



BLACKTOWN CITY COUNCIL GROWTH CENTRE PRECINCTS

Schedule 2 Riverstone Precinct

Blacktown City Council Growth Centre Precincts
Development Control Plan 2010

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1. Introduction

1.1 Name and application of this Schedule

This Schedule forms part of the Blacktown City Council Growth Centre Precincts Development Control Plan 2010 (also referred to as BCC Growth Centre DCP 2010).

This Schedule applies to all development on the land shown in

Figure 1-1: Land Application Map.

This schedule and related amendments to the BCC Growth Centres DCP give effect to the provisions of the BCC Growth Centres DCP for land within the Riverstone Precinct as shown on the Land Application.

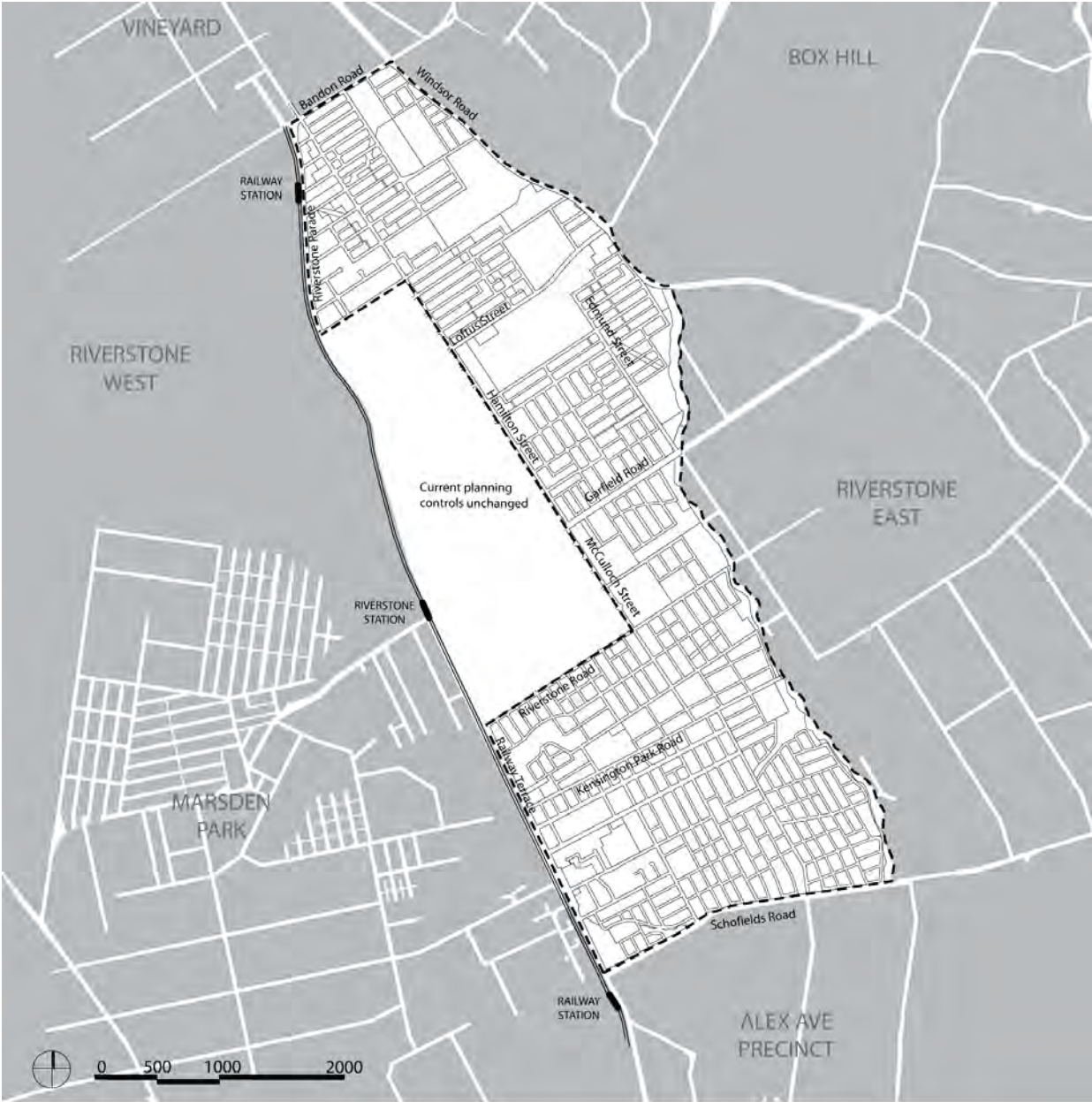
1.2 Structure of this Schedule

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

Table 1-1: Structure of this Schedule.

Part	Summary
1 – Introduction	Identifies the land to which the Schedule applies.
2 – Green and Golden Bell Frog Habitat protection	Establishes controls applying to certain lands in Riverstone where habitat is required to be established and protected for the Green and Golden Bell Frog, to satisfy conditions of the relevant biodiversity measures under the <i>Threatened Species Conservation Act, 1995</i> .
3 – Subdivision Planning and Design	Establishes an overall vision and Indicative Layout Plan for the Riverstone Precinct. Provides Precinct specific figures that support the controls in Part 3 of the main body of the DCP in relation to the Riverstone Precinct.
4 – Residential Subdivision & Development in the Scheduled Lands	Provides additional information to assist residential development in the Scheduled Lands, including examples of lot amalgamation and subdivision patterns that can be adopted to address the constraints of the existing subdivision pattern. Also provides controls additional to those in Part 4 and Part 5 of the main body of the DCP to address issues that are specific to residential development in the Scheduled Lands.
5 – Centres Development Controls	Provides additional controls that apply to specific sites in the Riverstone Precinct. Establishes additional objectives, controls and design principles for the Schofields and Vineyard Neighbourhood Centres.
6 – Riverstone Employment Area	Provides controls to guide the development of light industrial land uses on land zoned for the expansion of the Riverstone industrial area.

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



- Land to which this Precinct Plan applies
- Railway Station

Figure 1-1: Land Application Map

2. Green and Golden Bell Frog habitat protection

Objectives

- To ensure that drainage works are designed and maintained to provide suitable habitat for the Green and Golden Bell Frog in accordance with the relevant biodiversity measures under Part 7 of Schedule 7 to the *Threatened Species Conservation Act, 1995*.
- To ensure that development on land that drains to any drainage basin that also provides habitat for the Green and Golden Bell Frog does not have a significant detrimental impact on the quality of water that enters the habitat area.

Controls

1. The design and construction of development, including drainage and flood mitigation works, on land that is zoned SP2 Drainage and is within land to which clause 6.9 of the Alex Avenue and Riverstone Precinct Plan applies is to be consistent with the Best Practice Guidelines Green and Golden Bell Frog Habitat (DECC 2008).
2. The design process is to include consultation with the Department of Environment, Climate Change and Water and to incorporate comments from the Department on the design (where provided) prior to the granting of any consent.
3. The design of any development on land referred to in control 1 above is to be generally consistent with the preliminary concept design shown on the Basin Design – Green and Golden Bell Frog Habitat figure.
4. Prior to constructing development to which control 1 above applies, Blacktown Council is to prepare a management plan for the subject drainage lands that specifies measures to be undertaken by Council to ensure the ongoing maintenance and management of the drainage works to preserve suitable habitat for the Green and Golden Bell Frog. The management plan is to include measures relating to:
 - a. specifications for any devices necessary to manage the quality of water entering the basin such as gross pollutant traps and other measures to reduce concentrations of sediment and contaminants in stormwater prior to entry to the basin.
 - b. the detailed design of habitat features within the drainage basin, including plant species selection, the design of other habitat features for refuge and foraging, and the design and operation of systems to manage the flow of water within the ephemeral and permanent ponds in the basin.
 - c. regular inspection and maintenance works to ensure protection of the habitat features of the pond, including monitoring of plant health, water quality, the condition of foraging and refuge habitats, any signs of vandalism or other disturbance, the presence of invasive or threatening flora or fauna species, sediment accumulation and removal.
5. Development on land that drains to land referred to in control 1 above is to incorporate measures to treat the quality of stormwater to standards consistent with the controls in clause 2.3.1 of this DCP, prior to discharge into land zoned SP2 – Drainage.
6. Where relevant and practical in achieving the objectives of this clause, measures for the treatment of water quality as set out in Blacktown Council's Integrated Water Cycle Management DCP may be required by Council as part of the design of development to which control 5 applies.

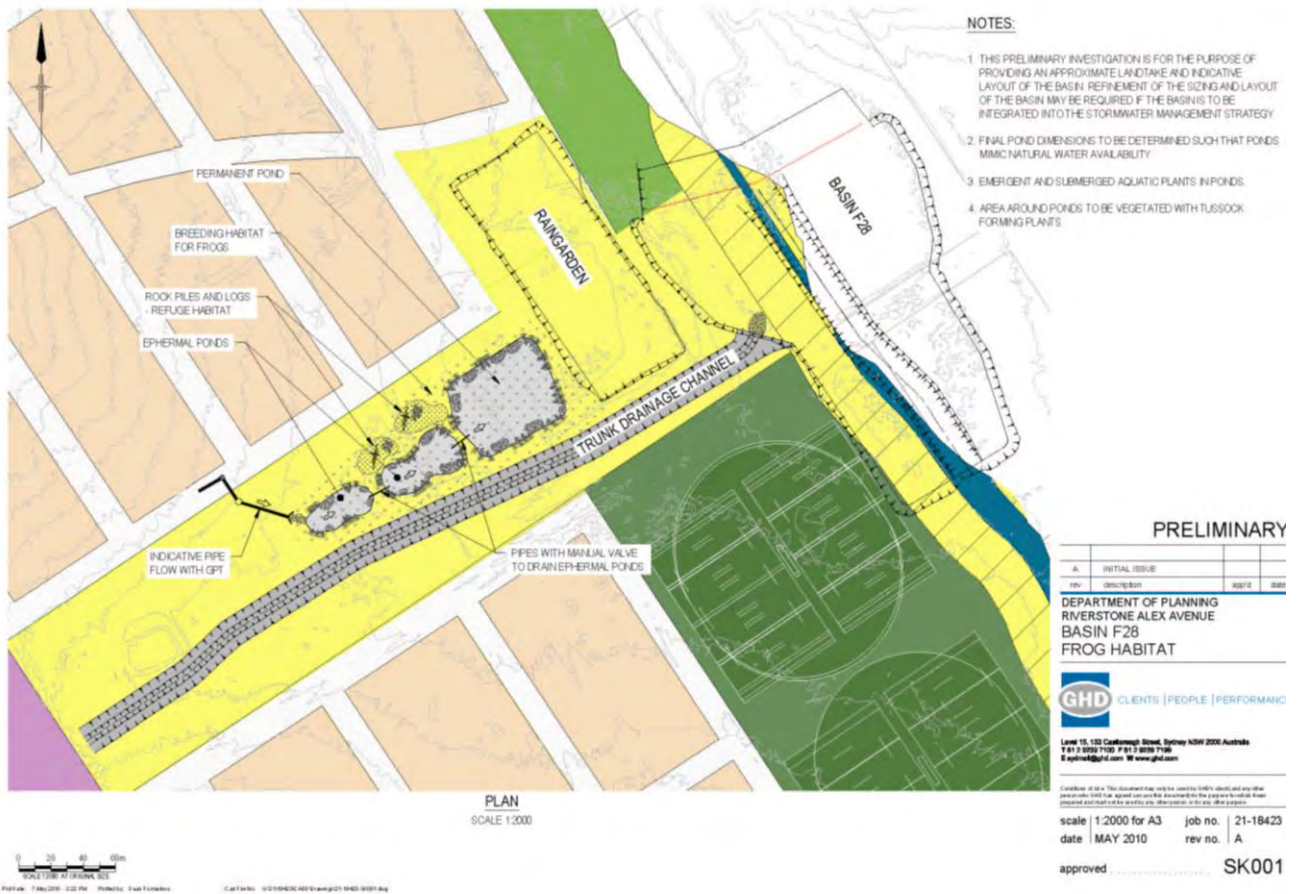


Figure 2-1: Basin design – Green and Golden Bell Frog habitat

3. Subdivision planning and design

3.1 The Riverstone Precinct - Precinct Planning vision

Riverstone will be home to a diverse community living in a variety of housing forms within a landscape dominated by trees. Open spaces, local services, infrastructure and employment will be locally provided to enhance lifestyle and maximise environmental sustainability. Riverstone will be a place where families can start out, grow and age while enjoying the cultural security of a community and environment that has been designed to meet their changing needs.

The Precinct has three centres within it: Riverstone, Schofields and Vineyard. The Riverstone local centre is outside the land covered by this DCP but will be the main focus of retail and commercial activity local centre and daily life for the Precinct, providing for community interaction and delivering services and facilities to meet the need of all residents. The Riverstone local centre will be supported by the two neighbourhood centres at Schofields and Vineyard (covered by this DCP), each with a discrete character and role.

The precinct will be an integral part of the Blacktown local government area and the North West Growth Centre. It will be linked to surrounding suburbs and to major regional destinations such as Rouse Hill Regional Centre and Blacktown City Centre.

