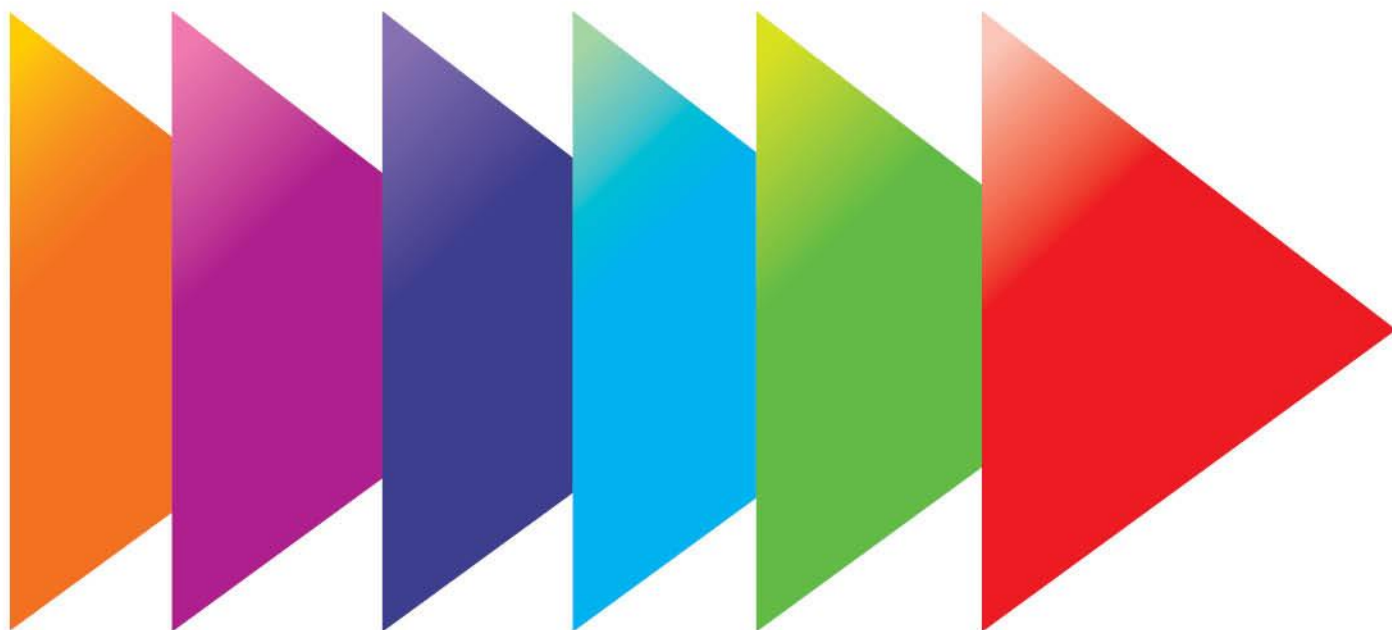


# Schedule 1 Elderslie



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# ELDERSLIE

## S1.1 Introduction

The Elderslie release area is bounded by Studley Park Golf Course to the east, Camden Valley Way to the north, the Camden By-pass to the south, and the existing Elderslie residential area. The site is in a variety of ownerships. Development in the public domain and residential areas of the Elderslie release area is to achieve the highest standards of urban design and environmental performance in accordance with principles relating to enhancing accessibility, achieving environmental sustainability and delivering social and economic benefits.

### S1.1.1 Elderslie Planning Principles

1. Development of the Elderslie release area will be in the form of an urban village, adjoining and connected to the existing suburban development in Elderslie and Narellan. The village will consist of a variety of housing forms, in landscaped garden and natural settings and a small neighbourhood centre.
2. The new suburban area must integrate with the existing Elderslie and Narellan communities and with Kirkham Park by suitable low-level road, pedestrian and cycle links. Internally, the subdivision pattern will promote accessibility by pedestrians and cyclists. The areas of higher residential densities will be located close to the public transport corridors and within close proximity to the local commercial and educational facilities and the open space corridors.
3. The urban village will be serviced by local and regional public transport services that provide a viable alternative to private vehicles. The Camden Valley Way—Camden By-pass link road will facilitate improved access to the Camden Bypass and form a natural extension linking with the Macarthur Centre.
4. The visually and culturally significant “Rheinberger’s Hill”, the gateway to Camden from the north, must remain a visually prominent open landscape. Housing must not encroach on to Rheinberger’s Hill. Large lot housing should be sympathetically located behind the hill to the east of the saddle in the ridgeline. It must be of a density that provides a transition from the Studley Park Golf Course to the suburban housing area. Studley Park and Rheinberger’s Hill will form a significant open space break between Narellan and Elderslie.
5. Hilder Street and Lodges Road continue to provide evidence of the historic development of the area. While land in the vicinity of these roads will undergo development and change, the alignment of the roads must be maintained.
6. Visually and ecologically significant vegetated areas must be preserved, by inclusion in the open space network, based principally on the creek lines as significant biological corridors.
7. District views and view corridors between historic items and culturally significant places must be preserved.
8. Stormwater management must be ecologically sustainable by using local control measures, which will relate strongly to the creek line corridors.

### Related Studies

This section must be read in conjunction with the following supporting documents which contains controls, guidelines and recommendations. These are additional to those set out in this subsection and must be considered when submitting a development application:

- Landscape Master Report (December 2001) by Context Landscape Architects.
- Heritage Assessment Elderslie Urban Release Area (July 2001) Godden Mackay Logan.
- Heritage Report for 150 Lodges Road (August 2003) by Godden Mackay Logan.
- Heritage Report for Rheinberger's Hill (November 2002) by Godden Mackay Logan.
- Water Cycle Master Plan Report (December 2001) by J. Wyndham Prince Pty Ltd.
- Traffic and Transport Report (September 2002) by Masson Wilson Twiney.
- Flora and Fauna Report (December 2001) by Conacher Travers.

