

Oran Park Precinct

Development Control Plan

Amendment No.12 – July 2023

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1. Introduction

1.1 Name and Application of this Plan

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

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



Figure 1:Oran Park Precinct Indicative Layout Plan

1.2 The Purpose of this DCP

The purpose of this DCP is to:

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

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

1.3 Relationship to other Plans

This DCP should be read in conjunction with *State Environmental Planning Policy (Precincts – Western Parklands City) 2021 (the Western Parkland City SEPP)* and other relevant State planning policies. This DCP should also be read in conjunction the following parts of *Camden Council Development Control Plan 2019 (Camden DCP 2019)*:

- Part 1 – Introduction;
- Part 2 – General Land Use Controls;
- Part 3 – Residential Subdivision;
- Part 4 – Residential Dwelling Controls; and
- Part 6 – Specific Land Use Controls.
- and in conjunction the following Camden Council policies:
- Camden Council Policy 3.19 – Flood Risk Management Policy (10/04/2006),
- Camden Council P2.0054.2 – Management of Contaminated Lands (09/11/2017),
- Camden Council Policy P4.0253.1 – Dedication of Constrained Lands Policy (10/03/2020)
- Camden Council Policy P1.0012.2 – Tree Management Policy (26/11/2019); and
- Camden Community Participation Plan 2021

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

1.4 Structure of this Plan

This DCP is structured into two parts - Part A and Part B. Part A contains general objectives and controls that apply to development across the whole precinct. Each section contains a series of objectives and development controls. The objectives state what outcomes are to be achieved for future development. The development controls are intended to ensure that the stated objectives are met and that high quality outcomes are delivered throughout the life of the development. The provisions relating to subdivision DAs are generally contained within Sections 1 – 7.1 of this DCP whilst the provisions relating to residential building DAs are generally contained in Sections 7 and 8.

Part A of this DCP is structured as follows:

- Section 1:** sets out the administrative provisions of the DCP.
- Section 2:** relates to the overall layout and vision for the future development of the precinct as well as the precinct wide controls for residential density, the provision of precinct wide infrastructure delivery and staging, and the hierarchy of centres and employment areas.
- Section 3:** relates to the street network including road design standards, the public transport network and the pedestrian and cycleway network.
- Section 4:** outlines the provision of public open space, landscaping and the provision of education, civic and community facilities.
- Section 5:** outlines the objectives and design principles relating to the Oran Park Town Centre, the Neighbourhood Centres, Oran Park Employment Area, the Denbigh Transition Area and the Northern Road and Cobbitty Road Interface Area.
- Section 6:** relates to general environmental management issues that apply across the entire Oran Park Precinct including riparian corridors, flood prone land, water cycle management, soils and salinity, Aboriginal and European heritage, bushfire hazard management, tree retention and biodiversity, contamination, odour and acoustics.
- Section 7:** relates to neighbourhood and subdivision approval process, subdivision design, streetscape and architectural design, setbacks, corner lots, zero lot lines, dwelling height, massing and siting, private open space, garages, access and parking, studios / Fonzie flats, dual occupancies, mixed use and high density housing, safety and surveillance, fencing and cut and fill.
- Section 8:** relates to solar access and natural daylight, visual and acoustic privacy, floor to ceiling heights, sustainable building design, stormwater and construction management, waste management and site facilities and servicing.
- Appendix A:** Glossary - contains the definitions for a number of specific terms used in this DCP that are not defined within the SEPP.
- Appendix B:** Part B Development Control Plans.

Appendix C: Exempt and Complying Development.

Appendix D: Complying Lot Provisions.

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

- B1 – The Oran Park Town Centre,
- B2 – Controls for the Land Containing Riparian Protection Area
- B3 – The Denbigh Transition Area ,
- B4 – Northern Neighbourhood Centre
- B5 – Controls for the Oran Park Employment Area

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

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

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

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

Variations to Development Controls and the Indicative Layout Plan

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

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

Developer Design Guidelines

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

Review

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

1.5 Exempt and Complying Development

The Act Environmental Planning and Assessment Act 1979 enables certain forms of development to be classified as either exempt or complying development through Environmental Planning Instruments (EPIs).

Exempt Development is development of a minor nature that can be undertaken without the need for development consent.

Complying Development is development that, providing it meets pre-determined development standards, can be assessed through the issuance of a complying development certificate.

The **State Environmental Planning Policy (Exempt and Complying Development Codes) 2008** (Codes SEPP 2008) includes the Housing and Greenfield Housing Codes, which provides controls for the siting and design of residential dwellings as well as alterations and additions to residential dwellings up to two storeys. Development that meets the criteria in the Housing or Greenfield Housing Code under the Codes SEPP 2008, and this DCP may not apply. Where a development does not meet the requirements in the Housing or Greenfield Housing Code, consent is required and this DCP applies.

The **NSW Commercial and Industrial Codes** outline how some types of commercial and industrial development in certain zones can meet the complying development criteria. Where a development does not meet the requirements of these Codes, consent is required and this DCP applies.

Other EPIs that apply to the land that this plan applies to may also specify that certain development is exempt or complying development. Applicants should review relevant instruments to determine the applicable approval process for their development.

Notes:

- *Division 4.5 of the Act provides that certain development, such as designated development, or development requiring the concurrence of another body, or development on land comprising, or on which there is, a heritage item, cannot be complying development.*
- *Under Division 4.5 of the Act, development consent for the carrying out of complying development may be obtained by the issue of a complying development certificate.*
- *Specifying a type of development as complying development does not authorise the contravention of any condition of development consent applying to the land on which the complying development is carried out, nor does it remove the need for any approval that may be required under other legislation.*
- *See also clause 5.8 Conversion of Fire Alarms of the SEPP which provides that the conversion of fire alarms is complying development in certain circumstances.*

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

1. To be exempt development, the development:
 - must meet the relevant deemed-to-satisfy provisions of the Building Code of Australia, and
 - must not, if it relates to an existing building, cause the building to contravene the Building Code of Australia, and
 - must not be designated development, and
 - must not be carried out on land that comprises, or on which there is, a heritage item that is listed on the State Heritage Register under the *Heritage Act 1977* or that is subject to an interim heritage order under the *Heritage Act 1977*, and
 - must not be carried out in an environmentally sensitive area for exempt or complying development (as defined in clause 18 of the SEPP), and
 - must not be carried out on land shown as a Riparian Protection Area on the land use zoning maps.
2. Development that relates to an existing building that is classified under the Building Code of Australia as class 1b or class 2—9 is exempt development only if:
 - the building has a current fire safety certificate or fire safety statement, or
 - no fire safety measures are currently implemented, required or proposed for the building.

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

1.6 Table of Amendments

Amendment No.	Adopted Date	Description of Changes
Original	4 December 2007	N/A
1	12 November 2008	Insertion of Part B Section (Part B1 – Sales and Marketing Centre)
2	20 May 2009	Insertion of new Part B Section (Part B2 – Riparian Protection Area) and minor Part A amendments
4	15 October 2011	Insertion of Part B Section (Part B1 – Oran Park Town Centre, which replaced Sales and Marketing Centre) and minor Part A amendments
5	13 August 2014	Housing Diversity Package
5a	27 August 2014	Changes to master plan for Civic Precinct (Part B1 – Oran Park Town Centre)
6	19 January 2016	Changes to master plan for Civic Precinct (Part B1 – Oran Park Town Centre)
7	13 September 2016	Insertion of new Part B Section (Part B3 – Denbigh Transition Area)
8	30 November 2016	Amendment to Part A of the DCP regarding changes to minimum lot sizes for semi-detached dwellings and minor changes to lot mix controls
9	11 April 2017	Amendment to Part A of the DCP to ILP and DCP Figures including changes to road hierarchy, layout and intersection arrangements and Transit Boulevard cross-section; review of provision of open space, community facility, school site and indicative child care centre locations; minor changes to child care centre controls; and relocation of planned medium density areas around the Oran Park Town Centre
10	3 September 2019	Insertion of new Part B Section (Part B4 – Northern Neighbourhood Centre)
11	5 May 2022	Insertion of new Part B Section (Part B5 – Oran Park Employment Area)
12	TBD	Housekeeping Amendments,
13	TBD	<p>Amendment to Part A of the DCP to ILP and DCP Figures including changes to the street, pedestrian and cycle; and open space networks. Introduction of additional WSUD controls for Lot 2005 DP 1162239.</p> <p>Amendment to Part B of the DCP in relation to the southern neighbourhood centre and the Southern Ridgeline Treatment.</p>

Part A - Precinct Wide DCP

2.The Oran Park Precinct

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

2.1 Indicative Layout Plan

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

Objectives

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

Controls

1. All development is to be undertaken generally in accordance with the Indicative Layout Plan at **Figure 2** subject to compliance with the objectives and development controls set out in this DCP.
2. Where variation from the ILP is proposed, the applicant is to demonstrate that the proposed development is consistent with the Vision and Development Objectives for the precinct set out in **Section 2.2** and the Objectives and Controls at **Sections 2.3 – 2.5** of this DCP. The DCP may require amendment where significant variation is envisaged.

