

Oran Park Town Centre – Part B DCP (Spatial Amendment)

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B1 - Oran Park Town Centre

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1.0 Purpose of this Part

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

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

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

Compliance will be required with the principles of SEPP 65 for multi-unit residential development and State Environmental Planning Policy (Industry and Employment) 2021 for ~~SEPP 64 for advertising and signage.~~

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2.0 Vision and Development Objectives

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2.1 Vision for the Oran Park Town Centre

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The Oran Park Town Centre is an evolving town centre, located in the geographic heart of Camden local government area.

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The Town Centre is designed to be modern and convenient, while at the same time capturing the benefits of traditional main streets with their mix of civic, cultural, recreational and residential uses. It is emerging as a strategic centre in the Camden local government area with extensive retail, commercial and service industries planned for the area, including significant health care services.

People are at the heart of Oran Park Town Centre's design and planning. Streets are pedestrian friendly and the built form at street level has a human scale. The Town Centre feels comfortable and safe and is easy to navigate. Local traffic is calmed to travel at low speeds and through-traffic is diverted around the Town Centre. Most car parking is located below ground, providing a clear signal that the Town Centre is a place for people.

Important places are celebrated and enlivened by the careful location of adjoining uses to ensure activation and supervision of public and semi-public spaces at all times of the day.

Retail and commercial uses predominate in the Town Centre, responding to Oran Park's position in the Camden centres hierarchy. The supporting residential, civic and recreational uses ensure Oran Park Town Centre functions as a multipurpose destination. These uses are carefully located, leveraging the Town Centre's amenity and contributing to the vitality and resilience of the centre.

Oran Park Town Centre – Part B DCP (Spatial Amendment)

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The Town Centre is designed to make walking easy. Internal arcades, wide footpaths on major desire lines, traffic calming on Podium Way, controlled pedestrian crossings at major intersections and a pedestrianised street between Podium Way and Central Avenue all contribute to a pedestrian-friendly environment. Views to significant landmarks and buildings in the Town Centre assist wayfinding which is supplemented with regular and consistent signage in the Town Centre and at its main entry points.

The public and private domains are seamlessly integrated, adding to a sense of openness and activity. The Events and Activity Management Plan (EAAMP) has specific requirements pertaining to the use and management of semi-public spaces in the Town Centre. These requirements should be considered as part of the development assessment process.

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

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

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

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

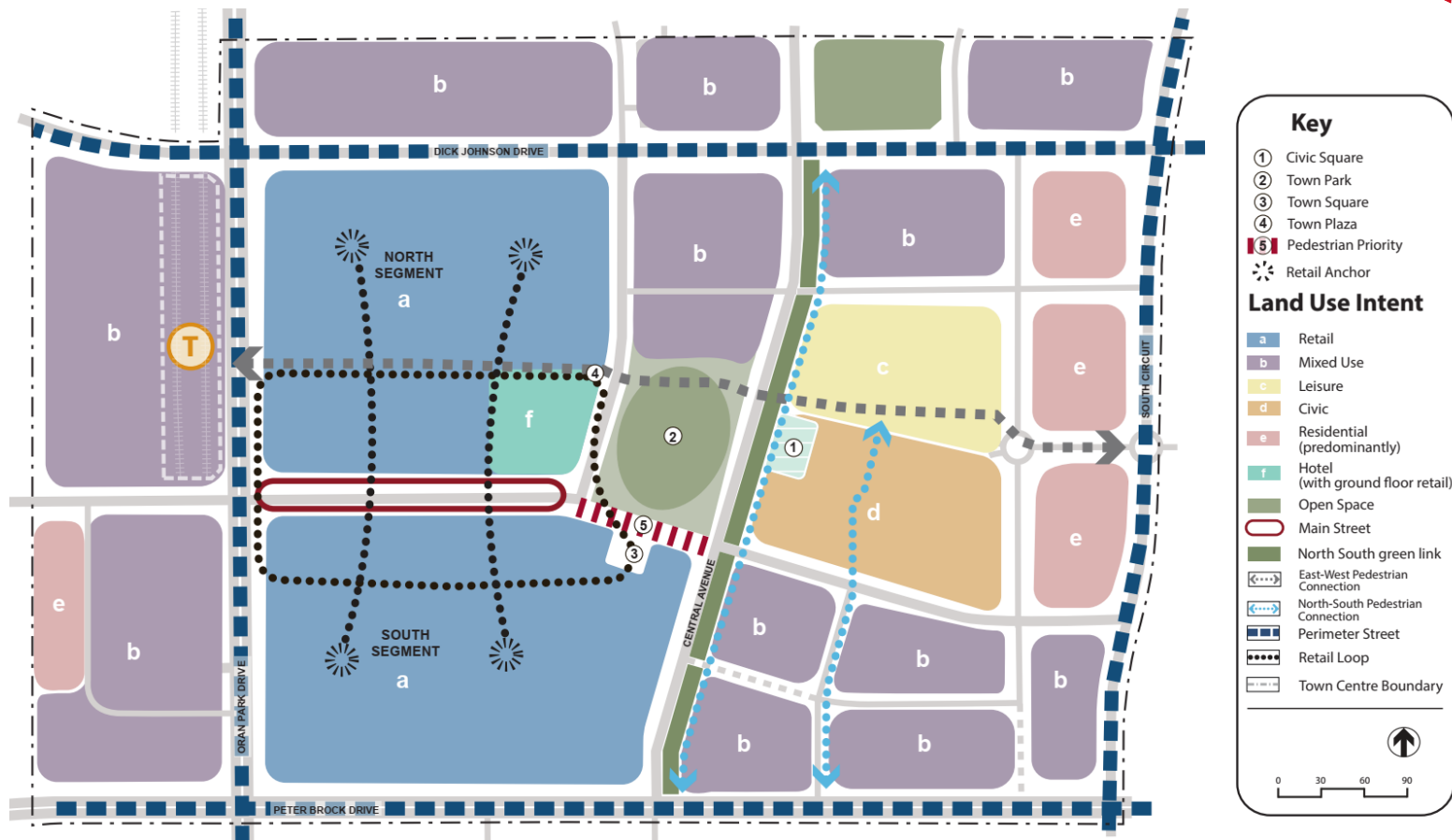
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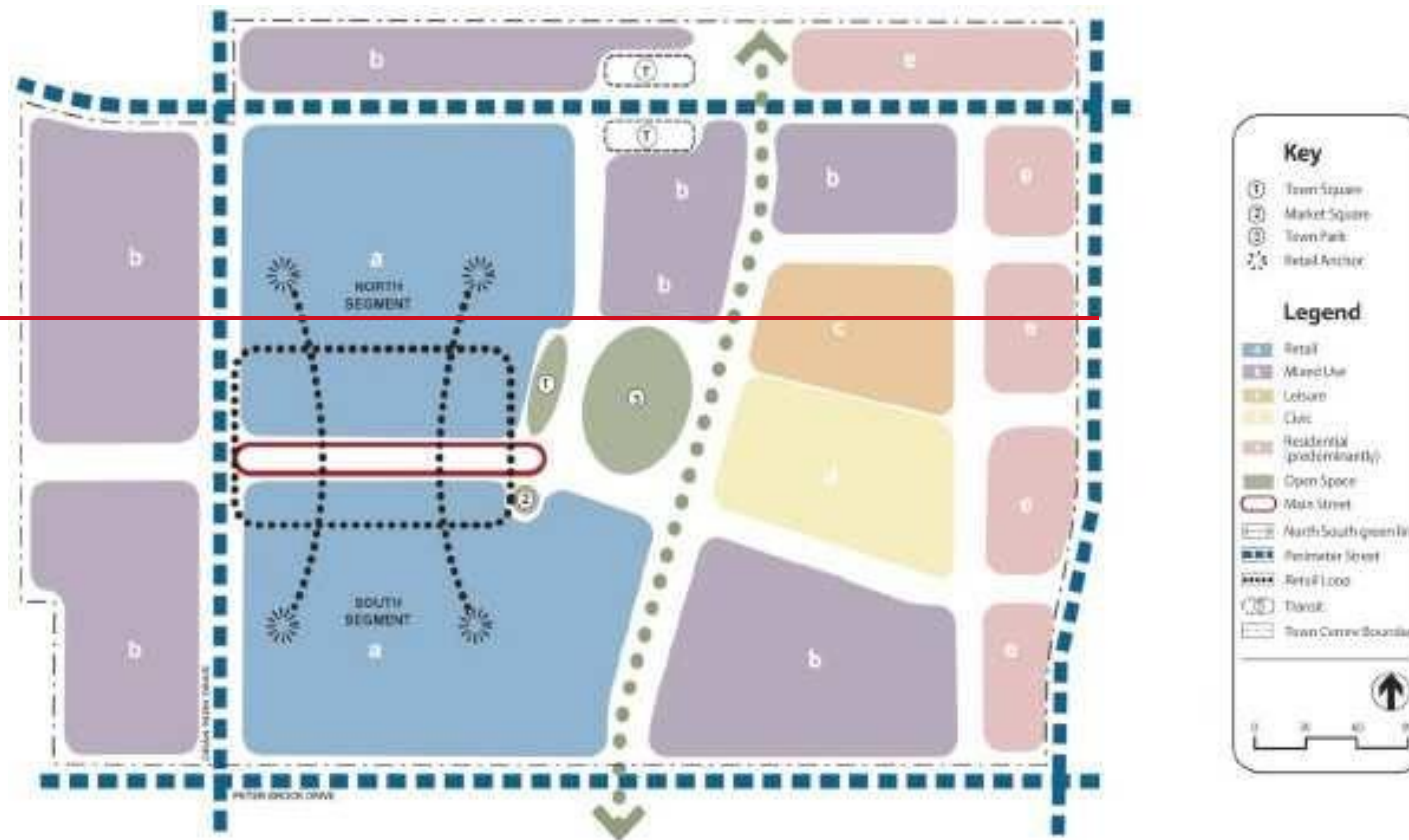


Figure 50: Town Centre Structure Plan

3.0 Town Centre Structure

3.1 Town Centre Structure Plan Layout

The Town Centre incorporates a traditional main street along Podium Way. Podium Way bisects the Retail Precinct, featuring active street frontages that promote passive surveillance and interest. Restaurants, cafes and other 'window to the street' uses are encouraged along Podium Way. Arcade shopping is provided for specialist retail, larger format retail and leisure activities.

Both Podium Way and the arcades will provide convenient pedestrian connections across the Town Centre to key focal points, including Perich Park and its fringing spaces, the future metro Station, proposed Hotel and the Civic Precinct. These features will be emphasised by sight lines along streets and at major entries to the Town Centre.

Perich Park marks the geographic and functional heart of the Town Centre and is a combination of landscaped and plaza-like spaces. The uses around Perich Park ensure the space is activated and welcoming at all times of day, including evenings and into the night. The south-western corner of Perich Park is where the energy of the Town Centre converges and this special place is distinguished by a landmark feature.

The mix of public and private space on the edges of Perich Park, including the Town Square and Podium Plaza, add to scale of the Park and contributes to on-street vitality and interest. The combination of public and semi-public spaces around Perich Park provide multiple places for people to gather, linger and relax. There are spaces for large community gatherings and smaller, intimate spaces to relax and 'people-watch', catering for both large and small groups.

Green corridors extend from Perich Park north and south, connecting to schools, sports fields and major parks and reserves in the surrounding residential areas. These green corridors form the backbone of the cycling and pedestrian networks to and from the Town Centre. In the Town Centre, Central Avenue functions as a tree-lined boulevard directing pedestrians and cyclists through the Town Centre and beyond.

Long-stay carparking will be provided in easily accessed basements across the Town Centre with short term convenience parking provided at grade. Sub-regional traffic will by-pass the Town Centre on its periphery. This will improve the experience of the Town Centre for pedestrians and cyclists alike.

Bus stops will be located within an easy walking distance of major Town Centre destinations such as the Civic Precinct and the proposed Metro station for the convenience of residents and visitors. The network of bus stops will expand as the Town Centre progressively develops.

The Town Centre will have a coordinated, high quality urban landscape design with integrated street furniture, lighting and signage used to create a distinct sense of place.

While a mixed use Town Centre provides activation and interest outside normal business hours, it also brings potential land use conflicts. These should be managed by carefully considering the location of various uses in the Town Centre and using roads and open spaces to provide visual and acoustic separation between sensitive uses. The Oran Park Town Centre Structure Plan has been prepared to guide the future development of the Oran Park Town Centre. The Structure Plan describes the layout

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and land uses proposed for the Town Centre.

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

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

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

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Town Centre Layout Design Principles

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

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

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

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

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

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

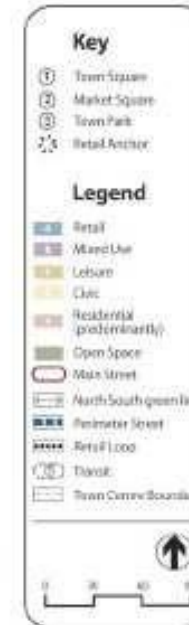
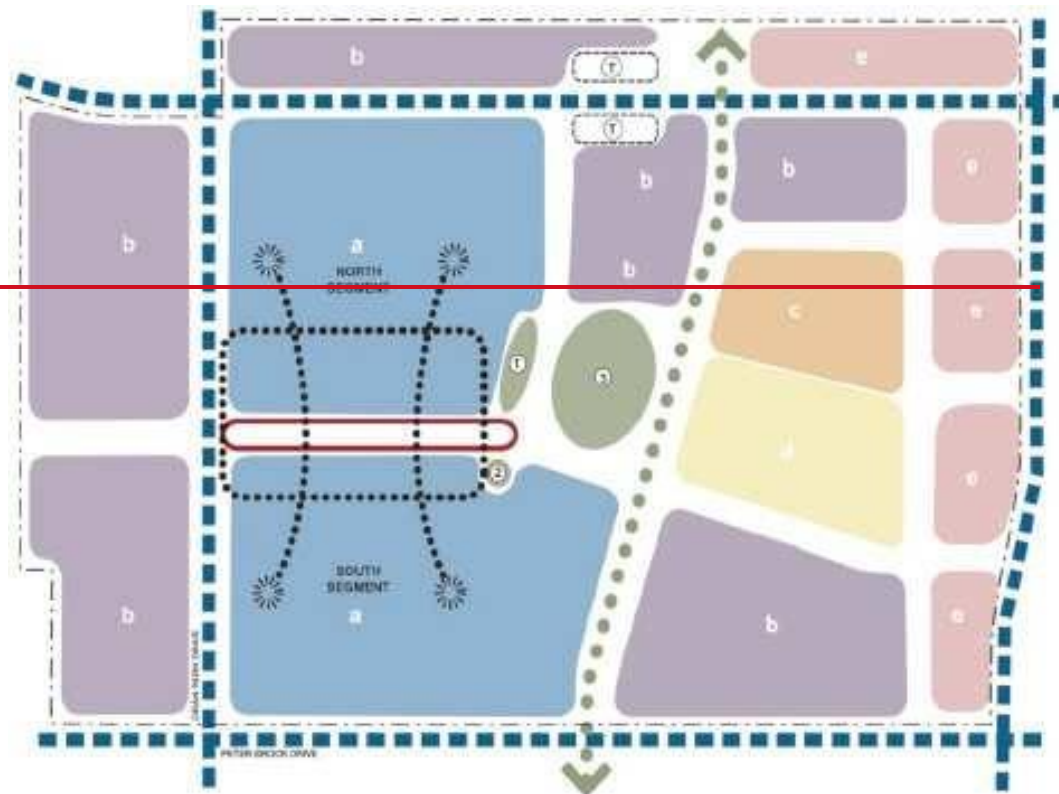
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6. Provide legibility by emphasising sight lines to local landscape features, places of key cultural significance, civic buildings and public open space.

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

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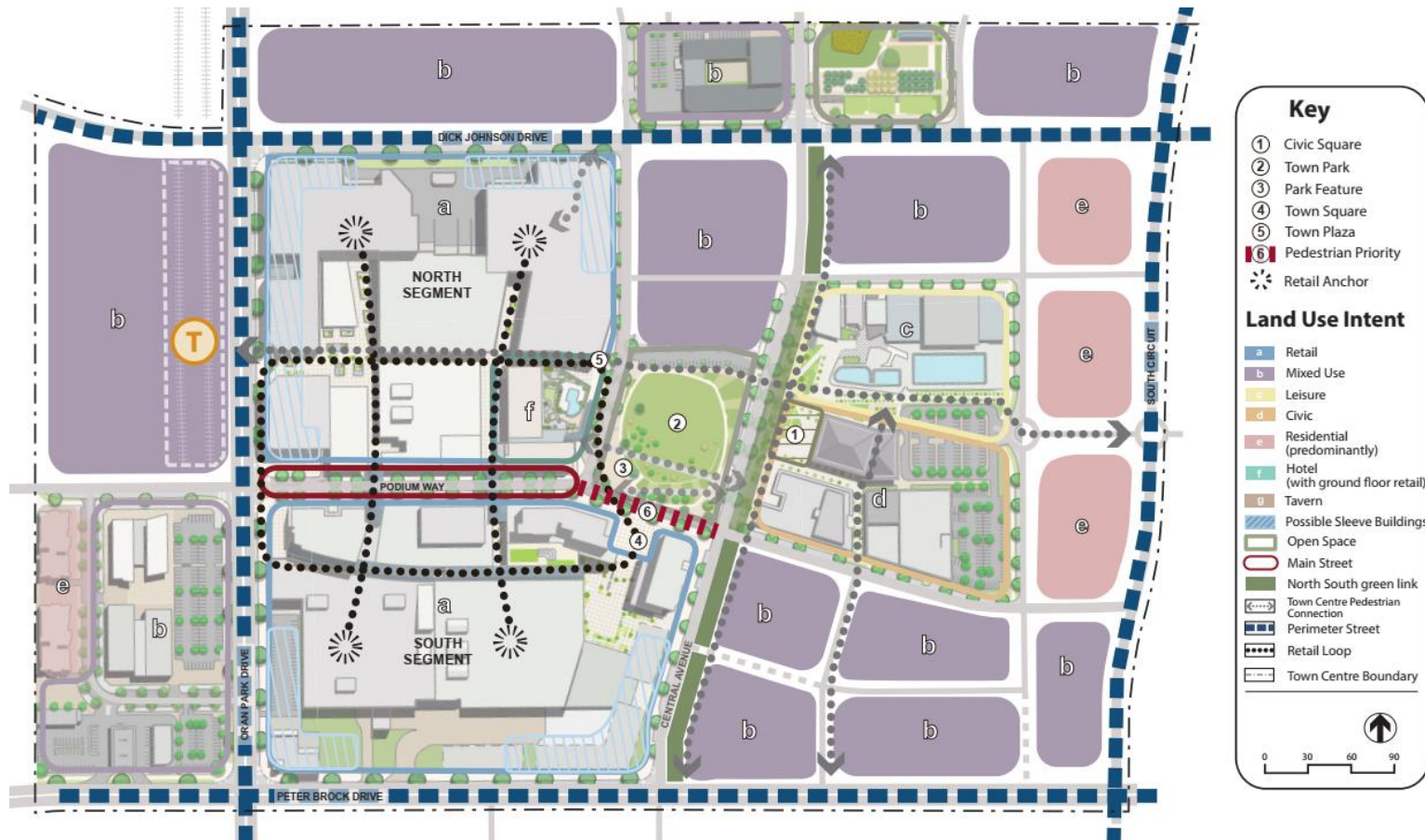


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Figure 51: Land Use Master Plan

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

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Oran Park Town Centre – Part B DCP (Spatial Amendment)

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3.2 Land Uses

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

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

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Podium Way and the Retail Precinct~~Retail Precinct~~

Podium Way is the Town Centre's main street, acting as a central spine for access and activity through the retail precinct. Podium Way will provide a low-speed environment for vehicles, with on-street parallel parking provided for short-stay visitors. Pedestrian crossings of Podium Way will be clearly identified and located on the strongest pedestrian desire lines.