**Note:** The Elderslie urban release area master plan is show in Figure S1-1. It identifies the road connections and indicative lot yield to be achieved. Variations to the master plan should be considered if the principles set out in this DCP are complied with.

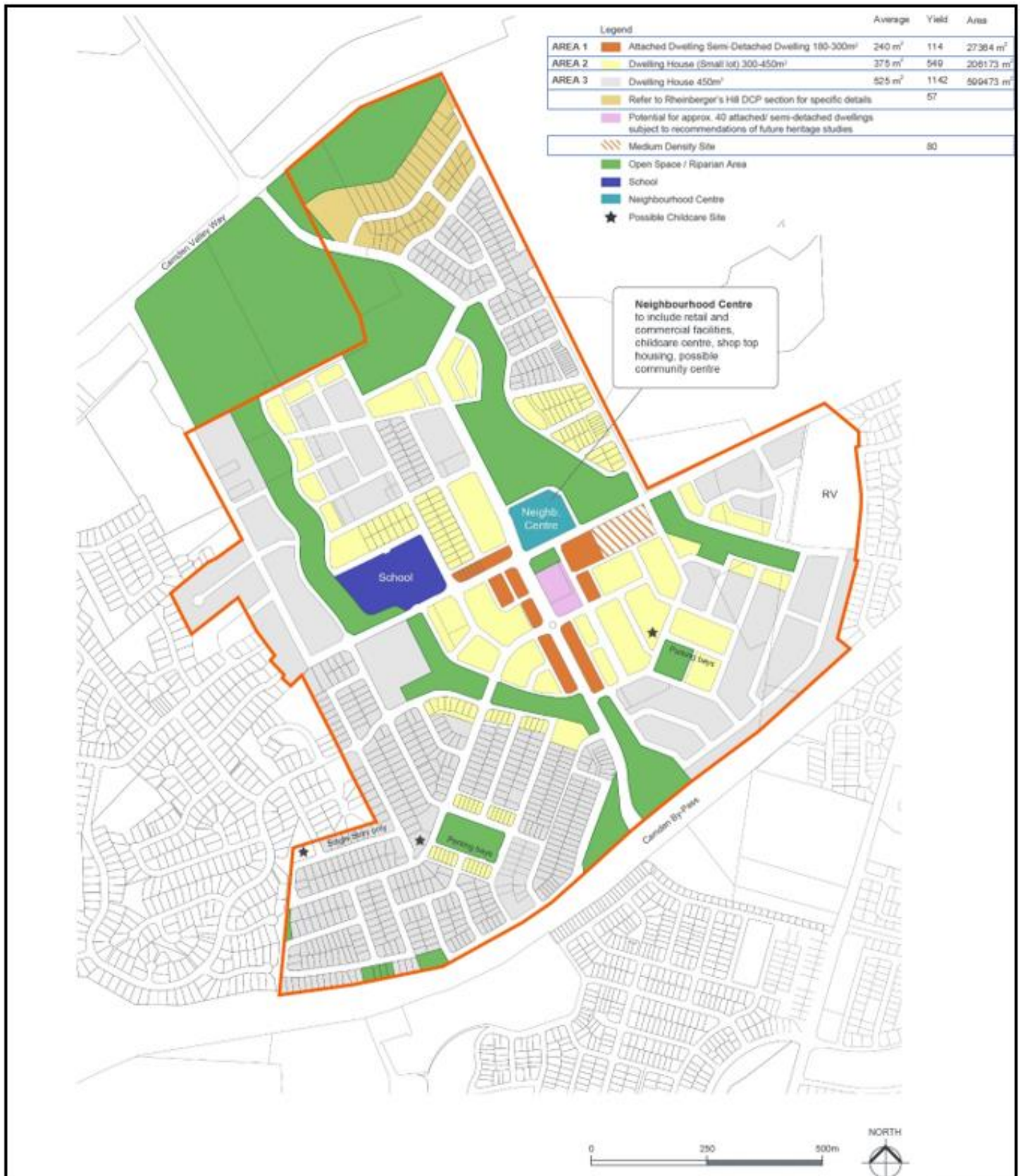


Figure S1-1: Elderslie Master Plan

### **S1.1.2 Elderslie Residential Density Targets**

A variety of lots sizes and types are to be provided to facilitate housing diversity and choice and meet the requirements of people with different housing needs. Smaller lots and medium density developments are to be located near the village centre, parks and areas of highest amenity proximity to facilities. To achieve this, lots must be consistent with the dwelling densities shown at Figure S1-1 and the residential lot types detailed below.

#### **Controls**

1. The residential dwelling target for Elderslie is 1978 dwellings. To ensure this, subdivision applications are to demonstrate to Council that the dwelling targets shown in Figure S1-1 will be achieved. Subject to the agreement of Council and consultation with relevant landowners, dwelling yield may be 'traded' between development blocks, as long as it meets the overall targets and objectives of this DCP and Master Plan.
2. Where variation to the block dwelling targets is proposed, an applicant is to demonstrate that:
  - a. the overall dwelling target of 1978 dwellings for Elderslie can still be achieved.
  - b. the proposed variation is consistent with the principles of the Elderslie Master Plan and provisions of this DCP.

Refer to Figure S1-1 which identifies Area 1, Area 2 and Area 3 further defined below.

#### **Area 1:**

##### **Shop Top Housing – Village Centre (180/300m<sup>2</sup>)**

This provides scope for shop top housing above retail or commercial uses. Demand is unknown at this time but building forms must contain sufficient flexibility for later change of use as Elderslie develops.

#### **Area 1:**

##### **Attached and Semi-Detached Dwellings (6-8m Wide Lot) from 180/240m<sup>2</sup> to 200m<sup>2</sup>)**

This provides opportunity for dwellings in small groups, duplexes or triplexes. They are located in areas of high amenity, along the central village spine. They may contain home work/business opportunities.