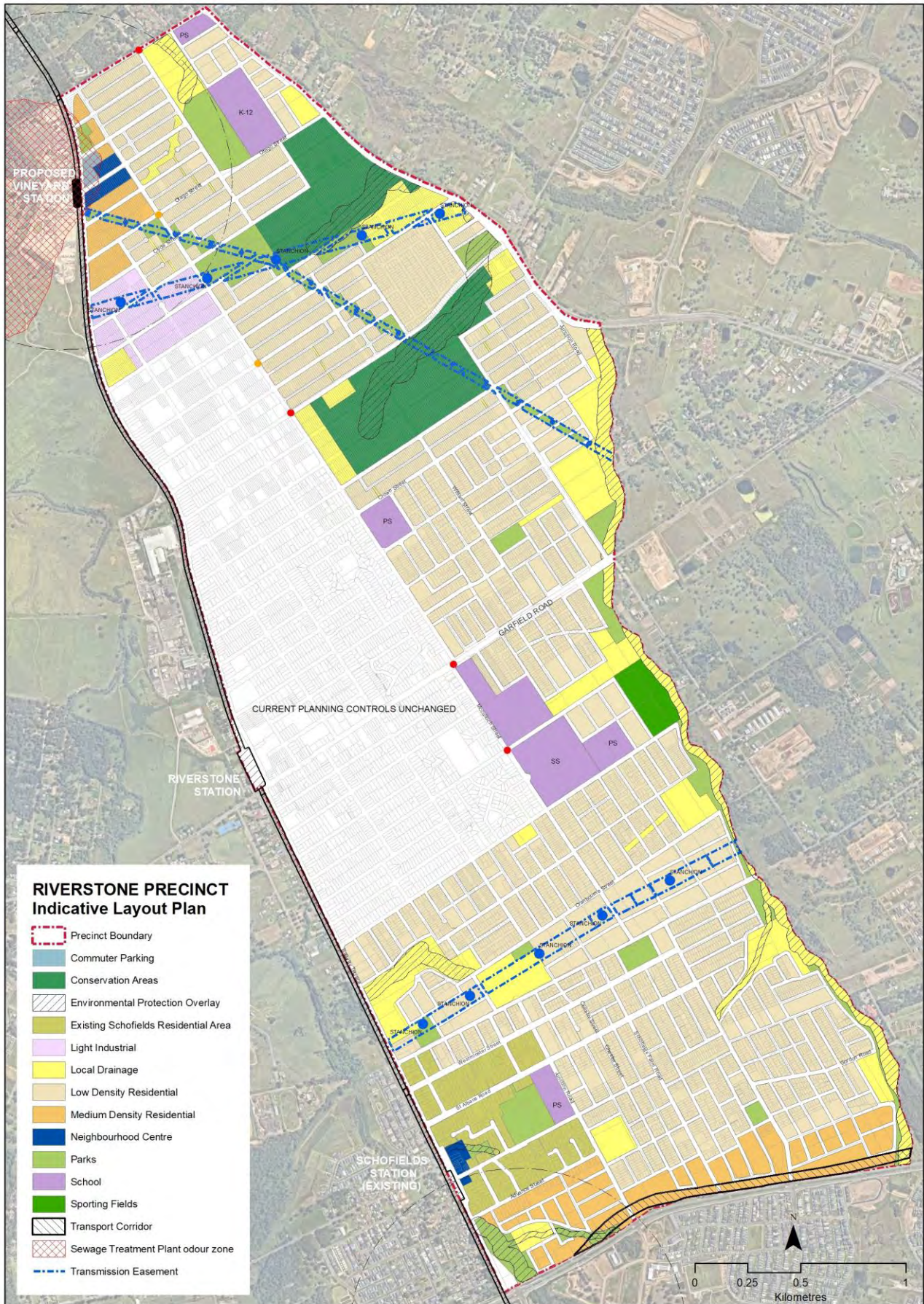


Figure 3-1: Indicative Layout Plan

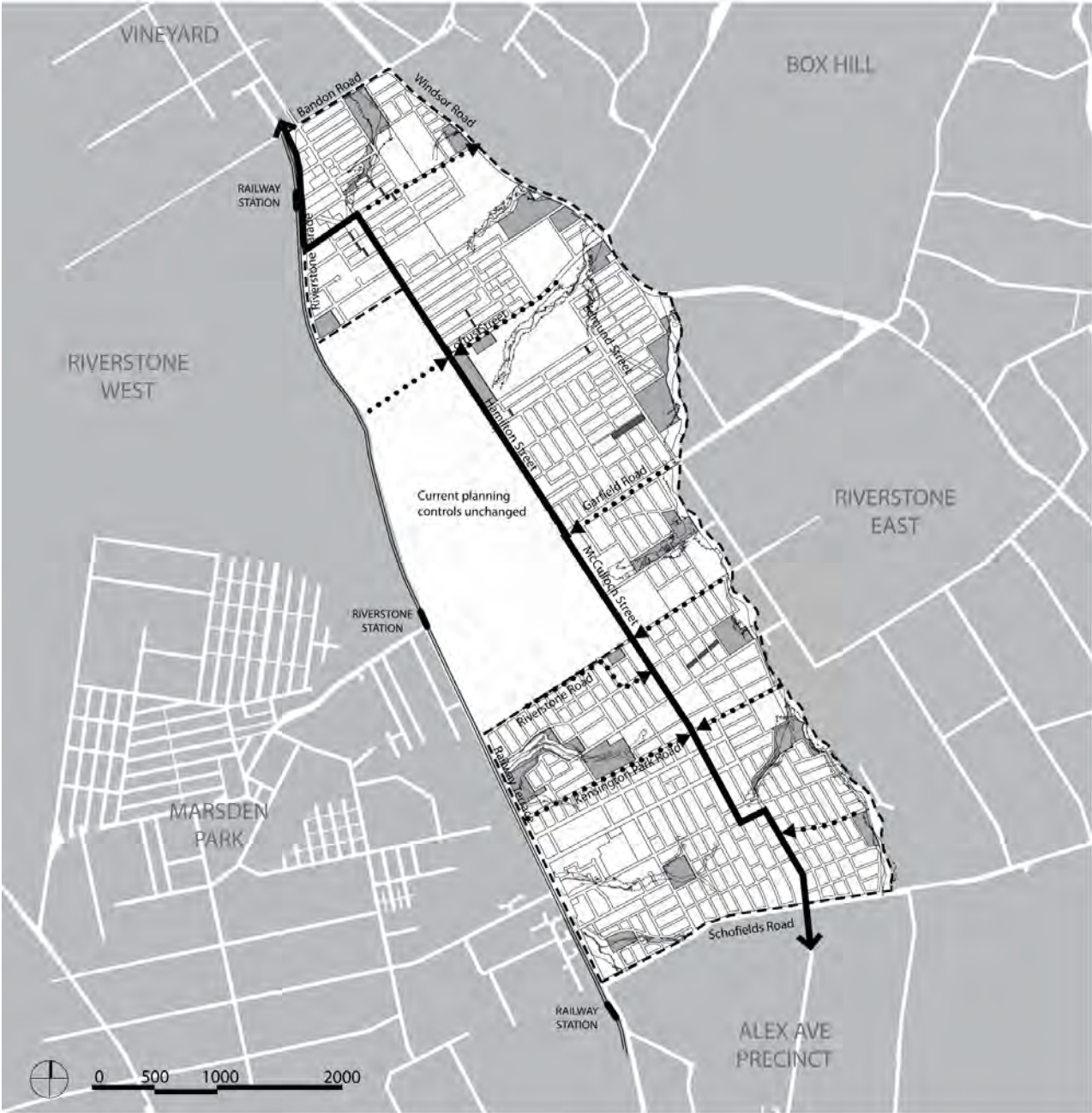
3.2 Referenced Figures

Note: The referenced figures below support the objectives, controls and design principles for the subdivision planning and design in **Part 2** of the main body of the DCP.



- | | | |
|-----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
|  Drainage Path |  Basins |  Riparian Corridor |
|  Primary Drainage Path |  Swales |  Land to which this Precinct Plan applies |
|  Drainage Channels |  Contours |  Railway Station |

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




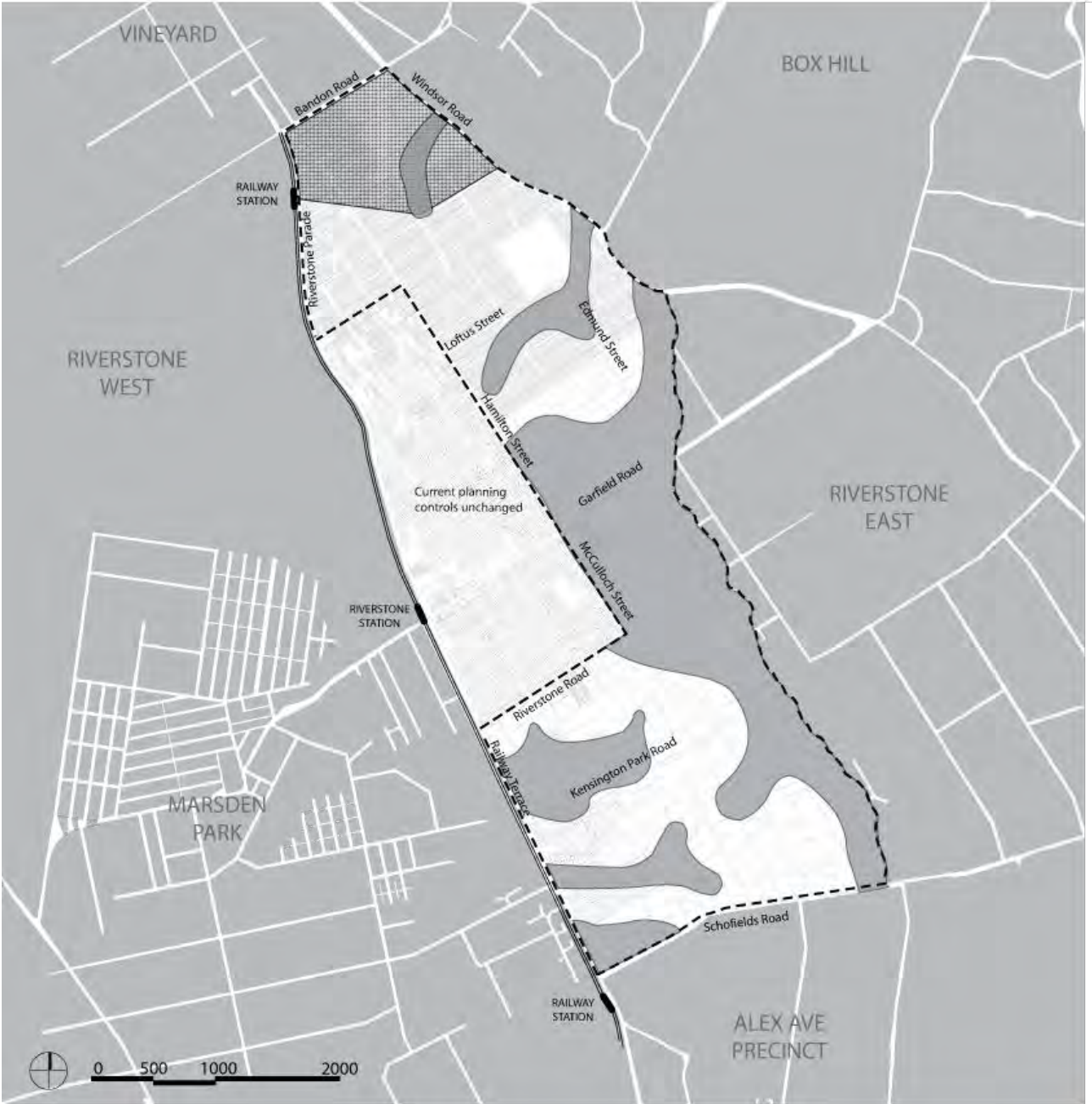
-  1:100 Flood Line
-  Evacuation Route (Major)
-  Evacuation Route (Minor)
-  Basins
-  Swales
-  Contours
-  Land to which this Precinct Plan applies
-  Railway Station

Figure 3-3: Flood prone land



- Higher Salinity Risk
- Lower Salinity Risk
- Aggressive Soils
- Non-Aggressive Soils
- Land to which this Precinct Plan applies
- Railway Station