Podium Way will have active street frontages along its length, providing an interactive, bustling concourse and a pedestrian focussed environment. Outdoor eating is provided along Podium Way and encouraged on the southern side of the street to benefit from the northerly aspect during winter. Outdoor eating is also provided overlooking Perich Park, associated with ground floor uses of the hotel. Street tree planting provides shade and shelter in the warmer months and helps moderate ambient and radiant temperatures. The eastern end of Podium Way provides views of Perich Park and the Civic Precinct beyond.

Podium Way turns to the north when it reaches Perich Park. The southern edge of Perich Park, from the bend in Podium Way through to Central Avenue, is proposed to be a pedestrianised street. This area joins the Town Square with the southern area of Perich Park including the water feature in the south western corner of the Park. This allows for small scale events to be programmed independently in any of the spaces, or for the spaces to be combined to accommodate large scale community events.

The Retail Precinct spreads north and south of Podium Way. Direct access to The Podium retail and commercial core is provided from Podium Way at different points along its length. These entries are open to the street, blending the public and private domain. The community titling arrangements for the

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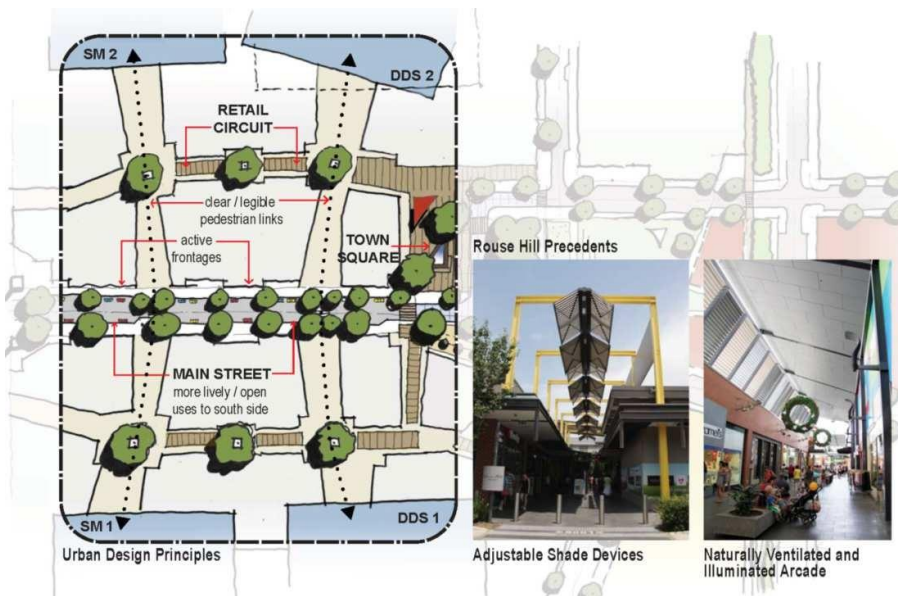
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Town Centre will govern how these areas are managed and operated to ensure opportunities for daytime, evening and night time activity are optimised.

Residential and hotel building foyers are differentiated from the public arcades and thoroughfares of the Retail Precinct but still add to the quality of the street, connectivity and the pedestrian experience in the Retail Precinct. The Retail Precinct is located to the east of Oran Park Drive and is to be a mixed use destination which includes a wide variety of small and large scale retail activities, entertainment uses, retail support opportunities and commercial business activities together with residential uses above street level.

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



Oran Park Town Centre – Part B DCP (Spatial Amendment)

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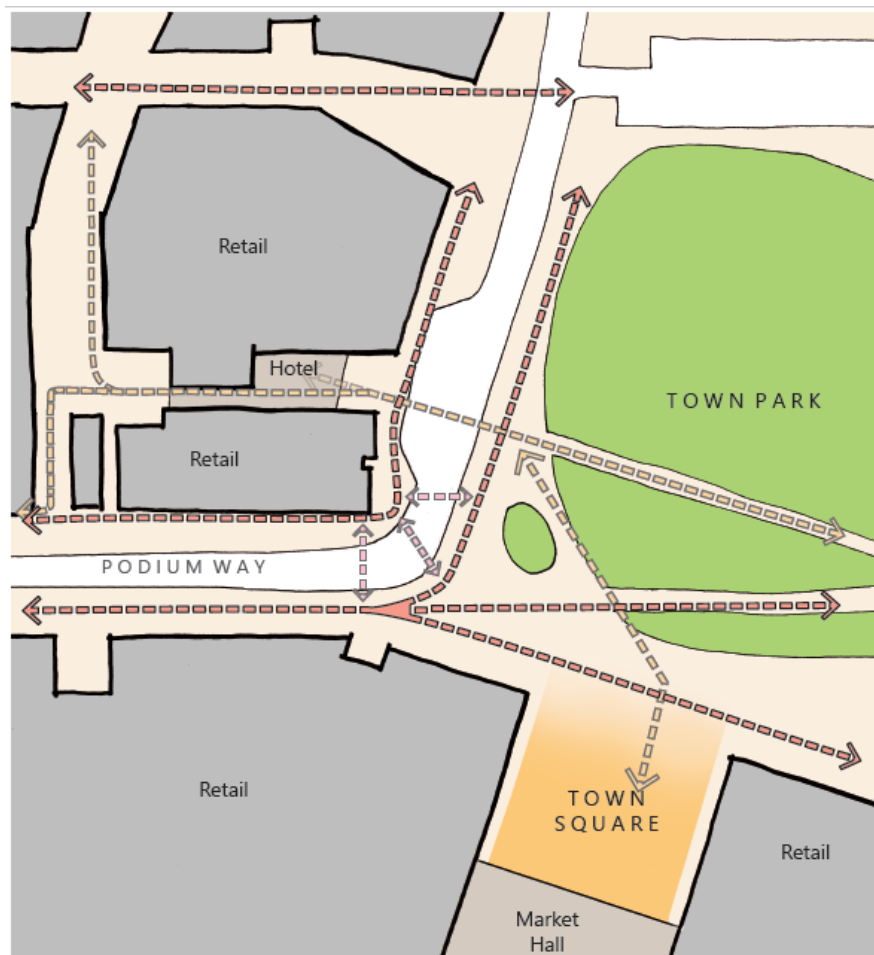


Figure 52: Pedestrian Circulation – Podium Way, Town Square and Perich Park Retail Precinct Sketch and Precedents

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Figure 52a: Podium Way and Retail Precinct Principles & Precedents

Oran Park Town Centre – Part B DCP (Spatial Amendment)

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Perich Park and the Civic Precinct

Perich Park is the heart of Oran Park Town Centre comprising a combination of landscaped and plaza-like areas. Its generous size reflects its important civic function. A landmark feature is provided in the south-western corner of the Park, where the Town Centre's energy converges. Casual seating, landscaping, lighting and shelter structures combine to provide interest and a variety of experiences for Town Centre users in this central location.

A collection of smaller public and semi-public spaces fringe Perich Park. Originally conceived as separate spaces, they have been designed in an integrated manner so that together, they complement and increase the effective size of Perich Park, providing a mix of experiences: places to sit and watch Town Centre life; places to meet and mix; quiet places to relax and unwind.

There is no clear demarcation between public and private property in this area and use of the public and semi-public spaces will be encouraged into the evenings and night. Land uses at ground level will take advantage of this high amenity, encourage interaction and passive surveillance and make users feel welcome at all times of the day. How these spaces are used is governed in part by the Community Statement's EAAMP. Regionally significant buildings frame Perich Park on its east, being the Camden Council Administration Building, Oran Park Library and Leisure Centre underlining the importance of this space.

Active frontages to Perich Park are encouraged to provide a supervised public domain, with outdoor dining emphasised to the north facing areas. While passive surveillance at the ground level is important, consideration should also be given to how balconies, terraces and other above ground building features can contribute to Town Centre life and vitality, while also providing passive surveillance for important spaces.

A pedestrianised street on the south side of Perich Park provides a transition from The Podium (Stage 2) to Perich Park. Favoured with a northerly aspect, alfresco dining in this area spills out to the footpath, across the pedestrianised street and into Perich Park. An attraction in its own right, this area is where pedestrian footfall is expected to be greatest as people navigate to and through the area to other attractions in the Town Centre.

To the west of Perich Park, ground plane retail is provided to encourage activation and additional engagement with the public domain. The hotel and its entry provides activation and passive surveillance. Terraces, balconies and podium level uses, located above the street, further activate the Town Centre and enhance passive surveillance.

The Civic Precinct

The Civic Precinct is a low-speed traffic environment and pedestrians are given numerous choices for walking to other destinations in the Town Centre using either public footpaths, pedestrianised streets or the covered arcades of The Podium retail and commercial complex.

The Civic Square is formed by the combined forecourts of the Camden Council Administration Building, Oran Park Library and Leisure Centre. This public space overlooks the Park and, together with the civic buildings, forms the eastern anchor to the Town Centre. Entries to carparking in this part of the Town

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Centre are located in the east of the precinct.

The Civic Square's relationship to Perich Park forms a focus for community activities, catering to large scale community celebrations and also providing more intimate places to sit and observe Town Centre life. Pedestrian and cycling networks from the surrounding residential areas converge on the Civic Precinct, allowing safe and convenient access to other parts of the Town Centre. Buildings should be oriented to take advantage of natural sunlight and to minimise overshadowing of public spaces.

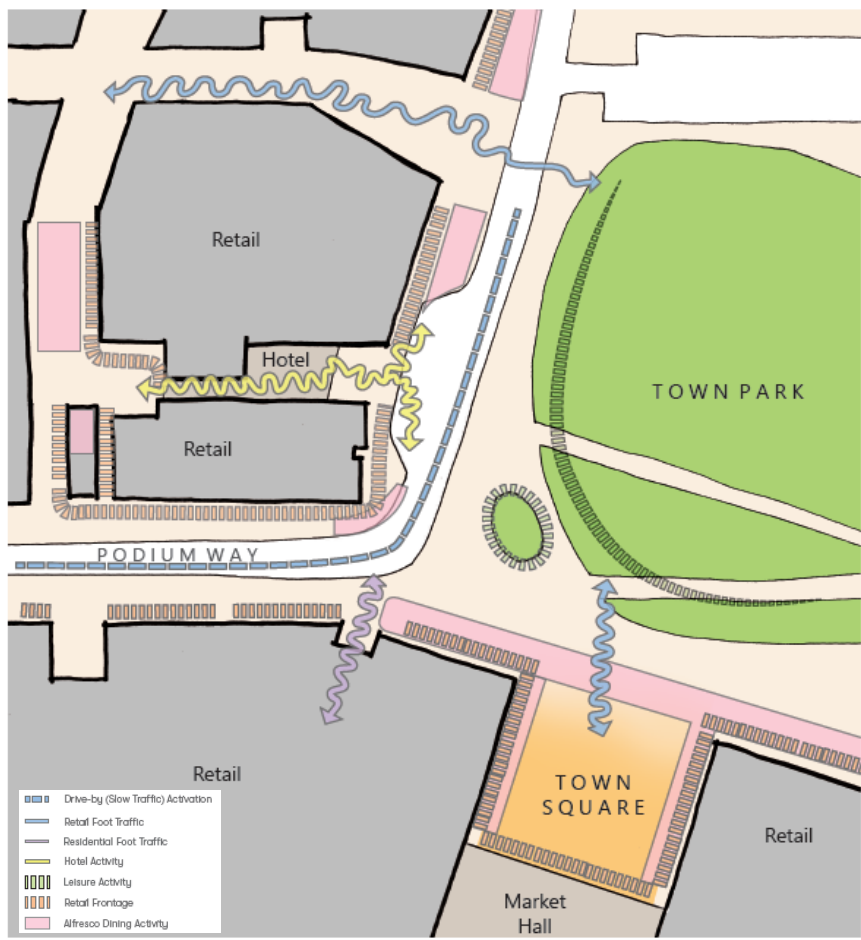


Figure 53: Urban Design Principles – Podium Way, Town Square and Perich Park

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Figure 53a: Precedents

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

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

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

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

The following ten design principles apply to the Civic Precinct:

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

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

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

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

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

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

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

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

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

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

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Town Square

The Town Square frames the southern edge of Perich Park, the central focal point of the Oran Park Town Centre. The Square directly integrates with the Retail Precinct and Perich Park through pedestrian focused and calmed roads.

The Town Square is to be integrated with the Town Park, the 'Pedestrian Preferred' connection between Podium Way and Central Avenue. The Town Square will have a northerly aspect, with year-round solar access. The space will be bordered by retail and commercial development which will enhance the user experience and provide opportunities for coffee shops, restaurants and shopfronts. It will have a high-quality urban landscape design including a co-ordinated package of street furniture, lighting and signage. Public art may be incorporated in the public domain to create a unique sense of place.

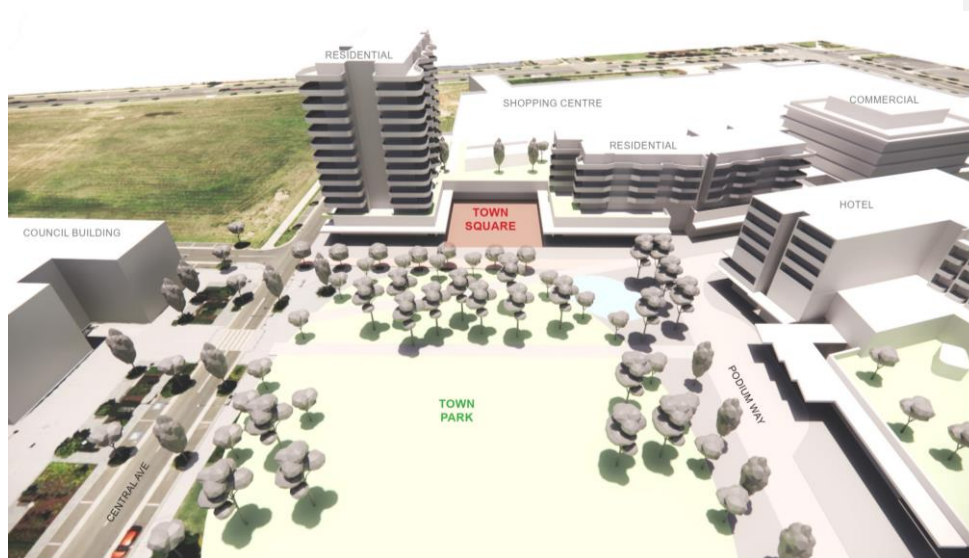


Figure 54: Town Square

To assist with the design and delivery of the Town Square, a set of objectives and controls have been developed.

Objectives

- a. Ensure that the Town Square is a vibrant, publicly accessible, urban place that is integrated with the surrounding buildings and forms a natural extension of Perich Park. The Town Square and Perich Park will work together to ensure a variety of high quality public spaces are provided for people using the Oran Park Town Centre.
- b. Create a space that is inclusive of needs and desires of key community groups such as children, young people, older people, people on low incomes and people with a disability.
- c. Create an adaptable space capable of accommodating a broad range of uses, experiences and small activations (such as non-staged performances), as well as small markets.
- d. The shape, scale and configuration of the Town Square should cater for a range of events and uses, from

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Oran Park Town Centre – Part B DCP (Spatial Amendment)

the intimate to large scale community gatherings. The relationship of the Town Square to other adjoining publicly accessible spaces should be considered to optimise the range of uses able to be accommodated in these spaces when considered either individually or as a collective.

- e. Ensure that materials, finishes and furniture are consistent with other public places throughout the Oran Park Town Centre.
- f. Integrate public art and planting to create a sense of place that builds upon the existing strong public identity of Perich Park and Civic Plaza.
- g. Ensure there is a variety of public furniture and high levels of amenity addressing issues such as safety, climate, activity, circulation, seating and enclosure to create a space that is a human scale with places for people to rest, socialize, meet, casually dine and people watch.
- h. The uses fronting the Town Square are to include a variety of cafes, restaurants and shopfronts, spilling into the Square to contribute to the activation of the space.
- i. The Town Square is to contain a variety of planted spaces and trees.

