Oran Park Precinct

Development Control Plan

NSW GOVERNMENT | Planning & Environment

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Attachments

A Public Domain Manual
B Sustainability Development Controls

1. Introduction

1.1 Name and Application of this Plan

This Plan is known as the Oran Park Precinct Development Control Plan 2007 (DCP 2007). It has been prepared pursuant to the provisions of Section 74C of the *Environmental Planning and Assessment Act, 1979*.

This DCP was adopted by the Chief Executive Officer of the Department of Planning under delegation from the Director-General of the Department of Planning on 4 December 2007. This DCP applies to all development on the land shown at **Figure 1**.

Figure 1: Land to which this DCP Applies

1.2 The Purpose of this DCP

The purpose of this DCP is to:

- Communicate the planning, design and environmental objectives and controls against which Camden Council will assess future Development Applications (DAs),
- Consolidate and simplify the planning controls in the Oran Park Precinct,

- Provide guidance on the orderly, efficient and environmentally sensitive development of the Oran Park Precinct as envisaged by the South West Sector Structure Plan as refined by the Oran Park Precinct Indicative Layout Plan,
- Require the preparation of more detailed planning and design controls for important components of the Oran Park Precinct, and
- Promote high quality urban design outcomes within the context of environmental, social and economic sustainability.

1.3 Relationship to other Plans

This DCP should be read in conjunction with *State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Amendment No. 1)* (the SEPP) and other relevant State planning policies. This DCP should also be read in conjunction the following parts of *Camden Council Development Control Plan 2006*:

- Part C: Chapter 2 – Notification Procedures for Development Applications,
- Part D: Chapter 1 – Car Parking,
- Part D: Chapter 2 – Cut and Fill, Landforming Operations and Erosion and Sediment Control,
- Part D: Chapter 4 – Outdoor Advertising, and
- Part F: Chapters 1-6 and 8-9 – Specific Land uses.

and in conjunction the following Camden Council policies:

- Camden Council Policy 1.13 – Safer By Design,
- Camden Council Policy 1.15 – Building in Salinity Prone Environments,
- Camden Council Policy 3.11 – Erosion and Sediment Control,
- Camden Council Policy 3.12 – Management of Contaminated Lands (05/03/2008),
- Camden Council Policy 3.19 – Flood Risk Management Policy (10/04/2006), and
- Camden Council Policy 3.20 – Environmental Noise Policy (18/06/2008).

In the event of any inconsistency between this DCP and any other DCP or policy of Council, this DCP shall prevail to the extent of the inconsistency.

1.4 Structure of this Plan

This DCP is structured into two parts - Part A and Part B. Part A contains general objectives and controls that apply to development across the whole precinct. Each section contains a series of objectives and development controls. The objectives state what outcomes are to be achieved for future development. The development controls are intended to ensure that the stated objectives are met and that high quality

outcomes are delivered throughout the life of the development. The provisions relating to subdivision DAs are generally contained within Sections 1 – 7.1 of this DCP whilst the provisions relating to residential building DAs are generally contained in Sections 7 and 8.

Part A of this DCP is structured as follows:

Section 1: sets out the administrative provisions of the DCP.

Section 2: relates to the overall layout and vision for the future development of the precinct as well as the precinct wide controls for residential density, the provision of precinct wide infrastructure delivery and staging, and the hierarchy of centres and employment areas.

Section 3: relates to the street network including road design standards, the public transport network and the pedestrian and cycleway network.

Section 4: outlines the provision of public open space, landscaping and the provision of education, civic and community facilities.

Section 5: outlines the objectives and design principles relating to the Oran Park Town Centre, the Neighbourhood Centres, Oran Park Employment Area, the Denbigh Transition Area and the Northern Road and Cobbitty Road Interface Area.

Section 6: relates to general environmental management issues that apply across the entire Oran Park Precinct including riparian corridors, flood prone land, water cycle management, soils and salinity, Aboriginal and European heritage, bushfire hazard management, tree retention and biodiversity, contamination, odour and acoustics.

Section 7: relates to neighbourhood and subdivision approval process, subdivision design, streetscape and architectural design, setbacks, corner lots, zero lot lines, dwelling height, massing and siting, private open space, garages, access and parking, studios / Fonzie flats, dual occupancies, mixed use and high density housing, safety and surveillance, fencing and cut and fill.

Section 8: relates to solar access and natural daylight, visual and acoustic privacy, floor to ceiling heights, sustainable building design, stormwater and construction management, waste management and site facilities and servicing.

Appendix A: Glossary - contains the definitions for a number of specific terms used in this DCP that are not defined within the SEPP.

Appendix B: Part B Development Control Plans.

Appendix C: Exempt and Complying Development.

Appendix D: Complying Lot Provisions.

As noted above, Section 5 of Part A contains the broad level objectives, controls and design principles for specific areas within the Precinct. These areas require the preparation of more detailed planning and design controls in the form of a Part B amendment to this DCP, prior to the approval of development within certain areas within the precinct. The areas that are subject to Part B DCP amendments are shown in the figure at **Appendix B** and are as follows:

- the Oran Park Town Centre,
- the Northern and Southern Neighbourhood Centres,
- the Oran Park Employment Area,
- the Denbigh Transition Area, and
- land containing a Riparian Protection Area.

In addition, where an applicant proposes to significantly depart from the provisions of Part A of this DCP, a Part B DCP may be prepared by an applicant for a particular sub-precinct. Minor variations to these controls will be addressed on a case-by-case basis without the need for a DCP amendment.

A Part B DCP amendment may be prepared by an applicant, in consultation with the Council and the Department of Planning and Infrastructure, and will be incorporated into this DCP as an amendment, subject to adoption by the Director-General. Where an inconsistency exists, provisions within a Part B DCP prevail over Part A.

Development only for the purposes of remediation, environmental landscape works and other minor works that, in the opinion of Council, do not predetermine an outcome on the land covered by the Part B amendment, is permitted to be undertaken within these areas, with consent, prior to the adoption of a Part B DCP amendment. A DA for other development may be submitted subsequent to the lodgement of a Part B DCP amendment and assessed concurrently by Council.

The Part B DCPs will focus on the design of the built form, in particular issues such as building siting, architectural design and articulation, active frontages, materials and finishes, and internal amenity (for residential uses) etc. They will also address the detailed design of the public domain, particularly within the town and neighbourhood centres. **Appendix B** of this DCP sets out the matters to be addressed within a Part B DCP amendment.

Variations to Development Controls and the Indicative Layout Plan

Council may grant consent to a proposal that does not comply with the controls, providing the intent of the controls is achieved. Similarly, Council may grant consent to a proposal that varies from the Indicative Layout Plan (ILP), where the variation is minor and the proposal remains generally consistent with the ILP and the key development objectives of the DCP. As such, each DA will be considered on its merits. Where a variation is sought it must be justified in writing indicating how the development meets the intent of the

objectives of the relevant control and / or is generally consistent with the ILP.

Developer Design Guidelines

In addition to the provisions of this DCP, a developer may implement and administer further building and landscape design guidelines to ensure a high quality built product. Such guidelines are not to be inconsistent with this DCP. To assist residents and their designers, a developer may also implement a Design Review Committee to review development proposals for compliance with the Design Guidelines prior to their formal submission to Council.

Review

The Department of Planning and Infrastructure may review this DCP from time to time to ensure that the State Government's objectives for the Oran Park Precinct continue to be met.

1.5 Exempt and Complying Development

Exempt Development

Development specified in **Schedule 1** of **Appendix C** that meets the standards for the development contained in that Schedule and that complies with the requirements of this Part is exempt development.

1. To be exempt development, the development:

   - must meet the relevant deemed-to-satisfy provisions of the Building Code of Australia, and
   - must not, if it relates to an existing building, cause the building to contravene the Building Code of Australia, and
   - must not be designated development, and
   - must not be carried out on land that comprises, or on which there is, a heritage item that is listed on the State Heritage Register under the *Heritage Act 1977* or that is subject to an interim heritage order under the *Heritage Act 1977*, and
   - must not be carried out in an environmentally sensitive area for exempt or complying development (as defined in clause 18 of the SEPP), and
   - must not be carried out on land shown as a Riparian Protection Area on the land use zoning maps.

2. Development that relates to an existing building that is classified under the Building Code of Australia as class 1b or class 2—9 is exempt development only if:

   - the building has a current fire safety certificate or fire safety statement, or
   - no fire safety measures are currently implemented, required or proposed for the building.

Note: Specifying a type of development as exempt development does not authorise the contravention of any condition of development consent applying to the land on which the exempt development is carried out, nor does it remove the need for any approval that may be required under other legislation.

Complying Development

1. Development cannot be complying development if:

   - it is on land that is critical habitat of an endangered species, population or ecological community (identified under the *Threatened Species Conservation Act 1995* or the *Fisheries Management Act 1994*), or

   - it is on land within a wilderness area (identified under the Wilderness Act 1987), or

   - the development is designated development, or

   - it is on land shown as Riparian Protection Area on the land use zoning maps, or

   - the development is on land that comprises, or on which there is, an item of environmental heritage (that is listed on the State Heritage Register or in Schedule 5 of *State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Amendment No. 1*) or that is subject to an interim heritage order under the *Heritage Act 1977*), or

   - the development requires concurrence (except a concurrence of the Director-General of the Department of Environment and Climate Change in respect of development that is likely to significantly affect a threatened species, population, or ecological community, or its habitat (identified under the *Threatened Species Conservation Act 1995*), or

   - must not be carried out in an environmentally sensitive area for exempt or complying development (as defined in clause 18 of the SEPP), or

   - the development requires the removal of a tree or bushland, or

   - it contravenes any restriction on the land imposed by Council within the 88B and/or 88E instrument, or

   - the land is below the 1% AEP flood level or the floor level of a habitable room is not 600mm above the 1% flood level, or

   - the land was previously used as: a gas works; a service station; a sheep or cattle dip; intensive agriculture; mining or extractive development; for the manufacturing of chemicals; waste storage or waste treatment; asbestos or asbestos products manufacture; and a notice of completion of remediation work for the proposed use has not been given to the local council in accordance with *State Environmental Planning Policy No. 55 – Remediation of Land*, or

   - the land is within an identified odour buffer to a poultry farm, or

   - the land is within 500m of a sewage treatment plant.

2. Development specified in Schedule 2 of **Appendix C** that is carried out in compliance with:

   - the development standards specified in relation to that development, and

   - the requirements of this Part,

   is complying development.

3. To be complying development, the development must:

   - be permissible, with consent, in the zone in which it is carried out, and

   - meet the relevant deemed-to-satisfy provisions of the Building Code of Australia.

4. A complying development certificate for development specified in Schedule 2 of **Appendix C** is subject to the conditions set out in Schedule 3 of **Appendix C**.

Note:

- Section 76A (6) of the Act provides that certain development, such as designated development, or development requiring the concurrence of another body, or development on land comprising, or on which there is, a heritage item, cannot be complying development.

- Under section 76A of the Act, development consent for the carrying out of complying development may be obtained by the issue of a complying development certificate.

- Specifying a type of development as complying development does not authorise the contravention of any condition of development consent applying to the land on which the complying development is carried out, nor does it remove the need for any approval that may be required under other legislation.

- See also clause 33AA (3) of the SEPP which provides that the conversion of fire alarms is complying development in certain circumstances.

1.6 Table of Amendments

Amendment No.	Adopted Date	Description of Changes
Original	4 December 2007	N/A
1	12 November 2008	Insertion of Part B Section (Part B1 – Sales and Marketing Centre)
2	20 May 2009	Insertion of new Part B Section (Part B2 – Riparian Protection Area) and minor Part A amendments
4	15 October 2011	Insertion of Part B Section (Part B1 – Oran Park Town Centre, which replaced Sales and Marketing Centre) and minor Part A amendments
5	13 August 2014	Housing Diversity Package
5a	27 August 2014	Changes to master plan for Civic Precinct (Part B1 – Oran Park Town Centre)
6	19 January 2016	Changes to master plan for Civic Precinct (Part B1 – Oran Park Town Centre)
7	13 September 2016	Insertion of new Part B Section (Part B3 – Denbigh Transition Area)
8	30 November 2016	Amendment to Part A of the DCP regarding changes to minimum lot sizes for semi-detached dwellings and minor changes to lot mix controls
9	11 April 2017	Amendment to Part A of the DCP to ILP and DCP Figures including changes to road hierarchy, layout and intersection arrangements and Transit Boulevard cross-section; review of provision of open space, community facility, school site and indicative child care centre locations; minor changes to child care centre controls; and relocation of planned medium density areas around the Oran Park Town Centre

Part A - Precinct Wide DCP

2. The Oran Park Precinct

This section of the DCP contains objectives and development controls relating to the overall layout and vision for the future development of the precinct, as well as the precinct-wide targets for residential density, the provision of precinct-wide infrastructure delivery and staging, and the hierarchy of centres and employment areas.

2.1 Indicative Layout Plan

The Indicative Layout Plan (ILP) at **Figure 2** illustrates the broad level development outcomes for the Oran Park Precinct. It outlines the development footprint, land uses, density ranges, open space and riparian corridors, major transport linkages and general location of community facilities and schools.

Objectives

a. To ensure development of the precinct is undertaken in a co-ordinated manner consistent with the South West Sector Structure Plan and the Oran Park Indicative Layout Plan.

Controls

1. All development is to be undertaken generally in accordance with the Indicative Layout Plan at **Figure 2** subject to compliance with the objectives and development controls set out in this DCP.

2. Where variation from the ILP is proposed, the applicant is to demonstrate that the proposed development is consistent with the Vision and Development Objectives for the precinct set out in **Section 2.2** and the Objectives and Controls at **Sections 2.3 – 2.5** of this DCP. The DCP may require amendment where significant variation is envisaged.

2.2 Vision and Development Objectives

Vision

The Oran Park Precinct will establish itself as a high quality urban environment founded on the principles of community pride, well-being, healthy living and educational excellence.

The precinct will encompass a complete community incorporating live, work and play options. Housing densities will be higher than those traditionally delivered in Camden with a broad range of dwelling types provided across the precinct with a particular focus on attractive residential streetscapes structured around well connected, walkable neighbourhoods.

The Oran Park Town Centre and the Neighbourhood Centres west of The Northern Road will become the focal points for community interaction, civic and community facilities and retailing. Local work options will be provided through employment areas, local centres and home based activities.

West of The Northern Road will be a distinctive urban and semi-rural precinct that capitalises on the presence of the heritage listed Denbigh Homestead and areas with recognised scenic and landscape value. It will offer housing opportunities for new residents, who seek a lifestyle that is linked with the distinctive and memorable character of the area.

Key Development Objectives for the Oran Park Precinct

1. To facilitate urban development that meets environmental sustainability objectives.

2. To ensure all development achieves a high standard of urban and architectural design quality.

3. To promote housing that provides a high standard of residential amenity.
4. To ensure housing density targets are met through the provision of a range of housing types that offer greater diversity and affordability.
5. To create walkable neighbourhoods with good access to public transport.
6. To maximise opportunities for local employment and business.
7. To create vibrant, successful town and neighbourhood centres.
8. To provide social infrastructure that is flexible and adaptable.
9. To maximise opportunities for future residents to access and enjoy the outdoors.
10. To protect and enhance riparian corridors, significant trees and vegetation.
11. To ensure the timely delivery of critical infrastructure.
12. To service the future educational needs of the precinct though the delivery of quality places of learning.

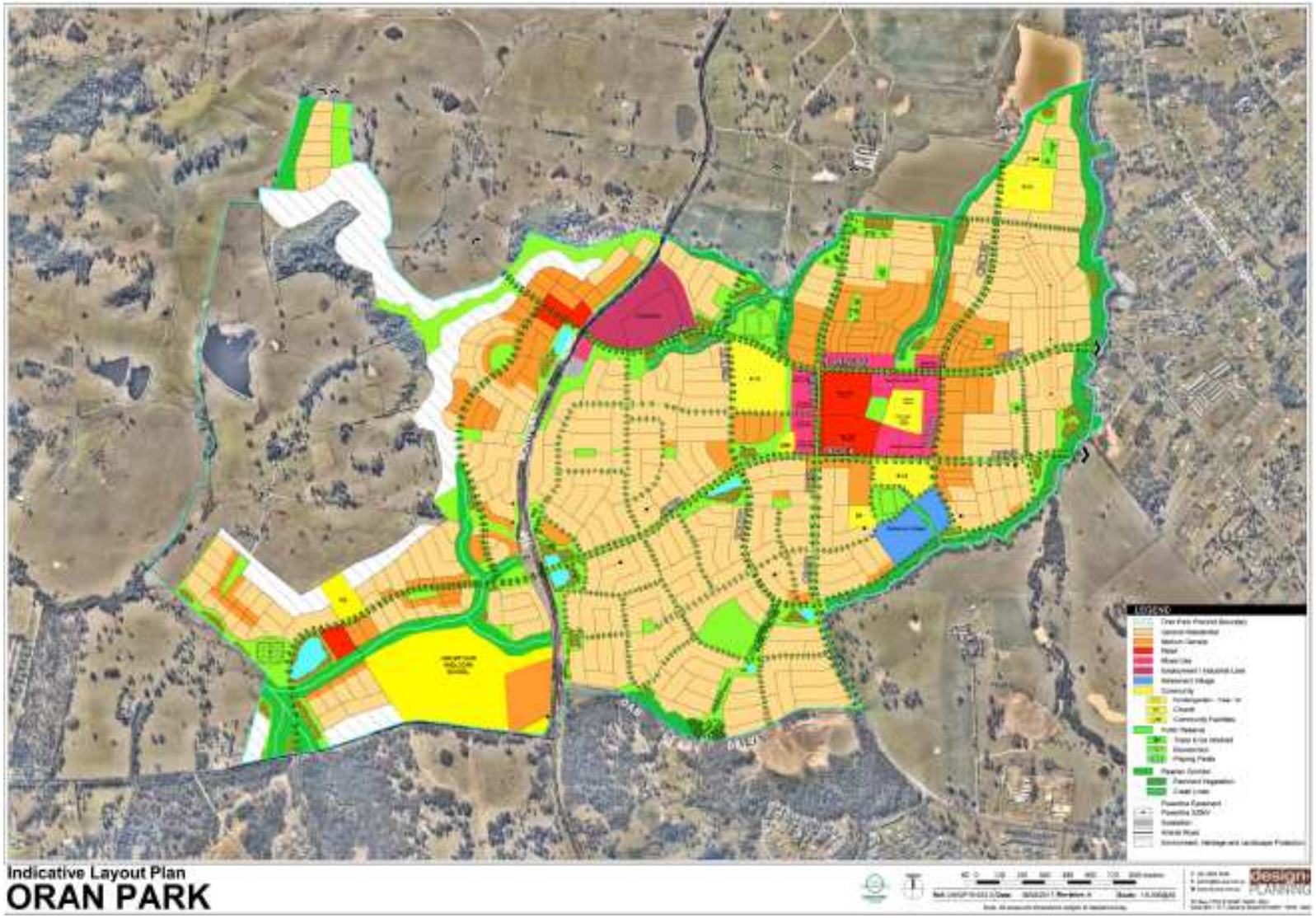


Figure 2: Oran Park Precinct Indicative Layout Plan

2.3 Residential Density Targets

Objectives

a. To ensure the residential density targets identified in the SEPP and confirmed through the ILP preparation process are achieved.

b. To provide a range of residential development densities and types for a wide variety of demographic and socio-economic groups.

Controls

1. The residential dwelling target for the Oran Park Precinct is 7,540. In order to ensure the residential dwelling targets are achieved, as part of a subdivision application, an applicant is to demonstrate to Council that the sub-precinct dwelling targets shown in **Figure 3** will be achieved. Subject to the agreement of Council and consultation with relevant landowners, dwelling yield may be 'traded' between sub-precincts as long as it meets the overall targets and objectives of the DCP and ILP. Where variation to the sub-precinct dwelling targets is proposed, an applicant is to demonstrate that the overall dwelling target of 7,540 dwellings for the precinct can still be achieved.

2.4 Infrastructure Delivery and Development Staging

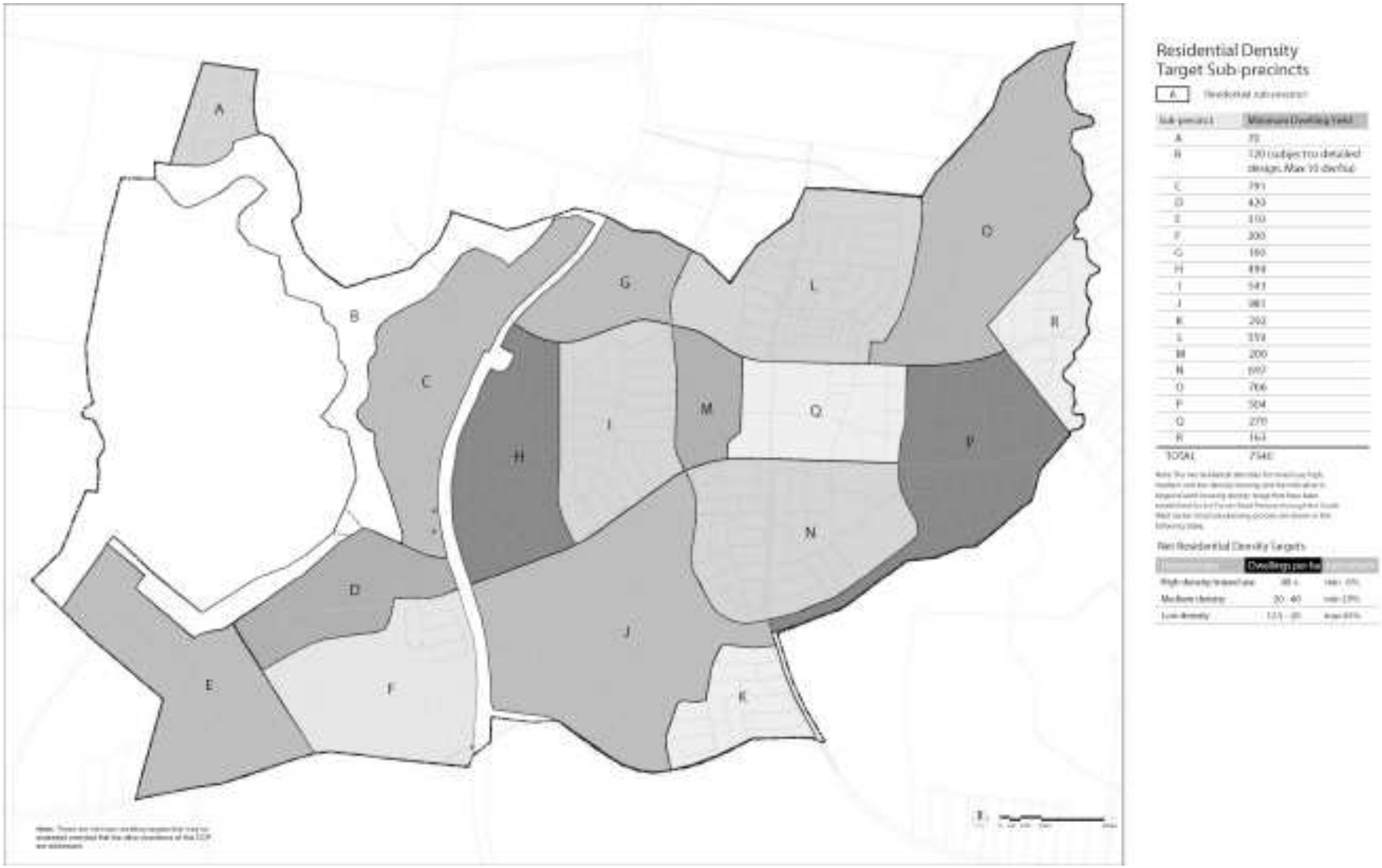
Objectives

a. To ensure the orderly development of the land and assist in the coordinated programming and provision of necessary infrastructure and community facilities.

Controls

1. Core infrastructure, services and facilities are to be established at the early stages of development consistent with the *Special Infrastructure Contributions Practice Note* and the *Oran Park and Turner Road Section 94 Contributions Plan*.

2. A staging plan for the sub-precinct as identified at **Figure 3** is to be prepared and submitted to Council as part of the first subdivision DA within that sub-precinct. The staging plan is to broadly identify the indicative residential dwelling targets, staging and delivery of future development areas as well as the intended provision of social and physical infrastructure required for that sub-precinct. Council may require an applicant to update the staging plan as development progresses.



Residential Density
Target Sub-precincts

A Residential sub-precinct

Sub-precinct	Minimum Dwelling Yield
A	70
B	120 (subject to detailed design, Max 10 dw/ha)
C	791
D	420
E	310
F	300
G	160
H	494
I	541
J	981
K	260
L	558
M	200
N	692
O	706
P	504
Q	270
R	163
TOTAL	7540

Note: The net residential densities for medium to high density and low density housing and the indicative yields in targeted sites (housing density range from base date established by the Oran Park Precinct through the Growth Centres Precinct Development Control Plan) will be monitored by Council and reported in the following table.

Net Residential Density Targets

	Dwellings per ha	
High-density/ mixed use	40 +	min. 5%
Medium density	20 - 40	min. 25%
Low density	12.5 - 20	max. 65%

Figure 3: Indicative Residential Dwelling Target Sub-Precincts

2.5 Hierarchy of Centres and Employment Areas

Objectives

a. To ensure an appropriate supply, distribution, and mix of retail, commercial and employment floor space across the precinct.

b. To ensure that the retail floor space within the Oran Park Precinct does not undermine the potential of existing and proposed centres within the region.

c. To encourage the early investment and delivery of employment generating development and retail uses to serve the population.

Controls

1. Development is to be consistent with **Table 1** and **Figure 4.**

Table 1: Hierarchy of Centres and Employment Areas

Centre / Employment Area	Characteristics
Oran Park Town Centre	The Oran Park Town Centre is approximately 24.6ha in area and located towards the centre of the Oran Park Precinct. The Town Centre will be the main centre for the southern portion of the South West Sector Growth Centre and will function as the retail and community focal point for the Oran Park and neighbouring precincts. The following floor space restrictions will apply: A maximum aggregate of 50,000m^2 Gross Lettable Area – Retail (GLAR) of retail premises. GLAR means the total area of a tenancy by the Property Council of Australia's Method of Measurement definition.
Northern Neighbourhood Centre	The Northern Neighbourhood Centre is approximately 2ha in area and is located in the north-west corner of the precinct. The centre will be anchored around a vibrant main street built form focused on 'East – West Road 1' and will offer an attractive, inviting and high quality public domain. The centre will also address the Northern Road, capitalising on exposure to this road. The centre will include a mix of neighbourhood scale retail and commercial activities (for example a small scale supermarket, speciality shops, restaurants / cafes, newsagent, tavern, real estate offices, commercial offices, medical suites) and highway orientated uses (for example service station, take away / fast food, car repairs and the like). The following floor space restrictions will apply: A maximum aggregate of 5,000m^2 GLAR shall apply to retail premises, with no individual retail premises (other than landscape supplies) having GLAR greater that 1,500m^2.
Southern Neighbourhood Centre	The Southern Neighbourhood Centre is approximately 1.8ha. It is located in the south west corner of the Precinct. Overlooking water, and sited on the 'Southern Boulevard (west)' in close proximity to the primary school and sports oval, the centre will serve as a community focal point for residents to the west of the Northern Road and in neighbouring localities to the south and west. The centre will provide neighbourhood scale retailing including small scale supermarket, speciality shops, restaurants / cafes, newsagent, tavern, real estate offices, commercial offices, medical suites, a service station and the like. The centre may also include shop top housing, apartments and / or townhouses. The following floor space restrictions will apply: A maximum aggregate of 5,000m^2 GLAR shall apply to retail premises, with no individual retail premises (other than landscape supplies) having a GLAR greater that 1,500m^2.
Oran Park Employment Area	The Oran Park Employment Area is approximately 18ha in area and is located in the northern portion of the precinct. It may provide for a range of industrial, light industrial, warehouse, and distribution uses. Higher employment generating uses will be preferred over low intensity uses.

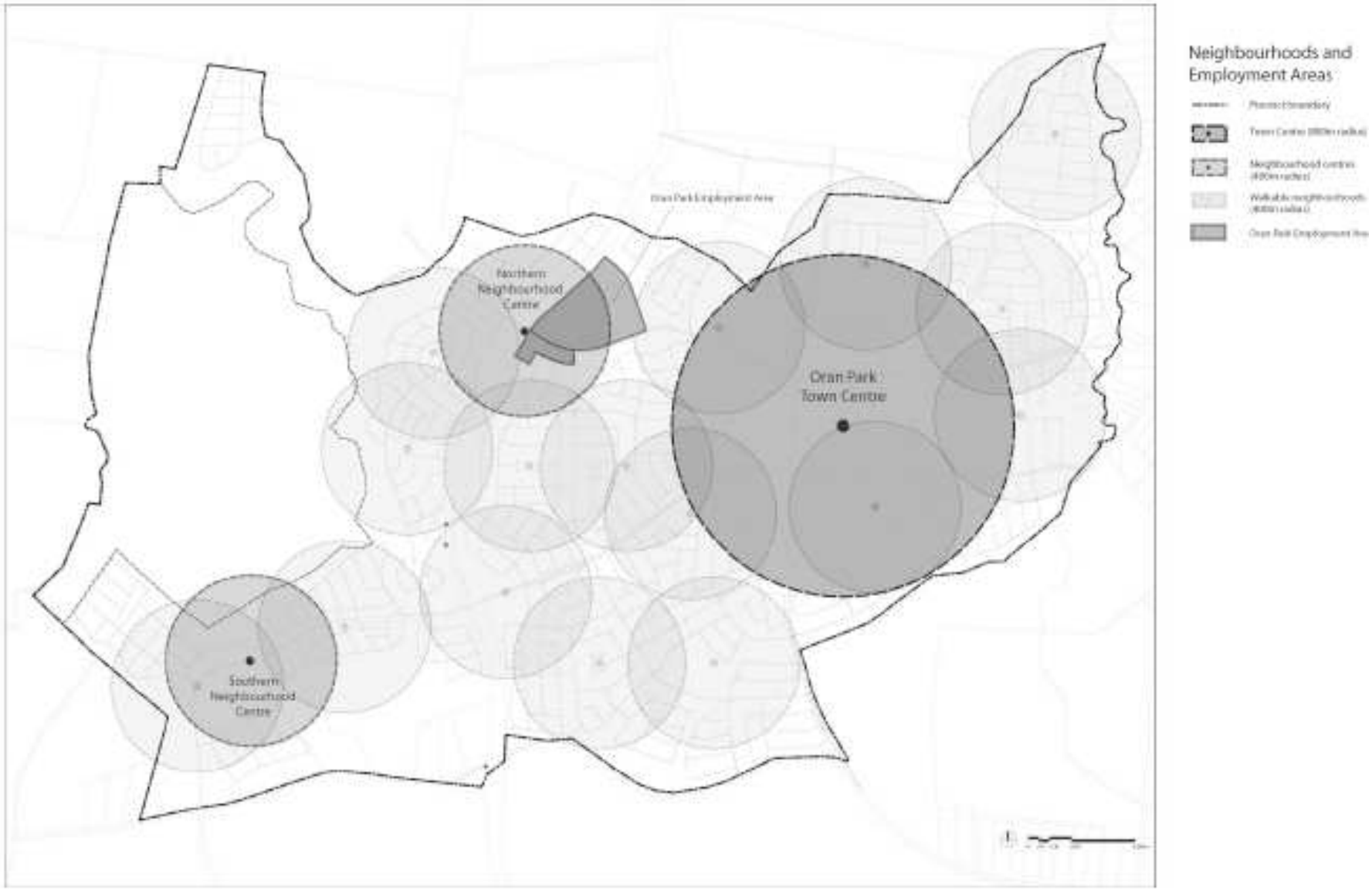


Figure 4: Neighbourhood Centres and Employment Areas

3. Access and Movement

This section contains the objectives and development controls relating to the street network, street design standards, the pedestrian and cycleway network and the public transport network.

3.1 Street Network Layout and Design

Objectives

a. To provide a hierarchy of interconnected streets that gives safe, convenient and legible access within and beyond the precinct.

b. To ensure that the hierarchy of the streets is clearly discernible through variations in carriageway width, on-street parking, incorporation of water sensitive urban design measures, street tree planting, and pedestrian amenities.

c. To provide a safe and convenient public transport, pedestrian and cycleway network.

d. To ensure a high quality, functional, safe, legible and visually attractive public domain.

Controls

1. The street network is to be provided generally in accordance with **Figure 2** and **Figure 5.** Where any variation to the residential street network indicated with **Figure 2** and **Figure 5** is proposed, the alternative street network is to be designed to achieve the following principles:

   - establish a permeable network that is based on a modified grid system,
   - encourage walking and cycling and reduce travel distances,
   - maximise connectivity between residential areas and community facilities, open space and centres,
   - take account of topography and accommodate significant vegetation,
   - optimise solar access opportunities for dwellings,
   - provide frontage to and maximise surveillance of open space and riparian corridors,
   - provide views and vistas to landscape features and visual connections to nodal points and centres,
   - maximise the use of water sensitive urban design measures, and
   - minimise the use of cul-de-sacs. If required, the maximum number of dwellings to be served by the head of a cul-de-sac is 6.

2. Streets are to be provided in accordance with **Tables 2-9**. The dimensions shown on these typical diagrams are minimums only. Alternative street designs may be permitted on a case by case basis if they preserve the functional objectives and requirements of the design standards.

3. Where local streets are proposed with the minimum cross-section provided for by **Table 8** or **Table 9**, they:

   - should provide front loaded access to no more than a total of 30 allotments, including any battle-axe lots,

- should be less than 200m in length, and
- should preferably be located adjoining parkland, riparian corridor or other type of open space or should play a minor role in the road network, providing low volume linkages and connections to more significant roads.

4. Except where otherwise provided for in this DCP, all streets and roundabouts are to be designed and constructed in accordance with the minimum requirements set out in the *Camden Council Engineering Design and Construction Specifications.* In particular:

   - intersection treatments are required to clearly identify the road hierarchy and create well defined intersections,
   - traffic islands and slow points are to be constructed of concrete or paving. Extended speed humps (i.e. plateaus) are not permitted for traffic calming,
   - roundabouts on non-bus route locations are to be designed to accommodate heavy vehicles, and
   - road pavement shall be asphalt. Coloured asphalt, concrete or paving bricks may be used to define cycle lanes, car parking spaces or at intersections.

5. For all local streets and access ways, traffic management, i.e. road layout and / or speed reducing devices, are to be used to produce a low speed traffic environment. Such traffic management devices are to be identified at subdivision DA stage.

6. Intersection spacing and design should be consistent with the following best practice guidelines:

   - the minimum distance from an access place or road to a collector road is to be 60 metres if the junction is on the same side of the road, or 40 metres if it is staggered on the opposite side of the road,
   - the minimum distance between collector roads is to be 120 metres if the junction is on the same side, or 100 metres if it is staggered on the opposite side of the road, and
   - intersections are to be either T-junctions or roundabouts. Where 4-way intersections are proposed, traffic is to be controlled, where appropriate, by lights, roundabouts, median strips or signage.

7. Turning heads at the end of a cul-de-sac are to be consistent with the following design principles:

   - a turning area shall provide sufficient area for a “large (12m long) rigid truck” to make a three point turn or turn without reversing,
   - the minimum dimension for a cul-de-sac turning head is 9m radius (where no central island exists),
   - lot configurations that discourage parking in the manoeuvring area are preferred, and

- "T" configuration turning heads will be considered where they allow efficient and safer manoeuvring for waste service collection and other delivery vehicles.

8. Where roads are adjacent to public reserves or riparian corridors, the verge widths may be reduced to a minimum of 1m, subject to footpaths, public utilities, bollards and fencing being adequately provided for and APZs and riparian corridors requirements being addressed.

9. Any private road is to be designed and built in accordance with the *Camden Council Engineering Design and Construction Specifications.* Details must be shown on the engineering construction drawings that must be submitted prior to the issue of the Occupation or Subdivision Certificate (whichever occurs first).

10. Street trees are required on all streets. Street planting is to:

- be used consistently 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 include endemic species,
- maintain adequate lines of sight for vehicles and pedestrians, especially around driveways and street corners,
- provide appropriate shade, and
- provide an attractive and interesting landscape character without blocking the potential for street surveillance.

11. Any proposal for street tree planting within the road reserve (i.e. carriageway and footpath) is to include appropriate detailed design that addresses access and manoeuvrability of heavy vehicles, street sweepers and cars, the impact of the root system on the carriageway, ongoing maintenance of the tree and carriageway, and the relationship with future driveway access points. It must also address any adverse impact on available on-street parking, especially in higher density areas.

12. The location and design of signage, street furniture and street lighting is to be indicated on the engineering construction drawings.

Note: Locating entry signage and the like within a public road reserve is subject to Council agreement.

13. The design of all signage, street furniture and street lighting is to be consistent with Council's *Landscape and Streetscape Elements Manual for Camden* and 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,

- of a colour and construction agreed by Council, and
- consistent with any relevant Australian Standard including the AS / NZS 1158 series for street lighting.

14. No direct vehicular site access is permitted to The Northern Road. Direct vehicular site access to the proposed transit boulevard and the 4 lane sub-arterial roads will be considered to town and neighbourhood centres in exceptional circumstances only, such as for large scale developments and / or the servicing of multiple developments. Direct vehicular site access to 2 lane sub-arterial roads will be determined on merit having regard to traffic volumes, traffic speeds and the location of cycleways.

15. The minimum kerb radii for intersections of local roads shall be 7.5m, subject to a minimum verge width of 3.5m. The kerb radii may need to be increased to facilitate truck turning requirements, services, drainage, intersection sight distance or other specific design criteria. Note: The minimum kerb radii is based on sight distance being available for a street pattern based on a modified grid. Curvilinear streets may require increased kerb radii and boundary splays to achieve sight distance requirements.

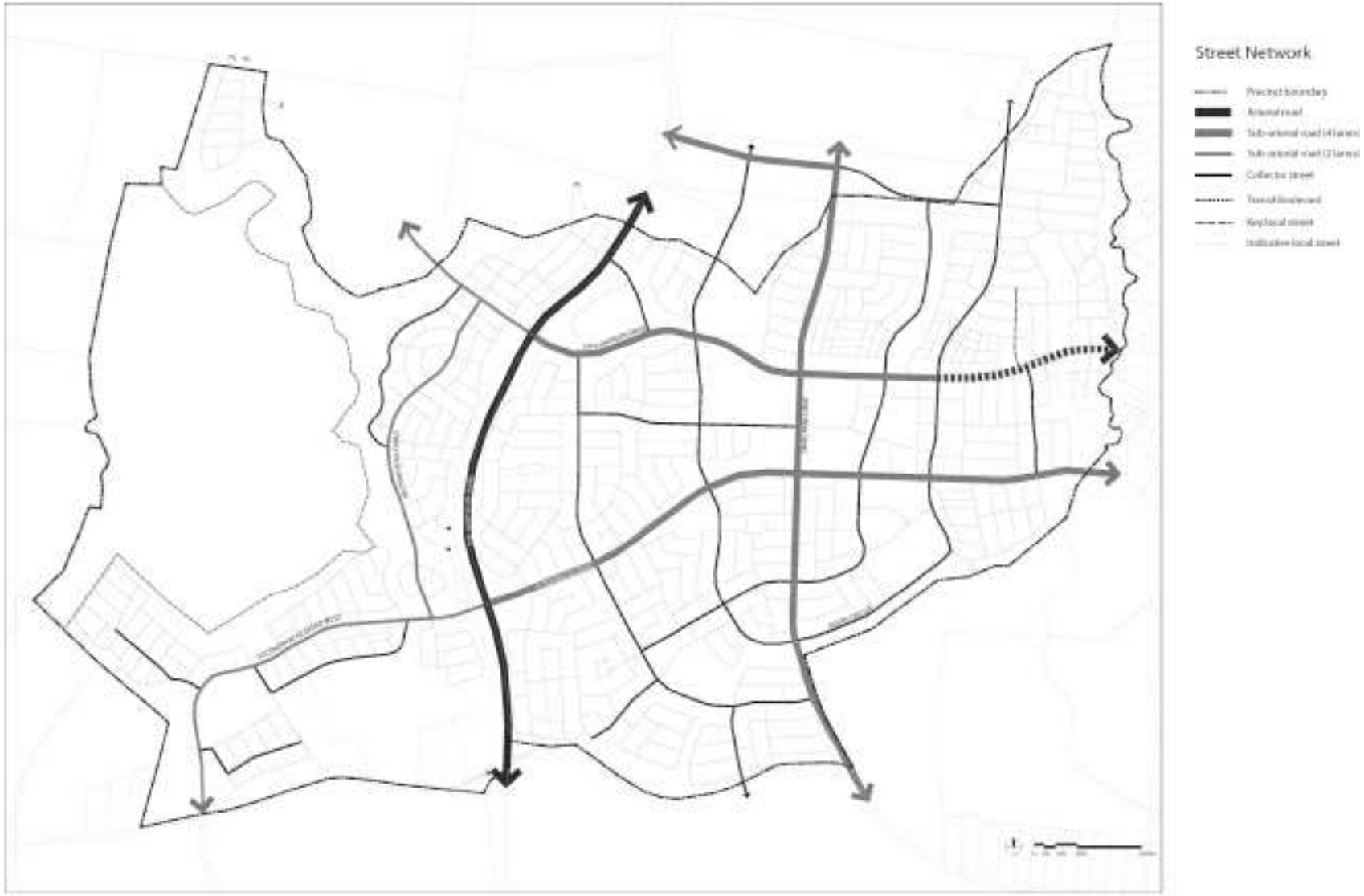


Figure 5: Street Network Plan

Table 2: Transit Boulevard (Typical Minimum Cross section)

Verge			Carriageway			Verge			Total
Planting	Footpath	Offset	Lane	Median	Lane	Offset	Footpath	Planting	
1.5	1.5	0.5	8.7	5.0	8.7	0.5	1.5	1.5	29.4
3.5			22.4			3.5			

Notes:

(1) The carriageway is measured from face of kerb to face of kerb.

(2) The lane width consists of a 2m cycle lane, 3.5m kerbside travel lane and a 3m travel lane.*

** a 2.5m off-road shared pedestrian and cycle share path will be required to be constructed if a cycle lane is not provided.*

(3) On-street parking is not permitted on the Transit Boulevard, except where the road adjoins a town or neighbourhood centre, where an additional parking lane may be provided.

(4) The individual sections within the verge may need to be wider if light poles / trees are to be located within those sections to provide clearance for motorists and cyclists in accordance with the relevant standards.

(5) No direct vehicular access to individual lots is permitted, except where the road adjoins a town or neighbourhood centre, where direct vehicular site access will be considered in exceptional circumstances only (refer to clause 3.1 (14)).

(6) Tree species selection and spacing of trees will need to take into consideration the location of the trees and the impact on on-street activities such as street sweeping.

(7) Tree planting is not permitted within the carriageway.

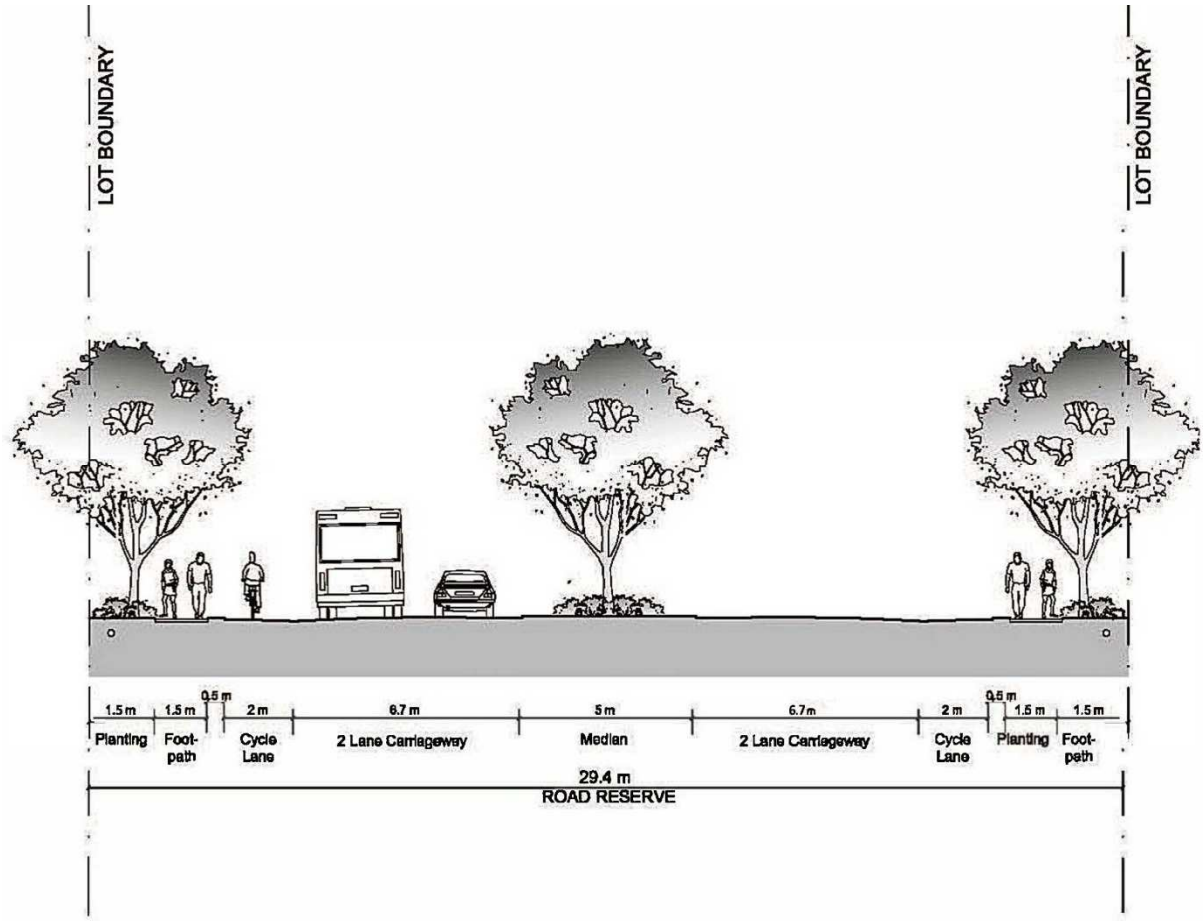


Figure 6: Indicative Layout of a Transit Boulevard

Table 3: Four Lane Sub-Arterial (Typical Minimum Cross Section)

Verge			Carriageway			Verge			Total
Offset	Shared path	Planting	Lane	Median	Lane	Planting	Shared path	Offset	
0.6	3.0	1.8	6.7	4.2	6.7	1.8	1.5	0.6	26.9
5.4			17.6			3.9			

Notes:

(1) *The carriageway is measured from face of kerb to face of kerb.*

(2) *The lane width consists of a 3.5m kerbside travel lane and a 3.2m travel lane.*

(3) *The median is designed to accommodate right turning lanes.*

(4) *On-street parking is not permitted on four lane sub-arterial roads, except where the road adjoins a town or neighbourhood centre, where an additional parking lane may be provided.*

(5) *The individual sections within the verge may need to be wider if light poles / trees are to be located within those sections to provide clearance for motorists and cyclists in accordance with the relevant standards.*

(6) *No direct vehicular access to individual lots is permitted, except where the road adjoins a town or neighbourhood centre, where direct vehicular site access will be considered in exceptional circumstances only (refer to clause 3.1 (14)).*

(7) *Tree species selection and spacing of trees will need to take into consideration the location of the trees and the impact on on-street activities such as street sweeping.*

(8) *Tree planting is not permitted within the carriageway.*

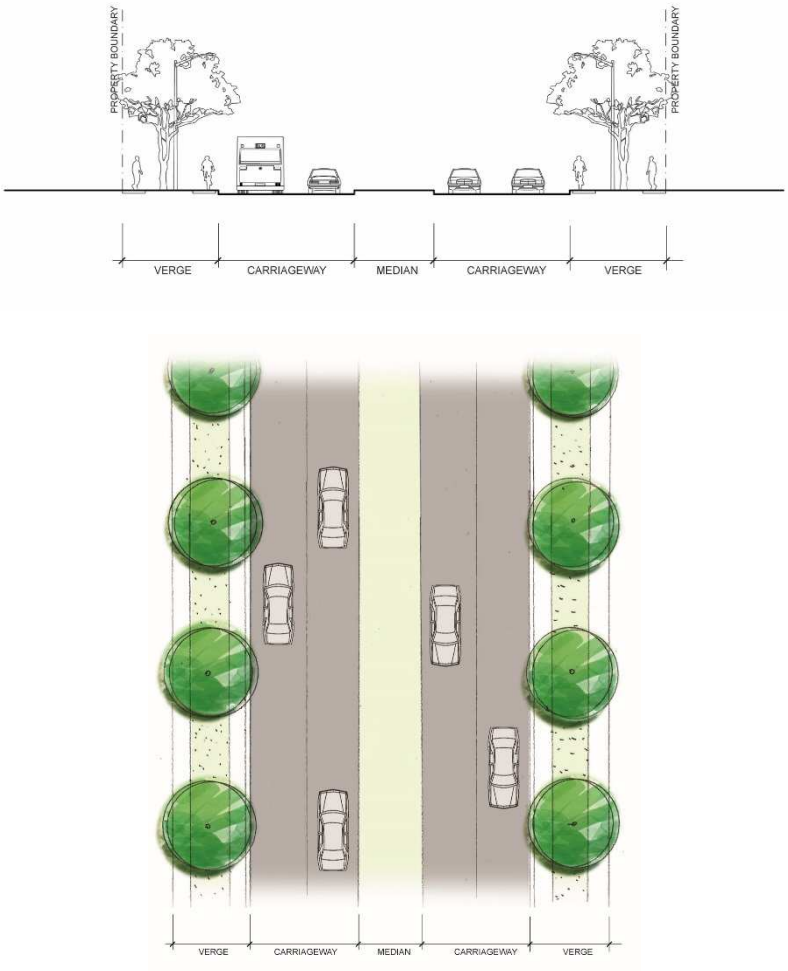


Figure 7: Indicative Layout of a Four Lane Sub-Arterial

*Note: This figure is indicative only, not to scale and should not be used to determine the road dimensions or layout. The dimensions and layout are defined in **Table 3**.*

Table 4: Two Lane Sub-Arterial (Typical Minimum Cross Section)

Verge			Carriageway		Verge			Total
Offset	Shared Path	Planting	Lane	Lane	Planting	Footpath	Offset	
0.6	2.5	1.5	5.6	5.6	1.5	1.2	0.6	19.1
4.6			11.2		3.3			

Notes:

(1) *The carriageway is measured from face of kerb to face of kerb.*

(2) *The lane width consists of a 2.1m parking lane and a 3.5m travel lane. Linemarking of the road centre-line only is required. If the parking lane is proposed to be linemarked, the lane width shall be increased to 5.8m (2.3m parking lane and 3.5m travel lane).*