Figure 3-4: Areas of potential salinity and soil aggressivity risk

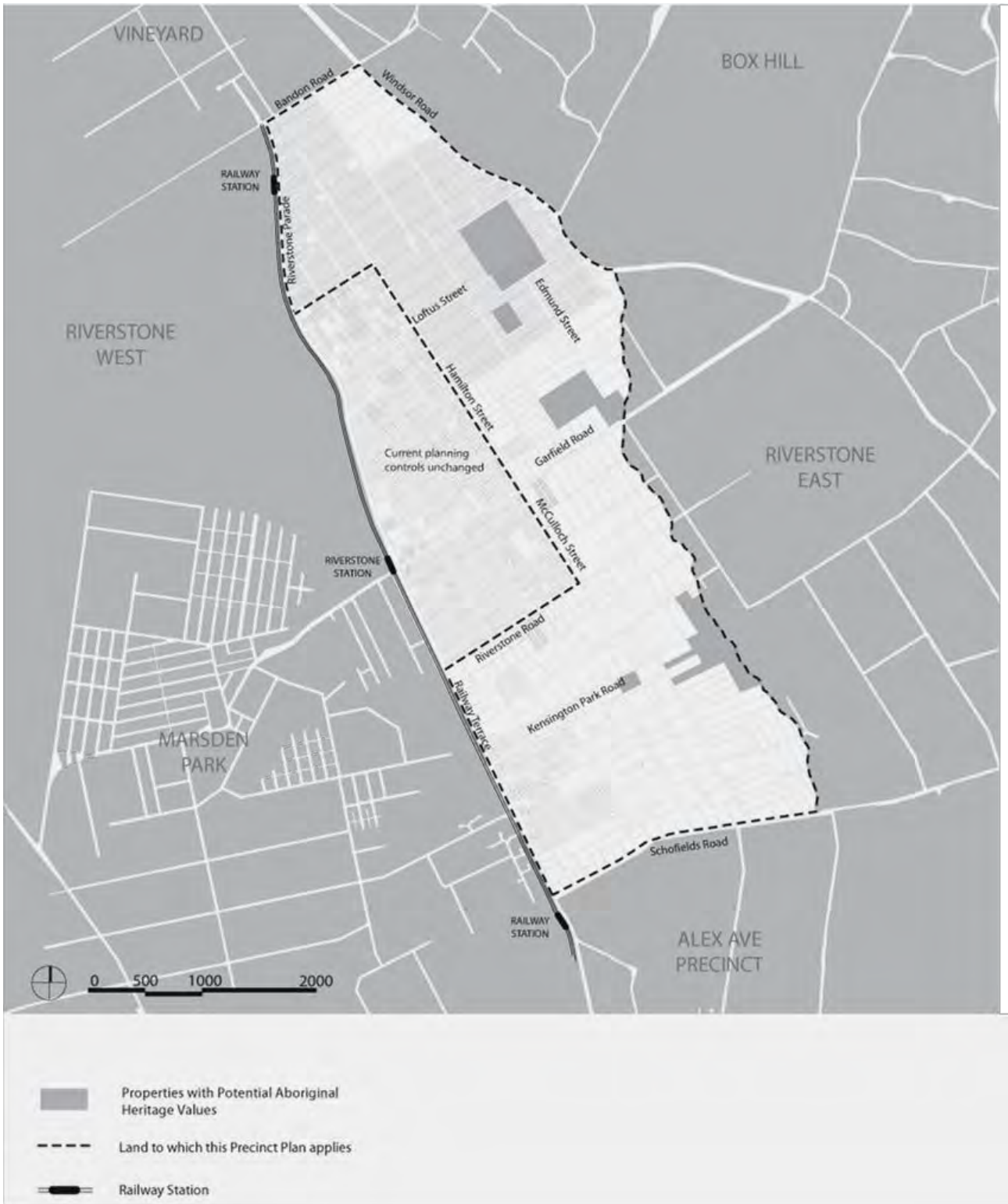


Figure 3-5: Aboriginal cultural heritage sites

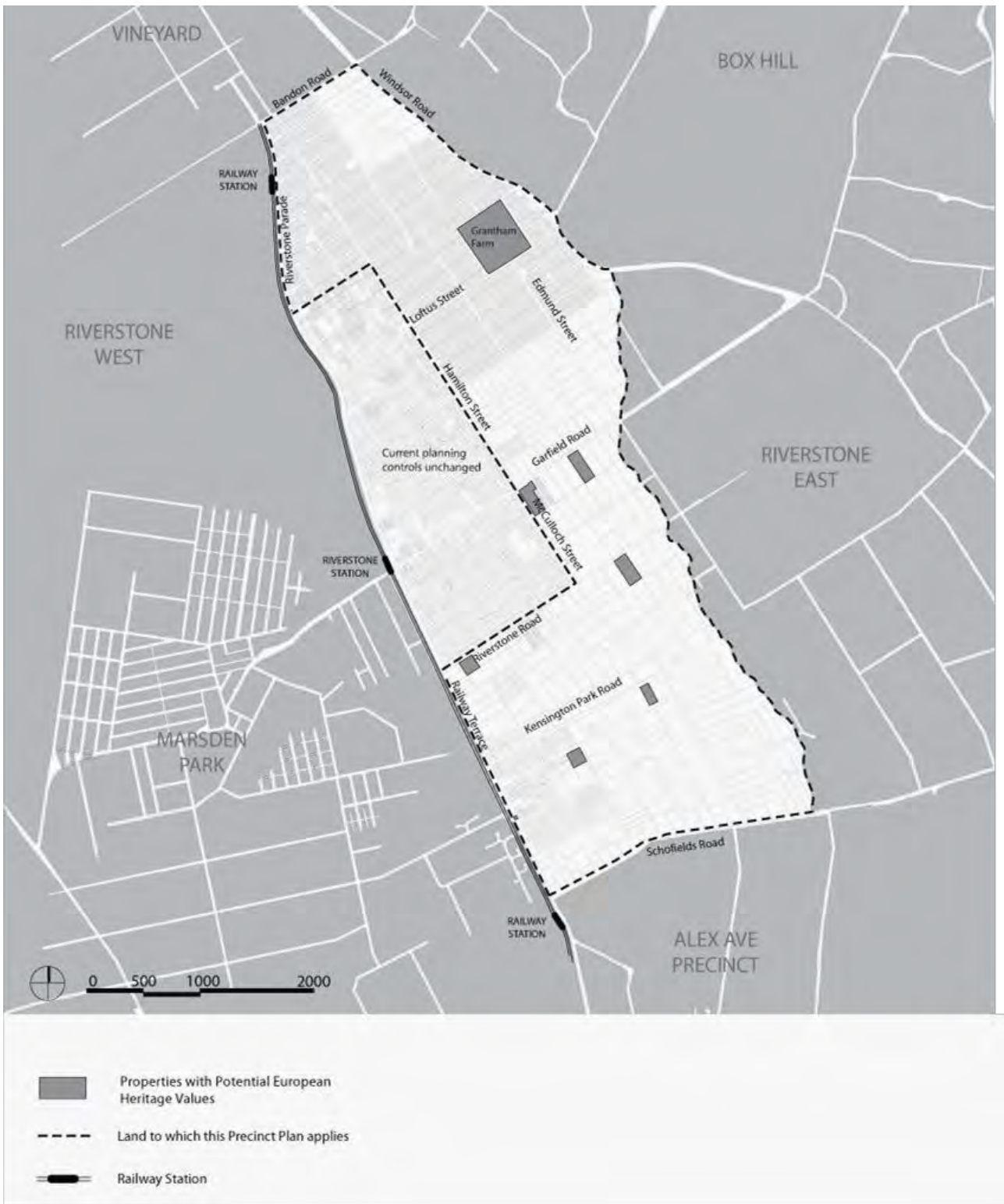
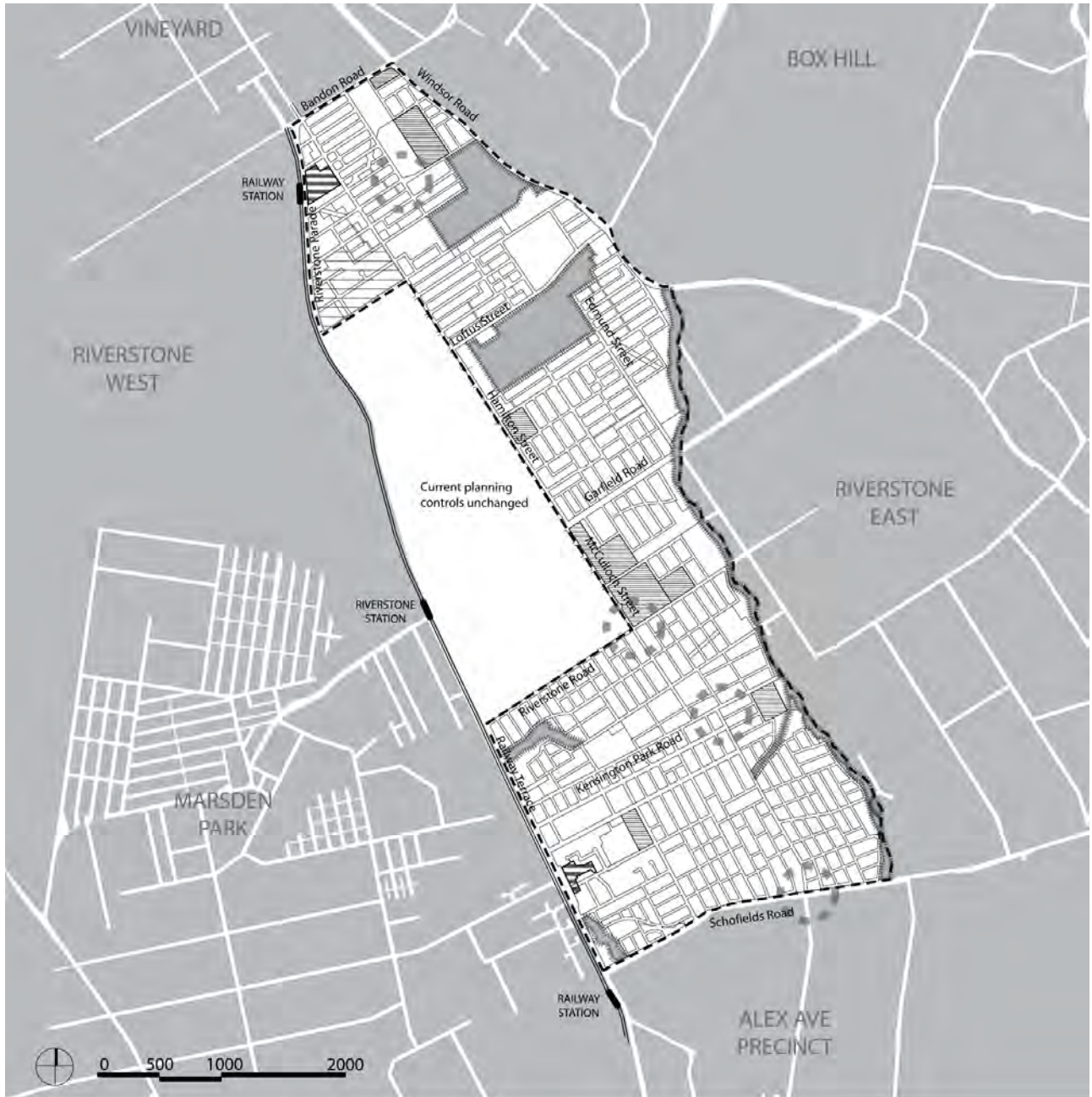


Figure 3-6: European cultural heritage sites











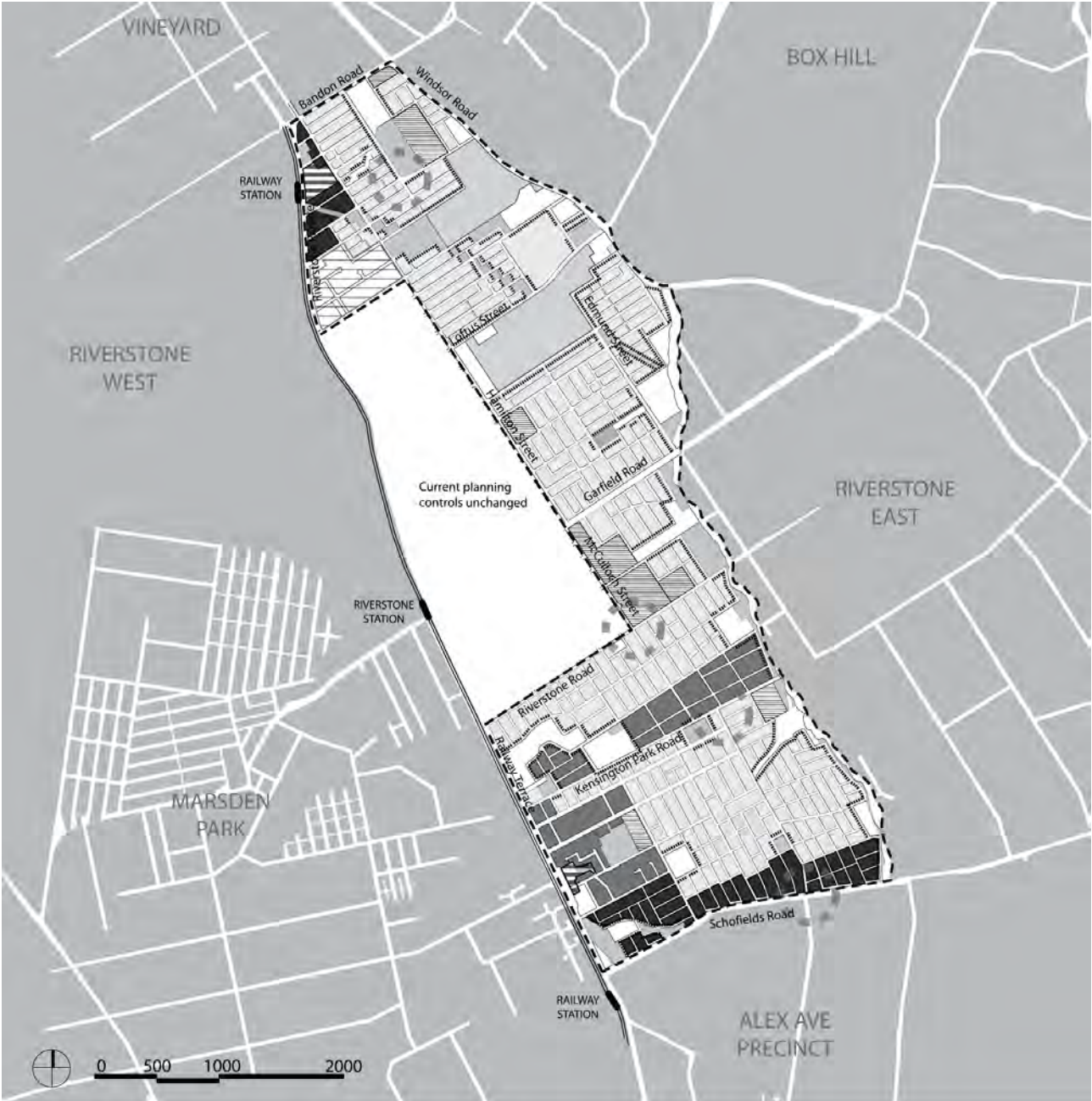
- | | | | | | |
|-------------------------------------------------------------------------------------|---------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------|--------------------------------------------------------------------------------------|------------------------------------------|
|  | Asset Protection Zones |  | Light Industrial |  | Land to which this Precinct Plan applies |
|  | Bushfire Risk Area |  | Neighbourhood Centres |  | Railway Station |
|  | Schools (Existing and Proposed) |  | Preferred location of Neighbourhood shops | | |

Figure 3-7: Bushfire risk and Asset Protection Zone requirements



- | | | |
|--------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
|  Medium Density Residential |  Increased Density fronting Open Space and Drainage |  Preferred location of Neighbourhood shops |
|  Low Density Residential |  Light Industrial |  Land to which this Precinct Plan applies |
|  Open Space |  Schools (Existing and Proposed) |  Railway Station |
|  Low Density - Multi Dwelling Housing Permissible |  Neighbourhood Centres | |