Controls

1. The Town Square is to be approximately 1,000m² and its relationship to adjoining areas will be generally in accordance with the indicative plan at Figure 55.
2. The space is to be clear of colonnades.
3. Implement design responses which ensure the Town Square is not dominated by surrounding buildings. These may include use of arbours, planters, seating and vegetation at the ground plane to break up mid-distance views, in addition to roof gardens, planters, patios, balconies and general building articulation at the first-floor level and above to soften the appearance of adjoining buildings when viewed from the Town Square.
4. Shade/shelter elements are to be provided allowing perimeter circulation. Weather protection devices east-west across the front of the Town Square should also be considered including awnings, lightweight structures and/or tree canopies.
5. Outdoor seating associated with businesses are not to take up more than 25% of the total Town Square area. Seating allocated to exclusive use by a business over and above 25% of the Town Square area will not be counted in the area calculation of the town plaza.
6. A Public Art Plan is to be prepared and submitted in DA documentation for the Town Square. Local artists are to be prioritised in the commissioning of art.
7. Public Art should be considered integral to the space and should be considered from the beginning stages of design. The space should be artfully designed with artwork integrated in the experience of the space. It should encourage public interaction and could include creatively designed seating, footpaths, pedestrian crossings, planted structures and other street furniture within the limits of Australian Standards and DDA accessibility requirements.
8. Pathways and desire lines within the Town Plaza should be wide enough and be free of obstructions to cater for pedestrian movement in both directions through the Town Square.
9. Shade/shelter elements are to be provided allowing perimeter circulation (refer to Figures 55 and 55a). Options for pedestrian connection east-west across the Town Square should also be considered. Shade/shelter elements may incorporate awnings, lightweight structures and/or tree canopies.
10. Where shade-providing structures are located within the Town Square, ensure the structure and support elements allow free movement of people and activities from the Square to adjoining areas, avoiding unnecessary clutter of public thoroughfares and spaces.

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11. There should be no major physical separation between private outdoor dining areas and public seating areas. Where separation is provided between outdoor dining and public seating areas, the outdoor dining areas are to be weather protected in order to define lease lines that limit further expansion of outdoor dining areas into the public domain
12. All street materials, finishes furniture, lighting and signage are to be consistent with other public places throughout the Oran Park Town Centre.
13. Seating options should be informed by a consistent design language and accommodate small groups socialising as well as individuals engaged in solitary activities.
14. Seating options are to consider the following:
 - a. The design of seating should consider the variety, dimensions, location, and configuration of seating with the intent to maximise opportunities for comfortable and convenient seating that emphasises social interaction.
 - b. Provide a variety of options including moveable seating, fixed individual seats, fixed benches, seat walls, planter ledges, and seating steps where integrated into planters and other features.
 - c. shaded and unshaded seating options
 - d. Seating should complement the planted spaces within the Town Square.
 - e. Seating that provides suitable solutions for the elderly and those with accessibility challenges.
15. Prioritise vegetation within the Town Square is considering the balance between maintenance requirements and shade, noting the opportunity to introduce exotic deciduous planting where winter solar penetration is desired. Native and exotic species are to be selected from Camden Council's Tree and Landscape Species List.
16. Areas to be planted need to consider solar access, shading, species selection, available soil depth and planned maintenance to ensure and plants are provided optimal conditions for healthy growth.
17. The hard surface area within the Town Square is to be designed to reduce stormwater run-off and ensure stormwater collection is integrated seamlessly into the design of the hardscape finishes.
18. Solar access to the Town Square is to provide a range of conditions through the day and throughout the year, providing the public with choice of areas to sit and dwell.
19. Between the spring and autumn equinox periods, areas of shade should be provided in order to improve amenity for the public.

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Figure 55a: Town Square Design Principles

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Podium Plaza

Located to the north west of Perich Park, Podium Plaza provides a transition from the indoor environment of The Podium to the outdoor public and civic spaces.

Partially covered to provide weather protection, Podium Plaza enjoys a view over Perich Park and forms one of the main pedestrian desire lines from the Metro station to the Civic Precinct. While ease of pedestrian movement is a prime consideration for this space, Podium Plaza also provides opportunities to linger, meet and dine. This space will evolve over time to achieve its ultimate character as development around the Plaza occurs in stages.

To assist with the design and delivery of the Town Square, a set of objectives and controls have been developed.

Objectives

- a. Ensure that Podium Plaza is a vibrant, publicly accessible, urban place that is integrated with the surrounding buildings.
- b. Facilitate east-west connection between Civic Plaza and Oran Park Metro Station.
- c. Ensure the uses fronting Podium Plaza include opportunities for a variety of land uses including cafes, restaurants and shopfronts.

Controls

1. The Podium Plaza is to be orientated towards the pedestrian crossing of Podium Way and frame a view of Perich Park.
2. East-west through access through Podium Plaza between the Civic Precinct and Oran Park Metro Station is to be facilitated 18 hours a day, seven days a week
3. A pedestrian crossing is to provide a direct link between the Podium Plaza and Perich Park. The pedestrian crossing is to be integrated as part of the public domain paving and finishes, providing a clear visual and functional connection between them, noting the design solution is to consider Safety in Design and the requirements of Transport for NSW.
4. Areas to be planted need to consider solar access, shading, species selection, available soil depth and planned maintenance to ensure and plants are provided optimal conditions for healthy growth.

Central Avenue

Green corridors extend from the Town Centre north and south, connecting via riparian corridors to schools, sports fields and major parks and reserves in the surrounding residential areas. These green corridors form the backbone of the cycling and pedestrian networks to and from the Town Centre.

In the Town Centre, Central Avenue is the continuation of the green corridors, in a more formal and urban context. It acts as the north-south spine of the Town Centre, connecting the surrounding residential areas to major civic, recreational and retail/commercial uses.

Central Avenue will have a tree-lined, boulevard character. As it passes through the heart of the Civic Precinct it will have a more formal and urban character which may incorporate feature tree planting, generous seating and feature garden beds. A less formal character will be displayed as Central Avenue passes through the mixed use areas to the north and south of the Civic Precinct.

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Figure 56 North South Promenade Precedent Images

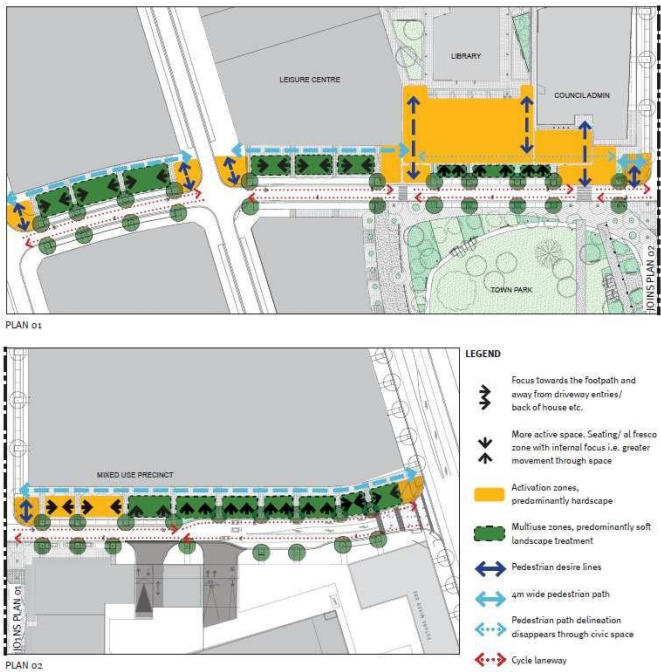


Figure 58B57: North South Promenade Indicative Plan

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Mixed Use Precinct

~~The Mixed Use Precinct forms the eastern end of the Town Centre and will provide a range of housing, commercial and small scale retail opportunities. It will enable a cosmopolitan lifestyle with the mix of employment, residential and other uses providing places where residents can live, work, play and shop. The areas furthest from the Town Centre core to the east will be predominantly residential in character and will take advantage of views over the landscape. The Mixed Use Precinct generally forms the eastern end of the Oran Park Town Centre and will provide a range of housing, commercial and small scale retail opportunities.~~

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

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

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Land Use Principles

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

1. Achieve a maximum of 50,000m² Gross Lettable Area - Retail (GLAR) within the B2 Local Centre zone. Gross Lettable Area Retail means the total area of a tenancy by the Property Council of Australia's 'Method of Measurement' definition of GLAR.

Smaller scale retail uses (under 1,500m²) incorporated as part of a mixed use development outside the main retail area are not included in the calculation of the 50,000m² GLAR cap. The 'main retail area' is the area shown as 'Retail (a)' in **Figure 50**. The cumulative total of smaller scale retail uses outside of the GLAR cap in this area is not to exceed 5,000m².

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2. Incorporate a variety of retail, residential, commercial, entertainment, recreation and community uses to serve the needs of the wider community and promote an active and vibrant town centre.
3. Incorporate higher density housing and mixed use development ~~within~~ across the Town Centre ~~core~~.
4. ~~Maximise~~ Optimise employment opportunities within the Town Centre.
5. Focus retail uses along, and fronting the Main Street. Large scale retail development should be located within the retail precinct.
6. Co-locate uses and facilities where possible to maximise pedestrian access and connectivity, as well as the efficient use of space.
7. Locate active uses at ground floor, throughout the Town Centre, in particular fronting the Main Street, ~~Town Square~~ and areas of open space.
8. Incorporate the needs of health and aged care providers, facilities for young people, civic and emergency services within the Town Centre.
- ~~8-9.~~ Leverage investment in the Metro Station to Bring higher order facilities to the Town Centre.
- ~~9-10.~~ Leisure Centre to be closely integrated with retail, civic and town park activities.

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3.3 — Special Places

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

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

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

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Main Street

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

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

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

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

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Rouse Hill



Rouse Hill



Shellcove, NSW

Figure 54: Main Street Precedents

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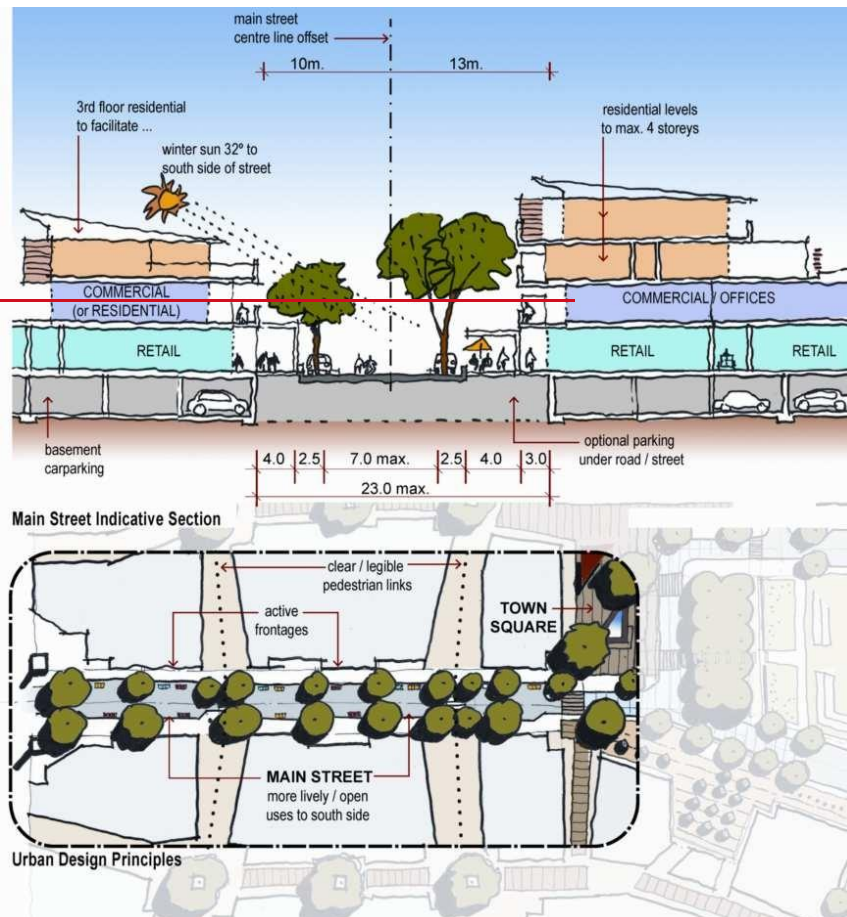


Figure 55: Main Street Sketch and Indicative Section

Town Square

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

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

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

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

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

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

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

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



Figure 56: Town Square Urban Design Principles

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Town Park

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

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

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

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

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

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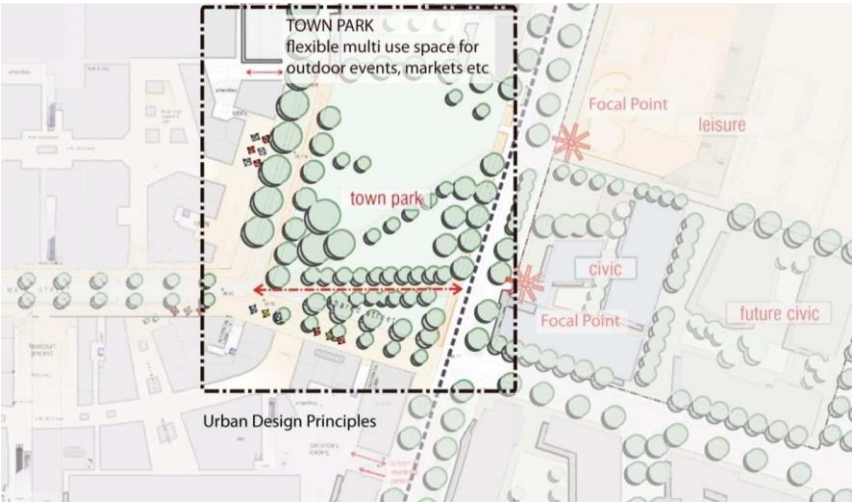


Figure 57: Town Park Urban Design Principles

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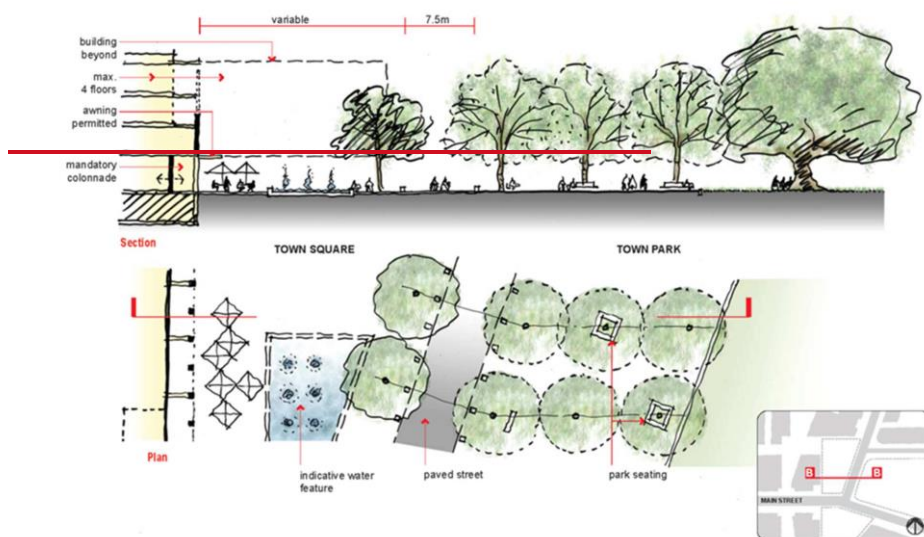


Figure 58: Section B--Town Square and Town Park

North-South Promenade

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

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

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

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

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Figure 58A: North South Promenade Precedent Images

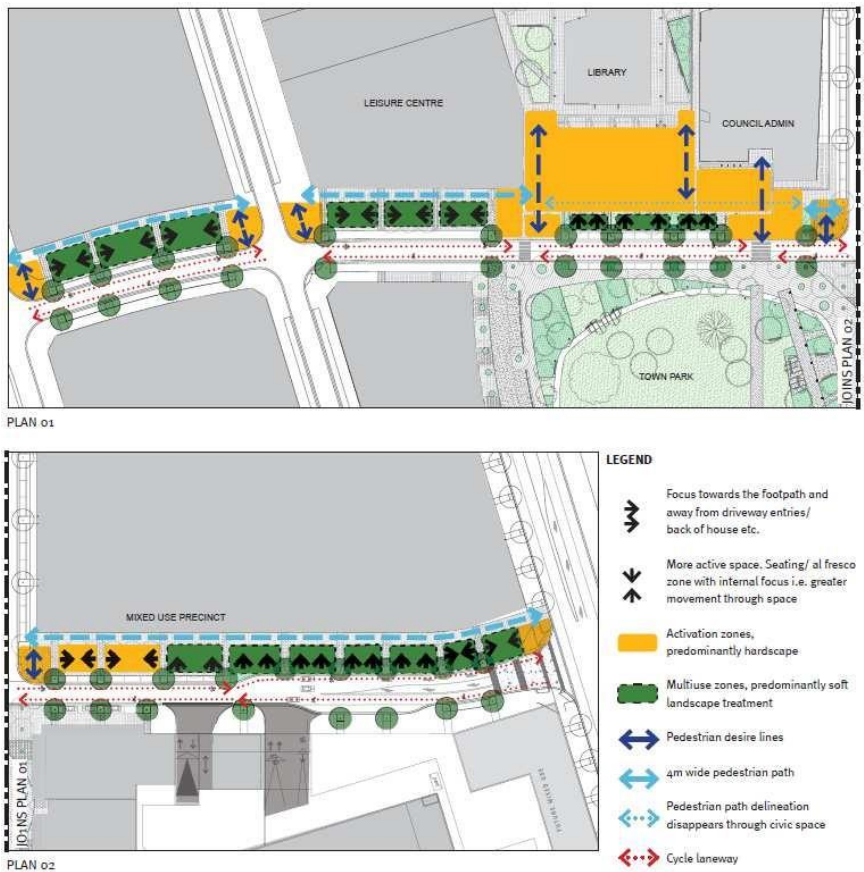


Figure 58B: North South Promenade Indicative Plan

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3.43.3 Views and Vistas

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

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Detailed development of the Town Centre is to acknowledge views and vistas contained in **Figure 589**.