2.2 Vision and Development Objectives

Vision

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

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

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

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

Key Development Objectives for the Oran Park Precinct

1. To facilitate urban development that meets environmental sustainability objectives.
2. To ensure all development achieves a high standard of urban and architectural design quality.

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

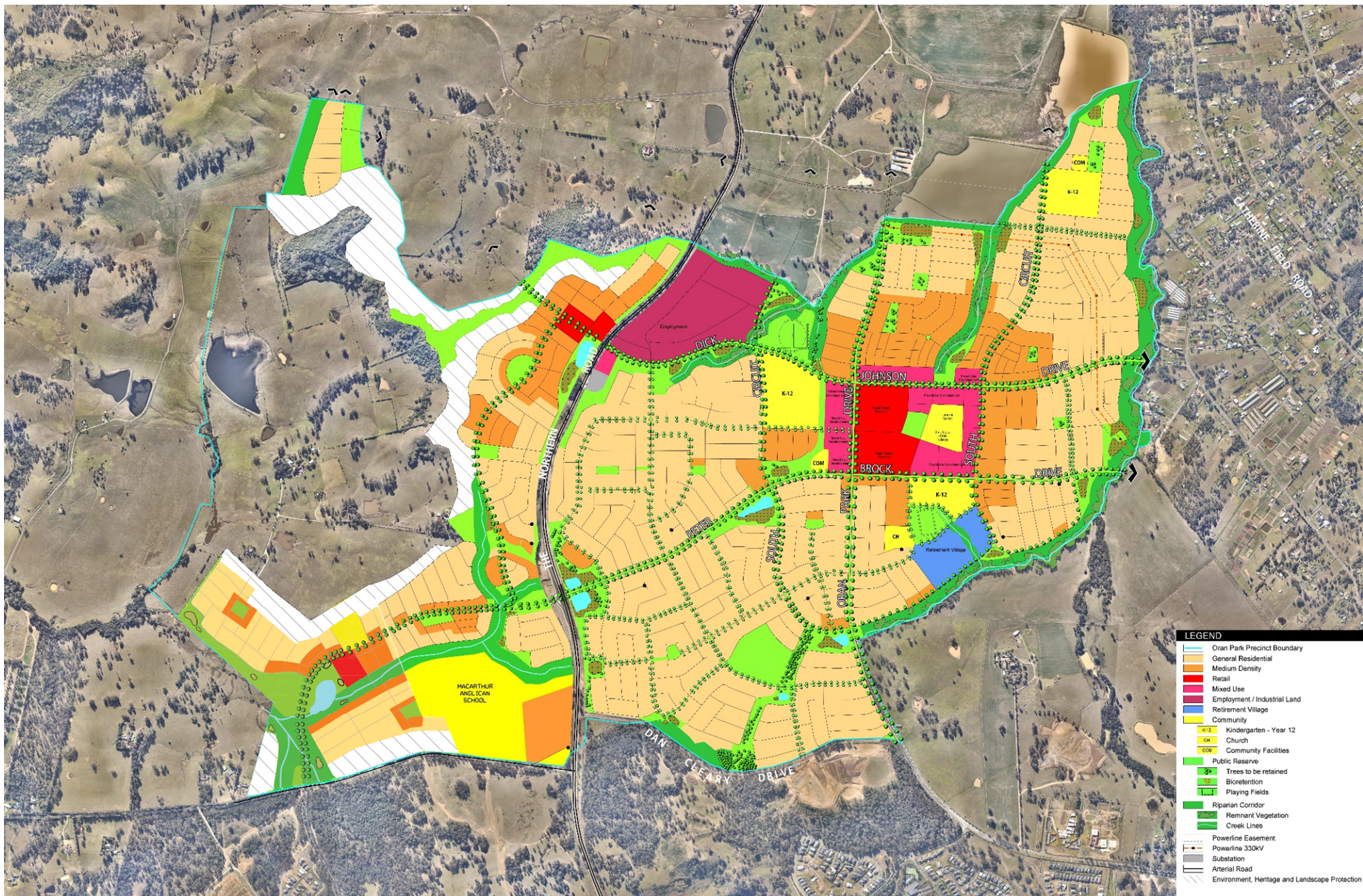


Figure 2: Oran Park Precinct Indicative Layout Plan

2.3 Residential Density Targets

Objectives

- a. To ensure the residential density targets identified in the Western Parkland City SEPP and confirmed through the ILP preparation process are achieved.
- b. To provide a range of residential development densities and types for a wide variety of demographic and socio-economic groups.

Controls

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

2.3.1 Infrastructure Delivery and Development Staging

Objectives

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

Controls

1. Core infrastructure, services and facilities are to be established at the early stages of development consistent with the *Special Infrastructure Contributions Practice Note* and the *Oran Park and Turner Road Section 7.11 Contributions Plan*.
2. A staging plan for the sub-precinct as identified at **Figure 3** is to be prepared and submitted to Council as part of the first subdivision DA within that sub-precinct. The staging plan is to broadly identify the indicative residential dwelling targets, staging and delivery of future development areas as well as the intended provision of social and physical infrastructure required for that sub-precinct. Council may require an applicant to update the staging plan as development progresses.



Figure 3: Indicative Residential Dwelling Target Sub-Precincts

2.4 Hierarchy of Centres and Employment Areas

Objectives

- a. To ensure an appropriate supply, distribution, and mix of retail, commercial and employment floor space across the precinct.
- b. To ensure that the retail floor space within the Oran Park Precinct does not undermine the potential of existing and proposed centres within the region.
- c. To encourage the early investment and delivery of employment generating development and retail uses to serve the population.

Controls

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

Table 1: Hierarchy of Centres and Employment Areas

Centre / Employment Area	Characteristics
Oran Park Town Centre	<p>The Oran Park Town Centre is approximately 24.6ha in area and located towards the centre of the Oran Park Precinct. The Town Centre will be the main centre for the southern portion of the South West Sector Growth Centre and will function as the retail and community focal point for the Oran Park and neighbouring precincts. The following floor space restrictions will apply:</p> <p>A maximum aggregate of 50,000m² Gross Lettable Area – Retail (GLAR) of retail premises. GLAR means the total area of a tenancy by the Property Council of Australia's Method of Measurement definition.</p>
Northern Neighbourhood Centre	<p>The Northern Neighbourhood Centre is approximately 2ha in area and is located in the north-west corner of the precinct. The centre will be anchored around a vibrant main street built form focused on 'East – West Road 1' and will offer an attractive, inviting and high quality public domain. The centre will also address the Northern Road, capitalising on exposure to this road. The centre will include a mix of neighbourhood scale retail and commercial activities (for example a small scale supermarket, speciality shops, restaurants / cafes, newsagent, tavern, real estate offices, commercial offices, medical suites) and highway orientated uses (for example service station, take away / fast food, car repairs and the like).</p> <p>The following floor space restrictions will apply:</p> <p>A maximum aggregate of 5,000m² GLAR shall apply to retail premises, with no individual retail premises (other than landscape supplies) having GLAR greater than 1,500m².</p>
Southern Neighbourhood Centre	<p>The Southern Neighbourhood Centre is approximately 1.8ha. It is located in the south west corner of the Precinct. Overlooking water, and sited on the 'Southern Boulevard (west)' in close proximity to the primary school and sports oval, the centre will serve as a community focal point for residents to the west of the Northern Road and in neighbouring localities to the south and west. The centre will provide neighbourhood scale retailing including small scale supermarket, speciality shops, restaurants / cafes, newsagent, tavern, real estate offices, commercial offices, medical suites, a service station and the like. The centre may also include shop top housing, apartments and / or townhouses.</p> <p>The following floor space restrictions will apply:</p> <p>A maximum aggregate of 5,000m² GLAR shall apply to retail premises, with no individual retail premises (other than landscape supplies) having a GLAR greater than 1,500m².</p>
Oran Park Employment Area	<p>The Oran Park Employment Area is approximately 18ha in area and is located in the northern portion of the precinct. It may provide for a range of industrial, light industrial, warehouse, and distribution uses. Higher employment generating uses will be preferred over low intensity uses.</p>