(3) *Direct access to individual lots may be permitted, depending on the circumstances. Where a 2 lane sub-arterial road is proposed to be access denied, the parking lane may not be required (however, a parking lane may be required if the road is adjacent to local shops, open space, playing fields, schools or the like). Where a parking lane is not required, the carriageway shall be a minimum of 9.6m wide (consisting of two 4.8m lanes).*

(4) *The individual sections within the verge may need to be wider if light poles / trees are to be located within those sections to provide clearance for motorists and cyclists in accordance with the relevant standards.*

(5) *Tree species selection and spacing of trees will need to take into consideration the location of the trees and the impact on on-street activities such as street sweeping and garbage collection, where permitted.*

(6) *Where a cycle lane or shared path is a designated commuter route, and where direct access to lots is permitted, the lane / path may be required to have a greater setback from the property boundary.*

(7) *For roads adjacent to riparian corridors or other similar non-residential land (e.g. golf course, water supply canal) the verge on the non-residential side may be reduced to 1.0m wide. However, the verge width may be required to be wider if trunk services or a shared path or cycle lane are proposed to be located in this verge area.*

(8) *Tree planting is not permitted within the carriageway.*

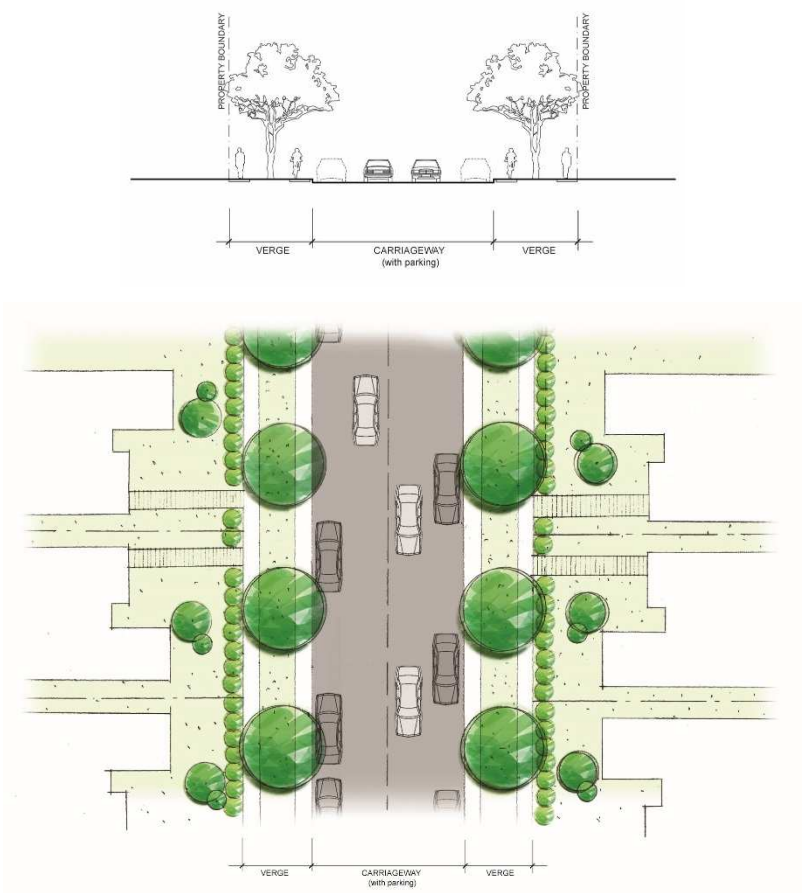


Figure 8: Indicative Layout of a Two Lane Sub-Arterial Road

Note: This figure is indicative only, not to scale and should not be used to determine the road dimensions or layout. The dimensions and layout are defined in ***Table 4****.*

Table 5: Two Lane Sub-Arterial with Optional Median (Typical Minimum Cross Section)

Verge			Carriageway			Verge			Total
Offset	Shared Path	Planting	Lane	Median	Lane	Planting	Shared Path	Offset	
0.6	2.5	1.5	5.6	2.0	5.6	1.5	1.2	0.6	21.1
4.6			13.2			3.3			

Notes:

(1) *The carriageway is measured from face of kerb to face of kerb.*

(2) *The lane width consists of a 2.1m parking lane and a 3.5m travel lane. If the parking lane is proposed to be linemarked, the lane width shall be increased to 5.8m (2.3m parking lane and 3.5m travel lane).*

(3) *If right turn lanes are required, the median shall be increased to 4.2m.*

(4) *Direct access to individual lots may be permitted, depending on the circumstances. Where a 2 lane sub-arterial road is proposed to be access denied, the parking lane may not be required (however, a parking lane may be required if the road is adjacent to local shops, open space, playing fields, schools or the like). Where a parking lane is not required, the minimum lane widths shall not be reduced.*

(5) *The individual sections within the verge may need to be wider if light poles / trees are to be located within those sections to provide clearance for motorists and cyclists in accordance with the relevant standards.*

(6) *Tree species selection and spacing of trees will need to take into consideration the location of the trees and the impact on on-street activities such as street sweeping and garbage collection, where permitted.*

(7) *Where a cycle lane or shared path is a designated commuter route, and where direct access to lots is permitted, the lane / path may be required to have a greater setback from the property boundary.*

(8) *For roads adjacent to riparian corridors or other similar non-residential land (e.g. golf course, water supply canal) the verge on the non-residential side may be reduced to 1.0m wide. However, the verge width may be required to be wider if trunk services or a shared path or cycle lane are proposed to be located in this verge area.*

(9) *Tree planting is not permitted within the carriageway.*

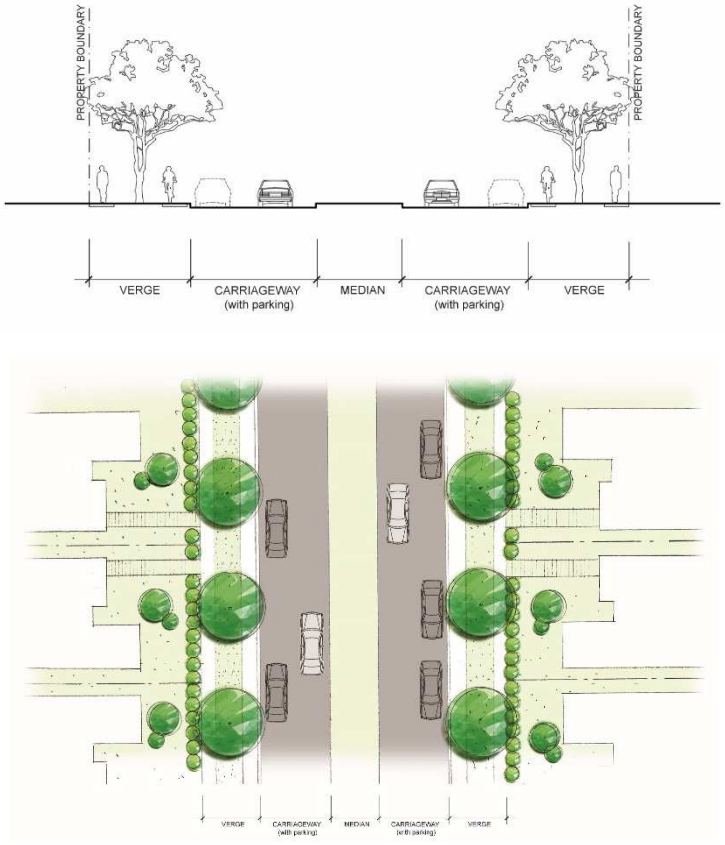


Figure 9: Indicative Layout of a Two Lane Sub-Arterial Road (with Optional Median)

*Note: This figure is indicative only, not to scale and should not be used to determine the road dimensions or layout. The dimensions and layout are defined in **Table 5**.*

Table 6: Collector Road (Typical Minimum Cross Section)

Verge			Carriageway		Verge			Total
Offset	Shared Path	Planting	Lane	Lane	Footpath	Offset	Offset	
0.6	2.5	1.5	5.2	5.2	1.5	1.2	0.6	18.3
4.6			10.4		3.3			

Notes:

(1) *The carriageway is measured from face of kerb to face of kerb.*

(2) *The lane width consists of a 2.1m parking lane and a 3.1m travel lane. Linemarking of the road centre-line only may be required. If the parking lane is proposed to be linemarked, the lane width shall be increased to 5.4m (2.3m parking lane and 3.1m travel lane).*

(3) *Direct access to individual lots is permitted. Where a collector road is proposed to be access denied, the parking lane may not be required (however, a parking lane may be required if the road is adjacent to local shops, open space, playing fields, schools or the like). Where a parking lane is not required, the carriageway shall be a minimum of 9.6m wide (consisting of two 4.8m lanes).*

(4) *The individual sections within the verge may need to be wider if light poles / trees are to be located within those sections to provide clearance for motorists and cyclists in accordance with the relevant standards.*

(5) *Tree species selection and spacing of trees will need to take into consideration the location of the trees and the impact on on-street activities such as street sweeping and garbage collection.*

(6) *For roads adjacent to riparian corridors or other similar non-residential land (e.g. golf course, water supply canal) the verge on the non-residential side may be reduced to 1.0m wide. However, the verge width may be required to be wider if trunk services or a shared path or cycle lane are proposed to be located in this verge area.*

(7) *Any proposed tree planting within the carriageway must be in accordance with the recommendations of a Traffic Study submitted with the application. Where proposed on both sides of the road, the carriageway shall be a minimum of 11.2m consisting of two 3.5m lanes and two 2.1m parking / planting lanes. Where proposed on one side of the road only, the carriageway shall be a minimum of 10.1m, consisting of two 4.0m lanes and one 2.1m parking / planting lane.*

(8) *The outer edge of any planting areas is to be no more than 1.8m from the outer edge of the carriageway.*

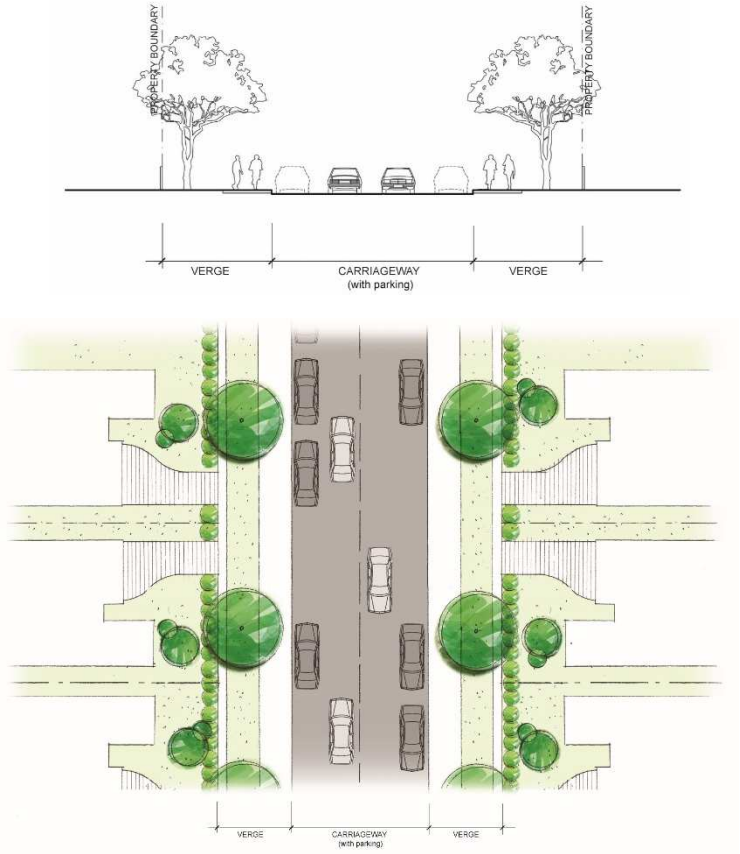


Figure 10: Indicative Layout of a Collector Road

Note: This figure is indicative only, not to scale and should not be used to determine the road dimensions or layout. The dimensions and layout are defined in ***Table 6****.*

Table 7: Collector Road with Optional Median (Typical Minimum Cross Section)

Verge			Carriageway			Verge			Total
Offset	Shared Path	Planting	Lane	Median	Lane	Planting	Shared Path	Offset	
0.6	2.5	1.5	5.6	2.0	5.6	1.5	1.2	0.6	21.1
4.6			13.2			3.3			

Notes:

(1) *The carriageway is measured from face of kerb to face of kerb.*

(2) *The lane width consists of a 2.1m parking lane and a 3.5m travel lane. If the parking lane is proposed to be linemarked, the lane width shall be increased to 5.8m (2.3m parking lane and 3.5m travel lane).*

(3) *Direct access to individual lots is permitted. Where a collector road is proposed to be access denied, the parking lane may not be required (however, a parking lane may be required if the road is adjacent to local shops, open space, playing fields, schools or the like). Where a parking lane is not required, the minimum lane widths shall not be reduced.*

(4) *The individual sections within the verge may need to be wider if light poles / trees are to be located within those sections to provide clearance for motorists and cyclists in accordance with the relevant standards.*

(5) *Tree species selection and spacing of trees will need to take into consideration the location of the trees and the impact on on-street activities such as street sweeping and garbage collection.*

(6) *For roads adjacent to riparian corridors or other similar non-residential land (e.g. golf course, water supply canal) the verge on the non-residential side may be reduced to 1.0m wide. However, the verge width may be required to be wider if trunk services or a shared path or cycle lane are proposed to be located in this verge area.*

(7) *Tree planting is not permitted within the carriageway.*

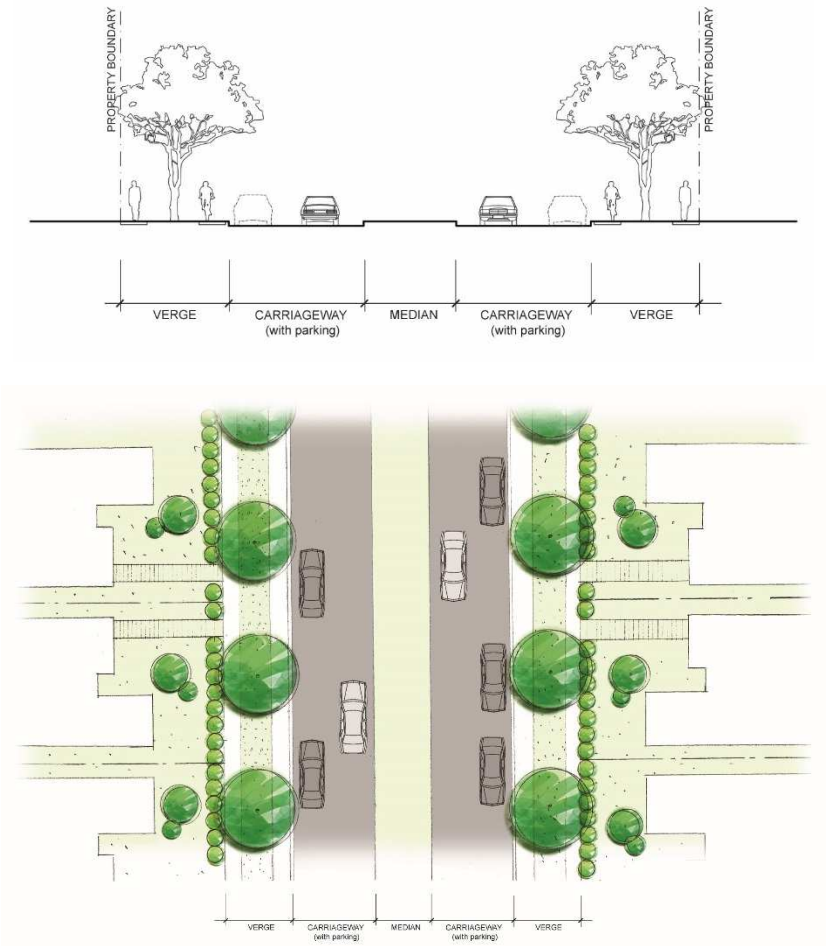


Figure 11: Indicative Layout of a Collector Road (with Optional Median)

Note: This figure is indicative only, not to scale and should not be used to determine the road dimensions or layout. The dimensions and layout are defined in ***Table 7****.*

Table 8: Local Street (Typical Minimum Cross Section)

Verge			Carriageway		Verge		Total
Offset	Footpath	Planting	Lane	Lane	Planting	Offset	
0.6	1.2	1.7	3.7	3.7	2.9	0.6	14.4
3.5			7.4		3.5		

Notes:

(1) *The carriageway is measured from face of kerb to face of kerb.*

(2) *The carriageway width allows for two vehicles to pass adjacent to a parked car or one vehicle to pass between two parked cars. The parking and travel lanes or centre-line shall not be line-marked.*

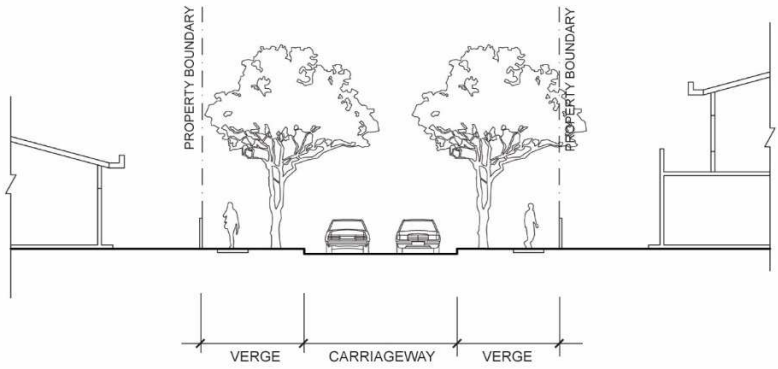
(3) *A roll kerb is required if the minimum carriageway width is proposed. Where a barrier kerb is proposed, the carriageway shall be increased to 7.6m.*

(4) *Tree species selection and spacing of trees will need to take into consideration the location of the trees and the impact on on-street activities such as street sweeping and garbage collection.*

(5) *For roads adjacent to riparian corridors or other similar non-residential land (e.g. golf course, water supply canal) the verge on the non-residential side may be reduced to 1.0m wide. However, the verge width may be required to be wider if trunk services are proposed to be located in this verge area.*

(6) *For local roads accessing larger lots, where there is minimal direct lot access and demand for on-street parking, consideration will be given to a reduced carriageway.*

(7) *Tree planting is not permitted within the carriageway.*



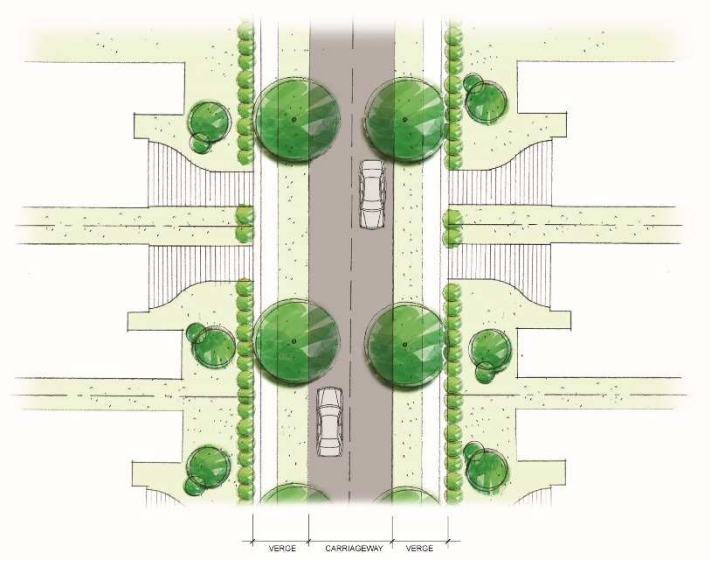


Figure 12: Indicative Layout of Local Street

*Note: This figure is indicative only, not to scale and should not be used to determine the road dimensions or layout. The dimensions and layout are defined in **Table 8**.*

Table 9: Local Street with Defined Planting Area and Parking in Carriageway (Typical Minimum Cross Section)

Verge			Carriageway			Verge			Total
Offset	Footpath	Planting	Planting/ Parking	Lane	Lane	Planting/ Parking	Planting	Offset	
0.6	1.2	1.7	2.1	2.75	2.75	2.1	2.9	0.6	16.7
3.5			2.1	5.5		2.1	3.5		

Notes:

(1) *The carriageway is measured from face of kerb to face of kerb.*

(2) *The outer edge of planting areas is to be no more than 1.8m from the outer edge of the carriageway.*

(3) *The length of planting areas are to be designed to discourage parking in the lane.*

(4) *The length of parking bays is to be designed to provide sufficient room for the parking of three vehicles, driveways and garbage collection.*

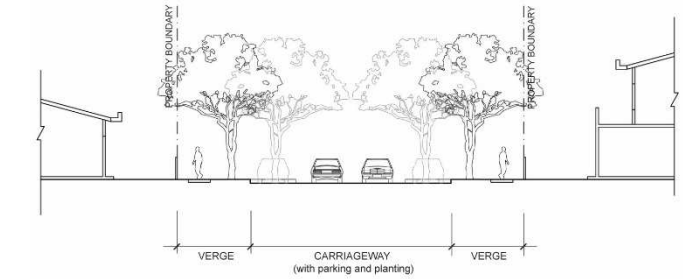
(5) *No linemarking or other delineation is allowed if the minimum parking bay width is proposed. If linemarking or other\ delineation is proposed, the parking bay width shall be increased to 2.3m.*

(6) *Tree species selection and spacing of trees will need to take into consideration the location of the trees and the impact on on-street activities such as street sweeping and garbage collection.*

(7) *The carriageway shall be designed with a cross fall from the centre line to the kerbs on the outer edges of the carriageway. Planting areas shall have a separate kerb edge, however, consideration will be given to appropriate means of using the planting bays for water sensitive urban design purposes.*

(8) *For roads adjacent to riparian corridors or other similar non-residential land (e.g. golf course, water supply canal) the verge on the non-residential side may be reduced to 1.0m wide. However, the verge width may be required to be wider if trunk services are proposed to be located in this verge area.*

(9) *Where planting / parking bays are proposed on one side of the road only, the lane widths shall be increased to 3.0m.*



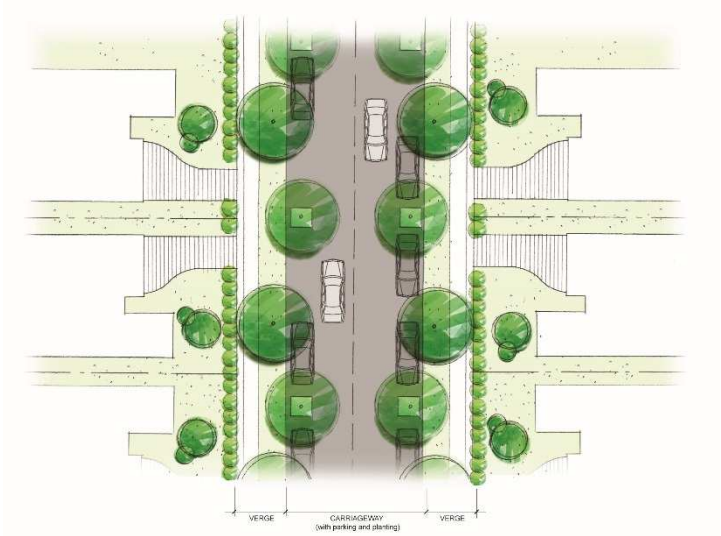


Figure 13: Indicative Layout of a Local Street (with Defined Planting and Parking in Carriageway)

Note: This figure is indicative only, not to scale and should not be used to determine the road dimensions or layout. The dimensions and layout are defined in ***Table 9.***

3.1.1 Laneways

Laneways are public roads that are shareways, utilitarian throughways 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

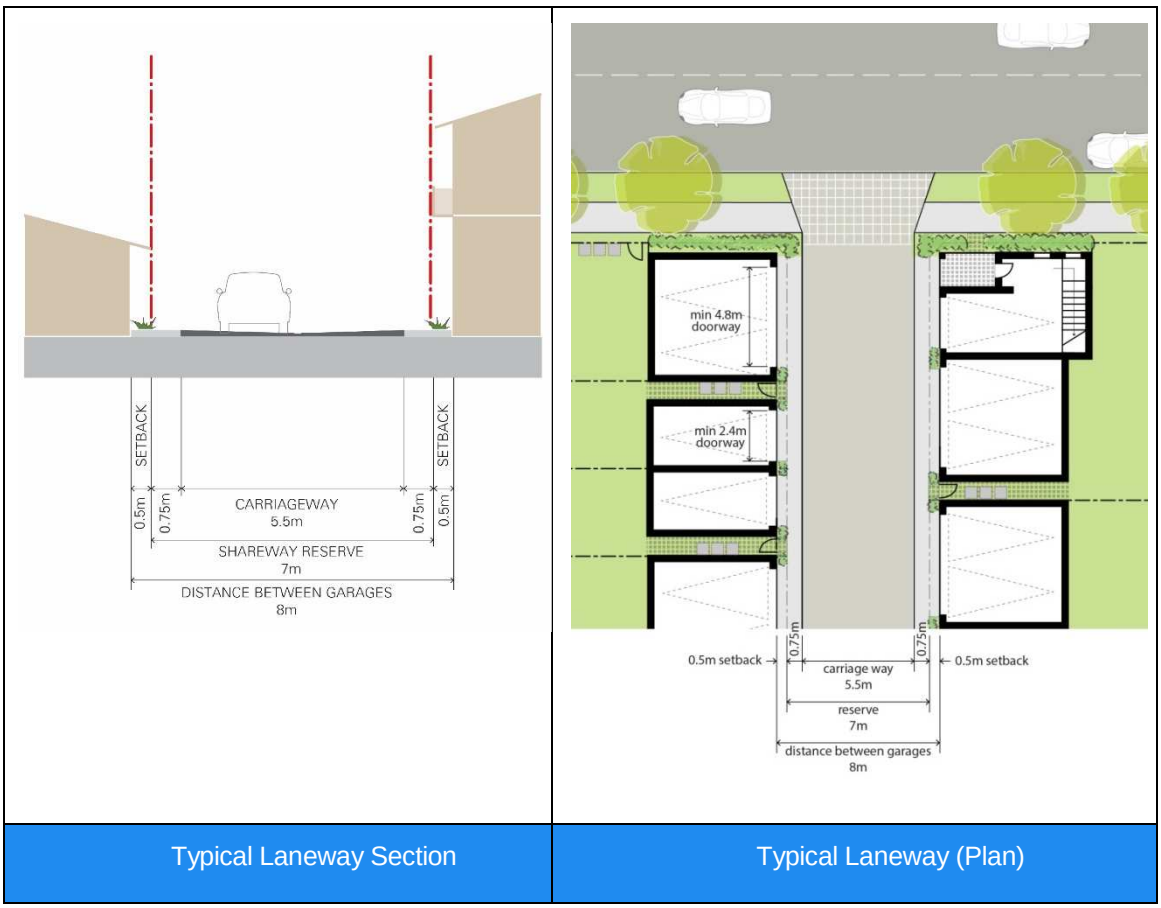
1. The design and construction of laneways is to be consistent with **Figure 14** and *Growth Centres Practice Note: Laneways*.

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.



Typical Laneway Section | Typical Laneway (Plan)

Figure 14: Laneway Principles

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 15**, and

   - lanes on sloping land with significant longitudinal and / or cross falls require detailed design consideration to demonstrate roads).

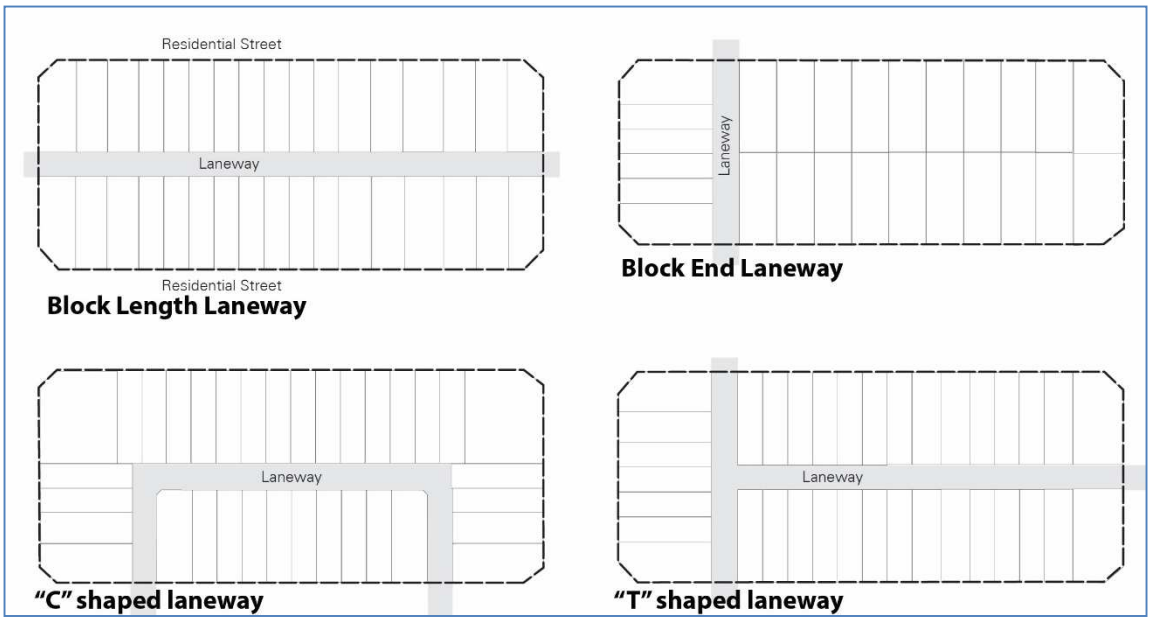


Figure 15: Sample Lane Layouts

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 16** as lane entry / street corner lots. **Figure 16** 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 16**.

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.

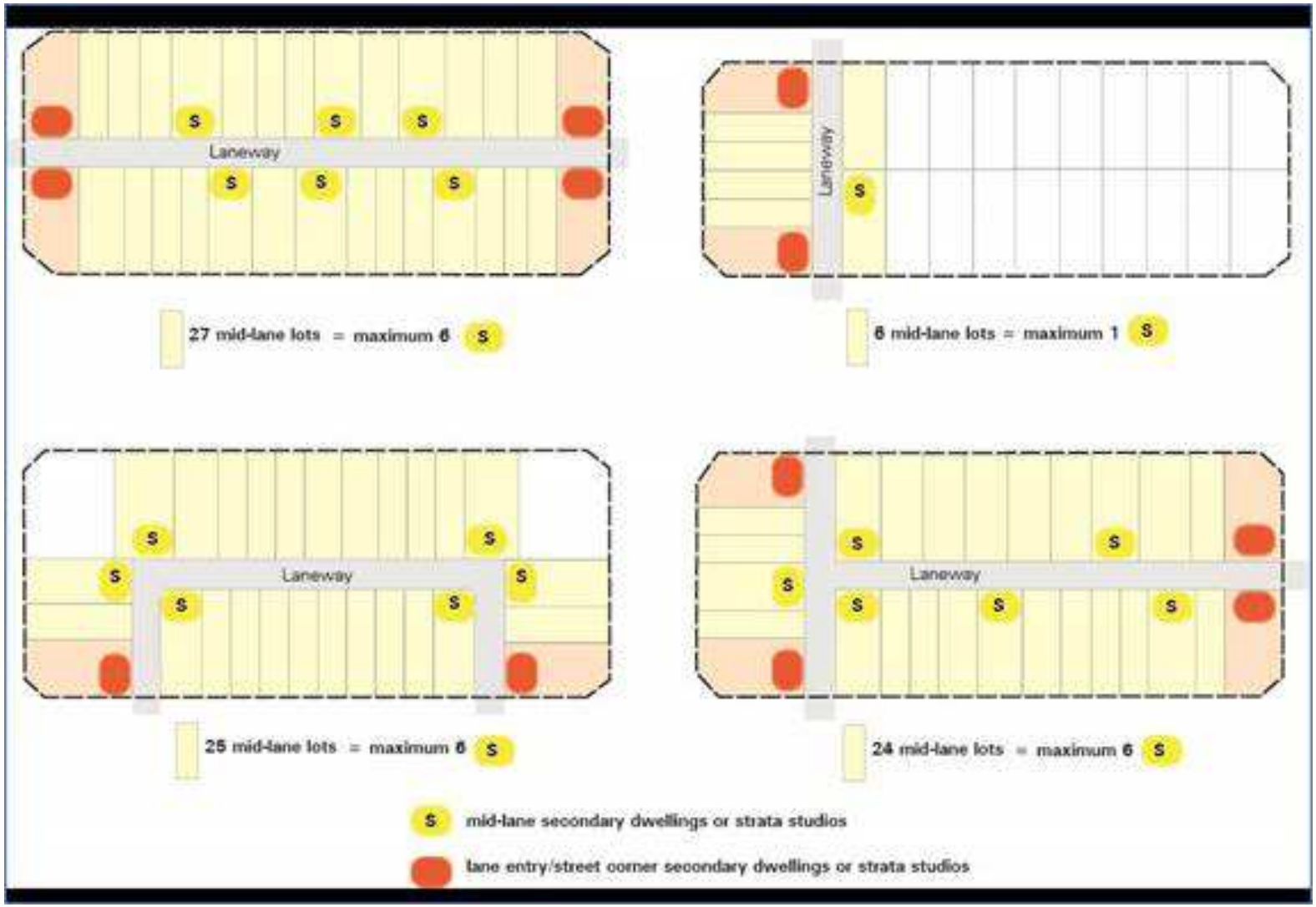


Figure 16: Sample Laneways Showing Maximum Number of Secondary Dwellings or Strata Studios

3.1.2 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 17**.

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 garage 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. Shared driveways are to have soft landscaped areas on either side, suitable for infiltration.

9. Shared driveways must be in accordance with the shareway principles and vehicle manoeuvring requirements of the *Growth Centres Practice Note: Laneways*.

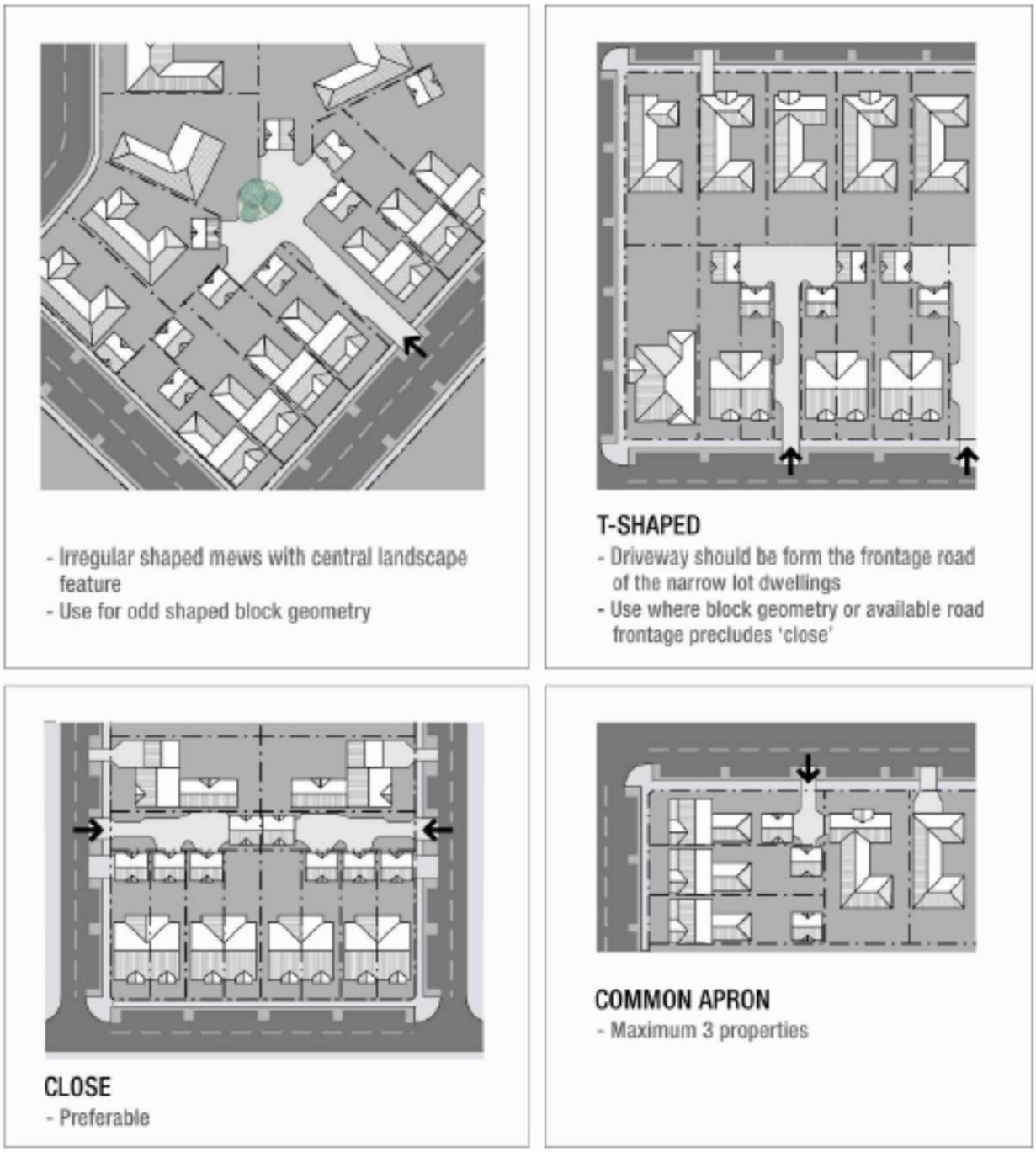


Figure 17: Indicative Examples of Shared Driveways

3.2 Pedestrian and Cycle Network

Objectives

a. To provide a convenient, efficient and safe network of pedestrian and cycleway paths for the use of the community, within and beyond the site.

b. 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.

c. 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 **Figure 18**. The design of cycleways located within the road reserve is to be in accordance with **Table 2 to Table 109.** The minimum width of off-street shared cycle and pedestrian pathways is to be 2.5m.

2. All pedestrian and cycleway routes and facilities are to be consistent with the *Planning Guidelines for Walking and Cycling (DoP and RTA 2004)* and Council's *Pedestrian Access and Mobility Plan 2003.*

3. Pedestrian and cycle routes and facilities in public spaces are to be safe, well lit, clearly defined, functional and accessible to all.

4. 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.

5. Pedestrian and cycle pathways are to be constructed as part of the infrastructure works for each residential stage with detailed designs to be submitted with DAs.

3.3 Public Transport Network

Objectives

a. To encourage the provision and use of public transport within Oran Park.

b. To ensure clear, safe pedestrian links to public transport stops.

c. To allow for the majority of residential lots to be within 400m walking distance from an existing or proposed bus stop.

Controls

1. Bus routes are to be provided generally in accordance with **Figure 19** and, where the bus route is

known, be indicated on the subdivision DA drawings. The final location of bus stops will be determined by Council's Local Traffic Committee.

2. A minimum travel-way width of 3.5m is to be provided along all bus routes. Roundabouts on bus routes are to be designed to accommodate bus manoeuvrability.

3. 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.

Note: Regional or higher order bus routes within the Oran Park Precinct are to be identified by the Ministry of Transport. These routes will need to be designed with bus priority intersections.

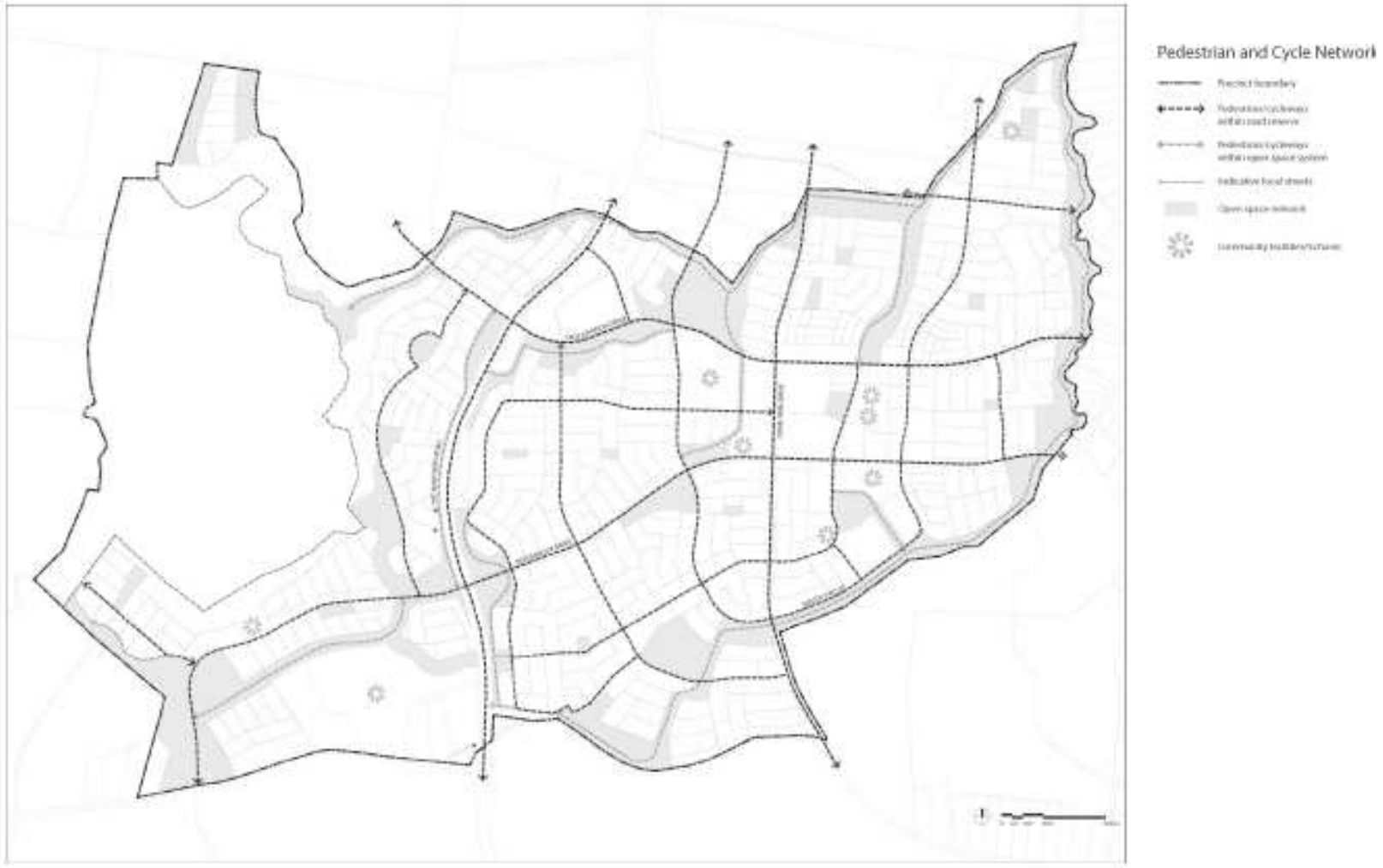


Figure 18: Pedestrian and Cycleway Network

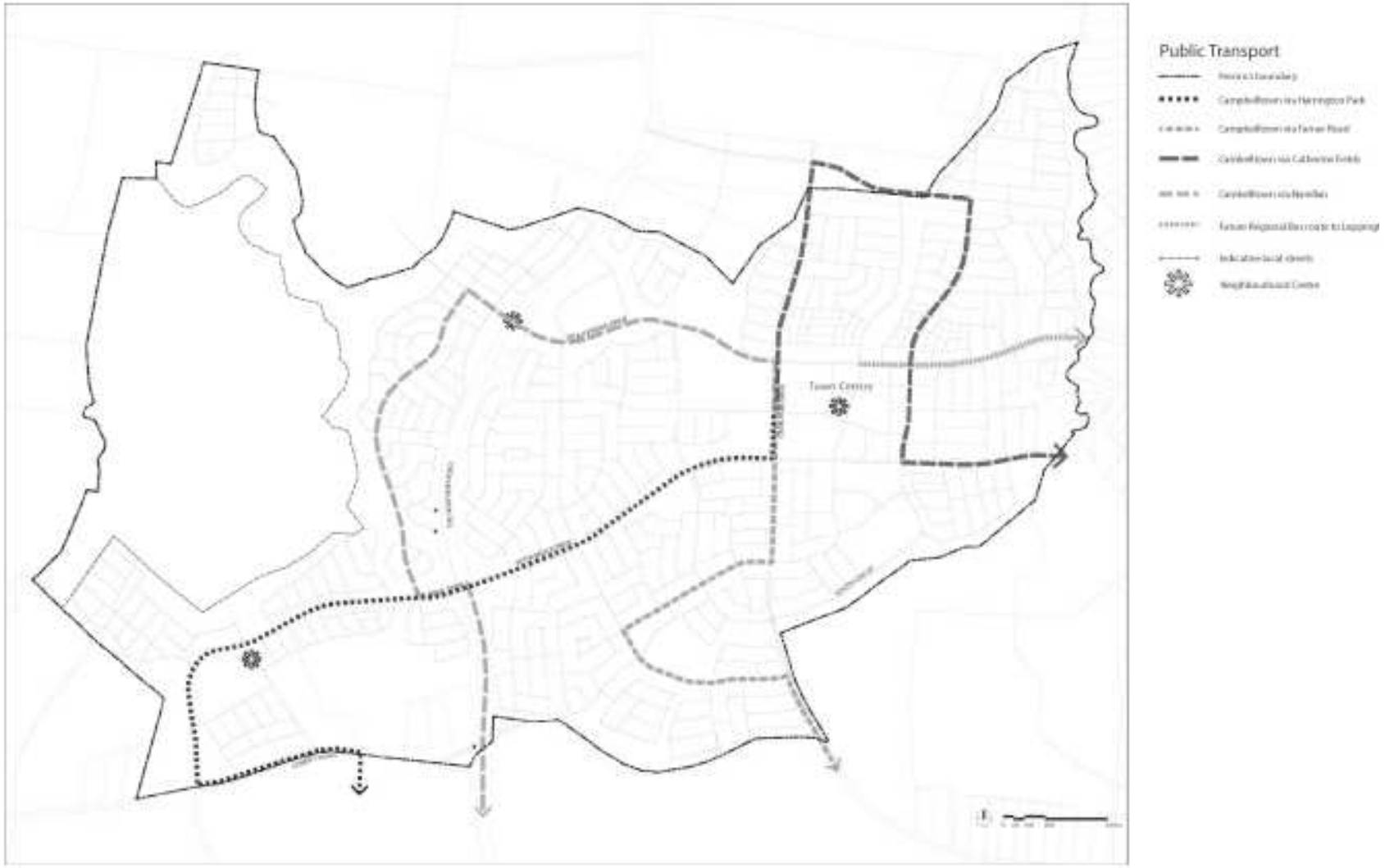


Figure 19: Public Transport Network

4. Open Space and Community Facilities

This section of the DCP outlines the objectives and development controls for the provision of public open space, landscaping and education, civic and community facilities.

4.1 Public Parks and Landscape Strategy

Objectives

a. To meet the public open space and recreational needs of residents.

b. To provide an equitable distribution of public open space and recreation opportunities.

c. To ensure high quality design and embellishment of all public open space.

d. To ensure elevated visually sensitive land contributes to the landscape character of the precinct.

Controls

1. Public parks (local and district open space), other open space areas (i.e. riparian corridors) and areas with landscape value are to be provided generally in accordance **Figure 20.**

2. The minimum provision of open space and facilities including embellishment is to be consistent with the *Oran Park and Turner Road Section 94 Contributions Plan.*

3. Public parks are to have a minimum area of 2,000m^2. The following principles are to be taken into consideration in the location of public parks:

   - parks are to be located as focal points within residential neighbourhoods. All dwellings should be located no further than 400m from a public park,

   - where possible, parks should be co-located with community and education facilities, be highly accessible and linked by pedestrian and / or cycle routes,

   - parks should be located and designed to accommodate remnant vegetation and where appropriate, should be linked to and integrated with riparian corridors,

   - parks should be generally bordered by streets on all sides with houses oriented towards them for surveillance, and

   - a park should be located in the high point to the west of the road which interprets the former main straight of the Oran Park Raceway. This park should visually connect to the road which interprets the former main straight and should include features which interpret the history of the Raceway.

4. The detailed design of public parks is to consider:

   - the need for a range of play spaces and opportunities and cater for the range of ages,

   - provision of adequate parking, lighting and waste management facilities,

   - inclusion of interpretative signage detailing local history, Aboriginal cultural values, environmental education themes and the like, and

- provision of amenities such as seating and shade structures, drinking fountains, street lighting, street and information signs, planter boxes, feature fencing and the like. The design of such elements is to be consistent with Council's *Landscape and Streetscape Elements Manual for Camden.*

5. The provision of community parks and facilities (i.e. community association owned facilities) in addition to the required public parks and community facilities is encouraged.

6. Where riparian corridors are to be in public ownership, they are to provide opportunities for pedestrian and cycleways, fitness trails and additional open space in a manner that maintains the environmental significance of these areas. A range of themed elements such as boardwalks, eco-pathways, and educational tracks should be incorporated in appropriate locations (i.e. within the 10m riparian corridor buffer). The design of such elements is to be consistent with Council's *Landscape and Streetscape Elements Manual for Camden.*

7. A Landscape Plan is to be submitted for each public or community park at the time of subdivision of the adjoining residential area. The selection of landscape species for public open space areas is to consider bush fire risk. The Landscape Plan is to provide details on elements such as:

- earthworks
- plant species and sizes
- utilities and services
- hard and soft landscaping treatments
- any entry statements
- interpretative material
- street furniture
- play equipment
- public art
- signage and lighting
- waste facilities

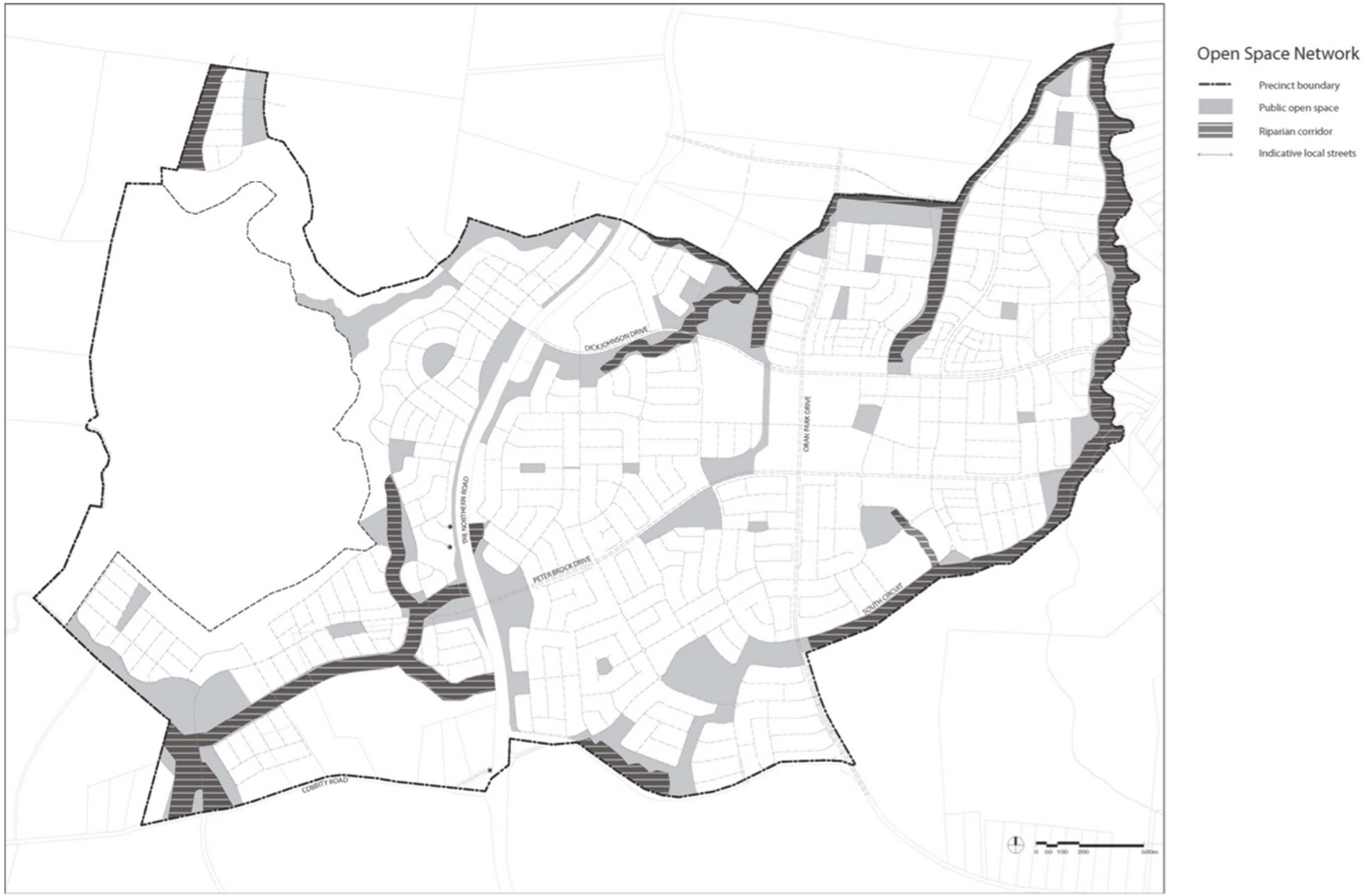


Figure 20. Open Space Network Plan

4.2 Education, Civic and Community Facilities

Objectives

a. To ensure a high level of provision and equitable distribution of education, civic and community facilities within the Oran Park Precinct.