3.53.4 Interaction with Surrounding Land Uses

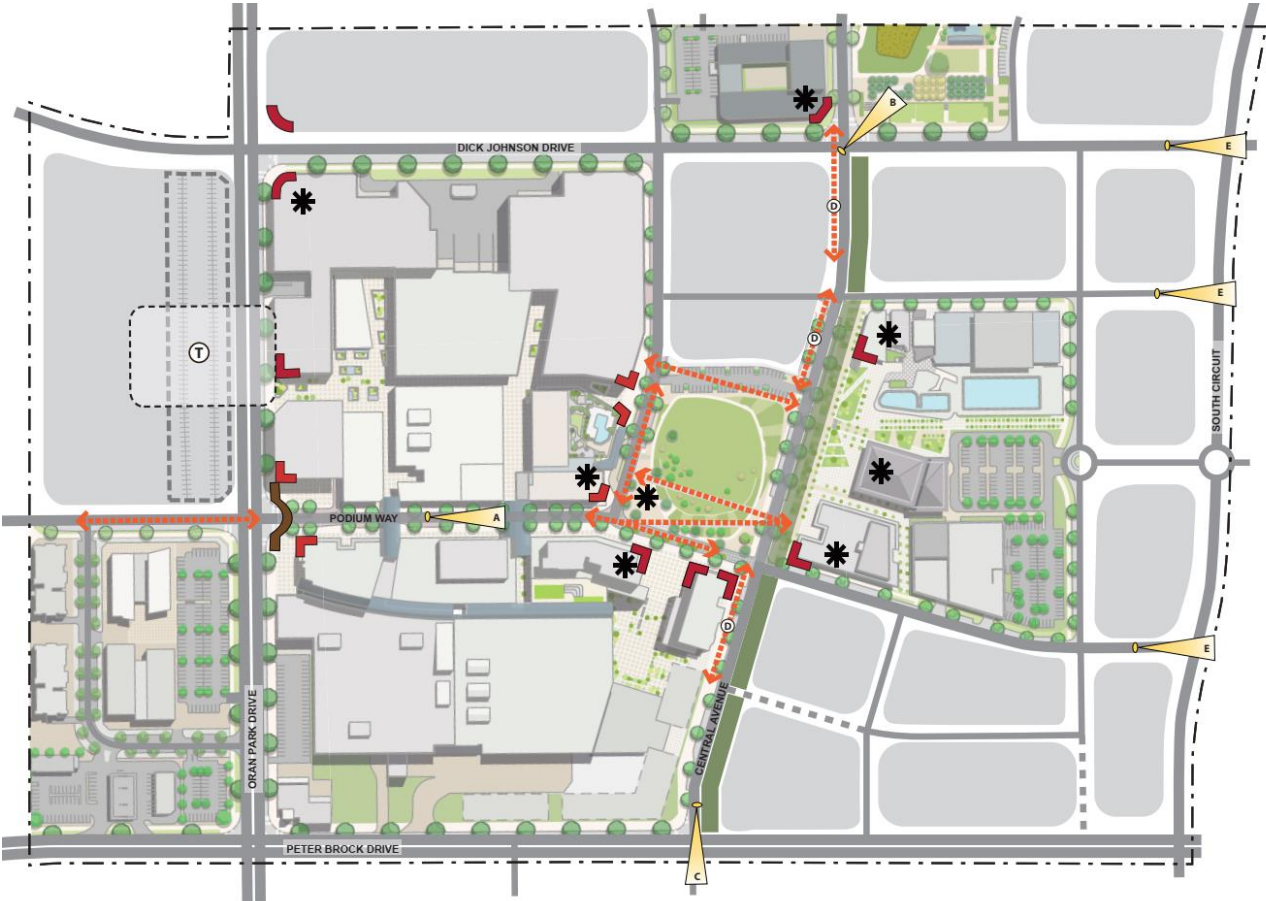
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The Oran Park Town Centre Structure plan has been designed to respond to planned surrounding land uses including residential, educational, open space and commercial development soutcomes.

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

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Key

- A** Axial view to Town Park & Civic Centre
- B** View to Riparian Corridor
- C** View to Church Hill & Spine
- D** Cross site views along open space link
- E** Long elevated views out into landscape/skyline

Legend

- View Direction
- Long framed view of vistas
- Focal Opportunity
- Key Corner
- Entry Statement
- Open Space
- Transit Hub
- Town Centre Boundary

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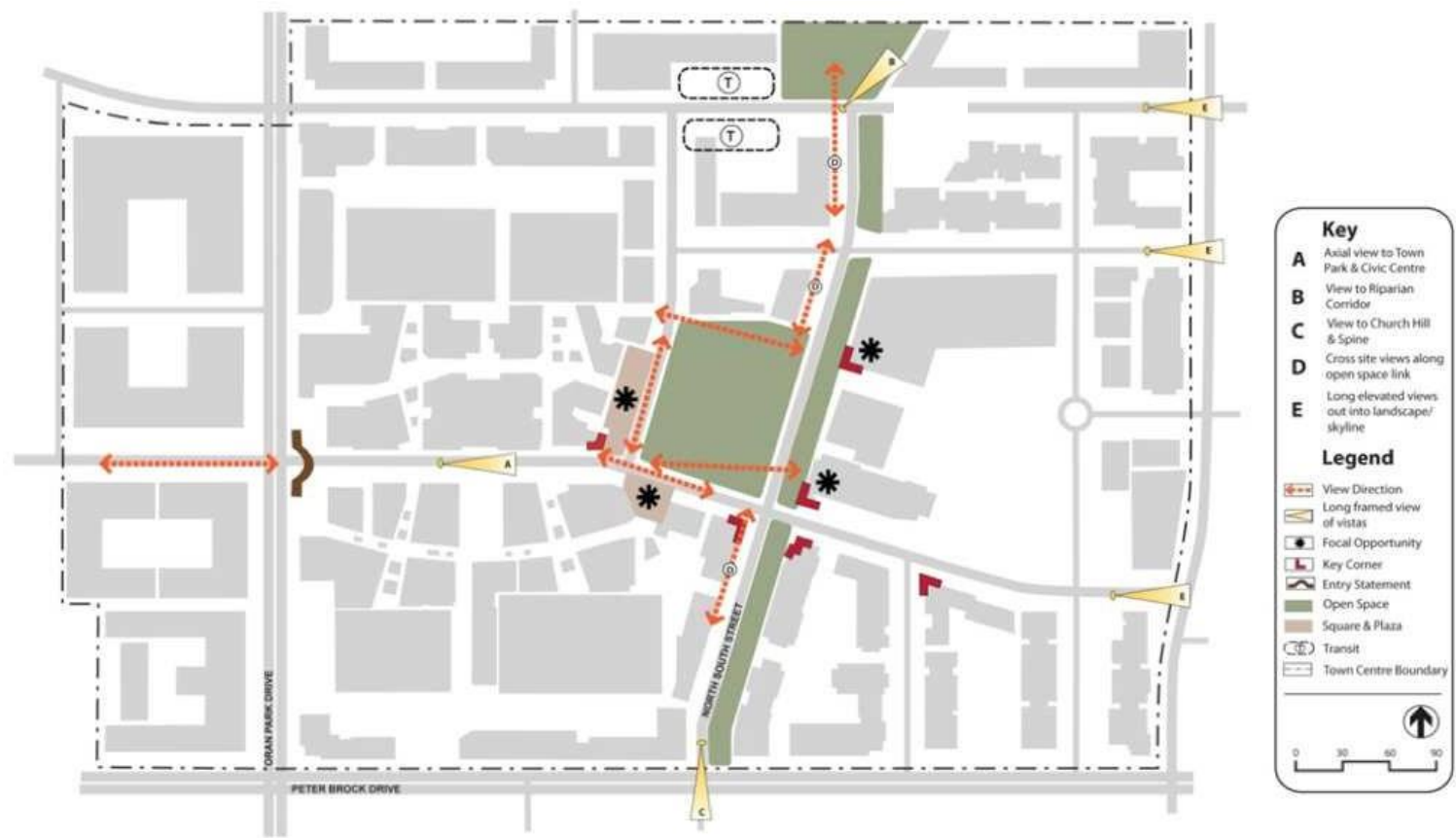


Figure 598: Views and Vista

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4.0 Access and Movement

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4.1 Vehicle Movement Network

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Objectives

- a. To provide an integrated hierarchy of roads, cycleways and pedestrian pathways that provides safe, convenient and legible access within and around the Town Centre.
- b. To ensure that the hierarchy of the streets is clearly discernible through variations in carriageway, pavement surfaces, on-street parking and street tree planting.
- c. To ensure a high quality, functional, safe, legible and visually attractive public domain.
- d. To allow ease of vehicular access to the Town Centre and bypass routes for subregional traffic.

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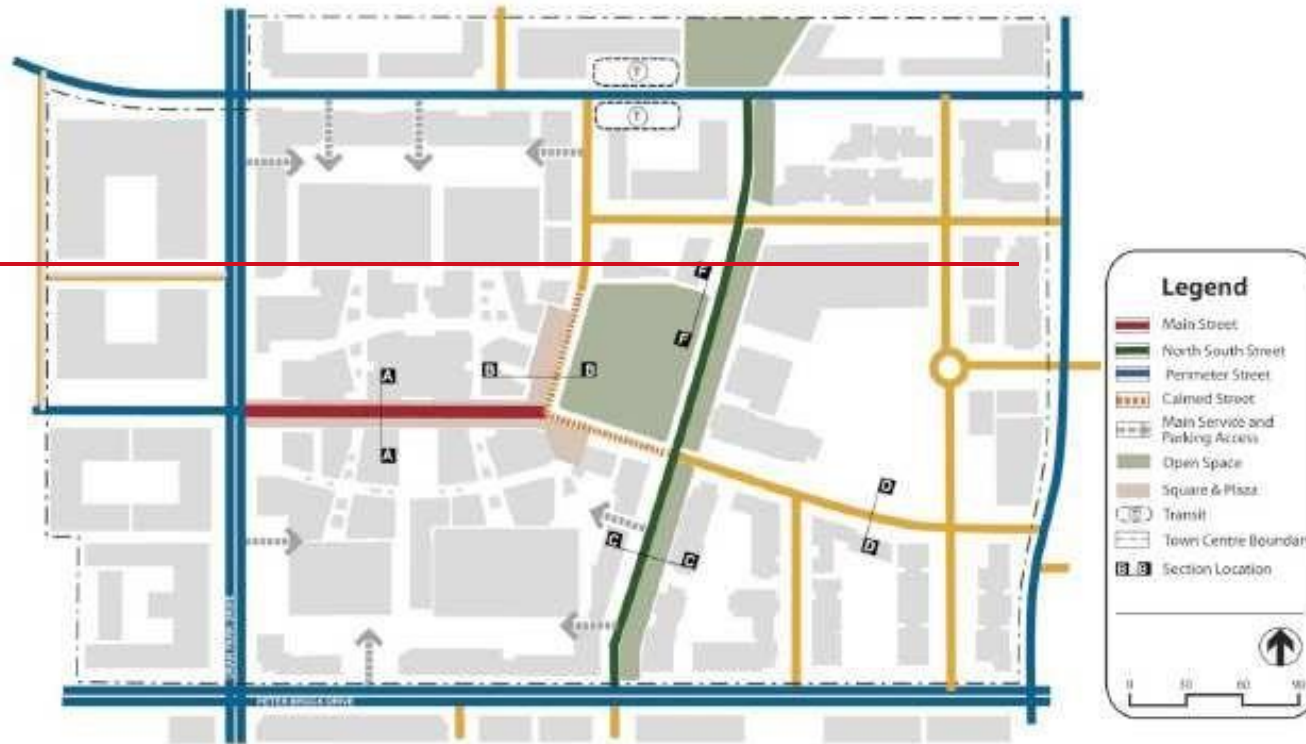
1. The street network is to be provided generally in accordance with **Figure 6059**.
2. Traffic management measures are to be utilised within and surrounding the Town Centre to produce a low speed pedestrian friendly traffic environment, particularly ~~at the Town Square / Town Park interface~~within the Retail, Perich Park and Civic Precincts. Such traffic management devices are to be identified at the time of DA submission.
3. Principles of CPTED (Crime Prevention through Environmental Design) to be incorporated in the design of the access and movement system.

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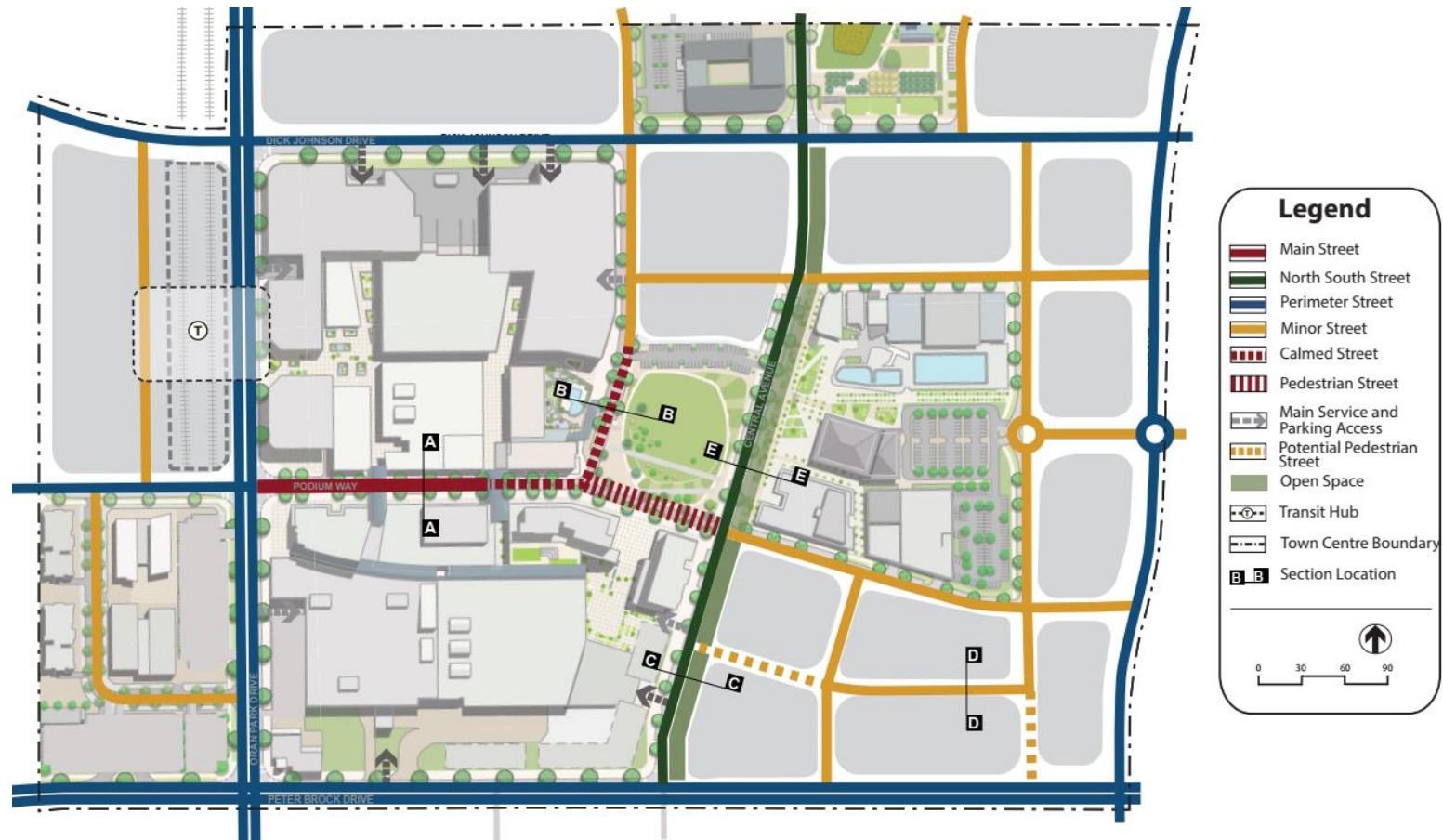


Figure 6059: Road Hierarchy

Note: Figure 6059 above graphically represents the indicative road layout and hierarchy for the Oran Park Town Centre. The road structure and hierarchy may be amended over time to allow flexible delivery of the Town Centre built form.

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4.2 Pedestrian and Cycle Movement

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Objectives

- a. To ensure that the Town Centre is designed to promote high levels of accessibility for pedestrian and cyclists.
- b. To encourage pedestrian and cycle movements as a means of accessing services and facilities within and surrounding the Town Centre.

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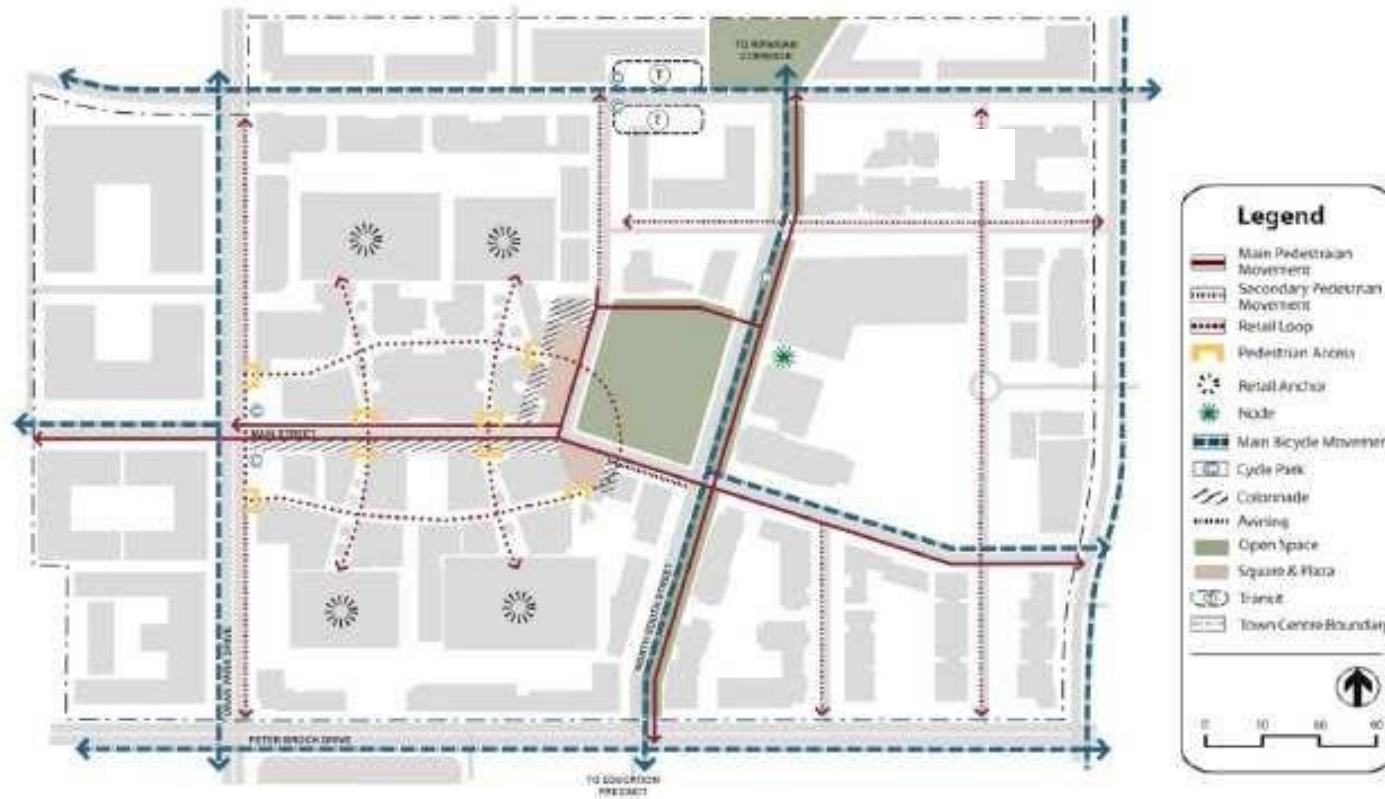
1. The Town Centre is to be designed to provide clear and legible pedestrian and cycle connections as identified in **Figure 6061**.
2. Streets and pathway networks should be designed to ensure that walking and cycling within the Town Centre takes priority over traffic circulation.
3. Continuous weather protection for pedestrians is to be provided in key locations by colonnades or awnings.
4. Bike parking facilities should be provided at key locations on streets within the Town Centre. No dedicated bike path is required along Main Street.

