residential lots with the activity associated with the golf course and other land uses.
11. Maintenance of a golf course, clubhouse and maintenance facility/depot.

Relationship to Other Plans

The Camden Lakeside section was developed following completion of the Camden Lakeside Local Environmental Study (APP, 2007) which summarised the wide range of specialist consultant reports including:

- ✦ Cardno Forbes Rigby (July 2007) Civil Infrastructure and Water Cycle Assessment.
- ✦ Elton Consulting et al (November 2006) Community Facilities & Open Space Assessment.
- ✦ Cumberland Ecology (November 2006) Ecological (and Bushfire) Assessment.
- ✦ Lucas, C. et al (November 2006) Landscape Conservation Management Plan for the Former Gledswood Estate.
- ✦ Australian Museum Business Services (December 2006) Aboriginal Heritage Assessment.
- ✦ LFA (Pacific) (November 2006) Landscape and Visual Assessment.
- ✦ Douglas Partners (November 2006) Land Capability and Contamination Assessment.
- ✦ Atkins Acoustics (November 2006) Acoustic Planning Report.
- ✦ Maunsell Australia (November 2006) Transport Management and Accessibility Plan.

S6.2 Subdivision Planning and Design

S6.2.1 Neighbourhood and Subdivision Design

An indicative master plan for Camden Lakeside is shown in Figure 6-1. The proposed entry point to the development is off Raby Road. The entry will provide direct access to the Camden Lakeside clubhouse, golf course and residential allotments. A north-south oriented connector road provides an important vehicular, pedestrian and bicycle link between the northern and southern parts of the development.

A road link and potential bus route will be provided into the adjoining Gledswood Precinct from Precinct 4. A shared cycle/pedestrian path is also proposed from the Raby Road entrance, through Precinct 1, 2, 4 and 5 and into the Gledswood Precinct and beyond.

The golf course incorporates water bodies, watercourses and tree planting. The proposed development includes construction of several new holes and modification of existing holes to accommodate the residential development.

Recreation facilities must be located adjacent to the golf clubhouse. The facilities will provide a place for residents to meet, socialise and exercise. It is anticipated that the facilities will include a pool, tennis court, children's play area and a small shelter.

The proposed development also contains a number of local parks for passive and active recreation uses. Pedestrian and bicycle routes provide convenient and safe access to the recreation facilities. Proposed residential areas are located primarily to the south of the site and to the north around the clubhouse. The principal design objective is to maximise views to the golf course and Rileys Creek.

The capacity of the Camden Lakeside site is 550 dwellings.

S6.2.2 Subdivision design

Objectives

- a. Establish a framework for the provision of a diversity of dwelling types within Camden Lakeside, including options for seniors living, multi dwelling housing and residential flat buildings in Precinct 1.
- b. Maximise amenity of residential lots by providing maximum frontage and access to open space, including golf play areas, parks and creeks.
- c. Facilitate streetscapes which maximise opportunities for pedestrian activity and visual surveillance of public spaces.
- d. Establish an urban structure which will facilitate the protection and enhancement of the visual amenity of the landscape.
- e. Maximise amenity of residential lots by ensuring suitable noise attenuation measures adjacent to Camden Valley Way and Raby Road subject to maintaining visual access to the Camden Lakeside area from Camden Valley Way.
- f. Establish an urban structure which will allow for the protection and management of important vegetation.

- g. Maximise the use of public transport, walking and cycling trips to, from and within the site.

Controls

1. The subdivision pattern for Camden Lakeside must provide for a diversity of dwelling types (attached and detached) with lot sizes ranging from small lot residential (250m² to 450m²) to standard lot residential (450m² to 850m²) and large lot residential (≥850m²).
2. Precinct 1 dwelling types may also include provision for seniors living, multi dwelling housing and residential flat buildings. The development of the latter will be on super lots which are not required to provide building envelopes as any future subdivision will be assessed to include the relevant design criteria. With the exception of residential flat buildings, the permissible dwelling density is 1 dwelling per 250m² of site area with a maximum permissible site coverage consistent with Table 6-1.



Figure 6-1: Camden Lakeside Master Plan

S6.2.3 Street, Pedestrian and Cycle Network

Objectives

- a. Establish a legible, safe and well-connected street network that promotes pedestrian and bicycle movement as well as convenient vehicular access while recognising constraints to connectivity imposed by the water canal and the external arterial roads.
- b. Provide a vehicular and pedestrian connection with the Gledswood Precinct.
- c. Facilitate a future bus link, with bus stops, connecting to the adjacent Gledswood Precinct.
- d. Create well-vegetated, attractive streetscapes which are not dominated by driveways and garages.
- e. Ensure the parking arrangements contribute positively to the character of the streets.
- f. Incorporate existing significant trees into street verges where feasible.
- g. Establish verges which are sustainably landscaped with trees, shrubs and groundcovers that have low water and nutrient demands.
- h. Provide a variety of street tree planting with formal and informal spacings that will help create a special character within the streets.
- i. Utilise street verges for Water Sensitive Urban Design and stormwater treatment.
- j. Plant species selection and layout will minimise ongoing water and maintenance requirements.
- k. Where streets cannot be located immediately adjacent to open space, lots may back onto that open space providing they minimise potential personal and property security, vandalism and poor visual amenity.

Controls

1. The street, pedestrian and cycle and public transport networks are to be designed and constructed in accordance with Figures 6-2 - 6-11 and landscaped accordingly.
2. Kerb returns of 8.5m radius are to be provided for intersections between streets.
3. Except where otherwise provided for in this DCP, all streets and roundabouts are to be designed and constructed in accordance with the minimum requirements set out in Council's *Engineering Design Specification* and *Engineering Construction Specification*. In particular:
 - a. shared streets must be approved by Transport for NSW;
 - b. all turning heads, local streets (one way) and shared streets must comply with [Council's Waste Management Guidelines](#);
 - c. all proposed sign and line marking plans must be approved by the Local Traffic Committee prior to the issue of Construction Certificate;

- d. traffic management devices, such as roundabouts shown in figure 6-2, and pedestrian refuge islands along Providence Drive (locations are to be confirmed in consultation with Council Traffic Engineers), are to be identified at the subdivision certificate works stage; and
 - e. bus stop bays a minimum size of 3m by 30m must be provided for all indicative bus stops in both directions as shown in Figure 6-11.
4. Where roads are adjacent to public open space, the verge widths may be reduced to a minimum of 1m. This is subject to footpaths, public utilities, bollards and fencing being adequately provided for.

Note:

Refer to Council's Engineering Construction Standards for road construction.

Figures 6-2 to 6-11 must consider and provide for the 2.5m shared path as shown in Figure 6-10 where relevant.