#### **Areas 1 & 2:**

##### **Dwelling House (8-12.5m Wide Lot) (300/375m<sup>2</sup>)**

This provides a small lot housing form generally with north facing (good solar access) rear yards and with rear lane car access or single stacked parking. These are generally free standing are encouraged to have a zero lot line on one boundary.



**Area 2:****Dwelling House (12.5 - 15m Wide Lot) (375/450m<sup>2</sup>)**

This type comprises housing suitable for free standing small family housing. This is a flexible and efficient housing form.

**Area 3:****Dwelling House (15 - 18m Wide Lot) (450/540m<sup>2</sup>)**

These are free standing traditional one and two storey dwellings often in prime or feature locations. In some cases, they could sustain a duplex or a 'big house' (which contains 3 or 4 apartments) which fit comfortably within a large single house context.

**Area 3:****Dwelling House (20m Plus Lot) (600+m<sup>2</sup>)**

These are large lots that occupy prime sites (corner sites and avenues). They provide opportunity for large family dwellings and could also include some discreet multi dwelling housing in 'big home' form.

**Multi Dwelling Housing Site**

A multi dwelling housing site has been identified on Lodges Road overlooking the riparian corridor. The site has the potential for 78 dwellings in a two-storey development with a third storey located within the roof structure.

## S1.2 Subdivision Planning and Design

### S1.2.1 Neighbourhood and Subdivision Design

#### Controls

1. Smaller lots and housing types are to be located close to the neighbourhood centre, public transport and adjacent to higher amenity areas such as parks.
2. The following minimum lot sizes apply under CLEP 2010:
  - a. attached dwellings - 180m<sup>2</sup>.
  - b. semi-detached dwellings - 200m<sup>2</sup>
  - c. dwelling houses - 300m<sup>2</sup>.

**Note:** These are minimum development standards as set out in the LEP 2010. However, all subdivisions are to demonstrate compliance with the Elderslie Residential Density Target as specified in Part 1 of this Schedule.

3. At subdivision/development stage, noise attenuation measures need to be developed for sites that fall within the criteria set out below:
  - a. applicants will be required to submit an acoustic impact assessment report for development:
  - b. within any commercial or neighbourhood centre areas.
    - i. adjacent to Camden Valley Way, Camden Bypass and/or Liz Kernohan Drive.
    - ii. for any non-residential use of any part within the area that this DCP covers.
    - iii. steep (1:10) or elevated land within 100 metres of a freeway, arterial or future arterial road.
  - c. Council will not consent to the subdivision/development of land to which this clause applies, unless a program, satisfactory to the Council, has been prepared proposing traffic noise attenuation devices for the development. The report must predict noise levels for a 10 year period and any attenuation measures must address these noise levels.
4. The master plan aims to protect significant views, and these corridors must be protected in any subdivision application. Details such as fences, walls and tree plantings must also respect these corridors. Subdivision that is designed around heritage items and curtilages must be sympathetic in form, shape and lot size to the heritage places (see Part 2).
5. The significant view corridors identified in Part 2 Environmental Heritage must be preserved in any development application for subdivision. Development adjoining existing development outside of this release area, is to be of a similar nature and scale to the adjoining area and to be located so as not to eliminate views from the existing residences. Refer to the Elderslie Master Plan (Figure S1-1) for locations that are restricted to single storey construction.



6. To reinforce and enhance the identity of the area, mature vegetation must be preserved where possible and integrated into the new landscape in accordance with Figure S1-2.