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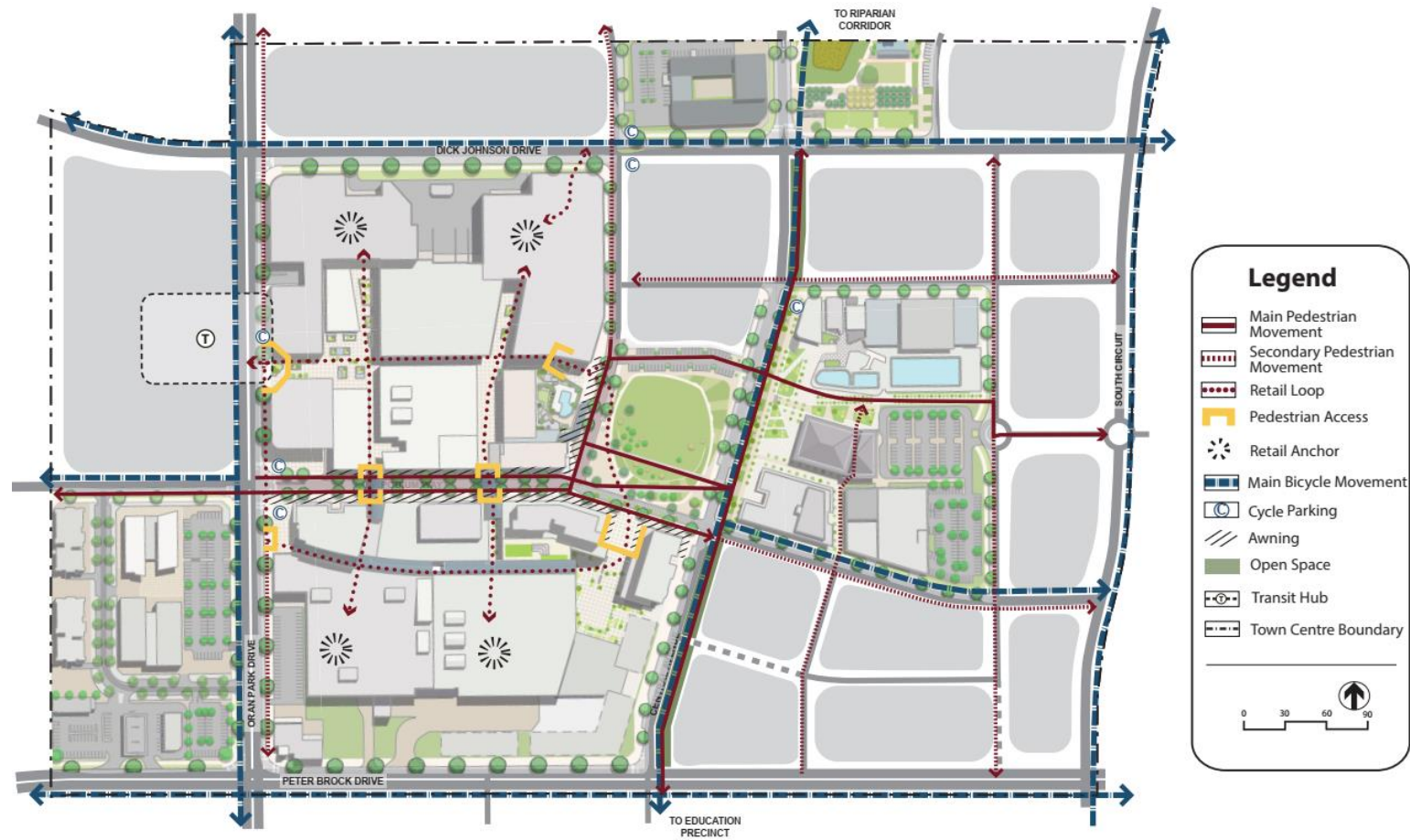


Figure 6458: Pedestrian and Cycle Movement

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4.3 Road Types

Objectives

- a. To provide a clear hierarchy of road types which recognise the need to integrate pedestrian and vehicle movements within the Town Centre.
- b. To promote safe, attractive and interactive streetscapes which respond to the variety of land uses within the Town Centre.

Controls

- 1. Streets are to be provided generally in accordance with the cross-sections in **Figure 6261 to Figure 65**, **Figure 63** and **Figure 64**. The dimensions shown on these typical diagrams are guidelines.
- 2. Main Street in **Figure 62-59** should be no wider than 23 metres, have parallel parking between trees and no median to facilitate ease of pedestrian cross movements. Pedestrian crossings should align with retail loop.

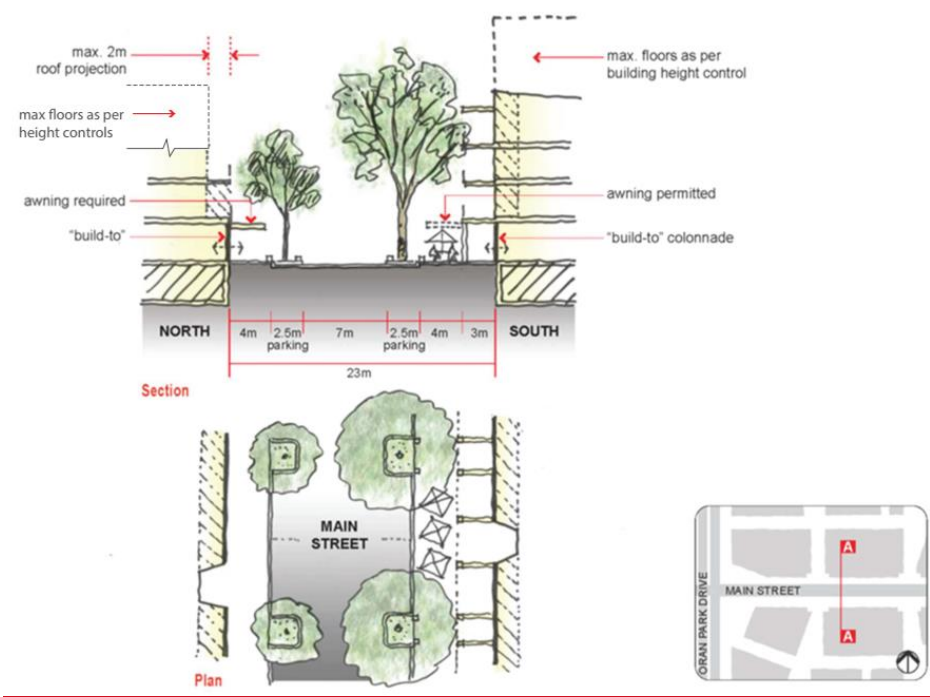


Figure 6261: Section A – Main Street

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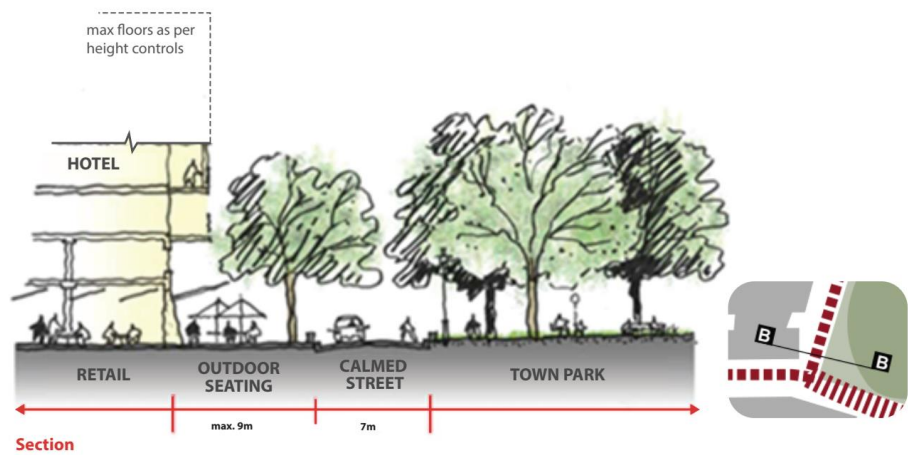


Figure 62: Section B – Calmed Street

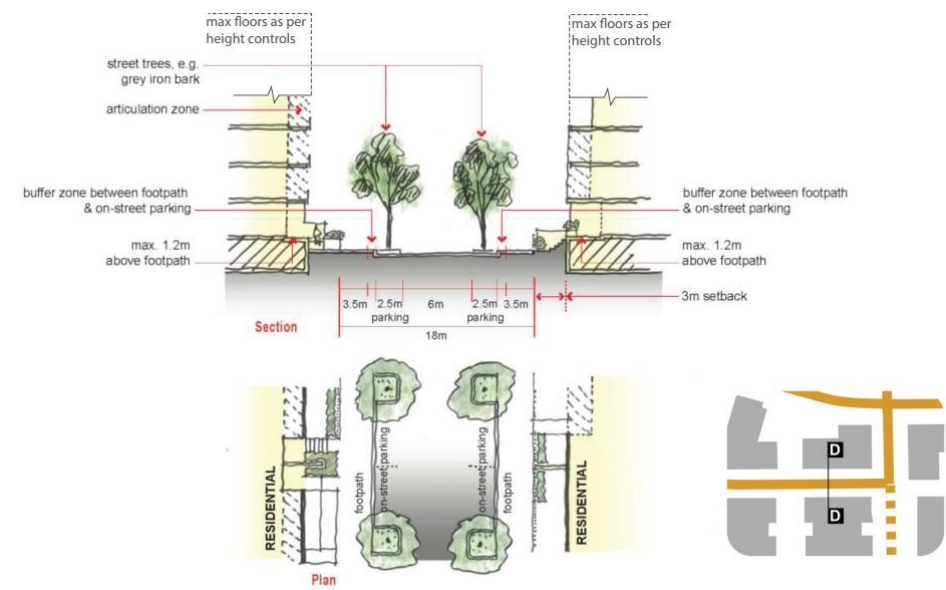


Figure 63: Section D - Typical Secondary Street

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Figure 64 Section E North South Street and Promenade Activation Zones

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Figure 65 Section E2 – North South Street and Promenade Multiuse Zones

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4.4 Public Transport

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Objectives

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- a. To encourage the provision and use of public transport as a preferred method of access to and from the Town Centre.
- b. To provide a high level of access to public transport services within and surrounding the Town Centre.
- c. To ensure that the Town Centre layout responds to the provision of a future public transport corridor to the Leppington Regional Centre network.
- d. ~~Transit hub to be located on both sides of the road and will be subject to detailed design.~~

Controls

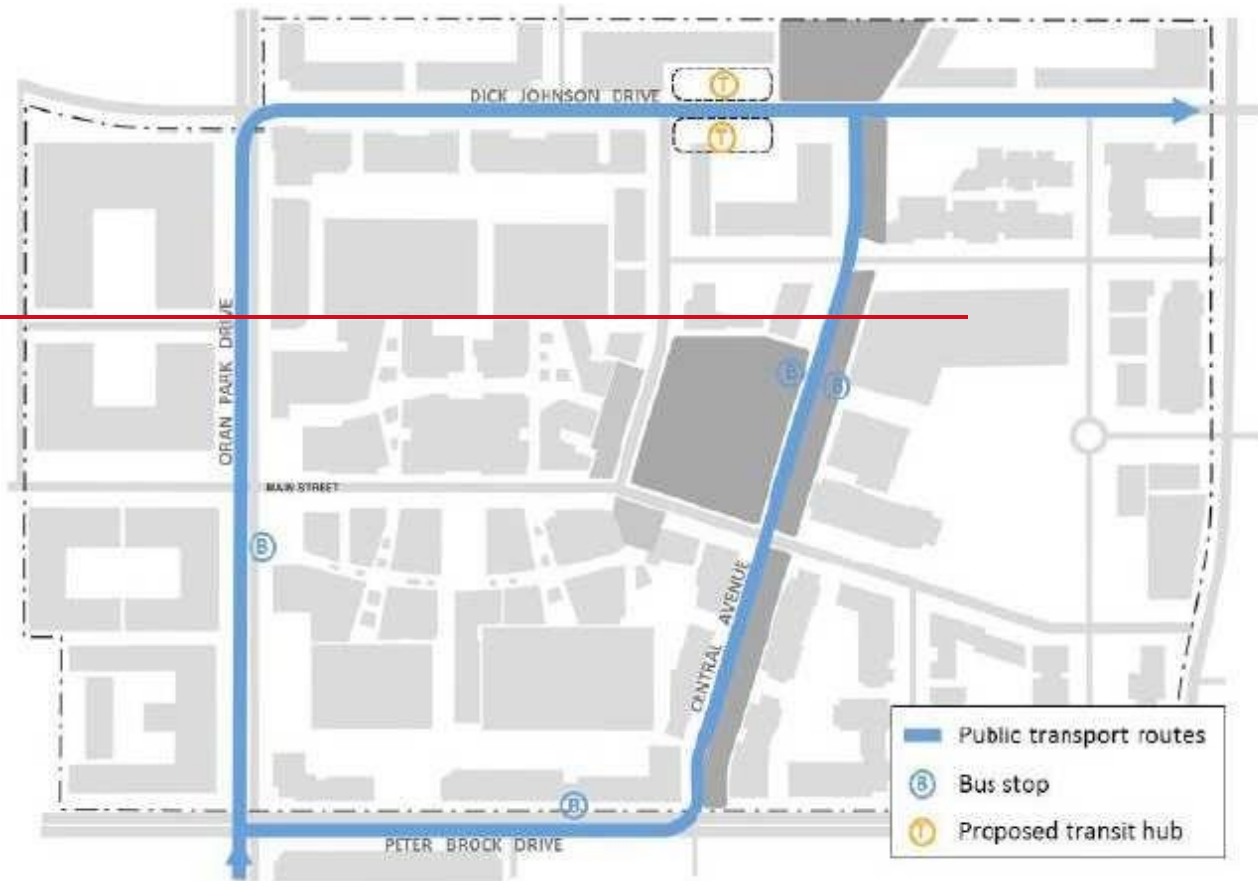
- 1. The location of bus stops ~~including those and a 'Transit Place'~~ for express buses to surrounding centres are located close Leppington Centre is to achieve a high level of access to key destinations in the Town Centre ~~places of interest~~ such as civic buildings, Town Park and Main Street and surrounding residential and commercial development.
- 2. Bus stops ~~/ Transit Place is~~ are to ~~be located to~~ allow for integration of local and regional transport services.
- 3. Bus stops ~~/ Transit Place~~ are to be located in areas which of high pedestrian and vehicle activity ~~and designed to~~ ensure a high level of passive surveillance.
- 4. Bus stops are to be provided generally in accordance with **Figure 66**.
- 5. Future development in proximity to the location of the proposed Oran Park Metro Station is to consider the impacts rail movements may have on the specific development. This may include, but not be limited to, noise and vibration impacts. ~~Future Transit Place for buses to Leppington Railway Station is to be located on Dick Johnson Drive generally in accordance with~~ **Figure 66**.

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

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5.0 Public Domain, Water Sensitive Urban Design and Landscaping

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5.1 Public Domain

Objectives

- a. To provide a variety of high quality public domain areas which cater for a wide range of activities.
- b. To ensure that public domain areas are designed in a manner which recognise their Town Centre location and allow for a seamless transition between public and private spaces.
- c. The public realm shall be unambiguously public in its design and detailing.
- d. To ensure that the Retail, the Town Square and Town Perich Park and Civic Precincts, as well as Central Avenue and the Mixed Use precinct respond to the character statements outlined under **Section 3.32**.