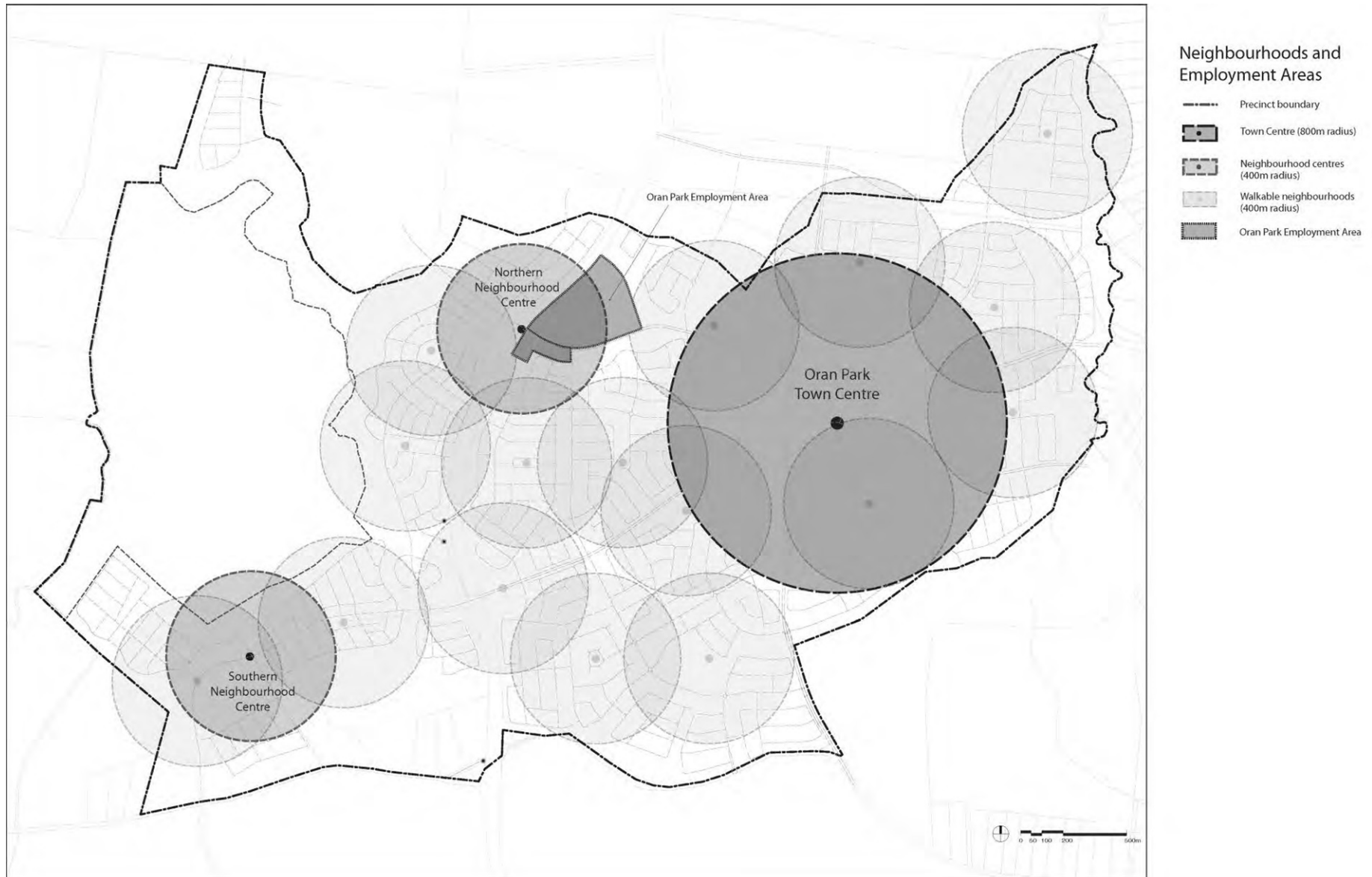


Figure 4: Neighbourhood Centres and Employment Areas

3. Access and Movement

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

3.1 Street Network Layout and Design

Objectives

- a. To provide a hierarchy of interconnected streets that gives safe, convenient and legible access within and beyond the precinct.
- b. To ensure that the hierarchy of the streets is clearly discernible through variations in carriageway width, on-street parking, incorporation of water sensitive urban design measures, street tree planting, and pedestrian amenities.
- c. To provide a safe and convenient public transport, pedestrian and cycleway network.
- d. To ensure a high quality, functional, safe, legible and visually attractive public domain.

Controls

1. The street network is to be provided generally in accordance with **Figure 2** and **Figure 5**. Where any variation to the residential street network indicated with **Figure 2** and **Figure 5** is proposed, the alternative street network is to be designed to achieve the following principles:
 - establish a permeable network that is based on a modified grid system,
 - encourage walking and cycling and reduce travel distances,
 - maximise connectivity between residential areas and community facilities, open space and centres,
 - take account of topography and accommodate significant vegetation,
 - optimise solar access opportunities for dwellings,
 - provide frontage to and maximise surveillance of open space and riparian corridors,
 - provide views and vistas to landscape features and visual connections to nodal points and centres,
 - maximise the use of water sensitive urban design measures, and
 - minimise the use of cul-de-sacs. If required, the maximum number of dwellings to be served by the head of a cul-de-sac is 6.
2. Streets are to be provided in accordance with **Tables 2-9**. The dimensions shown on these typical diagrams are minimums only. Alternative street designs may be permitted on a case by case basis if they preserve the functional objectives and requirements of the design standards.
3. Where local streets are proposed with the minimum cross-section provided for by **Table 8** or **Table 9**, they:
 - should provide front loaded access to no more than a total of 30 allotments, including any battle-axe lots,

- should be less than 200m in length, and
 - should preferably be located adjoining parkland, riparian corridor or other type of open space or should play a minor role in the road network, providing low volume linkages and connections to more significant roads.
4. Except where otherwise provided for in this DCP, all streets and roundabouts are to be designed and constructed in accordance with the minimum requirements set out in the *Camden Council Engineering Design and Construction Specifications*. In particular:
- intersection treatments are required to clearly identify the road hierarchy and create well defined intersections,
 - traffic islands and slow points are to be constructed of concrete or paving. Extended speed humps (i.e. plateaus) are not permitted for traffic calming,
 - roundabouts on non-bus route locations are to be designed to accommodate heavy vehicles, and
 - road pavement shall be asphalt. Coloured asphalt, concrete or paving bricks may be used to define cycle lanes, car parking spaces or at intersections.
5. For all local streets and access ways, traffic management, i.e. road layout and / or speed reducing devices, are to be used to produce a low speed traffic environment. Such traffic management devices are to be identified at subdivision DA stage.
6. Intersection spacing and design should be consistent with the following best practice guidelines:
- the minimum distance from an access place or road to a collector road is to be 60 metres if the junction is on the same side of the road, or 40 metres if it is staggered on the opposite side of the road,
 - the minimum distance between collector roads is to be 120 metres if the junction is on the same side, or 100 metres if it is staggered on the opposite side of the road, and
 - intersections are to be either T-junctions or roundabouts. Where 4-way intersections are proposed, traffic is to be controlled, where appropriate, by lights, roundabouts, median strips or signage.
7. Turning heads at the end of a cul-de-sac are to be consistent with the following design principles:
- a turning area shall provide sufficient area for a “large (12m long) rigid truck” to make a three point turn or turn without reversing,
 - the minimum dimension for a cul-de-sac turning head is 9m radius (where no central island exists),
 - lot configurations that discourage parking in the manoeuvring area are preferred, and

- “T” configuration turning heads will be considered where they allow efficient and safer manoeuvring for waste service collection and other delivery vehicles.
8. Where roads are adjacent to public reserves or riparian corridors, the verge widths may be reduced to a minimum of 1m, subject to footpaths, public utilities, bollards and fencing being adequately provided for and APZs and riparian corridors requirements being addressed.
 9. Any private road is to be designed and built in accordance with the *Camden Council Engineering Design and Construction Specifications*. Details must be shown on the engineering construction drawings that must be submitted prior to the issue of the Occupation or Subdivision Certificate (whichever occurs first).
 10. Street trees are required on all streets. Street planting is to:
 - be used consistently to distinguish between public and private spaces and between different classes of street within the street hierarchy,
 - minimise risk to utilities and services,
 - be durable and suited to the street environment and include endemic species,
 - maintain adequate lines of sight for vehicles and pedestrians, especially around driveways and street corners,
 - provide appropriate shade, and
 - provide an attractive and interesting landscape character without blocking the potential for street surveillance.
 11. Any proposal for street tree planting within the road reserve (i.e. carriageway and footpath) is to include appropriate detailed design that addresses access and manoeuvrability of heavy vehicles, street sweepers and cars, the impact of the root system on the carriageway, ongoing maintenance of the tree and carriageway, and the relationship with future driveway access points. It must also address any adverse impact on available on-street parking, especially in higher density areas.
 12. The location and design of signage, street furniture and street lighting is to be indicated on the engineering construction drawings.

Note: Locating entry signage and the like within a public road reserve is subject to Council agreement.
 13. The design of all signage, street furniture and street lighting is to be consistent with Council’s *Landscape and Streetscape Elements Manual for Camden* and be:
 - designed to reinforce the distinct identity of the development,
 - coordinated in design and style,
 - located so as to minimise visual clutter and obstruction of the public domain,

- of a colour and construction agreed by Council, and
 - consistent with any relevant Australian Standard including the AS / NZS 1158 series for street lighting.
14. No direct vehicular site access is permitted to The Northern Road. Direct vehicular site access to the proposed transit boulevard and the 4 lane sub-arterial roads will be considered to town and neighbourhood centres in exceptional circumstances only, such as for large scale developments and / or the servicing of multiple developments. Direct vehicular site access to 2 lane sub-arterial roads will be determined on merit having regard to traffic volumes, traffic speeds and the location of cycleways.
15. The minimum kerb radii for intersections of local roads shall be 7.5m, subject to a minimum verge width of 3.5m. The kerb radii may need to be increased to facilitate truck turning requirements, services, drainage, intersection sight distance or other specific design criteria. Note: The minimum kerb radii is based on sight distance being available for a street pattern based on a modified grid. Curvilinear streets may require increased kerb radii and boundary splays to achieve sight distance requirements.