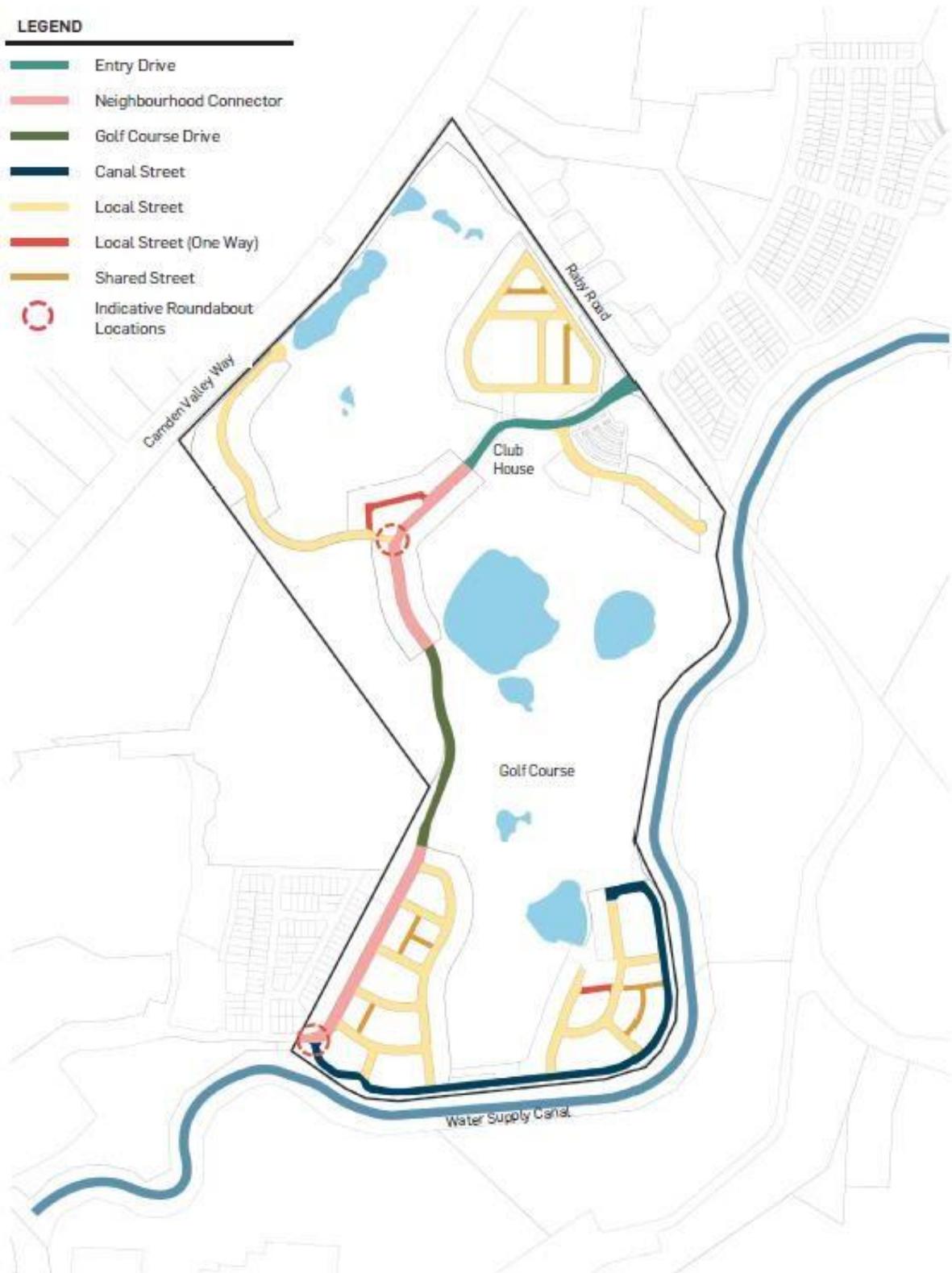


Figure 6-2: Camden Lakeside Indicative Road Structure



Figure 6-3: Camden Lakeside Entry Drive

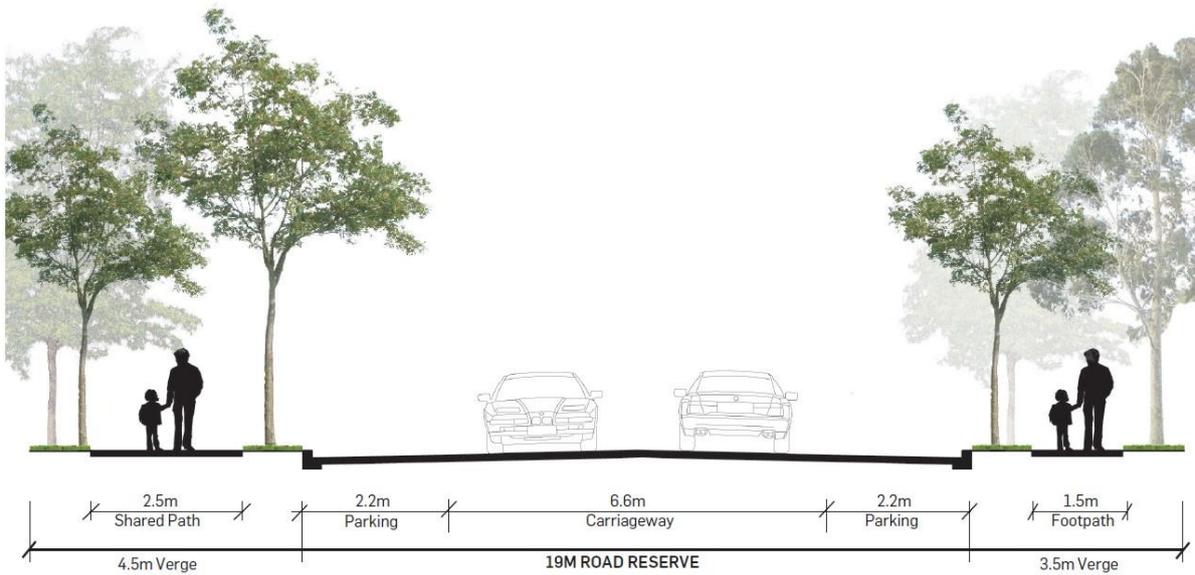


Figure 6-4: Camden Lakeside Neighbourhood Connector Road

Note:

Parking lanes must be a minimum of 3m wide where bus stops are shown in Figure 6-11.



Figure 6-5: Camden Lakeside Golf Course Drive



Figure 6-6: Camden Lakeside Canal Street

Note:

The 1m verge width must be increased to 4.5m where shared paths are to be accommodated within the road reserve.



Figure 6-7: Camden Lakeside Local Street

Note:

The 1m verge width must be increased to 4.5m where shared paths are to be accommodated within the road reserve.