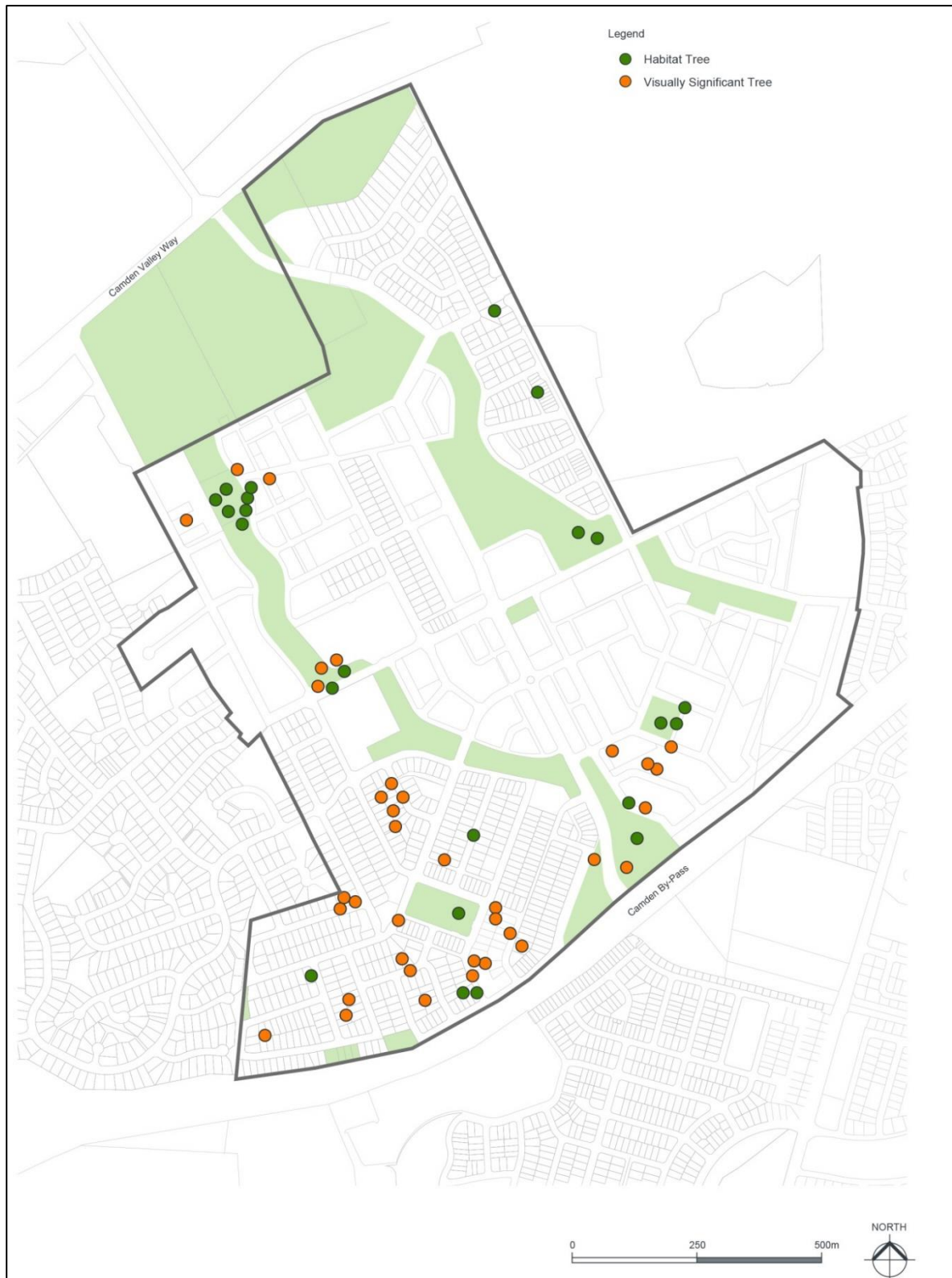


Figure S1-2: Elderslie Indicative Vegetation

## S1.2.2 Street Network and Design

Street network and design in the Elderslie release area has been designed to provide a safe and efficient movement for all users including vehicles, pedestrians and cyclists.

### Controls

1. Provide a road connection and pedestrian overbridge to the Spring Farm Release Area (Figure S1-10).
2. Direct and clear street connections are made between the site and existing main routes to the:
  - a. North: To Camden Valley Way;
  - b. South: to the Camden Bypass and Spring Farm;
  - c. East: to Narellan; and
  - d. West: to existing Elderslie.

As indicated in Figure S1-1 – Elderslie Master Plan

3. Other existing roads are extended or linked into the new street pattern. For example, Southdown and Coopworth Roads as indicated in the master plan.
4. The old rural road known as Irvine Street is retained in the new street pattern, as are the reservations of Lodges Road and Hilder Street.
5. New road connections to Camden Bypass and Camden Valley Way must be consistent with the master plan.
6. No direct vehicular site access is permitted to Camden Bypass and Camden Valley Way.
7. Figures S1-4 to S1-9 illustrate various street types and details which must be used throughout the design and construction phase. Detail must be submitted at the development application stage.
8. Laneways are to be designed and built in accordance with the Camden Council's Engineering Design and Construction Specifications. Where existing laneways have been built and need to continue through, they should align with the existing laneway cross section.