Figure 3-8: Residential structure

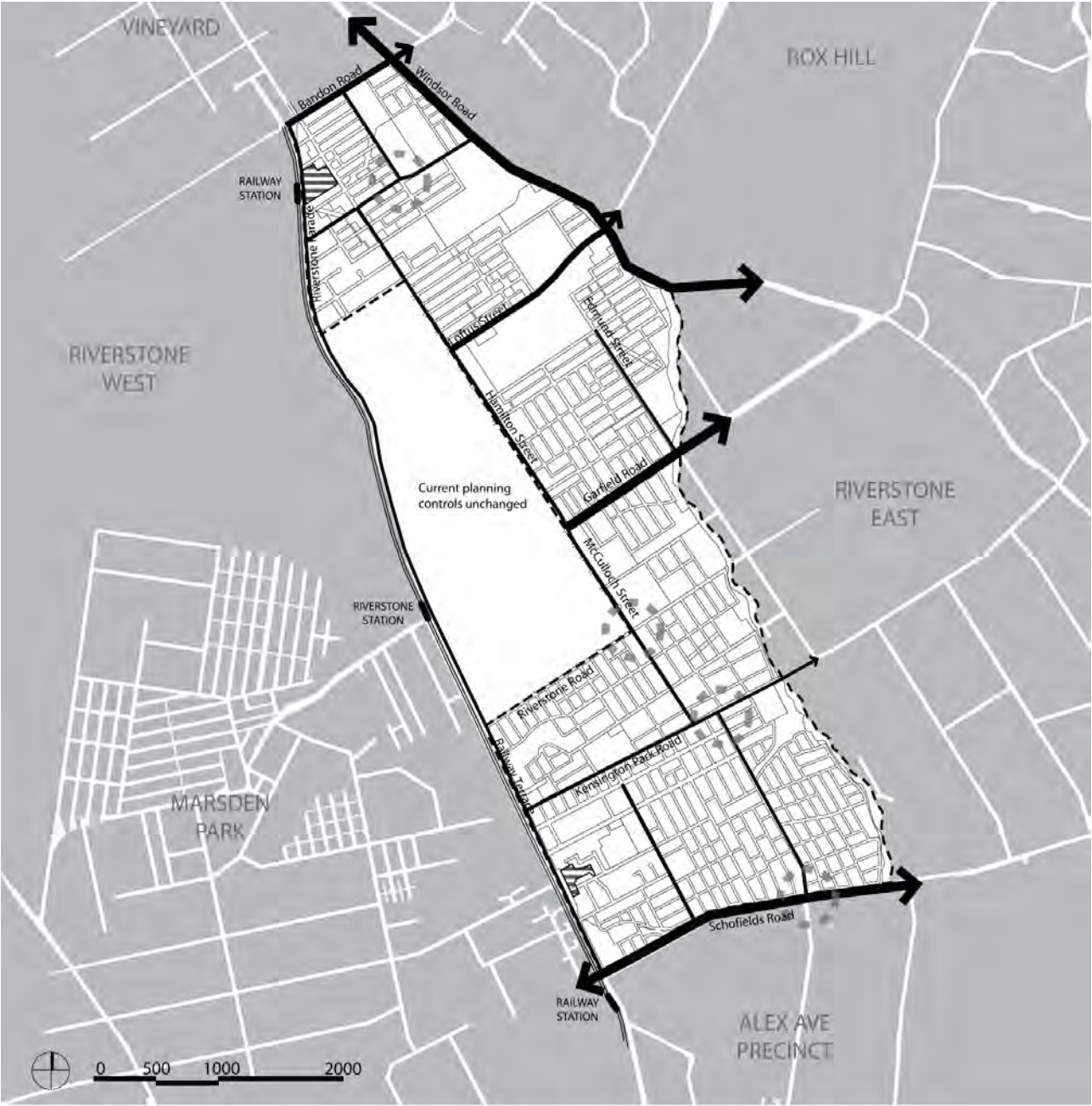


Figure 3-9: Precinct road hierarchy

4. Scheduled Lands Residential Controls

4.1 Introduction

The Scheduled Lands is located at the northern part of the Riverstone Precinct. It covers an area of approximately 270 hectares and is bounded by Riverstone Parade, Bandon Road, Windsor Road, Crown Street and Hamilton Street, as illustrated in **Figure 4-1**. Under the Riverstone Precinct Plan, the Scheduled Lands has 3 major areas within it:

- Residential Area
- Riverstone Industrial Area
- Vineyard Neighbourhood Centre and Station

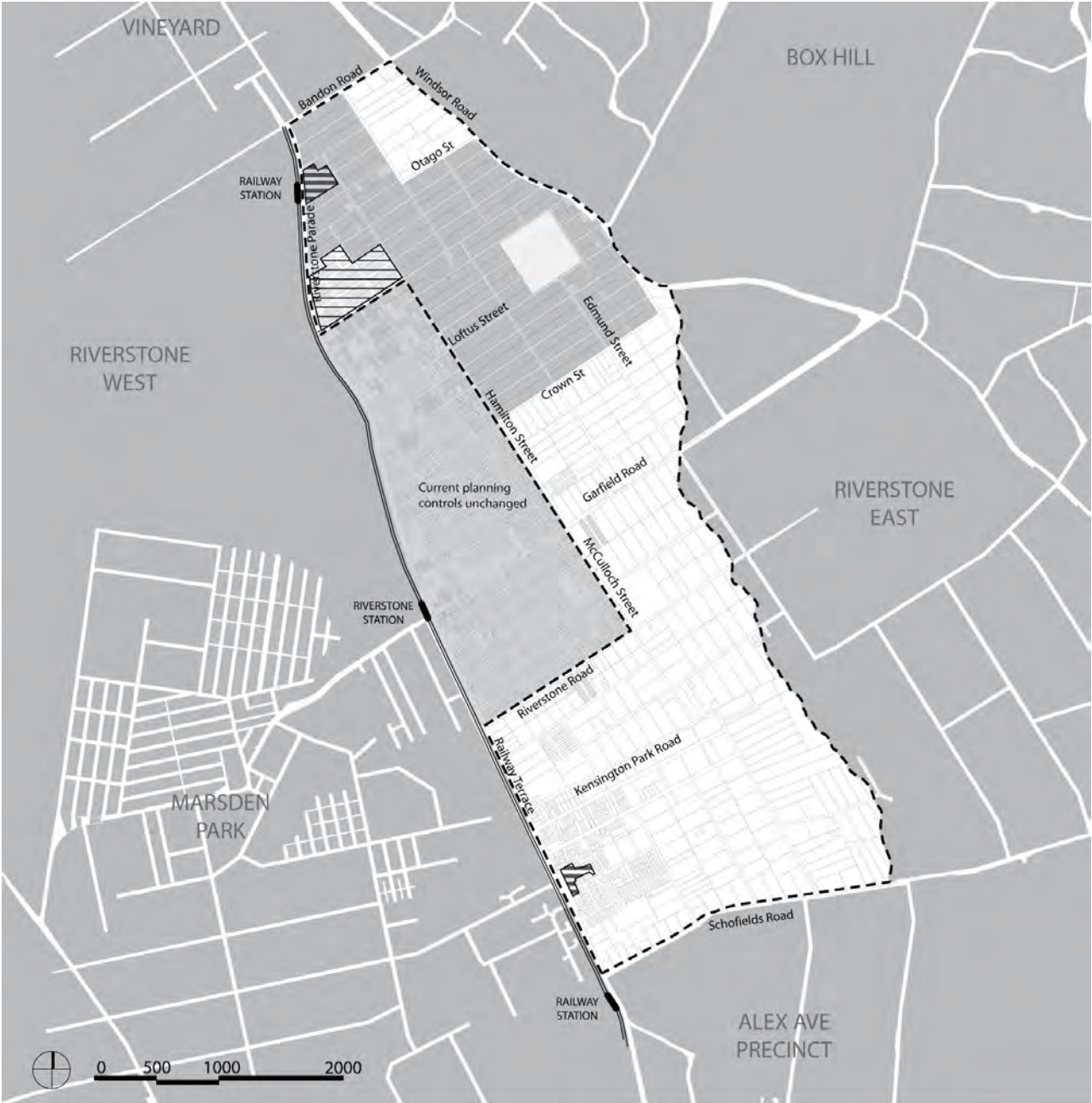
This part of the DCP deals only with residential development in the Scheduled Lands. Controls for the Riverstone Industrial Area are provided in **Part 6** of this Schedule, and for the Vineyard Neighbourhood Centre and Station in **Part 5** of the main body of the DCP and **Part 5** of this Schedule.

The existing grid subdivision pattern of long, narrow (nominally 60m deep x 9m frontage) lots, poor or absent facilities normally associated with residential subdivision, combined with a large number of landowners presents the biggest complication facing the orderly development of the Scheduled Lands. The narrow frontage of existing lots only allows the development of semi-detached and attached dwelling types, and the deep lots would result in a highly inefficient use of land. The overall streetscape resulting from such development would be one with poor legibility, permeability, a lack of relation to the existing area and dull streetscapes with little overall variety. The cost of providing essential services would also be relatively high.

The Scheduled Lands Residential Area character will develop from:

- subdivision patterns that comply with the road layout in this DCP to ensure consistency and coordination of the built form and appropriate standards of amenity and access.
- dwellings focused around, and in the vicinity of parks, riparian corridors and conservation areas which will retain the existing landscape character.
- dwelling setbacks, buffer areas and road verges that retain existing trees.

This part illustrates how lot subdivision and amalgamation will enable a variety of dwelling types and sizes to be built within the Scheduled Lands in line with the requirements of **Parts 2** and **3** in the main body of the DCP. The outcome will be one of interesting, individual streetscapes that reflect the landscape character of the existing area.



-  Extent of Scheduled Lands
-  Light Industrial
-  Neighbourhood Centres
-  Land to which this Precinct Plan applies
-  Railway Station

Figure 4-1: Location of the Scheduled Lands

This part stipulates objectives and controls in addition to those of **Parts 2 and 3** in the main body of the DCP, specific to residential development in the Scheduled Lands. This part also provides guidance to developers on options for lot subdivision and amalgamation, based on the number of lots in a development parcel (e.g. an owner who has 2, 3 or 4 adjoining lots and wishes to re-subdivide and develop those lots). The examples in this part demonstrate how development in these configurations can achieve the residential densities required by the Riverstone Precinct Plan, and the residential design controls in **Part 4** of this DCP. These options will ensure lot sizes that will provide a cohesive mix of dwelling type with improved access, permeability and amenity across the entire Scheduled Lands.

4.2 Managing Development and Subdivision

The process of development in the Scheduled Lands will differ slightly from that in other parts of the precinct because of the existing pattern of subdivision. Typically, amalgamation of lots or re-subdivision will be required to create land parcels that are suitable for residential development. Additionally, new roads will be required in addition to the existing roads to ensure that all properties created through re-subdivision are accessible and can be serviced. In some cases, landowners may be required to construct sections of new roads and then dedicate these to Council. Without this flexible approach to the availability of land for roads and services, coordinated development in the Scheduled Lands will be further delayed.

Landowners may choose to enter into a scheme to contribute to the cost of providing essential infrastructure. Voluntary participation in any scheme is at the landowner's discretion. Where a landowner chooses not to participate in such a scheme, Council may impose conditions on a development consent requiring the applicant to construct or fund the construction of infrastructure that is required as a result of the proposed development. No dwelling or subdivision can be constructed without suitable access to roads, drainage and underground services.

4.3 Residential development

Objectives

- To encourage coordinated orderly and efficient development in the Scheduled Lands.
- To ensure that all developable land has the potential to access essential services including potable and recycled water, sewer, underground electricity, roads and drainage infrastructure.
- To ensure that development does not adversely affect the amenity of adjoining land or development.
- To create a positive urban outcome across the Scheduled Lands that takes advantage of the natural assets of the area, in particular remnant native vegetation.
- To minimise the impacts of major infrastructure, including roads and transmission lines, on residential development.

Controls

1. Development patterns within the Scheduled Lands are to be consistent with the road pattern as shown on the Indicative Layout Plan in **Part 2** of this DCP.
2. Where an alternative subdivision pattern is proposed, the applicant is required to demonstrate to Council, as part of the development application, that:
 - the ability to supply water, sewer and underground electricity services to the property and to adjoining residential properties will not be adversely affected.
 - appropriate arrangements are able to be made for the drainage of the land and adjoining lands.

- access to the land and to adjoining lands by public roads will not be prevented.
 - the resulting street pattern will contribute to the safe and efficient movement of pedestrians, cyclists and vehicles.
 - the proposal will not result in clearing of additional native vegetation, when compared to the extent of clearing that would be required for development that complies with the preferred subdivision pattern in this DCP.
 - the agreement of all landowners affected by the alternative subdivision pattern has been obtained.
3. Residential subdivision in the Scheduled Lands is to comply with the requirements of **Part 2** and **3** of this DCP.
 4. As part of the approval of development applications for subdivision in the Scheduled Lands, Council may require the dedication of land for the creation of public roads, or the construction of roads and subsequent dedication to Council, to ensure that development meets the objectives of this DCP.
 5. Development of residential buildings in the Scheduled Lands is to comply with the objectives and controls relevant to that development in **Part 4** of this DCP.
 6. Development of a single allotment (being a lot that existed as a separate title prior to the date of adoption of this DCP) for residential purposes is not permitted except in special circumstances as outlined in **clause 4.5**. Where a single lot development is proposed, the applicant will be required to demonstrate that it does not impact adversely on the road layout, ability to supply essential services to residential land, or the amenity or streetscape of the area.
 7. Development of a single allotment (being a lot that existed as a separate title prior to the date of adoption of this DCP) is not permitted in areas that are shown on the Minimum Residential Density Map that forms part of the Riverstone Precinct Plan as having a minimum residential density of 20 dwellings per hectare or 25 dwellings per hectare.
 8. The minimum frontage width for residential development on corner lots is 15m (development of an existing single lot on a street corner will therefore not be possible anywhere in the scheduled lands without re-subdivision or amalgamation).
 9. Subdivision of, and the erection of dwellings on, two to four adjoining lots is to consider the guidelines in **clause 6.5**.
 10. Development of five or more adjoining lots will be assessed by Council with consideration to whether:
 - the proposed development will contribute to the variety of housing available in the area.
 - the development will contribute positively to the creation of an attractive streetscape.
 - the design of building facades, including scale, articulation, colours and materials, complements the character of the area.
 - the proposal will result in a safe, efficient and legible street network.
 11. Existing trees within road verges and dwelling front setbacks are to be retained except where clearing is required for paths and driveways, and where trees within close proximity to proposed buildings would pose a risk of damage to the building. Plans of the proposed development submitted at the development application stage are to identify trees to be retained and trees to be removed.
 12. Battle-axe lots are not appropriate except in circumstances where special edge conditions (as identified in **Clause 4-5** necessitate alternative subdivision layouts.