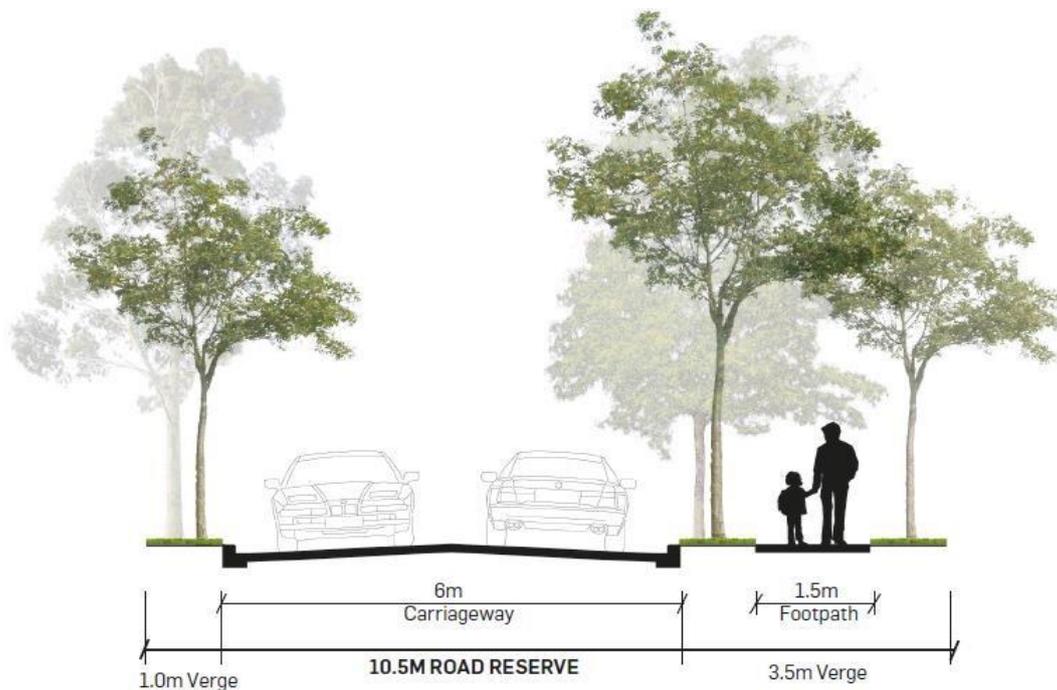


Figure 6-8: Camden Lakeside Local

Note:

A reduced verge width of 0.5m may be considered where landscape plans and sweep paths are consistent with Council’s Waste Management Guidelines.

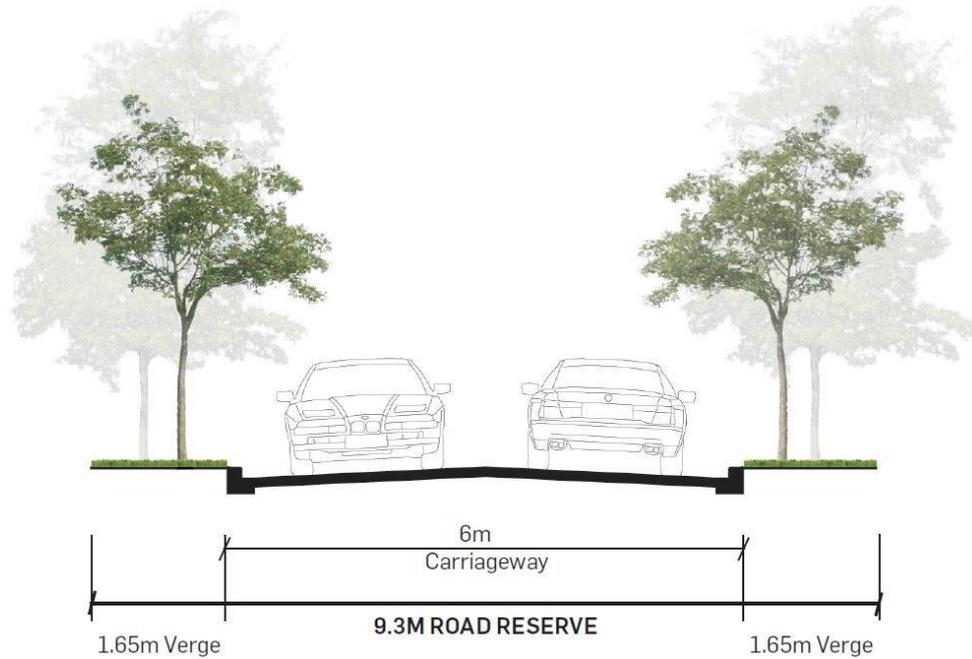


Figure 6-9: Camden Lakeside Shared Street

Note:

A reduced verge width of 0.5m may be considered where landscape plans and sweep paths are consistent with Council's Waste Management Guidelines.