Controls

1. Education, civic and community facilities are to be located and provided generally in accordance with **Figure 21** and the *Oran Park and Turner Road Section 94 Contributions Plan.*

2. Places of worship should be located within centres or co-located with other community facilities so as to create a community focal point, to share facilities such as parking, and to minimise impacts on residential areas.

3. Education, community buildings and places of worship are encouraged to enhance community identity and way-finding through iconic and landmark building design.

4. Community facilities are to be located above the Probable Maximum Flood (PMF).

5. Childcare centres are to be co-located with community facilities or education facilities or adjacent to open space areas and are to comply with the locational, design and operational controls contained within *Camden DCP 2006 Part F: Chapter 3 – Child Care Centres* **Figure 21** identifies possible locations for child care centres that are in addition to centres co-located with commercial, community or education facilities. These locations are indicative only and subject to further detail being provided with any development consent for a child care centre.

*Note: The locations identified **Figure 21** are not limited to use for child care centres and other locations in the precincts may be suitable for child care centres.*

Note: Where a site identified for a community facility is not required, the site may be considered a suitable location for another similar community focused activity such as a childcare centre, or place of worship etc.

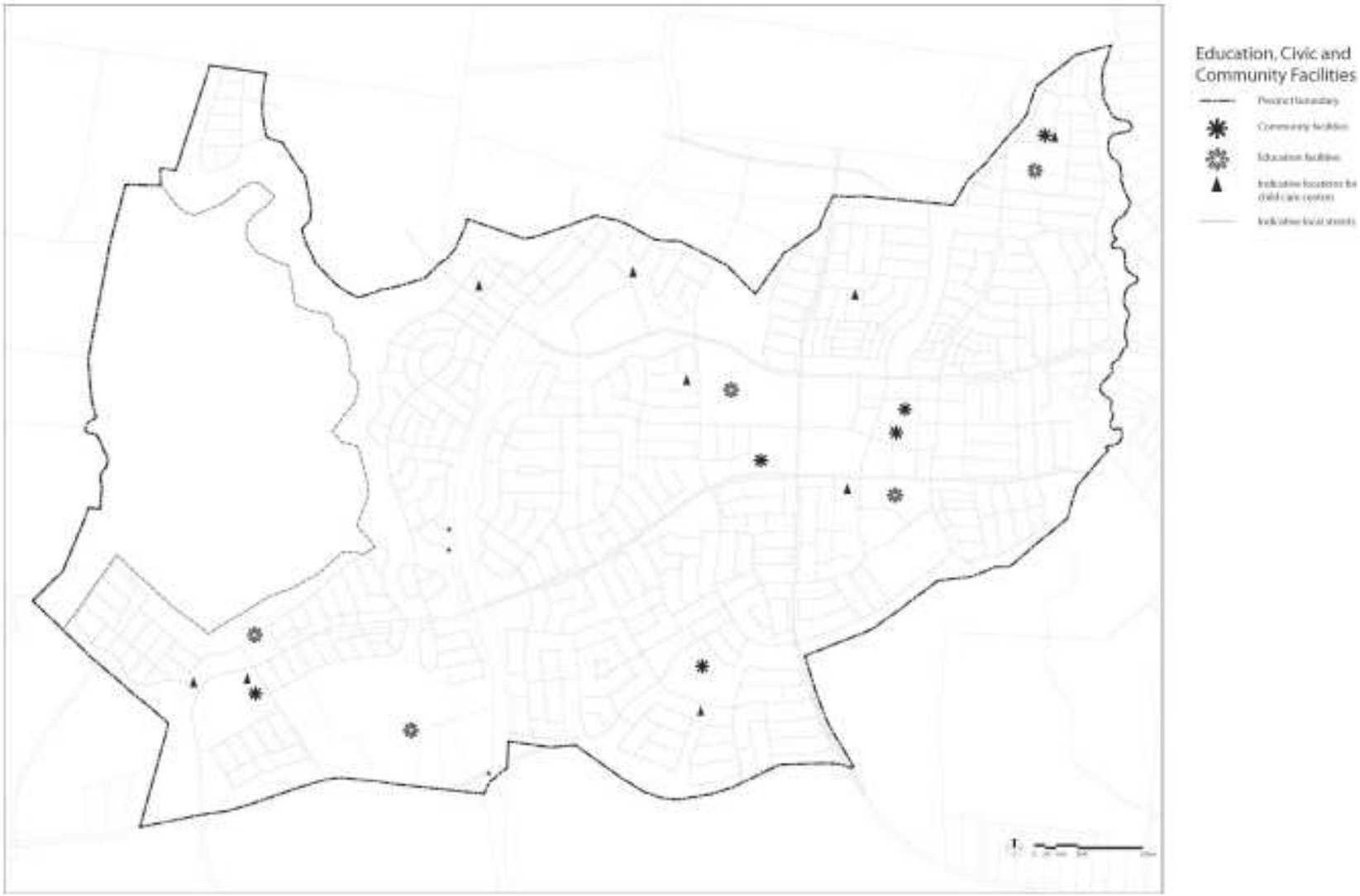


Figure 21: Indicative Location of Education, Civic and Community Facilities

5. Special Area Design Principals

This section outlines the objectives and design principles relating to areas that require further detailed planning including the Oran Park Town Centre, the Neighbourhood Centres, the Oran Park Employment Area, Denbigh Transition Area, The Northern Road and Cobbitty Road Interface Area, and Riparian Protection Areas.

This DCP requires the preparation of more detailed planning and design controls in the form of a Part B amendment to this DCP, prior to the approval of development within certain areas within the precinct. A Part B DCP amendment may be prepared by an applicant, in consultation with the Council and the Department of Planning and Infrastructure and will be incorporated into this DCP as an amendment, subject to adoption by the Director-General. Where an inconsistency exists, provisions within a Part B DCP prevail over Part A.

Development only for the purposes of remediation, environmental landscape works and other minor works that, in the opinion of Council, do not predetermine an outcome on the land covered by the Part B amendment, is permitted to be undertaken within these areas, with consent, prior to the adoption of a Part B DCP amendment. A DA for other development may be submitted subsequent to the lodgement of a Part B DCP amendment and assessed concurrently by Council.

The Part B DCPs will focus on the design of the built form, in particular, issues such as building siting, architectural design and articulation, active frontages, materials and finishes, and internal amenity (for residential uses) etc. They will also address the detailed design of the public domain, particularly within the town and neighbourhood centres. Appendix B of this DCP shows the areas the subject of a Part B DCP and sets out the relevant matters that need to be addressed within a Part B DCP amendment

5.1 Oran Park Town Centre

Objectives

(a) To create a vibrant town centre that functions as the community and economic heart of the Oran Park Precinct.

(b) To ensure that the detailed design of the Town Centre is undertaken in a coordinated manner in order to achieve a high quality urban design outcome.

(c) To ensure that the Oran Park Town Centre is well served by public transport.

Controls

1. The Oran Park Town Centre is to be located in accordance with the figure at **Appendix B**. An indicative layout of the Town Centre is shown at **Figure 22**. Council shall not grant consent for any development within the Oran Park Town Centre (as defined by the B2 Local Centre Zone boundary in the SEPP), unless the development is for the purposes of a marketing and sales suite, remediation, environmental landscape works or other minor works that, in the opinion of Council, do not predetermine an outcome on the land covered by the Part B amendment. Council may grant consent if it is satisfied that appropriate development controls are in force in the form of a Part B DCP.

2. The Oran Park Town Centre is to be consistent with the following principles:

   Function and uses:

   - a maximum of 50,000m^2 GLAR of retail premises,
   - incorporate a range of retail, commercial, entertainment, recreation and community uses to serve the needs of the wider community,
   - incorporate higher density housing and mixed use development within the Town Centre frame.
   - maximise employment opportunities within the Town Centre,
   - concentrate intensive retail uses along and fronting a main street,
   - co-locate uses and facilities as much as possible to maximise the efficient use of space,
   - locate active uses at ground floor, throughout the Town Centre, in particular fronting the main street and all open space,
   - incorporate the needs of health and aged care providers, facilities for young people, civic and emergency services within the Town Centre, and
   - provide a mix of uses that promote an active and vibrant town centre.

   Layout:

- incorporate a pedestrian focused main street that acts as the focal point for the centre. Large format retail premises are to directly access the main street,

- establish a clearly defined Town Centre core and frame differentiated through varying uses and intensity of development,

- provide an interconnected street block network with block sizes and mid-block connections that maximise pedestrian permeability,

- create a street layout that allows easy access to and within the town centre while allowing for regional traffic to by-pass the centre,

- consider potential future noise and amenity conflicts in the layout and location of Town Centre uses,

- emphasise sight lines to local landscape features, places of key cultural significance, civic buildings and public open space,

- locate a bus interchange within easy walking distance of the main street and retail core, and

- provide on-site detention storage with a storage requirement that maximises rainwater reuse.

Built form:

- provide a range of building heights, up to a maximum of 6 storeys with a transition in heights to surrounding residential areas. Building heights in excess of 6 storeys may be considered as part of the Part B DCP / SEPP amendment for the Town Centre,

- relate building heights to street widths and functions to promote a comfortable urban scale of development,

- define streets and open spaces with buildings that are generally built to the street edge, have a consistent street wall height and provide a continuous street frontage along all key streets,

- sleeve all large format retail premises and decked parking areas with active uses. Blank walls visible from the public domain are to be avoided,

- promote diversity and activity along the main street with a variety of frontage widths for retail shops,

- building heights are to take into account view lines and solar access to the public domain,

- residential and mixed use development is to be consistent with the guidelines and principles outlined in *SEPP No. 65 – Residential Flat Development* and the *Residential Flat Design Code* (DoP 2002),

- a high quality built form and energy efficient architectural design that promotes a ‘sense of place’ and modern character for the Town Centre, and

- waste storage and collection areas are to be accommodated and designed appropriately to minimise impacts, in particular within mixed use development.

Pedestrian amenity:

- high amenity pedestrian streetscapes are to be provided through the Town Centre,
- walking and cycling leading to and within the Town Centre is to take priority over traffic circulation,
- continuous weather protection for pedestrians is to be provided in key locations, and
- adequate solar access is to be provided to key pedestrian streets.

Public domain:

- parks and plazas are to act as a focal point for the Town Centre and community activities and are to be designed to ensure adaptability and flexibility in use and function over time,
- incorporate a town square / civic plaza, adjacent to the main street which provides an urban landscape setting and a civic focus for the community,
- provide high amenity, pedestrian streets with generous footpath widths,
- incorporate the principles of Crime Prevention Through Environmental Design (CPTED) and *Safer by Design* (NSW Police) into all development within the Town Centre,
- provide a high quality landscape design including a co-ordinated package of street furniture and lighting that enhances the character of the Town Centre,
- provide street tree and open space planting that establishes generous shade for pedestrians,
- design all signage and advertising in a co-ordinated manner, and
- site servicing and loading facilities, waste storage and other infrastructure is to be designed to minimise visual impact on the public domain and impacts on neighbours.

Parking and access:

- lanes should 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,
- basement, semi-basement or decked parking is preferred over large expanses of at-grade parking,
- at-grade parking areas are to be generally located behind building lines and within the centre of street blocks. 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,

- parking is to be provided in accordance with *Part D, Chapter 1 of Camden DCP 2006*. Opportunities for shared parking provision for complementary uses within the town centre are to be provided, and

- on-street parking is to be provided on all streets to contribute to street life and surveillance.

Figure 22: Oran Park Town Centre Indicative Layout Plan

5.2 Neighbourhood Centres

Objectives

a. To create vibrant, mixed use neighbourhood centres that provide a range of small-scale retail, business and community uses which serve the needs of people who live and work in the surrounding neighbourhood.

b. To ensure that the detailed design of the neighbourhood centres is undertaken in a co-ordinated manner in order to achieve a high quality urban design outcome.

c. To provide opportunities for higher density housing.

Controls

1. The neighbourhood centres are to be located in accordance with the figure at **Appendix B**. Council shall not grant consent for any development within the neighbourhood centres (as defined by the B1 Neighbourhood Centre zone boundary in the SEPP), unless the development is for the

purposes of remediation, environmental landscape works or other minor works that, in the opinion of Council, do not predetermine an outcome on the land covered by the Part B amendment. Council may grant consent if it is satisfied that appropriate development controls are in force in the form of a Part B DCP.

2. The neighbourhood centres are to be consistent with the following principles:

Function and uses:

- provide for a maximum of 5,000m^2 GLAR of retail premises within each neighbourhood centre to cater for the needs of the local population,
- incorporate a range of local retail, commercial, entertainment, childcare and community uses to serve the needs of the local community, and
- the neighbourhood centre is to provide a central focus for the community and is to be supported by higher residential densities in close proximity to the centre.

Layout:

- maximise exposure to the street and incorporate an active focal point in the form of a civic square, plaza or main street etc, and
- consider potential future noise and amenity conflicts in the layout and location of uses.

Built form:

- provide a range of building heights up to a maximum of 4 storeys,
- buildings are to be visible from and have a presence to street frontages. Where buildings are not proposed to be built to the street frontage, setbacks are to be minimised. Buildings are also to be designed and located to take advantage of proximity to open space areas, including riparian corridors. The building and landscape design is to be complementary to ensure legible, safe, comfortable and easy access for pedestrians from the street frontages, within the centre and to adjoining land, where appropriate,
- avoid blank walls visible from principal streets and the public domain. Large format retail premises are to be sleeved, where appropriate, with active uses. In other circumstances, careful building design and landscaping shall minimise the extent and visibility of blank walls, and
- establish a 'sense of place' and contemporary character for the precinct through a high quality built form and energy efficient architectural design.

Pedestrian amenity:

- provide high amenity pedestrian streetscapes to and within the neighbourhood centres,
- walking and cycling leading to and within the neighbourhood centres is to take priority over

traffic circulation,

- provide continuous weather protection for pedestrians, where possible, and
- provide adequate solar access to key pedestrian streets.

Public domain:

- incorporate the principles of Crime Prevention Through Environmental Design (CPTED) and *Safer by Design* (NSW Police) into all development within the neighbourhood centres,
- provide a high quality landscape design including a co-ordinated package of street furniture and lighting that enhances the character of the neighbourhood centres,
- provide street tree and open space planting to provide generous shade for pedestrians, and
- site servicing and loading facilities, waste storage and other infrastructure is to be designed to minimise visual impact on the public domain and impacts on neighbours.

Parking and access:

- the visibility of parking areas at street frontages shall be minimised through parking layout and design, building location and design and landscaping treatments. Bitumen and cars are not to be the dominant features of the landscape. Parking areas shall be designed to enable legible, safe, comfortable and easy access for pedestrians from the street frontages, within the centre and to adjoining land, where appropriate,
- provide parking in accordance with *Part D, Chapter 1 of Camden DCP 2006*. Opportunities for shared parking provision for compatible uses within the neighbourhood centre are to be provided,
- Provide on-street parking for convenience and to contribute to street life and surveillance, and
- Design waste storage and collection areas, in particular within mixed use development, to minimise amenity impacts.

5.3 Oran Park Employment Area

Objectives

a. To maximise opportunities for local employment within the Oran Park Precinct.

b. To ensure that the detailed design of the Oran Park Employment Area is undertaken in a co-ordinated manner in order to achieve a high quality urban design outcome.

Controls

1. The Oran Park Employment Area is to be approximately 15ha in area and be located in

accordance with the figure at **Appendix B**. Council shall not grant consent for any development within the Oran Park Employment Area (as defined by the IN1 General Industrial zone boundary in the SEPP), unless the development is for the purposes of remediation, environmental landscape works or other minor works that, in the opinion of Council, do not predetermine an outcome on the land covered by the Part B amendment. Council may grant consent if it is satisfied that appropriate development controls are in force in the form of a Part B DCP.

2. The Oran Park Employment Area is to be consistent with the following principles:

Function and uses:

- provide a diverse range of employment generating development. Uses that provide higher employment levels are preferred over low intensity uses,
- front the East-West Road with active uses to activate the streetscape,
- provide local convenience retail and business premises that serve the needs of the local workforce, and
- provide a range of block sizes to accommodate uses consistent with the objective of maximising employment generating opportunities.

Built form and design:

- a maximum building height of 15m is permitted for development fronting the East-West Road. A maximum of 12m is permitted in other locations,
- provide setbacks appropriate to the proposed use of the land and characteristics of the location. Setback areas should allow for adequate landscaping to reduce the bulk and scale of buildings and enhance streetscape amenity, and
- buildings are to be designed to incorporate articulation, as well as variety in colours, materials and finishes in order to provide a high level of visual amenity when viewed from the public domain and roadways. Particular design attention is to be included within the Part B DCP to address buildings and fencing visible from The Northern Road and the East-West Road.

Residential interface:

- all development is to be designed and operated to minimise impacts on adjacent residential areas in terms of noise, traffic and circulation, emissions, and bulk and scale, and
- site servicing and loading facilities, waste storage and other infrastructure are to be designed to minimise visual impact on the public domain and impacts on neighbours.

Pedestrian amenity and public domain:

- walking and cycling leading is to be catered for, in particular along the East-West Road,
- incorporate the principles of Crime Prevention Through Environmental Design (CPTED) and

Safer by Design (NSW Police) into all development within the employment area,

- provide small areas of high quality public domain or 'break out spaces' for the amenity of workers,
- provide street tree and open space planting that establishes generous shade for pedestrians, and
- design all signage and advertising in a co-ordinated manner.

Parking and access:

- off-street parking is to be provided in accordance with *Part D, Chapter 1 of Camden DCP 2006*. At-grade parking areas are to be located so as to minimise visual impacts. Large parking areas are to be located generally behind front building lines,
- direct vehicular access from The Northern Road is not permitted. A single, common slip lane may be permitted so that buildings can face onto the Northern Road, and
- roadways within and accessing the employment area are to be designed to accommodate heavy vehicles.

5.4 Denbigh Transition Area

Objectives

a. To protect and enhance the heritage curtilage of the Denbigh Homestead.

b. To provide a visual buffer to the Denbigh Homestead and to provide a 'green' backdrop to the residential areas.

c. To ensure development within the Transition Area is constructed in an environmentally responsive manner.

Controls

1. The Denbigh Transition Area is shown in the figure at **Appendix B**. Council shall not grant consent for any development within the Denbigh Transition Area (except for the land adjacent to Cobbitty Road), unless the development is for the purposes of remediation, environmental landscape works or other minor works that, in the opinion of Council, do not predetermine an outcome on the land covered by the Part B amendment. Council may grant consent if it is satisfied that appropriate development controls are in force in the form of a Part B DCP.

   Note: The exact boundary between the Transition Area and the residential area to the east is to be determined following detailed analysis of slopes and other site constraints.

2. The Part B DCP must be prepared in consultation with the NSW Heritage Council.

3. Future development within the Denbigh Transition Area is to be consistent with the following principles:

   - residential subdivision is to be in the form of large lots to reflect the rural character of the area,
   - the ridgeline is to be revegetated with appropriate endemic species so as to provide a dense visual buffer,
   - retention and enhancement of vegetation identified on **Figure 27**, where possible,
   - existing significant trees, in particular large hollow bearing Eucalypts, are to be retained,
   - riparian corridors are to be protected and revegetated,
   - ridge top areas that are subject to landslip are to be protected from development. Subject to detailed design, areas of soil creep are to be restricted from development. All areas of landslip and soil creep are to be revegetated,
   - ongoing management of any Aboriginal archaeological conservation areas,
   - bush fire hazard is to be minimised and APZs and fire trails provided where necessary, and
   - roads and cuttings are to be minimised.

4. The visual impact of dwelling houses within the Transition Area is to be minimised through appropriate siting, landscaping, and the use of materials and colours sympathetic to a rural environment.

5. Subdivision DAs within the Transition Area are to be accompanied by a Vegetation Management Plan. The Plan is to address weed removal, proposed revegetation and ongoing tenure and maintenance of the ridgeline vegetation buffer.

6. A landscape buffer shall be provided on both sides of the original alignment of the entrance driveway to the Denbigh Homestead (i.e. from The Northern Road). The buffer is to be a total of 40m wide and at least 10m on any one side (measured from the edge of the existing road alignment to any new adjacent road reserve alignment. The buffer shall be appropriately landscaped to reflect the rural landscape character of the approach to the Homestead. Uses or activities within this buffer, and any development immediately adjacent to this buffer, are to respond to the heritage values of the entrance driveway alignment.

7. A landscape corridor (min 20m) shall be provided along the alignment of the Former Hassall Road (i.e. entrance from Cobbitty Road) to ensure that this historic connection to the Denbigh Homestead is not compromised. Alternative means of satisfying this principle may be considered by Council.

5.5 The Northern Road and Cobbitty Road Interface Area

Objectives

a. To provide an appropriate and visually appealing urban design response to The Northern Road and Cobbitty Road frontages.

b. To ensure a good level of amenity is provided for any dwellings adjoining The Northern Road frontage.

Controls

1. A landscape buffer, of variable width, is to be provided along both sides of The Northern Road. The buffer is to extend along the full extent of the road, except adjacent to the neighbourhood centres. The buffer may be incorporated within the rear of lots subject to a restriction on title providing for the ongoing maintenance of the landscaped buffer. The buffer is to be designed to accommodate view corridors, at appropriate locations, from The Northern Road to the east and west.

2. The areas of vegetation identified on **Figure 27** are to be retained and enhanced where possible.

3. Any DA proposing the subdivision of land for residential lots with lots fronting either side of The Northern Road and Cobbitty Road is to include:

   - the means by which it is proposed to ensure that the visual impact of development when viewed from the road is appropriately managed, and

   - a report prepared by a suitably qualified acoustic consultant that makes recommendations as to what, if any, acoustic treatment will be required to ensure appropriate internal and external acoustic amenity for future residents.

4. Any fencing or acoustic structures proposed along or near to The Northern Road and Cobbitty Road frontages is to be designed so that it is not visually intrusive when viewed from the public domain. A continuous blank expanse of unbroken wall / fencing along this frontage will not be accepted.

5. Any DA proposing the construction of any building adjacent to The Northern Road is to include details relating to any architectural building treatments and fencing that may be required to ensure appropriate internal and external acoustic amenity for future residents.

6. Environmental Management

This section outlines the objectives and development controls relating to general environmental management issues that apply across the entire Oran Park Precinct including riparian corridors, flooding and water cycle management, salinity and soil management, Aboriginal and European archaeological heritage, bushfire hazard management, tree retention and biodiversity, contamination, odour and acoustics.

6.1 Riparian Corridors

Objectives

a. To protect, restore and enhance the environmental qualities of water courses, in particular South Creek.

b. To ensure that the development has a neutral or beneficial impact on the quality and quantity of water and water courses.

c. To allow the use of riparian corridor buffers for low impact recreation activities such as walking and cycling.

d. To manage riparian corridors, wherever possible, in single ownership and as a continuous corridor.

Controls

1. Riparian corridors are to be provided in accordance with the Oran Park and Turner Road Waterfront Land Strategy 2009.

2. Development in and adjoining riparian corridors shall be consistent with Part B2 of this DCP. In the event of any inconsistency between this DCP and the Waterfront Land Strategy, the Waterfront Land Strategy prevails.

6.2 Flooding and Watercycle Management

Objectives

a. To minimise the potential impact of flooding on development.

b. To incorporate best practice stormwater management principles and strategies in development proposals.

c. To mitigate the impacts of urban development on stormwater quality.

d. To control the impacts of urban development on channel bed and bank erosion by controlling the magnitude and duration of sediment-transporting flows.

e. To limit changes in flow rate or flow duration within the receiving waterway as a result of development.

Controls

1. No residential allotments are to be located at a level lower than the 1% Annual Exceedance Probability (AEP) flood level plus a freeboard of 500mm (i.e. within the 'flood planning area'). Pedestrian and cycle pathways and open space may extend within the 1% AEP flood level,

provided that the safe access criteria contained in the *NSW Floodplain Manual* are met.

2. Management of 'minor' flows using piped systems for the 20% AEP (residential land use) and 10% AEP (commercial land use) shall be in accordance with Camden Council's *Engineering Design Specification – Subdivision and Development Works'*. Management measures shall be designed to:

   - prevent damage by stormwater to the built and natural environment,
   - reduce nuisance flows to a level which is acceptable to the community,
   - provide a stormwater system which can be economically maintained and which uses open space in a compatible manner,
   - control flooding,
   - minimise urban water run-off pollutants to watercourses, and
   - meet the standards for a 20% AEP flood level.

3. Management of 'major' flows using dedicated overland flow paths such as open space areas, roads and riparian corridors for all flows in excess of the pipe drainage system capacity and above the 20% AEP shall be in accordance with Camden Council's *Engineering Design Specification*. Management measures shall be designed to:

   - prevent both short term and long term inundation of habitable dwellings,
   - manage flooding to create lots above the designated flood level with flood free access to a public road located above the 1% AEP flood level,
   - control flooding and enable access to lots, stabilise the land form and control erosion,
   - provide for the orderly and safe evacuation of people away from rising floodwaters,
   - stabilise the land form and control erosion, and
   - meet the standards for a 1% AEP flood level.

4. Where practical, development shall attenuate up to the 50% AEP peak flow for discharges into the local tributaries, particularly Category 1 and 2 creeks. This will be achieved using detention storage within water quality features and detention basins.

5. The developed 1% AEP peak flow is to be reduced to pre-development flows through the incorporation of stormwater detention and management devices.

6. All development is to incorporate water sensitive urban design (WSUD). WSUD is to be adopted throughout the development to promote sustainable and integrated management of land and water resources incorporating best practice stormwater management, water conservation and environmental protection. A WSUD Strategy is to be submitted as part of any subdivision DA and shall include:

- identification of water management and other relevant objectives (relating, for example, to salinity hazard),
- identification and assessment of relevant site characteristics and constraints, including flood evacuation routes,
- identification of potentially feasible (storm) water management strategies, which may comprise stormwater reuse options, best planning practices, stormwater treatment measures (in both public and private domain),
- assessment of the potential strategies, including the nature, basis and outcomes of stormwater modelling used to assess alternative solutions. This assessment of alternative strategies should address compliance with management objectives, life cycle costs, ongoing operations and maintenance requirements, land take requirements, expected reliability and future management responsibilities,
- assessment of the likely construction costs associated with the WSUD strategy as well as a maintenance framework addressing maintenance strategies and costs, and
- a suitably detailed description of the preferred WSUD strategy and elements therein, in the form of documents, plans and conceptual diagrams (as appropriate).

7. The WSUD Strategy shall demonstrate how the stormwater quality targets set by the Department of Environment and Climate Change (DECC) **(Table 10)** will be achieved and shall be consistent with *'Technical Note: Interim Recommended Parameters for Stormwater Modelling – North-West and South-West Growth Centres'* and *'Managing Urban Stormwater: Stormwater Planning' (DECC) and Australian Runoff Quality'* (Engineers Australia). A monitoring plan that encompasses strategies for water sampling, maintenance of WSUD facilities and risk management in the short, medium and longer terms is to be included as part of the WSUD strategy.

8. Compliance with the targets at **Table 10** is to be determined through stormwater quality modelling in accordance with the parameters outlined in the relevant technical guidance from DECC.

9. The WSUD strategy is to take into account riparian zone and creek management and include the following measures:
   - the ephemeral hydrology of creeks is to be maintained or restored, where possible, by diverting excess flow via intercepting stormwater pipes to downstream storages for reuse,
   - flow attenuation and / or diversion via the intercepting stormwater pipes will be required to meet the stream erosion index objectives established by DECC (**Table 10**),
   - flow in excess of the 20% AEP peak flow may flow into the creek and be conveyed to detention basins that form part of the major drainage system, and
   - erosion control and bank stabilisation measures shall be incorporated within the waterway where required.

Table 10: Environmental Stormwater Objectives

WATER QUALITY % reduction in pollutant loads					ENVIRONMENTAL FLOWS Stream erosion control ratio Post-development duration of above 'stream forming flow': Natural duration of above 'stream forming flow'[1]
	Gross Pollutants (>5mm)	Total suspended solids	Total phosphorus	Total nitrogen	
Stormwater management objective	90	85	65	45	3.5 – 5.0 : 1[2]
'Ideal' stormwater outcome	100	95	95	85	1 : 1

1 For the purposes of these objectives, the 'stream forming flow is defined as 50% of the 50% AEP flow rate estimated for the catchment under natural conditions

2 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

6.3 Salinity and Soil Management

Objectives

a. To minimise the damage caused to property and vegetation by existing saline soils, or processes that may create saline soils.

b. To ensure development will not significantly increase the salt load in existing watercourses within the site.

c. 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. Every subdivision DA for land identified in **Figure 23** as being constrained by known salinity or may be constrained by very or moderately saline soils is to be accompanied by a Salinity Report prepared by a suitably qualified consultant. The report is to cover the conditions of the site, the impact of the proposed subdivision on the saline land and the mitigation measures that will be required during the course of construction. The consultant is to certify the project upon completion of the works. The report shall provide details of recent soil testing that either verifies the results of the rezoning study or provides evidence of any changes to salinity levels. Such soil testing shall be focused at the edges of areas identified on **Figure 26** as very saline or moderately saline. Soil testing shall also be focused on areas where proposed excavation exceeds 3m in depth. Investigations and sampling for salinity are to be conducted in accordance with the requirements of the Local Government Salinity Initiative booklet called *Site Investigations for Urban Salinity* produced by the Department of Environment and Climate Change (formerly the Department of Natural Resources). Where applicable, the salinity report shall also report on the issues of soil aggressivity and sodicity and any mitigation measures required. All works are to conform with the Local Government Salinity Initiative series of booklets produced by the Department of Environment and Climate and Council's policy - *Building in Salinity Prone Environments*.

2. Groundwater recharge is to be minimised by:

   - directing runoff from paved areas (roads, car parks, domestic paving etc) into lined stormwater drains rather than along grassed channels as necessary,
   - lining or locating any pondages higher in the landscape to avoid recharge where proximity to the water table is likely to create groundwater mounding,
   - encouraging on site detention of roof runoff and use of low water demanding plants, and
   - encouraging tree planting especially adjacent to watercourses.

3. For road works within areas identified as a salinity hazard:

   - disturbance of subsoil should be minimised,
   - engineering designs incorporating considerations of salinity impacts are required, and
   - subsoil drainage is to be installed along both sides of all roads.

4. 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 Camden Council's *Erosion and Sediment Control Policy* and *Managing Urban Stormwater - Soils and Construction* (Landcom 3rd Edition March 2004 (*'The Blue Book'*)) are to be submitted with each subdivision DA.

5. All sediment and erosion controls are to be installed prior to the commencement of any construction works and maintained throughout the course of construction until disturbed areas have been revegetated / established. Certification to this effect is required by the applicant to be submitted to Council prior to construction.

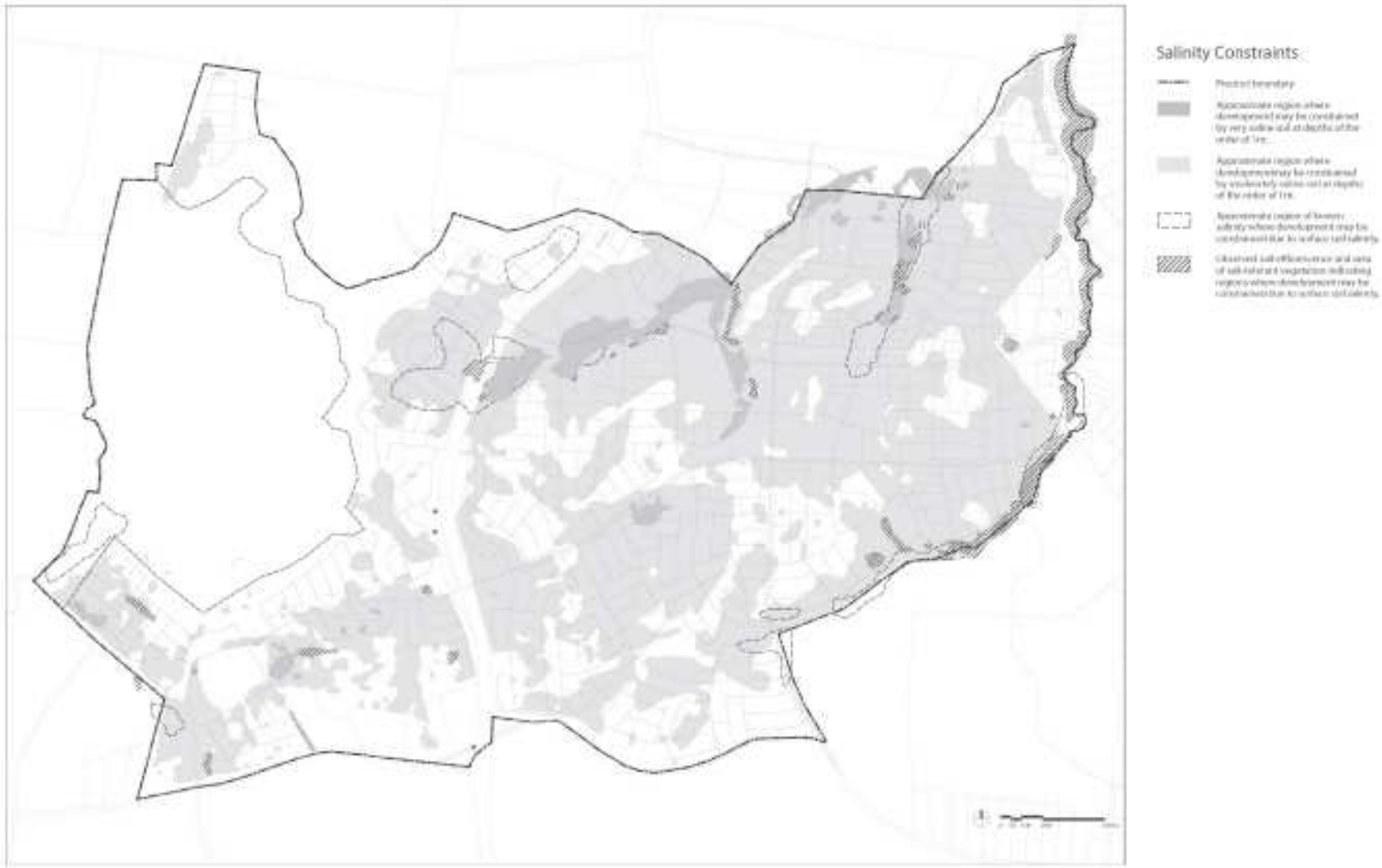


Figure 23: Areas Constrained by Salinity

6.4 Aboriginal and European Heritage

Objectives

a. To protect and manage areas and elements of identified Aboriginal and European archaeological heritage of the precinct.

b. To incorporate elements of Aboriginal and European heritage within the redevelopment of the precinct.

Controls

1. Aboriginal Archaeological Conservation Areas are identified **Figure 24**. Development shall not proceed within these areas without appropriate investigation and consultation with the relevant local Aboriginal groups and until a Plan of Management has been prepared that addresses the ongoing management of any archaeological deposits within the Conservation Areas.

2. Interpretive signage, that provides information on the history and heritage significance of the sites, is to be provided within the public domain areas.

3. Items of European heritage significance are shown at **Figure 25**. Prior to any development that affects these items, an assessment of heritage significance is to be undertaken which addresses the significance assessment criteria contained in the *NSW Heritage Manual*. An applicant is to demonstrate to Council how any proposed development responds to identified archaeological constraints. If any relics are to be retained *in situ*, an applicant is to outline all management measures to ensure ongoing protection of the relics.

   Note: A Part B DCP will be required prior to development in the Denbigh Transition Area. See Section 5.4 and Appendix B of this DCP for further details.

4. Development within the curtilage of the Oran Park House as shown on **Figure 25** shall be designed having regard to the following:

   – limiting the visibility of the development from the Oran Park House, or
   – where development will be visible from the Oran Park House, public views are provided to the House and building design and form has regard to the setting and significance of the House and its surrounds.

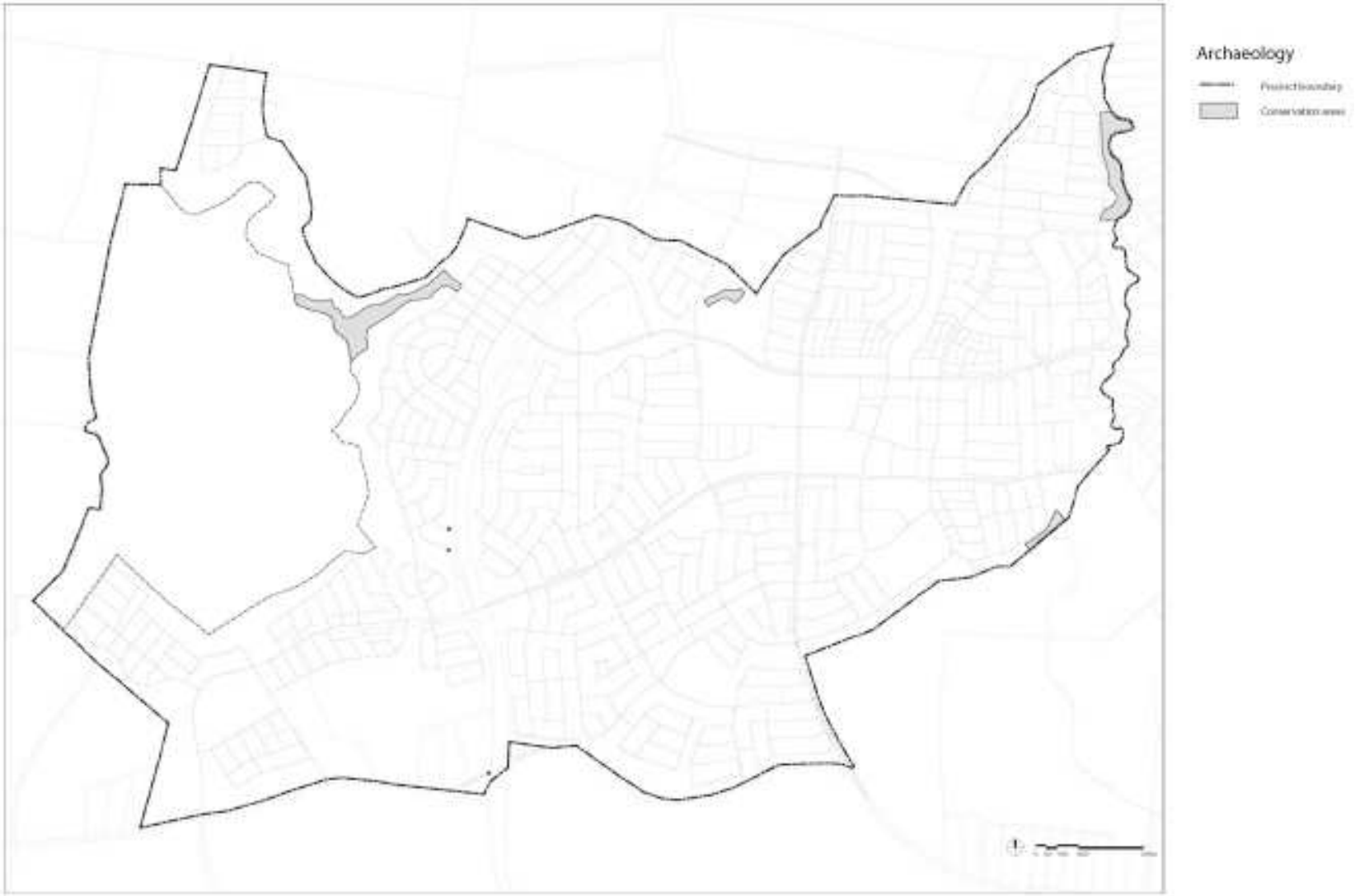


Figure 24: Aboriginal Archaeological Conservation Areas

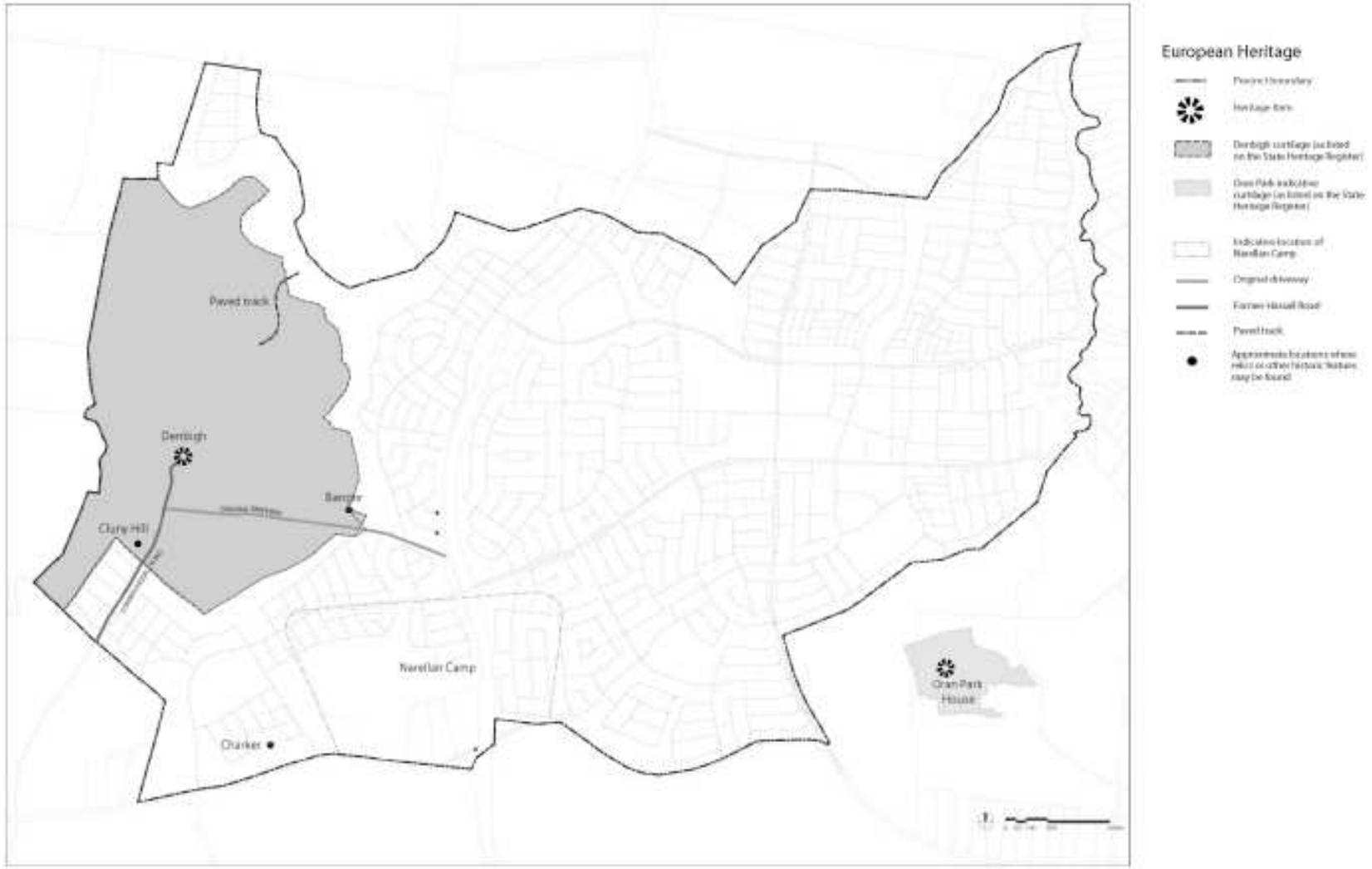


Figure 25: Elements of European Heritage Significance

6.5 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. Subject to detailed design at DA stage, the indicative location and widths of APZs are to be provided generally in accordance with **Figure 26**. APZs:

   - are to be located wholly within the precinct,
   - may incorporate roads and flood prone land,
   - are to be located wholly outside of a core riparian zone (CRZ) but may be located within the buffer areas to the CRZs,
   - may be used for open space and recreation subject to appropriate fuel management,
   - are to be maintained in accordance with the *Planning for Bushfire Protection 2006* (RFI),
   - 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 a perimeter fire trail / road that is linked to the public road system at regular intervals in accordance with *Planning for Bushfire Protection 2006.*

   Note 1: Where sufficient room is available within the road reserve and the front yard of private lots, the APZ shall be located wholly within these areas. Where insufficient room is available, the vegetated buffer to the core riparian zone may be considered appropriate for a portion of the APZ.Note 2: APZs within the Denbigh Curtilage Transition Area will be determined as part of the Part B DCP amendment for that land.

2. 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*.

3. Vegetation within public and community title parks and Category 3 riparian zones is to be designed and managed as a 'fuel reduced area'.

4. 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.

5. 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.

6. Temporary APZs, identified through a Section 88B instrument, will be required where development is proposed on allotments next to undeveloped land. Once the adjacent stage of development is undertaken, the temporary APZ will no longer be required and shall cease.

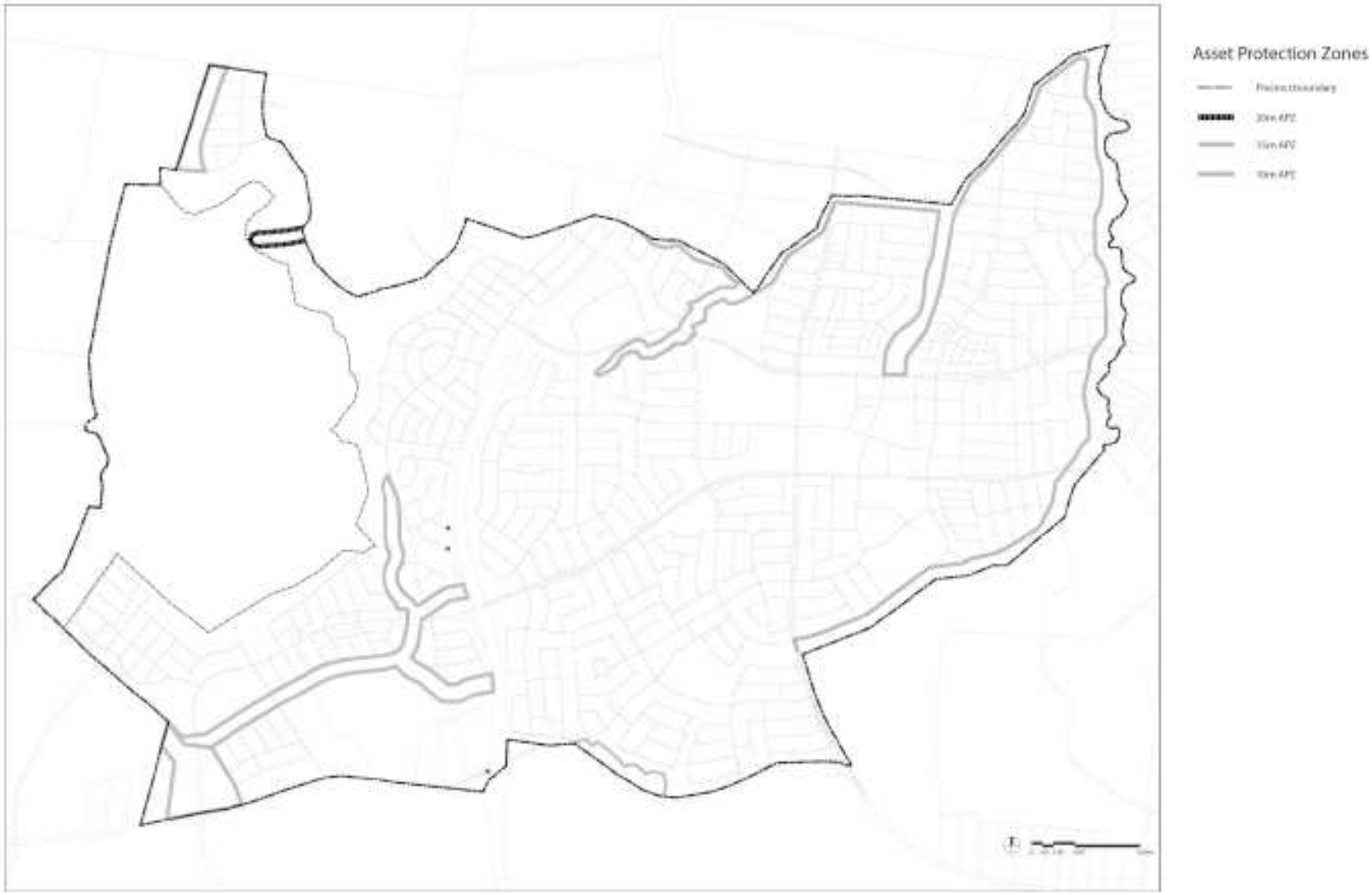


Figure 26: Indicative Location of Asset Protection Zones

6.6 Tree Retention and Biodiversity

Objectives

a. To ensure the protection and enhancement of existing significant trees and to improve or maintain biodiversity values within the precinct.

b. To maintain or improve as much existing vegetation as practicable within the precinct.

c. To reduce impacts of runoff from roads and impervious areas on adjacent lands.

d. To prevent the spread of weeds during and after construction.