Controls

1. Public domain areas are to be designed and located generally in accordance with **Figure 671**. The design of public domain areas shall take into consideration the Public Domain Manual adopted by Camden Council (Attachment A).
2. A main Town SquareThe Perich Park and Civic Precinct is to be designed to provide an urbanised, vibrant interactive public space which incorporates outdoor seating areas associated with retail tenancies which will open onto the Town Square public domain and opportunities for informal seating and gathering places.
3. The Town Park is to be designed to accommodate a range of active and passive recreational opportunities within a Town Centre context. The design of the Town Park should provide flexibility in the layout and use of the park over time.
4. The Town Park and Town Square is to be designed to achieve a high level of connectivity with and between adjoining land uses.
5. Any Development Application which seeks approval for the design of the Town Square and/or Town Park is to include a statement outlining how the design addresses the character statements outlined under **Section 3.32**.
6. All paving materials must conform to relevant standards for durability, non-slip textures, strength and surface treatment to withstand use by light automobiles, service vehicles, pedestrians and bicycles.
7. The North South PromenadeCentral Avenue is to provide a number of Character Zones along

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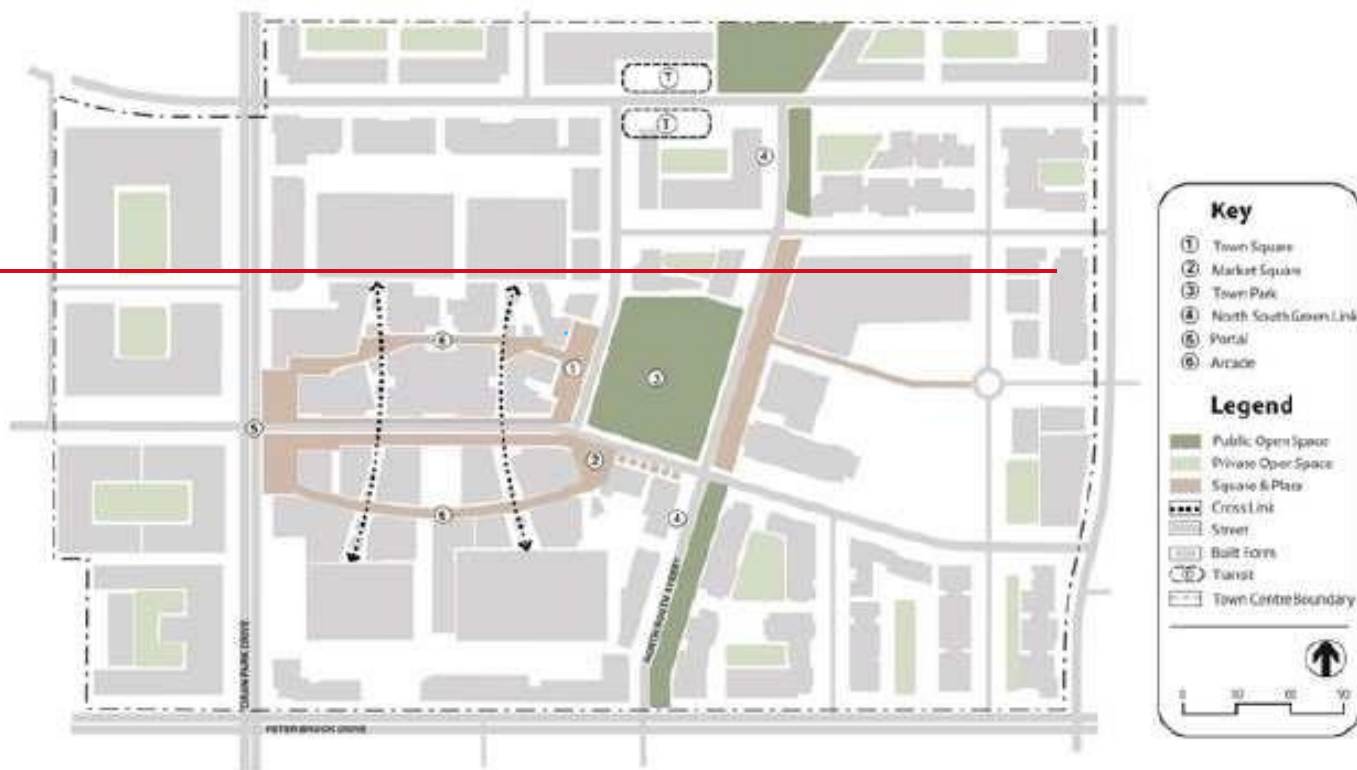
its length. These are shown and described in:

- **Figure 5658B** (indicative plan).
- **Figure 643A** and **Figure 63B65**.
- Public Domain Manual Design Principles 3.4A North South Street with Promenade (Activation Zones) and 3.4B (Multiuse Zones).

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

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

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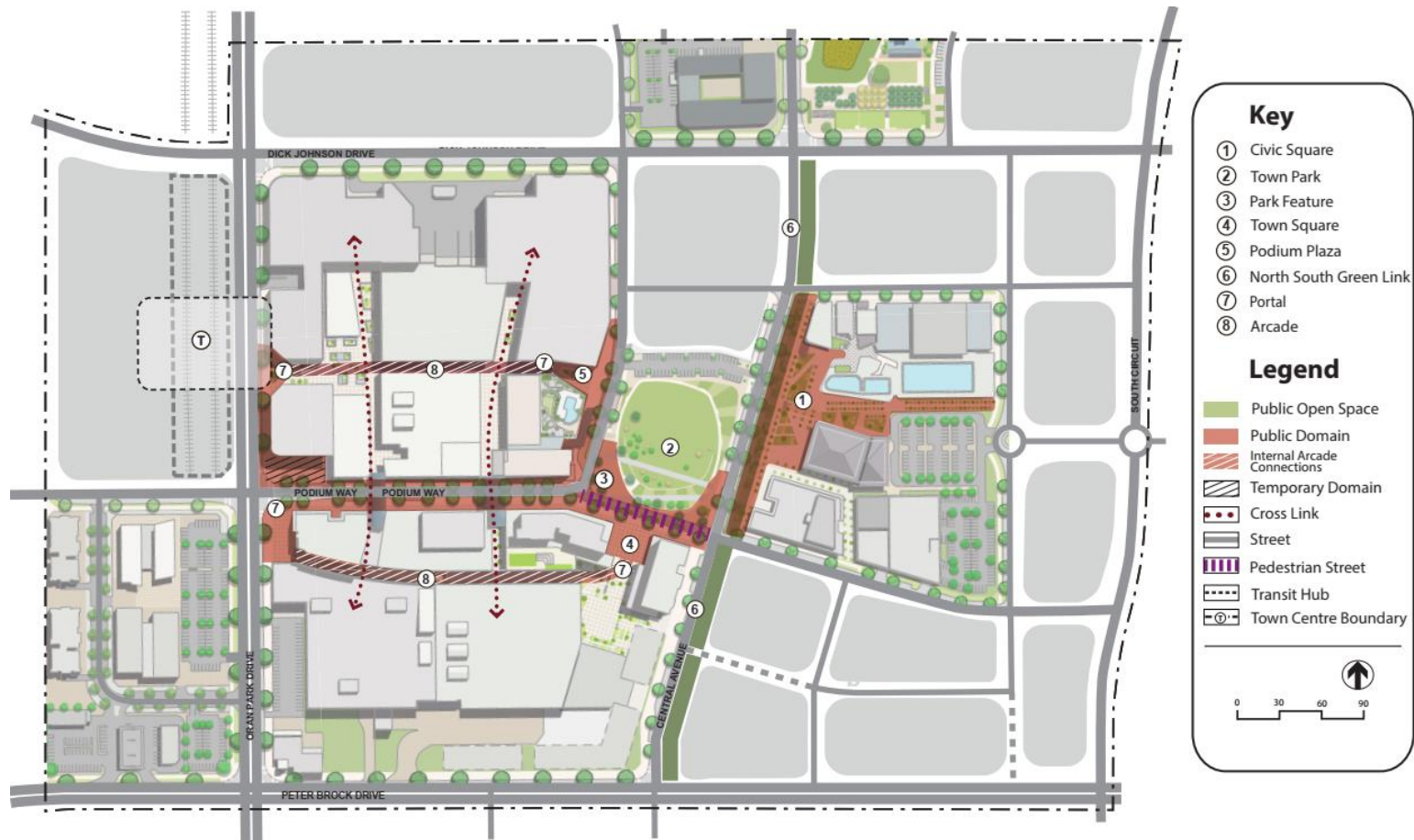
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Figure 6767: Public Domain Plan

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5.2 Water Sensitive Urban Design Requirements (WSUD)

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Objectives

- a. To protect and enhance natural water systems which may be affected by urban development.
- b. To reduce stormwater run-off and peak flows effected by urban development.
- c. To meet stormwater quality targets through treatment systems such as bio-retention, swale, wetlands and raingardens.
- d. Treatment systems should be related to the urban design of public open space and streetscapes to enhance visual amenity.

Controls

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

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

5.3 Street trees

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An indicative layout of street trees and landscaping is shown in **Figure 686**.

Objectives

- a. To create a landscaped urban environment which helps to provide shade, comfort and amenity, particularly for pedestrians.
- b. To create visual order for the streetscape.
- c. To use appropriately scaled species which can grow within the constraints imposed by an urban environment.
- d. To create a landscaped environment which responds to ESD Principles consistent with the level of maintenance which will be available.
- e. To ensure the use of native species are favoured for landscape planting in the Town Centre.

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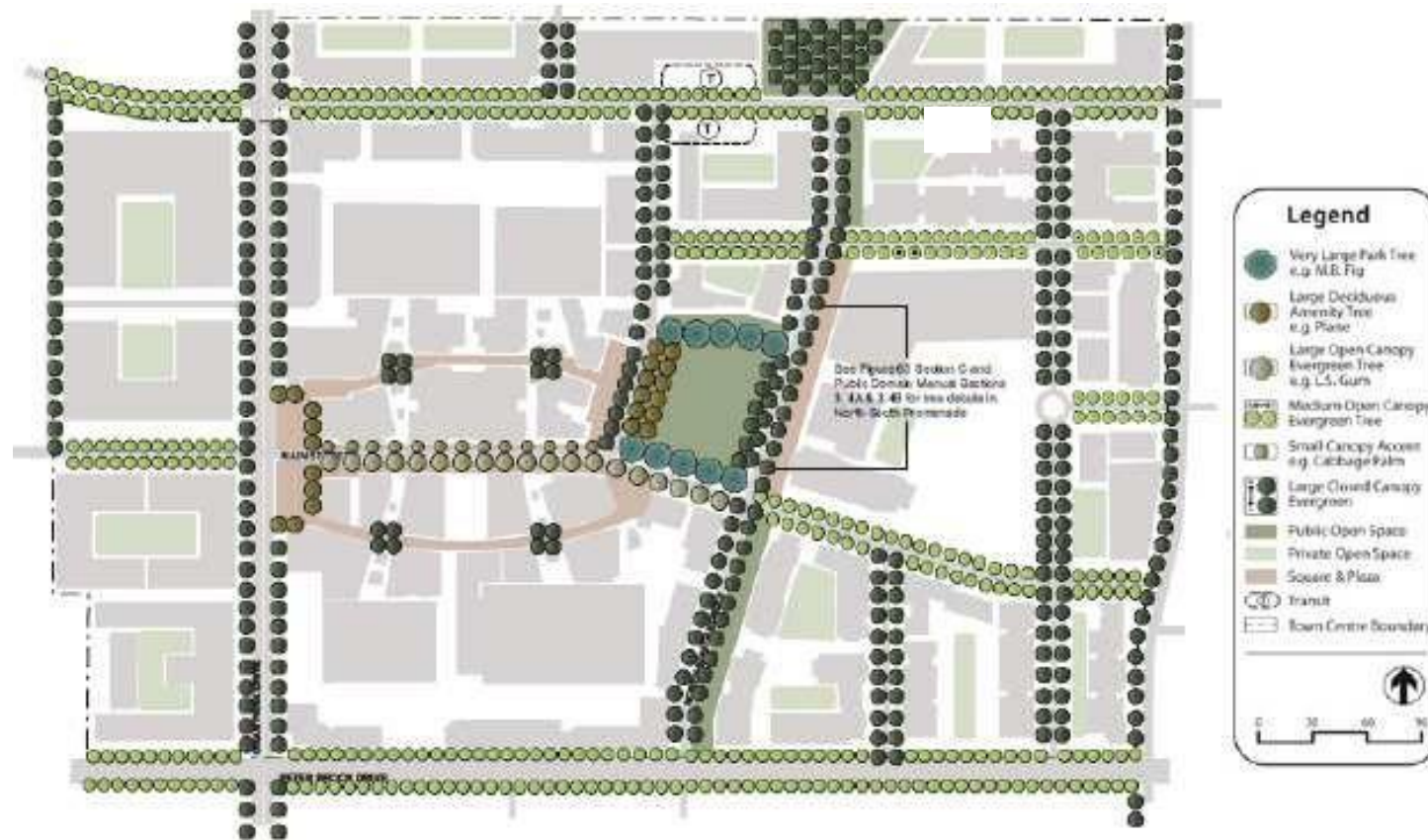
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Controls

1. Development Applications, other than minor applications (e.g. shop fit-out, signage or change of use applications) shall include a landscaping plan prepared by a suitably qualified consultant. The landscaping plan shall generally be in accordance with the landscaping components in the Public Domain Manual for the Town Centre (Attachment A).
2. Plant selection should take into account the following:
 - species that complement remnant native vegetation,
 - level of on-going maintenance,
 - potential impacts on road and footpath pavements,
 - focus on hardy, drought tolerant, easily maintained species,
 - scale in relation to the function of the area, and
 - contribution to the character of the local centre.
3. Street trees and open space planting is to provide generous shade for pedestrians in summer and allow for sunlight penetration to street level in winter.
4. Main Street: (refer to cross section in **Figure 6259**) species selection to respond to the east / west orientation of the street and its corresponding usage by: limiting shade and maximising sun penetration for trees on the northern side of the street; providing medium to large trees on the southern side, capable of delivering appropriate scale to Main Street and at the same time allowing a dappled shade effect throughout the year.
5. North / South Street: (refer to cross sections in **Figure 63A-64** and **Figure 63B65**) as a green link and major pedestrian and cycle path, tree species should: reflect local character in species selection; provide a scale appropriate to a wide avenue; provide a density of canopy which is capable of significantly modifying hot conditions typical of Western Sydney in summer.
6. Town Park – Square: ~~(refer to cross section in Figure 58 the plan indicates the following performance requirements for:~~ a dense tree stand of medium to large deciduous trees whose purpose is to provide seasonal amenity for pedestrians ~~in the vicinity of the Town Square~~; large scale trees on the northern and southern perimeters of Town Park capable of providing primary enclosure to a large open space.
7. North / South oriented streets: (refer to cross section in **Figure 63A-64** and **Figure 63B65**) use wide close canopy evergreen species in order to modify the effects of the western sun.
8. East / West oriented streets: (refer to cross section in **Figure 6463**) medium open canopied species which will allow partial sun penetration throughout the year.

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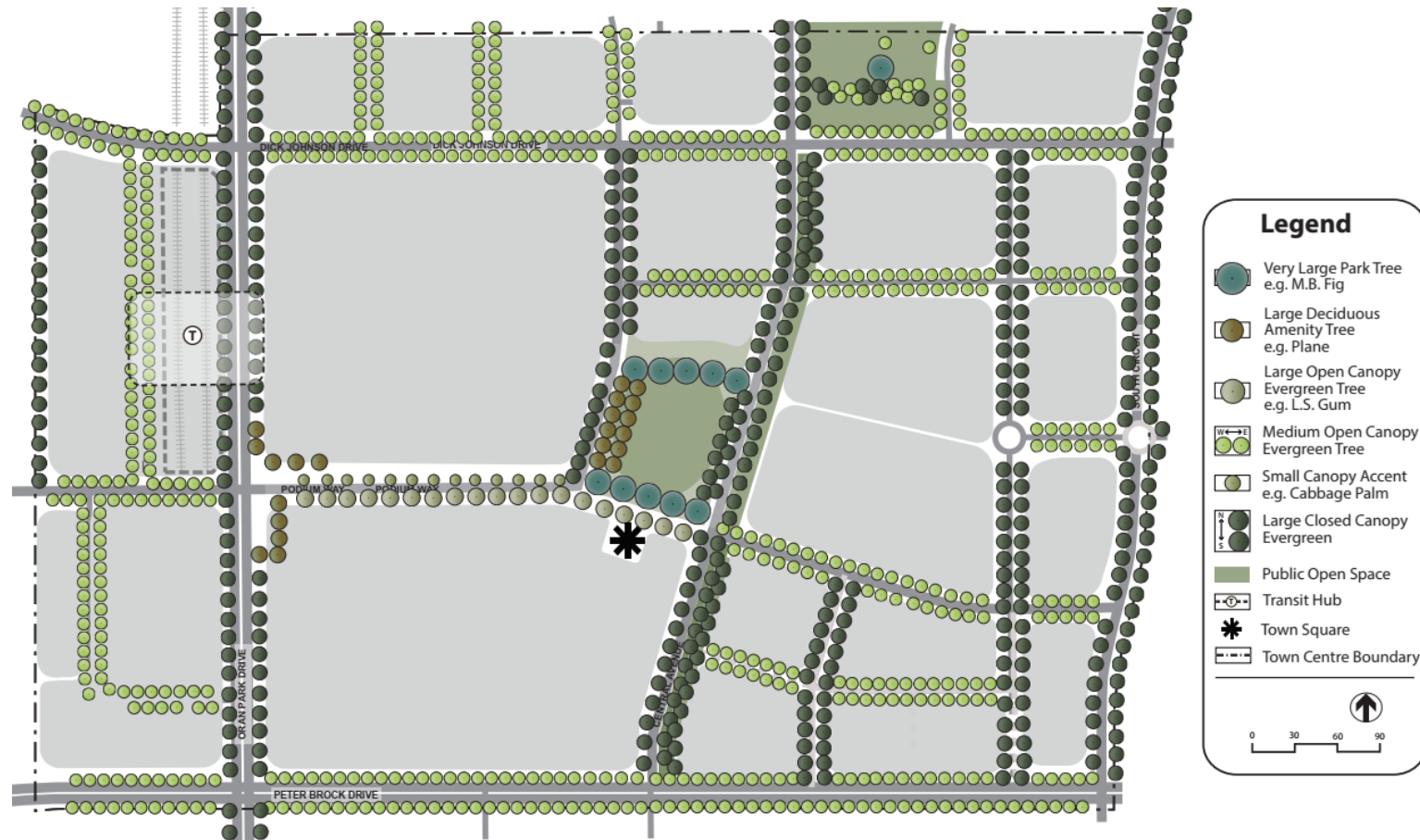


Figure 6868: Landscape and Street Trees (Updated January 2016)

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6.0 Environmentally Sustainable Development Principles

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Objectives

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

Controls

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

7.0 Land Use and Built Form

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7.1 Built Form Articulation

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Objectives

- a. To promote articulated building forms which contribute to creating an interesting streetscape character.
- b. To promote articulation in building mass which responds to key design elements.

Controls

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

7.2 Architectural Character

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Objectives

- a. Architectural expression should be diverse across building groups / blocks and facades should be articulated to create visual interest.
- b. There should be consideration of a contemporary architectural style based on simple primary building forms and a fine grained assemblage of elements (which may incorporate the diversity of character of streetscapes in historic towns such as Camden) where appropriate.

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- c. Architectural design should be sympathetic with regional character.
- d. Façade design should create a series of vertical elements along a building length reflecting a traditional main street façade.
- e. Sleeve buildings or appropriate screening to be provided to minimise the visual impact of large boxes, service areas and to define streets.
- f. Roof forms and structures such as clock towers / spires are encouraged for key sites and roofs should be designed to break up the overall mass of a roof on a large building. Roof elements should be used to screen mechanical plant.