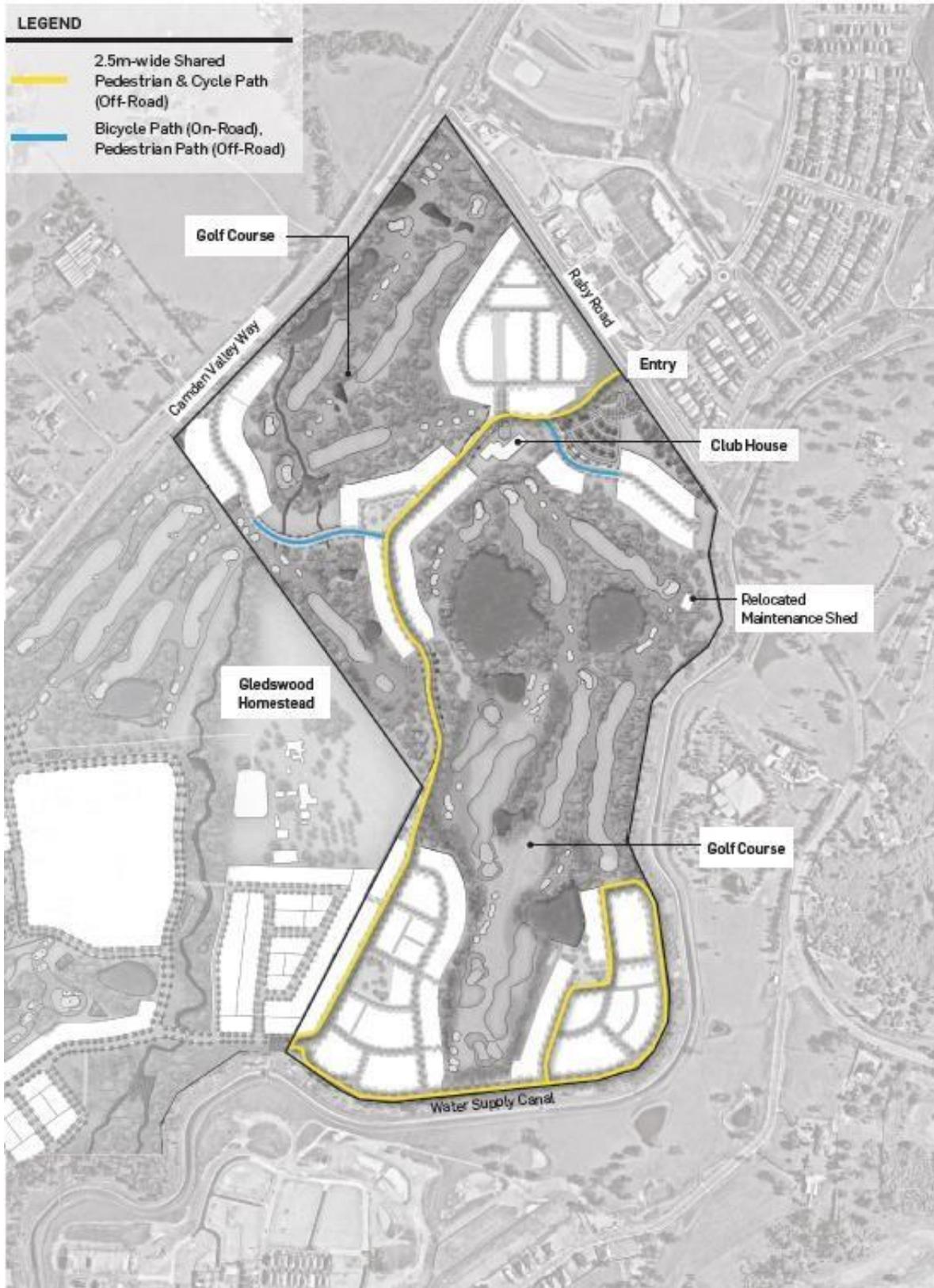


Figure 6-10: Camden Lakeside Pedestrian and Cycle Network

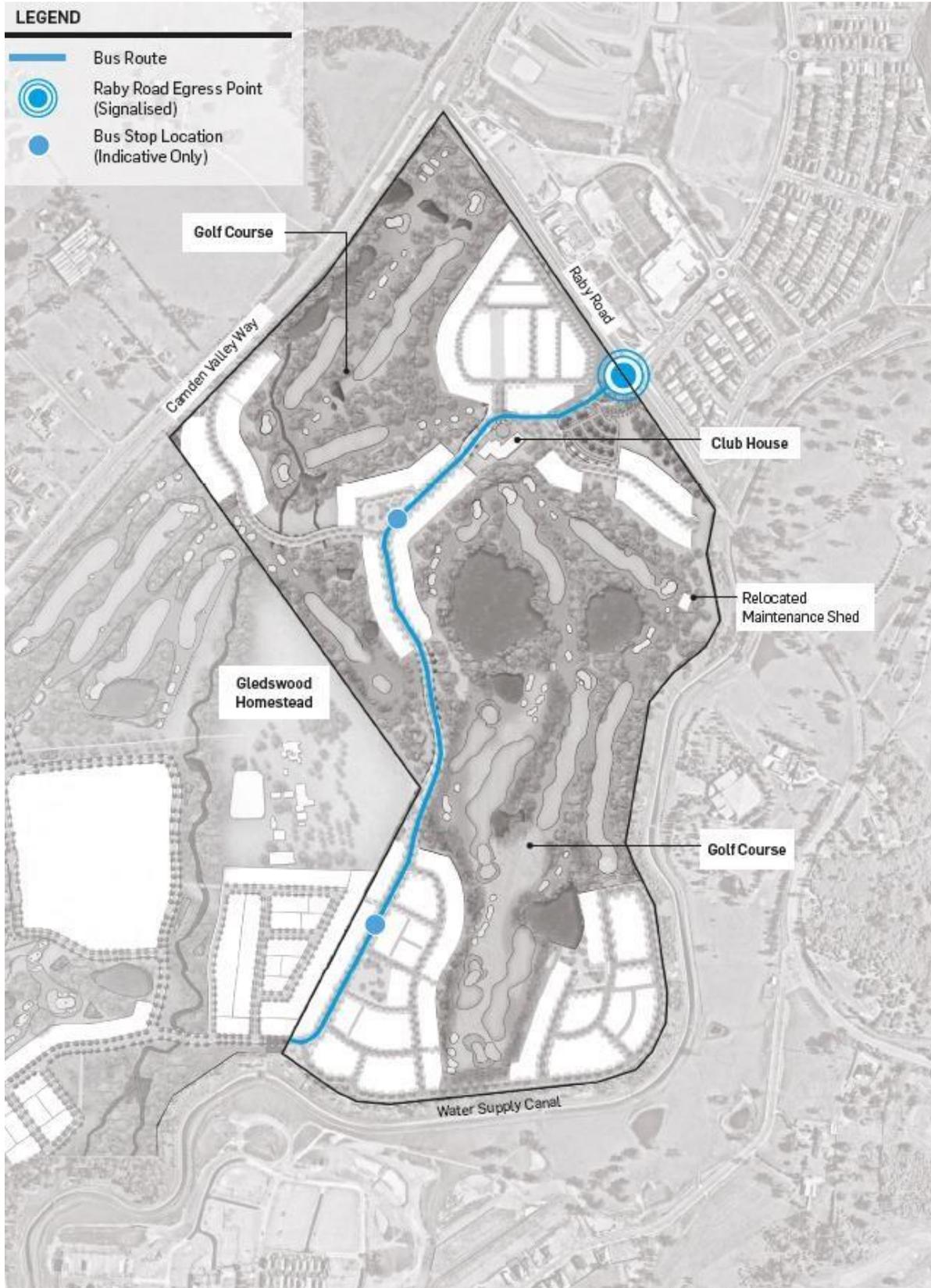


Figure 6-11: Camden Lakeside Indicative Bus Route

S6.2.4 Parks and Open Space

Objectives

- a. Ensure that open space is of appropriate quality and quantity to meet the recreational and social needs of the community.
- b. Provide the framework for the protection and enhancement of remnant vegetation and riparian corridors within the public realm.
- c. Provide for the establishment of local parks and other open spaces which contribute to the sense of place.
- d. Utilise open space for Water Sensitive Urban Design and stormwater management.
- e. Promote plant species selection and design which will minimise ongoing water and maintenance requirements.

Controls

1. Local open space will generally be located in accordance with Figure 6-12.
2. Ensure connectivity of shared paths through public open space where appropriate.



Figure 6-12: Camden Lakeside Indicative Open Space Network

S6.2.5 Vegetation Conservation

Objectives

- a. Ensure the protection and enhancement of existing significant trees and significant remnant vegetation where practical.
- b. Facilitate the implementation of the agreed conservation offset package for Camden Lakeside.
- c. Prevent the spread of weeds during and after construction.