4.4 New Local Roads

Objectives

- To minimise land area requirements for new roads to be built within the Scheduled Lands.

Controls

1. New local roads to be constructed in the Scheduled Lands are to be designed in accordance with **Figure 4-2**.

Note: This clause does not apply to roads that are to be constructed within road reserves that existed at the date of adoption of this provision. It applies only to new roads that result from re-subdivision. Roads within existing road reserves are to be constructed in accordance with clause 3.2.3 of this DCP.

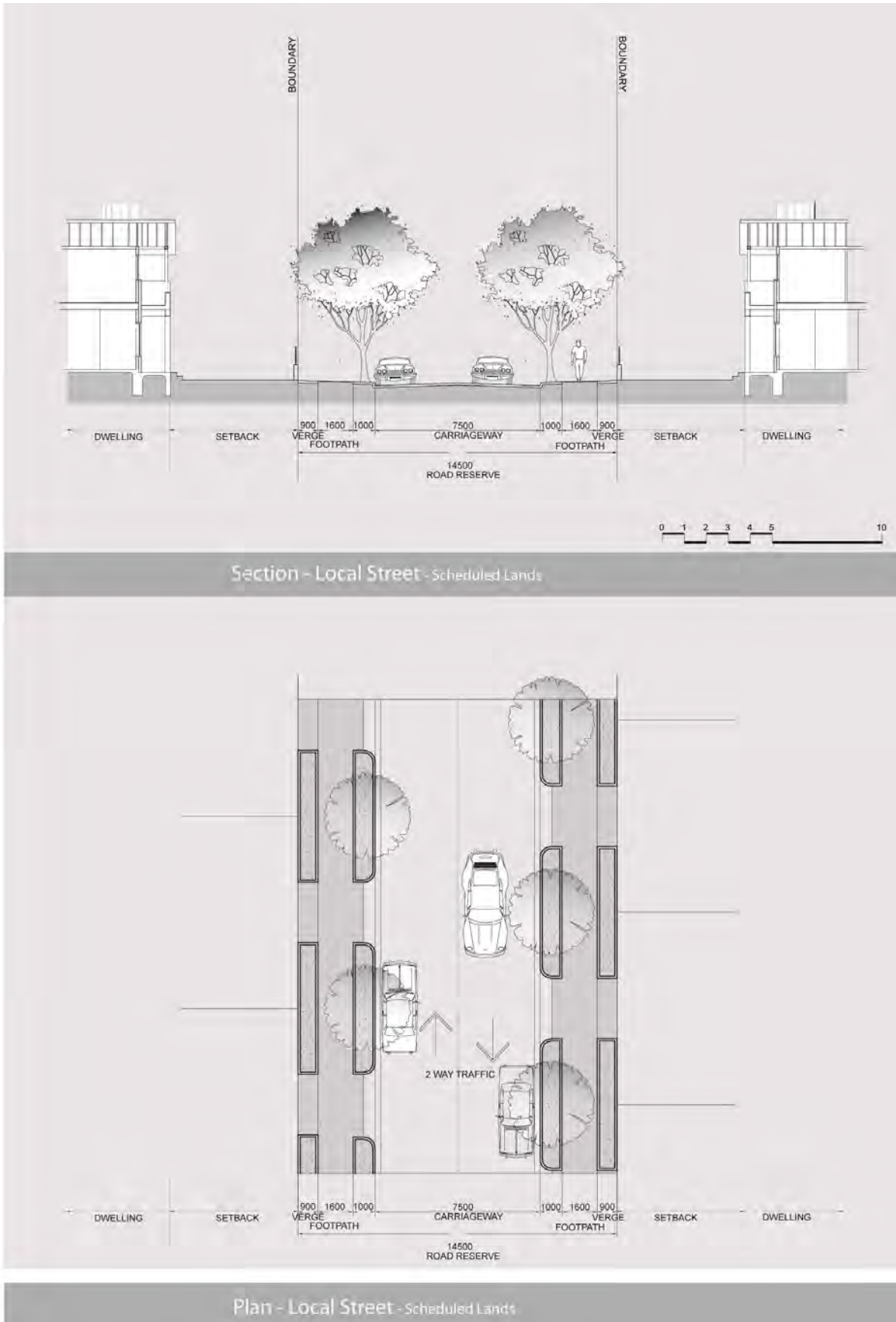


Figure 4-2: Design of new local roads in the Scheduled Lands

4.5 Development adjacent to sub-arterial roads

Objectives

- To ensure that development adjacent to sub-arterial roads is serviced by appropriate pedestrian and vehicle access routes.
- To contribute to the development of a high-quality streetscape that adopts consistent design standards while encouraging varied building form and facades.

Controls

1. Development that has direct frontage to sub-arterial roads is not to have direct vehicle access to the sub-arterial road. Access is to be via the local and/or collector street networks.
2. Battle-axe allotments are permitted on land that has frontage to a sub-arterial road where:
 - the creation of the battle-axe lot is a result of the amalgamation and re-subdivision of two lots that existed before the adoption of this DCP.
 - the design of the dwellings, fencing and landscaped areas permits casual surveillance of all streets and other public spaces.
 - the maximum number of adjacent battle-axe lots in any development is three.
3. Development of attached dwellings or semi-detached dwellings is permitted without lot amalgamations or re-subdivision where:
 - the dwelling frontage is oriented towards the sub-arterial road.
 - the fence on the property boundary fronting the sub-arterial road complies with the requirements for front fences in Part 5 of this DCP.
 - vehicle access to the properties is from the rear.
 - the street frontage at the rear of the lot incorporates landscaping and setbacks to minimise the prominence of garages in the streetscape. Garages are to be set back a minimum of 5 metres from the rear property boundary.
 - single width garages only are provided (stacked parking is permitted).
 - secondary dwellings (where proposed) have an active frontage to the rear of the property. Where a secondary dwelling is proposed above a garage, double garages are permitted.
 - the maximum number of attached dwellings or semi-detached dwellings in a row is 8.
4. “Four pack” or similar forms of development are encouraged where a common access driveway provides vehicle access to all dwellings from a local road or collector road, providing dwellings have an active frontage to both streets.

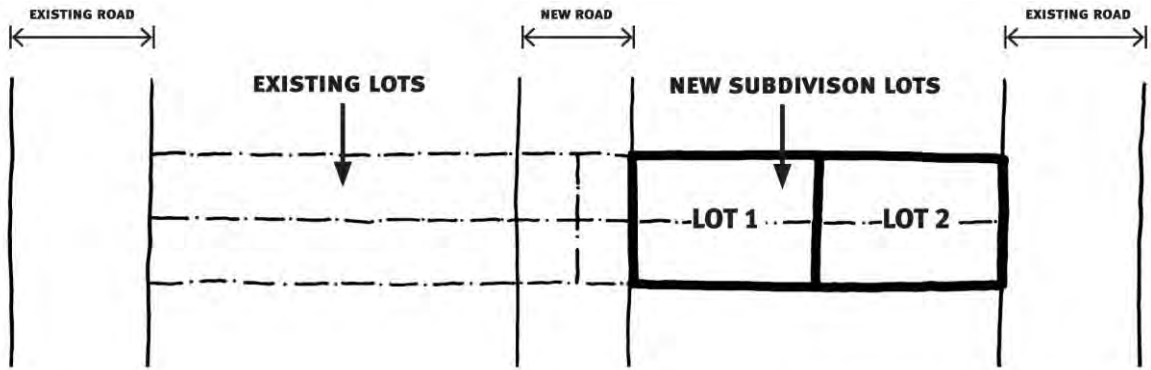
4.6 Subdivision and built form guidelines in the Scheduled Lands

Following are examples illustrating amalgamation of existing lots, and their subsequent subdivision and development in line with the Riverstone ILP. Other development options that meet the requirements of this DCP are possible and will be assessed by Council in accordance with the Riverstone Precinct Plan and this DCP.

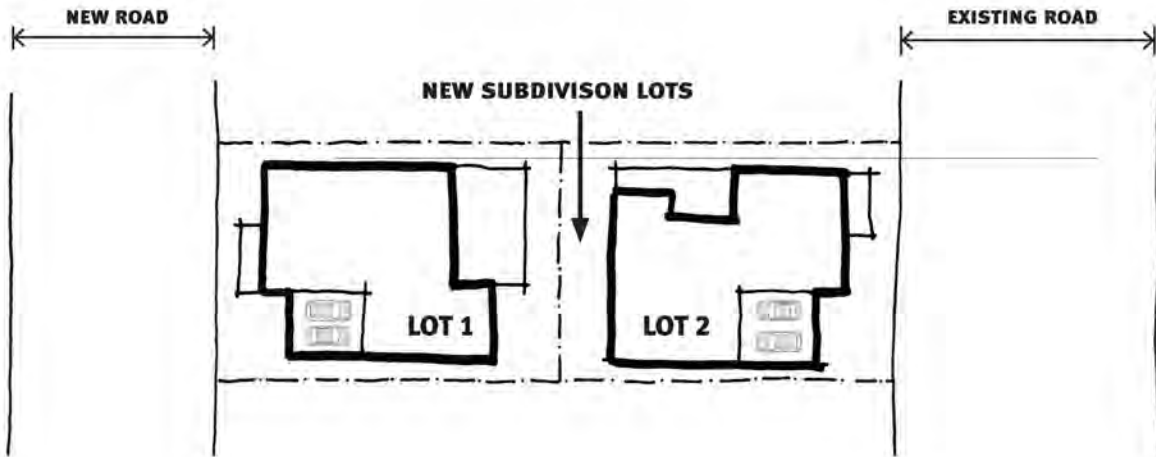
The minimum residential density for land that is zoned R2 Low Density Residential is 15 dwellings per hectare (refer to the Riverstone Precinct Plan). The diagrams that follow provide guidance to landowners proposing to undertake residential development in the R2 Low Density Residential zone in the Scheduled Lands. Examples of subdivision and building footprint layouts are provided for:

- 2 adjoining lots (See **Figure 4-3**)
- 3 adjoining lots (See **Figure 4-4**)
- 4 adjoining lots (See **Figure 4-5**)

Where development is proposed on five or more adjoining lots, there is greater flexibility in the subdivision pattern and dwelling footprints, providing the basic requirements for road frontage and provision of services can be met.



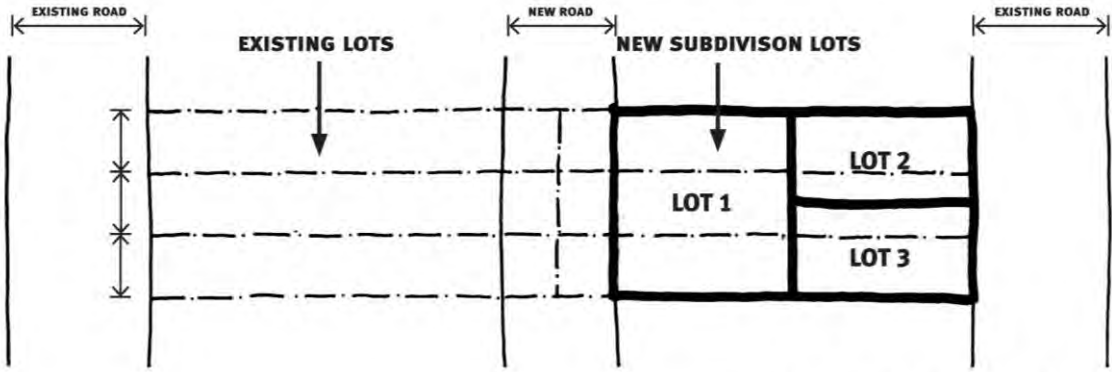
LOT PATTERN SUBDIVISION



INDICATIVE DWELLING SITING

Figure 4-3: Development of two adjoining lots

No of existing (9.2m x 61.0m) lots ~ 2		
No of new lots/dwellings needed to achieve 15dw/ha density ~ 2		
Lot No	1	2
Lot Size (sqm) (Indicative only)	487.6	487.6
Frontage (m) (Indicative only)	18.4	18.4
House Type	Detached dwelling Lifehouse	Detached dwelling Lifehouse