Controls

1. All high significance vegetation identified at **Figure 27** is to be retained within open space. The moderate significance vegetation identified at **Figure 27** is to be retained where possible.

2. A Tree Survey Plan is to be submitted with each subdivision DA. The Tree Survey Plan is to identify the location, type and condition of all existing trees, and is to indicate those trees proposed to be removed, including the justification for their removal, and those to be retained. Where trees are to be retained, details of any protection methods shall be submitted with the DA. Priority should be given to retention of trees that have biodiversity value, particularly hollow bearing trees. These and other significant trees are to be retained wherever possible within public and community parks, streetscapes and riparian corridors.

3. A Vegetation Management Plan (VMP) is required to be prepared for the biodiversity corridor connecting Harrington Park to South Creek, via the southern tributary. The Plan is to be submitted as part of any subdivision of land adjoining the corridor.

4. Native vegetation (canopy level) shall be provided, where possible, within pocket parks, riparian corridors and street verges to create a 'stepping-stone corridor' for terrestrial biodiversity. Details of any planting shall be provided within a detailed Landscape Plan submitted with a development application for subdivision of land.

5. Where development is located within or close to a known biodiversity corridor fencing shall be sympathetic to the passage of native fauna.

6. All subdivision design and bulk earthwork is to consider the need to minimise weed dispersion and eradication. In the opinion of Council, where a significant weed issue exists, a Weed Eradication and Management Plan is to be submitted with the subdivision DA that outlines weed control measures during and after construction. In these instances, a detailed Management Plan will be required to be prepared prior to any earth works being undertaken.

Figure 27: Areas of Significant Remnant Vegetation

6.7 Contamination Management

Objectives

a. To minimise the risks to human health and the environment from the development of potentially contaminated land.

b. To ensure that potential site contamination issues are adequately addressed at the subdivision stages.

Controls

1. DAs for development in Areas of Environmental Concern (AEC) as identified at **Figure 28** shall be accompanied by a Stage 2 Detailed Environmental Site Investigation prepared in accordance with 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 any DA that seeks consent for remediation. Council may require a Site Audit Statement (SAS) (issued by a DECC Accredited Site Auditor) where remediation works have been undertaken to confirm that areas identified as contaminated land are suitable for the proposed use. The SAS shall be submitted prior to the issue of the Subdivision Certificate.

2. Where redevelopment is proposed on a site where the Council suspects that contamination may be present or for applications proposing a change of use to a more sensitive land use (e.g. residential, education, public recreation facility etc), Council will require a Stage 1 Preliminary Environmental Site Contamination Investigation. Depending on the outcome of the Stage 1 investigation, a Stage 2 Environmental Site Investigation may also be required.

3. All investigations, reporting and identified remediation works must be in accordance with the protocols of Council's *Policy – Management of Contaminated Lands* and the DECC's *Guidelines for Consultants Reporting on Contaminated Sites.*

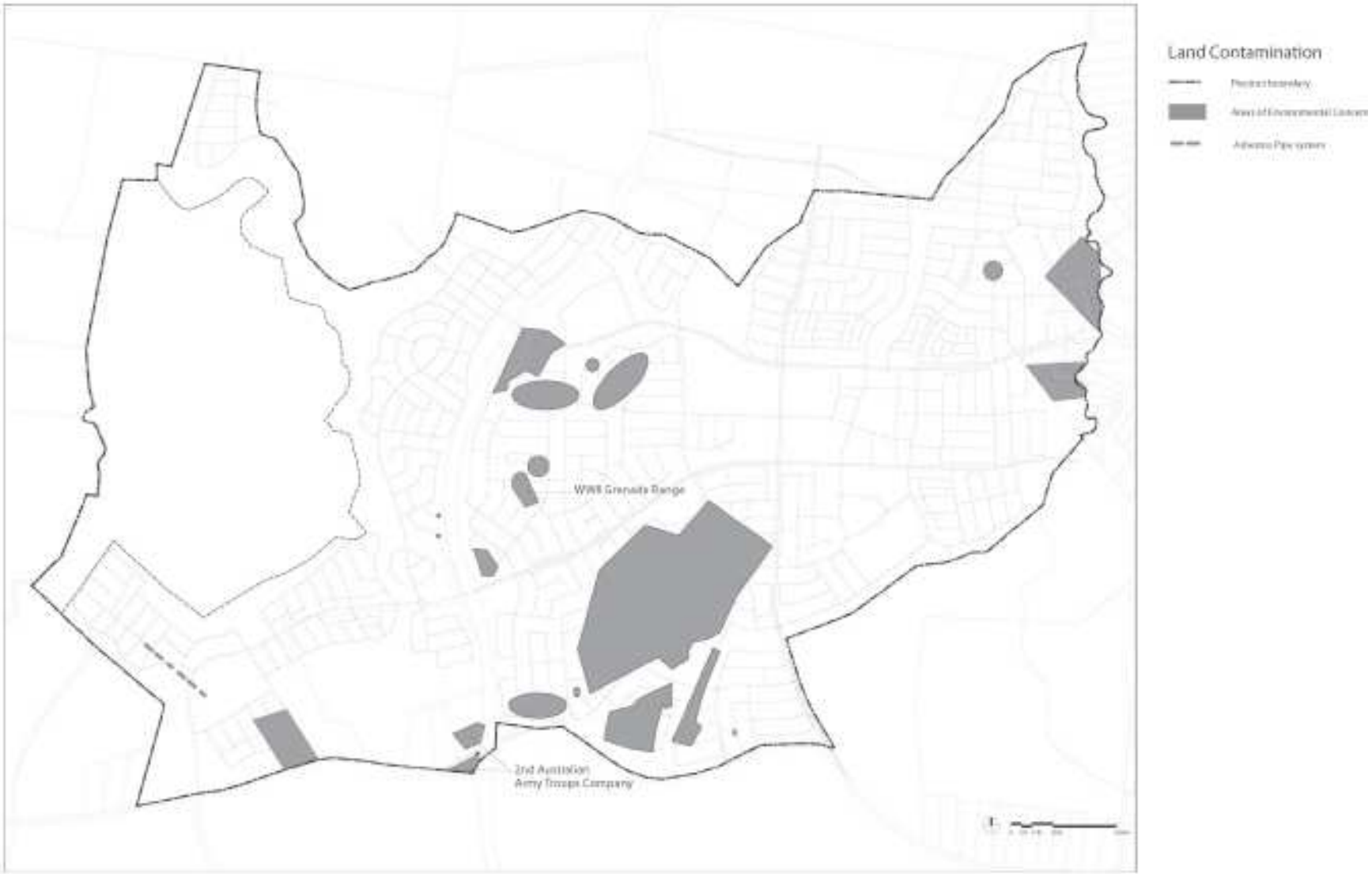


Figure 28: Areas of Environmental Concern

6.8 Odour

Objective

(a) To ensure appropriate levels of odour amenity for future residents.

Controls

1. Any residential subdivision DA on land east of the main North-South spine road is to be accompanied by a Level 3 Odour Impact Assessment (using the dispersion-modelling program CALPUFF) to verify the actual nuisance levels of odour generated by the existing poultry farms in Springfield Road, Catherine Fields. The assessment is to be undertaken in accordance with the EPA *Draft Policy 'Assessment and Management of Odour from Stationary Sources in NSW and Technical Notes'*.

   Note: Refer to Figure 4-1 in the Level 1 Odour Impact Assessment for Oran Park Precinct prepared by Benbow Environmental dated March 2007 for the affected area.

2. Any land identified by the Level 3 Odour Impact Assessment as being within a nominated separation distance shall not be developed until either:

   - Council is satisfied that the poultry operation ceases to operate, or
   - it can be demonstrated to Council that a change to the operation of the poultry farm has resulted in removal of the odour source.

3. Where an existing poultry farm is proposed to expand or a new poultry farm proposed within the precinct boundary, a Level 3 Odour Impact Assessment must be undertaken to verify the actual nuisance level of odour generated by the poultry farm. The assessment is to be undertaken in accordance with the EPA *Draft Policy "Assessment and Management of Odour from Stationary Sources in NSW and Technical Notes".* Any Level 3 Odour Assessment must also consider the local terrain effects on odour behaviour for day and night-time periods and determine the suitable separation distance that the farm must be from sensitive development. For residential or sensitive use developments a 2.0 OU / m^3 should be used as the criterion to determine the level of odour nuisance / impact.

4. 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.

5. All Sewage Treatment Plants (STP) are to be surrounded by an odour buffer. The size of such buffer is to be determined by a suitably qualified air quality expert in conjunction with Sydney Water and Camden Council. Where there is a proposal to locate a STP in or near the precinct that includes associated odour buffer zones, all proposed residential development boundaries and

sensitive land use developments must be located outside of the defined buffer zones of the STP. Sewage Pumping Stations (SPS) must be located a suitable distance away from residential development boundaries that includes sensitive land use developments preferably in areas of public open space.

6.9 Acoustics

Objective

a. To achieve an acceptable residential noise environment whilst maintaining well designed and attractive residential streetscapes.

b. To discourage the use of local streets by heavy vehicles.

Controls

1. Residential development shall be designed to comply with Council's Environmental Noise Policy that incorporates DECC's Environmental Criteria for Road Traffic Noise. However, for residential development adjoining sub-arterial and collector roads, where external traffic noise level limits will be exceeded at the façade of the residential premises nearest to the noise source, the development will be deemed to comply with Council's Environmental Noise Policy if:

   - the principal private open space area of the residential premises complies with the relevant noise limit, and

   - the internal noise levels identified in sub-clause (2) are achieved.

2. The internal noise level limits for residential development are:

   For residential premises impacted by traffic noise from arterial, or sub-arterial roads;

   - in a naturally ventilated - windows open condition (i.e. windows open up to 5% of the floor area, or attenuated natural ventilation open to 5% of the floor area), or mechanically ventilated windows closed condition:

Sleeping areas	$L_{Aeq\ 15\ hour,\ Day}$	40dB
	$L_{Aeq\ 9\ hour,\ Night}$	35dB
Living areas	$L_{Aeq\ 15\ hour,\ Day}$	45dB
	$L_{Aeq\ 9\ hour,\ Night}$	40dB

   - where a naturally ventilated - windows open condition cannot be achieved, it is necessary to incorporate mechanical ventilation compliant with AS1668 and the Building Code of Australia. The noise levels above shall be met with mechanical ventilation or air-conditioning systems not operating. The following LAeq noise levels shall not be exceeded when doors and windows are shut and mechanical ventilation or air conditioning is operating:

Sleeping areas	$L_{Aeq\ 15\ hour,\ Day}$	43dB

	$L_{Aeq\ 9\ hour,\ Night}$	38dB
Living areas	$L_{Aeq\ 15\ hour,\ Day}$	46dB
	$L_{Aeq\ 9\ hour,\ Night}$	43dB

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

For residential premises impacted by traffic noise from collector roads:

- in a naturally ventilated - windows open condition (i.e, windows open up to 5% of the floor area, or attenuated natural ventilation open to 5% of the floor area), or mechanically ventilated windows closed condition:

Sleeping areas	$L_{Aeq\ 1\ hour,\ Day}$	40dB
	$L_{Aeq\ 1\ hour,\ Night}$	35dB
Living areas	$L_{Aeq\ 1\ hour,\ Day}$	45dB
	$L_{Aeq\ 1\ hour,\ Night}$	40dB

- where a naturally ventilated - windows open condition cannot be achieved, it is necessary to incorporate mechanical ventilation compliant with AS1668 and the Building Code of Australia. The noise levels above shall be met with mechanical ventilation or air-conditioning systems not operating. The following LAeq noise levels shall not be exceeded when doors and windows are shut and mechanical ventilation or air conditioning is operating:

Sleeping areas	$L_{Aeq\ 1\ hour,\ Day}$	43dB
	$L_{Aeq\ 1\ hour,\ Night}$	38dB
Living areas	$L_{Aeq\ 1\ hour,\ Day}$	46dB
	$L_{Aeq\ 1\ hour,\ Night}$	43dB

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

Note: $L_{Aeq\ 1}$ hour noise levels shall be determined by taking as the second highest $L_{Aeq\ 1}$ 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, whichever is highest).

3. For residential subdivisions that:

- are adjacent to arterial, sub-arterial or collector roads, or
- are potentially impacted upon by a nearby industrial / employment area, or
- are on steep (> 1:10) or elevated land within 100m of an arterial, sub-arterial or collector road

an acoustic report is required to be submitted as part of a subdivision application demonstrating that the proposed subdivision design and any required acoustic attenuation can comply with the above noise control levels. An acoustic report is also required for any non-residential use to be undertaken within a residential area.

4. All industrial / commercial / employment development is to comply with the *Industrial Noise Policy* (DECC 2000).

5. Noise walls are not permitted on any sub-arterial road, collector street or local street. Arterial roads require an innovative solution that maintains a quality landscape and streetscape. Options for arterial roads can include, but may not be limited to landscaped mounds, a combination of mounds and walls or well-designed walls that have interesting materials, colours, patterns and an openness through use of transparent materials or outwardly angled walls.

6. A combination of the following measures (described in **Figure 29**) is to be used to mitigate the impacts of traffic noise on sub-arterial roads and collector streets:

   - setbacks and service roads,
   - internal dwelling layouts that are designed to minimise noise in living and sleeping areas,
   - changes in topography,
   - using attached dwellings,
   - using higher than standard fencing between separate buildings constructed with a suitably solid mass, and
   - site layouts that locate principal private open space areas away from the noise source.

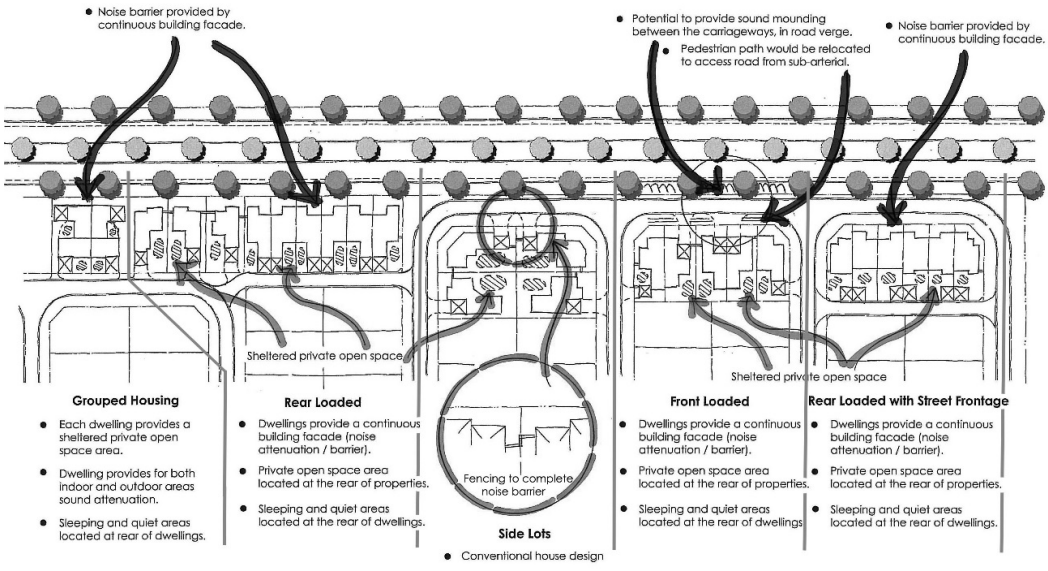


Figure 29: Measures to Minimise Noise Intrusion

7. Development in Residential Areas

This section of the DCP provides development controls relating to neighbourhood and subdivision design, streetscape and architectural design, setbacks, corner lots, zero lot lines, dwelling height, massing and siting, private open space, garages, access and parking, studios / Fonzie flats, dual occupancies, mixed use and high density housing, safety and surveillance, fencing and cut and fill.

7.1 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 30** and Landcom's "Residential Density Guide" and the Department of Planning and Environments' "Areas Dwelling Density Guide" for further information.

Figure 30: 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 Density.

7.2 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, the typical characteristics of the corresponding Density Band in **Table 11**.

Table 11: Typical Characteristics of Residential Net Densities

Net Residential Density dw / Ha	Typical Characteristics
10 - 12.5 dw / Ha	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 31**).
15 – 20 dw / Ha	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 20 dw / Ha, the occasional manor home on corner lots. Single and double storey dwellings. Mainly suburban streetscapes, the occasional urban streetscape. (See **Figure 31**).
25 - 30 dw / Ha	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 31**).

40+ dw / Ha	Generally located immediately adjacent to 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 31**).

Garden Suburban

Suburban

Urban

Figure 31: Distinct and Coherent Streetscapes Occur in Varying Proportions in Density Bands

3. Residential development in an 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, and
   - consider views to and from the land and surrounding parts of the Growth Centre.

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, and
   - 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 provide more detailed objectives and controls for these types of development.

7.3 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, summarised here as **Table 12**. In certain density bands, variations to some lot sizes may be possible subject to clauses 4.1AC, 4.1AD, 4.1AE, 4.1AF and 4.1AG in the Sydney Region Growth Centres SEPP.

6. Minimum lot frontages applying to each density band will comply with **Table 13**. Lot frontage is measured at the street facing building line as indicated in **Figure 32**.

Table 12: Minimum Lot Size by Density Bands

Minimum Net Residential Target (dwellings / Ha)	R1 General Residential	R3 Medium Density Residential
Dwelling House (base control)	300	300
With BEP	250	225
As Integrated DA	250	125
Locational criteria* (BEP or Integrated DA)	225	N/A
Studio Dwelling	No minimum lot size as strata development not subject to minimum lot size controls	
Secondary Dwelling	450	In principle lot
Dual Occupancy	500	400
Semi Detached Dwelling	200	200
Attached Dwelling	375	375
Multi Dwelling Housing	1,500	375
	375*	
Manor Homes	Not permissible	600
Residential Flat Buildings	Not permissible	2,000

** On land zoned R1 General Residential, the minimum development lot size for the purposes of a dwelling house can be varied to 225m² and minimum development lot size for the purpose of multi-dwelling housing can be varied to 375m² in places that satisfy one of the following locational criteria:*

- *adjoining land approved for Public Recreation or land that is separated from land approved for Public Recreation only by a public road;*
- *adjoining land approved for Special Infrastructure and set aside for Drainage or Educational purposes or land that is separated from land approved for Special Infrastructure and is set aside for Drainage or Educational purposes only by a public road, and in either instance is also within 400m of land approved for Neighbourhood Centre or Local Centre;*
- *adjoining land approved for Neighbourhood Centre, Local Centre or Mixed Use or land that is separated from land approved for Neighbourhood Centre, Local Centre or Mixed Use only by a public road.*

Table 13: Minimum Lot Frontages by Density Bands

		Net Residential Density Target (dw / Ha)		
		10 to 12.5 dw / Ha	15 dw / Ha	20 to 45 dw / Ha
Minimum Lot Frontages	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.

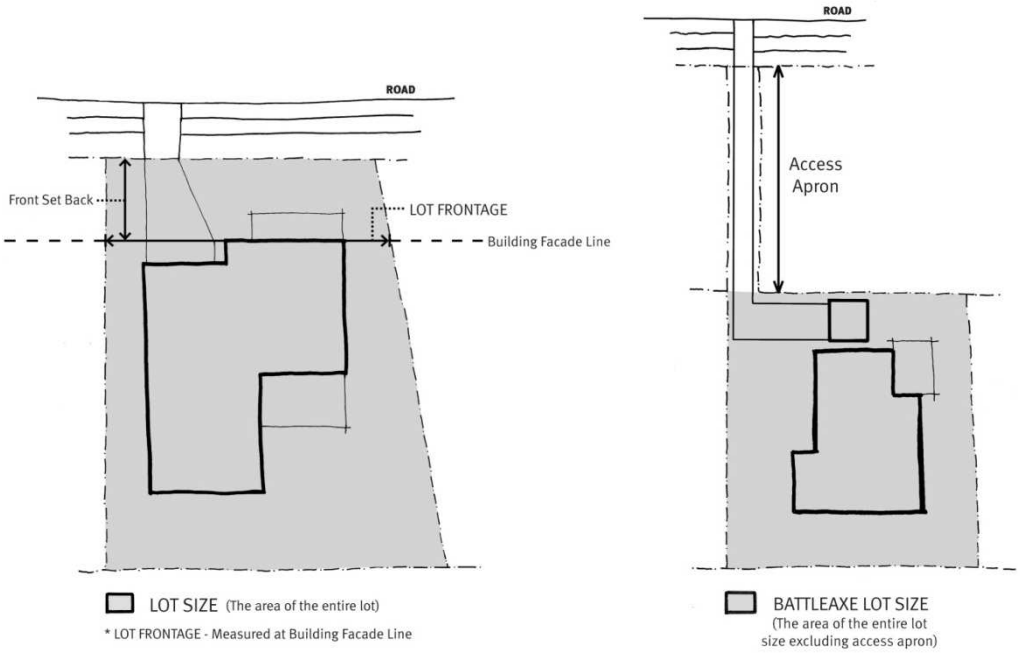


Figure 32: Measurement of Minimum Lot Widths and Lot Area

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 map 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 ≤ 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, and
- 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 45**.

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 7.6.4(8)** 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 **Growth Centres Practice Notes: Zero Lot Boundaries and Building**

Envelope Plans.

Subdivision of Shallow Lots

19. Shallow lots (typical depth 14-18m, typical area <200m²) 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 225m² 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 33**.

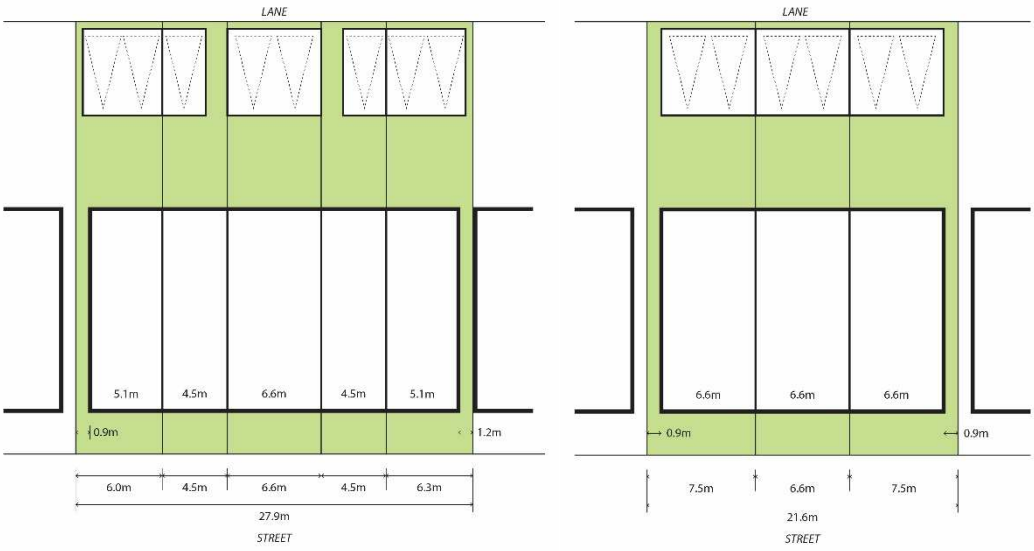


Figure 33: Two Examples of Lot Subdivision for 'Sets' of Attached or Abutting Terraces

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.

7.3.1 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 34**.

2. Subdivision layout should minimise the use of battle-axe lots without public frontage to resolve residual land issues.

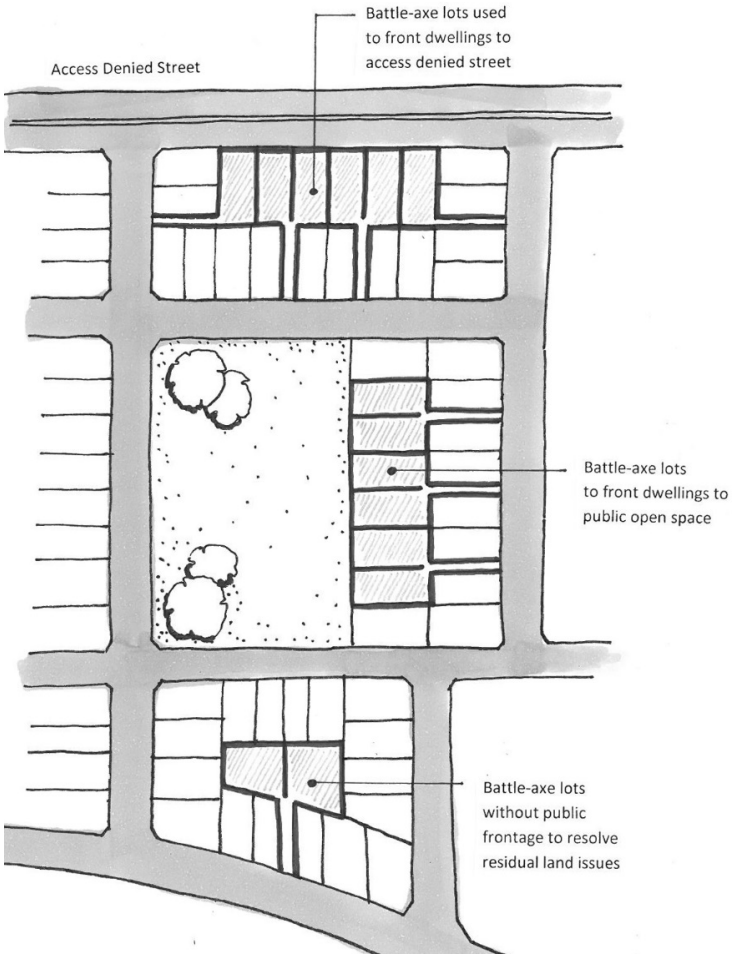


Figure 34: Examples of Locations of Battle-axe Lots

3. In density bands 10, 15 and 20 dw / 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 35**.

5. Driveway design, including dimensions and corner splays, is to be in accordance with Council's Engineering Specifications.

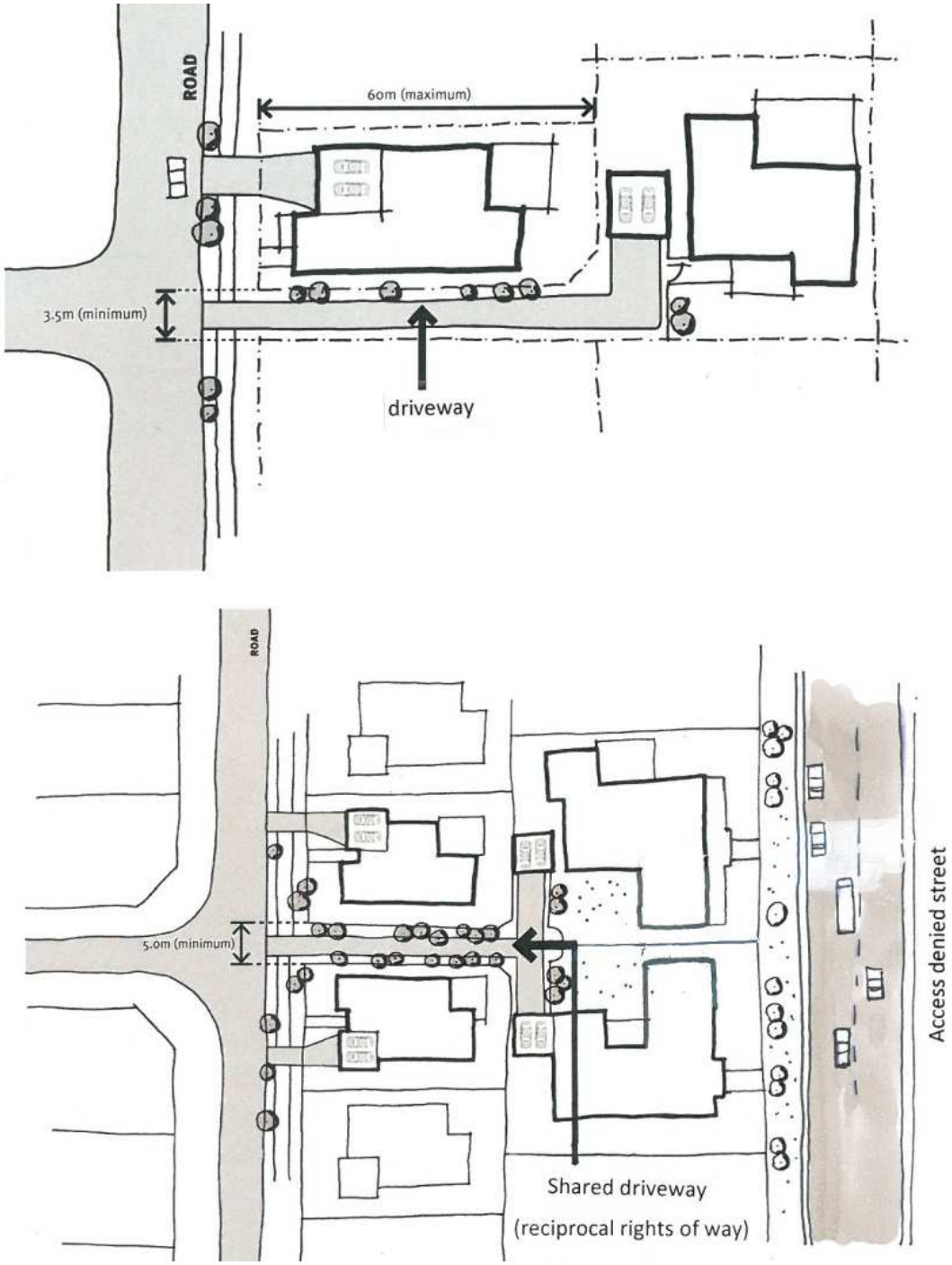


Figure 35: Examples of Driveways and Shared Driveways for Battle-axe Lots

7.3.2 Corner Lots

Objectives

a. 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 36**.

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.

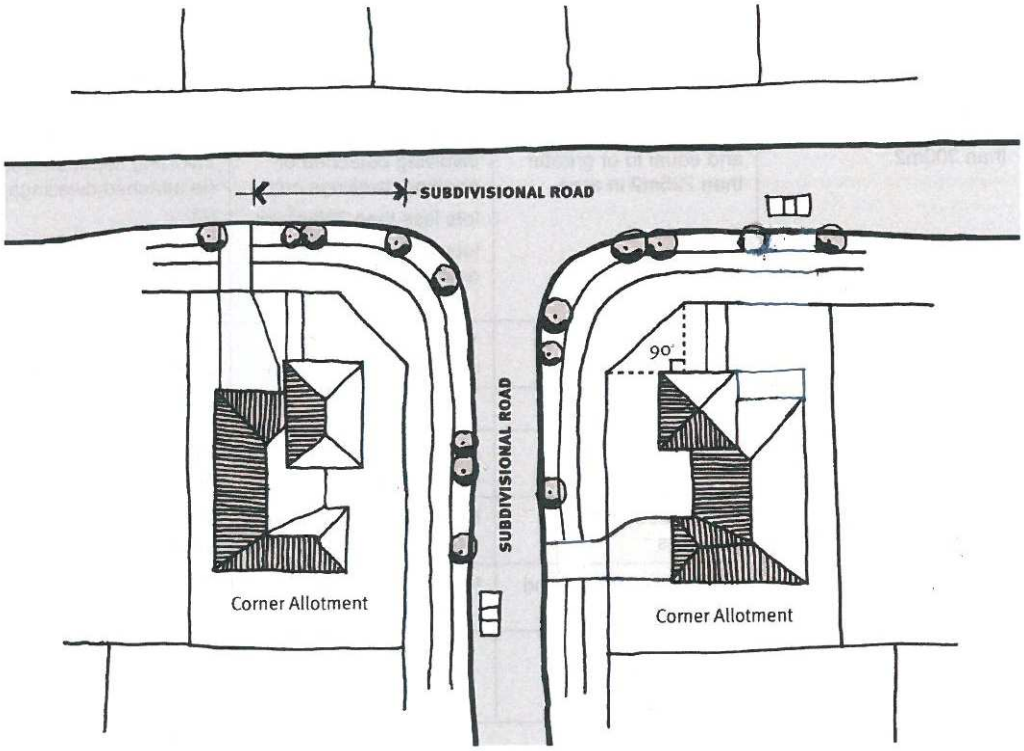


Figure 36: Corner Lots

7.4 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 of **Table 14**.

2. Subdivision of land creating residential lots less than 225m^2 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 14: Subdivision Approval Process

Approval pathway	DA for Subdivision	DA for Subdivision with Building Envelope Plan	DA for Integrated Housing (Integrated Assessment with subdivision prior to construction of dwellings)	DA for Integrated Housing
	Pathway A1	**Pathway A2**	**Pathway B1**	**Pathway B2**
Application	Lots equal to greater than 300m²	Lots less than 300m² and equal to or greater than 225m² in area, and with a width equal to or greater than 9m*	Dwelling construction involving **detached** or **abutting** dwellings on: lots less than 225m², or lots with a width less than 9m*	Dwelling construction involving common walls (i.e. **attached** dwellings) on: lots less than 225m², 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 200m² lots and above)	No	No

*Minimum lot width refer **to Figure 33.**

3. Subdivision applications that create lots smaller than 300m^2 and larger than or equal to 225m^2 must be accompanied by a Building Envelope Plan (BEP). An example of a BEP is included at **Figure 37**.

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, and
- 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, and
- 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 38.**

   The PDP should be 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*, and
- 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, and
- 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.**

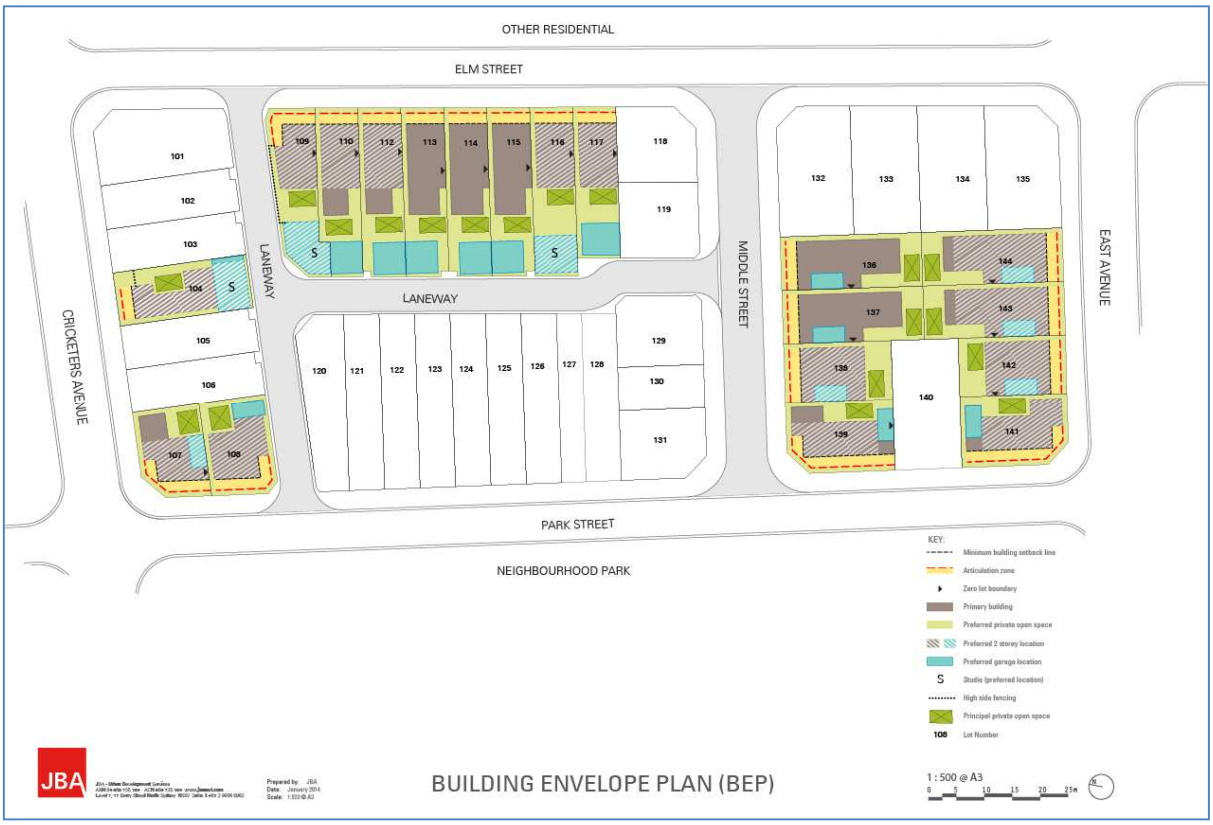


Figure 37: Sample of Building Envelope Plan (BEP)

Figure 38: Sample of a Public Domain Plan

7.5 Site Responsive Design

7.5.1 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,
- the 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,
- the location and uses of buildings on sites adjoining the land, and
- a stormwater concept plan (where required).

7.5.2 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 39**.

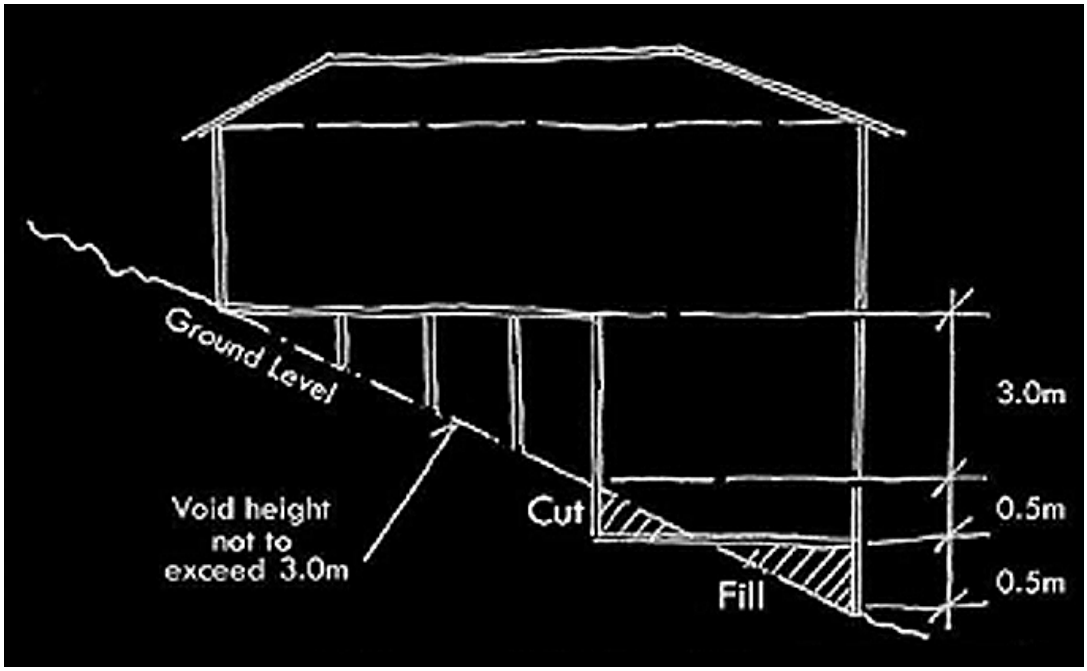


Figure 39: Maximum Height of Voids Within Residential Lots

7.5.3 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.

7.6 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 7.7**.

It is acknowledged that innovative dwelling designs are evolving particularly on lots <300m², and design solutions may be developed that meet the objectives but do not comply with the relevant controls. In density bands ≥25 dw / 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.*

7.6.1 Summary of Key Controls

The following **Table 15** summarises the types of lots and housing. **Table 15** is diagrammatic only and directs readers to the relevant **Table 16 to Table 20** containing the main development controls.

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

Table 15: Summary of Lot and Dwelling Types

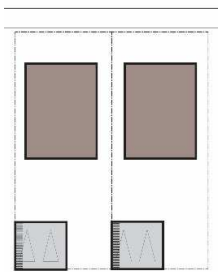
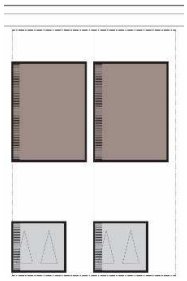
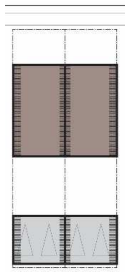
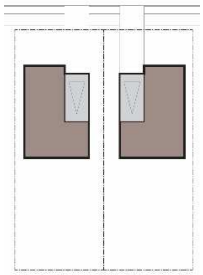
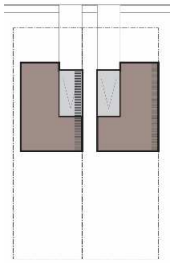
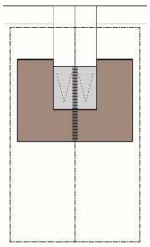
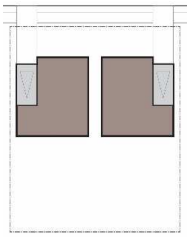
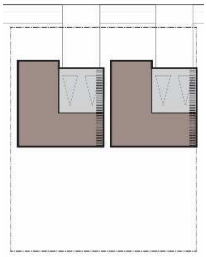
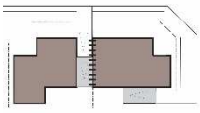
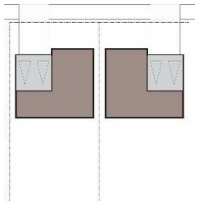
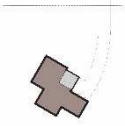
Access	Lot Width	Detached	Zero Lot	Abutting / Attached	Controls Table
Rear access	≥ 4.5m				**Table 16**
Front access	7 > 9m				**Table 17**
	≥ 9 ≥ 15m				**Table 18**
	> 15m				**Table 19**
	Environmental Living Zone				**Table 20**

Table 16: Summary of Key Controls for Lots with Frontage Width ≥ 4.5m for Rear Accessed Dwellings

Element	Control	
Front setback (minimum)	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 ≥ 25 dw / Ha 3m to building façade line, 1.5m to articulation zone.
Side setback (minimum)	Zero Lot, Attached or Abutting Boundary (benefited lot) 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 (minimum)	0.5m (rear loaded garages to lane)	
Corner lots secondary street setback (minimum)	1.0m	
Building height, massing and siting	In density areas ≤ 20 dw / Ha: 2 storeys maximum (3rd storey subject to clause 7.6.5 (1))	In density areas ≥ 25 dw / Ha: 3 storeys maximum
Site coverage	Upper level no more than 40% of lot area. Refer also **Clause 7.7.2**	
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 ≤ 20 dw / Ha: Minimum 16m² with minimum dimension of 3m.	In density areas ≥ 25 dw / Ha: Minimum 16m² with minimum dimension of 3m. 10m² per dwelling if provided as balcony or rooftop with a minimum dimension of 2.5m.
Solar access	In density areas ≤ 20 dw / 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 ≥ 25 dw / 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: • 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 17: Summary of Key Controls for Lots with Frontage Width ≥ 7m and < 9m for Front Accessed Dwellings

Element	Control	
Front setback (minimum)	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 (minimum)	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 (minimum)	4m (ground level) and 6m (upper levels)	
Corner lots secondary street setback (minimum)	1.0m	
Building height, massing and siting	In density areas ≤ 20 dw / Ha: 2 storeys maximum (3rd storey subject to **Clause 7.6.5** control #1)	In density areas ≥ 25 dw / 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 ≤ 20 dw / Ha: Minimum 16m² with minimum dimension of 3m.	In density areas ≥ 25 dw / Ha: Minimum 16m² with minimum dimension of 3m. 10m² per dwelling if provided as balcony or rooftop with a minimum dimension of 2.5m.
Solar access	In density areas ≤ 20 dw /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 ≥ 25 dw / 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: • 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 ≤ 25 dw / 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 18: Summary of Key Controls for Lots with Frontage Width ≥ 9m and ≤15m for Front Accessed Dwellings

Element	Control	
Front setback (minimum)	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 (minimum)	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 (minimum)	4m (ground level) and 6m (upper levels)	
Corner lots secondary street setback (minimum)	2.0m	
Building height, massing and siting	2 storeys maximum (3rd storey subject to **Clause 7.6.5** control #1)	
Site coverage	Single storey dwellings: 60% Lot ≤ 375m², upper level no more than 40% of lot area. Lot > 375m², upper level no more than 35% of lot area.	
Landscaped area	Minimum 25% of allotment area.	
Principal Private Open Space (PPOS)	Minimum 20m² 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 ≥9m and <12.5m: 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 ≥12.5m and ≤15m: 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 19: Summary of Key Controls for Lots with Frontage Width > 15m for Front Accessed Dwellings

Element	Control
Front setback (minimum)	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 (minimum)	Ground Floor: 0.9m (Side A), 0.9m (Side B) Upper Floor: 0.9m (Side A), 1.5m (Side B)
Rear setback (minimum)	4m (ground level) and 6m (upper levels)
Corner lots secondary street setback (minimum)	2.0m
Building height, massing and siting	2 storeys maximum (3rd storey subject to **Clause 7.6.5** control #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 24m² 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 20: Summary of Key Controls for Lots in the Environmental Living Zone

Element	Control
Front setback (minimum)	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 (minimum)	Ground Floor: 1.5m Upper Floor: 1.5m (Side A), 3m (Side B)
Rear setback (minimum)	10m
Corner lots secondary street setback (minimum)	4.5m
Building height, massing and siting	2 storeys (3rd storey subject to **Clause 7.6.5** control #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 24m² 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.

7.6.2 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 40 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 40: 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 ≥ 15m, 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** .

Garden Suburban Streetscape Principles

Suburban Streetscape Principles

Urban Streetscape Principles

Figure 41: Streetscape Design Principles

7.6.3 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 **Table 16 to Table 20, Figure 42** and **Figure 43**.

2. On corner lots, front setback controls are to be consistent with **Figure 44**.

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 **Table 16 to Table 20** 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 **Figure 42, Figure 43** and **Figure 44**) include those items listed in Control 7.6.2(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.

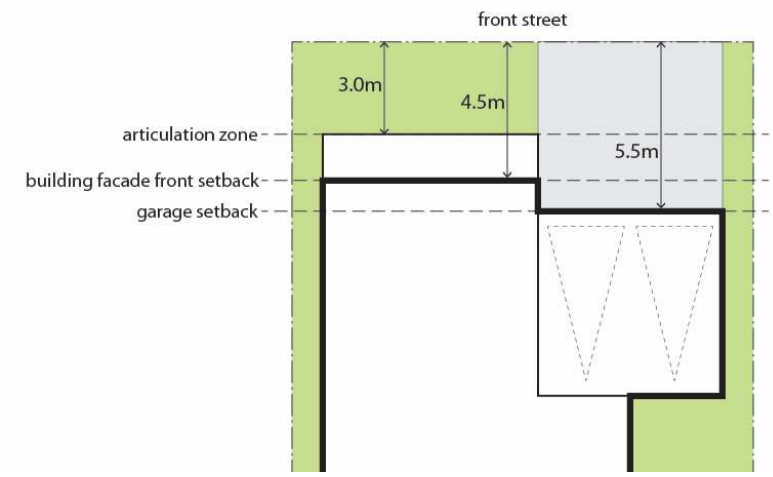


Figure 42: Minimum Front Setback Distances

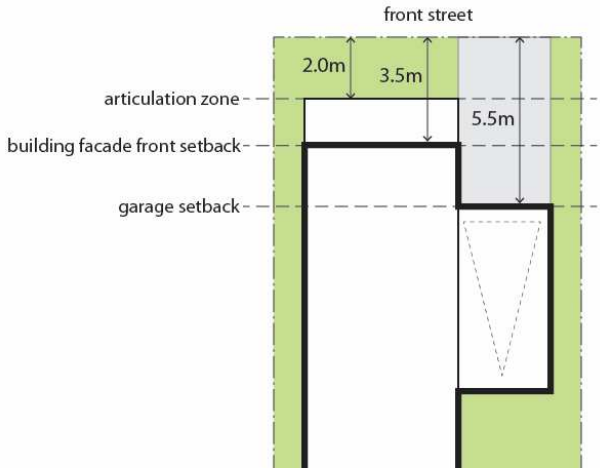


Figure 43: Minimum Front Setbacks for Dwellings Fronting Open Space or Drainage Land

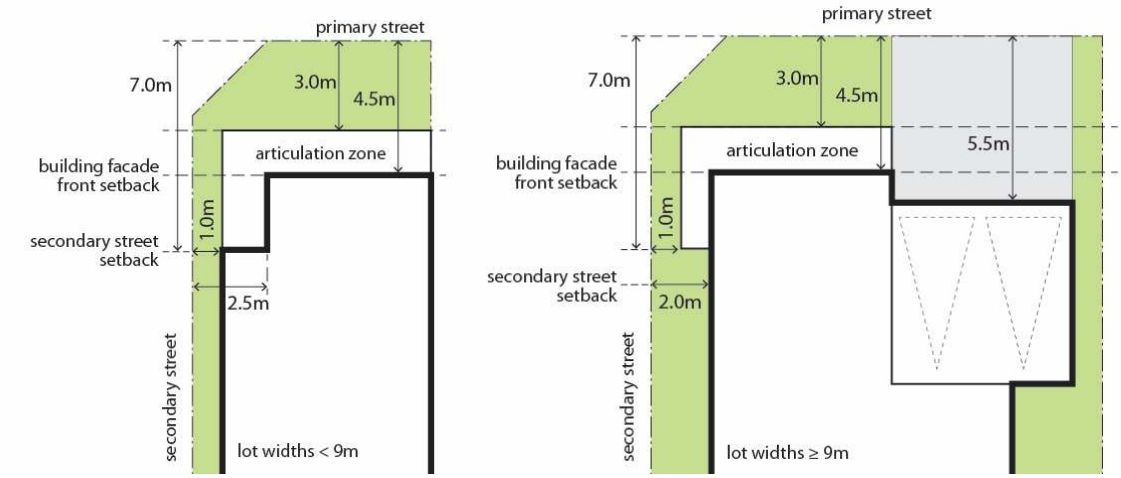


Figure 44: Minimum Setbacks on Corner Lot Dwellings

7.6.4 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 **Table 16 to Table 20** and principles in

2. **Figure 45.**

3. 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

4. **Figure 45.**

5. 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.

6. Pergolas, swimming pools and other landscape features / structures are permitted to encroach into the rear setback.

7. 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, and
   - 4.5m in the Environmental Living zone.

8. 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.

9. 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 7.6.4 (6) within the easement to the burdened lot dwelling should not impede the ability for maintenance to be undertaken to the benefitted lot.