Controls

- 1. Articulation and Corners: Buildings at Oran Park Town Centre are to generally align with street edges, be articulated in their façade treatments and express corners in design.
- 2. Corners are to be visually prominent and may be reinforced by one and two storey verandas / balconies which turn the corner in a traditional manner.
- 3. Building Interface: The interface between the building and the public domain is to be designed to create active safer streets, to encourage flexibility in design for changing uses at ground level and provide weather protection for pedestrian amenity. Residential apartments above Town Centre streets will provide opportunities for casual surveillance.
- 4. To protect privacy, elevate ground floor level apartments above adjacent footpath levels – 500mm is suggested as a minimum with 1,200mm preferred.
- 5. Building facades are to be designed to accentuate key architectural features and clearly delineate points of interest such as building entries, vertical and horizontal elements.
- 6. Building facades are to incorporate a variety of finishes and materials which provide visual relief to the built form.
- 7. A diverse palette of durable and cost efficient external materials exploring a contemporary urban character whilst representing themes of Australian local character should be used. A range of materials is to introduce a fine grain façade treatment along street edges.

7.3 Building Envelopes / Bulk and Scale

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Objectives

- a. To ensure that the bulk and scale of future development responds to the desired vision, scale and character of the Oran Park Town Centre and surrounding development.
- b. To encourage a variety of building heights within the Town Centre which respond to the site specific design considerations.

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

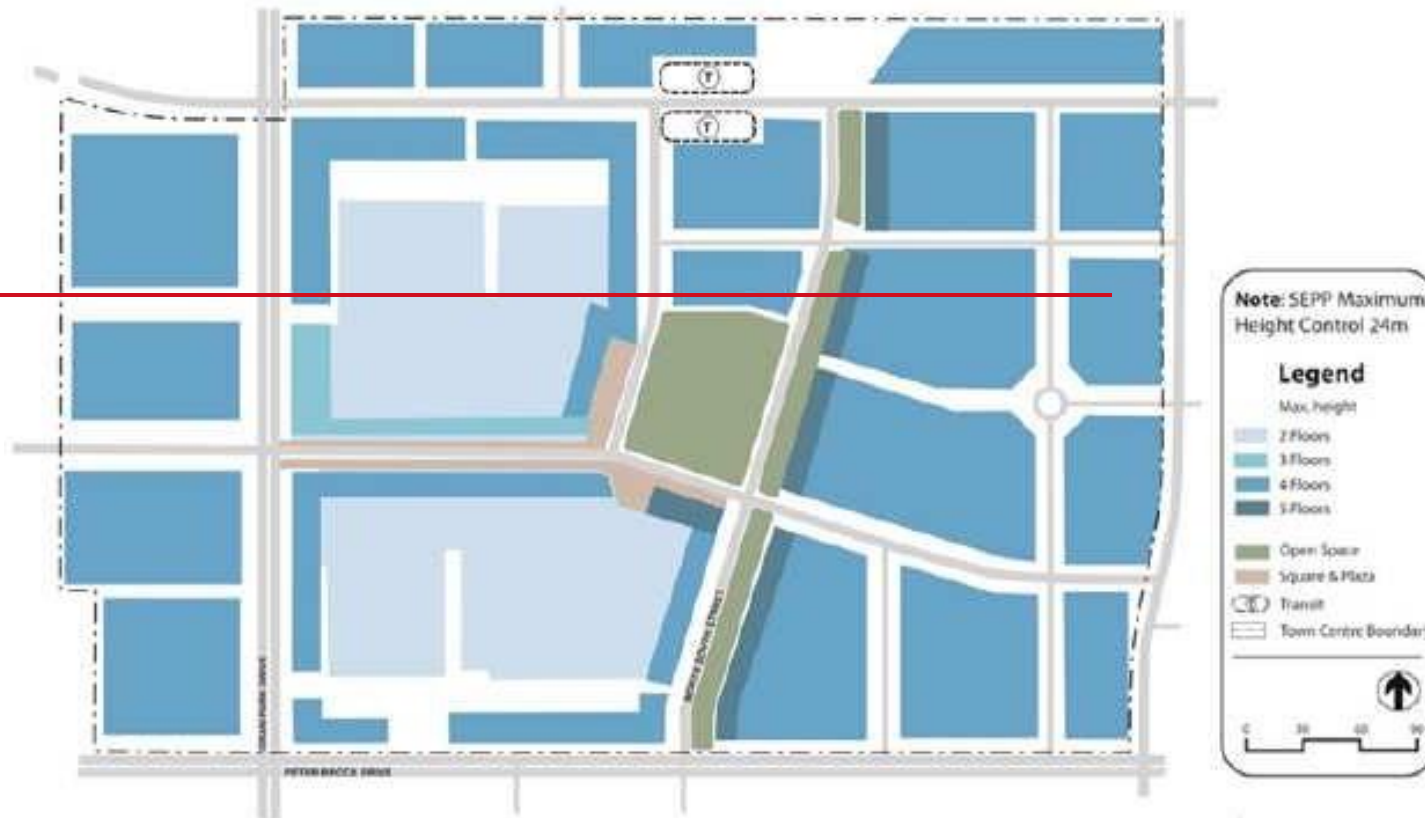
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Controls

1. Building heights are to be in accordance with the Building Envelope Plan shown in **Figure 69A69**.
2. Prominent street corners should be reinforced in a visual context through concentrating building height and built form.
3. Buildings are to be designed to ensure a human scale is maintained at street level.
4. Minimum ceiling heights are detailed in in the table below. For the purposes of this control 'ceiling height' is measured internally from finished floor level to ceiling level. See **Figure 69B70**.

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

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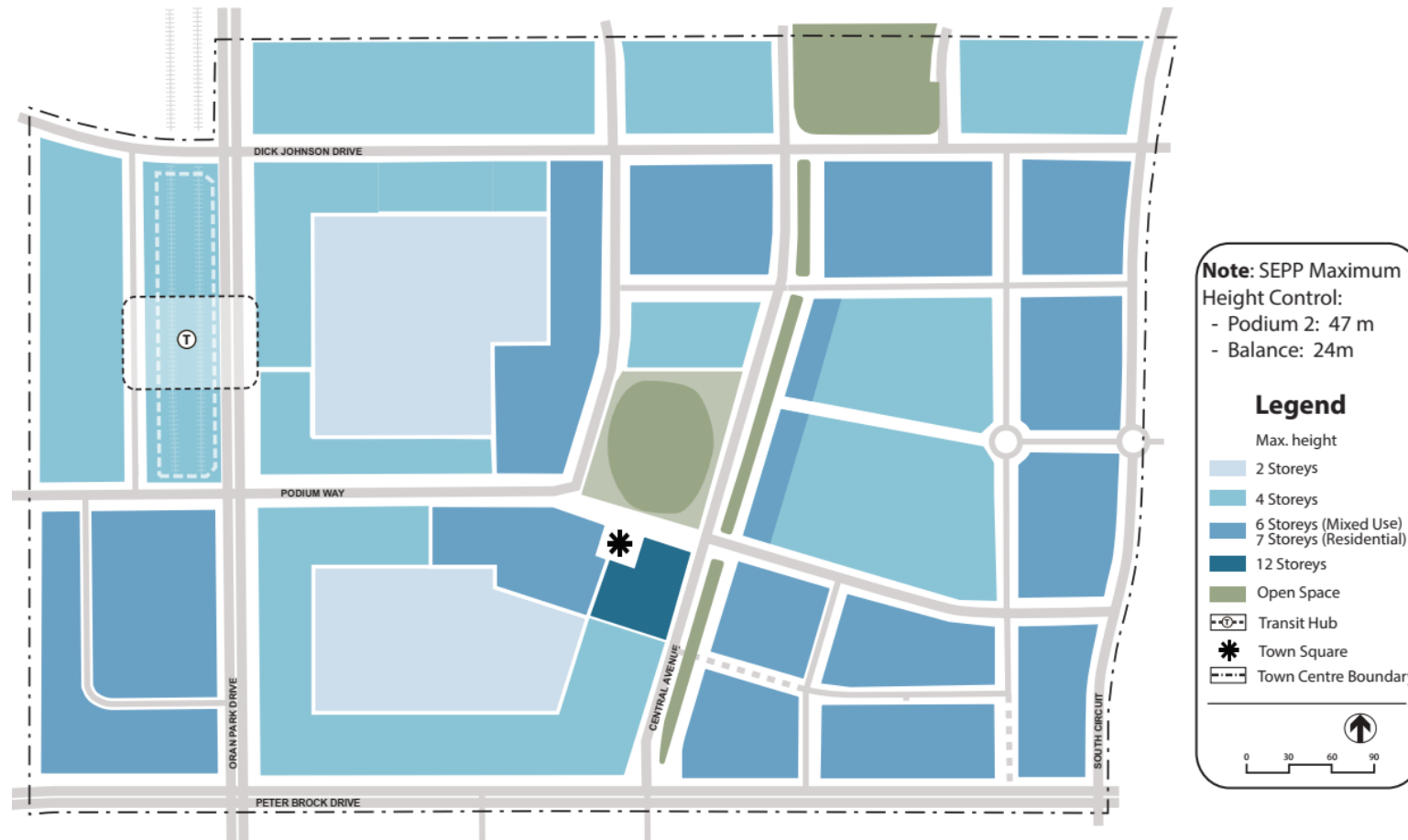


Figure 69A69: Indicative Building Envelope

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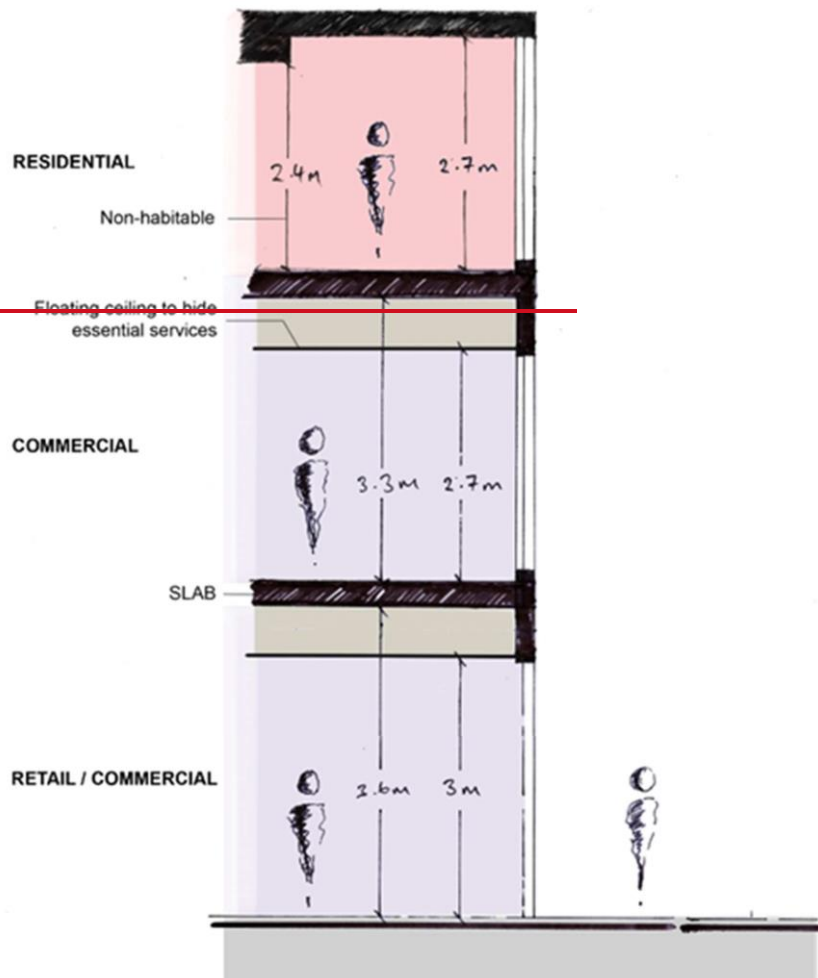
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Figure 69B70: Minimum Floor to Finished Ceiling Height Explained (Figure inserted January 2016)

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7.4 Quality of Indoor Environment

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Objectives

- a. To ensure a high level is achieved within commercial and retail development:
 - access to natural light,
 - access to natural ventilation,
 - indoor air quality, and
 - access and amenity.

Controls

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

7.5 Weather Protection

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Objectives

- a. Pedestrians should be provided with amenity and comfort throughout the public realm, and the commercial, residential and retailer occupants provided with a commercially viable and sustainable environment.
- b. The public realm should offer a diversity of experience, including providing a choice of exposure to environmental conditions.
- c. A variety of types, materials and methods for weather protection shall be adopted to promote a diverse experience across the Town Centre

Controls

1. Weather protection must maintain a feeling of openness and enhance both the public function of the specific space and / or street.
2. Weather protection devices shall take into account wind, sun, rain, night / day, seasons and shadowing effects of other built components.
3. Weather protection devices shall consider the scale of adjacent buildings and the width of the street / public space in order to ensure appropriate proportions and "feel".
4. Weather protection solutions shall be predominantly naturally ventilated.
5. Weather protection should be included as part of the design of the architecture / built form or landscape design.
6. The design of the weather protection shall take into consideration ESD objectives.
7. Pedestrian rights of way, ~~squares-plazas~~ and other public spaces will typically have a variety of weather protection devices, where provided, ranging from minimal protection, fixed or

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temporary devices (including an array of devices such as awnings, canopies, “floating” roofs or be incorporated into the architecture of the building), and landscaped solutions, thus providing a variety of experiences and conditions.

8. Generally streets with retail, commercial, or community uses at ground level shall provide weather protection along the majority of the façade, especially those areas facing north and west. This protection shall typically take the form of a variety of awning types.
9. Awnings increase the usability and amenity of public footpaths by protecting pedestrians from sun and rain. Awnings encourage pedestrian activity along streets and, in conjunction with active edges such as retail frontages, support and enhance the vitality of the Town Centre. Awnings can be used in conjunction with colonnades. There are to be no wing walls so colonnade is continuous and unimpeded.
10. Street level awnings should be provided to all retail frontages and commercial entries and to main lobbies of residential buildings except where a colonnade is required.
11. In particular, continuous awnings and colonnades are required to be provided along the ground floor street frontage on active street frontages in accordance with **Figure 6964**.
12. Awnings should be a minimum height of 2.7m (3.2m desirable) above footpath level, generally consistent in form and to project horizontally from the building façade.
13. The front fascia of the awning is to be setback a minimum of 500mm from the kerb of the street carriageway, including at street corners.

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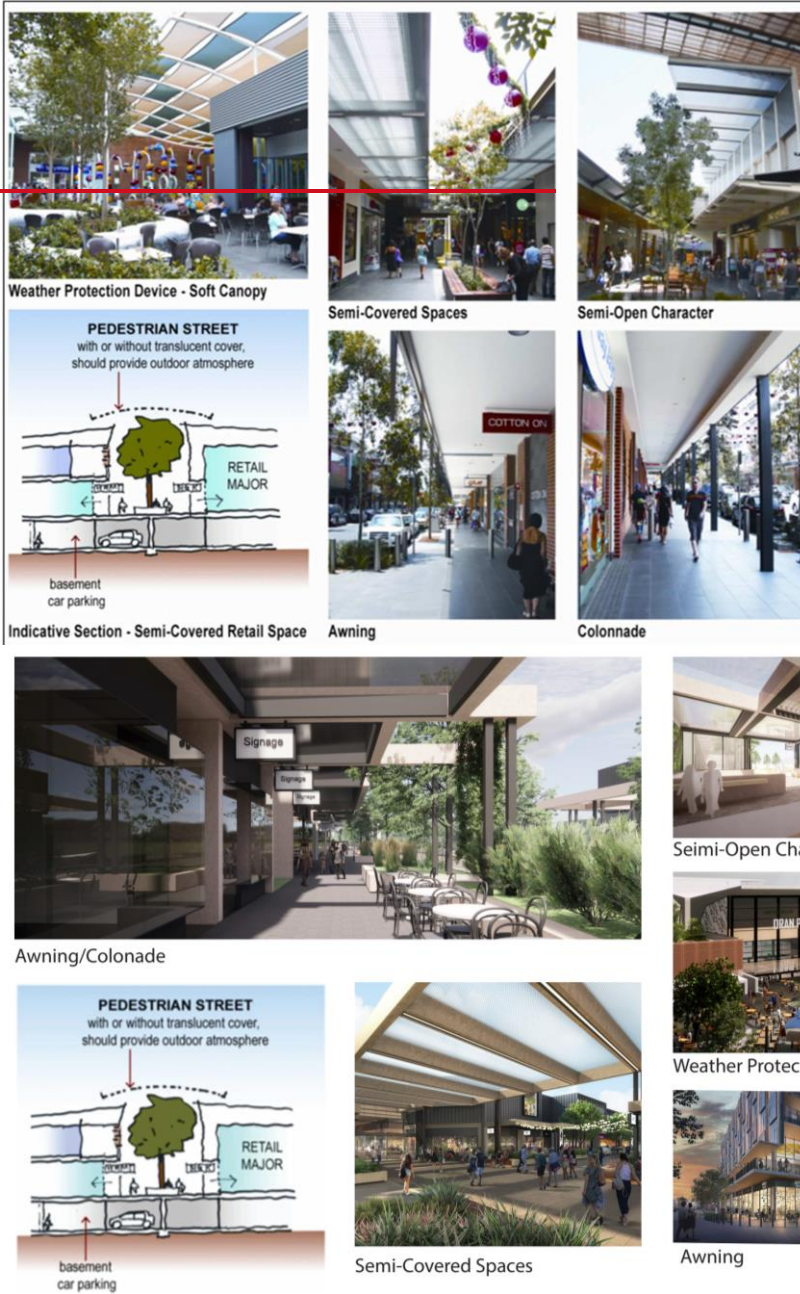


Figure 7170: Weather Protection Precedents

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7.6 Setbacks

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Objectives

- a. To ensure that building setbacks reflect the desired future character of the Oran Park Town Centre.
- b. To establish the desired vertical and horizontal spatial proportions of the streetscape.
- c. To provide a defined street edge within a Town Centre context.
- d. To encourage passive surveillance of streetscape areas.

Controls

- 1. Building setbacks are to be provided in accordance with the Setbacks Plan shown in **Figure 7472**.
- 2. The urban character is achieved by adopting “build-to” lines or zero setback conditions to create street walls and by variety in “build-to” conditions for different types of streets. The main building facades are to be built to the block edge with allowances for insets and projections and to create stronger corner edges.