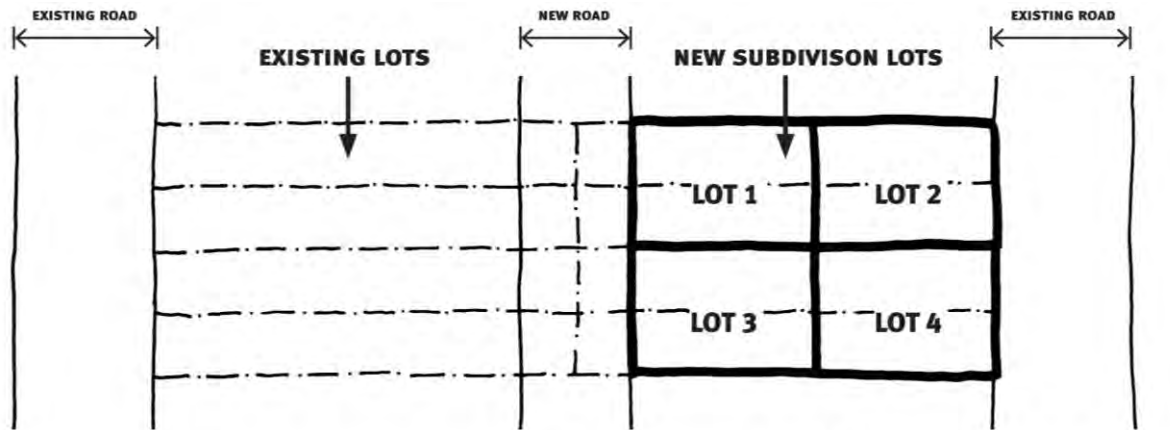
LOT PATTERN SUBDIVISION



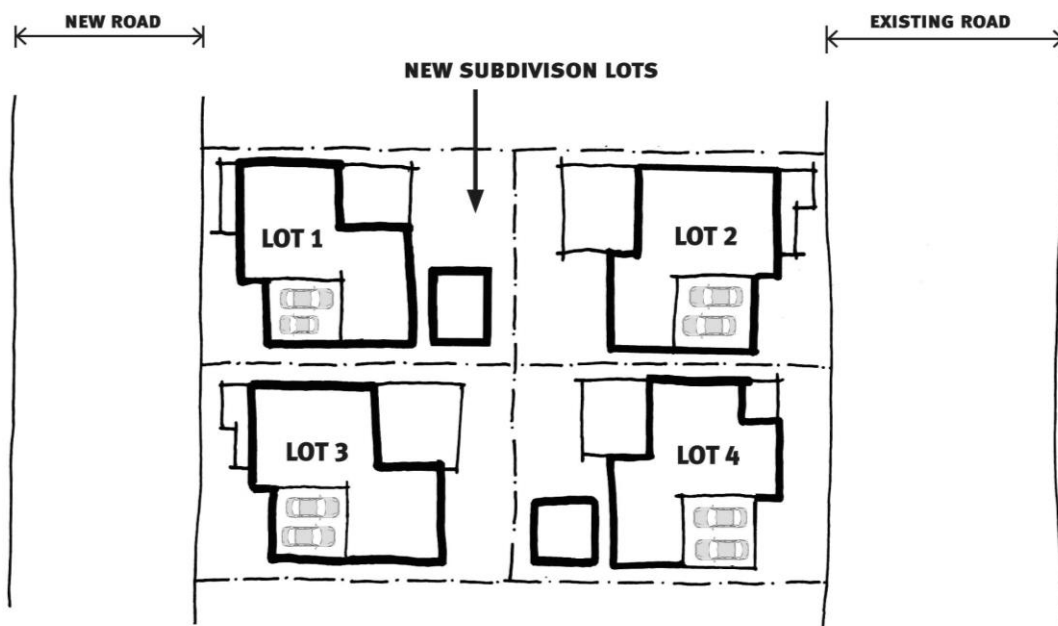
INDICATIVE DWELLING SITING

Figure 4-4: Development of three adjoining lots

No of existing (9.2m x 61.0m) lots ~ 3			
No of new lots/dwellings needed to achieve 15dw/ha density ~ 3			
Lot No	1	2	3
Lot Size(sqm)	828	381.6	381.6
Frontage (m)	27.6	13.8	13.8
House Type	Detached Lifefhouse Secondary dwelling	Semi-detached	Semi-detached



LOT PATTERN SUBDIVISION



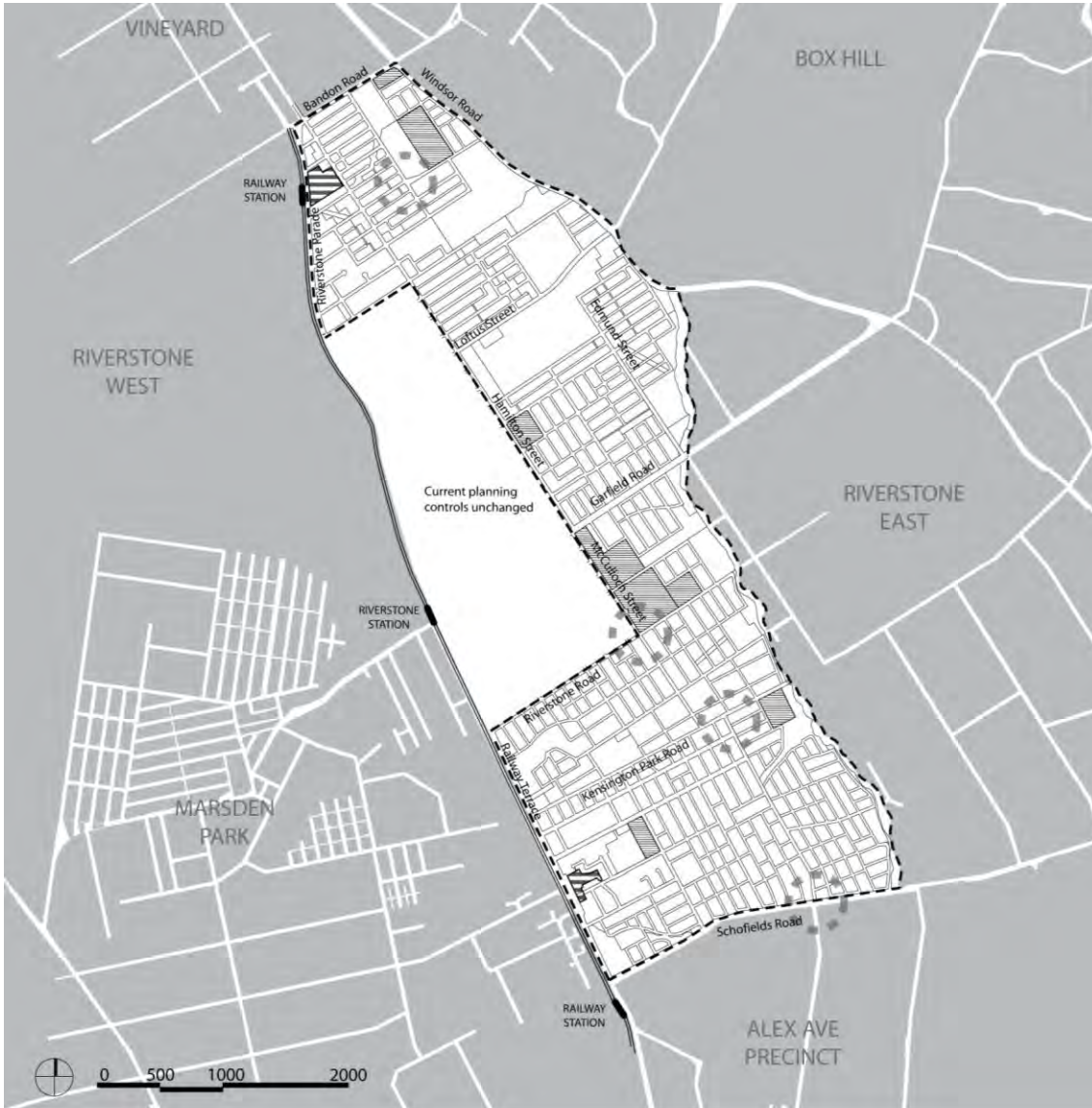
INDICATIVE DWELLING SITING

Figure 4-5: Development of four adjoining lots

No of existing (9.2m x 61.0m) lots ~ 4				
No of new lots/dwellings needed to achieve 15dw/ha density ~ 4				
Lot No	1	2	3	4
Lot Size(sqm)	487.6	487.6	487.6	487.6
Frontage (m)	18.4	18.4	18.4	18.4
House Type	Detached Lifehouse Secondary dwelling	Detached Lifehouse	Detached Lifehouse Secondary dwelling	Detached Lifehouse

5. Centres Development Controls

Note: This part provides figures for the Riverstone Precinct that support the development controls for Centres in **Part 5** in the main body of the DCP. This part also contains Precinct Specific Controls for the Schofields and Vineyard Neighbourhood Centres which are additional controls to the Centre controls provided in **Part 5** in the main body of the DCP.



-  Neighbourhood Centres
-  Land to which this Precinct Plan applies
-  Schools (Existing and Proposed)
-  Railway Station
-  Preferred location of Neighbourhood shops

Figure 5-1: Precinct's centres

5.1 Development principles – Schofields neighbourhood centre

Objectives

- To support a vibrant village centre that draws visitors from a broader catchment and serves the convenience retail and commercial needs of the surrounding community.
- To retain the fine grained, intimate scale of development.
- To integrate commercial, retail and community land uses with outdoor spaces.
- To ensure that the detailed design of the centre is undertaken in a coordinated manner in order to achieve a high-quality urban design outcome.
- To ensure that the Centre is well served by public transport, parking, and pedestrian/cyclist access.

Character statement

The Schofields neighbourhood centre is located to the south-west of the Riverstone Precinct. It comprises land that is zoned B1 Neighbourhood Centre in the vicinity of Station Street and Railway Terrace, and adjacent drainage and open space land. The general area is that shown on Figure 5-2.

The relocation of the Schofields Railway Station from its current site to a location approximately 800 metres south (adjacent to the Alex Avenue Precinct) requires the redefinition of the role of the Schofields Neighbourhood Centre. The future sustainability of the centre lies in its ability to take on a special 'village' character that will be supported by future development. This means that retail and commercial activities have the potential to capture more specialised or niche markets that are less likely to be provided in larger centres.

Undeveloped flood prone land that forms part of the land zoned B1 Neighbourhood Centre provides an opportunity to integrate commercial and retail activities with a highly activated outdoor space that incorporates recreational and passive open space uses. The orientation of commercial and retail uses towards this outdoor space will contribute to improved amenity and to the character of the centre.

The intention of the Indicative Layout Plan is to enable recreational, community and retail uses to establish in Schofields neighbourhood centre that will attract visitors from a broader catchment, but also serve a convenience function and provide a central destination for neighbourhood interaction. Medium density housing types will be permitted within and close to the centre, including shop top housing, to increase the local catchment population for retail uses and to increase levels of activity in and around the centre.

Activities or land uses that may contribute to the long-term viability of the centre, and be consistent with the desired future character, include:

- shop top housing.
- cafés, tearooms and restaurants.
- neighbourhood shops, mini-marts, takeaway food premises, kiosks.
- upgrading and expansion of the Schofields Community Hall (proposed by Council as part of the Riverstone Precinct Plan).
- outdoor events, such as open-air theatre (local drama group)/country music/fireworks display.
- a local history museum.

- clusters of standard retail interspersed with local commercial premises (e.g. offices for small businesses).
- local art and craft workshops, studios, galleries, weekend market stalls.

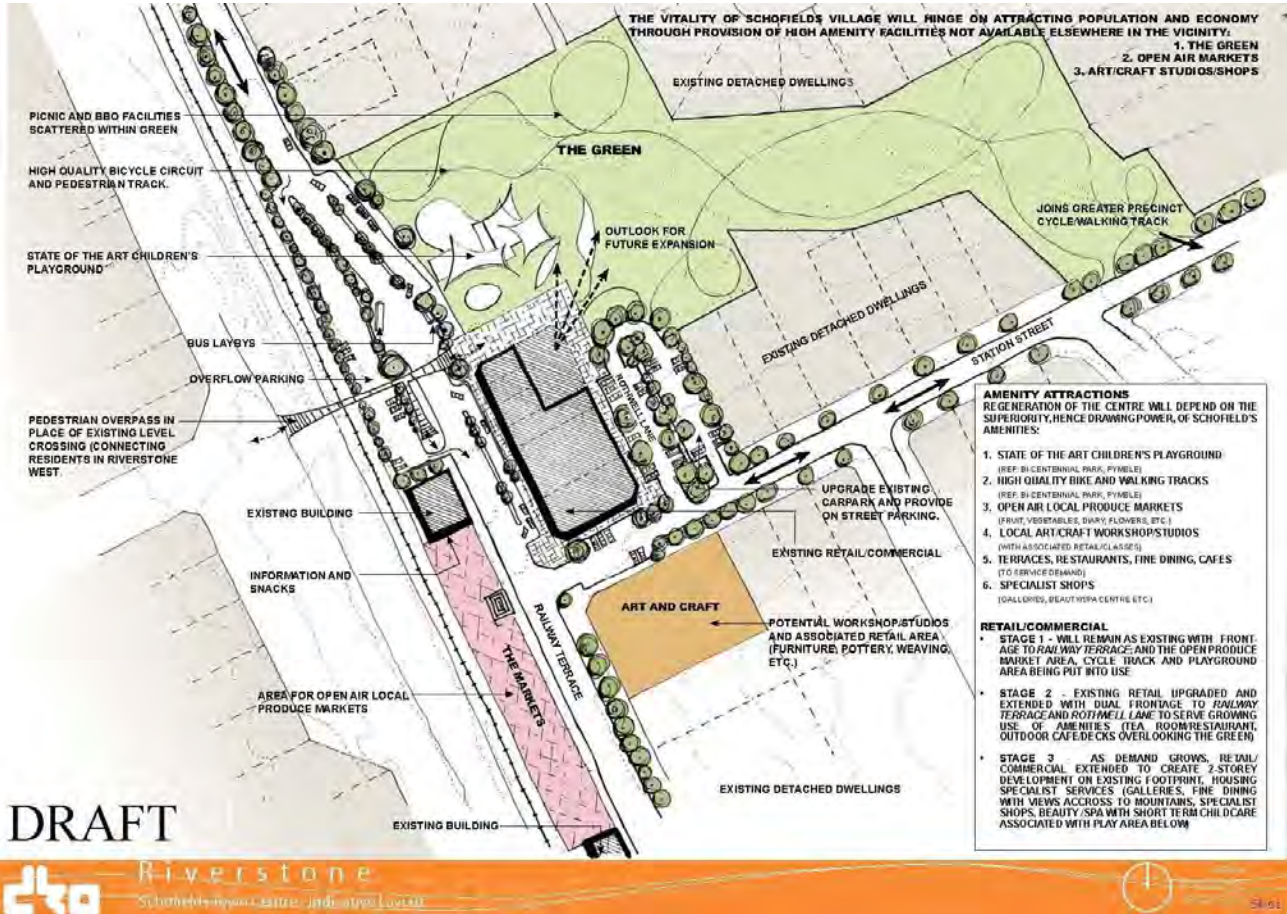


Figure 5-2: Schofields Neighbourhood Centre – desired future character

5.2 Desired future character – Vineyard neighbourhood centre

Objectives

- To create a vibrant centre that functions as a focal point for the residential areas in the north of the Riverstone Precinct.
- To integrate commercial, retail and community land uses with outdoor spaces.
- To ensure that the detailed design of the neighbourhood centre is undertaken in a coordinated manner in order to achieve a high-quality urban design outcome.
- To ensure that the centre and surrounds are well served by public transport, parking, pedestrian and cyclist access.
- To provide a good range of retail and commercial services for the local population in accordance with the hierarchy of centres established in the Indicative Layout Plan.
- To provide opportunities for higher density housing close to the proposed new Vineyard Railway Station.
- To ensure that the land uses proposed in and around the centre are appropriate based on the potential odour impacts from the Riverstone Sewage Treatment Plant.