Proposed updates to Street Network Plan

Downgrading of collector road next to the local centre to a local street

Relocation of collector road to within the Mirvac landholdings

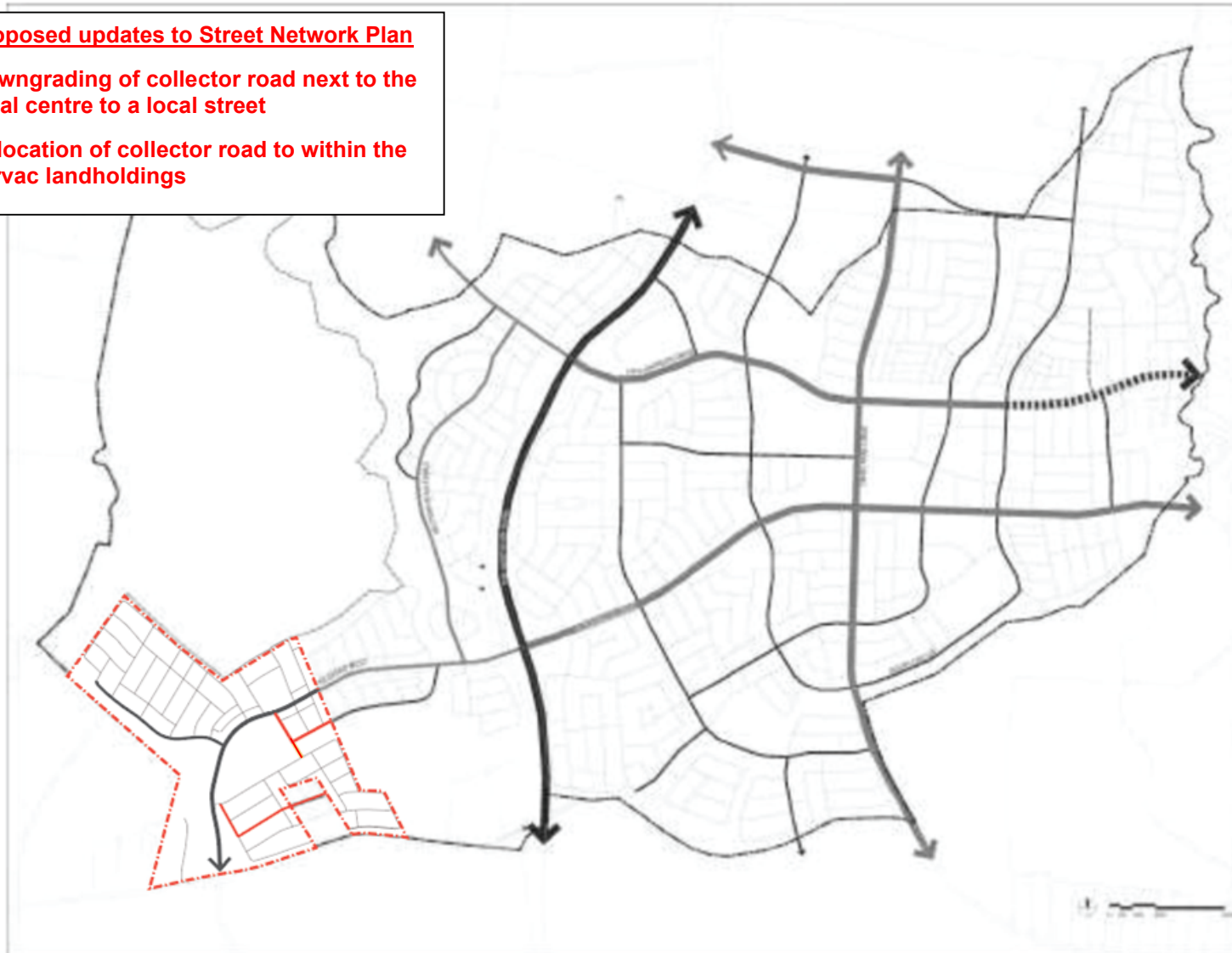


Figure 5: Street Network Plan (updates proposed to collector roads identified in red)

Table 2: Transit Boulevard (Typical Minimum Cross section)

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

Notes:

- (1) The carriageway is measured from face of kerb to face of kerb.
- (2) The lane width consists of a 2m cycle lane*, 3.5m kerbside travel lane and a 3m travel lane.
* a 2.5m off-road shared pedestrian and cycle share path will be required to be constructed if a cycle lane is not provided.
- (3) On-street parking is not permitted on the Transit Boulevard, except where the road adjoins a town or neighbourhood centre, where an additional parking lane may be provided.
- (4) The individual sections within the verge may need to be wider if light poles / trees are to be located within those sections to provide clearance for motorists and cyclists in accordance with the relevant standards.
- (5) No direct vehicular access to individual lots is permitted, except where the road adjoins a town or neighbourhood centre, where direct vehicular site access will be considered in exceptional circumstances only (refer to clause 3.1 (14)).
- (6) Tree species selection and spacing of trees will need to take into consideration the location of the trees and the impact on on-street activities such as street sweeping.
- (7) Tree planting is not permitted within the carriageway.

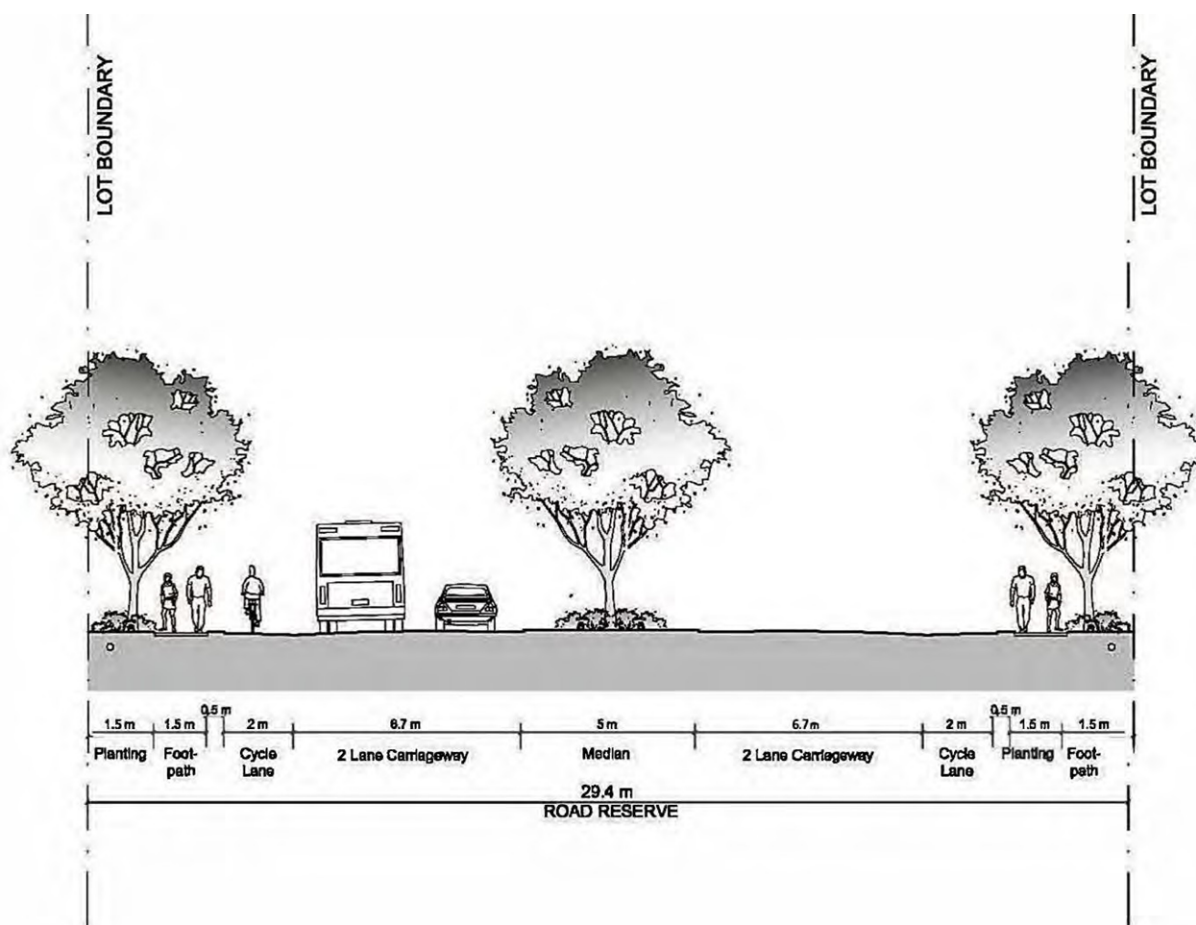


Figure 6: Indicative Layout of a Transit Boulevard

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

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

Notes:

- (1) The carriageway is measured from face of kerb to face of kerb.
- (2) The lane width consists of a 3.5m kerbside travel lane and a 3.2m travel lane.
- (3) The median is designed to accommodate right turning lanes.
- (4) On-street parking is not permitted on four lane sub-arterial roads, except where the road adjoins a town or neighbourhood centre, where an additional parking lane may be provided.
- (5) The individual sections within the verge may need to be wider if light poles / trees are to be located within those sections to provide clearance for motorists and cyclists in accordance with the relevant standards.
- (6) No direct vehicular access to individual lots is permitted, except where the road adjoins a town or neighbourhood centre, where direct vehicular site access will be considered in exceptional circumstances only (refer to clause 3.1 (14)).
- (7) Tree species selection and spacing of trees will need to take into consideration the location of the trees and the impact on on-street activities such as street sweeping.
- (8) Tree planting is not permitted within the carriageway.