Controls

1. All 'Core Local Vegetation Protected' and 'Other Vegetation Protected' areas identified in Figure 6-13 are to be retained within open space and protected to ensure long term viability.
2. Land identified as 'Core Local Vegetation Rehabilitated' in Figure 6-13 is to be restored in accordance with a Conservation Management Plan (CMP). The CMP must be prepared in line with the recommendations of the Cumberland Ecology - Ecological Assessment (January 2007) and be endorsed by Camden Council.
3. All applicants for subdivision and bulk earthworks are required to consider the need to minimise weed dispersion.

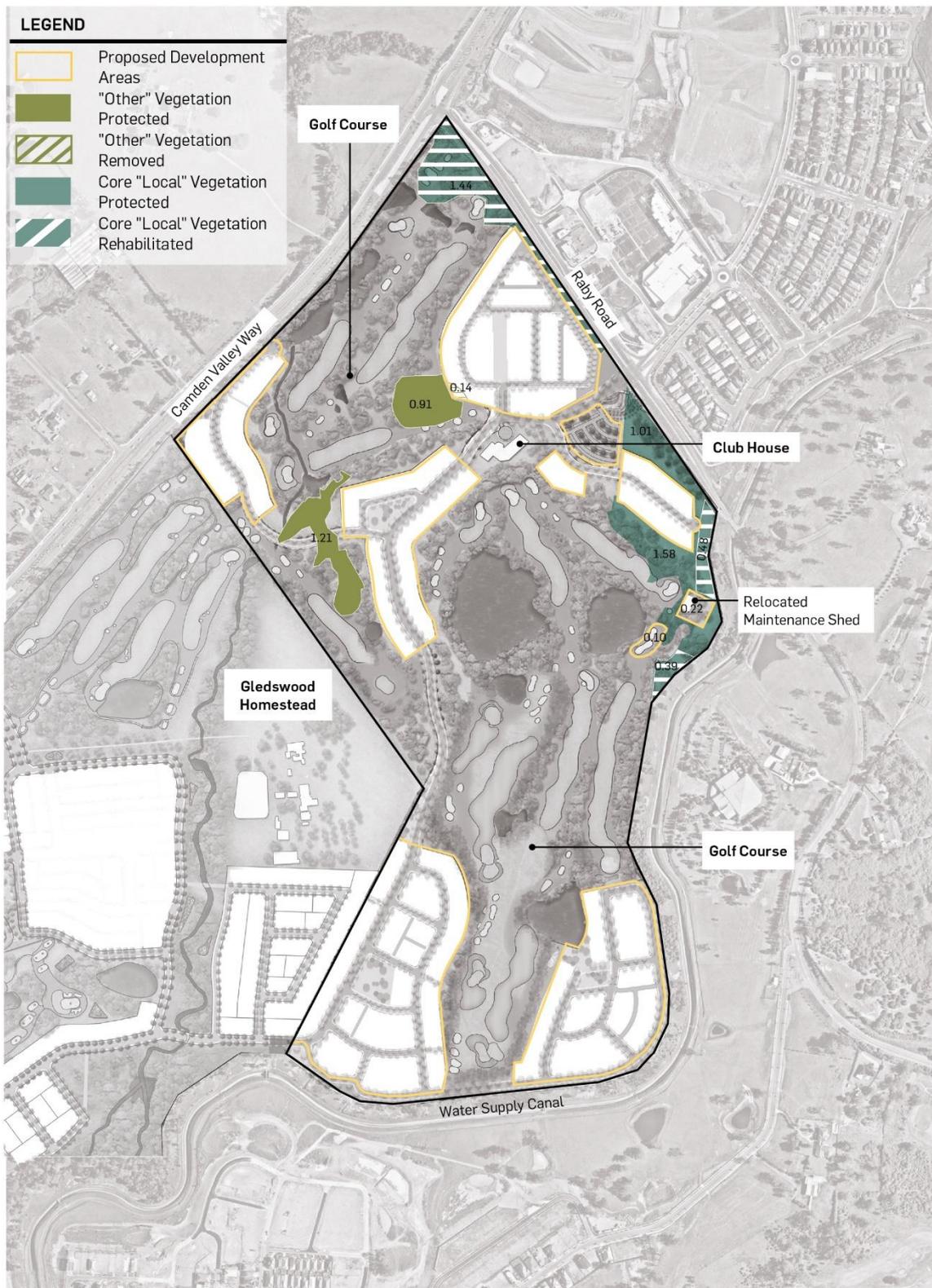


Figure 6-13: Camden Lakeside Compensatory Planting Areas

S6.2.6 Upper Canal

Objectives

- a. Enhance and protect the heritage significance of the Upper Canal and respect its rural landscape setting.
- b. Ensure that new development is set back and visually screened from the Upper Canal.
- c. Provide public access along the Upper Canal perimeter for heritage interpretation purposes, while ensuring the security of the Upper Canal is maintained at all times.
- d. Minimise risks to public safety.
- e. Prevent stormwater, treated effluent or other pollutants from entering the Upper Canal system.

Controls

1. A safety fence must be erected along the southern boundary of residential Precinct 4 and the southern and eastern boundaries of Precinct 5, including the area between Precincts 4 and 5 that adjoins the Upper Canal. The fence must be designed to satisfy the security requirements of WaterNSW without being detrimental to the heritage significance of the Upper Canal. Consideration must be given to soften the visual impact of the fence from the Upper Canal and from the development. The fence must be installed by the developer as part of the subdivision works occurring adjacent to the Upper Canal.
2. The stormwater system along the boundaries of Precincts 4, 5 and 6 that adjoin the Upper Canal must be designed to ensure that stormwater during a 1% AEP flood event will not enter the Upper Canal. Management measures must accommodate and not impede flows from the trails, drains, banks/berms, pipes/flumes/culverts/siphons that convey stormwater across the Upper Canal.
3. The reuse of treated effluent in the vicinity of the Upper Canal is to incorporate an irrigation system that is designed to avoid the potential for contaminated runoff as well as airborne contaminants to adversely impact on water in the Upper Canal.
4. Any development adjacent to the Upper Canal and roads crossing the Upper Canal must be designed and constructed to minimise damage to the Upper Canal from vibration and from cut and fill works. Construction techniques must satisfy the requirements of the Water NSW.
5. Further reference must be made to Development adjoining Upper Canal System within Part 2 Chapter 2.15 Development Adjoining Upper Canal System of this DCP.