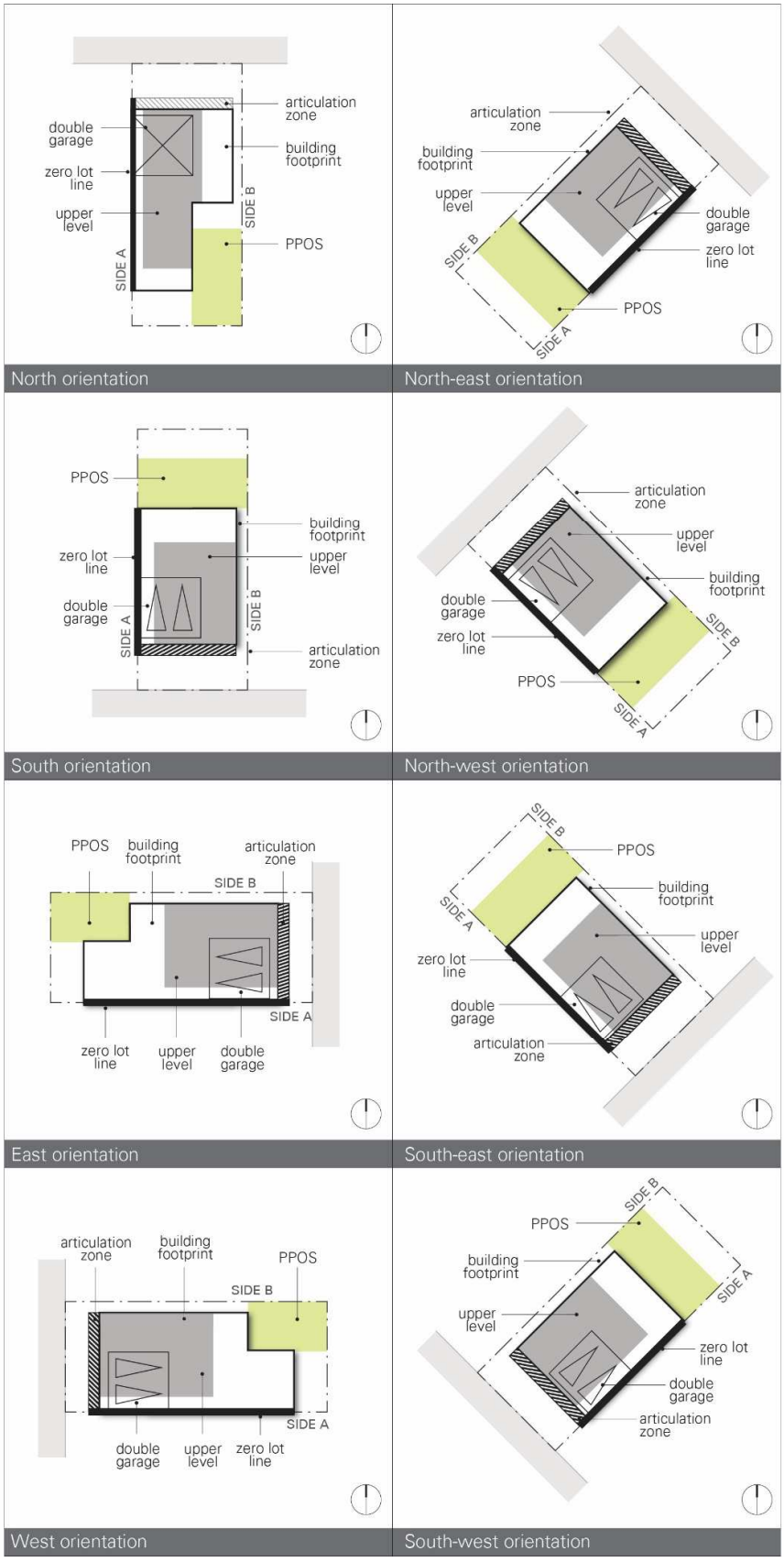


Figure 45: Dwelling and Open Space Siting Principles for Different Lot Orientations

10. 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 **Figure 43.**

11. 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.

12. 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 7.6.3** 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 44.**

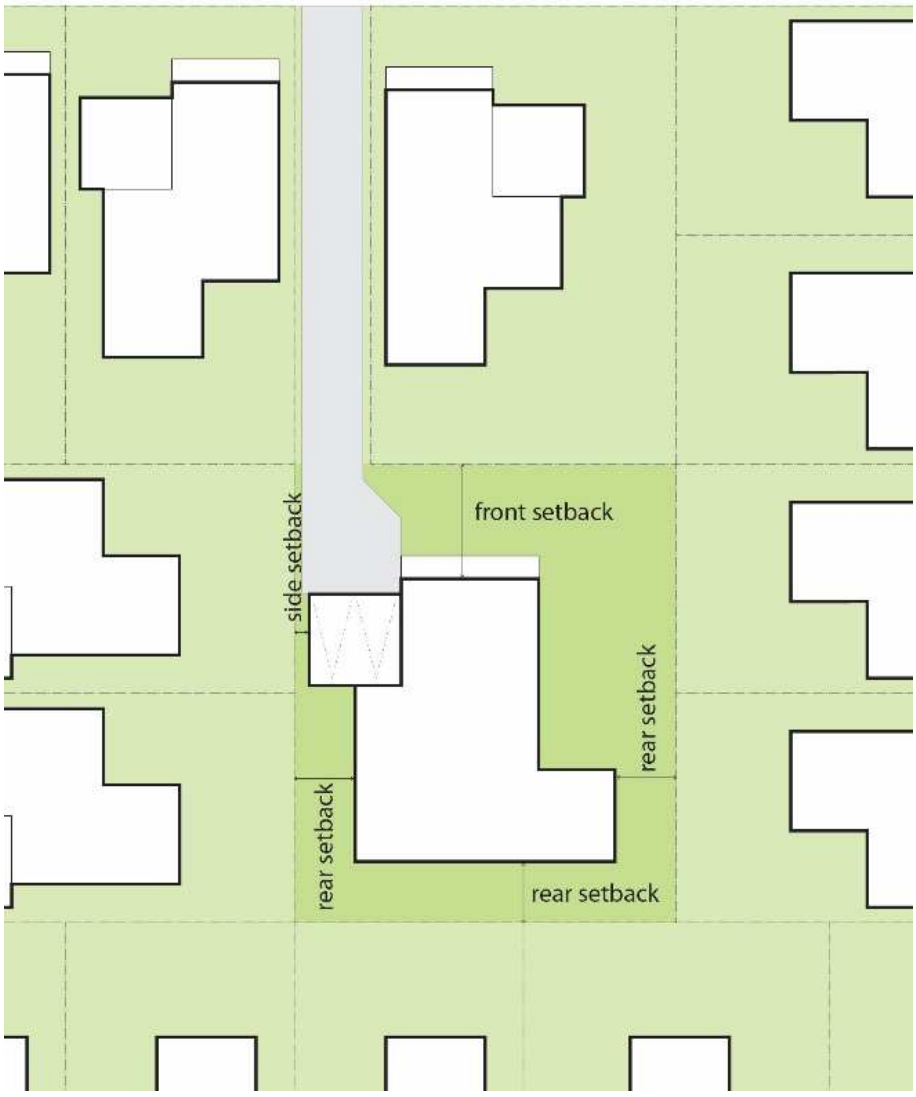


Figure 46: Battle-axe Lot (Without any Street Frontage) Example of Setbacks

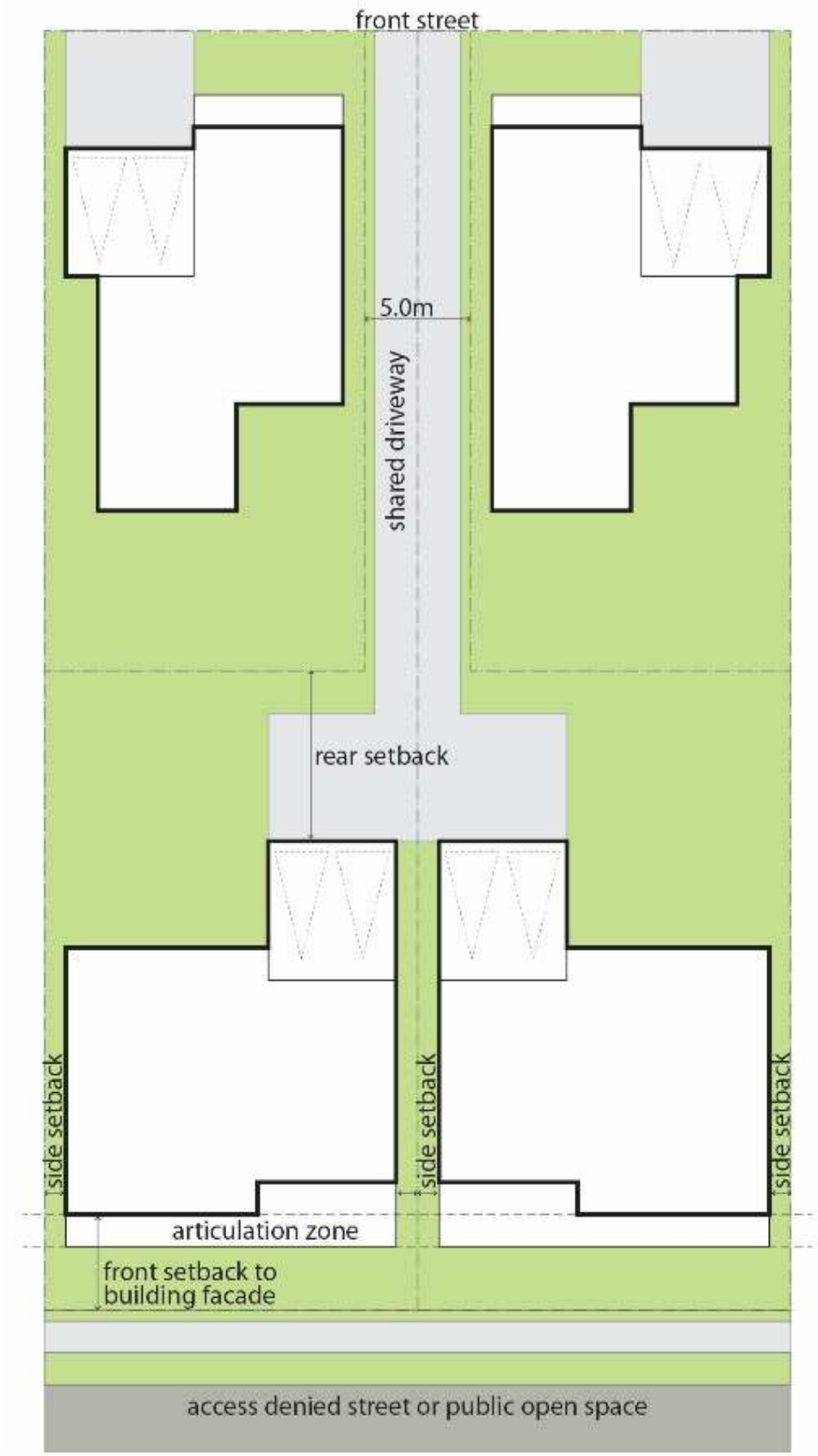


Figure 47: Battle-axe Lot (Fronting Access Denied Road) Setbacks

7.6.5 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,
   - the dwelling is located adjacent to a neighbourhood or local centre, public recreation or drainage land, a golf course, or a riparian corridor,
   - 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 **Table 16 to Table 20.**

3. Site coverage is the proportion of the lot covered by a dwelling house and all ancillary development (e.g. 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.

7.6.6 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 6 to 10**. **Figure 48** 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.

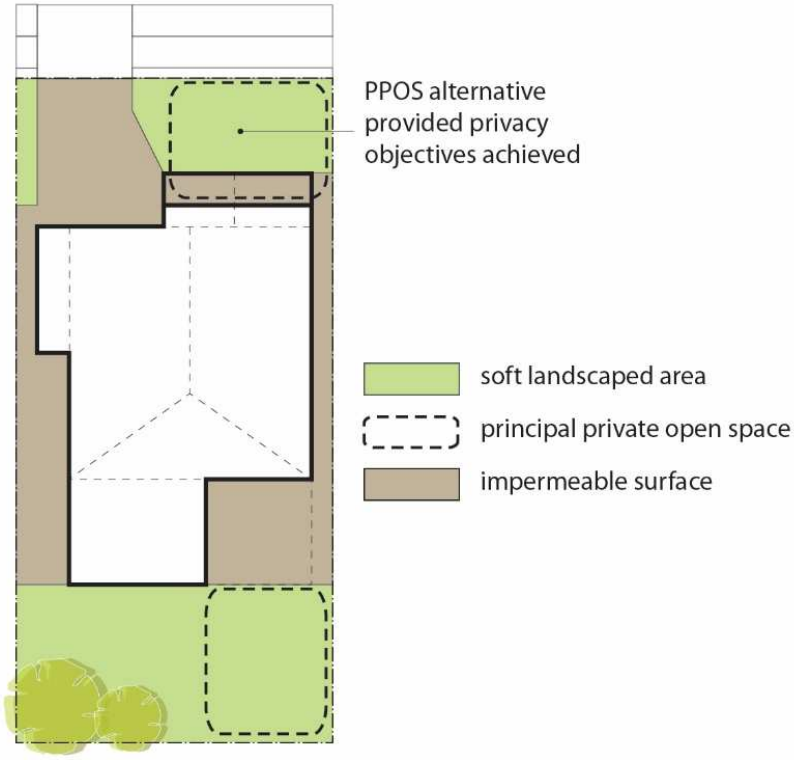


Figure 48: Soft Landscaped Area and Principal Private Open Space

7.6.7 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 **Table 16 to Table 20.**

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 7.6.2.**

7.6.8 Garages, 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 7.4** 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 7.3.3** and **Figure 36**.*

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 **Table 16 to Table 20.**

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,
- 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 façade.

16. For garages accessed from a laneway or shared driveway a minimum garage door width of 2.4m (single) and 4.8m (double) is required.

7.6.9 Visual and Acoustic Privacy

Objectives

a. To site and design dwellings to meet requirements for visual and acoustic privacy, whist minimising visual and acoustic impacts of development on adjoining properties.

Controls

1. Direct overlooking of main habitable areas and private open spaces of adjacent dwellings should be minimised through building layout, window and balcony location and design, and the use of screening devices, including landscaping.

2. Habitable room windows with a direct sightline to the habitable room windows in an adjacent dwelling within 9m are to:

- be obscured by fencing, screens or appropriate landscaping,
- 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,
- have a sill height of 1.7m above floor level,
- have fixed obscure glazing in any part of the window below 1.7m above floor level, or
- fixed screen or opaque windows can be built closer than non-habitable room windows

3. The design of dwellings must minimise the opportunity for sound transmission through the building structure, with particular attention given to protecting bedrooms and living areas.

4. In attached 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 Building Code of Australia.

5. 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.

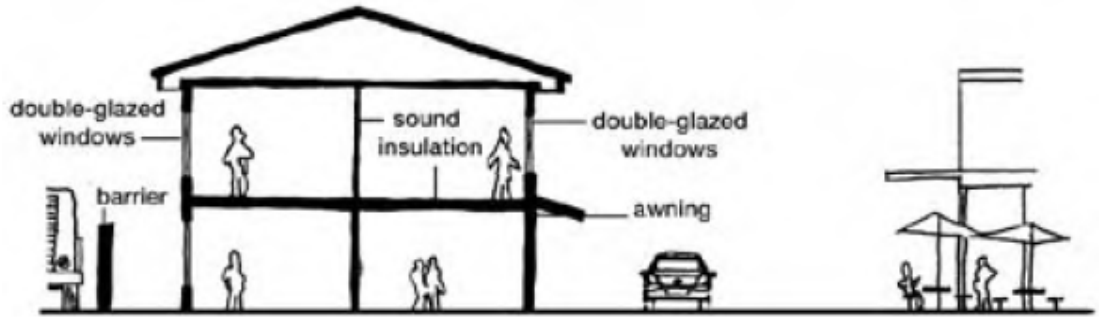


Figure 49: Strategies for Minimising Noise Transmission

7.6.10 Fencing

Objectives

a. To ensure boundary fencing is of a high quality and does not detract from the streetscape.

Controls

1. Front fencing shall be in harmony with the street, consistent in design and style with its dwelling and a maximum of 1m high. Separate application is to be made for fences higher than 1m and for courtyard walls. Side and rear fencing are to be a maximum of 1.8m high. Front fences and walls are to not impede safe sight lines for traffic.

2. On corner lots the preferred outcome is for the dwelling to front both street frontages providing a better overall streetscape presentation. Where fencing to the secondary street frontage is proposed, it is not to exceed 1.8m high for more than one third of the length of the secondary road frontage, if relevant.

3. On corner lots the front fencing style is to be continued along the secondary street frontage to at least 1m behind the building line of the dwelling. Side fences higher than 1m are not to extend past the Building Facade Line or Garage Building Line.

4. Where a dwelling is located adjacent to open space, boundary fencing is to be of a high quality material and finish. The design of the fencing is to permit casual surveillance of the open space and provide the dwelling with outlook towards the open space. Fencing that adjoins mews or rear accessways is to permit casual surveillance. Colorbond or timber paling or lapped / capped fencing can only be used internally between dwelling lots.

5. Where cut is proposed on the boundary of a lot, retaining walls are to be constructed with side fence posts integrated with its construction (relevant construction details are required with retaining wall approval). Otherwise retaining wall must be located a minimum of 450mm from the side or rear boundary of the lot containing the cut.

7.7 Additional Controls for Certain Development Types

7.7.1 Attached or Abutting Dwellings

Additional controls for attached or abutting dwellings are outlined below, and should be read in conjunction with those in **Clause 7.6**.

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.

7.7.2 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 7.6**, 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 21.**

3. The maximum site coverage control for upper floors in the relevant **Table 16 to Table 20** 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 75m^2.

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 21: 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.
Private open space	No separate private open space to be provided for studio.	Balcony accessed directly off living space having minimum size of $8m^2$ with minimum dimension of 2m.
Subdivision	Subdivision of studio 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,
- 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.

Dual Occupancies

15. Dual occupancies are to comply with the controls in **Section 7.6**, except where the controls in this clause differ, in which case the controls in this clause take precedence.

16. The maximum site coverage control for second storeys in the relevant **Table 16 to Table 20** 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.

17. The design of both dwellings in a dual occupancy development is to be consistent in construction features, finishes, materials and colours.

18. 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.

19. Dual occupancy development is not permitted on a lot that contains an attached dwelling.

20. 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.

21. Dual occupancy development referred to in Control 19 above is preferred to be located on corner lots.

22. 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 **Table 16 to Table 20,** 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.

23. The minimum landscaped area on a lot containing a dual occupancy development is to be 20% of the site area.

24. Where practical for front loaded driveway access, shared driveway crossings of the nature strip are to be provided to service both dwellings.

7.7.3 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 22**.

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 22: Key Controls for Multi-dwelling Housing

Element	Controls
Site coverage (maximum)	50%
Landscaped area (minimum)	30% of site area
Principal Private open space (PPOS)	Minimum 16m² with a minimum dimension of 3m. 10m² 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 (minimum)	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 setback 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.

7.7.4 Controls for Residential Flat Buildings, Manor Homes and Shop Top Housing

The controls in **Section 7.7.3** 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 20 dw / Ha and 25 dw / 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,
   - 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 23** 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 23: 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)	Minimum 8m² per dwelling with a minimum dimension of 2.0m	Minimum 10m² per dwelling with a minimum dimension of 2.5m	Minimum 16m² per dwelling with a minimum dimension of 3.0m; or Minimum 8m² per dwelling with a minimum dimension of 2.0m if provided as balcony or rooftop.	Minimum 8m² per dwelling with a minimum dimension of 2.0m if provided as balcony or rooftop.
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.	*Residential flat buildings:* 4.5m to building façade line *Shop top housing:* 0m for first floor 4m for floors above first floor
Corner lots secondary street setback (minimum)	3m	6m	2m	*Residential flat buildings:* 4.5m to building façade line *Shop top housing:* 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
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	12m	12m	N/A	Refer to Other Part of DCP regarding B zonings.

3 storeys and above				
Car parking spaces	1-2 bedrooms: 1 space (minimum) 3 bedrooms or more: 2 spaces (minimum) – may be provided in a 'stack parking' configuration. Garages to be setback 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 (minimum) 3 bedrooms or more: 2 spaces (minimum) – 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 (minimum)	Covered: 3m x 5.5m Uncovered: 2.5m x 5.2m Aisle widths must comply with AS 2890.1			

7.8 Other Development in Residential Areas

7.8.1 Exhibition Homes and Exhibition Villages

Objectives

a. To ensure that exhibition homes and exhibition villages operate with minimal impact on surrounding residential areas.

b. 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:

- setback 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.

7.8.2 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 24** 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 **Section 3.1**),
   - 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 **Section 6.2**);
   - bushfire prone land (refer to **Section 6.5**), 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.

Note: Controls (2) and (3) are only required to be considered for proposed sites which have not been identified in Figure 21 – Education, Civic and Community Facilities as indicative locations for child care centres.

Table 24: Controls for Childcare Centres

Control	Requirements
Distance separation	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
Allotment size (minimum)	900m²
Frontage width (minimum)	26m
Lot depth (minimum)	30m
Site coverage (maximum)	50%
Landscape area (minimum)	30%
Number of storeys (maximum)	1 storey building or ground floor for children's rooms only
Floor to ceiling height (minimum)	2.4m
Capacity	Minimum 5 places for under 2 year olds
Open Space • Minimum unencumbered indoor play space / licensed child (irrespective of age) • Minimum unencumbered outdoor play space / licensed child (irrespective of age)	Reference should be made to the *Children's Services Regulation 2004* and other supporting information for these standards.
Setbacks (minimum) • Primary front (Building) • Primary front (Landscape setback) • Fronting open space • Side (Building) • Rear (Building) • Corner lots (Street frontage) • 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: • 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.

7.8.3 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 25**, unless the applicant can demonstrate to the satisfaction of Council that lower rates of parking are reasonable for the particular development.

Table 25: 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.
Visitor Car Parking	1 space per 5 seats Or 1 space per 10m² 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 **Section 6.9.**

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.

7.8.4 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.

c. To ensure that retail activities in residential areas do not detract from the function or viability of nearby centres.

d. 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,
   - with frontage to a collector road,
   - 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:

- **Section 7.6.2** Streetscape and architectural design,
- **Section 7.6.3** Front setbacks,
- **Section 7.6.4** Side and rear setbacks,
- **Section 7.6.5** Dwelling height, massing and siting, and
- **Section 7.6.8** 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 30m^2 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.

7.8.5 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 **Section 7.7.3** of this DCP for multi-dwelling housing, or controls for residential flat buildings in **Section 7.7.4**, 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.

8. Amenity and Environmental Management

This section of the DCP outlines objectives and development controls relating to visual and acoustic privacy, floor to ceiling heights, sustainable building design, stormwater and construction management, waste management and site facilities and servicing. Elements of this section apply to residential, commercial and industrial forms of development.

8.1 Sustainable Building Design

Objectives

a. To ensure that developments are environmentally sustainable in terms of energy and water use.

b. To reduce consumption of potable water and waste water discharge.

c. To maximise opportunities for natural ventilation in development.

d. To prevent further air pollution or disturbance to amenity of nearby residents from the use of open fire places and slow combustion stoves.

Controls

1. New residential dwellings, including a residential component within a mixed use building and serviced apartments intended or capable of being strata titled are to be accompanied by a BASIX Certificate and are to incorporate all commitments stipulated in the BASIX Certificate.

2. Buildings and developments not affected by BASIX are to achieve a 40% reduction of baseline potable water consumption. Where the building or development is water intensive (i.e. high water user), specific water conservation objectives must be resolved with Council.

3. Building design is to respond to local climate and site conditions with passive solar and ventilation measures to be incorporated into building design. High use work areas (such as offices) are to be positioned to maximise solar gain and natural ventilation.

4. Building envelopes, depths and internal layouts of all residential development is to facilitate natural ventilation.

5. Open fireplaces and slow combustion stoves are prohibited.

8.2 Stormwater and Construction Management

Objectives

a. To manage stormwater discharge in a manner that minimises impacts on downstream receiving waters.

b. To minimise soil erosion and siltation during construction and following completion of development.

Controls

1. A Stormwater Concept Plan is to be submitted with each building DA indicating how stormwater will be managed and disposed of. Drainage for individual developments shall be designed in

accordance with the stormwater quality and quantity targets set by the DECC, Australian Rainfall and Runoff (1997), and Council's Engineering Design Specification. All subsurface drains are to be connected into the stormwater system within the site downstream of any water tanks.

2. All development shall be carried out in accordance with an approved Soil and Water Management Plan prepared in accordance with *Managing Urban Stormwater - Soils and Construction,* Landcom 4th Edition March 2004 ('The Blue Book').

3. Where properties fall away from the street and / or are unable to drain to a trunk drainage system, an easement for draining through downstream properties must be created in the subdivision plan.

8.3 Waste Management

Objectives

a. To avoid the generation of waste through design, material selection and building practices.

b. To encourage waste minimisation, including source separation, reuse and recycling.

c. To ensure efficient storage and collection of waste and quality design of facilities.

Controls

1. A Waste Management Plan is to be submitted with all DAs with the exception of single dwelling housing or superlot subdivision applications. The Plan is to address:

   - how recycled material, rubbish and other waste generated by clearing, excavation and construction is to be stored and controlled,
   - the type and volume of water expected to be generated during construction, and
   - the method and location for the collection and disposal of waste.

2. All residential dwellings shall be provided with a garbage, recyclables and greenwaste service unless specifically exempted by Council.

3. All business and industrial operations are to provide adequate on-site waste storage facilities that are readily accessible and appropriately screened from public view.

4. Development must demonstrate that the design takes into account refuse storage and collection without reducing the amenity of a dwelling or neighbouring lots.

5. Storage areas for rubbish bins are to be located away from the front of development where they have a significant negative impact on the streetscape, the visual presentation of the building entry and on the amenity of residents, building users and pedestrians.

6. For each dwelling house, an area adjacent to the kerb, suitable for the placement of waste bins for the weekly collection, should be available and shown on the landscape plan. The area shall be on evenly graded land, running parallel to the rear of the kerb and measure 3m x 0.9m. The area is

to be clear of any obstructions up to a height of 3.9m above ground. Some medium density housing may allow for on verge waste collection dependent on the available space.

7. In instances where the location of a bin collection area is not able to be achieved in front of the dwelling, Council may request the provision of waste bin pads. If required, waste bin pads are to be located on either side of the road and installed adjacent to the back of the kerb. They are to be installed by the developer during construction of the subdivision with a maximum of 3 lots permitted per bin pad. The pads are to be clear of any obstructions up to a height of 3.9m above ground.

8. Subdivisions shall be designed to ensure garbage collection is not required to be undertaken from the Transit Boulevard or 4 lane sub-arterial roads. Subdivision design should only anticipate garbage collection from 2 lane sub-arterial roads where direct access to individual lots is proposed.

8.4 Site Facilities and Servicing

Objectives

a. To ensure that adequate provision is made for site facilities.

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 development and are unobtrusive.

Controls

1. Underground services are required for all domestic serving utilities, including electrical services.

2. Garbage, mail box structures, service meters and the like are to be integrated with the overall design of buildings and / or landscaping.

8.5 Sex Services Premises and Restricted Premises

Objectives

a. To ensure that sex services premises or restricted premises do not adversely affect neighbourhood amenity.

Controls

1. In determining an application for consent to carry out development for the purpose of a sex services premises or restricted premises, the Council must consider the following (in addition to any other matter that it is required by or under the EP & A Act to consider):

   - whether the operation of the sex services premises or restricted premises is likely to cause disturbance in the neighbourhood when taking into account other like premises operating in the neighbourhood or other land uses within the neighbourhood involving similar hours of

operation,

- whether suitable access is available or is proposed to be provided to the sex services premises or restricted premises,
- whether a suitable waiting area is provided in the sex services premises or restricted premises so as to prevent clients loitering outside the premises,
- whether sufficient off-street parking is available or proposed to be provided, if appropriate in the circumstances,
- the design and external appearance of the building and any associated structure and their impact on the character of the surrounding built environment,
- the content, illumination, size and shape of any advertisement and distinctive external lighting,
- whether the operation of the sex services premises or restricted premises is likely to cause a disturbance in the neighbourhood because of its size and the number of people working in it,
- whether the operation of the sex services premises or restricted premises is likely to interfere with the amenity of the neighbourhood, and
- any other environmental planning matter that the Council considers relevant.

8.6 Safety and Surveillance

Objectives

a. To ensure that the siting and design of buildings and spaces, through casual surveillance, decreases the opportunity for crime.

b. To ensure that development encourages people to use streets, parks and other public places without fear of personal risk.

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 the side street.

2. The design of all development, in particular, the public domain and community facilities is to enhance public surveillance of public streets and open space / conservation areas.

3. Appropriate design of publicly accessible areas (e.g. parks, footpaths, etc.) encourages a sense of community ownership of open and public spaces.

4. 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.

5. Developments are to avoid creating areas for concealment and blank walls facing the street.

6. 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.

7. All development should aim to provide casual surveillance of the street as a means of passive security. This should be achieved by maximising outlooks and views, but minimising the overlooking of neighbouring properties. Opportunities for casual surveillance from dwellings / studios are to be incorporated into the design of shared driveways and where rear access is proposed from laneways.

8. All developments are to incorporate the principles of *Crime Prevention Through Environmental Design* (CPTED). Development Applications for subdivision, public open space and community facilities 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).

Part B: Site Specific DCPs

Part B of the DCP is proposed to incorporate the site specific DCP amendments. As each DCP amendment is adopted **Table 1** below is to be updated. **Appendix B** sets out the matters to be addressed within the Part B DCP for each special area.

Table 1: Adoption Dates of Part B DCP Amendments

Special area	Date adopted
B1 Sales and Marketing Centre	12 November 2008 (superseded by B1 Oran Park Town Centre on 15 October 2011)
B1 Oran Park Town Centre	15 October 2011
B2 Riparian Protection Area	20 May 2009
B3 Denbigh Transition Area	13 September 2016
Northern Neighbourhood Centre	
Southern Neighbourhood Centre	
Oran Park Employment Area	

B1 - Oran Park Town Centre

1.0 Purpose of this Part

The purpose of this part is to outline the vision for, and facilitate development of the Oran Park Town Centre.

In addition to the detailed controls outlined in this Part, the general controls outlined in Part A of the Development Control Plan also apply.

This Part supersedes the existing Part B1 DCP which Council adopted on 12 November 2008 to enable to assessment of the Sales, and Marketing Building, which has now been constructed.

Compliance will be required with the principles of SEPP 65 for multi-unit residential development and SEPP 64 for advertising and signage.

2.0 Vision and Development Objectives

2.1 Vision for the Oran Park Town Centre

In its transition from a working dairy farm and raceway into a modern thriving community, the Oran Park Town Centre is founded on a healthy respect for its rich and varied history, while forging a new and interesting history for the future community. Elements of traditional town centre design are balanced with new creative and unique directions for town centre design. It has an architectural quality that is attractive, diverse and interesting, utilising innovative and sustainable design. Together, the blending of the old and new will create a unique Oran Park Town Centre experience for all. This experience will be one that establishes character and identity, provides excellent legibility, offers a wide mix of land uses and encourages appropriate niche marketing, and combines the comfort of an arcaded shopping experience with traditional elements of a main street type centre.

The vision for the Oran Park Town Centre is to create a people orientated and pedestrian friendly environment, where the built form has a human scale at street level, with cultural and civic expression. The Town Centre forms the heart of the new community, and becomes a place that welcomes everybody to live, shop, work, learn and play. Providing employment opportunities in a range of industries and professions is a critical element to ensure success of the Town Centre.

A key focus of the Town Centre is education, integrating surrounding educational establishments and offering a range of opportunities for life-long learning. Quality residential opportunities are available for people to enjoy all of the benefits of town centre living. The Town Centre is prosperous and vibrant during the day and at night and all people feel safe and comfortable moving through the Town Centre at any time. The Oran Park Town Centre is not only a shopping centre, it is a true community hub providing all of the services and facilities that a community needs.

At the heart of the Oran Park Town Centre itself is the community. Public open space, civic and community buildings, pedestrian friendly streets, shared ways and car-free areas are significant elements of the Town Centre. The design of the public and private realms is integrated to provide a sense of openness and space, with strong views and vistas. The Town Centre is designed to be used. A variety of spaces are located and designed for community interaction in large and small groups. Places are provided for recreation and entertainment, including community activities and cultural events.

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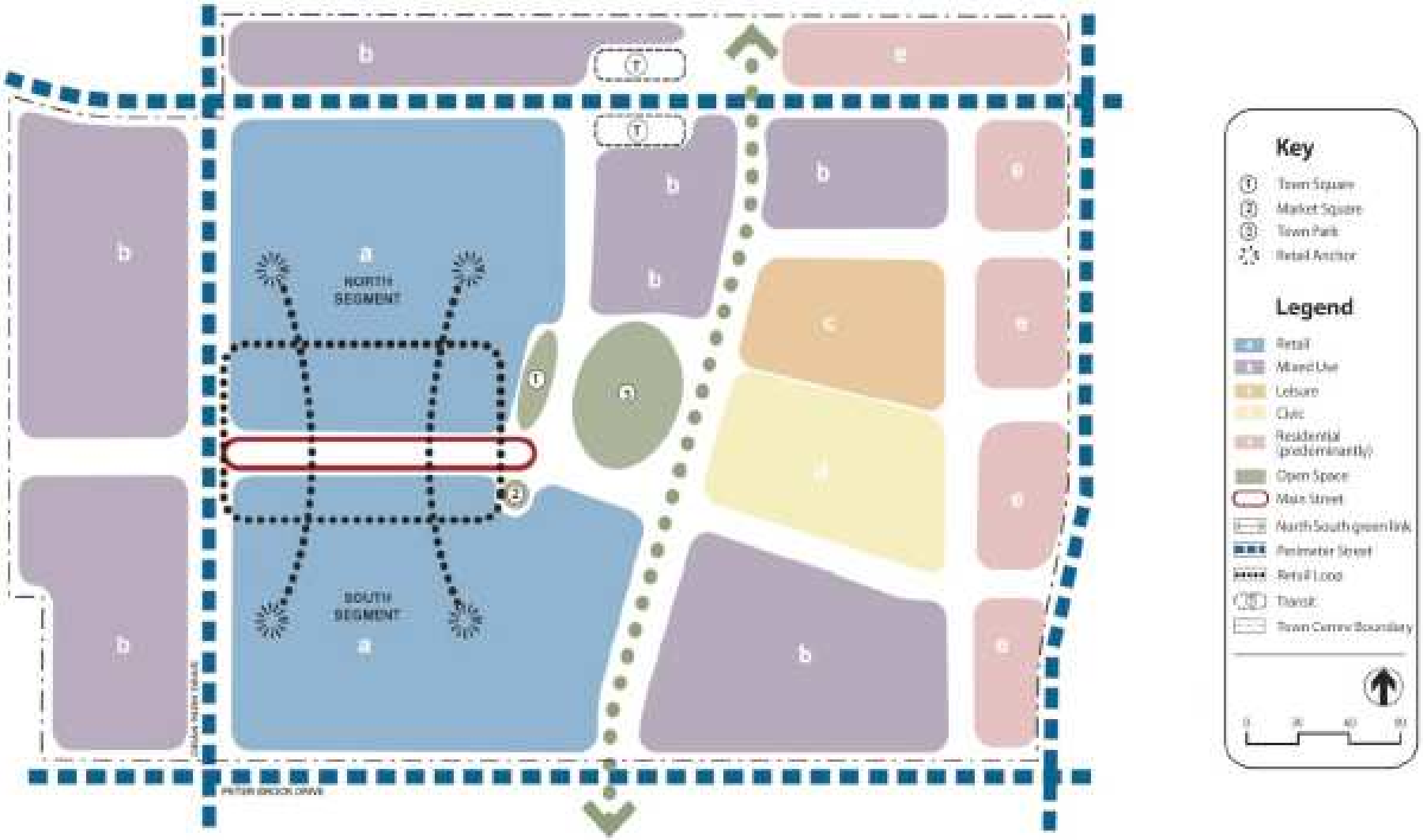


Figure 50: Town Centre Structure Plan

3.0 Town Centre Structure

3.1 Town Centre Structure Plan Layout

The Oran Park Town Centre Structure Plan has been prepared to guide the future development of the Oran Park Town Centre. The Structure Plan describes the layout and land uses proposed for the Town Centre.

The Structure Plan demonstrates an integration of land uses, with active street frontages to promote a vibrant Town Centre, maximise employment generation, promote economic development together with social and cultural interaction and provide a wide range of public and private services.

The Structure Plan acknowledges the links to traditional town centres through incorporation of an east-west 'Main Street' shopping strip, a town square and a town centre park as the focal points for the Town Centre. A Civic Precinct adjacent to the Town Park terminates views along the Main Street.

The Oran Park Town Centre Structure Plan promotes a pedestrian friendly environment, with buildings that adopt a human scale at street level. The Structure Plan incorporates an integrated pedestrian, cycle and public transport network, with linkages to the broader network promoting a high level of pedestrian permeability.

Town Centre Layout Design Principles

The Oran Park Town Centre layout is to be consistent with the following principles:

1. Incorporate a pedestrian focused main street that acts as the focal point for the retail precinct and provide direct pedestrian access from the Main Street to major retail anchors.

2. Establish a clearly defined Town Centre core and frame differentiated through varying uses and intensity of development.

3. Provide an interconnected street block network with block sizes and connections that promote pedestrian permeability.

4. Provide a street layout that allows easy vehicular and bicycle access to and within the Town Centre while allowing for sub-regional traffic to by-pass the centre.

5. Consider potential future noise and amenity conflicts in the layout and location of Town Centre uses.

6. Provide legibility by emphasising sight lines to local landscape features, places of key cultural significance, civic buildings and public open space.

7. Locate bus stops within easy walking distance of the Main Street and retail core.

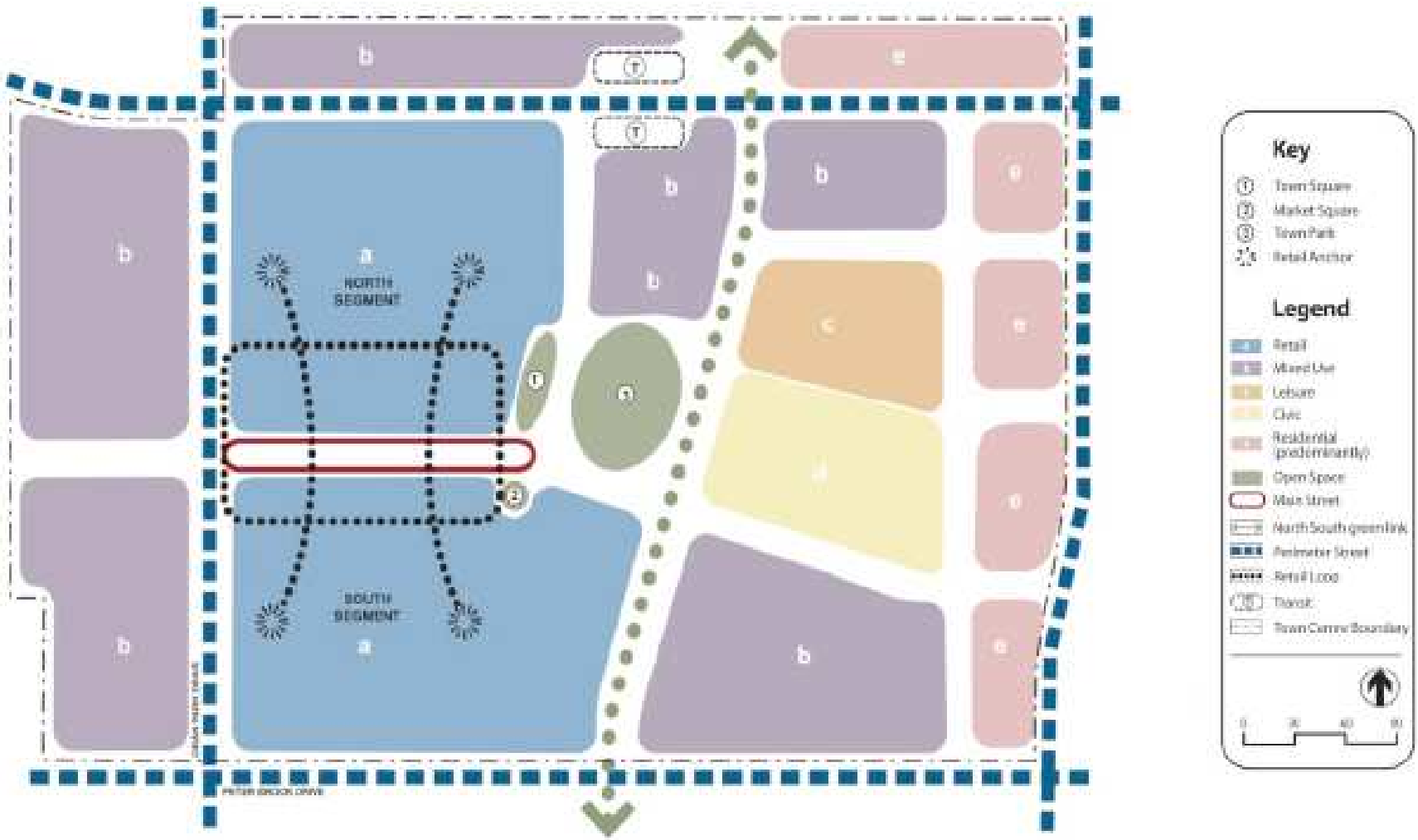


Figure 51: Land Use

Note: Figure 51 above graphically represents the indicative land uses for the Oran Park Town Centre.
The land uses and general road structure may be amended over time to allow for flexible delivery of the Town Centre built form.

3.2 Land Uses

The Oran Park Town Centre is to incorporate a variety of integrated land uses to meet the needs of future residents. A large Town Park is proposed as the heart of the future Town Centre, providing a key focal point for surrounding land uses and future visitors to the Town Centre.

Land uses within the Town Centre will incorporate a range of retail, civic, community, recreational, commercial, residential and mixed use types which are generally defined by three interconnected and integrated precincts. These three precincts comprise a retail precinct to the western side of the Town Centre, a Civic Precinct which forms the heart of the Town Centre and a mixed use precinct located along the eastern portion of the Town Centre. Mixed uses are also located to the west of Oran Park Drive.

Retail Precinct

The Retail Precinct is located to the east of Oran Park Drive and is to be a mixed use destination which includes a wide variety of small and large scale retail activities, entertainment uses, retail support opportunities and commercial business activities together with residential uses above street level.

The Retail Precinct combines a traditional main street shopping strip together with modern centre based retailing. The Retail Precinct seeks to create a vibrant entry to the Town Centre which maximises employment generation and economic prosperity.

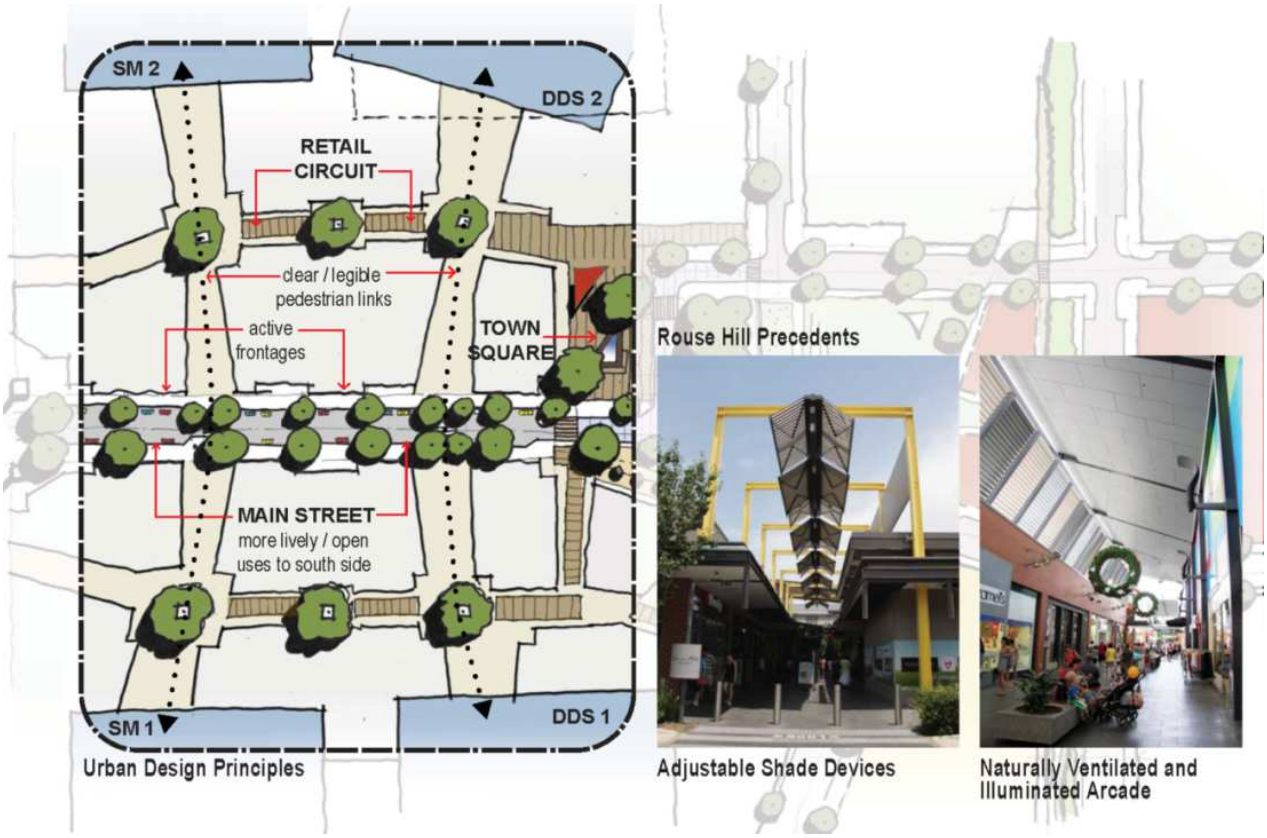


Figure 52: Retail Precinct Sketch and Precedents

Civic Precinct

The Civic Precinct acts as the heart of the Oran Park Town Centre, centrally located and comprising a Town Square, Town Park, significant regional civic and community buildings and recreation and leisure facilities.

The co-location of civic land uses within this area will enhance the creation of a Civic Precinct within the core of the Town Centre.

The civic buildings are located to frame the Town Park and provide a termination of the vista along Main Street at an architecturally significant building, which provides a strong element of the visual landscape.

The Civic Precinct will incorporate low speed shared use zones where pedestrian permeability is the guiding principle in the design of roadways.

The following ten design principles apply to the Civic Precinct:

1. To create a vibrant Civic Precinct that is a focus for community activities.

2. Enhance pedestrian accessibility, circulation and way-finding across and through the site linking outer blocks with the Town Park and retail centre.

3. To create a series of public open spaces within the Civic Precinct to provide a variety of contained and intimate focal points for the community with a high level of climatic amenity.

4. Provide a safe public domain by creating active frontages to buildings addressing streets and open spaces.

5. Create a landmark / iconic element with the Council Administration building, to terminate the vista from the Town Centre Main Street.

6. Design the Administration Building, Library and Leisure Centre to address the Town Park.

7. Create building efficiencies by co-locating buildings to allow for sharing of facilities and amenities.

8. Locate the Leisure Centre and Youth Centre at the northern part of the site to take advantage of level changes.

9. Orientate buildings to maximise sunlight and to reduce overshadowing of the open space.

10. Locate car parking to the east of the site with multiple entry / exits from the local streets.

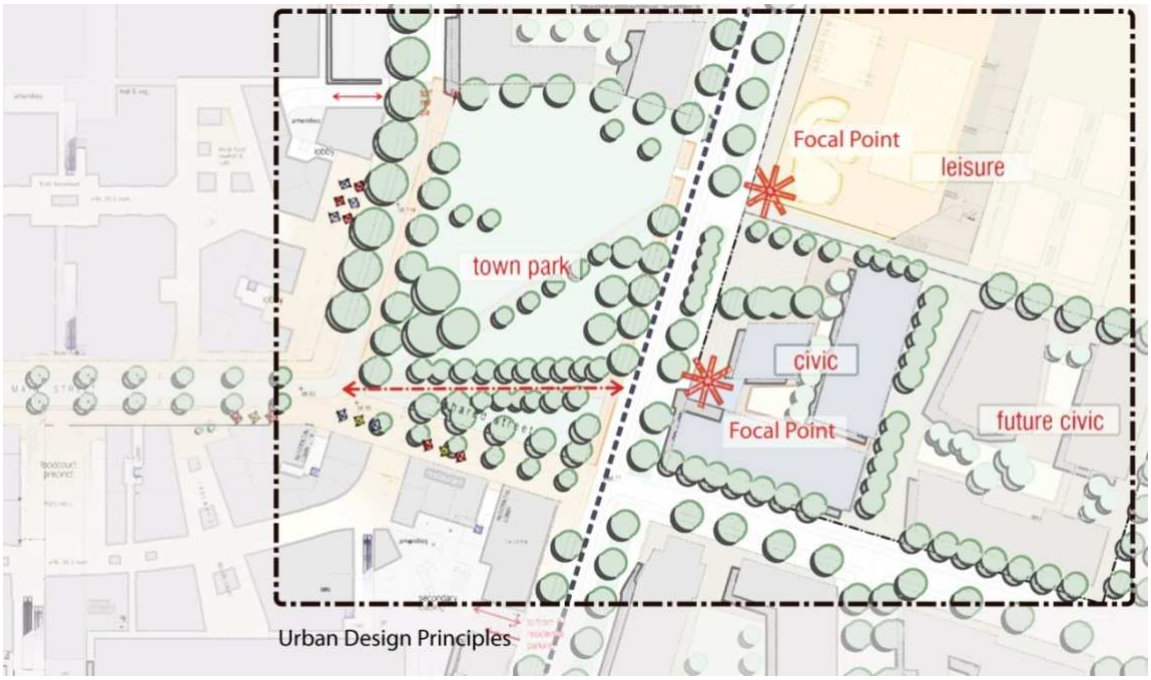


Figure 53: Civic Precinct Urban Design Principles

Mixed Use Precinct

The Mixed Use Precinct generally forms the eastern end of the Oran Park Town Centre and will provide a range of housing, commercial and small scale retail opportunities.

It is envisaged that the Mixed Use Precinct will enable a cosmopolitan lifestyle and employment destination where residents can live, work, play and shop within a vibrant town centre environment.

It is anticipated that the eastern most blocks furthest from the town centre core will be predominantly residential and take advantage of the fine views over the landscape.

Land Use Principles

The Oran Park Town Centre is to be consistent with the following principles as demonstrated in **Figure 51** although it is acknowledged that land uses within the Town Centre will change over time. **Figure 51** illustrates land uses which demonstrate consistency with the following principles:

1. Achieve a maximum of 50,000m^2 Gross Lettable Area - Retail (GLAR) within the B2 Local Centre zone. Gross Lettable Area Retail means the total area of a tenancy by the Property Council of Australia's 'Method of Measurement' definition of GLAR.

   Smaller scale retail uses (under 1,500m^2) incorporated as part of a mixed use development outside the main retail area are not included in the calculation of the 50,000m^2 GLAR cap. The 'main retail area' is the area shown as 'Retail (a) 'in **Figure 50**. The cumulative total of smaller scale retail uses outside of the GLAR cap in this area is not to exceed 5,000m^2.

2. Incorporate a variety of retail, residential, commercial, entertainment, recreation and community uses to serve the needs of the wider community and promote an active and vibrant town centre.