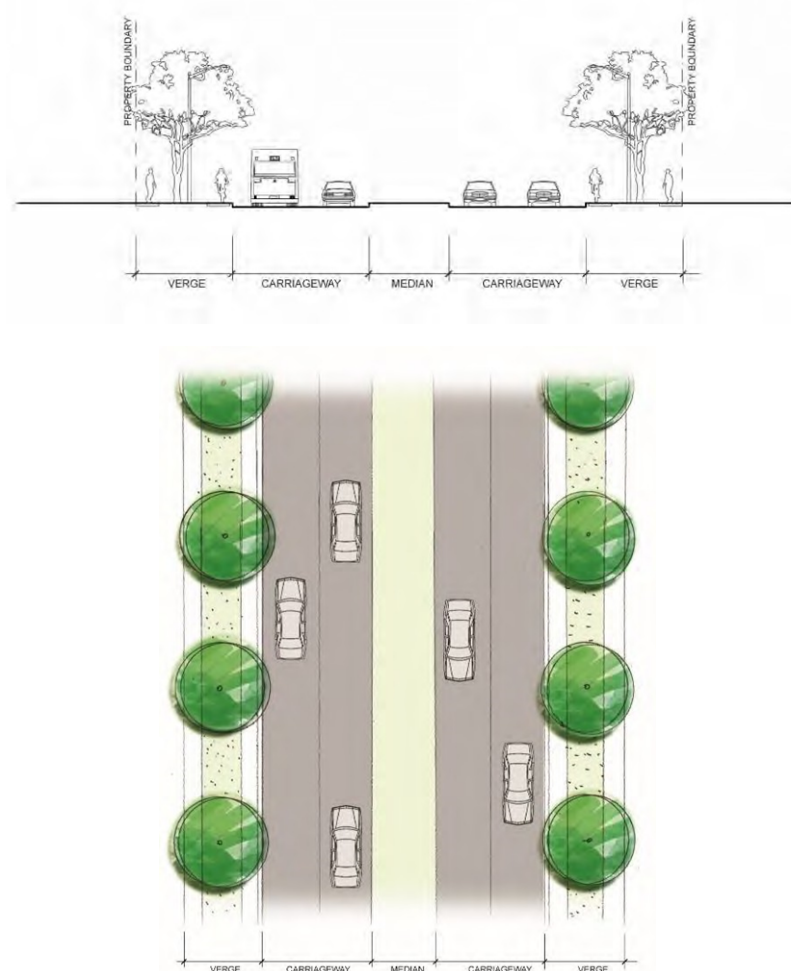


Figure 7: Indicative Layout of a Four Lane Sub-Arterial

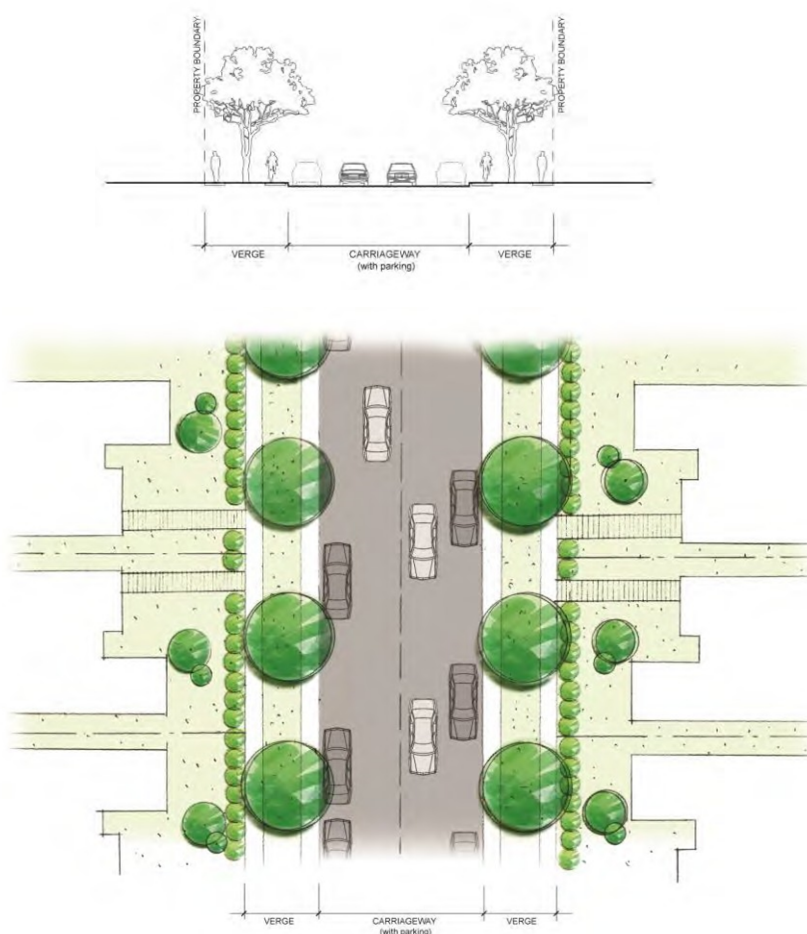
Note: This figure is indicative only, not to scale and should not be used to determine the road dimensions or layout. The dimensions and layout are defined in **Table 3**.

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

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

Notes:

- (1) The carriageway is measured from face of kerb to face of kerb.
- (2) The lane width consists of a 2.1m parking lane and a 3.5m travel lane. Linemarking of the road centre-line only is required. If the parking lane is proposed to be linemarked, the lane width shall be increased to 5.8m (2.3m parking lane and 3.5m travel lane).
- (3) Direct access to individual lots may be permitted, depending on the circumstances. Where a 2 lane sub-arterial road is proposed to be access denied, the parking lane may not be required (however, a parking lane may be required if the road is adjacent to local shops, open space, playing fields, schools or the like). Where a parking lane is not required, the carriageway shall be a minimum of 9.6m wide (consisting of two 4.8m lanes).
- (4) The individual sections within the verge may need to be wider if light poles / trees are to be located within those sections to provide clearance for motorists and cyclists in accordance with the relevant standards.
- (5) Tree species selection and spacing of trees will need to take into consideration the location of the trees and the impact on on-street activities such as street sweeping and garbage collection, where permitted.
- (6) Where a cycle lane or shared path is a designated commuter route, and where direct access to lots is permitted, the lane / path may be required to have a greater setback from the property boundary.
- (7) For roads adjacent to riparian corridors or other similar non-residential land (e.g. golf course, water supply canal) the verge on the non-residential side may be reduced to 1.0m wide. However, the verge width may be required to be wider if trunk services or a shared path or cycle lane are proposed to be located in this verge area.
- (8) Tree planting is not permitted within the carriageway.

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

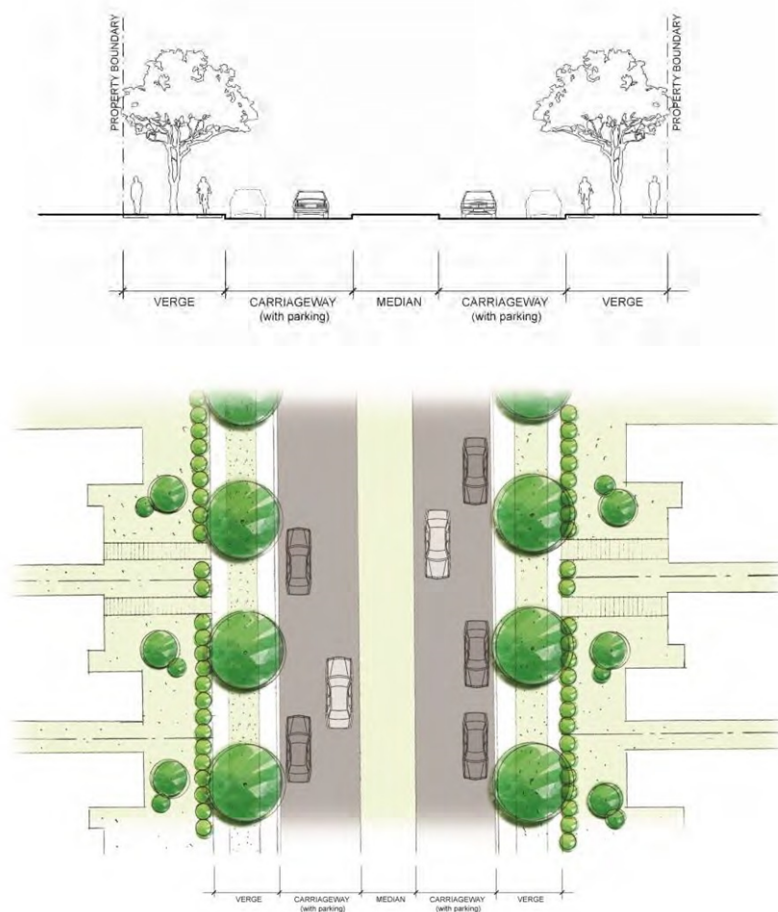
Note: This figure is indicative only, not to scale and should not be used to determine the road dimensions or layout. The dimensions and layout are defined in **Table 4**.