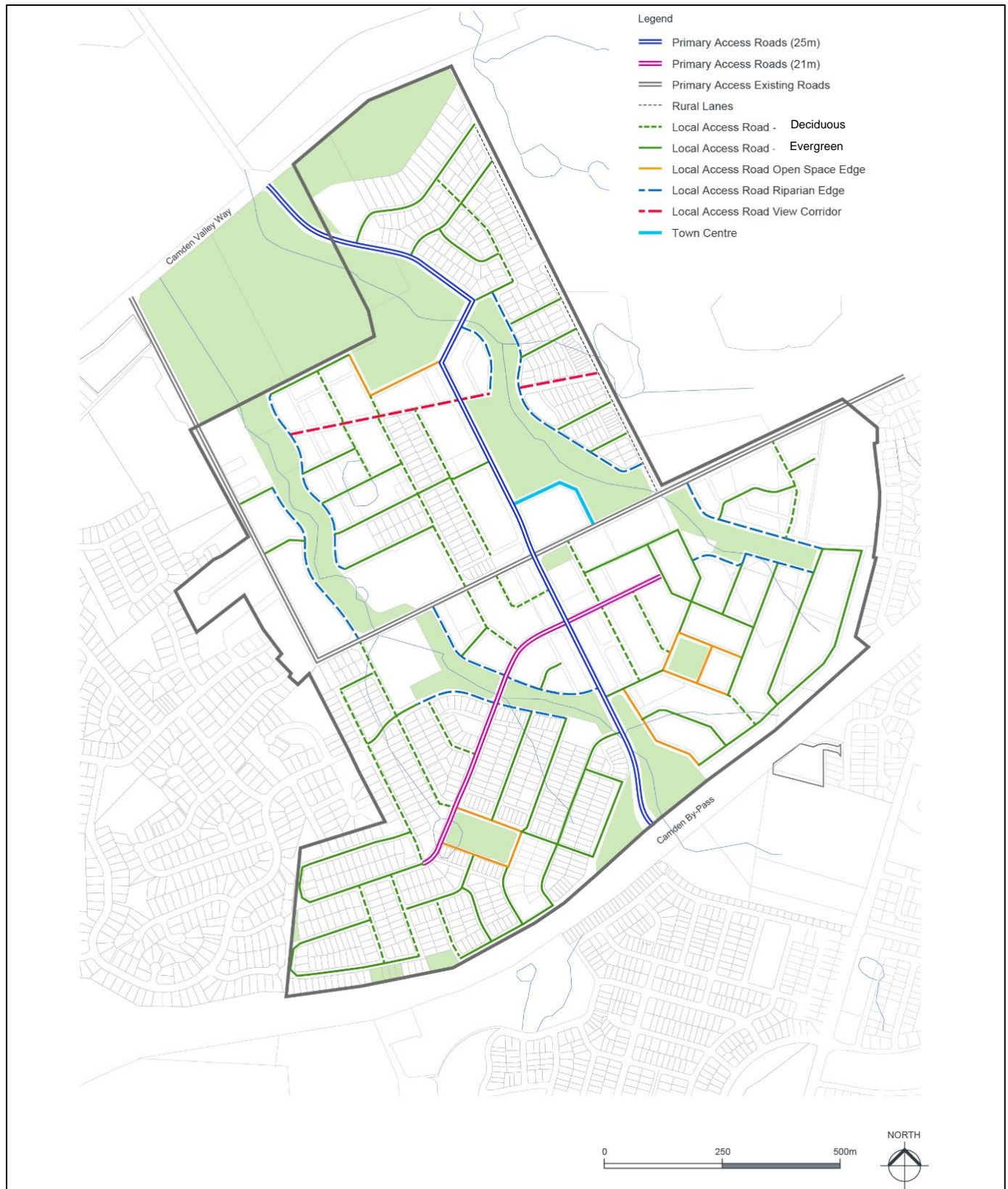


Figure S1-3: Elderslie Street Hierarchy Plan

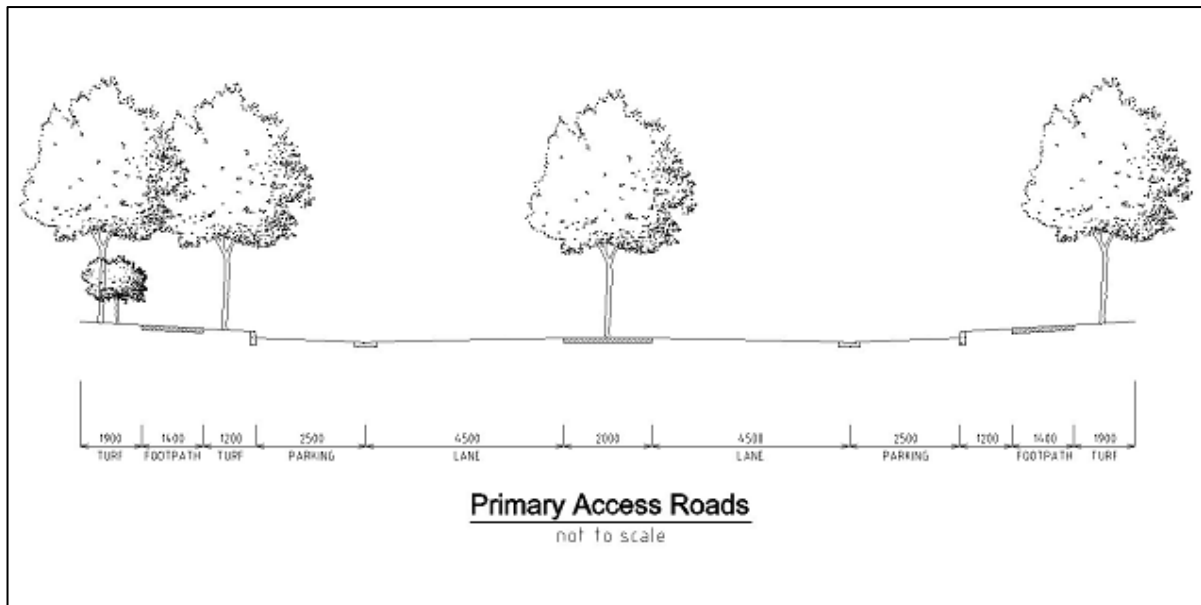


Figure S1-4: Elderslie Primary Access Roads

**Note:** Link Roads only, east/west Access Roads to be 21m wide, have 4m verge and 13m carriageway

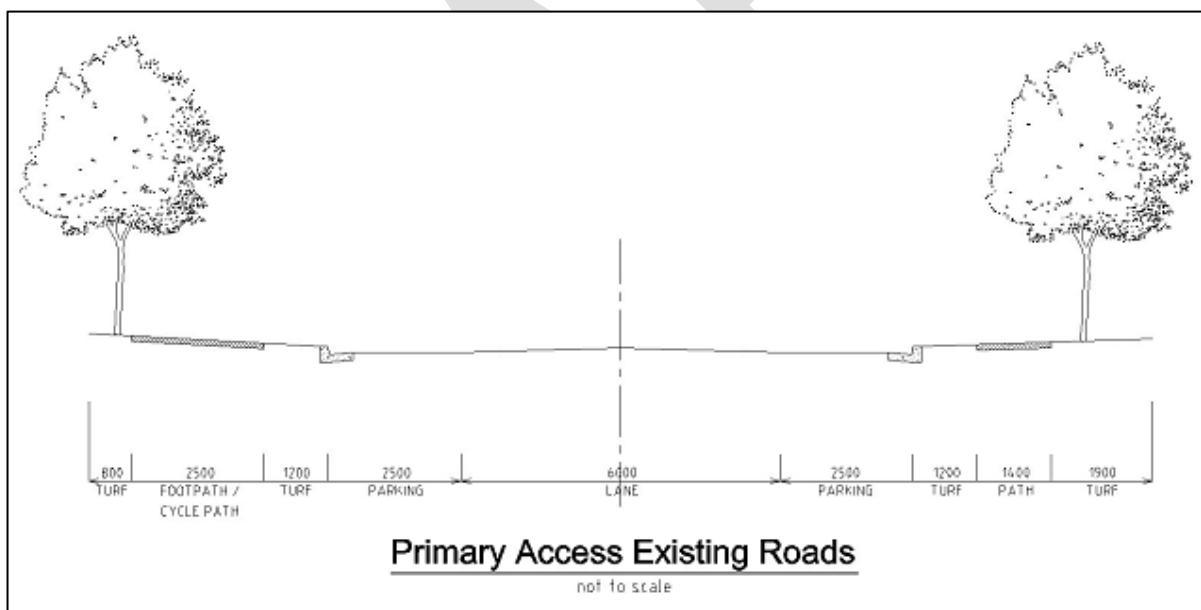


Figure S1-5: Elderslie Primary Access Existing Roads

**Note:** Location of street trees are indicative only. Final location is to be determined following subdivision and allowing for driveways, garbage collection, bus stops etc.





Figure S1-6: Elderslie Local Access Roads

**Note:** Location of street trees is indicative only. Final location is to be determined following subdivision and allowing for driveways, garbage collection bus stops, etc.