S6.2.7 Golf Course and Recreational Facilities Precinct

Objectives

- a. Control the interface between the golf course, roads and adjacent land uses.
- b. Identify the materials, form and scale of boundary treatments at the interface between the golf course and adjacent land uses.
- c. Where practical, provide for the retention of existing trees both on the golf course and within adjacent lots.
- d. Establish an appropriate physical separation between golf play areas, roads, dwellings and other activities within adjacent land areas.
- e. Define the extent of the landscape curtilage which surrounds the recreational/golf course facilities and which forms the Precinct area.
- f. Facilitate the appropriate physical separation between the recreational facilities and surrounding activities.
- g. Establish site circulation, visual amenity and environmental management principles which apply to the Golf Course Facilities Precinct.
- h. Facilitate pedestrian and bicycle access to the Golf Course/Recreational Facilities Precinct.

Controls

Golf course design and safety setbacks

1. The requirements for safety setbacks are to be determined by a specialist golf designer or similarly qualified person.
2. Where an existing significant tree cannot to be retained, a replacement tree of the same species is to be planted within close proximity of the existing tree.
3. Where practical, new planting within the golf course is to be located to maximise existing views of the golf course from lots and Gledswood homestead and Upper Water Canal.
4. Provide appropriate safety setbacks from the centreline of the fairways to the boundary of adjacent lots, roads and other development.
5. New planting is to be established to soften the visual impact of built forms.
6. Recreational and clubhouse facilities and associated activities that have the potential to cause intrusive/offensive noise to residential premises are to be designed to comply the Acoustic Amenity controls within Part 2 of this DCP.
7. Car parking is to be provided in the vicinity of the Recreational and Golf Course facilities in accordance with relevant provisions of this DCP.

8. Vehicular access and egress to the facilities and associated car park will be provided with adequate separation from and appropriate integration with the pedestrian and bicycle movement system.
9. Provide bicycle parking facilities in the Golf Course/Recreational Facilities Precinct. Pedestrian access requirements to the recreational facilities and Golf Club are to comply with Australian Standards for mobility and access.
10. Future extensions and modifications to the existing clubhouse are to be in keeping with the existing scale, form and character of the clubhouse.

Recreational facilities

1. If recreational facilities are provided, they are to be in a location easily accessible from the clubhouse and roads.
2. Facilities may include a full size, fenced tennis court and swimming pool.

S6.2.8 Odour Impacts

Objectives

- a. Ensure appropriate levels of air quality for the health and amenity of future residents.

Controls

1. An odour impact assessment of the identified poultry operation (within the Benbow Environmental Level 3 Odour Impact Assessment for development of Camden Lakeside (November 2007)) is to be undertaken in accordance with the EPA draft policy Assessment and Management of Odour from Stationary sources in NSW and Technical Notes.
2. Any land identified by the odour study as being within a nominated separation distance (i.e. inside the 2.0 OU / cubic metre - 99th percentile expressed as a nose response average 1 second value) must not be developed until either:
 - a. The poultry operation ceases to operate and the existing use rights have been extinguished and the poultry sheds and supporting infrastructure has been demolished, or
 - b. It can be demonstrated to Council that the odour levels are within acceptable limits to permit development.

S6.2.9 Acoustic Amenity

Objectives

- a. Establish an urban structure which protects and enhances short and long views within the landscape, whilst allowing for the development of individual lots.
- b. Mitigate noise effects from Camden Valley Way and Raby Road to ensure private open space areas are not adversely affected by noise.
- c. Allow for the physical separation of incompatible activities to facilitate adequate privacy.
- d. Achieve high quality living environments which maximise visual privacy of the occupants and neighbouring properties through siting, building planning, location of openings and building materials.

Controls

1. Lots contained within Precinct 3 immediately adjacent to Camden Valley Way are to have a continuous building facade (noise attenuation / barrier). This must include, where the facade faces toward the road, a private open space area located on the eastern (protected) side of the facade and sleeping / quiet areas located within the part of the dwelling furthest away from the noise source. Figure 6-14 below shows indicative layout and noise attenuation measures which will help achieve the external noise criteria.