Character statement

The Vineyard Neighbourhood Centre is located in the north-west of the Riverstone Precinct. It is centred around land zoned B1 Neighbourhood Centre under the Riverstone Precinct Plan, at the intersection of Riverstone Parade and Ashford Street and the railway line to the west. The relocation of Vineyard Railway Station to this location will generate activity that provides opportunities for retail, commercial and open space uses that serve the needs of the surrounding residential areas and create a focus for community activity and interaction.

The Riverstone Sewage Treatment Plant creates odour impacts that vary depending on climatic conditions. Restrictions on sensitive land uses within the defined odour buffer zone (as shown on the Indicative Layout Plan) have contributed significantly to the desired future character and arrangement of land uses and zoning in the Vineyard Neighbourhood Centre. Open space and car parking occupy much of the odour affected land, with commercial, retail and residential uses located further east outside the odour zone. This setback of development also creates a noise buffer from the rail line and Riverstone Parade, which is a major vehicle route for the surrounding residential areas and the Riverstone Employment Area.

The transmission lines that cross the Riverstone Precinct provide the opportunity for car parking as well as extending pedestrian and cycling links to the surrounding residential areas.

Proximity to the Riverstone Employment Area presents opportunities for the development of commercial and retail premises to support the industries alongside the general commercial needs of the resident community.

In order to maximise the economic viability of the centre and to take advantage of the existing transport and community infrastructure, medium density residential uses are encouraged around the perimeter of the centre, along with mixed retail and residential development. A resident population will assist to establish a vibrant, mixed use 'urban village'. A range of residential, retail, commercial and community uses will enhance the local centre. The significant housing provision will ensure a village that is vibrant and safe outside peak commuter times.

The external constraints, including odour and existing transmission lines, encourage the creation of a centre that can focus inwards on fine grained public spaces (streets and squares) framed by well-designed and proportioned buildings that encourage active shopfronts. The main street

(Ashford Street) will link the centre to the Railway Station through a landscaped spine. It will also connect to areas of active open space to the east. Ashford Street will also serve an important role as a bus route, connecting the centre and the station with the surrounding community.

Figure 5-3 illustrates the desired future character and layout of the Vineyard Neighbourhood Centre.



Figure 5-3: Vineyard Neighbourhood Centre – desired future character

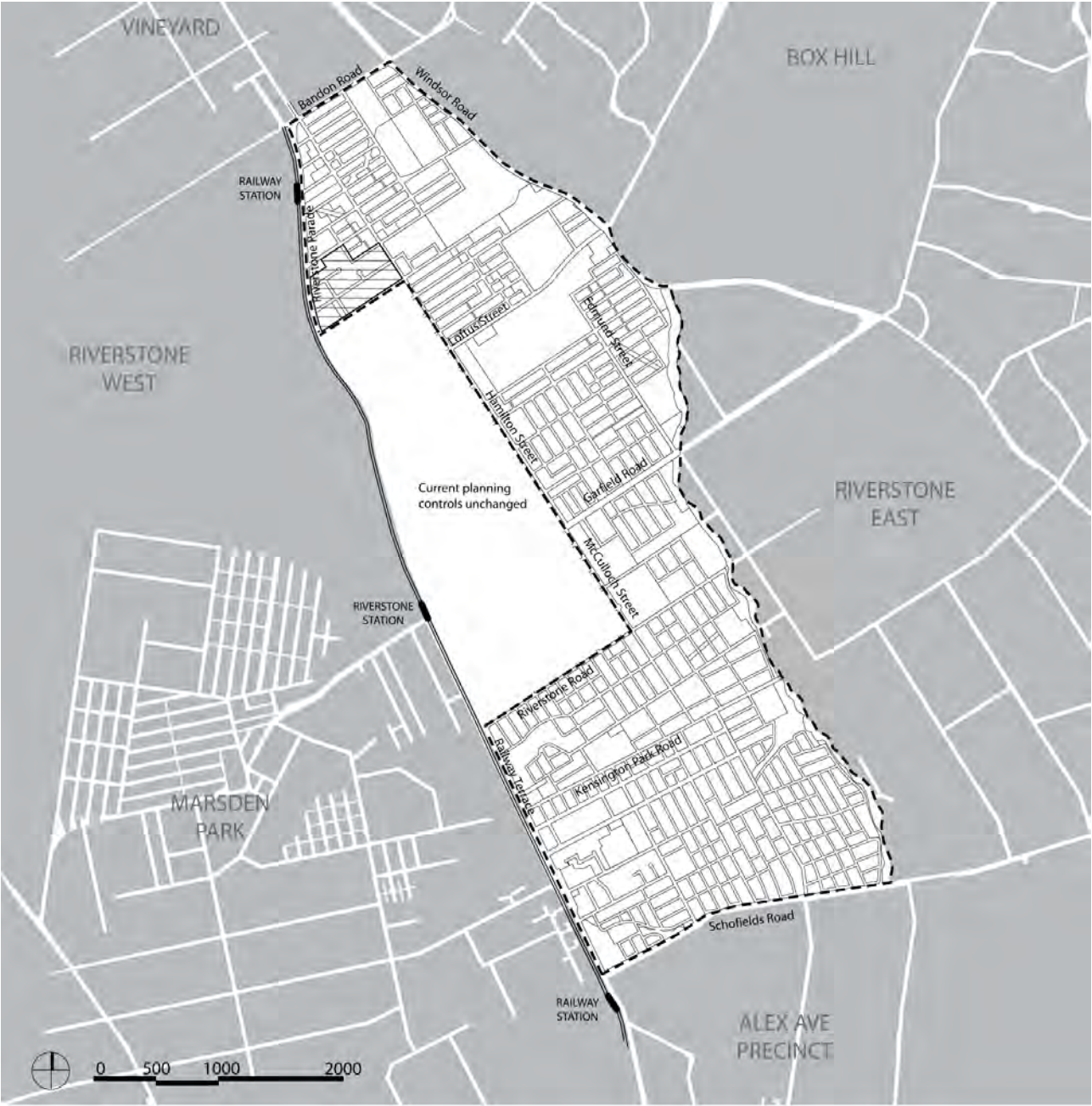
6. Riverstone Employment Area

Note: The objectives and controls established in **Part 6** of the main body of the DCP **do not apply** to the area identified as the Riverstone Employment Area. The objectives and controls for the Riverstone Employment Area are established in this Part.

6.1 Introduction

For the purposes of this DCP, the Riverstone Employment Area is the newly zoned IN2 Light Industrial land north of Victoria Street to Clyde Street, Brisbane Street and Perth Street as shown in Figure 6-1. The light industrial zoning is intended to accommodate the expansion of uses that provide local employment and service the local needs of the surrounding population.

The Riverstone employment area is adjacent to areas zoned for residential development to the north and east. As residential development occurs in these surrounding areas, there will be a need for industrial development to be sympathetic to the desired future character of the residential areas. For this reason, the emphasis of the development controls is on encouraging industrial uses that do not generate significant noise, air or water pollution, and that can be designed to present an attractive street frontage. Traffic management is also a key consideration in limiting impacts on nearby residential areas, and the road hierarchy for the precinct has been designed to provide direct routes to and from the employment area with minimal impacts on residential areas.






-  Industrial Area
-  Land to which this Precinct Plan applies
-  Railway Station

Figure 6-1: Riverstone employment area

6.2 Objectives

- The broad objectives for the Riverstone employment area are:
 - to maximise opportunities for local employment within the Riverstone Precinct.
 - to ensure that the design and development of the Riverstone Employment Area is co-ordinated and integrates existing and new development to achieve a high-quality urban design outcome.
 - to manage the potential impacts of industrial activities on surrounding residential areas.
 - to enable ancillary uses that provide services for employees.
 - to ensure development creates areas which are pleasant to work in, safe and efficient in terms of transportation and land utilization.

6.3 Controls

6.3.1 Industrial subdivision controls

1. The subdivision of industrial allotments shall have a minimum lot frontage width (at the front property boundary) of 35m and a minimum area of 1,500m².
2. The pattern of subdivision is to utilise existing roads and be consistent with the road layout in the Indicative Layout Plan in Part 2 of this DCP.
3. Battle-axe shaped allotments will comply with the minimum requirement set out in Clause 1 excluding the area within the battle axe handle.
4. Battle-axe handles shall have a minimum width of 8m. However, where 2 battle-axe handles adjoin as a shared driveway the minimum width may be 10m.
5. For strata subdivision, any space for parking or other purposes forming part of a sole occupancy unit must be included in the same strata lot as the unit. All landscaped and access areas, including directory board sign not forming part of the original unit, are to be included as common property in the strata plan.

Note: For multi-unit developments such as factory units, separate development applications may be required for each unit prior to occupancy or change of use. Applicants are advised to contact Council.

6.4 Industrial Development Design Controls

6.4.1 Building design and construction

1. Development is encouraged to consider variations in facades, roof lines and selection of building materials to achieve an attractive design.
2. Building facades to street frontages must be constructed of face brick, decorative masonry blocks or other building materials to Council requirements. Standard concrete blocks are not permitted.
3. Internal walls of factory units must be of masonry construction and must be carried to the underside of the roof and sealed to Council's satisfaction.
4. Separate male and female toilets must be provided for each factory unit. Disabled toilets may be required.
5. Roofing must have adequate gutter and downpipes connected to the roof water drainage system. Downpipes should discharge into an open-grated surface inlet pit.
6. Building design and construction must take into consideration the principles of CPTED (see **Appendix F**).

6.4.2 Development adjacent to residential zoned land

1. Industrial development adjacent to residential zoned land is to:
 - be designed so that heavy vehicle entry and exit points are from side streets or the rear (i.e. streets other than those that separate industrial and residential zoned land).
 - have a minimum building setback from the front property boundary of 20 metres.
 - present active uses to the street (e.g. showrooms, offices or administration areas).
 - locate noisy aspects of the development towards the rear (i.e. away from the residential zoned land).
 - have customer and staff vehicle entries to the site on side or rear streets.
 - have a landscaped zone at the front property boundary with a minimum depth from the front boundary of 5 metres, planted with dense screen planting.
 - have any customer and staff parking at the front of the property set back behind the landscaped zone.
 - have a maximum of one free standing business identification sign on the front property boundary, with maximum dimensions of 2 metres wide by 3 metres tall, oriented perpendicular to the street.
2. Council will give regard to the following considerations when assessing development applications for industrial uses to which this clause applies:
 - the appearance of the development when viewed from the residential area, including the building façade, roof and parapet treatments, outdoor areas including landscaping and parking areas, and signage.
 - the bulk and scale of the proposed building when viewed from the residential area.
 - impacts on solar access to residential properties.
 - the proposed management of air quality, water quality and noise emanating from the proposed development.
 - likely impacts on traffic generation, in particular the potential for heavy vehicle movements to increase in residential areas.

6.4.3 Setbacks

1. All buildings erected in industrial areas are to comply with the following minimum setback requirements:
 - 20m for sites fronting a sub-arterial road.
 - 10m for sites fronting a local road or collector road.
 - 7.5m for sites fronting any other road.
 - 5m from an adjoining RE1 Public Recreation zone or SP2 Infrastructure (Drainage) zone where such uses are not separated by a road.
 - 5m side setback for corner allotments.

Note: Variations to the standards above may be granted for infill development in existing industrial areas fronting major roads based on a merit assessment by Council.

2. Front setbacks are to be landscaped and maintained as open areas to enhance the streetscape elements of industrial development.

3. Parking is permitted within the front setback for customers or employees only. All heavy vehicle parking and deliveries are to be located behind the front building line.
4. No storage is permitted within front setback areas.
5. Fencing is permitted in the minimum setback area if it is:
 - open-poolside style fencing, or
 - fencing that does not obstruct line of sight from the street or a driver's view of the road.
6. All fencing materials used shall be to Council's satisfaction. Pre-painted solid metal fencing is not acceptable, except for side or rear boundaries that do not have direct frontage to a road.

6.4.4 Landscaping

1. A landscape plan is required to be submitted with every application for new industrial premises or for alterations and additions to existing industrial premises.
2. Setback areas are to be landscaped and maintained.
3. Car parking areas are to be suitably landscaped to provide screening and shade for cars.
4. Undeveloped land is to be stabilised to prevent soil erosion.
5. Landscaped areas are to be separated from vehicular areas by kerbs, dwarf walls and other physical barriers.
6. Trees are to have a minimum height of 1m at planting.
7. Grassed embankments within landscaped areas that are not finished with rockeries or walls should not be steeper than 1:4 gradient in order to enable grass to be grown and maintained.
8. Landscaping should be integrated with the built environment and consistent with the controls regarding native vegetation and ecology in **clause 2.3.4** of this DCP. Native species are preferred (refer to **Appendix D**).
9. Where possible, existing native tree species and other native vegetation is to be retained within landscaped areas and street verges. Plans submitted with the application are to show trees to be retained and removed.