For local access roads identified in Figure S1-3 Pedestrian / Cycle Network to include an off-road cycleway, must have a footpath cross section from kerb 1.4m turfed area, 2.5m cycleway, 0.5m to property boundary.

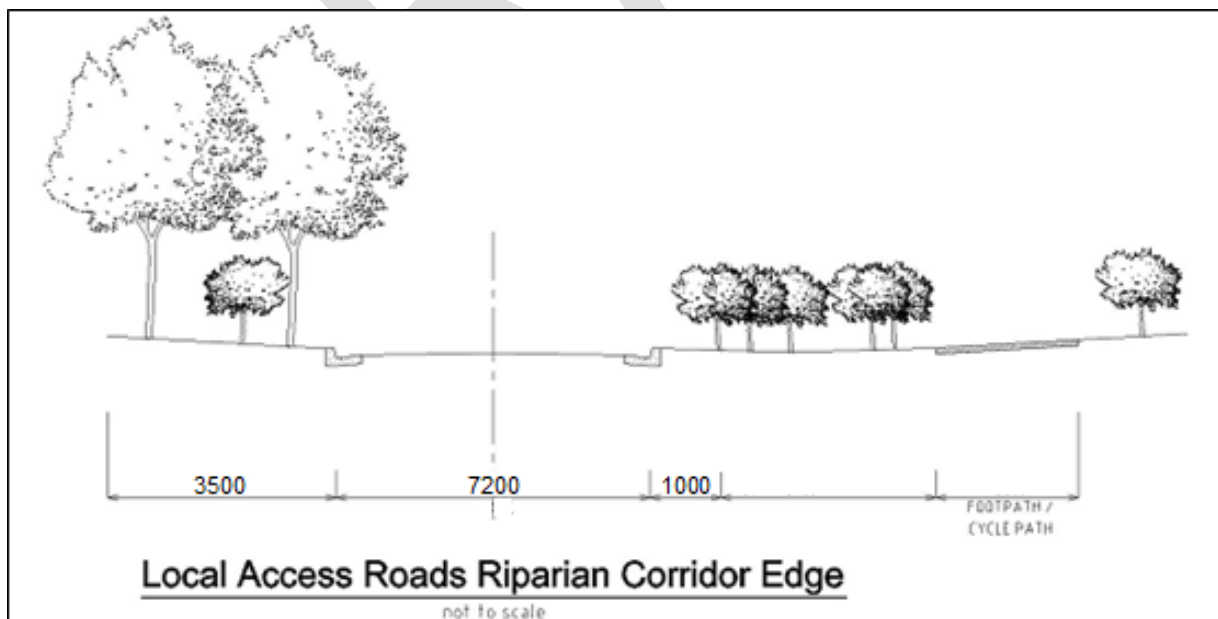


Figure S1-7: Elderslie Local Access Roads Riparian Corridor Edge

**Note:** Location of street trees is indicative only. Final location is to be determined following subdivision and allowing for driveways, garbage collection, bus stops, etc.