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

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

Notes:

- (1) The carriageway is measured from face of kerb to face of kerb.
- (2) The lane width consists of a 2.1m parking lane and a 3.5m travel lane. If the parking lane is proposed to be linemarked, the lane width shall be increased to 5.8m (2.3m parking lane and 3.5m travel lane).
- (3) If right turn lanes are required, the median shall be increased to 4.2m.
- (4) Direct access to individual lots may be permitted, depending on the circumstances. Where a 2 lane sub-arterial road is proposed to be access denied, the parking lane may not be required (however, a parking lane may be required if the road is adjacent to local shops, open space, playing fields, schools or the like). Where a parking lane is not required, the minimum lane widths shall not be reduced.
- (5) The individual sections within the verge may need to be wider if light poles / trees are to be located within those sections to provide clearance for motorists and cyclists in accordance with the relevant standards.
- (6) Tree species selection and spacing of trees will need to take into consideration the location of the trees and the impact on on-street activities such as street sweeping and garbage collection, where permitted.
- (7) Where a cycle lane or shared path is a designated commuter route, and where direct access to lots is permitted, the lane / path may be required to have a greater setback from the property boundary.
- (8) For roads adjacent to riparian corridors or other similar non-residential land (e.g. golf course, water supply canal) the verge on the non-residential side may be reduced to 1.0m wide. However, the verge width may be required to be wider if trunk services or a shared path or cycle lane are proposed to be located in this verge area.
- (9) Tree planting is not permitted within the carriageway.

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

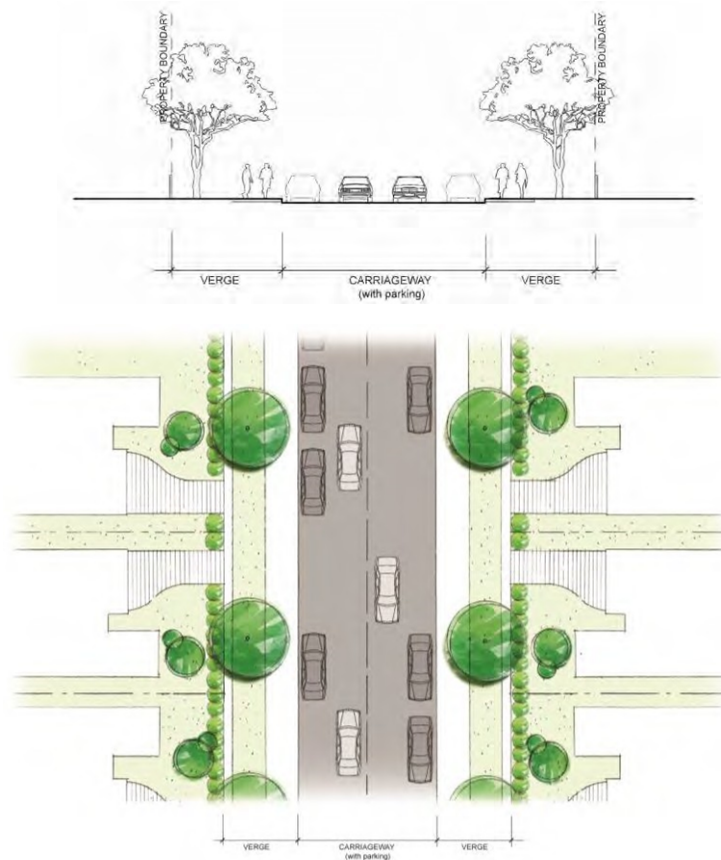
Note: This figure is indicative only, not to scale and should not be used to determine the road dimensions or layout. The dimensions and layout are defined in **Table 5**.

Table 6: Collector Road (Typical Minimum Cross Section)

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

Notes:

- (1) The carriageway is measured from face of kerb to face of kerb.
- (2) The lane width consists of a 2.1m parking lane and a 3.1m travel lane. Linemarking of the road centre-line only may be required. If the parking lane is proposed to be linemarked, the lane width shall be increased to 5.4m (2.3m parking lane and 3.1m travel lane).
- (3) Direct access to individual lots is permitted. Where a collector road is proposed to be access denied, the parking lane may not be required (however, a parking lane may be required if the road is adjacent to local shops, open space, playing fields, schools or the like). Where a parking lane is not required, the carriageway shall be a minimum of 9.6m wide (consisting of two 4.8m lanes).
- (4) The individual sections within the verge may need to be wider if light poles / trees are to be located within those sections to provide clearance for motorists and cyclists in accordance with the relevant standards.
- (5) Tree species selection and spacing of trees will need to take into consideration the location of the trees and the impact on on-street activities such as street sweeping and garbage collection.
- (6) For roads adjacent to riparian corridors or other similar non-residential land (e.g. golf course, water supply canal) the verge on the non-residential side may be reduced to 1.0m wide. However, the verge width may be required to be wider if trunk services or a shared path or cycle lane are proposed to be located in this verge area.
- (7) Any proposed tree planting within the carriageway must be in accordance with the recommendations of a Traffic Study submitted with the application. Where proposed on both sides of the road, the carriageway shall be a minimum of 11.2m consisting of two 3.5m lanes and two 2.1m parking / planting lanes. Where proposed on one side of the road only, the carriageway shall be a minimum of 10.1m, consisting of two 4.0m lanes and one 2.1m parking / planting lane.
- (8) The outer edge of any planting areas is to be no more than 1.8m from the outer edge of the carriageway.

**Figure 10:** Indicative Layout of a Collector Road

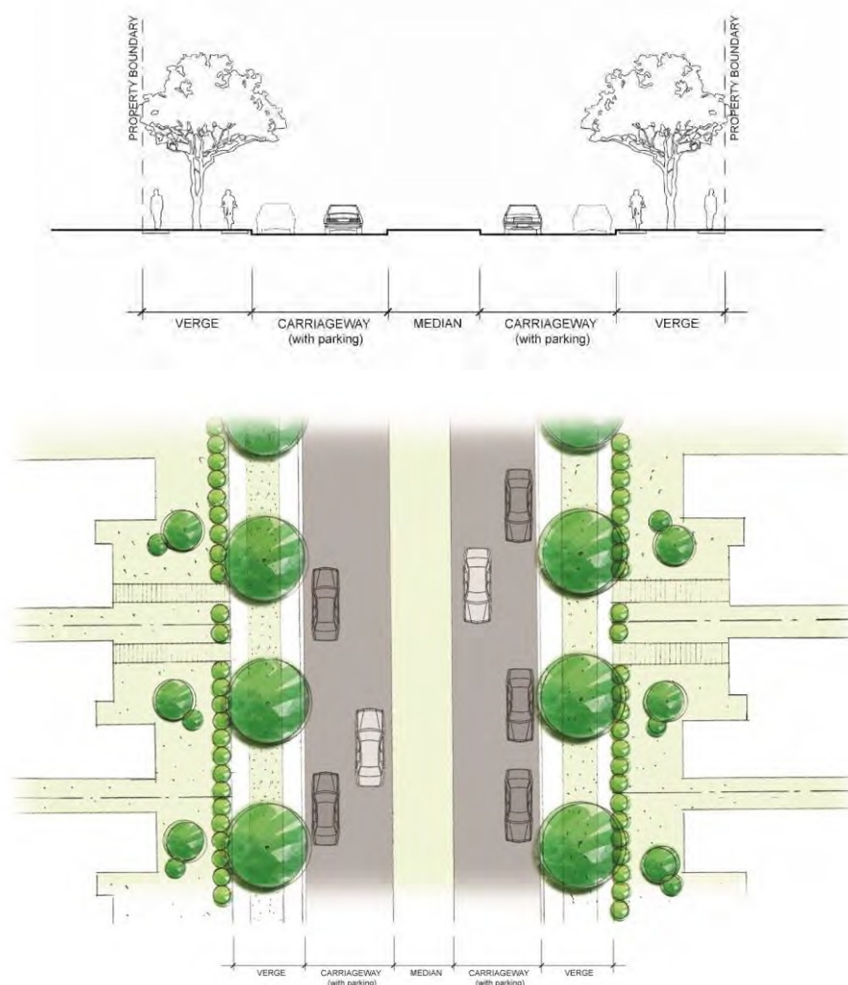
Note: This figure is indicative only, not to scale and should not be used to determine the road dimensions or layout. The dimensions and layout are defined in **Table 6**.

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

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

Notes:

- (1) The carriageway is measured from face of kerb to face of kerb.
- (2) The lane width consists of a 2.1m parking lane and a 3.5m travel lane. If the parking lane is proposed to be linemarked, the lane width shall be increased to 5.8m (2.3m parking lane and 3.5m travel lane).
- (3) Direct access to individual lots is permitted. Where a collector road is proposed to be access denied, the parking lane may not be required (however, a parking lane may be required if the road is adjacent to local shops, open space, playing fields, schools or the like). Where a parking lane is not required, the minimum lane widths shall not be reduced.
- (4) The individual sections within the verge may need to be wider if light poles / trees are to be located within those sections to provide clearance for motorists and cyclists in accordance with the relevant standards.
- (5) Tree species selection and spacing of trees will need to take into consideration the location of the trees and the impact on on-street activities such as street sweeping and garbage collection.
- (6) For roads adjacent to riparian corridors or other similar non-residential land (e.g. golf course, water supply canal) the verge on the non-residential side may be reduced to 1.0m wide. However, the verge width may be required to be wider if trunk services or a shared path or cycle lane are proposed to be located in this verge area.
- (7) Tree planting is not permitted within the carriageway.