3. Incorporate higher density housing and mixed use development within the Town Centre core.

4. Maximise employment opportunities within the Town Centre.

5. Focus retail uses along, and fronting the Main Street. Large scale retail development should be located within the retail precinct.

6. Co-locate uses and facilities where possible to maximise the efficient use of space.

7. Locate active uses at ground floor, throughout the Town Centre, in particular fronting the Main Street, Town Square and areas of open space.

8. Incorporate the needs of health and aged care providers, facilities for young people, civic and emergency services within the Town Centre.

9. Leisure Centre to be closely integrated with retail and town park activities.

3.3 Special Places

The Oran Park Town Centre includes a number of prominent, special places which have been designed to facilitate an active, vibrant Town Centre environment which is an attractive place to live, work, shop and play.

These key elements form the foundation upon which the Town Centre is built and include a traditional, a vibrant and interactive Town Square and a large Town Park which will act as a focal point for social gatherings within the Town Centre for future generations.

Outlined below are character statements for these special places. Refer also to Section 5.0 for controls on Public Domain, Water Sensitive Urban Design and Landscaping requirements.

Main Street

The Oran Park Town Centre Main Street embodies a traditional main street experience, acting as a central spine for access and activity through the retail precinct.

The Main Street will have active street frontages along its length, with a number of direct entrances to the retail thoroughfares to the north and south. It will be a pedestrian focussed environment, with low vehicle speeds and clearly identified pedestrian linkages and crossings.

The Main Street will be characterised by vibrant, active shop frontages, where retail / cafe activities spill on to the footpath, providing an interactive, bustling concourse.

The Main Street will have on-street parallel parking, to provide convenient, short stay access to shops and services.

Figure 54: Main Street Precedents

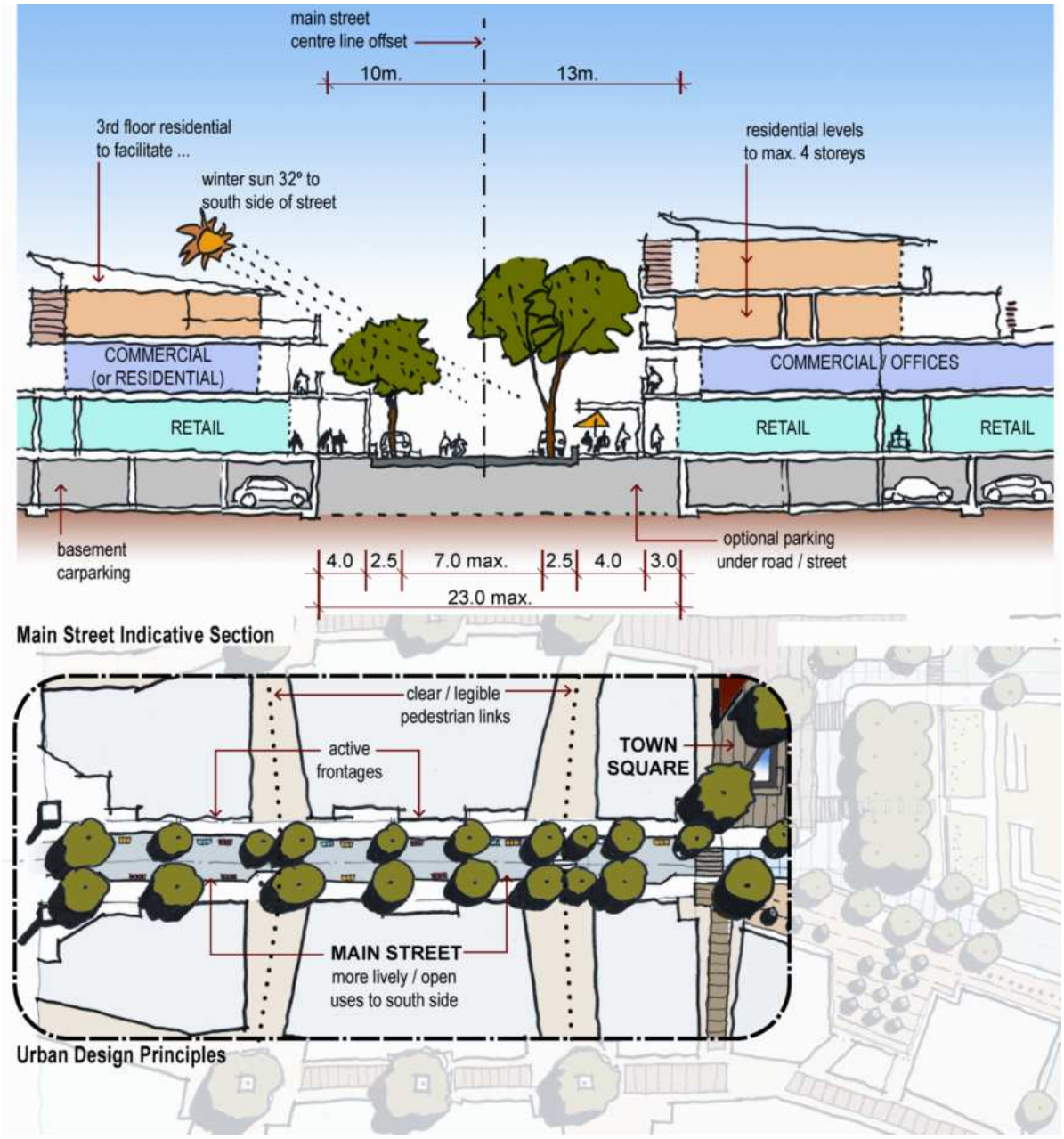


Figure 55: Main Street Sketch and Indicative Section

Town Square

The Town Square is located at the eastern end of the Main Street, adjacent to the Town Park.

The Town Square will be provided as early as possible in the delivery of the Town Centre development to provide a place for people to meet, recreate and dine.

The Town Square will function as a traditional 'European' style town square or 'Piazza', with coffee shops, restaurants and shopfronts spilling onto the plaza area, with no clear delineation of public and private property boundaries.

The Town Square will be bordered by retail and commercial development which will enhance the feeling of enclosure and intimacy.

The Town Square should not be over scaled and a space of 40 x 40 metres clear of colonnades or circulation is sufficient. The Square should have places to sit and “people watch” and could include kiosk outlets and / or shade elements.

The DCP diagrams refer to the Town Square and a ‘Market Square’. The Market Square is the Stage one response to the Town Square which is likely to be constructed in subsequent stages. The Market Square could develop further as a speciality food court and / or extend along the Town Park edge to the Leisure Centre.

The Town Square will be designed as an urban place to integrate with the Town Park to the east, with a shared accessway provided between these areas, to allow for direct pedestrian access, while facilitating low volume, low speed traffic movements. The shared accessway will be designed in a manner to be able to be closed to vehicle traffic and integrated with the Town Square and be safe for pedestrians to use. It will have a high quality urban landscape design including a co-ordinated package of street furniture, lighting and signage.

It is preferable for the Town Square to incorporate water elements for activation and to modify the microclimate. Public art in the public domain will also create a unique sense of place.

Figure 56: Town Square Urban Design Principles

Town Park

The Town Park provides a sustainable green heart for the Town Centre, and will act as a central recreational hub which links retail, residential, commercial and civic land uses.

The Town Park will be characterised by high quality multi-function recreational spaces and be designed to provide for a variety of recreation experiences in a manner which can accommodate small intimate meetings to large scale community events.

The Town Park will be designed to provide direct linkages between the surrounding residential, retail, commercial and civic land uses. The layout of the Town Park will reinforce the view corridor along the Main Street linking to the civic building on the eastern edge of the Town Park.

The Town Park will incorporate a range of recreation facilities which cater for both active and passive uses, across a wide variety of age groups and demographics. These facilities may include water features, informal meeting spaces, formalised gardens, kick-a-bout spaces, permanent chess tables and activity tracks. The Town Park will be linked to riparian corridors.

The design of the Town Park is to demonstrate water sensitive urban design (community based stormwater design), provide for deep soil planting and be able to be used as a performance space with casual seating integrated as part of the design.

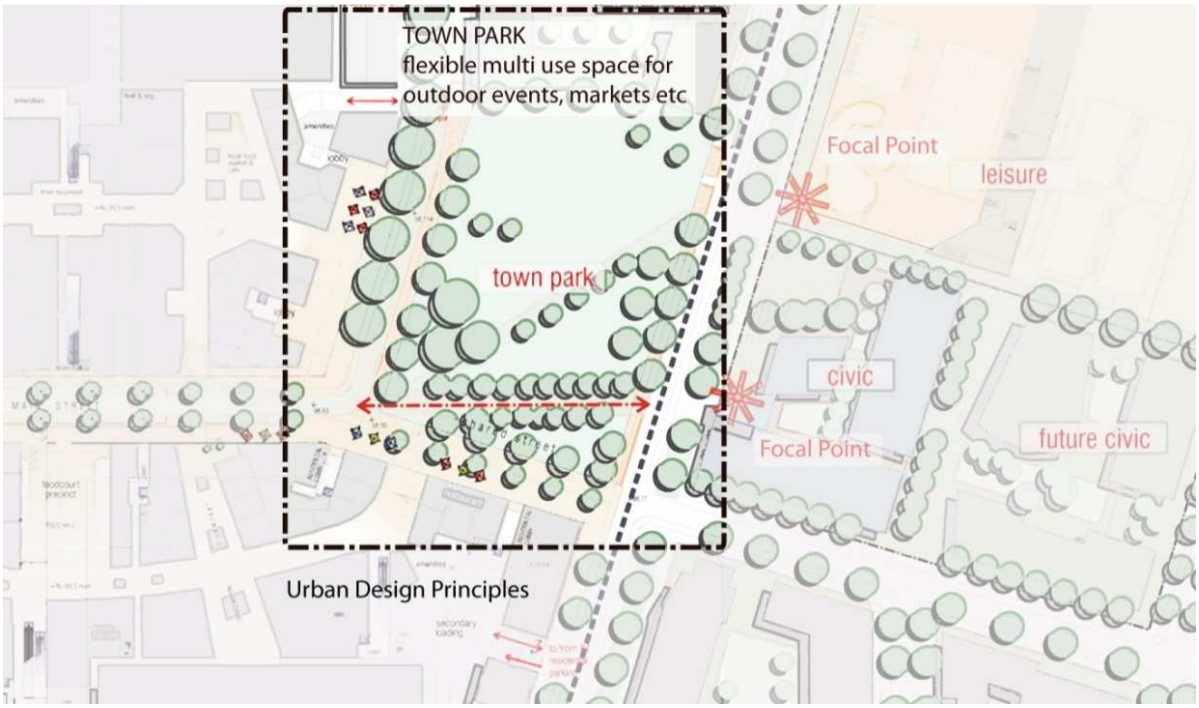


Figure 57: Town Park Urban Design Principles

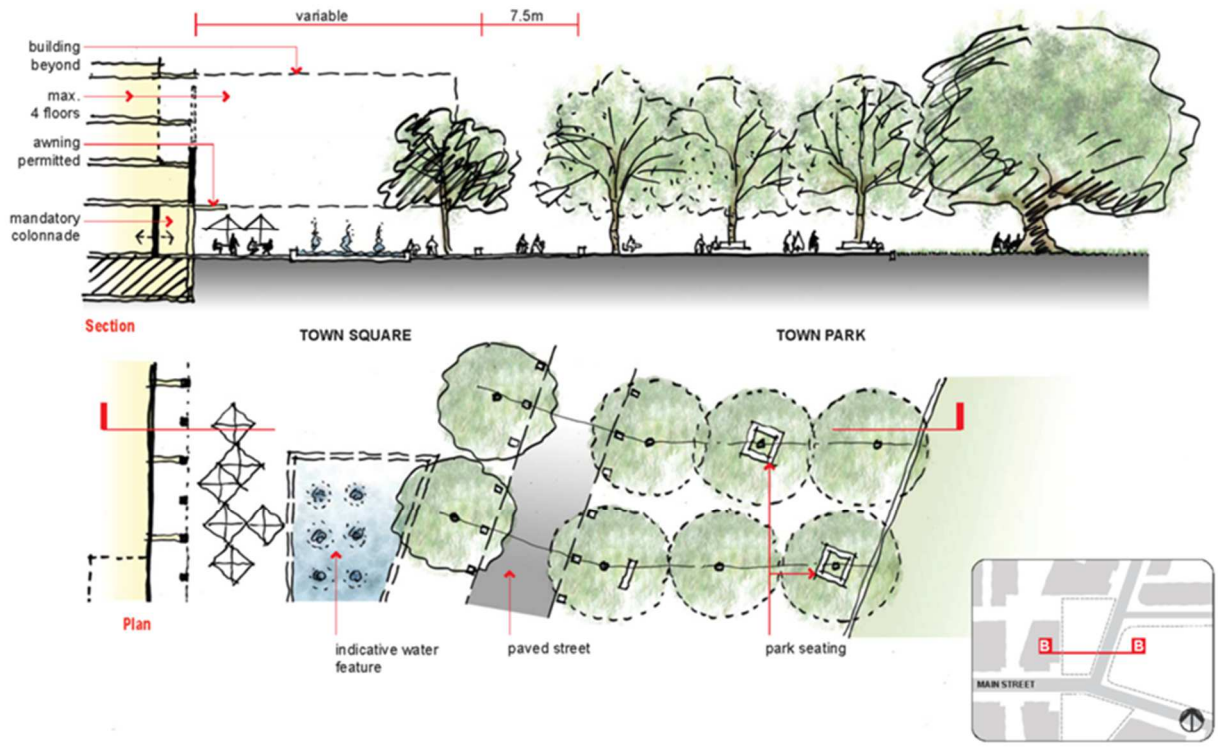


Figure 58: Section B - Town Square and Town Park

North South Promenade

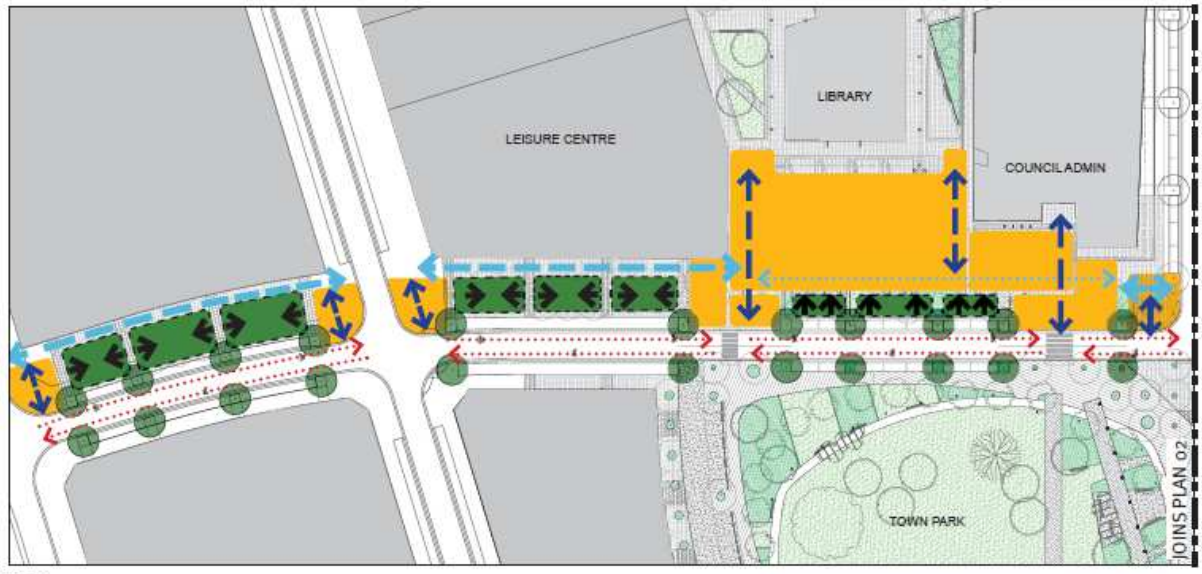
The North South Street and Promenade is a very strong pedestrian cycleway link providing significant vehicle, pedestrian and cycle connectivity to outlying areas north and south of the Town Centre to the Town Park, Civic and Leisure Precinct.

The street will be a wonderful, wide tree-lined street with a boulevard character that incorporates feature planting and urban amenities. There is also an opportunity to incorporate a mix of civic spaces, grass areas with tree planting, outdoor eating and dining in front of cafes and restaurants.

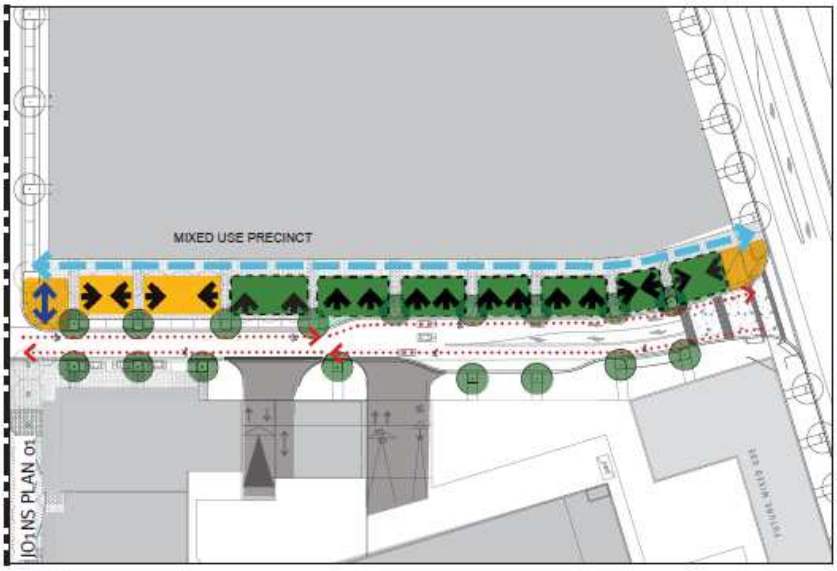
Treatment of North South Street in the activation zones is a harder edged, more formalised character with a range of urban, boulevard treatments, generous seating opportunities and feature garden beds with tree planting.

Treatment of North South Street in the multiuse zones is a less formal, softer landscape character with select areas of paving and seating that relate to adjacent uses as well as trees in open grass areas.

Figure 58A: North South Promenade Precedent Images



PLAN 01



PLAN 02

Figure 58B: North South Promenade Indicative Plan

3.4 Views and Vistas

The Oran Park Town Centre Structure Plan has been designed to emphasise sight lines to local landscape features, places of key cultural significance, future civic buildings and public open space.

Detailed development of the Town Centre is to acknowledge views and vistas contained in **Figure 59.**

3.5 Interaction with Surrounding Land Uses

The Oran Park Town Centre Structure plan has been designed to respond to planned surrounding land uses including residential, educational, open space and commercial development outcomes.

Detailed design of the Town Centre should take into consideration proposed adjoining land uses and ensure provision for a high level of pedestrian connectivity between the Town Centre and the surrounding development.

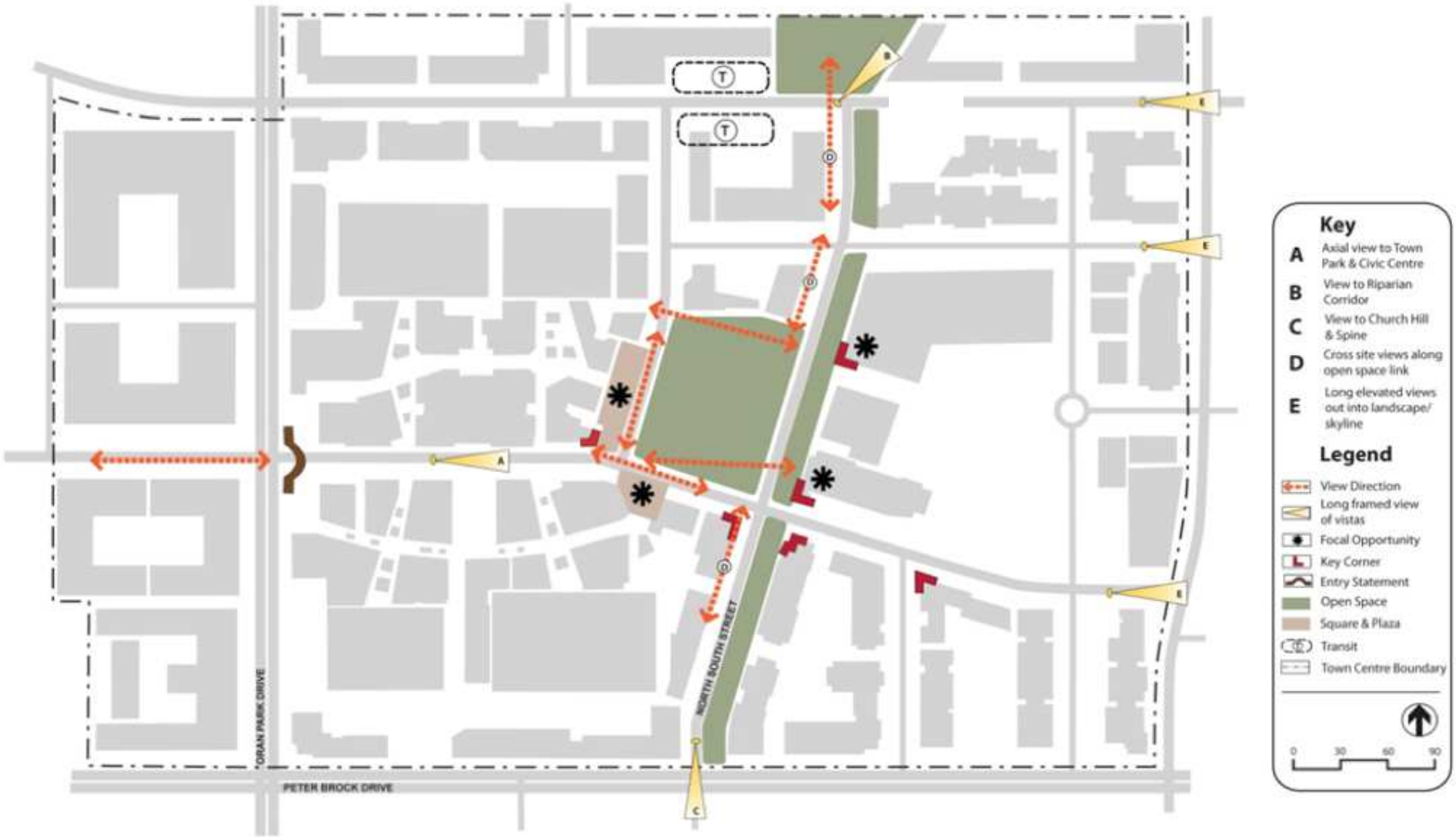


Figure 59: Views and Vista

4.0 Access and Movement

4.1 Vehicle Movement Network

Objectives

a. To provide an integrated hierarchy of roads, cycleways and pedestrian pathways that provides safe, convenient and legible access within and around the Town Centre.

b. To ensure that the hierarchy of the streets is clearly discernible through variations in carriageway, pavement surfaces, on-street parking and street tree planting.

c. To ensure a high quality, functional, safe, legible and visually attractive public domain.

d. To allow ease of vehicular access to the Town Centre and bypass routes for subregional traffic.

Controls

1. The street network is to be provided generally in accordance with **Figure 60.**

2. Traffic management measures are to be utilised within and surrounding the Town Centre to produce a low speed pedestrian friendly traffic environment, particularly at the Town Square / Town Park interface. Such traffic management devices are to be identified at the time of DA submission.

3. Principles of CPTED (Crime Prevention through Environmental Design) to be incorporated in the design of the access and movement system.

Figure 60: Road Hierarchy

Note: Figure 60 above graphically represents the indicative road layout and hierarchy for the Oran Park Town Centre.

The road structure and hierarchy may be amended over time to allow flexible delivery of the Town Centre built form.

4.2 Pedestrian and Cycle Movement

Objectives

a. To ensure that the Town Centre is designed to promote high levels of accessibility for pedestrian and cyclists.

b. To encourage pedestrian and cycle movements as a means of accessing services and facilities within and surrounding the Town Centre.

Controls

1. The Town Centre is to be designed to provide clear and legible pedestrian and cycle connections as identified in **Figure 61.**

2. Streets and pathway networks should be designed to ensure that walking and cycling within the Town Centre takes priority over traffic circulation.

3. Continuous weather protection for pedestrians is to be provided in key locations by colonnades or awnings.

4. Bike parking facilities should be provided at key locations on streets within the Town Centre. No dedicated bike path is required along Main Street.

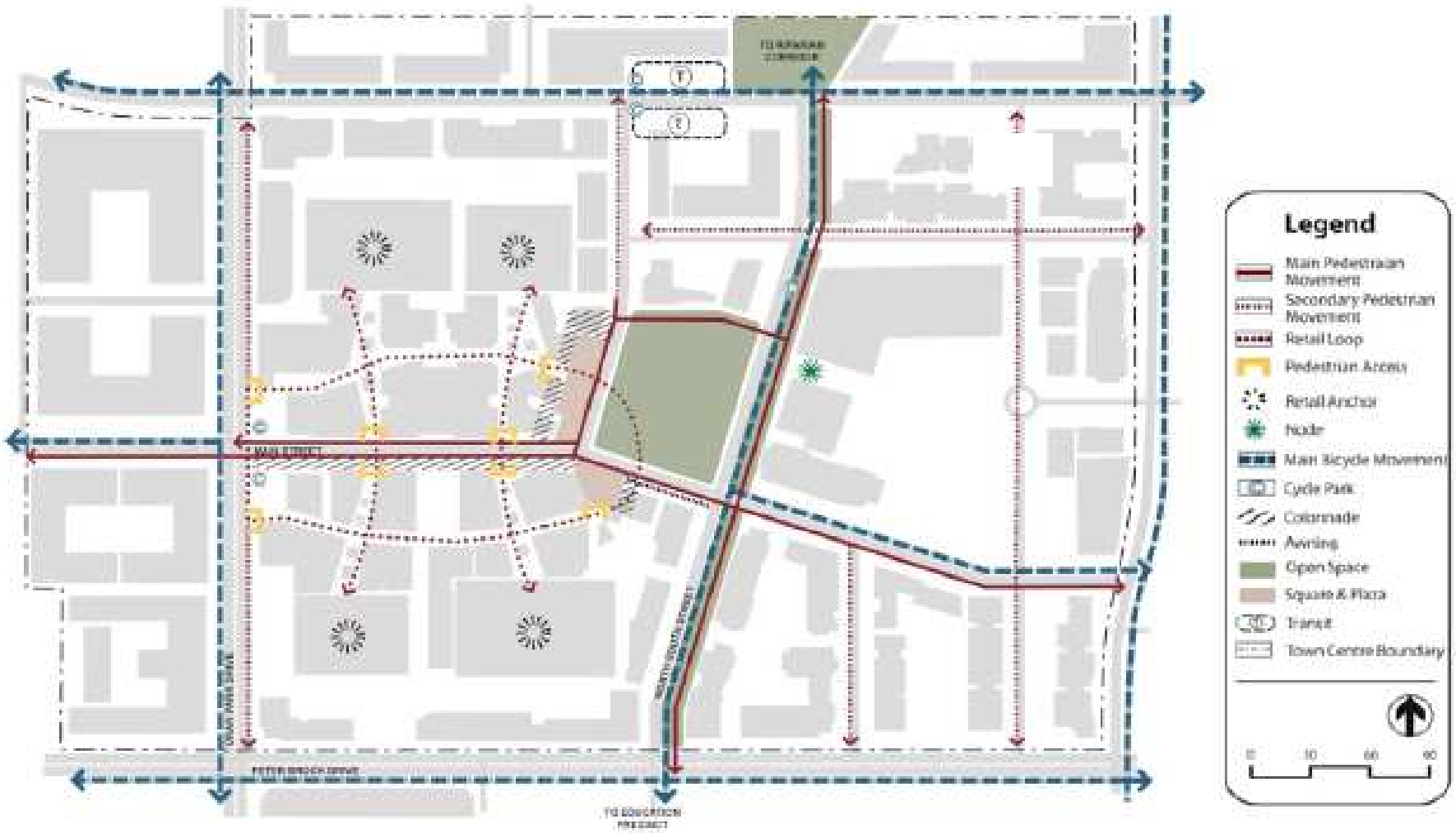


Figure 61: Pedestrian and Cycle Movement

4.3 Road Types

Objectives

a. To provide a clear hierarchy of road types which recognise the need to integrate pedestrian and vehicle movements within the Town Centre.

b. To promote safe, attractive and interactive streetscapes which respond to the variety of land uses within the Town Centre.

Controls

1. Streets are to be provided generally in accordance with the cross-sections in **Figure 62, Figure 63** and **Figure 64**. The dimensions shown on these typical diagrams are guidelines.

2. Main Street in **Figure 62** should be no wider than 23 metres, have parallel parking between trees and no median to facilitate ease of pedestrian cross movements. Pedestrian crossings should align with retail loop.

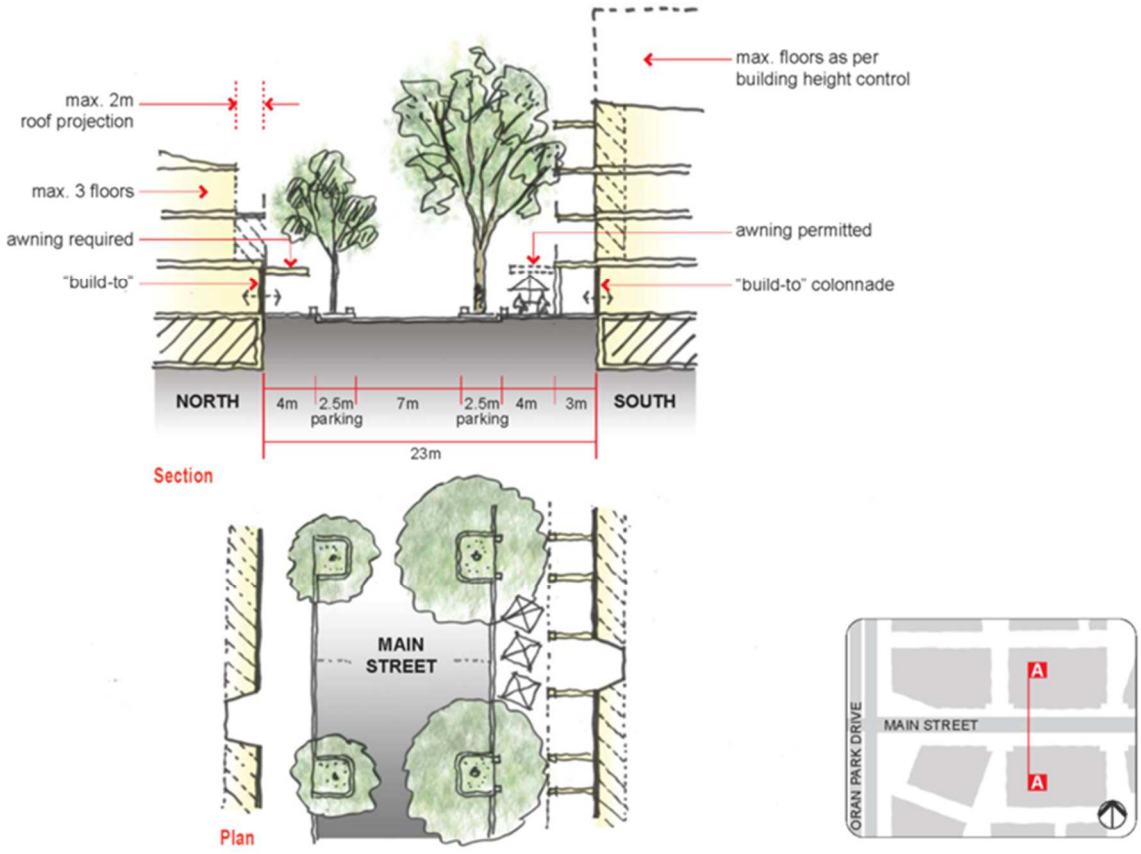


Figure 62: Section A – Main Street

Figure 63A Section C North South Street and Promenade Activation Zones

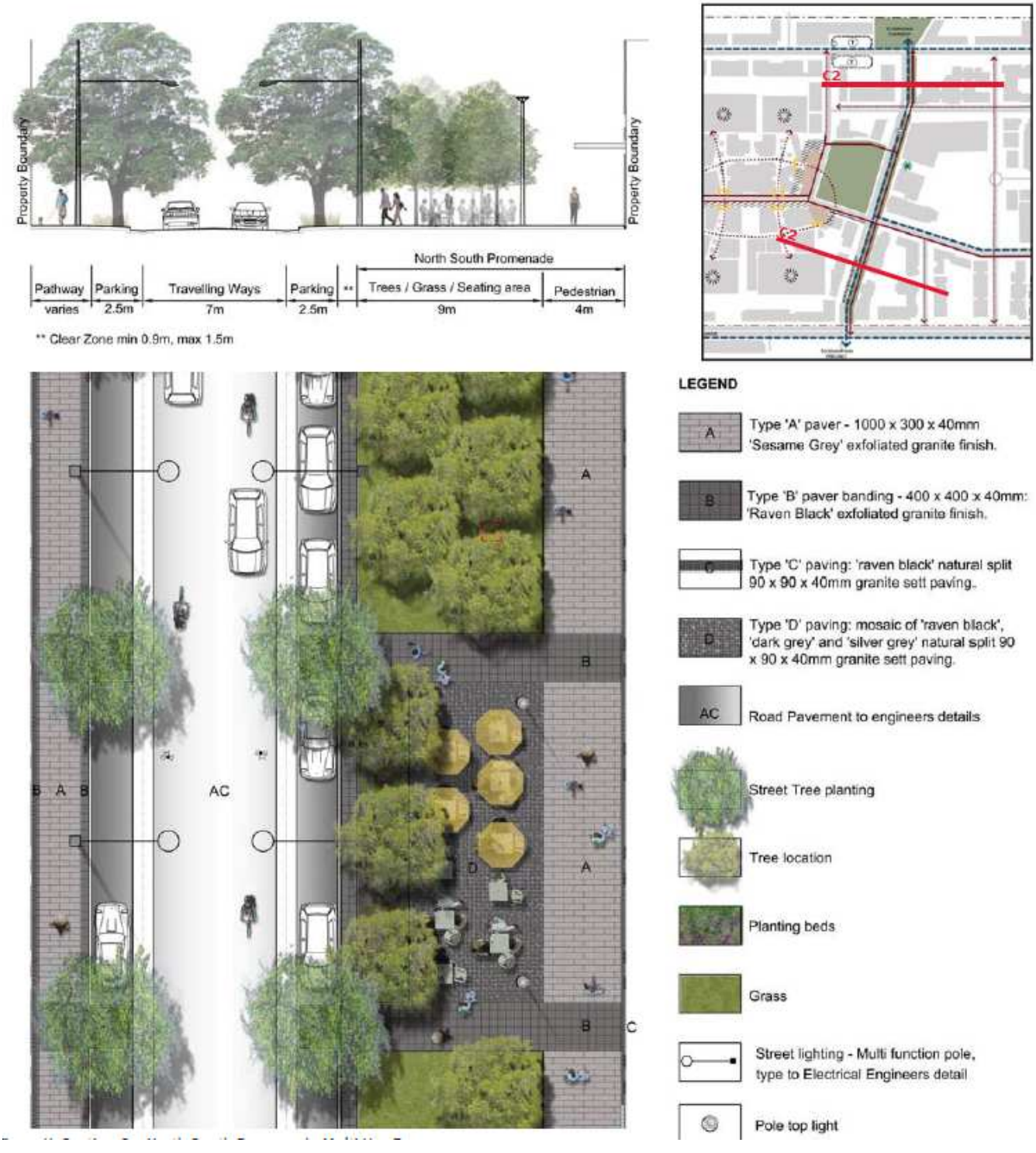


Figure 63B Section C – North South Street and Promenade Multiuse Zones

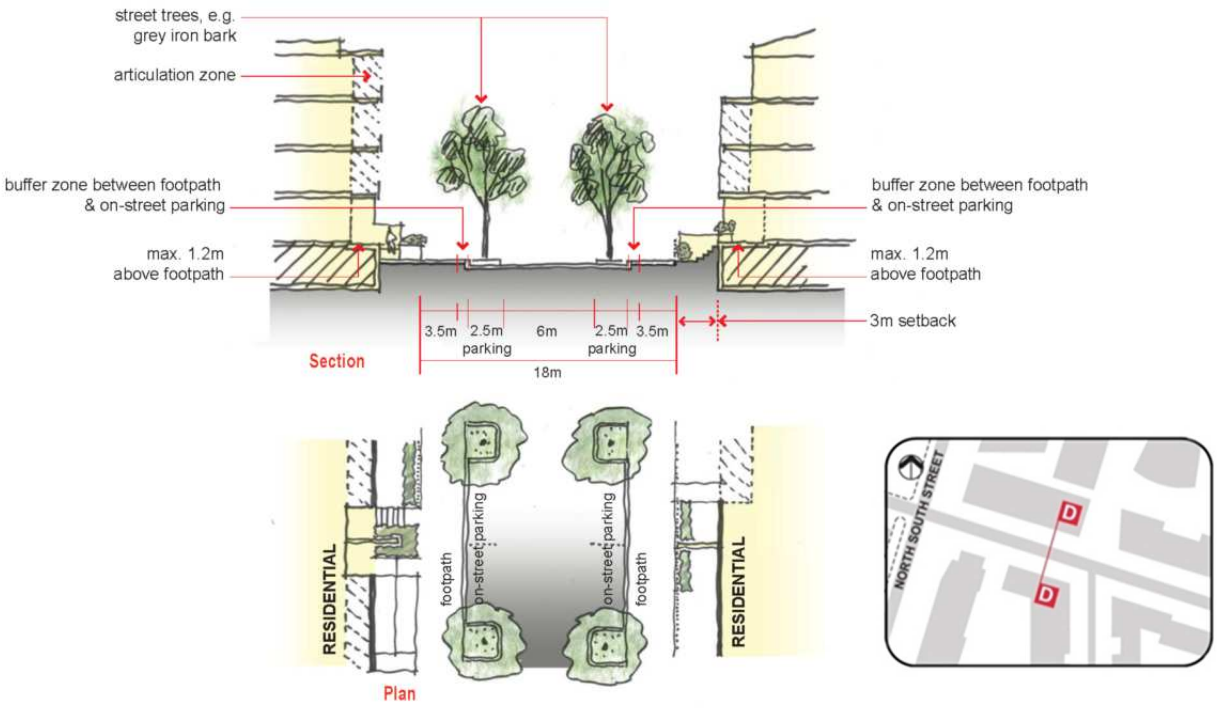


Figure 64: Section D - Typical Secondary Street

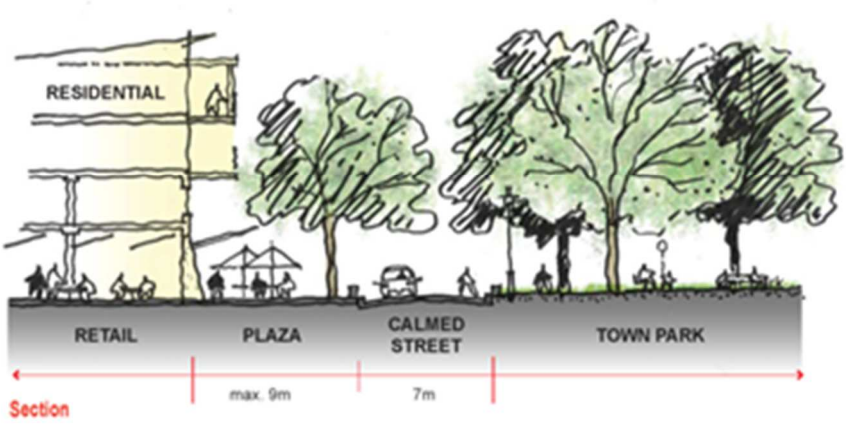


Figure 65: Section F – Calmed Street

4.4 Public Transport

Objectives

a. To encourage the provision and use of public transport as a preferred method of access to and from the Town Centre.

b. To provide a high level of access to public transport services within and surrounding the Town Centre.

c. To ensure that the Town Centre layout responds to the provision of a future public transport corridor to the Leppington Regional Centre.

d. Transit hub to be located on both sides of the road and will be subject to detailed design.

Controls

1. The location of bus stops and a 'Transit Place' for express buses to Leppington Centre is to achieve a high level of access to key places of interest such as civic buildings, Town Park and Main Street and surrounding residential and commercial development.

2. Bus stops / Transit Place is to be located to allow for integration of local and regional transport services.

3. Bus stops / Transit Place are to be located in areas of high pedestrian and vehicle activity and designed to ensure a high level of passive surveillance.

4. Bus stops are to be provided generally in accordance with **Figure 66**.

5. Future Transit Place for buses to Leppington Railway Station is to be located on Dick Johnson Drive generally in accordance with **Figure 66.**

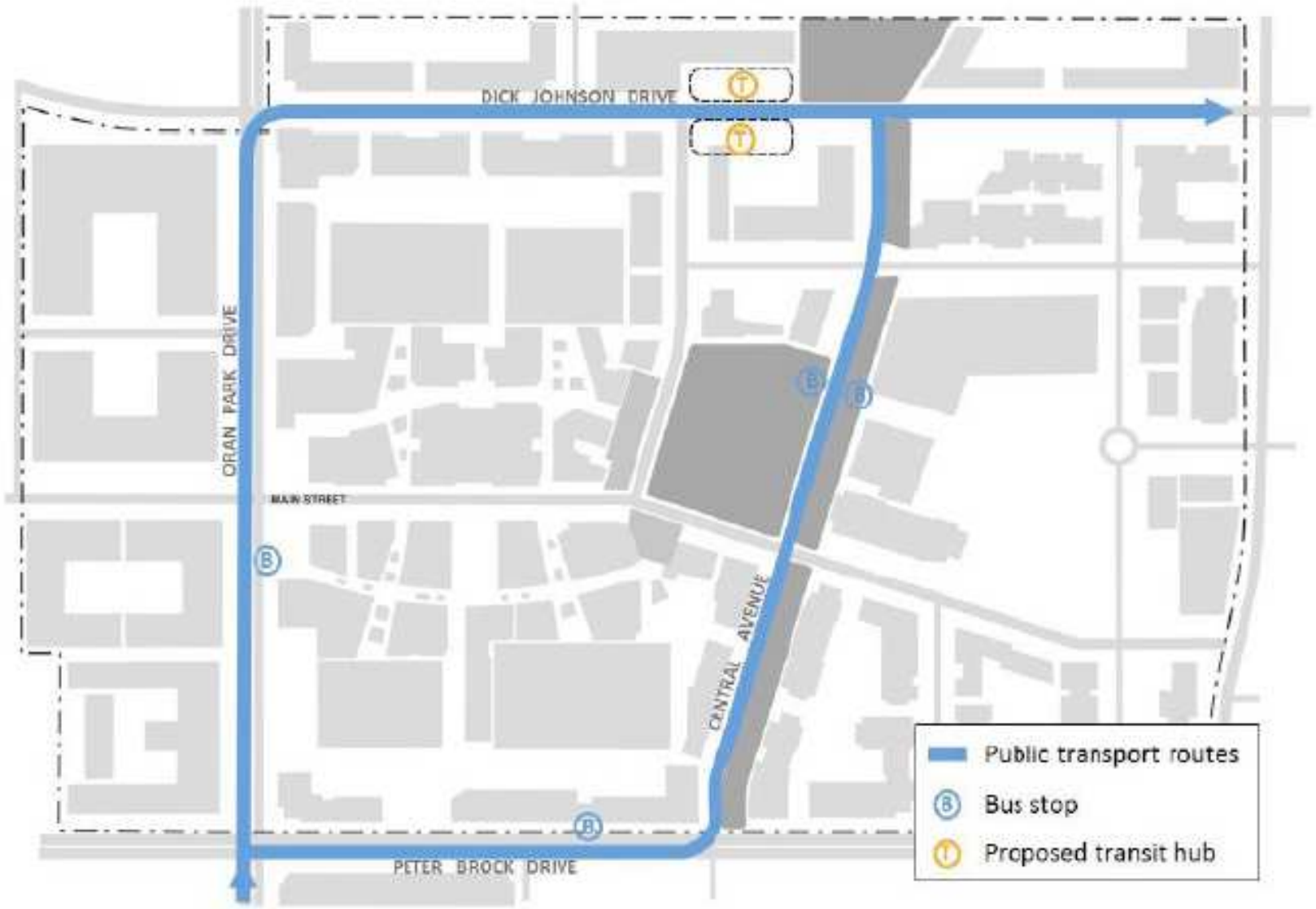


Figure 66: Public Transport Routes within the Town Centre (Figure 66 updated January 2016)

5.0 Public Domain, Water Sensitive Urban Design and Landscaping

5.1 Public Domain

Objectives

a. To provide a variety of high quality public domain areas which cater for a wide range of activities.

b. To ensure that public domain areas are designed in a manner which recognise their Town Centre location and allow for a seamless transition between public and private spaces.

c. The public realm shall be unambiguously public in its design and detailing.

d. To ensure that the Town Square and Town Park respond to the character statements outlined under **Section 3.3**.

Controls

1. Public domain areas are to be designed and located generally in accordance with **Figure 67**. The design of public domain areas shall take into consideration the Public Domain Manual adopted by Camden Council (Attachment A).

2. A main Town Square is to be designed to provide an urbanised, vibrant interactive public space which incorporates outdoor seating areas associated with retail tenancies which will open onto the Town Square and opportunities for informal seating and gathering places.

3. The Town Park is to be designed to accommodate a range of active and passive recreational opportunities within a Town Centre context. The design of the Town Park should provide flexibility in the layout and use of the park over time.

4. The Town Park and Town Square is to be designed to achieve a high level of connectivity with and between adjoining land uses.

5. Any Development Application which seeks approval for the design of the Town Square and/or Town Park is to include a statement outlining how the design addresses the character statements outlined under **Section 3.3**.

6. 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.

7. The North South Promenade is to provide a number of Character Zones along its length. These are shown and described in:

   - **Figure 58B** (indicative plan).

- **Figure 63A** and **Figure 63B.**
- Public Domain Manual Design Principles 3.4A North South Street with Promenade (Activation Zones) and 3.4B (Multiuse Zones).

These Character Zones provide a combination of Activation zones at street corners and within a Civic Area, along with Multiuse zones of predominantly soft landscape treatment which provide a regular rhythm along the length of the Promenade. The Multiuse zones may be interchangeable between paved, turfed or mass planting depending on the adjoining building design and land use. The final design of each Multiuse zone is to be determined in conjunction with the adjoining buildings and land use to allow for an appropriate design response to, for example, the inclusion of future outdoor dining areas.

The proposed final design must be included as part of the DA submission for adjoining buildings.

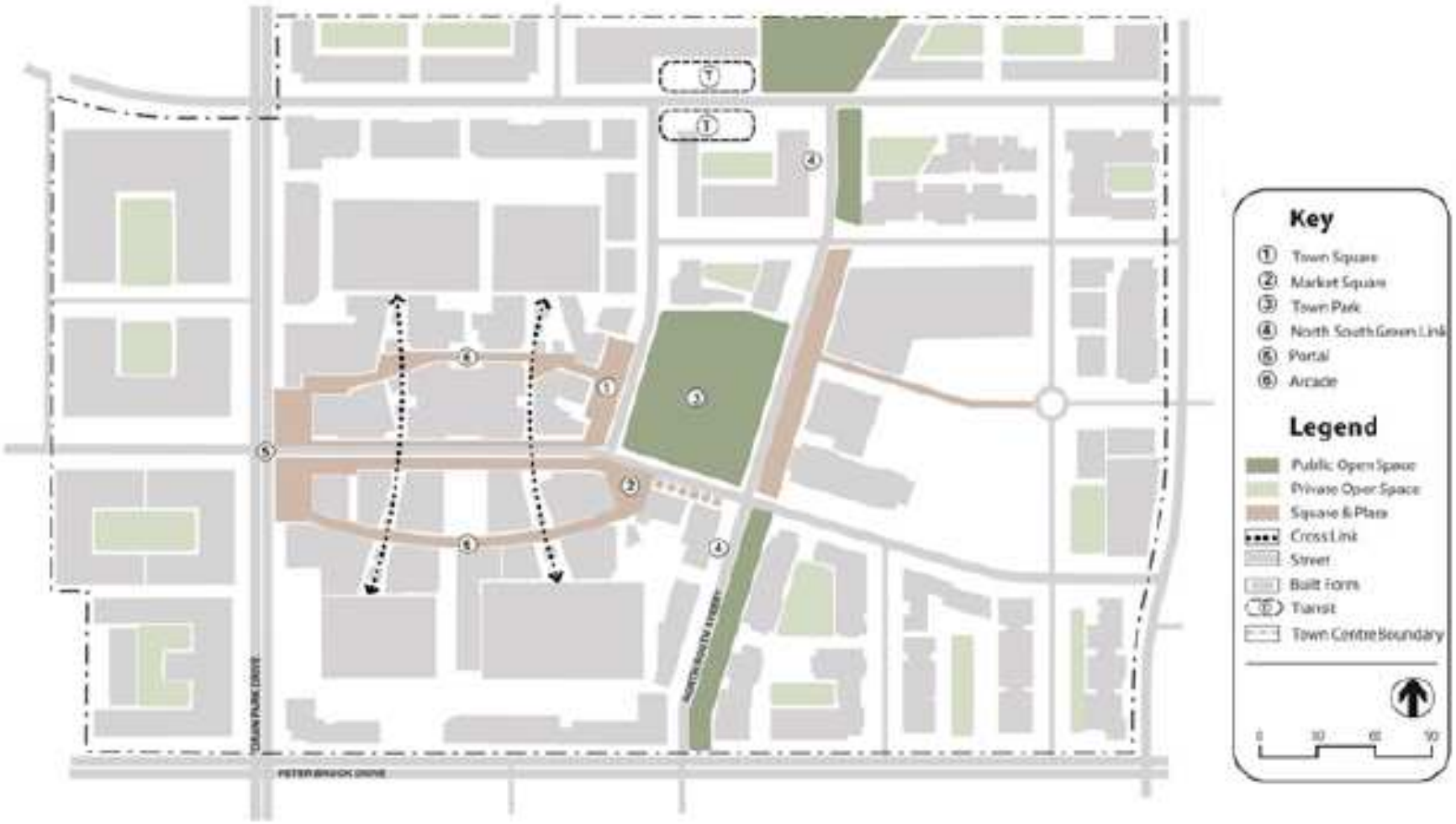


Figure 67: Public Domain Plan

5.2 Water Sensitive Urban Design Requirements (WSUD)

Objectives

a. To protect and enhance natural water systems which may be affected by urban development.

b. To reduce stormwater run-off and peak flows effected by urban development.

c. To meet stormwater quality targets through treatment systems such as bio-retention, swale, wetlands and raingardens.

d. Treatment systems should be related to the urban design of public open space and streetscapes to enhance visual amenity.