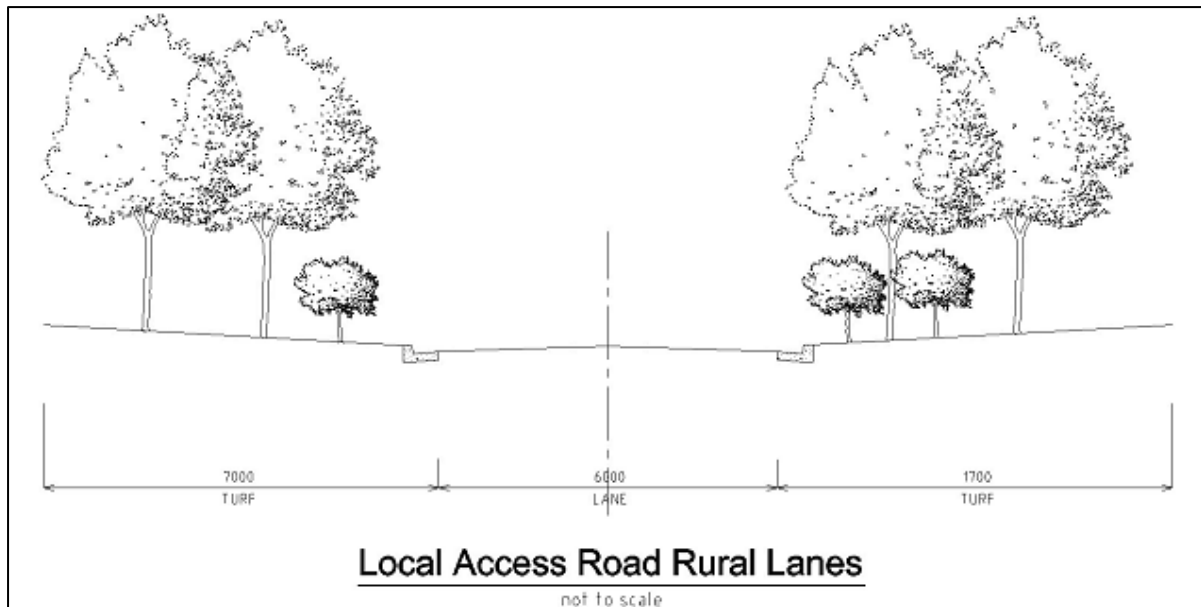


Figure S1-8: Elderslie Local Access Road Rural Lanes

**Note:** Rural land adjoining Camden Golf Club 16m reserve, 6m carriageway

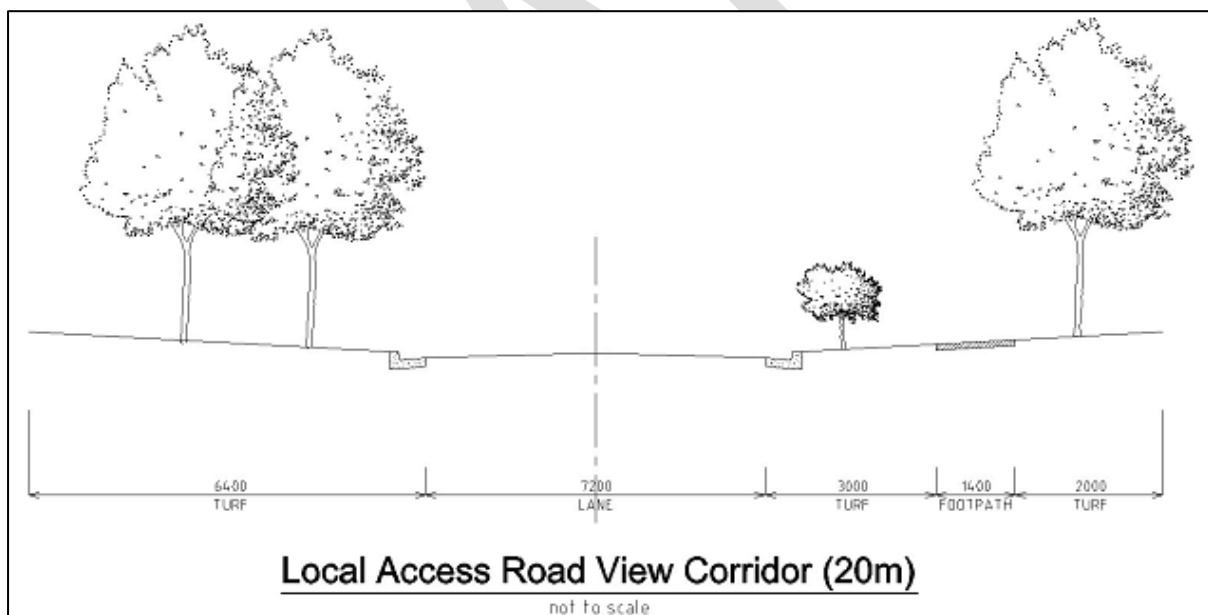


Figure S1-9: Elderslie Local Access Road View Corridor (20m)

**Note:** See Local Access Road View Corridor in Figure S1-9 and Figure 2-8 Elderslie Cultural and Visual Landscape within Part 2 of this DCP.



### **S1.2.3 Pedestrian and Cycle Network**

The Elderslie Release Area encourages walking and cycling by providing safe, convenient and legible routes to points of attraction within and beyond the suburb.

#### **Controls**

1. The cycle network for the Elderslie Release Area is to be designed, constructed and clearly marked in accordance with Elderslie Release Area Pedestrian/Cycle Network Map (Figure S1-10).
2. Cycle paths shown in the Elderslie Release Area Pedestrian/Cycle Network that go through or parallel to open space, should be located either in the road reserve or in the open space/drainage land.
3. Cycle and pedestrian bridges must be located above the 20 year ARI flood level.



Figure S1-10: Elderslie Pedestrian/ Cycle Network

### **S1.2.4 Public Transport Network**

The development of the Elderslie Release Area involves the opportunity to provide for choice in mode of transport. As a result, convenient road connections to adjoining areas and other public transport routes will provide for ease of movement of buses between suburbs, link activity centres within and external to the suburb, and to the railway at Campbelltown and Macarthur. It will also ensure bus stops are located near neighbourhood parks, shops, and schools and are related to the main pedestrian routes.

#### **Controls**

1. Bus routes and bus stops are designed, constructed and clearly marked in accordance with Figure S1-11 Elderslie Release Area Indicative Bus Routes.
2. In addition to Figure S1-11, road reserves of streets linking with the surrounding areas must not prevent the operation of future potential bus routes.
3. A development application must:
  - a. include a bus routes plan, showing how the route links with existing and/or proposed routes.
  - b. show location of bus stops and proportion of dwellings within the 400m catchment.
  - c. include a street network plan showing street reserve information.
  - d. include how bus stops relate to surrounding activities.



Figure S1-11: Elderslie Indicative Bus Routes

## **S1.2.5 Parks and Open Space**

### **Objectives**

- a. Ensure the public open space network for the Elderslie Release Area addresses the recreational, aesthetic and natural systems of the area.
- b. Ensure the functional requirements of these spaces accommodate sporting activities whilst creating memorable places that contribute to the legibility and character of the suburb.

### **Controls**

1. The landscape plans for the Elderslie parks and open space network must refer to the Landscape Master Report dated December 2001 and prepared by Context Landscape Architects.
2. The design of the open space areas and riparian corridors with the existing bush remnants and proposed revegetation of Cumberland Plain Woodland must include a Management and Maintenance Plan. The Plan will identify short and long term management requirements and the associated costs including: rehabilitation and replanting methods: protection during construction requirements: weed and feral animal control: and a strategy to allow appropriate recreational use of the area.
3. Two sports grounds are to be provided within Elderslie Release Area (Kirkham Park).

## **S1.2.6 Rheinberger's Hill**

### **Background**

Rheinberger's Hill has been identified as a potential Heritage Item and is a very significant visual element when viewed from Camden Valley Way and several other vantage points.

### **Objectives**

- a. To define the areas which need to be conserved.

### **Controls**

1. Development of the site must be consistent with Figure S1-12 and the "Camden Acres Housing Design Guidelines" prepared by Crownland Developments dated December 2002.
2. Rheinberger's Hill must be generally managed as an open space area by Council to protect the visual amenity and the rural ambience of the northern gateway to Camden
3. The visual integrity of the site must be preserved when viewed from both North and South on Camden Valley Way.





Figure S1-12: Rheinberger's Hill Development Pattern



## S1.3 Centre Development Controls

### S1.3.1 Elderslie – E1 Local Centre

#### Background

The Elderslie E1 Local Centre will form part of the Elderslie Urban Release Area and is defined as a 'Neighbourhood Centre' within the centres hierarchy as per Chapter 5.1 of this DCP.

#### Controls

##### Maximum Floor Area

1. The neighbourhood centre will have a combined gross floor area of up to 2,500m<sup>2</sup> for business premises and retail premises.