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

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

Table 8: Local Street (Typical Minimum Cross Section)

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

Notes:

- (1) The carriageway is measured from face of kerb to face of kerb.
- (2) The carriageway width allows for two vehicles to pass adjacent to a parked car or one vehicle to pass between two parked cars. The parking and travel lanes or centre-line shall not be line-marked.
- (3) A roll kerb is required if the minimum carriageway width is proposed. Where a barrier kerb is proposed, the carriageway shall be increased to 7.6m.
- (4) Tree species selection and spacing of trees will need to take into consideration the location of the trees and the impact on on-street activities such as street sweeping and garbage collection.
- (5) For roads adjacent to riparian corridors or other similar non-residential land (e.g. golf course, water supply canal) the verge on the non-residential side may be reduced to 1.0m wide. However, the verge width may be required to be wider if trunk services are proposed to be located in this verge area.
- (6) For local roads accessing larger lots, where there is minimal direct lot access and demand for on-street parking, consideration will be given to a reduced carriageway.
- (7) Tree planting is not permitted within the carriageway.

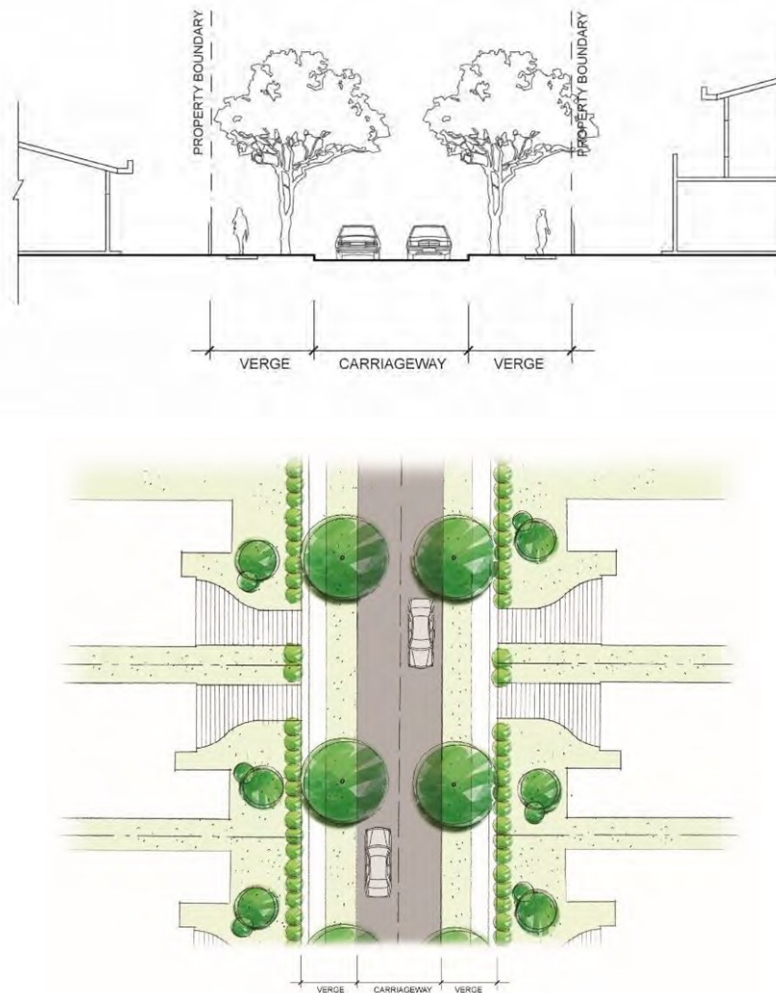


Figure 12: Indicative Layout of Local Street

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

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

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

Notes:

- (1) The carriageway is measured from face of kerb to face of kerb.
- (2) The outer edge of planting areas is to be no more than 1.8m from the outer edge of the carriageway.
- (3) The length of planting areas are to be designed to discourage parking in the lane.
- (4) The length of parking bays is to be designed to provide sufficient room for the parking of three vehicles, driveways and garbage collection.
- (5) No linemarking or other delineation is allowed if the minimum parking bay width is proposed. If linemarking or other delineation is proposed, the parking bay width shall be increased to 2.3m.
- (6) Tree species selection and spacing of trees will need to take into consideration the location of the trees and the impact on on-street activities such as street sweeping and garbage collection.
- (7) The carriageway shall be designed with a cross fall from the centre line to the kerbs on the outer edges of the carriageway. Planting areas shall have a separate kerb edge, however, consideration will be given to appropriate means of using the planting bays for water sensitive urban design purposes.
- (8) For roads adjacent to riparian corridors or other similar non-residential land (e.g. golf course, water supply canal) the verge on the non-residential side may be reduced to 1.0m wide. However, the verge width may be required to be wider if trunk services are proposed to be located in this verge area.
- (9) Where planting / parking bays are proposed on one side of the road only, the lane widths shall be increased to 3.0m.

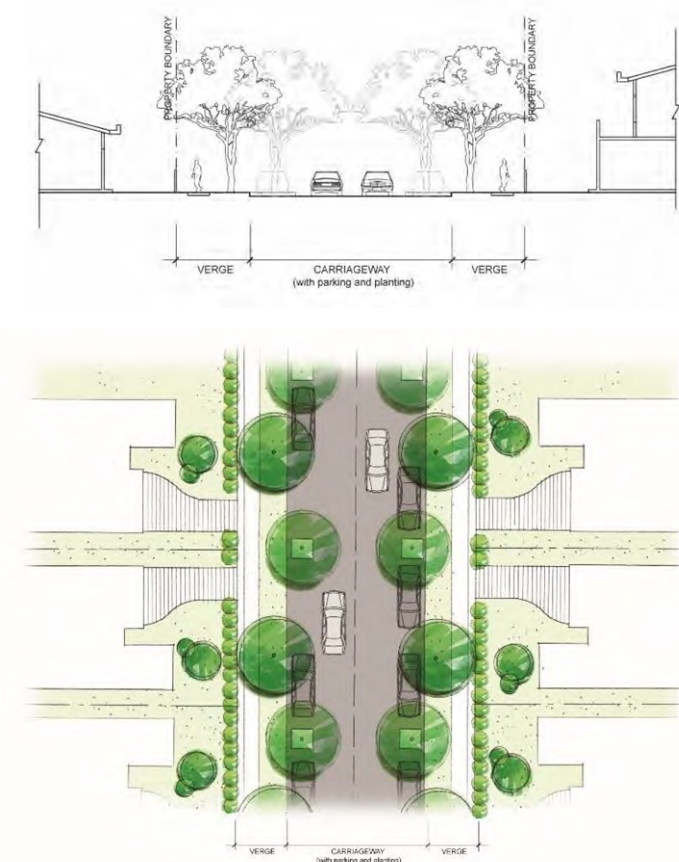


Figure 13: Indicative Layout of a Local Street (with Defined Planting and Parking in Carriageway)

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

3.1.1 Laneways

Laneways are public roads that are shareways, utilitarian thoroughways of the street network that provide rear vehicular access to compact or restricted access lots. The primary purpose of rear laneways is to create attractive front residential streets by removing garages and driveway cuts from the street frontages, improving the presentation of houses and maximising on street parking spaces and street trees. Laneways are a 'sacrificial' network device: while they should be neat and tidy, they should not be confused with streets in width, character or function.

A laneway is a shareway, designed to be shared by all users whether they are pedestrians, cyclists or drivers. Equal priority between all users reinforces the distinctive, slow speed environment for drivers.

In their design and subdivision of lots, laneways should be provided with casual surveillance from some second floor rooms and balconies over garages. Various building forms can provide this casual surveillance along the lane such as studio dwellings, secondary dwellings and rooms of the principal dwelling or lofts over garages. Separate titling of studio dwellings may affect servicing requirements. Generally there will be no underground services in the laneway (except for streetlights) as the studios will be strata titled so power, water, gas, sewer and communications will be located in the front street and reticulated from the front of the allotment through the lot to the rear studio.

Objectives

- a. To provide vehicular access to the rear or side of lots where front access is restricted or not possible, particularly narrow lots where front garaging is not permitted.
- b. To reduce garage dominance in residential streets.
- c. To maximise on-street parking spaces and landscaping in residential streets.
- d. To provide opportunities for affordable housing options.
- e. To reduce vehicular conflict through reduced driveway cross overs and focusing of traffic to known points.
- f. To enable garbage collection.
- g. To facilitate the use of attached and narrow lot housing to achieve overall higher neighbourhood densities.
- h. To create a slow speed shared zone requiring co-operative driving practices for the very low volume and frequency of vehicle movements that is distinctly different in character and materials to residential streets.
- i. To ensure consistency with built form and use of laneways.