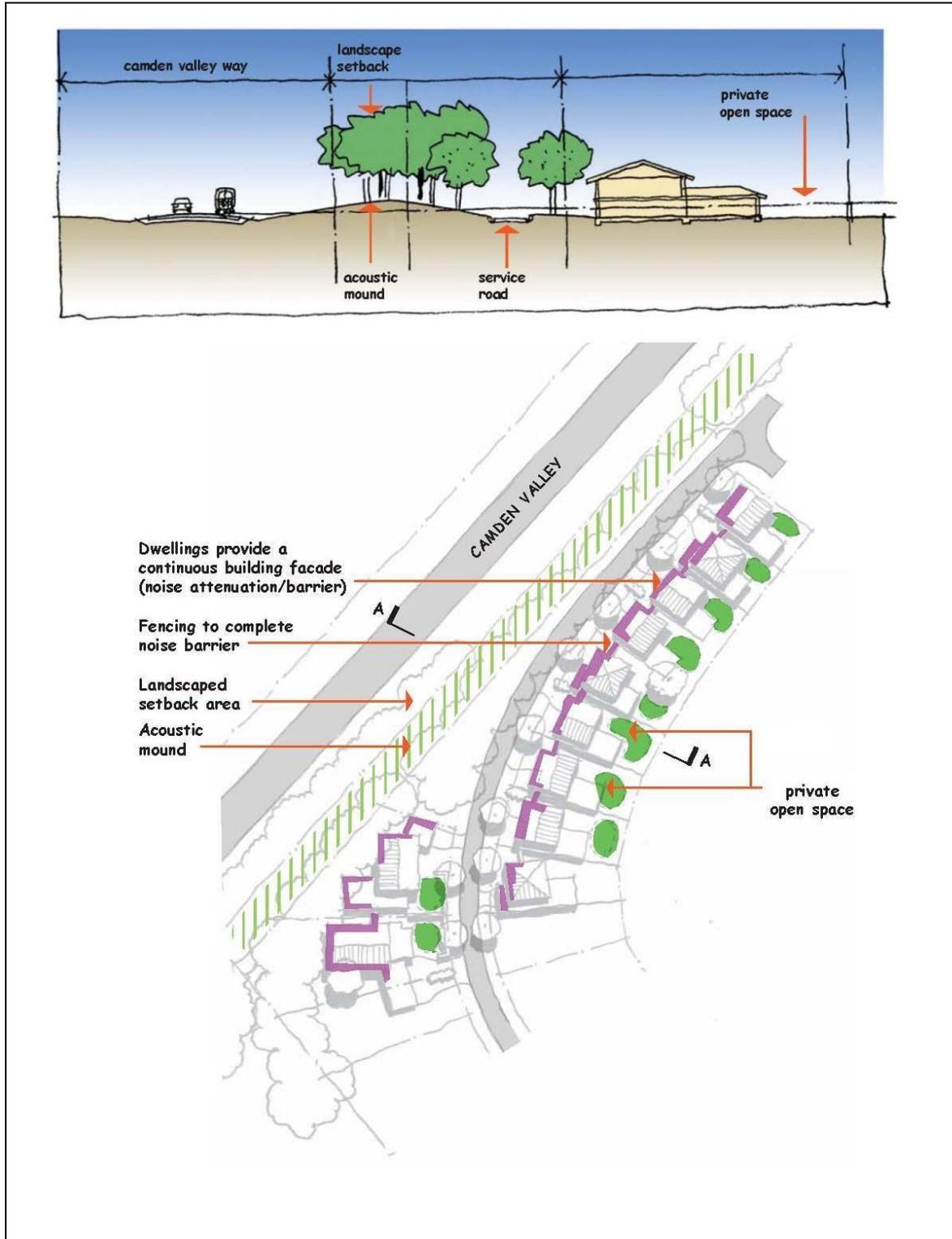


Figure 6-14: Camden Lakeside Indicative Layout and Noise Attenuation Measures

S6.2.10 Stormwater Management

Objectives

- a. Ensure appropriate measures are implemented to manage maintenance requirements.
- b. Adopt an integrated approach that takes into account all aspects of the water cycle in determining impacts and enhancing water resources.
- c. Promote sustainable practices in relation to the use of water resources for human activities.
- d. Minimise water consumption for human uses by using best-practice site planning, design and water efficient appliances.
- e. Address water resources in terms of the entire water catchment.
- f. Protect water catchments and environmental systems from development pressures and potential pollution sources.
- g. Protect and enhance natural watercourses, riparian corridors and wetlands.
- h. Integrate water management with stormwater, drainage, and flood conveyance requirements.
- i. Ensure water quality controls are integrated with parks, conservation areas and green spaces to ensure high quality environmental outcomes are achieved.
- j. Minimise urban run-off and incorporate best practice Water Sensitive Urban Design to ensure there is no adverse impact on water quality discharging from the site or to natural streams.

Controls

1. The design and performance of the stormwater management system infrastructure must have regard to the Water Sensitive Urban Design measures contained within the 'Camden Lakeside Rezoning: Water Cycle and Civil Infrastructure Assessment' prepared by Cardno Forbes Rigby and dated September 2007.

S6.3 Hotel Development Controls

Objectives

- a. To ensure any hotel development does not pose an adverse impact on the landscape and visual character of the area, surrounding heritage items or other places of heritage significance.
- b. Minimise opportunity for light spill from the hotel development to the public domain and surrounding development.
- c. To mitigate potential conflicts between utility service providers and any proposed hotel.

Controls

1. A buffer screen of vegetation, incorporating upper, middle and lower canopy plantings from the Cumberland Plain Woodland community, must be planted to achieve a natural visual buffer as recommended in the Landscape and Visual Analysis Reports (RPS Australia East Pty Ltd, November 2017) and the Heritage Impact Assessment (RPS Australia East Pty Ltd November 2017).

- a. Vegetative buffer screen plantings must be no less than 10m in depth.
- b. The proposed buffer area must be located within the suggested vegetative buffer area marked on Figure 6-15. The buffer area is to ensure any hotel development is to adequately screen vistas from the heritage listed Upper Canal System and the Gledswood Homestead; and is to preserve the existing vistas of the Gledswood Homestead towards the lakes.

Note - Core protected local vegetation, and local vegetation rehabilitation areas can also be considered if the presence of upper, middle and lower canopy can be demonstrated to a minimum depth of 10m.

- a. All plantings must be in place prior to the release of the Occupation Certificate for any hotel.
2. A Vegetation Management Plan (VMP) is to be submitted with any hotel Development Application.
 - a. The VMP is to specify plantings required for the vegetation buffer, ensuring they are consistent with the Cumberland Plain Woodland community, and requires a management plan in perpetuity.
 - b. Any pre-existing vegetative buffer screening is to be protected when civil works are being carried out.
 - c. A covenant MUST be registered on the title of the lot requiring compliance with the VMP prior to the release of the Occupation Certificate for any hotel.
 - d. Planting works as per the VMP must be completed prior to the release of the Occupation Certificate for any hotel.
3. A schedule of materials and colours must be submitted with any hotel development application.

- a. Materials and colours for buildings (including ancillary structures) must adopt neutral/ earthen colours such as tones of greys, grey-greens, blue-greys, browns, or fawns. Bright colours, stark whites, and blacks must be avoided.
 - b. Non-reflective materials for external use must be utilised.
4. A lighting impact study is to be submitted with any hotel Development Application.
- a. The lighting impact study is to include potential impacts and a mitigation strategy to address any potential internal and external light spill from any proposed hotel; and is to address the Australian Standards AS4282 control of the obtrusive effects of outdoor Lighting.
5. Any development application must seek comment from relevant utility providers and ensure concerns are adequately addressed prior to the issue of development consent.