##### Layout / Design

1. A separate masterplan for the Neighbourhood Centre must be submitted to Council for approval before development applications can be considered, other than development applications 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 E1 Local Centre zone boundaries in LEP 2010.
2. The development must be designed to maximise exposure to Lodges Road and Liz Kernohan Drive (Spring Farm Link Road) whilst incorporating a vibrant and active focal point in the form of a civic square, plaza or main street.
3. In addition to any relevant controls for the neighbourhood centre, residential buildings within the neighbourhood centre residential precinct are subject to the controls contained in Part 4 of this DCP and Chapter 4 of this Schedule. An exception to those controls is the front setback which will be assessed on merit.

##### Built Form and Appearance

1. Subject to compliance with the building height limits contained in CLEP 2010, development within the neighbourhood centre should have a range of building heights up to a maximum of three storeys.
2. Important public buildings should be designed as landmark buildings which exhibit high quality design, are preferably two storeys in height, and sited at visually prominent locations such as corners and entries.
3. 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.

4. Blank walls visible from principal streets and the public domain are to be limited. Large format retail premises are to be sleeved, where appropriate, with active uses. In other circumstances, careful building design and landscaping must be used to minimise the extent and visibility of blank walls.
5. The neighbourhood centre should exhibit a character which is in keeping with nearby local heritage items. Significant heritage items and significant landscape elements should be promoted as urban design features.
6. Retail/commercial/residential buildings built to street alignment should have a posted awning/verandah over the footpath. This verandah should be two storeys in height and accessible for use as open space/balcony from the upper residential level.
7. All buildings should be able to function as residential or as a mix of retail, business or home office at ground level and with an ancillary or separate residential unit upstairs. The design of buildings should provide flexibility to enable the use of various parts of the building to change over time as necessitated by demand.
8. A multi-purpose community centre of approximately 800m<sup>2</sup> floor space is to be provided within either the Elderslie or Spring Farm release area.
9. The neighbourhood centre must be provided with on-street parking for convenience and to contribute to the street life and surveillance.

## S1.4 Site Specific Residential Controls

### S1.4.1 Background

The controls listed below (Table S1-1) are specific to the Elderslie Release Area. They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls included in this subsection will take precedence.

#### Front setback

1. The minimum front setback of a residential building fronting Liz Kernohan Drive is 6m.

#### Secondary street setback

1. The minimum secondary street setback of a residential building fronting Liz Kernohan Drive is 3m

**Table S1-1: Summary of residential accommodation controls – Elderslie Release Area**

SETBACKS	
Front setback (min)	4.5m
Front setback - Liz Kerhohan Drive	6m
Secondary street setback (min) – lots >450m <sup>2</sup>	3m
Secondary street setback (min) – lots <450m <sup>2</sup>	2m
Secondary street boundary setback on a corner lot - Liz Kerhohan Drive	3m
Side setback (min)	0.9m
Rear setback ground floor (min)	4m
Rear setback first floor (min)	6m
Garage setback (min)	1m behind principal building line and 5.5m from front boundary; third garage to be set back 2m behind principal building line.
Architectural element front setback encroachment (max)	1.5m

Rear lane setback (min)	1m  Notwithstanding this, the rear lane setback can be reduced to 0.5m only if it can be adequately demonstrated to Council's satisfaction, that the development can facilitate waste collection in a safe and orderly manner.
Public reserve setback (min)	3m
<b>HEIGHT</b>	
As per LEP 2010 and Part 4 of this DCP	
<b>PRIVATE OPEN SPACE, LANDSCAPING AND SITE COVERAGE</b>	
Site coverage (max) – lots less than 450m <sup>2</sup>	Single storey development - 60%
	Two storey development – 50% ground floor, 35% upper floor
Site coverage (max) – lots 450m <sup>2</sup> or greater	Single storey development - 50%
	Two storey development – 50% ground floor, 30% upper floor
Landscaped area (min)	30%
Landscaped area (min) within the front setback	40%
Principal private open space (PPOS) (min)	24m <sup>2</sup> with a minimum dimension 4m
Gradient of PPOS (max)	1:10
Solar access to PPOS (min)	<p>Direct sunlight must reach at least 50% of the PPOS of both the subject dwelling and of any adjoining dwelling for not less than 3 hours between 9:00am and 3:00pm on 21 June.</p> <p>Dwellings must be orientated to maximise solar access to living rooms having regard to future and existing site constraints.</p> <p>At least one window to a living area of dwellings on neighbouring properties must receive a minimum of 3 hours of direct sunlight between 9am and 3pm on 21 June.</p>

<b>GARAGE DESIGN</b>	
Garage door width (max) – lots 7-15m wide	60% of front elevation width
Garage door width (max) – lots greater than 15m wide	50% of front elevation width

### **S1.4.2 Double Garages on Narrow Lots equal to or greater than 10m and less than 12.5m**

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

#### **Objectives**

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

#### **Controls**

1. Where a residential dwelling is proposed with a double garage on a lot with a frontage equal to or greater than 10 metres and less than 12.5 metres (measured at the building line);
  - a. It must be in conjunction with a 2 storey dwelling.
  - b. It must be demonstrated that there is no loss of on street parking, site plans must show:
    - i. an unencumbered area within the property line for on-street parking;
    - ii. driveway crossover (minimum 4m for double garage); and
    - iii. 500mm driveway setback (minimum) from the side boundary and demonstrate no conflict with services as per Council's Design and Construction Specification – Access driveways.
2. The floor plan must include a habitable room overlooking the street with a balcony incorporated into the design of the front façade.
3. The balcony must cover at least 50% of the width of the dwelling.

4. The double garage must be recessed from the main building.
5. To break up the bulk of the facade, the balcony element must be of a different finish to the main dwelling.
6. The front entrance must be visible from the street.
7. Non-habitable rooms are discouraged from being located at the front of the dwelling (apart from the front entrance).

**- End of Schedule -**

DRAFT



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