

Section of Oran Park DCP	Proposed Changes	Justification
2.1 Indicative Layout Plan	It is proposed to amend the Oran Park ILP.	No updates are required to the vision and development objectives. The amended ILP will remain consistent with the existing Vision and Development Objectives for the Oran Park Precinct.
3.1 Street Network Layout and Design	<p>The DCP prescribes Charles McIntosh Parkway as a 2 lane sub arterial road that connects between the Northern Road and Cobbitty Road. In addition, there are three collector roads within the site.</p> <p>Updates are proposed to two of the collector roads. As such refinements are required to the current Street Network Plan. The existing and proposed Street Network Plan are shown below.</p>	<p>The proposed updates aim to improve the ability of the estate to satisfy the objectives set out in the DCP.</p> <p>A Traffic Impact Assessment has been prepared by SCT Consulting to assess the impacts of the future transport network for the subject site. The potential traffic impacts associated with the proposed DCP amendments on the surrounding critical road network have been considered as a result of the proposed update.</p> <p>Overall, the proposed updates to the road network aim to improve the overall traffic and pedestrian network for the Oran Park Precinct and result in positive benefits in relation to site accessibility, road and pedestrian network permeability.</p>
3.2 Pedestrian and Cycle Network	<p>Additional connections are proposed to the existing Pedestrian and Cycle Network map. The additional connections consist of:</p> <ul style="list-style-type: none"> • Improved connections to the Macarthur Anglian School site; • Additional pedestrian and cycle paths within residential areas; and • Increased connection within 	<p>The Landscape Masterplan supporting the proposed DCP amendment maximises accessibility to neighbouring residential areas and creates an interconnected network of dual use paths.</p> <p>The popout spaces and pedestrian bridge in the eastern part of the riparian corridor also activate this area and provide good pedestrian connectivity to the future neighbourhood centre.</p>

	riparian and open space areas.	The inclusion of these embellishment details at detailed design phase will further demonstrate the ways in which the open space will meet the needs of future residents of all age groups.
4.1 Public Parks and Landscape Strategy	The current Open Space Network map will require updates to reflect the revised open space network for the site.	<p>The updates have been supported by a Landscape Masterplan and Integrated Water Management Plan.</p> <p>The revised passive open space network has been designed to integrate with the riparian corridor. An extensive network of paths is proposed for the open space network to maximise the opportunity for activity, connectivity and to integrate the open spaces into the future residential development.</p>
5.2 Neighbourhood Centres	<p>The future southern neighbourhood centre is located within the subject site. No updates to this section are proposed in this DCP amendment.</p> <p>Amendments to this section of the DCP will be conducted at a later date.</p>	N/A
5.4 Denbigh Transition Area	<p>Updates are required to the current DCP controls in response to the reinterpretation of the Hassall Driveway linear open space and the need to increase the maximum height of the earth mound.</p> <p>The current proposal to erect a higher mound is in response to the constraints of the existing topography in this Southern Viewscape Precinct of the 'Denbigh Transition Area.'</p>	<p>The increases in height proposed for the earth mound are supported by the Heritage Impact Study. The study concluded that an increase in the height is required to mitigate visual impacts when viewing to and from the Denbigh estate.</p> <p>The height of the proposed mound reaches a maximum of approximately 8.92 meters above the natural ground level. The excavation to the south of the mound reaches more than 4.5 metres at its deepest point.</p>

	<p>A landscape corridor (min. 20m width) is currently required. The proposed amendments seek to remove this to provide a tree-lined boulevard.</p>	<p>These modifications should provide the required visual screening of future developments to the Denbigh Estate.</p> <p>The Heritage Impact Study supports the reinterpretation of the former Hassall Driveway to a tree lined boulevard. The Study concludes that the reinterpretation retains the rural character of the former driveway. The proposed interpretation plan illustrated in the draft DCP suggests appropriate species to be planted within the wide verges. Further assessment of the boulevard will be assessed as part of a future Development Application to align with the controls of Part B of the DCP.</p>
<p>Section 5.5 The Northern Road and Cobbitty Road Interface (proposed to be renamed to The Northern Road, Cobbitty Road and Metropolitan Rural Area interface)</p>	<p>It is proposed to extend the existing Cobbitty Road interface transition area to east to the boundary of the Macarthur Anglican School. The extension of the transition area will allow for residential development to be of a larger lot size (minimum 1,000 square metres) to respect the rural character of Cobbitty Road. It is proposed to achieve this by introducing an additional development control that requires any subdivision of land to be a minimum of 1000 square metres.</p> <p>Additionally, the Visual Impact Assessment recommended that a 7m landscaped buffer bounded by Cobbitty Road reserve and southern boundary of the site is to be provided to further screen the future development from Cobbitty</p>	<p>A Visual Impact Assessment supported the draft amendments to the Oran Park DCP. The Assessment concluded that visual impacts towards Cobbitty Road should be mitigated subject to recommendations.</p>

	<p>Road. A control has been introduced in the DCP to ensure the recommendations of the VIA are to be followed.</p> <p>Additionally, new controls are proposed for the land identified as a transition area in the south-western portion of the site which abuts the MRA. The draft DCP will require the rear setbacks of these future large lots to be heavily landscaped to restrict any views towards the MRA.</p> <p>It is also proposed to include the north-western portion of the subject site within the transition area. The proposed masterplan indicates that a perimeter road will be provided within this area. A cross section showing the treatment of this road with a wider road verge to accommodate landscape screening has been included in the draft DCP.</p>	
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