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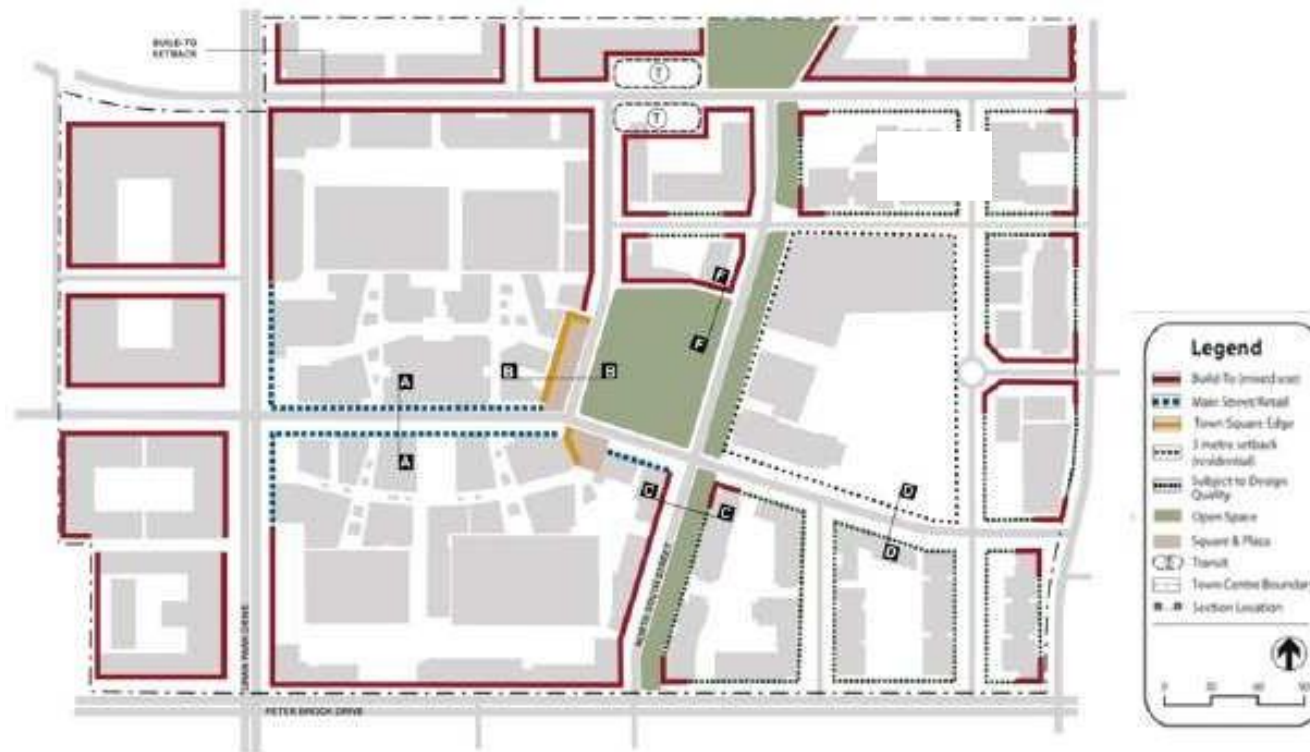
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3. Projections beyond the “build-to” lines could include awnings, verandas, balconies, roof overhangs and blade walls.
 4. Setbacks for residential buildings to be a minimum of three metres to allow for ground level front courtyards or private open space, changes in levels etc. Selected corners to residential sites may be required to “build-to” the street boundary.

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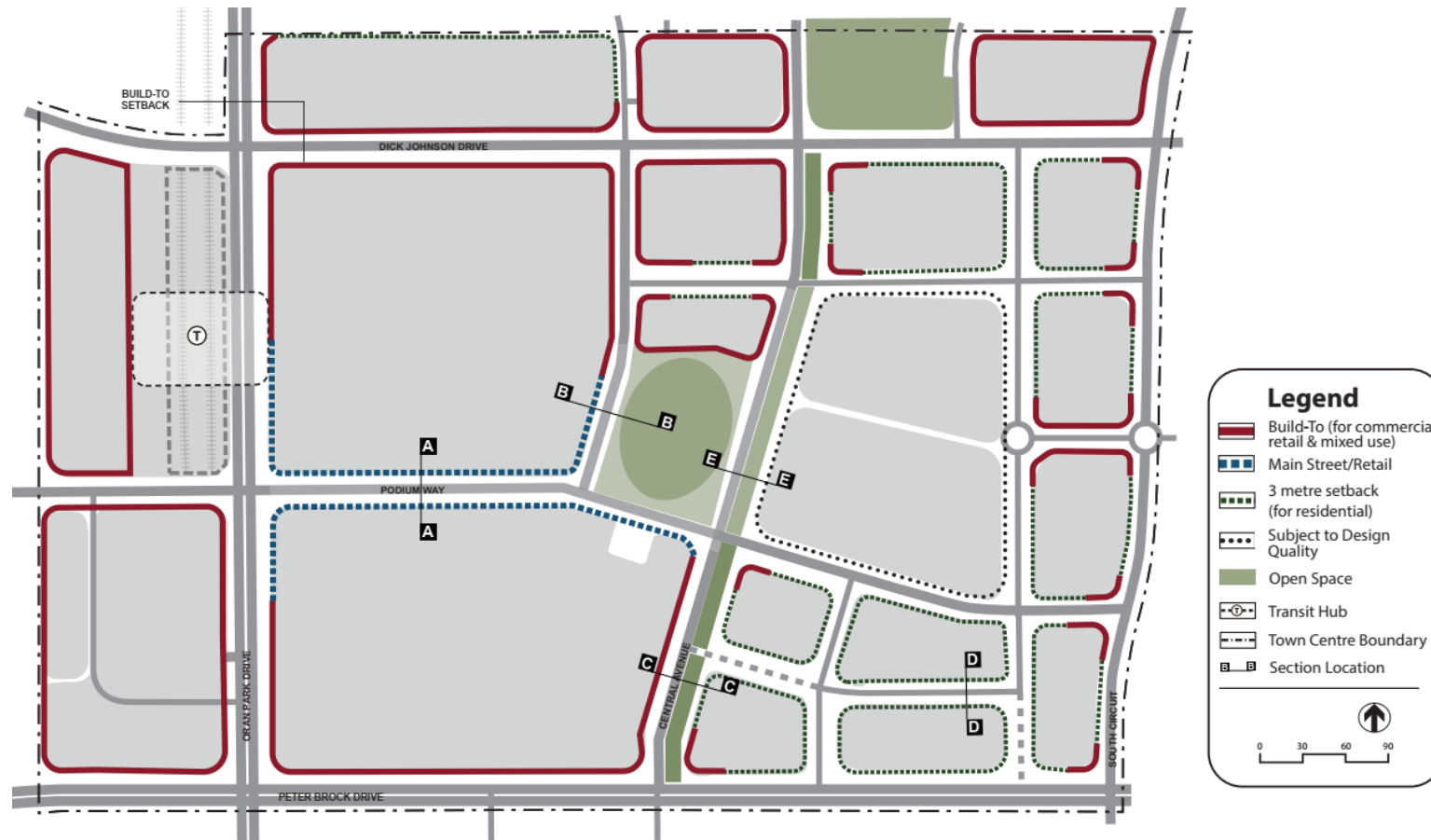
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Figure 7472: Indicative “Build-To” Lines and Setbacks

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7.7 Streetscape Activation

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Objectives

- a. To encourage active streets throughout the Town Centre.
- b. To promote safety and security within the Town Centre by maximising activation of street frontages.
- c. To ensure outlook to and surveillance of the street.

Controls

- Active frontage uses are defined as one of a combination of the following at street level:
 - entrance to retail.
 - shop front.
 - glazed entries to commercial and residential lobbies occupying less than 50% of the street frontage, to a maximum of 12m frontage.
 - café or restaurant if accompanied by an entry from the street.
 - active office uses, such as reception, if visible from the street.
 - public building if accompanied by an entry.
- Buildings are to maximise areas of street activation through a mixture of ground floor retail / commercial suites and the incorporation of ground floor terrace areas along the street frontage in residential development.
- Active street fronts, built to the street alignment, are required on the ground level of all retail and commercial development.
- Large format retail such as supermarkets and parking areas are to be sleeved or hidden by retail and commercial uses.
- Ground floor residential uses (other than entries to lobbies to residential uses above ground level) are not permitted on the Town Centre Main Street.
- Restaurants, cafes and the like are to consider providing openable shop fronts.
- No external security shutters to be permitted.
- On corner sites, shop fronts are to wrap around the corner.

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7.8 Solar Access

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Objectives

- a. To maintain appropriate levels of solar access to public and private spaces within the Town Centre.
- b. To ensure that building mass does not impede solar access to public and private spaces within the Town Centre.

Controls

- 1. Any Development Application for the construction of buildings is required to submit detailed solar access diagrams for between 9am and 3pm mid-winter to demonstrate sufficient solar access is maintained to public and private spaces and streets.
- 2. Parks and plazas are to receive sunlight on a minimal of 50% of their site area between 11am and 2pm on June 21.
- 3. Building envelopes are to allow for north-south streets to receive 2 hours of sunlight between 9am- 3pm on 21 June on a minimum of 50% of the eastern or western footpaths.
- 4. Building envelopes are to allow for east-west streets to receive 1 hour of sunlight between 9am- 3pm on 21June on a minimum of 50% of the southern footpaths.

7.9 Signs

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Objectives

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

Controls

- 1. Signs are to be designed and located to:
 - be visually interesting and have a high level of design quality,
 - be integrated with the architecture and structure of the building on which they are located,
 - be consistent with the scale of the building or the property on which they are located,
 - consider existing signs on the building, adjoining buildings or elsewhere in the streetscape, and not obscure views of existing signs or the potential for signs to be viewed on adjoining premises,
 - not cover glazed surfaces, and

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- project minimally from the building.

2. Signs are not to be supported from, hung from or placed on other signs.
3. The preferred locations for business or building identification signs are shown on **Figure 723** and include:
 - fascia signs, located on the front or side fascia of an awning,
 - under-awning signs,
 - flush wall mounted signs (e.g. above windows or doors), and
 - projecting wall signs, where there is no awning or the fixture of the sign to the awning is not appropriate due to the style of the awning.
4. Awning fascia signs are not to project within 500mm of the kerb.
5. The minimum clearance from the footpath to the bottom of any sign (apart from flush mounted wall signs) is 2.4 metres.
6. Projecting wall signs and under-awning signs are to be perpendicular to the building façade and horizontal.
7. Above awning signs (signs that are attached to the top of an awning) are not permitted.
8. Flush mounted building identification signs are permitted above the first floor on the building parapet only where they are integrated with the design of the building and where they do not project more than 100mm from the building. The maximum area of the sign face is 3m².
9. The maximum number of signs on each façade of any retail or commercial tenancy is three, and only one sign of each type (fascia, under-awning, projecting wall or flush mounted) is permitted on each façade.
10. Under-awning or projecting wall signs are to be a minimum of 3.5 metres apart.
11. Signs are not to project beyond the dimensions of the structure to which they are affixed or obscure windows or other openings.
12. Free standing signs (signs that are not affixed to a building) are not permitted on active street frontages.
13. Flashing, animated or bright neon signage is not permitted.
14. Any illuminated signage must comply with AS 4282 – Control of the obtrusive effects of outdoor lighting.
15. All buildings are to have clearly displayed and legible street numbering.
16. The location of signs is not to obscure views of traffic signs or traffic signals, or have the potential to cause confusion with traffic signs or signals (e.g. signs that look like traffic signals or stop signs located near a public road).

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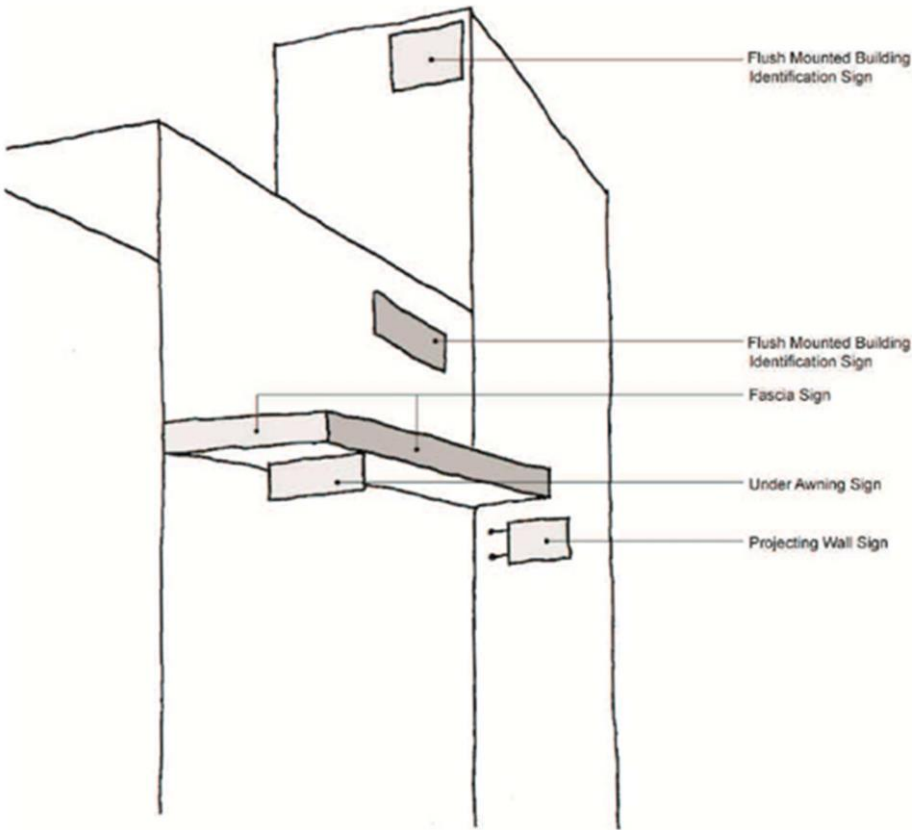


Figure 723: Preferred Locations for Signs (inserted January 2016)

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8.0 Site Access, Parking and Loading

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8.1 Vehicle Parking and Storage

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Objectives

- a. To ensure an appropriate number of parking spaces are provided within the Town Centre to service the needs of both residents and visitors.
- b. To encourage an appropriate mix of on and off-street parking options within the Town Centre.
- c. To provide integrated vehicle, bicycle and service access points without compromising the streetscape character or pedestrian amenity.

Controls

- 1. Retail facilities are to provide parking at the rate of one (1) space per 30m². Larger retail uses would be subject to the RTA Guide for Traffic Generating Developments.
- 2. Car parking dimensions are to be provided in accordance with relevant Australian Standards.
- 3. On street parking to be provided throughout the Town Centre to contribute to street life and surveillance.
- 4. Above ground parking is not encouraged without appropriate design measures to mitigate adverse visual impacts.
- 5. Below ground car parking is encouraged for higher density residential and mixed use blocks as well as Town Centre retail blocks.
- 6. Where below ground parking is along a street edge and cross ventilation is desirable, any exposed section of car park wall is to be appropriately modelled and scaled.
- 7. The majority of car parking is to be provided under Town Centre buildings and on street to limit visual impact and maintain pedestrian amenity.
- 8. Natural ventilation of basement and sub-basement parking areas is encouraged to be provided wherever possible.
- 9. Service vehicle access points should be consolidated where possible to limit the potential for conflict points.
- 10. Bicycle racks / storage areas are to be provided in all developments in accordance with the following requirements. Bicycle racks / storage areas should be provided for both residents / employees and site visitors:
 - non-residential development = 1 space per 750m² of gross leasable floor area.

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- residential development = 1 space per 4 apartments.

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8.2 Loading Docks

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Objectives

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

8.3 Roof Top Car Parking

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Objectives

- a. To allow roof top car parking which acknowledges the Town Centre environment.
- b. To allow roof top car parking which services upper level commercial and retail premises within the Town Centre and reduces the need for at-grade parking provision.
- c. To ameliorate the impact of roof top car parking on any adjoining residential development.

Controls

1. Roof top car parking can provide additional parking opportunities within the Town Centre if provided should give direct access to upper level commercial and retail premises.
2. Roof top car parking is to be designated to provide clear delineation between public roof top parking area and adjoining residential apartments or common areas associated with residential apartment buildings. This may be achieved through the provision of landscaping buffers, fencing, built form and structural screening / shade elements.
3. Security access control shall be provided between public roof top parking areas and any adjoining residential apartments or common areas associated with residential apartment buildings.
4. Any Development Application which incorporates roof top car parking shall include the submission of a lighting report and light spill diagrams for the roof top car parking areas.
5. A Plan of Management is required to be prepared for any proposed roof top car parking and submitted with the Development Application. The Plan of Management is to outline the operational management of the parking area, including matters such as:
 - access control,
 - hours of operation,
 - security procedures, and
 - management of noise from the car park.

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

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

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

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

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Figure 73: Indicative Stage 1 of Town Centre

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Objective

Control

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

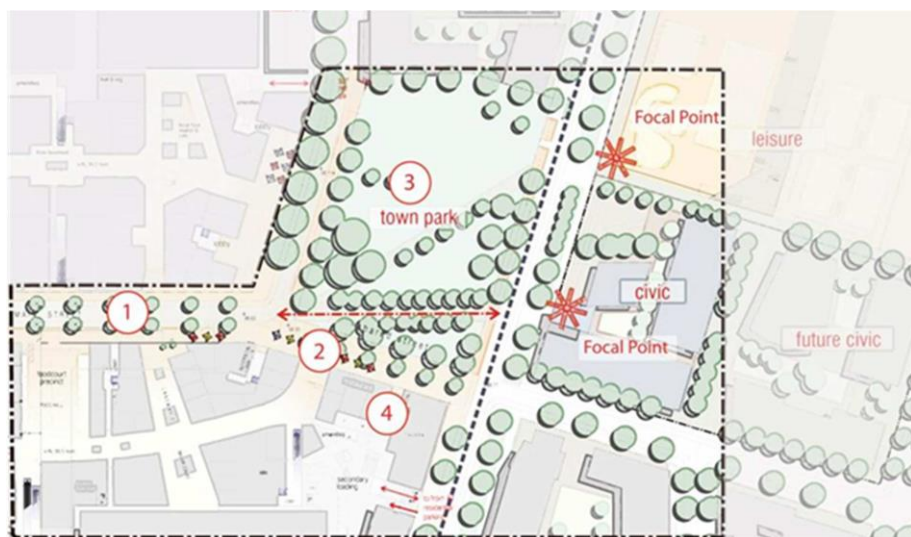


Figure 74: Stage 1 Urban Design Principles