Controls

1. All development shall generally be in accordance with the Oran Park Precinct Water Cycle Management Strategy and Master Plan prepared by Brown Consulting and adopted by Camden Council. Development Applications, other than minor applications (e.g. shop fit-out, signage or change of use applications) shall include information from a suitably qualified consultant demonstrating how the proposed development is in accordance with the above. Key considerations include the management of stormwater run-off (quality and quantity), the minimising of potable water use and wastewater generation and water recycling strategies.

2. The Town Park is to be designed to incorporate WSUD objectives.

Note: A Water Cycle Management Strategy would not be required for all Development Applications (e.g. shop fit-out or change of use applications).

5.3 Street trees

An indicative layout of street trees and landscaping is shown in **Figure 68**.

Objectives

a. To create a landscaped urban environment which helps to provide shade, comfort and amenity, particularly for pedestrians.

b. To create visual order for the streetscape.

c. To use appropriately scaled species which can grow within the constraints imposed by an urban environment.

d. To create a landscaped environment which responds to ESD Principles consistent with the level of maintenance which will be available.

e. To ensure the use of native species are favoured for landscape planting in the Town Centre.

Controls

1. Development Applications, other than minor applications (e.g. shop fit-out, signage or change of use applications) shall include a landscaping plan prepared by a suitably qualified consultant. The landscaping plan shall generally be in accordance with the landscaping components in the Public Domain Manual for the Town Centre (Attachment A).

2. Plant selection should take into account the following:

   - species that 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, and
   - contribution to the character of the local centre.

3. Street trees and open space planting is to provide generous shade for pedestrians in summer and allow for sunlight penetration to street level in winter.

4. Main Street: (refer to cross section in **Figure 62**) species selection to respond to the east / west orientation of the street and its corresponding usage by: limiting shade and maximising sun penetration for trees on the northern side of the street; providing medium to large trees on the southern side, capable of delivering appropriate scale to Main Street and at the same time allowing a dappled shade effect throughout the year.

5. North / South Street: (refer to cross sections in **Figure 63A** and **Figure 63B**) as a green link and major pedestrian and cycle path, tree species should: reflect local character in species selection; provide a scale appropriate to a wide avenue; provide a density of canopy which is capable of significantly modifying hot conditions typical of Western Sydney in summer.

6. Town Park / Square: (refer to cross section in **Figure 58** the plan indicates the following performance requirements for: a dense tree stand of medium to large deciduous trees whose purpose is to provide seasonal amenity for pedestrians in the vicinity of the Town Square; large scale trees on the northern and southern perimeters of Town Park capable of providing primary enclosure to a large open space.

7. North / South oriented streets: (refer to cross section in **Figure 63A** and **Figure 63B**) use wide close canopy evergreen species in order to modify the effects of the western sun.

8. East / West oriented streets: (refer to cross section in **Figure 64**) medium open canopied species which will allow partial sun penetration throughout the year.

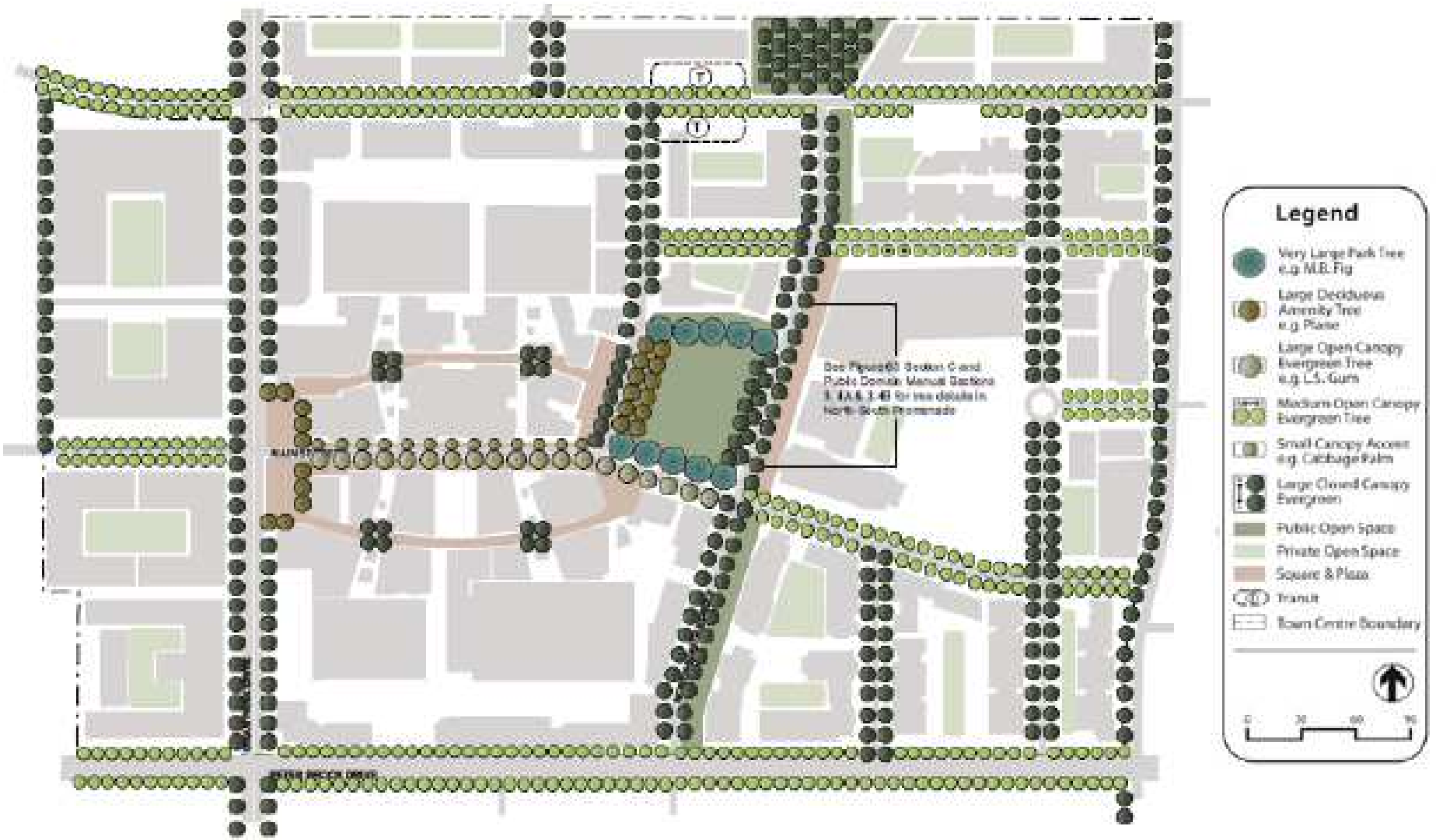


Figure 68: Landscape and Street Trees (Updated January 2016)

6.0 Environmentally Sustainable Development Principles

Objectives

a. To ensure all **new Retail, Commercial and Mixed Use buildings** achieve a minimum level of environmental sustainable design and meet statutory benchmarks in sustainable development.

Controls

1. All new retail, commercial and mixed use buildings must achieve a minimum 4 star Green Star rating from the Green Council of Australia. An Energy Efficiency report is to be provided to Council as part of the Development Application for the development proposal. Matters to be considered as part of an Energy Efficiency report are provided at **Attachment B** of this Plan.

7.0 Land Use and Built Form

7.1 Built Form Articulation

Objectives

a. To promote articulated building forms which contribute to creating an interesting streetscape character.

b. To promote articulation in building mass which responds to key design elements.

Controls

1. Articulation zones should be provided to compliment the building mass and emphasise key design elements such as entrance points and respond to environmental conditions including solar access, noise, privacy and views.

7.2 Architectural Character

Objectives

a. Architectural expression should be diverse across building groups / blocks and facades should be articulated to create visual interest.

b. There should be consideration of a contemporary architectural style based on simple primary building forms and a fine grained assemblage of elements (which may incorporate the diversity of character of streetscapes in historic towns such as Camden) where appropriate.

c. Architectural design should be sympathetic with regional character.

d. Façade design should create a series of vertical elements along a building length reflecting a traditional main street façade.

e. Sleeve buildings or appropriate screening to be provided to minimise the visual impact of large boxes, service areas and to define streets.

f. Roof forms and structures such as clock towers / spires are encouraged for key sites and roofs should be designed to break up the overall mass of a roof on a large building. Roof elements should be used to screen mechanical plant.

Controls

1. Articulation and Corners: Buildings at Oran Park Town Centre are to generally align with street edges, be articulated in their façade treatments and express corners in design.

2. Corners are to be visually prominent and may be reinforced by one and two story verandas / balconies which turn the corner in a traditional manner.

3. Building Interface: The interface between the building and the public domain is to be designed to create active safer streets, to encourage flexibility in design for changing uses at ground level and provide weather protection for pedestrian amenity. Residential apartments above Town Centre streets will provide opportunities for casual surveillance.

4. To protect privacy, elevate ground floor level apartments above adjacent footpath levels – 500mm is suggested as a minimum with 1,200mm preferred.

5. Building facades are to be designed to accentuate key architectural features and clearly delineate points of interest such as building entries, vertical and horizontal elements.

6. Building facades are to incorporate a variety of finishes and materials which provide visual relief to the built form.

7. A diverse palette of durable and cost efficient external materials exploring a contemporary urban character whilst representing themes of Australian local character should be used. A range of materials is to introduce a fine grain façade treatment along street edges.

7.3 Building Envelopes / Bulk and Scale

Objectives

a. To ensure that the bulk and scale of future development responds to the desired vision, scale and character of the Oran Park Town Centre and surrounding development.

b. To encourage a variety of building heights within the Town Centre which respond to the site specific design considerations.

c. To embody buildings with flexibility in their use over time.

Controls

1. Building heights are to be in accordance with the Building Envelope Plan shown in **Figure 69A**.

2. Prominent street corners should be reinforced in a visual context through concentrating building height and built form.

3. Buildings are to be designed to ensure a human scale is maintained at street level.

4. Minimum ceiling heights are detailed in in the table below. For the purposes of this control 'ceiling height' is measured internally from finished floor level to ceiling level. See **Figure 69B**.

Floor Level	Minimum Ceiling Height
Ground Floor	3m
All other floors for retail / commercial use	2.7m
All other residential floors	2.7m for habitable rooms 2.4m for non-habitable rooms

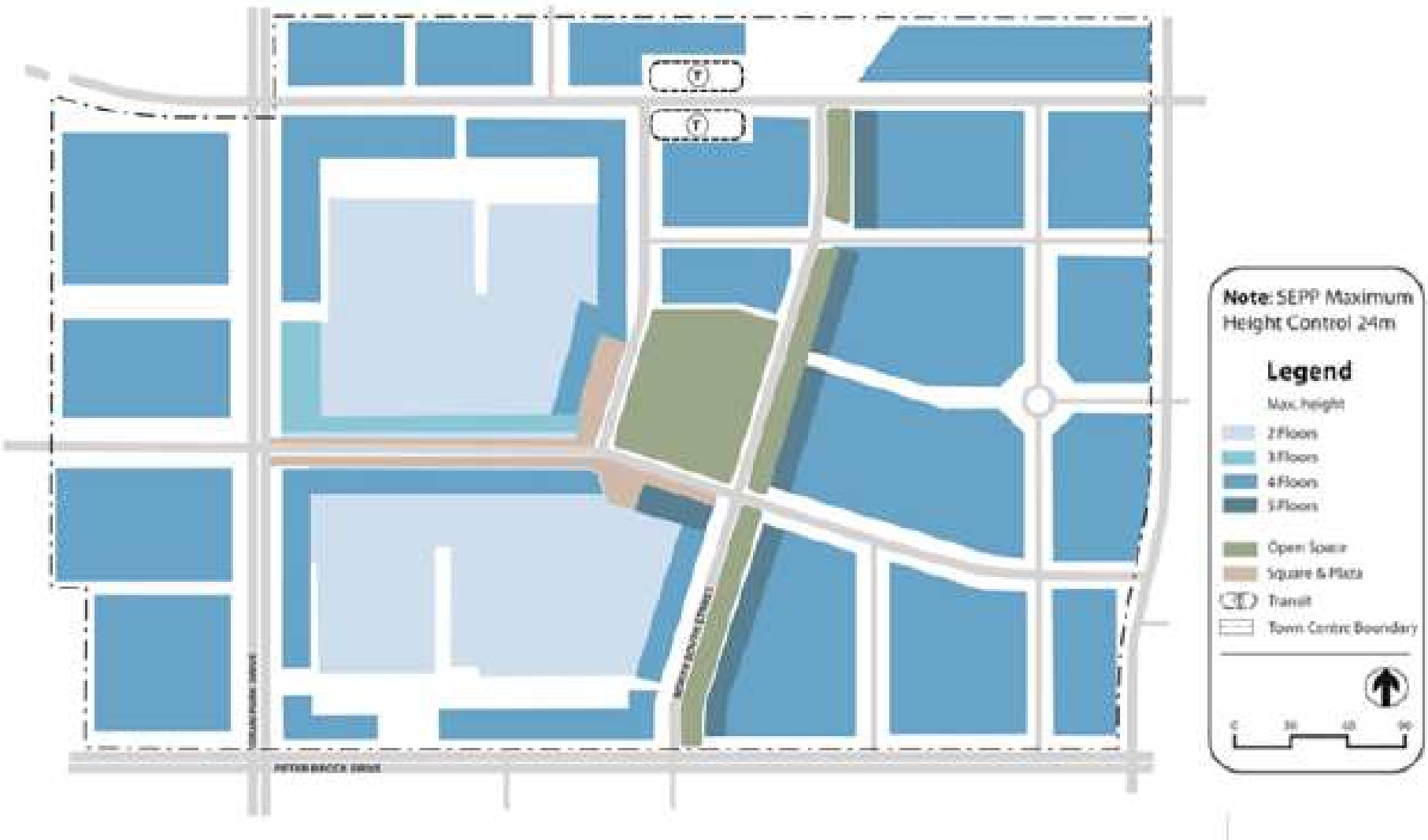


Figure 69A: Indicative Building Envelope

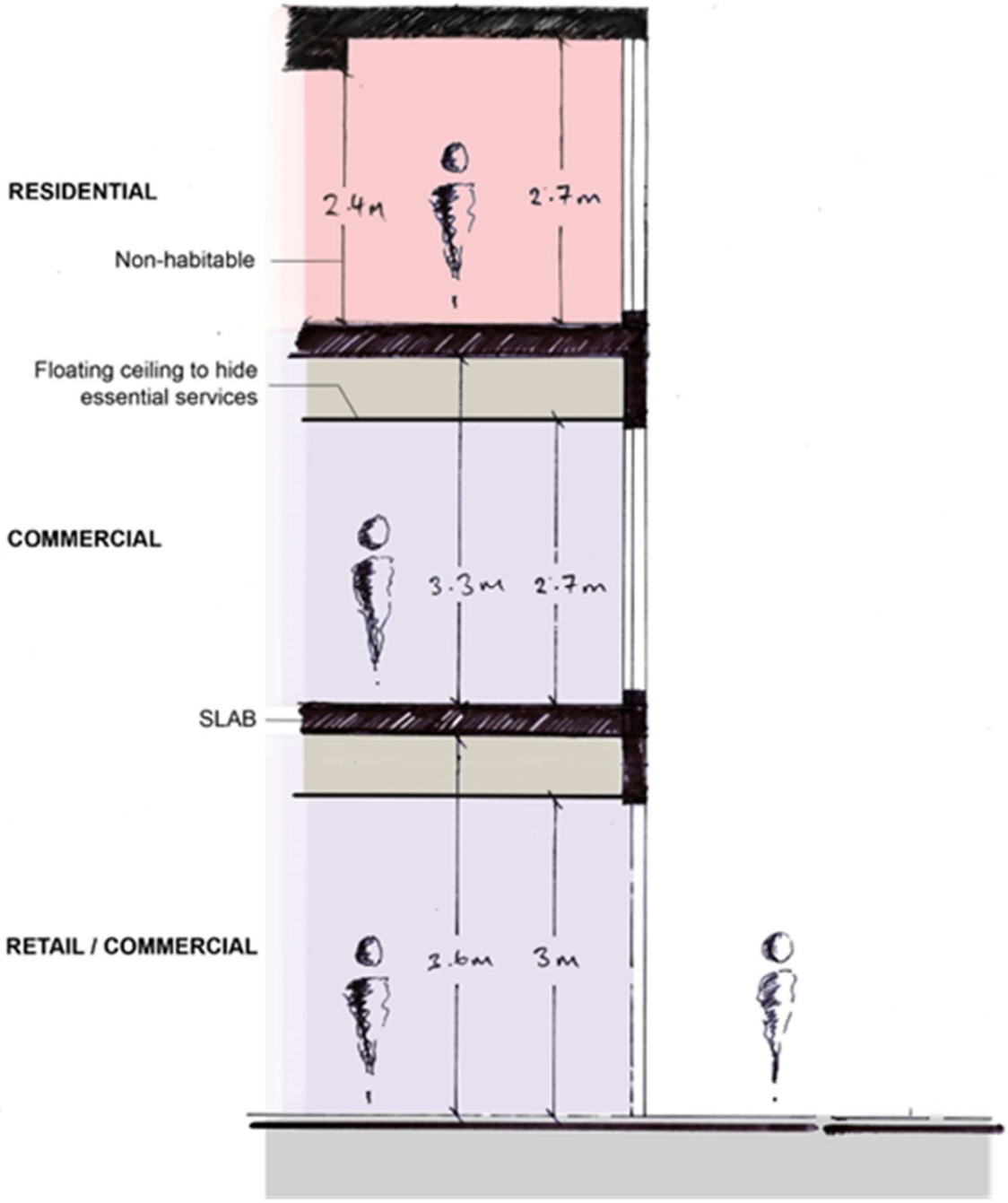


Figure 69B: Minimum Floor to Finished Ceiling Height Explained (Figure inserted January 2016)

7.4 Quality of Indoor Environment

Objectives

a. To ensure a high level is achieved within commercial and retail development:

- access to natural light,
- access to natural ventilation,
- indoor air quality, and
- access and amenity.

Controls

1. Refer to indoor environment controls provided in **Attachment B**. These controls are required to be assessed as part of the Sustainability Assessment.

7.5 Weather Protection

Objectives

a. Pedestrians should be provided with amenity and comfort throughout the public realm, and the commercial, residential and retailer occupants provided with a commercially viable and sustainable environment.

b. The public realm should offer a diversity of experience, including providing a choice of exposure to environmental conditions.

c. A variety of types, materials and methods for weather protection shall be adopted to promote a diverse experience across the Town Centre

Controls

1. Weather protection must maintain a feeling of openness and enhance both the public function of the specific space and / or street.

2. Weather protection devices shall take into account wind, sun, rain, night / day, seasons and shadowing effects of other built components.

3. Weather protection devices shall consider the scale of adjacent buildings and the width of the street / public space in order to ensure appropriate proportions and “feel”.

4. Weather protection solutions shall be predominantly naturally ventilated.

5. Weather protection should be included as part of the design of the architecture / built form or landscape design.

6. The design of the weather protection shall take into consideration ESD objectives.

7. Pedestrian rights of way, squares and other public spaces will typically have a variety of weather protection devices, where provided, ranging from minimal protection, fixed or temporary devices (including an array of devices such as awnings, canopies, “floating” roofs or be incorporated into the architecture of the building), and landscaped solutions, thus providing a variety of experiences and conditions.

8. Generally streets with retail, commercial, or community uses at ground level shall provide weather protection along the majority of the façade, especially those areas facing north and west. This protection shall typically take the form of a variety of awning types.

9. Awnings increase the usability and amenity of public footpaths by protecting pedestrians from sun and rain. Awnings encourage pedestrian activity along streets and, in conjunction with active edges such as retail frontages, support and enhance the vitality of the Town Centre. Awnings can be used in conjunction with colonnades. There are to be no wing walls so colonnade is continuous and unimpeded.

10. Street level awnings should be provided to all retail frontages and commercial entries and to main lobbies of residential buildings except where a colonnade is required.

11. In particular, continuous awnings and colonnades are required to be provided along the ground floor street frontage on active street frontages in accordance with **Figure 61.**

12. Awnings should be a minimum height of 2.7m (3.2m desirable) above footpath level, generally consistent in form and to project horizontally from the building façade.

13. The front fascia of the awning is to be setback a minimum of 500mm from the kerb of the street carriageway, including at street corners.

Figure 70: Weather Protection Precedents

7.6 Setbacks

Objectives

a. To ensure that building setbacks reflect the desired future character of the Oran Park Town Centre.

b. To establish the desired vertical and horizontal spatial proportions of the streetscape.

c. To provide a defined street edge within a Town Centre context.

d. To encourage passive surveillance of streetscape areas.

Controls

1. Building setbacks are to be provided in accordance with the Setbacks Plan shown in **Figure 71.**

2. The urban character is achieved by adopting “build–to” lines or zero setback conditions to create street walls and by variety in “build–to” conditions for different types of streets. The main building facades are to be built to the block edge with allowances for insets and projections and to create stronger corner edges.

3. Projections beyond the “build–to” lines could include awnings, verandas, balconies, roof overhangs and blade walls.

4. Setbacks for residential buildings to be a minimum of three metres to allow for ground level front courtyards or private open space, changes in levels etc. Selected corners to residential sites may be required to “build–to” the street boundary.

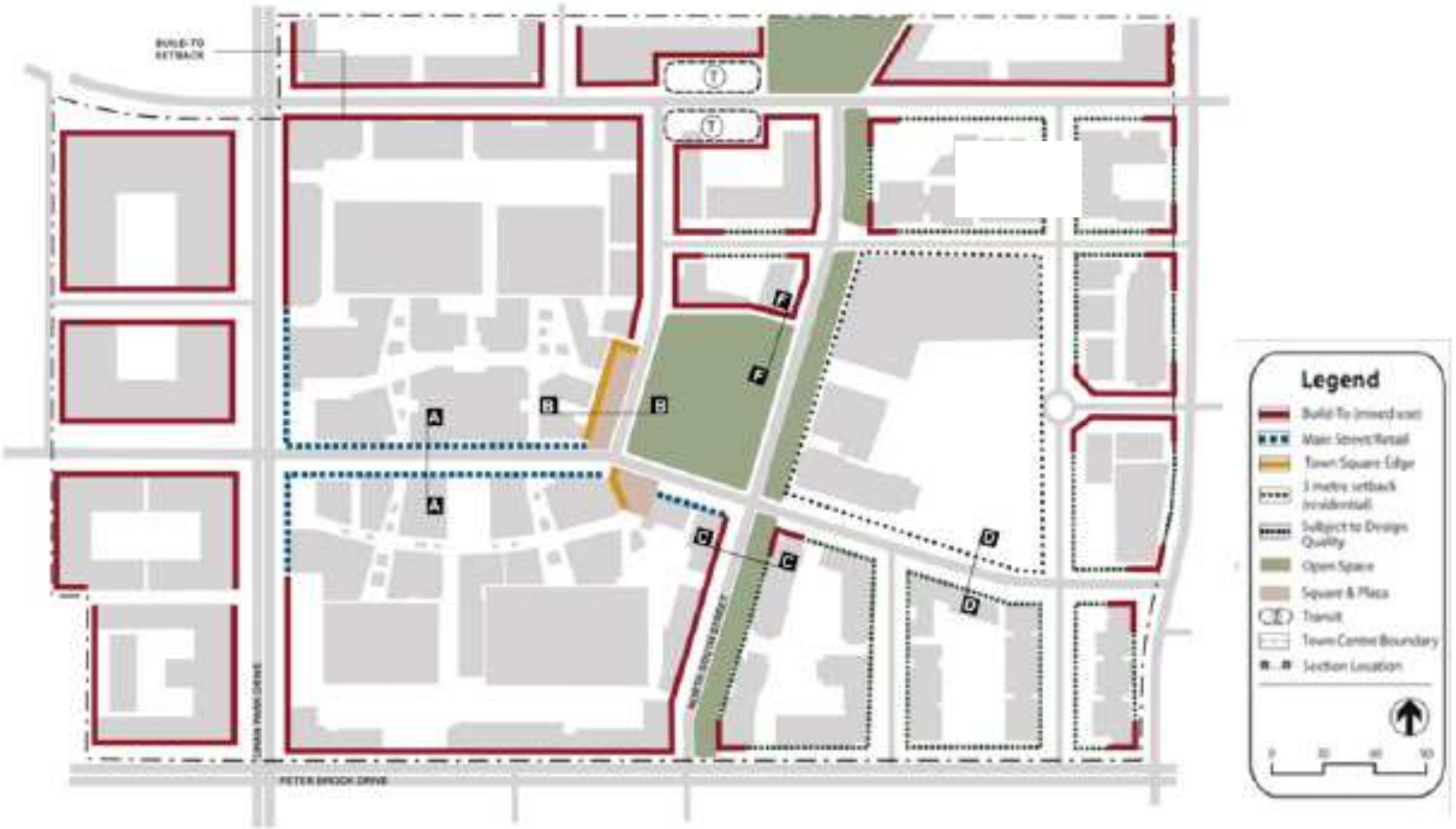


Figure 71: Indicative “Build-To” Lines and Setbacks

7.7 Streetscape Activation

Objectives

a. To encourage active streets throughout the Town Centre.

b. To promote safety and security within the Town Centre by maximising activation of street frontages.

c. To ensure outlook to and surveillance of the street.

Controls

1. Active frontage uses are defined as one of a combination of the following at street level:

   - entrance to retail.
   - shop front.
   - glazed entries to commercial and residential lobbies occupying less than 50% of the street frontage, to a maximum of 12m frontage.
   - café or restaurant if accompanied by an entry from the street.
   - active office uses, such as reception, if visible from the street.
   - public building if accompanied by an entry.

2. Buildings are to maximise areas of street activation through a mixture of ground floor retail / commercial suites and the incorporation of ground floor terrace areas along the street frontage in residential development.

3. Active street fronts, built to the street alignment, are required on the ground level of all retail and commercial development.

4. Large format retail such as supermarkets and parking areas are to be sleeved or hidden by retail and commercial uses.

5. Ground floor residential uses (other than entries to lobbies to residential uses above ground level) are not permitted on the Town Centre Main Street.

6. Restaurants, cafes and the like are to consider providing openable shop fronts.

7. No external security shutters to be permitted.

8. On corner sites, shop fronts are to wrap around the corner.

7.8 Solar Access

Objectives

a. To maintain appropriate levels of solar access to public and private spaces within the Town Centre.

b. To ensure that building mass does not impede solar access to public and private spaces within the Town Centre.

Controls

1. Any Development Application for the construction of buildings is required to submit detailed solar access diagrams for between 9am and 3pm mid-winter to demonstrate sufficient solar access is maintained to public and private spaces and streets.

2. Parks and plazas are to receive sunlight on a minimal of 50% of their site area between 11am and 2pm on June 21.

3. Building envelopes are to allow for north-south streets to receive 2 hours of sunlight between 9am-3pm on 21 June on a minimum of 50% of the eastern or western footpaths.

4. Building envelopes are to allow for east-west streets to receive 1 hour of sunlight between 9am-3pm on 21June on a minimum of 50% of the southern footpaths.

7.9 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, and

- 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 72** 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), and
   - 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).

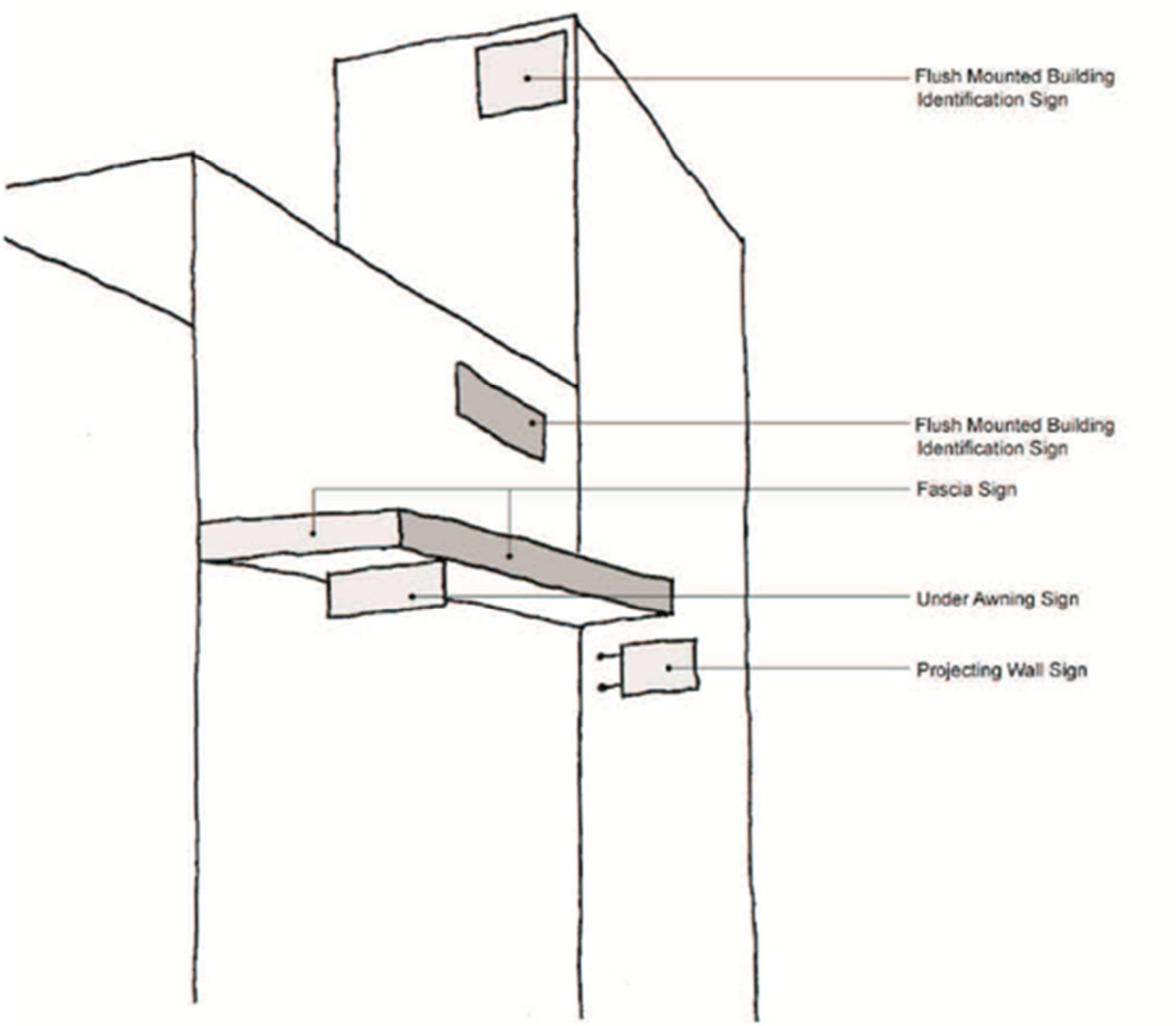


Figure 72: Preferred Locations for Signs (inserted January 2016)

8.0 Site Access, Parking and Loading

8.1 Vehicle Parking and Storage

Objectives

a. To ensure an appropriate number of parking spaces are provided within the Town Centre to service the needs of both residents and visitors.

b. To encourage an appropriate mix of on and off-street parking options within the Town Centre.

c. To provide integrated vehicle, bicycle and service access points without compromising the streetscape character or pedestrian amenity.

Controls

1. Retail facilities are to provide parking at the rate of one (1) space per 30m². Larger retail uses would be subject to the RTA Guide for Traffic Generating Developments.

2. Car parking dimensions are to be provided in accordance with relevant Australian Standards.

3. On street parking to be provided throughout the Town Centre to contribute to street life and surveillance.

4. Above ground parking is not encouraged without appropriate design measures to mitigate adverse visual impacts.

5. Below ground car parking is encouraged for higher density residential and mixed use blocks as well as Town Centre retail blocks.

6. Where below ground parking is along a street edge and cross ventilation is desirable, any exposed section of car park wall is to be appropriately modelled and scaled.

7. The majority of car parking is to be provided under Town Centre buildings and on street to limit visual impact and maintain pedestrian amenity.

8. Natural ventilation of basement and sub-basement parking areas is encouraged to be provided wherever possible.

9. Service vehicle access points should be consolidated where possible to limit the potential for conflict points.

10. Bicycle racks / storage areas are to be provided in all developments in accordance with the following requirements. Bicycle racks / storage areas should be provided for both residents / employees and site visitors:

    - non-residential development = 1 space per 750m^2 of gross leasable floor area.

residential development = 1 space per 4 apartments.

8.2 Loading Docks

Objectives

a. Loading docks are to be developed in accordance with the standards provided in Council's comprehensive DCP.

8.3 Roof Top Car Parking

Objectives

a. To allow roof top car parking which acknowledges the Town Centre environment.

b. To allow roof top car parking which services upper level commercial and retail premises within the Town Centre and reduces the need for at-grade parking provision.

c. To ameliorate the impact of roof top car parking on any adjoining residential development.

Controls

1. Roof top car parking can provide additional parking opportunities within the Town Centre if provided should give direct access to upper level commercial and retail premises.

2. Roof top car parking is to be designated to provide clear delineation between public roof top parking area and adjoining residential apartments or common areas associated with residential apartment buildings. This may be achieved through the provision of landscaping buffers, fencing, built form and structural screening / shade elements.

3. Security access control shall be provided between public roof top parking areas and any adjoining residential apartments or common areas associated with residential apartment buildings.

4. Any Development Application which incorporates roof top car parking shall include the submission of a lighting report and light spill diagrams for the roof top car parking areas.

5. A Plan of Management is required to be prepared for any proposed roof top car parking and submitted with the Development Application. The Plan of Management is to outline the operational management of the parking area, including matters such as:

   - access control,
   - hours of operation,
   - security procedures, and
   - management of noise from the car park.

6. Any Development Application for residential development adjoining areas of roof top car parking shall be accompanied by an acoustic report which addresses the noise impact of parking areas on

residential apartments and provides methods for ameliorating noise impacts where required.

7. Where possible, residential development that adjoins roof top parking shall be designed to minimise living areas directly facing toward roof top car parking areas.

8. Residential apartments which directly adjoin / overlook roof top car parking areas are to incorporated screening to outdoor and balcony areas which allow for views to and from parking areas to be ameliorated.

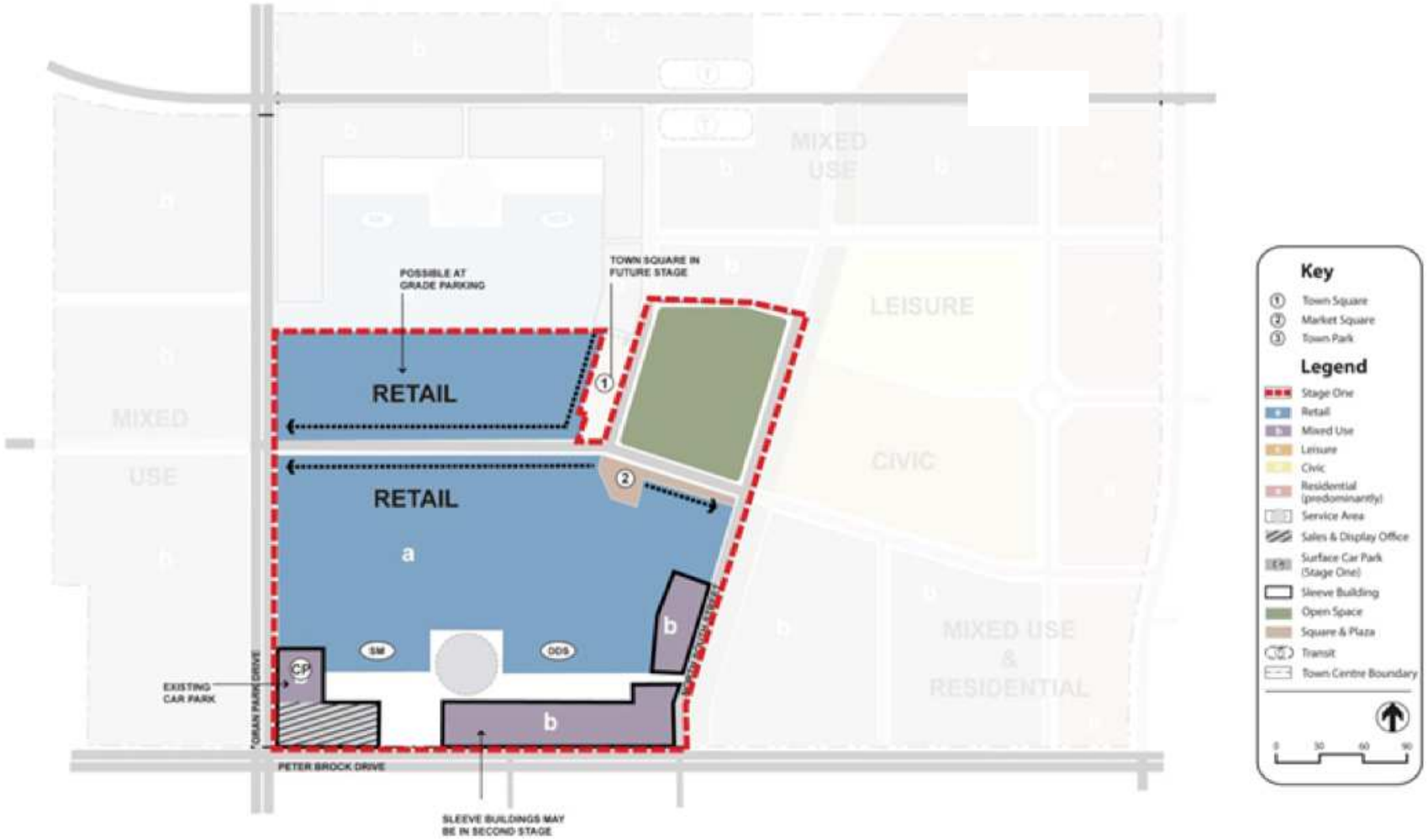


Figure 73: Indicative Stage 1 of Town Centre

9.0 Staging

9.1 Staging considerations for early development

Objective

a. To define Stage 1 of the Town Centre Development.

Control

1. Stage 1 is defined in **Figure 74.** Any Development Application submitted within this area needs to demonstrate how early works relate to the overall Town Centre Plan.

Figure 74: Stage 1 Urban Design Principles

B2 - Controls for Land containing a Riparian Protection Area

1.0 Introduction

1.1 Land to which this Part Applies

This Part applies to the land zoned E4 Environmental Living or RE2 Private Recreation that contains a riparian protection area, as shown in **Figure 1**.

1.2 Purpose of this Part

The purpose of this Part is to set the outcomes and requirements for permissible development on land containing a riparian protection area in the Oran Park Precinct.

1.3 Structure of this Part

This Part is structured as follows:

Section 1: provides an introduction to the Part.

Section 2: outlines the controls for preferred development

Section 3 outlines the controls for alternative development.

Section 4: establishes the desired outcomes for riparian protection area.

Section 5: outlines the controls for the riparian protection area.

Section 6: provides maintenance, monitoring and completion procedures.

Figure 1: Land Containing a Riparian Protection Area

2.0 Outcomes

2.1 Outcomes for Category 1 Watercourses

The following outcomes must be achieved for all waterfront land relating to Category 1 watercourses as identified in the Oran Park and Turner Road Waterfront Land Strategy as demonstrated in **Figure 2** below:

Outcome 1: To maintain and improve the natural functions of the watercourse and its aquatic and terrestrial qualities and provide a continuous, vegetated riparian corridor for the movement of flora and fauna species.

Outcome 2: To maintain and improve the viability of native riparian vegetation.

Outcome 3: To provide a continuous, viable Core Riparian Zone (CRZ) which emulates the native vegetation communities in the area to facilitate a stable watercourse, while allowing limited opportunities for vegetated dry basins in a manner that does not reduce the function of the CRZ.

Outcome 4: To provide a protecting Vegetated Buffer (VB) either side of the CRZ, to protect the environmental integrity of the CRZ from weed invasion, micro-climate changes, litter, trampling and pollution by emulating the native vegetation communities in the area, while allowing limited passive recreation, open space and water quality treatment that does not reduce the function of the CRZ.

Outcome 5: To recognise that the riparian protection areas are located within urban contexts and provide, in addition to their environmental benefits, valuable amenity, character, landscape and open space benefits to the people who live, work and play in the local area.

Outcome 6: Any realigned watercourse must meet all of the above outcomes.

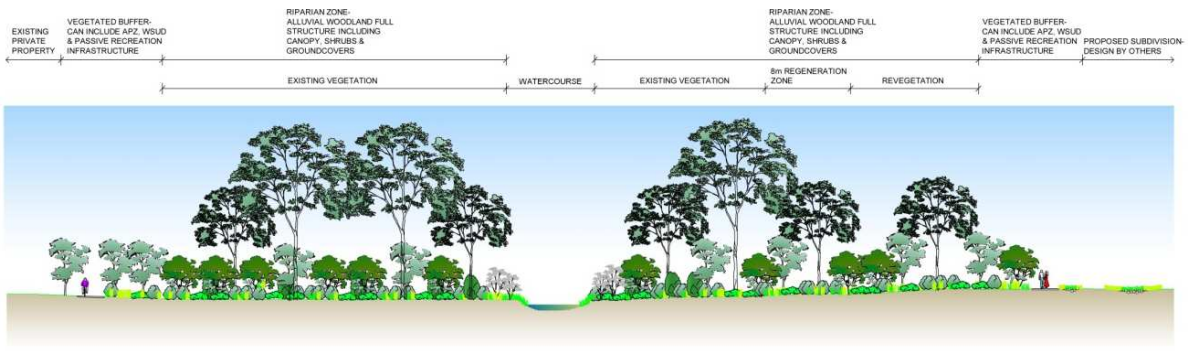


Figure 2: Illustration of a Category 1 watercourse that achieves the outcomes of this Strategy

Source: GHD

2.2 Outcomes for Category 2 Watercourses

The following outcomes must be achieved for all waterfront land relating to Category 2 watercourses as identified in the Oran Park and Turner Road Waterfront Land Strategy as demonstrated in **Figure 3** below:

Outcome 1: To maintain and improve the natural functions of the watercourse and its aquatic and terrestrial qualities and provide a continuous, vegetated riparian corridor for the movement of flora and fauna species.

Outcome 2: To maintain and improve the viability of native riparian vegetation.

Outcome 3: To provide a continuous, viable CRZ which emulates the native vegetation communities in the area to facilitate a stable watercourse, while allowing limited opportunities for vegetated dry basins in a manner that does not reduce the function of the CRZ.

Outcome 4: To provide a protecting VB either side of the CRZ, to protect the environmental integrity of the CRZ from weed invasion, micro-climate changes, litter, trampling and pollution by emulating the native vegetation communities in the area, while allowing limited passive recreation, open space and water quality treatment in a manner that does not reduce the function of the CRZ.

Outcome 5: To recognise that the riparian protection areas are located within urban contexts and provide, in addition to their environmental benefits, valuable amenity, character, landscape and open space benefits to the people who live, work and play in the local area.

Outcome 6: Any realigned watercourse must meet all of the above outcomes.

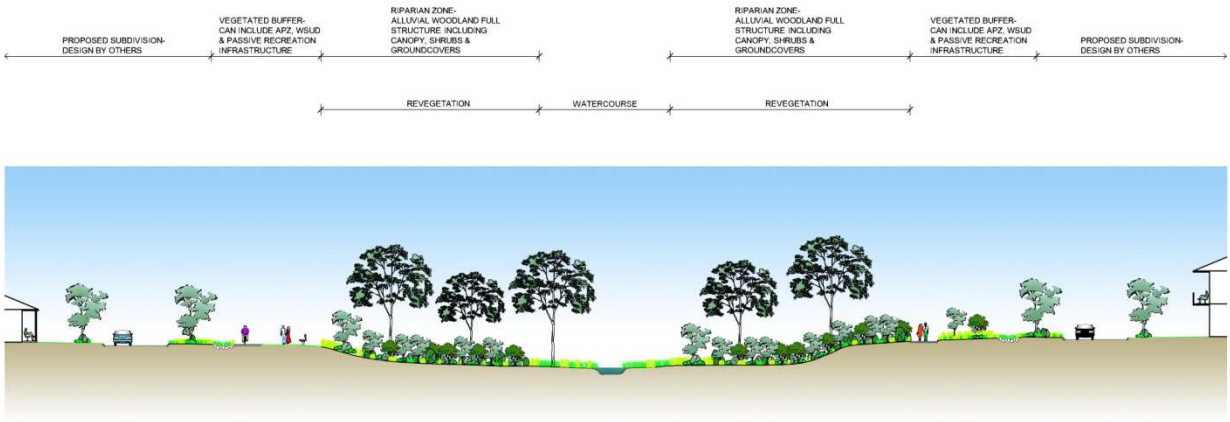


Figure 3: Illustration of a Category 2 watercourse that achieves the outcomes of this Strategy

Source: GHD

2.3 Outcomes for Category 3 Watercourses

The following outcomes must be achieved for all waterfront land relating to Category 3 watercourses as identified in the Oran Park and Turner Road Waterfront Land Strategy as demonstrated in **Figure 4** below:

Outcome 1: To retain, maintain and restore where possible the natural functions of the watercourse including bed and bank stability to protect local water quality.

Outcome 2: Where the natural functions of a stream are proposed to be retained and restored, a continuous, viable CRZ which emulates the native vegetation communities in the area is to be provided to facilitate a stable watercourse.

Outcome 3: Where it is not possible to retain the natural functions of a stream, an engineered solution to the watercourse will be considered subject to the proposed development satisfactorily demonstrating minimal impacts on downstream riparian protection areas.

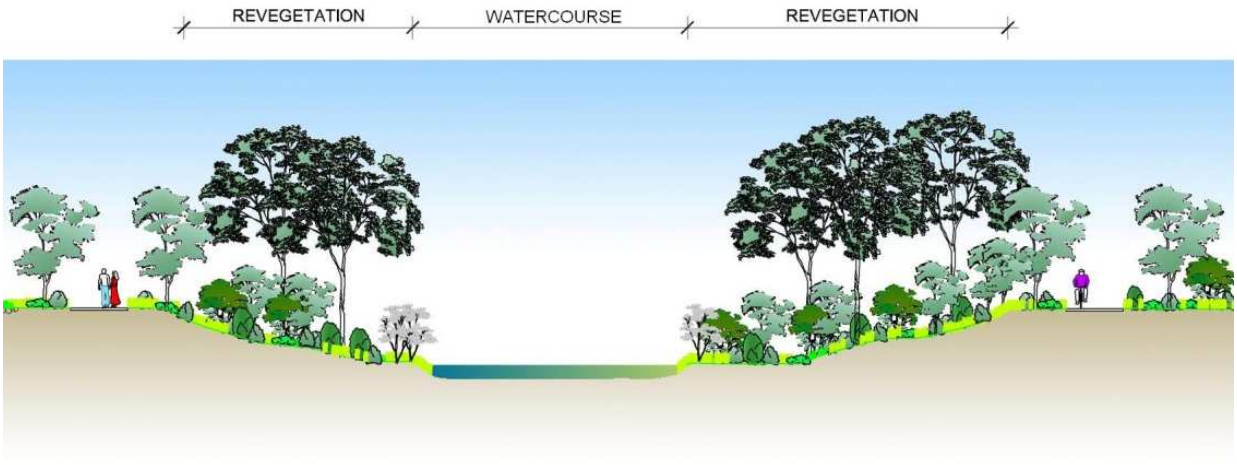


Figure 4: Illustration of a Category 3 watercourse that achieves the outcomes of this Strategy

Source: GHD

3.0 Controls for Preferred Development

1. This section applies to development on land containing a riparian protection area that is generally consistent with the Indicative Layout Plan in Part A of this DCP. This section applies to the land adjacent to the riparian protection area only. Section 5.0 contains controls for development within the riparian protection area.

2. Development to which this section applies will, in most circumstances, consist of roads or drainage or open space. In some cases, small areas of residential, commercial or industrial land immediately abuts riparian protection areas. Compliance with the relevant sections of Part A of this DCP is required.

3. For those areas where residential, commercial or industrial land immediately abuts a riparian protection area (as shown on the Indicative Layout Plan), development shall be located and designed to achieve a satisfactory interface with the riparian protection area. Consideration must be given to issues such as surveillance of the riparian protection area, built form and design, landscaping, activation of interfaces, where appropriate, and protection from bushfire threat.

4. Council may consider additional areas of residential, commercial or industrial land immediately abutting a riparian protection area as being generally consistent with the Indicative Layout Plan (and therefore being preferred development) where the development is designed to achieve a satisfactory interface with the riparian protection area. The considerations in sub-clause (3) above will apply.

5. Where a proposed development is not generally consistent with the Indicative Layout Plan, Section 4.0 shall apply. Minor variations from the Indicative Layout Plan may be considered to be generally consistent with the Indicative Layout Plan (refer to sections 1.4 and 2.1 of Part A of this DCP).

Note: Where the preferred development takes place and the riparian protection area is secured by way of public ownership or other on-going management regime, such as a S88B restriction on title, the riparian protection area may be rezoned to the E2 Environmental Protection Zone and the remaining land currently zoned E4 or RE2 may be rezoned to be consistent with the adjoining zone.

Note: Where a Plan of Management (pursuant to Division 2 of Part 2 of Chapter 6 of the Local Government Act) is prepared for open space adjacent to a riparian protection area, the Council shall ensure that the Plan of Management has regard to and complements the riparian objectives of the adjoining land. For all other land adjoining riparian protection areas (including road verges), consideration should be given to a landscape strategy that will not detrimentally affect the riparian protection area.

4.0 Controls for Alternative Development

1. This section applies to development on land containing a riparian protection area that is not consistent with the Indicative Layout Plan in Part A of this DCP. This section applies to the land adjacent to the riparian protection area only. Section 5.0 contains controls for development within the riparian protection area.

2. Development to which this section applies must be designed in a manner that ensures the orderly and coordinated development of the land and to achieve a sustainable outcome for the riparian protection area.

3. To reduce fragmentation, new lots in the Riparian Protection Area must include the full width of the riparian protection area within the Precinct. Where the full width of the riparian protection area extends outside of the precinct, the centerline of the watercourse shall form the boundary of the new lots. Fencing will not be permitted on this boundary. See clause (13) in Section 5.0 for more controls relating to fencing in riparian protection areas.

4. Residential development is restricted to single detached dwellings on lots with a minimum area of 1000 m^2 and minimum frontage (width) of 20 metres.

5. Dwellings are to be located wholly outside the riparian protection area as shown in **Figure 5** below.

6. Non-residential development, including all structures and open space areas proposed on land zoned RE2 are to be principally located outside of the riparian protection area. See clause (3) in Section 5.0 for more controls relating to land uses within the vegetated buffer of the riparian protection area.

7. Where the full width of the riparian corridor is contained within the precinct, a perimeter road including pedestrian and cycle paths shall be provided on the opposite side of the riparian protection area to the developable area of the lot. Where the full width of the riparian protection area extends outside of the precinct, local open space shall be located at intervals of no less than 600m along the riparian corridor to provide opportunities for public access to land adjacent to the riparian protection area. Pedestrian and cycle paths shall be located within these local open space areas and shall connect the local open spaces to each other.