6.4.5 Drainage

1. All stormwater shall be reticulated to the street gutter or piped to a suitable location approved by Council.
2. Where stormwater from the site must flow through neighbouring properties the applicant must obtain a written agreement with all the affected property owners. This agreement must state that they have no objection to the discharge of stormwater through their properties nor that they have objections to the creation of the necessary easements over any pipelines.
3. Where development may result in an increase in stormwater run-off, Council may require arrangements for the efficient disposal of stormwater from the site. This may include on-site detention or the augmentation of Councils stormwater system.
4. Special attention may be given to the siting of buildings to maintain large overland flows of stormwater through the site. This is particularly important where there are depressions or watercourses (either permanent or intermittent).

6.4.6 Access and circulation

1. Applicants are required to submit plans and details of proposed vehicular access and circulation for Council's approval with the Development Application. Details must specifically relate to vehicular movement, layout and turning circles.
2. Adequate vehicular entrance to and exit from the development is to be provided and designed in order to provide safety for pedestrians and vehicles using the site and adjacent roadways. In some cases combined ingress and egress will be permitted.
3. Vehicular ingress and egress to the site must be in a forward direction at all times.
4. Council will assess the suitability of manoeuvring areas provided for large vehicles by reference to the standard vehicle turning templates which appear in Figures A.5a (small rigid truck), A.7a (large rigid truck) and A.9a (large articulated truck) of the Roads and Traffic Authority publication "Policies Guidelines and Procedures for Traffic Generating Developments".
5. All developments must be designed and operated so that a standard truck may complete a 3-point or semi-circular turn on the site without interfering with parked vehicles, buildings, landscaping or outdoor storage and work areas. Large-scale developments shall be designed to accommodate semi-trailers. In the case of the conversion of an existing development, should it appear that a truck turning circle may prove difficult; a practical demonstration may be required. In general, turning circles will be required to be provided to accommodate the largest type of truck which could reasonably be expected to service the site.
6. Turning circles are not permitted to encroach upon any building.
7. All internal two-way roadways are to have a minimum width of 7m. Lesser widths may be considered for one-way aisles. All internal roadways, circulation and parking areas are to be sealed with a hard-standing, all-weather material. Direction arrows are to be shown on all internal roadways in order to facilitate the satisfactory movement of vehicles.
8. Adequate space is to be provided within the site for the loading, unloading and fuelling (if applicable) of vehicles. These areas may need to be screened from the road.
9. Developments are to comply with the requirements of the Roads and Traffic Authority in relation to the number, location and design of vehicular entry and exit points and/or certain road construction works.
10. All parking areas and access roadways must be provided with a drainage system comprising surface inlet pits. Details of pipe sizes (with calculations) and drainage layouts (including discharge points) must be submitted with the Development Application.
11. Direct vehicular access is denied between individual sites and from sub arterial and arterial roads (see Road hierarchy in Part 3 of this DCP). Council may allow access in special circumstances where alternative access is not practical or provided by another road.
12. Direct vehicular access from sub-arterial roads is not permitted. A single, common slip lane may be permitted so that buildings can face onto sub-arterial roads.
13. Street tree planting is to provide generous shade to pedestrians and improve the streetscape.

6.4.7 Car parking

1. Car parking in industrial zones is to meet the requirements of Table 6-1.
2. Car parking should ideally be located behind the minimum setback area. Staff and visitor parking is permitted within the front setback providing it is appropriately screened by landscaping.
3. Where a building is to be divided into units, parking will be calculated for each unit and noted in the DA or strata plan.
4. All developments providing 50 parking spaces or more must provide 2% of these for disabled drivers, as close as possible to the building entrance.
5. All parking areas shall be constructed of hard standing, all-weather material, with parking bays and circulation aisles clearly delineated.

Table 6-1: Car parking requirements

Land use	Car parking requirements
Factory, warehouse and bulk storage	Buildings 7500m ² of less: 1 space per 75 m ² GFA. Buildings greater than 7,500m ² : 1 space per 200m ² GFA only for the area in excess of 7,500m ² , subject to adequate assessment of demand.
Commercial/office component	1 space per 40m ² GFA.
Bulky goods retailing and hardware stores	1 space per 45m ² GFA.

Notes:

Other land uses not specifically mentioned in Table 6.1 above or in Part A will be determined on the merits of the particular application.

For the purpose of the above Table, "**Gross Floor Area**" is defined as follows:

The sum of the areas of each floor of a building where the area of each floor is taken to be the area within the outer face of the external enclosing walls as measured at a height of 1400 millimetres above each floor level excluding-

- (a) columns, fin walls, sun control devices and any elements, projections or works outside the general lines of the outer face of the external wall,
- (b) lift towers, cooling towers, machinery and plant rooms, ancillary storage space and vertical air-conditioning ducts,
- (c) car parking needed to meet any requirements of Council and any internal access thereto, and
- (d) space for the loading and unloading of goods.

6.4.8 Signage

1. Signs are permitted within the Employment Area where they advertise the business carried on at a particular property or identify the name of a building.
2. Signs that advertise particular products, whether they are for sale within the premises or not, are not permitted.
3. 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.
 - project minimally from the building.
4. Signs are not to be supported from, hung from or placed on other signs.
 5. Signs are not to project beyond the dimensions of the structure to which they are affixed or obscure windows or other openings.
 6. A maximum of one façade sign is permitted per unit/tenancy in any industrial development.
 7. A maximum of one free standing sign is permitted per industrial development.
 8. The maximum dimensions of a free standing sign are 2.5m wide by 4m high (except in locations adjacent to residential zoned land – see clause 0).
 9. Free standing signs are to have a maximum of 2 faces and be oriented to be perpendicular to the street.
 10. Internal illumination is the only acceptable method of illumination for any sign.
 11. Flashing, animated or bright neon signage is not permitted.
 12. All buildings are to have clearly displayed and legible street numbering.
 13. 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).

6.4.9 Storage areas and waste disposal

1. Where materials are to be stored outside the buildings on the site, full details of the parts of the site to be used, and the specific materials to be stored, should be included in the DA.
2. Open storage areas are to be effectively screened, sealed and located behind buildings. No storage should occur above the height of the proposed screening.
3. Screening devices should be designed to be compatible with any existing or proposed landscaping.
4. In the case of applications which do not include proposed buildings, screen walls or other approved screen devices are to be erected in order to effectively prevent the use of the land being viewed from a public road or any nearby open area or residential zone.
5. Incinerators are not permitted for waste disposal.
6. Adequate storage for waste materials must be provided on-site and any such waste must be removed at regular intervals and not less frequently than once per week. Proposed arrangements for the removal of waste must be detailed with the Development Application.
7. Sydney Water may require applicants to enter into a Trade Waste Agreement for the collection and removal of trade waste.

6.4.10 Pollution control

1. The emission of air impurities, as defined under the *Protection of the Environment Operations Act 1997*, is to be controlled to the satisfaction of Council at all times. Approval may be required from the Department of Environment, Climate Change and Water for some development.
2. Any machinery or activity considered to create a noise nuisance must be adequately sound proofed in accordance with the provisions of the *Protection of the Environment Operations Act 1997*.
3. The Department of Environment, Climate Change and Water may require certain premises to be licensed under the *Protection of the Environment Operations Act 1997*.
4. The use of mechanical plant and equipment may be restricted where sites are located near a residential area. Developments located near residential areas should be designed so that the development does not cause a noise nuisance (refer also to the controls for visual and acoustic privacy in Part 5 of this DCP).

6.5 Non-Industrial land use controls

6.5.1 Sex services premises

Amendments to the *Disorderly Houses Act 1943*, which were initiated by the NSW Government and came into force on 8th December 1995, had the effect of decriminalising prostitution and transferring responsibility for the control of brothels from the NSW Police Department (as a criminal matter) to Local Government as the location and control of brothels became a planning regulatory control function.

Council has placed the following conditions for consent on development for the purposes of a brothel or other related activity:

- All brothel operators wishing to establish, make alterations or change uses for the purposes of a brothel or restricted premises must submit a DA for Council's consideration.
- Approved operators must notify Council of any change in operations such as hours of operation and number of employees. If changes are significant then it may be necessary to submit a new application.
- All development consents granted to brothel applications shall be initially limited to a period of 12 months. Approvals may be required to submit evidence regarding satisfactory security measures.
- If Council is satisfied that the brothel has operated in an orderly manner and with limited impact upon surrounding and nearby land uses, it shall, upon the submission of a request for an extension to the consent prior to the 12 month expiration date, grant a development consent under Section 99 of the *Environmental Planning and Assessment Act 1979*.
- Council may also impose conditions of consent relating to the hours of operation. This will also be the subject of review after 12 months. After the 12 months, if the approved hours of operation are causing a disturbance in the neighbourhood, then Council may further restrict operating hours.
- Where consent is granted, a specified operator will be nominated on the consent. Should the operator change, Council must be notified prior to the new operators commencing. This will be required as a condition of consent.
- If the numbers of sex workers, or hours of operation are proposed to be changed, a new Development Application will be required to be submitted.

Objectives

- Introduce planning controls to ensure that brothels are not placed in inappropriate locations so that they do not give offence to the community or result in a loss of amenity or create adverse social and environmental impacts.
- To implement a distance separation between brothels and other incompatible land uses.
- Protect sensitive uses such as schools, churches, parks, shops and other community uses by limiting the development of brothels to industrial areas.
- Nominate relevant criteria that Council must have regard for in determining Development Applications for brothels.
- To impose conditions of consent and operation to prevent adverse impacts on adjacent land such as noise, safety, offensive visual impact and anti-social activity.

Matters for consideration

In addition to Section 79C of the *Environmental Planning and Assessment Act 1979*, Council will consider the following matters when assessing development applications for the purposes of a brothel:

- the potential cumulative impact of like uses in a neighbourhood.
- whether the operation of the brothel is likely to cause disturbance in the neighbourhood when taking into account other brothels operating in the neighbourhood or other land uses within the neighbourhood involving similar hours of operation.
- whether the brothel is not in keeping with or is likely to substantially alter the character of its locality.
- whether the brothel is likely to put at risk members of the community or its clientele or service providers.

Controls

1. When lodging a Development Application for a brothel, the following information is to be provided:
 - Completed Development Application form and Development Application fee.
 - 4 copies of properly dimensioned drawings at a scale of 1:50 and/or 1:100 including plans and elevations clearly indicating the internal layout and proposed use of each room in the premises, location of windows and entrances to and exits from the property and any external works (if proposed).
 - A plan of any proposed external signage including details of colours. Details of existing and proposed external lighting must also be shown.
 - Details of the proposed use indicating the, number of operators and other employees, hours of operation, number of rooms in the premises used for the service, name of the operator of the proposed brothel, and security measures to be utilised.
 - Plans showing distance from, and any views to nearby churches, hospitals, community facilities, schools, shops, parks and recreational/cultural facilities used by children.
 - Distance from any residential zone or from properties used or partly used for residential purposes.

Note: Applicants should seek information from Council's Planning and Development Services staff about the application before submitting it.

2. A brothel may not be located:
 - Within a straight-line distance of 300 metres of land zoned for residential, commercial or public open space purposes.
 - Adjacent to any property used or partly used for residential purposes.
 - Near or within view from any school, church, hospital, childcare centre, community facility, public open space or any place regularly frequented by children.
3. Design must incorporate the principles of Crime Prevention Through Environmental Design (Refer to **Appendix F**).
4. Access to a brothel is to be discreet. The brothel will be accessed via a separate entrance to prevent staff and clients causing a disturbance to other premises within the same complex.
5. Parking is to be provided on site at a rate of 1 space per employee, 1 space per room and 1 space for a manager. Stacked parking is not acceptable.
6. Parking areas must be located, designed and lit to maximise safety of workers and clients.
7. The operator is to contract a security firm to conduct regular patrols of the site and its surrounds between the hours of 5.00 p.m. and one hour after closing to ensure acceptable behaviour of patrons at and leaving the premises and to restrict possible theft and vandalism within the immediately surrounding industrial area. The firm is also to be on call to deal with any incidents which may occur at or around the site.

Note: Written evidence of these arrangements is to be provided to Council prior to the satisfaction of any deferred commencement consent conditions. Security measures will be reviewed over the 12 month period of consent and Council shall have the right to require a variation in the security arrangements as a result of this review.

8. Flashing signs or lights, or signs which include colours or designs which may distract passing motorists or include offensive or suggestive material will not be permitted.
9. Signs shall only be illuminated if it will not cause nuisance to any adjoining properties nor interfere with the amenity of the neighbourhood.
10. Only one sign will be permitted per premises, indicating the name of the operator, the name of the premises and that entry is prohibited to underage persons.

Note: It is illegal under the *Summary Offences Act* to advertise prostitution services.

11. Emission of sound from the premises shall be controlled at all times to the satisfaction of Council. Particular regard must be had to patrons leaving the premises.
12. Consideration will be given to the impact of brothels given activities with similar operating hours in the area. This would include massage parlours, adult bookshops and other restricted premises, licensed premises, pubs/hotels, nightclubs and other like uses.

6.5.2 Industrial retail outlets and commercial uses

1. The following types of retail and commercial activities are permitted in the Industrial Areas:
 - retailing associated with and ancillary to manufacturing development on the same land. An example of this type of activity would be a small shop attached to a factory and selling items or products that are 'seconds' or 'made to order', but not include shops attached to warehouses.
 - commercial office uses that are ancillary to the primary use of the land or provide a service for workers within the industrial zone. For example, the office component of a factory or a small bank branch.

- individual small shops servicing the employees of the industrial area, (such as sandwich shops, chemists, newsagents, and the like) but not including large retail developments such as supermarkets.
- the retail of bulky goods.

2. For the purposes of clause 1 Council must be satisfied that:

- the use is clearly ancillary to the dominant use or is specifically intended to service the needs of the local workforce.
- the activity does not detrimentally affect the viability of any established or proposed business centres. Council will require evidence that the scale, location and type of development (including goods to be sold) will not have an adverse effect on nearby centres.
- the gross floor area for small shops in the industrial area should not exceed 75m² and shall not be located within 400m by straight line distance of other existing or approved small shops.