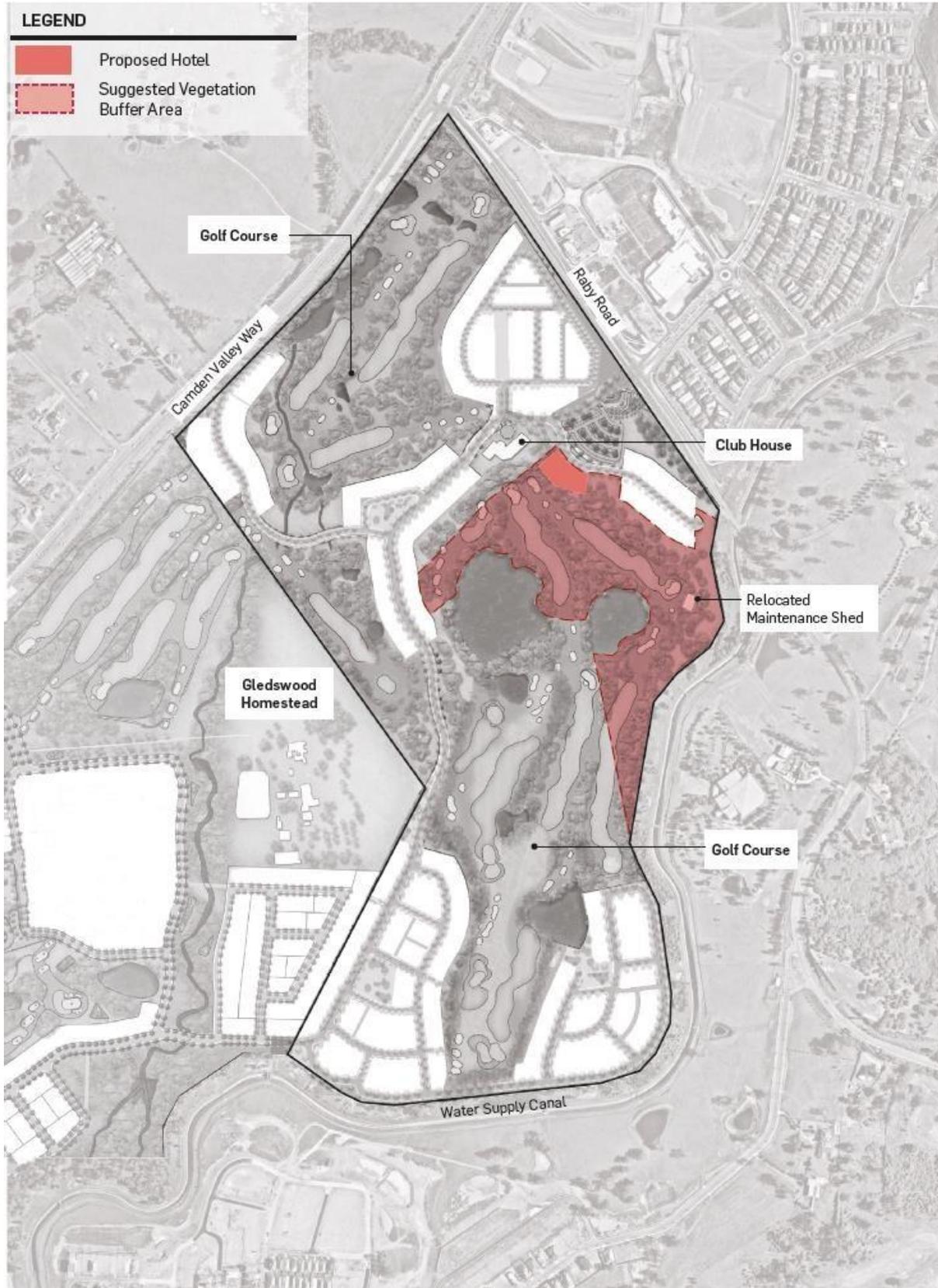


Figure 6-15: Camden Lakeside Suggested Vegetative Buffer Area

S6.4 Site Specific Residential Controls

Note: The controls listed below are specific to Camden Lakeside. They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls below prevail.

S6.4.1 Additional Acoustic Amenity Controls

1. Residential premises immediately adjacent to Camden Valley Way and Raby Road are to be designed to comply with Acoustic Amenity within Part 2 of this DCP. and be in accordance with the following principles:
 - a. Appropriately designed acoustic mounds are to be provided along Camden Valley Way where required.
 - b. Setbacks and service roads placed between Camden Valley Way and housing.
 - c. Internal dwelling layouts that are designed to minimise noise in living and sleeping areas.
 - d. Higher than standard fencing constructed with a suitably solid mass.

Note: The controls listed below are specific to Camden Lakeside (Table 6-1). They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls included in this subsection will take precedence.

Table 6-1 Summary of residential accommodation controls – Camden Lakeside

SETBACKS	
Front setback (min)	4.5m to building line; 3.5m to building line when lot is fronting open space
Secondary street setback (min)* *Excludes attached dwellings	2m to apply to all lots. A greater secondary setback may be required if in Council's opinion, the proposed development does not positively address the secondary street and/or demonstrate a good level of amenity.
Side setback (min)* *Excludes attached dwellings and zero lot line dwellings	0.9m
Rear setback (min)	4m (ground floor) 6m (upper floor)

Rear setback - (where land abuts the Upper Canal)	6m with 10m being preferable from the boundary with WaterNSW land.
Garage setback (min)	1m behind principal building line and 5.5m from front boundary; third garage to be set back 2m behind principal building line.
Architectural element front setback encroachment (max)	1.5m
Rear lane setback (min)	1m. Notwithstanding this, the rear lane setback can be reduced to 0.5m only if it can be adequately demonstrated to Council's satisfaction, that the development can facilitate waste collection in a safe and orderly manner.
Public reserve setback (min)	3.5m
HEIGHT	
As per LEP 2010 and Part 4 of this DCP	
PRIVATE OPEN SPACE, LANDSCAPING AND SITE COVERAGE	
Site coverage (max) – lots less than 450m ²	Single storey development - 60%
	Two storey development – 50% ground floor, 35% upper floor
Site coverage (max) – lots 450m ² or greater	Single storey development - 50%
	Two storey development – 50% ground floor, 30% upper floor
Landscaped area (min)	30%
Landscaped area (min) within the front setback	40%
Principal private open space (PPOS) (min)	For lot width of ≤ 10m – min 16m ² with minimum dimension of 4m
	For lot width >10m – min 24m ² PPOS with minimum dimension of 4m
Gradient of PPOS (max)	1:10

Solar access to PPOS (min)	<p>Direct sunlight must reach at least 50% of the PPOS of both the subject dwelling and of any adjoining dwelling for not less than 3 hours between 9:00am and 3:00pm on 21 June.</p> <p>Dwellings must be orientated to maximise solar access to living rooms having regard to future and existing site constraints.</p> <p>At least one window to a living area of dwellings on neighbouring properties must receive a minimum of 3 hours of direct sunlight between 9am and 3pm on 21 June.</p>
GARAGE DESIGN	
Garage door width (max) – lots 7-15m wide	60% of front elevation width
Garage door width (max) – lots greater than 15m wide	50% of front elevation width

S.6.4.2 Double Garages on Narrow Lots equal to or greater than 10m and less than 12.5m

Double Garages are permitted on lots equal to or greater than 10m and less than 12.5m, subject to the below. Objectives

- a. To facilitate additional parking behind the building line on narrow allotments without reducing on street parking
- b. To reduce the visual impact of garages, carports, and parking areas on the streetscape.
- c. To ensure the dwelling is designed to provide casual surveillance of the street.
- d. To reduce the apparent bulk and scale of the dwelling.

Controls

1. Where a residential dwelling is proposed with a double garage on a lot with a frontage equal to or greater than 10 metres and less than 12.5 metres (measured at the building line);
 - a. It must be in conjunction with a 2 storey dwelling;
 - b. It must be demonstrated that there is no loss of on street parking, site plans must show:

- i. an unencumbered area within the property line for on-street parking;
 - ii. driveway crossover (minimum 4m for double garage); and
 - iii. 500mm driveway setback (minimum) from the side boundary and demonstrate no conflict with services as per Council's Design and Construction Specification – Access driveways.
2. The floor plan must include a habitable room overlooking the street with a balcony incorporated into the design of the front façade.
3. The balcony must cover at least 50% of the width of the dwelling.
4. The double garage must be recessed from the main building.
5. To break up the bulk of the facade, the balcony element must be of a different finish to the main dwelling.
6. The front entrance must be visible from the street.
7. Non-habitable rooms are discouraged from being located at the front of the dwelling (apart from the front entrance).

- End of Schedule –

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