8. Buildings in the developable area of the land containing a riparian protection area must either be setback the required distance from the riparian protection area or be designed and constructed in accordance with the Planning for Bushfire Protection guidelines. See clause (4) in Section 5.0 for more controls relating to asset protection zones within the vegetated buffer of the riparian protection area.

9. Fencing between developable area and riparian protection area is permitted, subject to the fencing being designed to prevent pet or weed invasion into the riparian protection area. Signage shall be placed on the fencing to discourage access into the riparian protection area by people for recreational purposes or other purposes not associated with the maintenance of the riparian protection area.

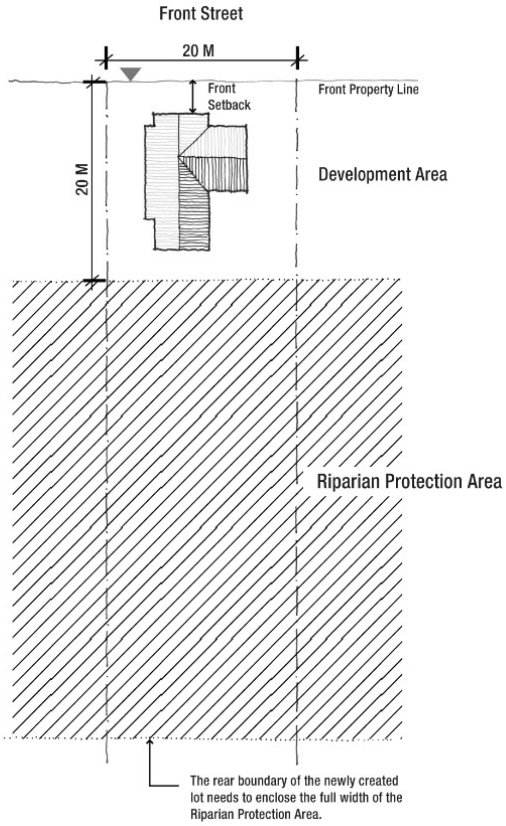


Figure 5: Location of Dwellings in Riparian Protection Areas

5.0 Controls for the Riparian Protection Area

1. Development on land to which this section applies must achieve the outcomes identified in Section 2.0 and comply with the requirements of this Section.

2. The CRZ and the VB are to remain, or become vegetated, with local native vegetation (trees, shrubs and groundcover species). Non-local native vegetation may be considered by Council if it is demonstrated that the proposed planting scheme will not compromise the achievement of the outcomes identified in Section 4.0.

3. Passive recreation use, or open space uses (e.g. walking and cycle paths, seating, interpretive signage) cannot exceed 40% of the area of the VB and must be designed to ensure no reduction in the function of the CRZ.

   The maximum 40% area should generally be located along the outer edge of the VB, however where landform or design dictates, the 40% area may meander through the VB. Where the 40% area meanders towards the CRZ it should generally come no closer than 4m to the outer edge of the CRZ, unless the applicant can demonstrate that the outcomes for the riparian protection area will be achieved. Consideration should be given to the location of the watercourse within the CRZ when determining the proximity of the 40% area to the CRZ. The 40% area shall be applied on an individual DA basis and shall not be accumulated across DAs. Consideration should be given to aligning the location of the 40% area with the design of the VB on adjoining land where already developed or where there are approved plans.

4. An Asset Protection Zone (APZ), or any part of an APZ, must not be located within the CRZ. An APZ will only be permitted within the VB where it can be demonstrated that it achieves the functions of the VB, does not result in an increased maintenance burden and where the planting scheme is compatible for both riparian functions and minimising bushfire risk. Consideration may be given to a planting scheme in a VB that has a reduced fire load in certain locations where sensitive land uses, such as schools, retirement villages, etc, are adjacent to the riparian protection area, subject to the planting scheme and ongoing vegetation management measures continuing to achieve the functions of the VB and maintaining a reduced fuel load.

5. Constructed wetlands are not permitted within the CRZ. Constructed detention basins will only be permitted within the CRZ where it can be demonstrated that it achieves the functions of the CRZ, are vegetated dry basins only and designed in compliance with the relevant guidelines.

6. A Vegetation Management Plan (VMP) outlines the criteria for the establishment and management of a riparian protection area and will be required to be prepared and submitted to the Council for assessment and approval prior to the issuing of a construction certificate. The VMP shall be undertaken in accordance with the relevant guidelines.

7. A Works Plan (WP) is to be approved for any development that requires works in a riparian

protection area prior to the commencement of works. The WP shall be undertaken in accordance with the relevant guidelines.

8. The design and construction of watercourse crossings and ancillary works, such as roads, should consider the potential impacts of the crossing structure on the riparian protection area. In order to minimise the effects of structures on the hydrologic, hydraulic and geomorphic functions of a watercourse, crossings should be designed and constructed in order to maintain the integrity of the existing channel as well as being sympathetic with the ecological values of the watercourse and its riparian protection area. Bed level crossings or bridges which fully span the watercourse channel provide the best opportunities for maintaining natural channel functions. However, alternative structures such as box culverts which can achieve the riparian functions will also be considered.

9. The design and construction of stormwater outlets should aim to be 'natural', yet provide a stable transition from a constructed drainage system to a natural flow regime. The design and construction footprint and extent of disturbances within the riparian protection area should be minimised while still achieving the intended discharge function.

10. The design and construction of works and activities within a watercourse should aim to be as 'natural' as possible. A watercourse 'rehabilitation' design philosophy rather than a 'construction' philosophy should be applied. The design and construction footprint, and the extent of disturbances within the riparian protection area should be minimised while achieving the desired function and outcome. In order to minimise the impacts of in-stream works on the hydrologic, hydraulic and geomorphic functions on a watercourse, all works and activities should be designed and constructed to maintain the integrity of the existing channel, as well as being sympathetic with the ecological values of the watercourse and its riparian protection area.

11. When considering the placement of utilities in or across watercourses the design and construction footprint and the extent of disturbances proposed in the watercourse and riparian protection area should be minimised.

12. Any path (including cycleways and accessways) design and construction must be in accordance with the relevant guidelines. In particular:

    - paths should be located beyond the CRZ (except for direct crossings),

    - paths should be located so as to avoid, or minimise, disturbance of any *Endangered Ecological Community* or any threatened species,

    - paths that intrude into an existing vegetated area of a CRZ for a crossing should, where possible, be elevated with a minimum underside clearance of 300mm and with a natural ground surface beneath, and designed to pass light and moisture sufficiently to allow the growth of groundcover vegetation beneath the structure. In areas inundated the elevation needs to also meet any flooding requirements,

    - paths and related structures, that traverse watercourses or riparian protection areas should not adversely affect watercourse and floodplain flows, exacerbate flooding or

prevent adequate rainfall and daylight reaching the watercourse and riparian vegetation (e.g. bridges or view platforms that result in extensive periods of shadow), and

- access to watercourse / foreshore edges may be provided occasionally by branch paths. Access and viewing points must be designed so they do not adversely affect any of the bio-physical functions of the CRZ.

13. Fencing within the riparian protection area is to be minimised. Where fencing is required it is to be designed to allow terrestrial and aquatic fauna to pass. Open post and rail style fencing is preferred.

Note: A Controlled Activity Approval is required for all works within the riparian protection area, unless a precinct-wide exemption is granted through the approval of a Waterfront Land Strategy for the precinct.

Note: Nothing in this Part should be taken to indicate that Council will accept transfer of the waterfront land into public ownership at the end of the maintenance period or at any other time. Landowners should investigate a range of alternative regimes for the on-going ownership and management of the waterfront land. Landowners should seek independent legal advice if there is an intention to dedicate the waterfront land to Council. If there is an intention on the part of the landowner to dedicate the waterfront land to Council, the landowner must ensure that the Council is consulted throughout the establishment, maintenance and completion phases.

6.0 Maintenance, Monitoring and Completion

1. A maintenance period will commence from the date of practical completion of the works.

2. Applicants must undertake a program of monitoring and reporting during the maintenance period that demonstrates how the development on land to which this strategy applies is achieving the requirements of any development consent and the outcomes and requirements of this strategy. Copies of monitoring reports shall be provided to the Principal Certifying Authority (PCA) at least once a year. If the PCA is not the Council, the PCA will make available any such reports to Council and DWE.

3. The PCA will undertake inspections of the waterfront land under maintenance at least once a year and will advise the applicant in writing within 28 days of the date of the inspection whether the outcomes and requirements are or are not being achieved.

4. The maintenance period will end on the date at which the PCA is satisfied that the outcomes stated in Part 4 of this strategy have been achieved, or 5 years from the commencement of the maintenance period, whichever comes first. The maintenance period may extend beyond the 5 year period only where the PCA has informed the applicant that the outcomes and requirements are not being achieved in accordance with (3) above.

5. For the purposes of this section, the PCA will be satisfied that the environmental outcomes have been met where the works have been undertaken and maintained in accordance with the Vegetation Management Plan.

6. At the end of the maintenance period the applicant must provide a final written report to the PCA which demonstrates completion of the development and maintenance period in accordance with the requirements of their development consent and this strategy.

7. Applicants must provide the PCA with a Certification of Maintenance Practical Completion to current recommended practices and consistent with this strategy. The certificate must be prepared by persons suitably experienced and qualified in such certification for all stages.

B3 Denbigh Transition Area

1.0 Introduction

1.1 Land to which this Part Applies

This Part B applies to the land shown in **Figure 1.**

1.2 The Purpose of this Part

The purpose of this part is to outline the vision for the Denbigh Transition Area and facilitate development sensitive to the curtilage of the Denbigh property as shown in **Figure 1**.

1.3 Relationship to Oran Park Part A DCP 2007

Development in the Denbigh Transition Area should be consistent with the following:

- the provisions of this Part B DCP, and
- the relevant sections and clauses of the Oran Park Part A DCP 2007, including, but not limited to, Clauses 5.4 and 6.4 and Section 7.0. Where an inconsistency exists, provisions within a Part B DCP prevail over Part A.

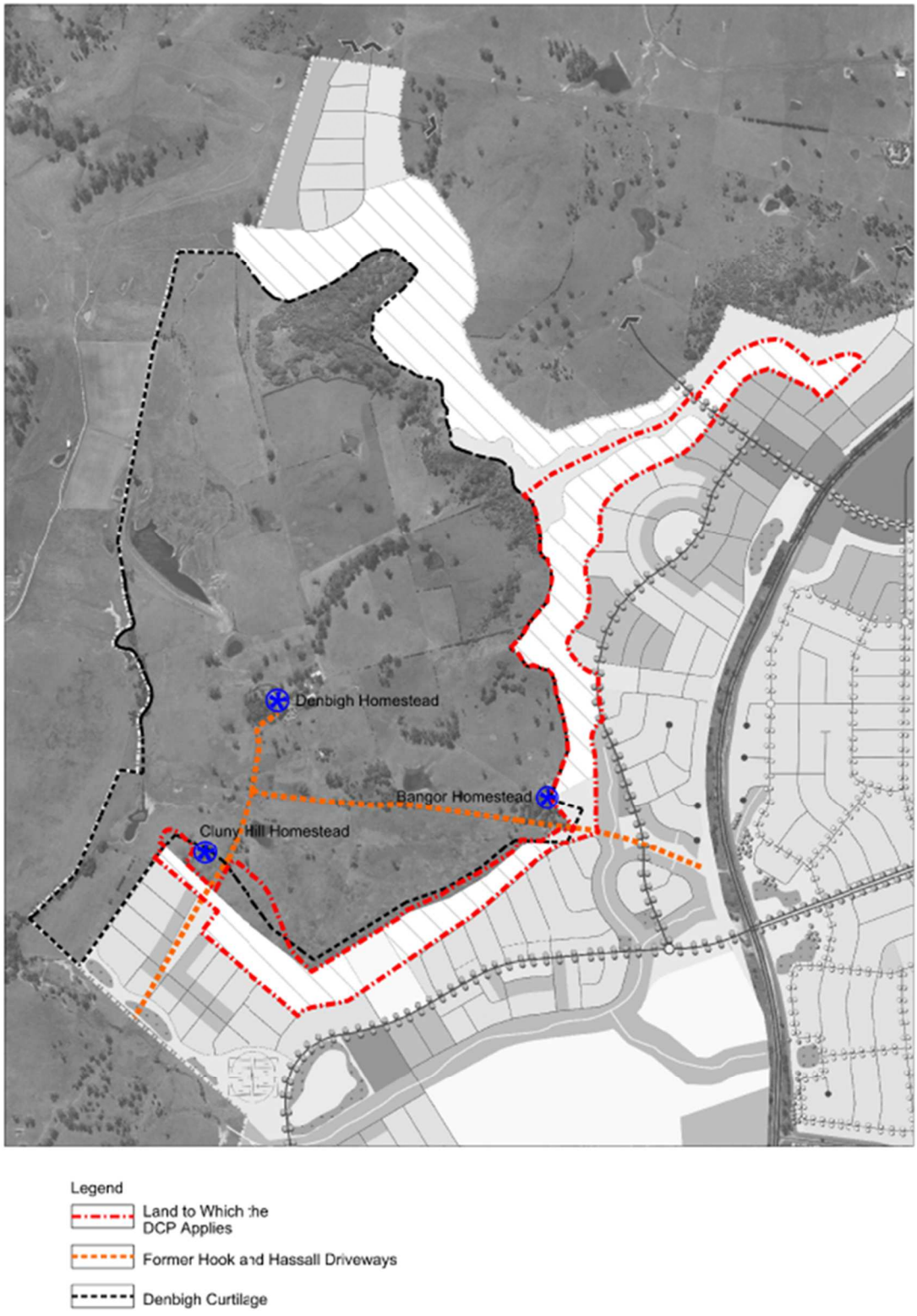


Figure 1: Land to which this Part B Applies

2.0 Vision & development objectives

2.1 Vision for the Transition Area

The vision for development within the Denbigh Transition Area is to achieve a site responsive transition between residential development and the existing heritage curtilage of the Denbigh homestead. The Transition Area will be developed in a manner which respects the cultural significance of the homestead curtilage and seeks to retain its rural context and setting.

Residential homes will be of a character which provides a transition between the areas of residential development to the south and the rural context of the Denbigh curtilage.

2.2 Development Objectives

The objectives of this part are to:

1. To respect the heritage curtilage of Denbigh.

2. To obscure the visual impact of development within the Denbigh Transition Area when viewed from the Denbigh homestead and associated rural outbuildings.

3. To retain and respect the rural context and setting of the Denbigh homestead.

3.0 Denbigh Viewscape Precincts

The existing Denbigh curtilage is separated from the proposed residential development within the Transition Areas of Oran Park Precinct by a natural ridgeline which extends along the northern, eastern and southern boundaries of the heritage curtilage area, generally creating an amphitheatre setting.

The height and boundary relationship of this ridgeline changes along its length, resulting in a number of different visual interface outcomes on the Denbigh homestead and associated rural outbuildings from future development within the Transition Area.

In the preparation of this Part B DCP, detailed cross sectional diagrams were prepared along the length of the ridgeline surrounding the Denbigh homestead to understand the relationship with future development in different parts of the Transition Area.

The preparation of these cross sections identified three viewscape precincts along the length of the ridgeline being the northern, central and southern viewscapes. These are discussed in detail below and shown in **Figure 2**.

3.1 Northern Viewscape Precinct

The Northern Viewscape Precinct is that part of the Transition Area situated along the northern boundary of the Denbigh curtilage. In this area, the ridgeline encompasses steeply sloping land which typically falls within the Denbigh curtilage.

Land within the Transition Area and residential development adjoining the Northern Viewscape Precinct are likely to be developed in association with the future development of the Maryland Precinct to the north.

A more detailed Part B DCP will be prepared for this Northern Viewscape Precinct in conjunction with the precinct planning to be undertaken for the Maryland Precinct, when a more accurate understanding of development outcomes is known.

3.2 Central Viewscape Precinct

The Central Viewscape Precinct is adjacent to the eastern boundary of the Denbigh curtilage. In this area the ridgeline encompasses steeply sloping land which is well within the Denbigh curtilage boundary.

The ridgeline here is significantly higher than the Denbigh homestead and associated rural outbuildings and the immediately adjacent Transition Area land.

The existing ridgeline provides a complete visual buffer for residential development in the Transition Area, up to the maximum building height (as specified in the Height of Buildings Map as

per the State Environmental Planning Policy (Sydney Region Growth Centres) 2006) when viewed from the Denbigh homestead and associated rural outbuildings.

Specific development controls relating to minimisation of visual impact of residential development on the Denbigh homestead and associated rural outbuildings by provision of some screening are not required.

3.3 Southern Viewscape Precinct

The Southern Viewscape Precinct is situated along the southern boundary of the Denbigh curtilage. In this area, the existing ridgeline encompasses more gently sloping land than the Northern and Central Viewscape Precincts, and the ridgeline falls within the Transition Area and the Denbigh curtilage.

The ridgeline location and height within this area do not provide complete screening of residential development within the Transition Area.

To obscure the visual impact of residential development, whilst facilitating suitable development, the topography of the ridgeline may require modification. The provision of an earth mound within the Denbigh curtilage and the Transition area, in conjunction with some site re-grading in the Transition Area and adjacent Residential Area, will provide adequate visual screening along this portion of the ridge line.

Further detail relating to the height and location of an earth mound along the ridgeline are provided in the following sections of this Part B DCP. The provision of this earthmound to screen housing and better define the ridgeline is also referred to as land forming in this document and is considered to be environmental landscape works under Section 5.4 of the Part A DCP.

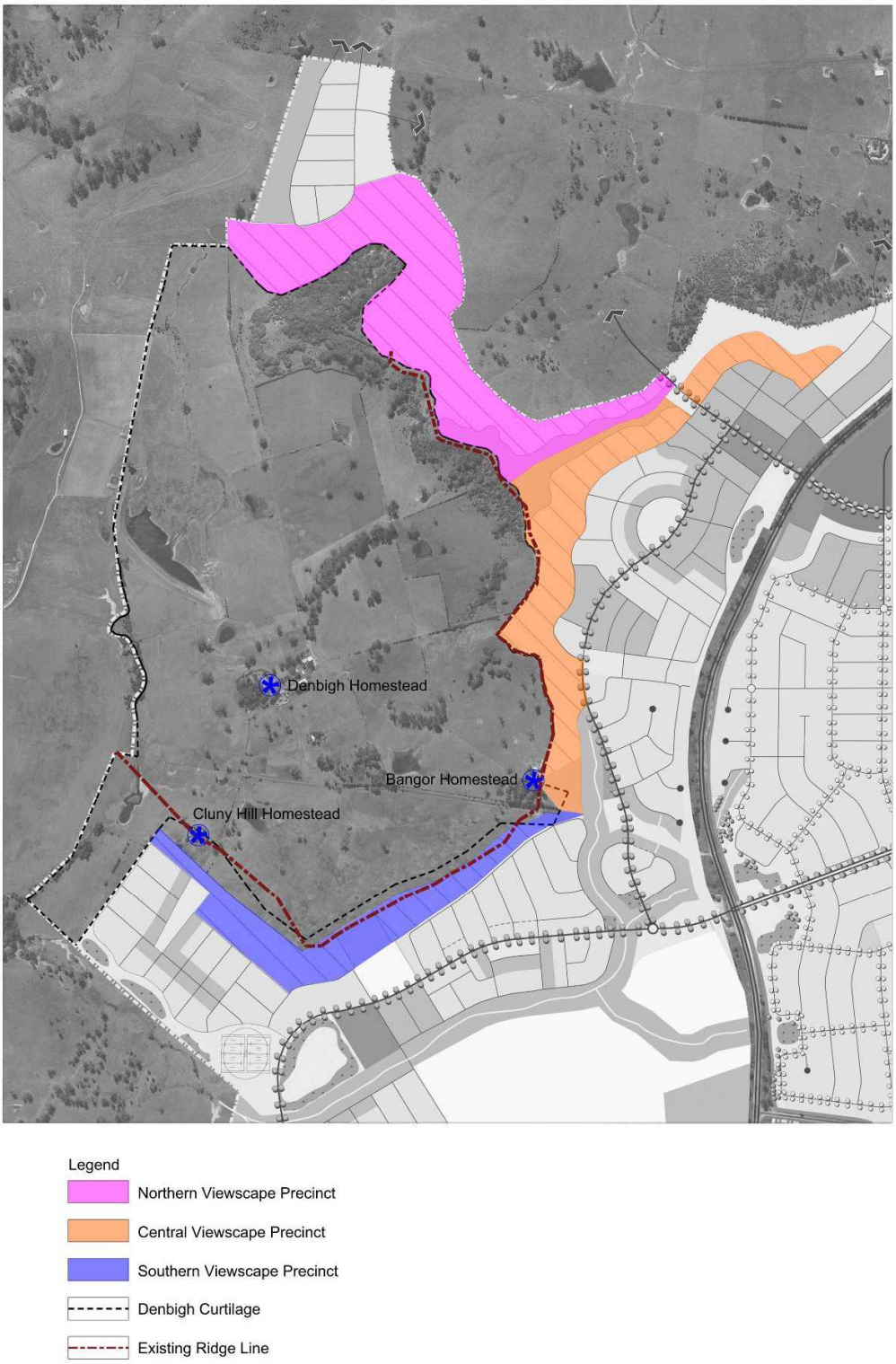


Figure 2: Viewscape Precincts (The Northern Viewscape Precinct is not subject to Part B of this DCP)

4.0 Subdivision Works

4.1 Southern Ridgeline Treatment

Objectives

a. To allow modification of the landform, either prior to or in conjunction with the subdivision of the land, within the Denbigh curtilage and the Southern Viewscape Precinct to completely obscure the visual impact of development when viewed from the Denbigh homestead.

b. The modifications to the landform are to respond to and strengthen the existing topography and screen views of residential dwellings from the Denbigh homestead and associated rural buildings.

c. To provide suitable ridgeline landscaping to enhance the ridgeline.

Controls

1. Residential subdivision is to be in the form of large lots to reflect the rural character of the area.

2. A Development Application incorporating a land forming strategy which provides a landscaped earth mound along the ridgeline is to be prepared either prior to, or in conjunction with, the first Development Application for school buildings or for subdivision to create residential allotments within the Transition Area adjoining the Southern Viewscape Precinct area (Refer to **Figure 3**).

   The strategy must include view lines and detailed cross sections from the Denbigh homestead and associated rural outbuildings demonstrating that houses in the Transition Area will not be visible above the top of the mound.

3. Land forming within the Southern Viewscape Precinct may provide for a landscaped earth mound, with a maximum height of 4.5m. A total screening height of building pads of 6m is to be achieved through a combination of earth mounding and cut / retaining walls on the residential side of the ridge line (Refer **Figure 4a** and **Figure 4b**).

   Figure 3 identifies the indicative location of earth mounding along the ridgeline.

   The maximum slope of the northern batter of the earth mound is to be 1:8 at the foot of the batter and 1:5 at the ridgeline.

   The earth mound is to be formed generally in accordance with the cross sections shown in **Figure 4a** and **Figure 4b**.

4. Any development consent for the landscaped earth mound along the ridgeline, referred to in Controls (2) and (3), should include:

a. a detailed as-built survey to be undertaken upon completion of the earth mound to confirm that the combination of earth mounding and cut / retaining walls on the residential side of the ridgeline achieves a total minimum screening height of 6.0m,

b. the determination, using cross sections of view lines projected from the Denbigh homestead over the top of the completed earth mound, of lots requiring the imposition of a height control to ensure that no part of the building on the lot will be higher than the relevant projected view line,

c. the calculation, using the projected view lines, of the maximum height of a building on each and every lot requiring a height control, expressed as a Relative Level (RL) based on Australian Height Datum (AHD), and

d. the creation of a 'restriction as to user' in a S.88B instrument on each and every lot which is subject to a height control, specifying as a RL the calculated maximum height of a building on the lot.

5. Any land forming or mounding is not to obstruct the Hook and Hassall driveway alignments.

6. Any Development Application which incorporates the ridgeline earth mound, whether or not including residential allotments in the Transition Area, is to include the following, prepared by suitably qualified and experienced consultants:

a. a Concept Landscape Plan for the ridgeline mound which demonstrates the intended ridgeline landscaping treatment, utilising a random natural planting of the ridgeline vegetation buffer (refer to **Figure 4a, Figure 4b, Figure 5a** and **Figure 5b**), and

b. a Maintenance Manual which demonstrates the manner in which the Denbigh side of the mound is managed for a two (2) year establishment period, to ensure a consistent visual buffer and rural outlook is achieved when viewed from the Denbigh homestead and associated rural outbuildings.

7. The Concept Landscape Plan in (6)(a) above must propose the revegetation of the ridgeline mound with appropriate species to achieve a natural visual buffer. Details of proposed species to be used must be included in landscaping plans.

Landscaping of the mound must utilise endemic species and be of an appropriate density and mix of grasses, groundcovers, shrubs and trees to present as a wooded ridgeline screening views from Denbigh and associated rural outbuildings to new houses beyond.

Planting must be undertaken as part of the earth mound works and completed prior to the occupation erection of any dwellings.

8. The Maintenance Manual in (6)(b) above should include details on stock control, weed removal, replacement of sick or dead plants, and fence repair, as well as appropriate procedures for certification at completion and handover to the Denbigh owners.

9. Landscaping works are to incorporate a timber post and rail open rural style fence with stock / dog-proof wire netting, minimum height 1.35m and maximum 1.5m, along the property boundary or top

of the ridgeline earth mound compatible with existing rural fencing on the Denbigh curtilage. No other fence style is permitted, including solid timber, metal or masonry fencing.

Timber fencing is to be maintained in a natural timber colour and not painted white or similar colour.

10. Where possible, areas of significant vegetation along the Denbigh curtilage ridgeline as shown in Section 6.6 Figure 24 of the Oran Park DCP must be retained and enhanced.

11. Despite Control 1, land forming may not be required if the development application for subdivision demonstrates that appropriate land forming exists on adjoining land to adequately meet the objectives of this clause. Appropriate cross sections are to be included with the development application to support any argument that land forming is not required on the subject site.

12. No sheds, gazebos or other outbuildings or structures are permitted to be constructed on the Denbigh side of the mound.

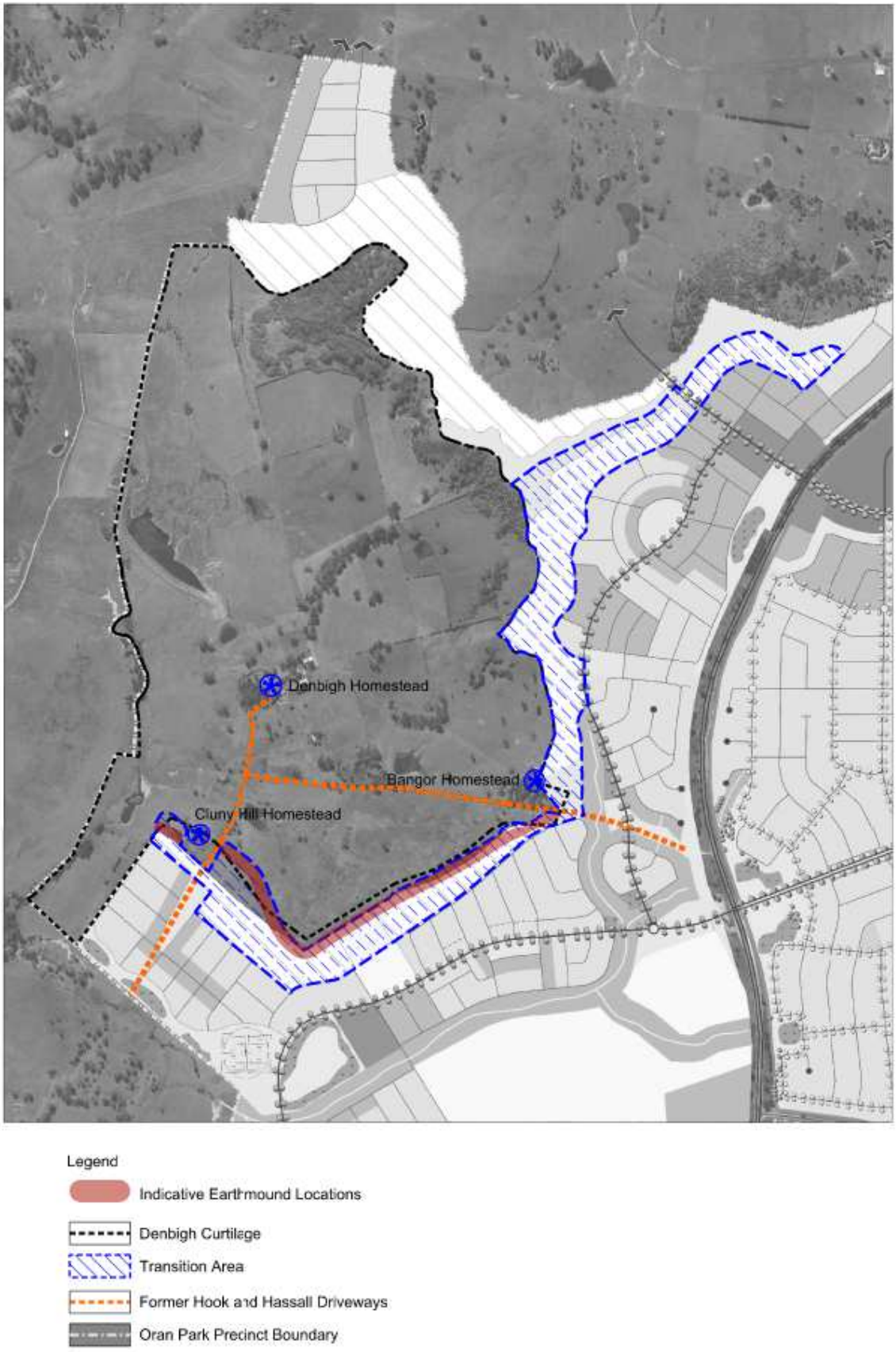


Figure 3: Transition Area and Indicative Earth Mound Location

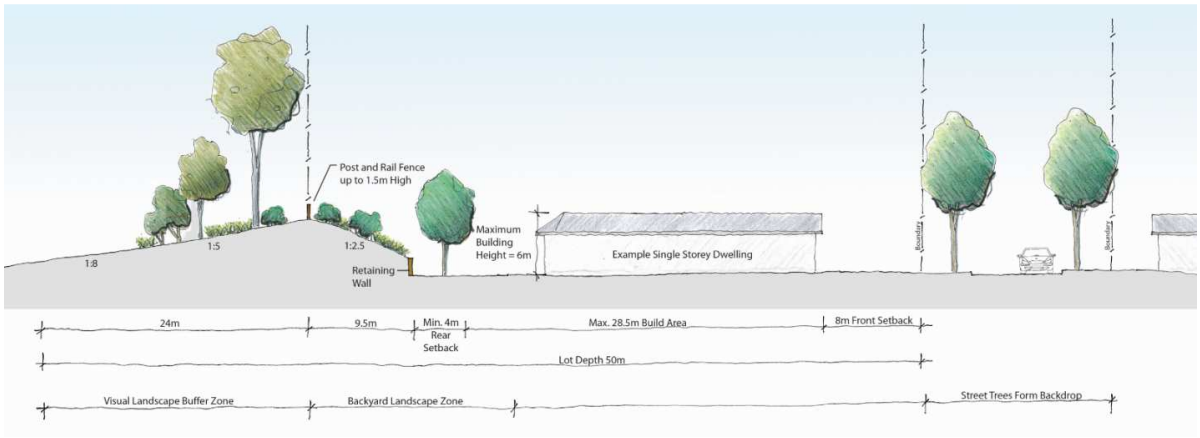


Figure 4a: Indicative Earth Mound Option – Large Lots Backing on to Landscaped Screen Mound

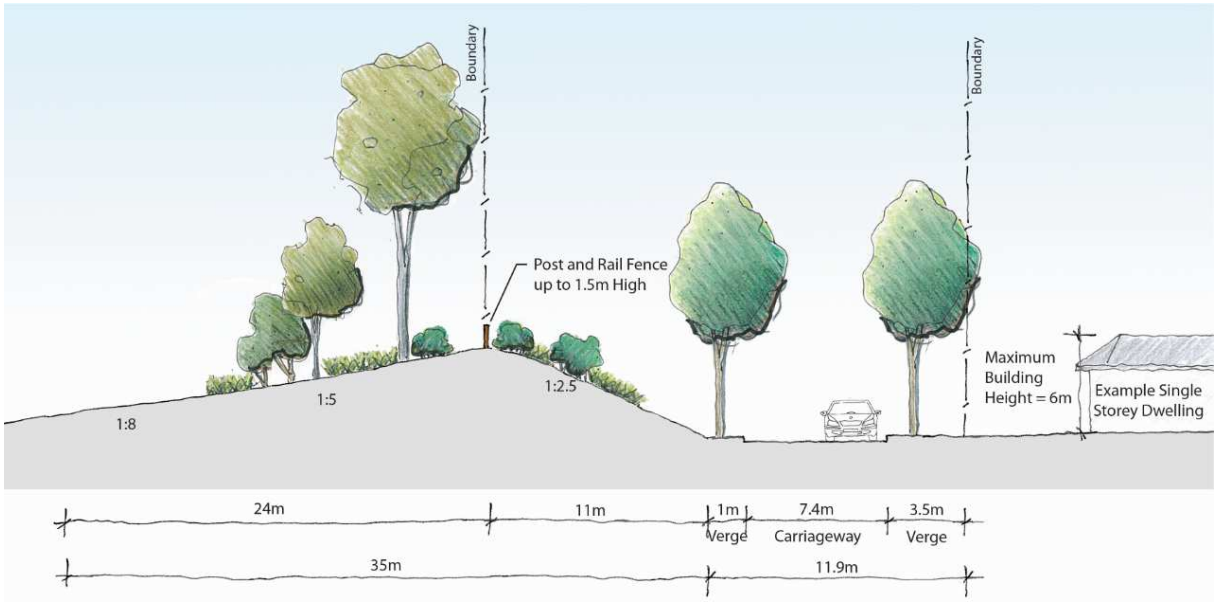


Figure 4b: Indicative Earth Mound Option – Roadway Adjoining Landscaped Screen Mound

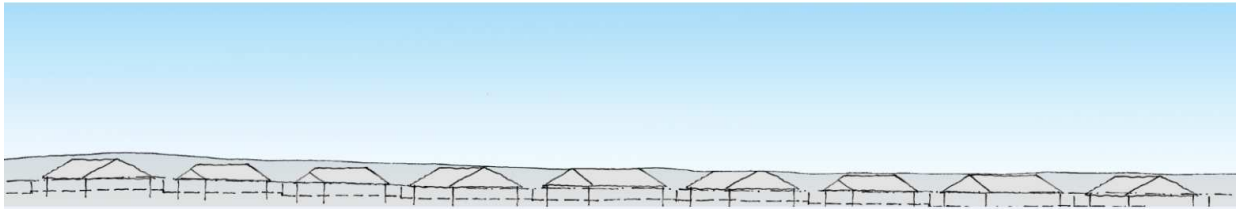


Figure 5a: Indicative Earth Mound Elevation (Transparent)

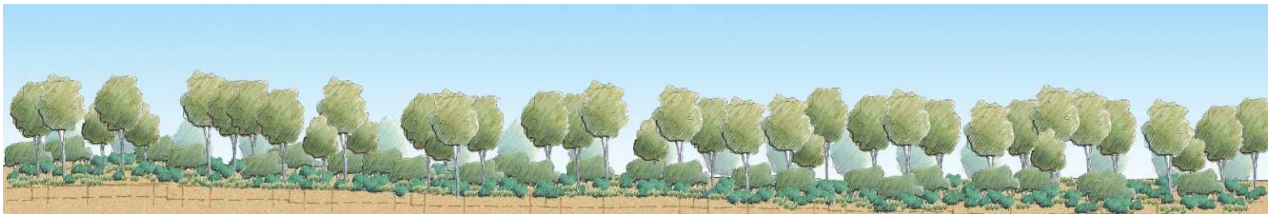


Figure 5b: Indicative Earth Mound Elevation with Landscaping

4.2 Road Design

Objectives

a. To obscure the visual impact of road design and users on views from the Denbigh homestead and associated rural outbuildings during the day and night.

b. To allow for the construction of rural style roadways within the Transition Area.

Controls

1. Roadways are to be designed and constructed in a manner which obscures the visual impact of the road and vehicles on views from the Denbigh homestead and associated rural outbuildings.

2. Roadways adjacent to the curtilage boundary are to be constructed a minimum of 1.5m below the maximum RL of the ridgeline relevant to the location of the road (either natural or land forming level, whichever is greater), to reduce the impact of headlights from vehicles when viewed from the Denbigh homestead and associated rural outbuildings.

3. The ridgeline interface road as shown in **Figure 6** is to be designed in accordance with **Figure 7**.

4. Where appropriate, roadways are to be designed to respond to steep topography with road gradings of up to 10% being acceptable.

5. Street lighting is to incorporate hoods or other appropriate design treatment to minimise impacts of ambient light haze as much as possible on views from the Denbigh Homestead and associated rural outbuildings (subject to achieving relevant Australian Standards and confirmation from service authorities).

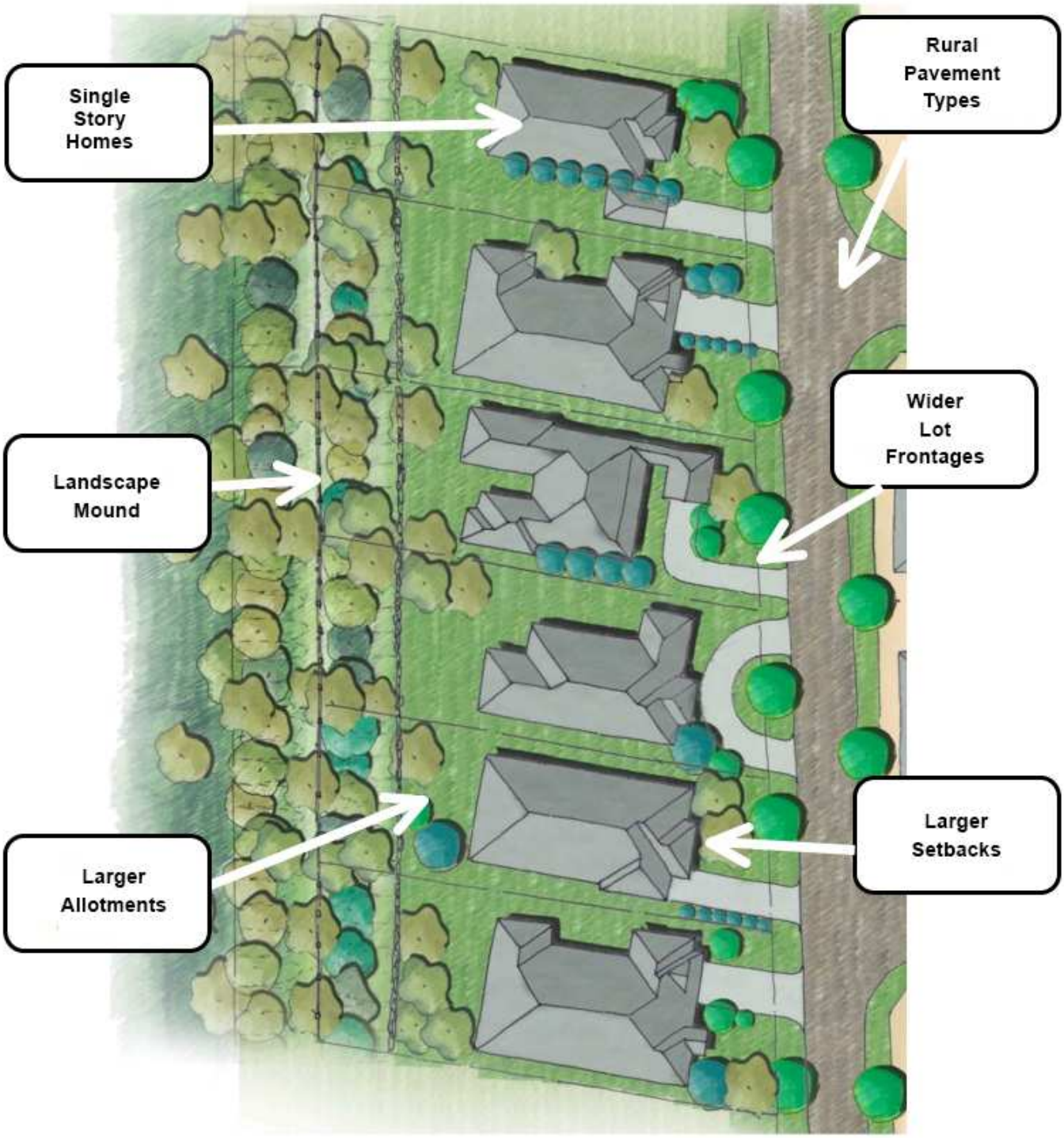


Figure 6: Ridgeline Interface Road Concept Layout

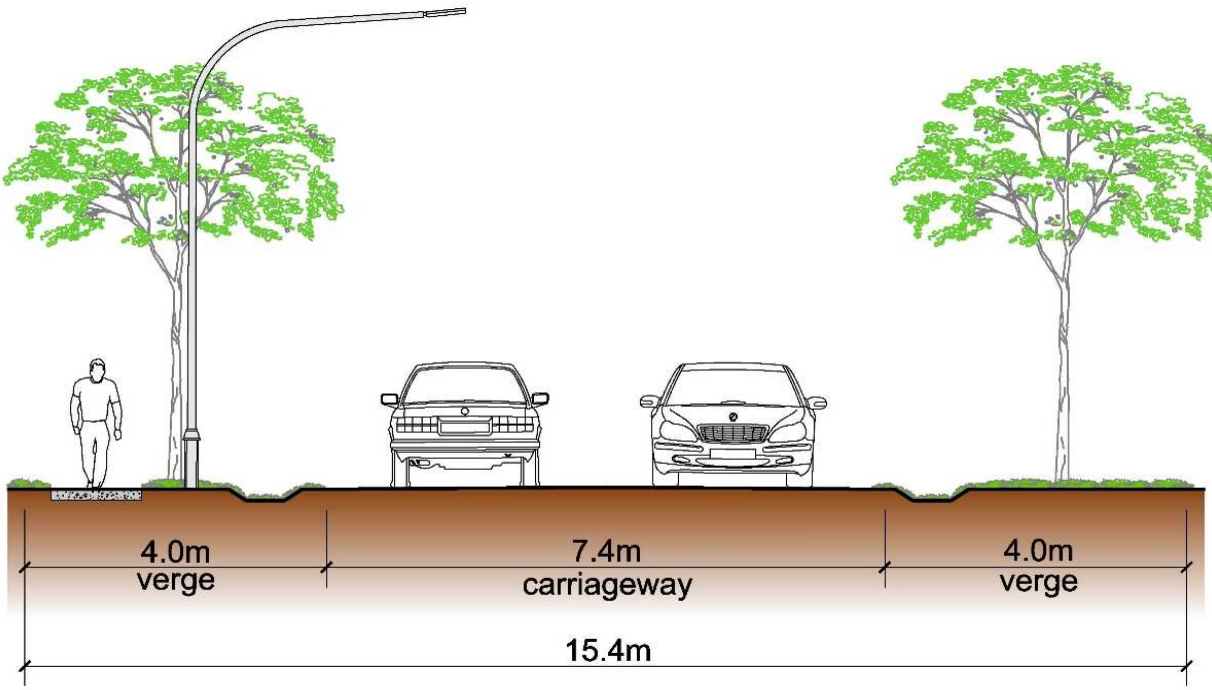


Figure 7: Ridgeline Interface Road Cross Section

4.3 Bushfire Management

Objectives

a. To prevent loss of life and property from bushfires by ensuring development is compatible with bushfire hazard.

b. To encourage sound management of bushfire-prone areas.

Controls

1. Asset Protection Zones (APZs) are to be provided in accordance with Planning for Bushfire Protection 2006 at the subdivision stage.

2. Asset Protection Zones may incorporate:

- roads, open space and recreation areas subject to appropriate fuel management, and
- private residential land, but only within building setbacks (no dwellings are to be located within the APZ).

4.4 Retaining Walls

Objectives

a. To allow for the construction of retaining walls on sloping land at the subdivision works stage of a development.

Controls

1. Retaining walls at the subdivisional works stage of development are permitted to reduce the need for cut and fill at the dwelling construction stage.

2. The maximum height of a single retaining wall is 2 metres.

3. Where a retaining structure greater than 2 metres in height is required, a second retaining wall is permitted providing the retaining wall structure incorporates a step of 1 metre in width.

4. Where a safety hand rail or similar structure is required, this must be no higher than the top of the adjoining ridgeline, and must be constructed to complement the rural character of the Transition Lands.

5.0 Residential Development

5.1 Building Height Controls

Objectives

a. To obscure the visual impact of dwellings within the Transition Area when viewed from the Denbigh homestead and associated rural outbuildings.

b. To allow housing which responds to the setting and context of the transition land through minimising building heights.

Controls

1. Dwellings within the Transition Area as shown in **Figure 3,** must be designed to ensure that the roof line of the dwelling does not protrude above the height of the adjoining ridgeline / earth mound as demonstrated in **Figure 5a** and **Figure 5b**.

2. Dwellings directly backing on to the ridge line in the Southern Viewscape Precinct must be constructed to maintain the appearance of a single storey dwelling when viewed from the rear of that property as shown in **Figure 4a**.

   Basement garages will be permitted where it can be demonstrated that the dwelling will achieve a single storey design at the rear building setback.

5.2 Dwelling Design

Objectives

a. To obscure the visual impact of dwellings along the ridgeline when viewed from the Denbigh homestead and associated rural outbuildings.

b. To provide a consistent streetscape which reflects the semi-rural / residential nature of the context and setting.

c. To encourage the use of simple and articulated building forms and reduce the dominance of garages on the streetscape.

d. To encourage the use of eaves, verandahs, balconies and feature elements on the front facades of dwellings.

e. To provide adequate space at the front, rear and one side of each dwelling for mature native or exotic trees.

Controls

1. Dwellings which have a frontage to a ridgeline interface road and which directly back on to the Denbigh curtilage boundary**,** are to be designed consistent with the dwelling siting controls in **Table 1** below.

2. All other dwellings are to be designed in accordance with the setback controls in Section 7.0 of the Oran Park DCP.

3. Dwellings which have a frontage to the ridgeline interface road are to be constructed utilising materials and finishes which correspond with a rural character, comprising neutral / recessive colours which minimise the visual impact of dwellings within the landscape.

4. The roofs of all dwellings in the Transition Area are to be of materials and colours with neutral / recessive tones consistent with a rural, woodland setting.

5. The 'Articulation zone' consists of architectural elements which address the street frontage. Elements permitted in the articulation zone include the following:

   - entry feature or portico,

   - awnings or other features over windows,
   - eaves and sun shading,
   - balcony or window box treatment to any first floor element,
   - recessing or projecting architectural elements,
   - open verandahs,
   - bay windows or similar features, and
   - verandahs, pergolas or similar features above garage doors.

6. No outbuildings, sheds and other structures or the like that prevent large mature planting, are to be erected within side building setbacks.

7. Solar panels, skylights, rainwater tanks, air conditioning units or other like utility installations are to be avoided along the elevation directly facing Denbigh Homestead and must not protrude above the height of the roof line of the dwelling.

Building Component	Minimum Setback
Articulation Zone	6m to the front property boundary
Building Façade Line	8m to the front property boundary
Side Boundary	3m to one side property boundary 1m to the other side property boundary

Garage Line	8m to the front property boundary except for side facing front garage
Rear Lot Boundary Retaining Wall Setback	13.5m for up to 50% of the rear lot boundary. 15.5m for the remaining building area.
Side Facing Front Garage	4m to the front property boundary

Table 1: Setbacks for Dwellings with Frontage to a Ridgeline Interface Road and directly backing on to the Denbigh Property boundary.

5.3 Fencing

Objectives

a. To ensure boundary fencing is of a high quality and does not detract from the streetscape.

b. To allow secure fencing of allotments while respecting the rural nature of the Denbigh curtilage.

Controls

1. Fencing details must be submitted with the Development Application for the erection of a dwelling.

2. Fencing which is visible from the Denbigh homestead and associated rural outbuildings is to be provided as a timber post and rail open rural style fence, which is stock and dog proof, minimum height of 1.35m up to 1.5m maximum high.

3. For dwellings adjoining the ridgeline / earth mound, solid side boundary lapped and capped timber fencing with a maximum height of 1.8m is permitted between the front building line and the rear retaining wall, where it is not visible from the Denbigh homestead and associated rural outbuildings.

4. Front fencing must be no higher than 1.2m and is to be of an open rural character, preferably timber post and rail. Masonry pillars may also be used with timber or metal infill railings.

5.4 Residential Cut and Fill

Objectives

a. To allow for appropriate and reasonable levels of cut and fill associated with the construction of residential development.

b. Encourage dwellings to be sensitively located to ensure minimisation of site works during construction.

Controls

1. The maximum amount of cut and fill on a residential allotment adjoining the Denbigh curtilage ridgeline is generally limited to 2m (excluding basement garages). A variation to the retaining wall heights can be considered with supporting justification.

2. Any cut or fill must be designed and undertaken in a manner which does not impact on the structural integrity of the earthmound.

3. All retaining walls proposed are to be identified in the development application.

4. All retaining walls and footings are to be wholly contained within the allotment.

5. Retaining walls are to be designed and constructed to allow installation of boundary fencing without impact on the structural integrity of the retaining wall and its footings.

6.0 Former Hook and Hassall Driveways

This clause is to be read in conjunction with Clause 6.4 of the Oran Park DCP 2007.

Objectives

a. To provide for appropriate conservation and interpretation of the Former Hook and Hassall Driveways.

b. To minimise the visual impact of development on the alignment of the Former Hook and Hassall Driveways.

Controls

1. Any development application for subdivision which includes the Former Hook and Hassall Driveways must be accompanied by:

   I. An assessment of heritage significance with corresponding management measures (such as a Heritage Assessment / Heritage Impact Statement prepared by a suitably qualified and experienced heritage consultant / heritage landscape consultant) in accordance with Clause 6.4 of the Oran Park DCP 2007,

   II. A Landscape and Visual Analysis identifying the key landscape and visual qualities of the Former Hook and Hassall Driveways alignment and any measures proposed to protect and enhance the qualities of the alignment through appropriate landscape design, species selection, development setbacks or other measures, and

   III. A detailed Landscape Plan, prepared by a suitably qualified and experienced heritage

consultant / heritage landscape consultant, for the Former Hook and Hassall Driveway corridor indicating proposed species, planting densities and maturity of stock.

2. Residential development adjoining the alignment of the Former Hook and Hassall Driveway must be appropriately setback in accordance with the recommendations of the reports referred to in Control 1 above.

3. The Former Hook and Hassall Driveway must be landscaped with appropriate species to preserve and enhance its heritage qualities, in accordance with the Conservation Management Plan for Denbigh and the Heritage Curtilage Study by Design 5 Architects, and the assessment of heritage significance and landscape and visual analysis required under this Clause.

7.0 Archaeological Protection and Assessment

Refer to Section 6.4 (Aboriginal and European Heritage) of Part A of the Oran Park DCP 2007.