Controls

1. The design and construction of laneways is to be consistent with **Figure 14** and *Growth Centres Practice Note: Laneways*, produced by the Department of Planning and Environment
2. The laneway is a public "shareway" as the paved surface is for cyclists, pedestrians, garbage

collection, mail deliveries, cars etc., with a 10 km speed limit and driveway-style crossovers to the street rather than a road junction.

3. The minimum garage doorway widths for manoeuvrability in this laneway section are 2.4m (single) and 4.8m (double).
4. The configuration of the laneway, associated subdivision and likely arrangement of garages arising from that subdivision should create ordered, safe and tidy laneways by designing out ambiguous spaces and unintended uses such as casual parking, the storage of trailers, bin stacking etc.

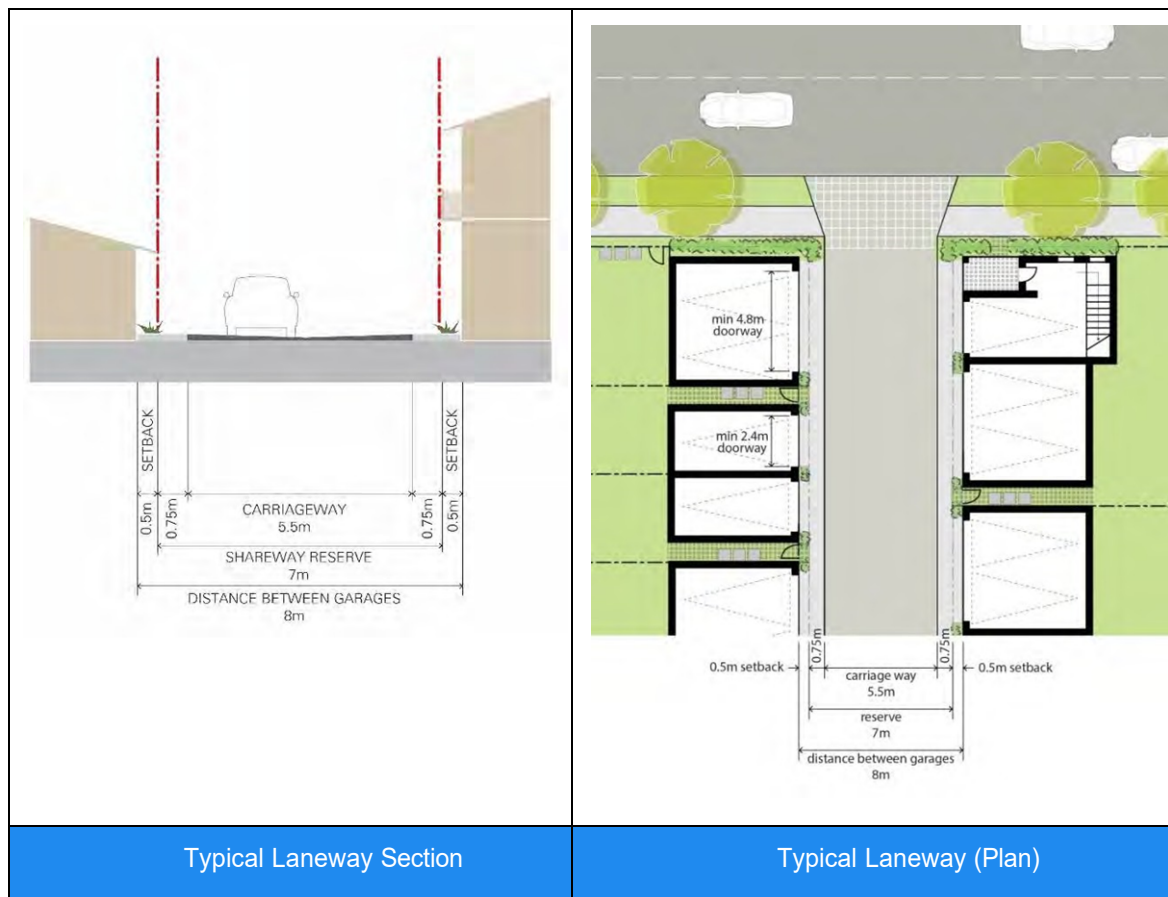


Figure 14: Laneway Principles

5. The layout of laneways should take into account subdivision efficiency, maximising favourable lot orientations, intersection locations with streets, topography, opportunities for affordable housing, legibility and passive surveillance.
 - generally, straight layouts across the block are preferred for safety and legibility, but the detailed alignment can employ subtle bends or secondary or studio dwellings over garages to add visual interest and avoid long distance monotonous views. "C" shaped layouts with the laneway length parallel to the front street can limit the views of laneways from residential streets to short sections. However, if the laneway is used for garbage collection, any bends or intersections are to be sized for garbage truck movements. Suggested layouts are in **Figure 15**, and
 - lanes on sloping land with significant longitudinal and / or cross falls require detailed design consideration to demonstrate roads).

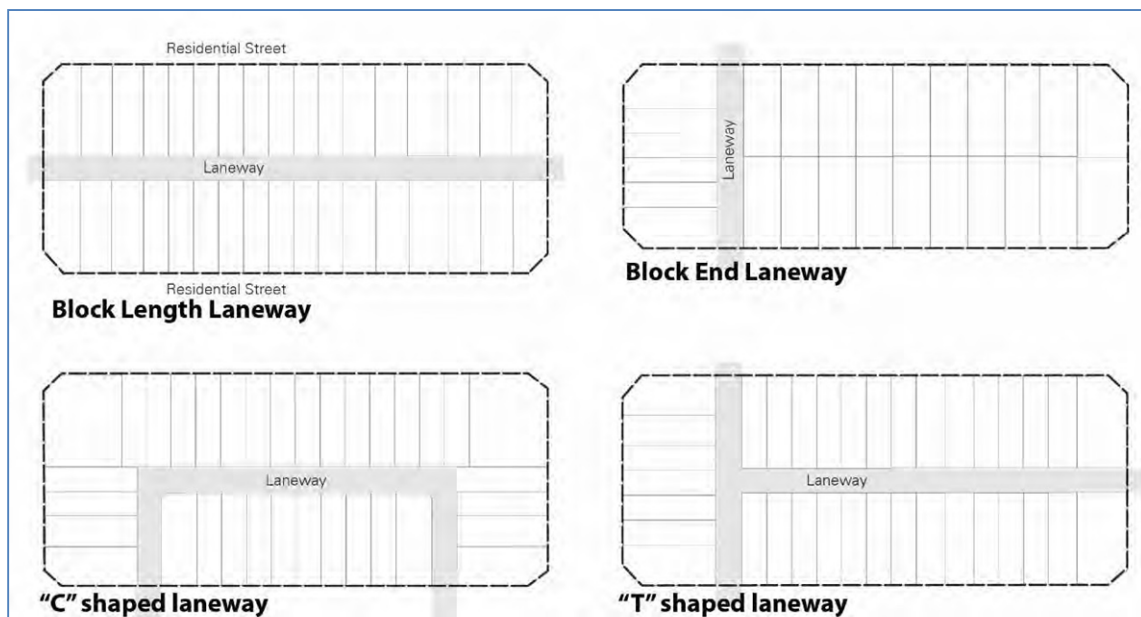


Figure 15: Sample Lane Layouts

6. Laneways that create a 'fronts to backs' layout (front addressed principle dwellings on one side and rear accessed garages on the other side) are to be avoided.
7. All lots adjoining a laneway should utilise the laneway for vehicular / garage access.
8. Passive surveillance along the laneway from the upper storey rooms or balconies of secondary dwellings, studio dwellings, principal dwelling or lofts over rear garages is encouraged. Ground floor habitable rooms on laneways are to be avoided unless they are located on external corners (laneway with a street) and face the street to take advantage of the residential street for an address, shown in **Figure 16** as lane entry / street corner lots. **Figure 16** indicates mid-lane lots and internal corner locations (lane with another lane) where ground floor habitable rooms in secondary dwellings or strata studios (marked 'S') are to be avoided.
9. A continuous run of secondary dwellings or strata studios along the lane is to be avoided, as it changes the character, purpose and function of the lane. No more than 25% of the lots adjoining lanes (excluding street corner lots with studio at the lane entry) are to have secondary dwellings or strata studios. See **Figure 16** All lot boundaries adjoining the lane are to be defined by fencing or built form. The garage setback to the lane is minimal (0.5m) to allow overhanging eaves or balconies to remain in the lot without creating spaces where people park illegally in front of garages and / or on the laneway. Deeper balconies requiring larger garage setbacks (up to 2m) may be permitted occasionally along the laneway provided the application demonstrates how the setback space will not create an opportunity for illegal parking, such as the presence of a supporting post or bollard.
10. All lots require a clear area 3m long x 0.9m wide x 3.9m high along their public road frontage to allow for temporary waste bin storage and collection. This does not apply to lots that are to contain attached or medium density dwelling houses with rear loaded garages. Waste bin collection parameters for these types of residential accommodation are provided in Council's Waste Management Guideline.
11. Where a subdivision layout includes laneway(s) that will provide rear loaded access for future

dwelling houses, an 88b restriction that denies vehicular access to those lots from any other public road frontage must be imposed.

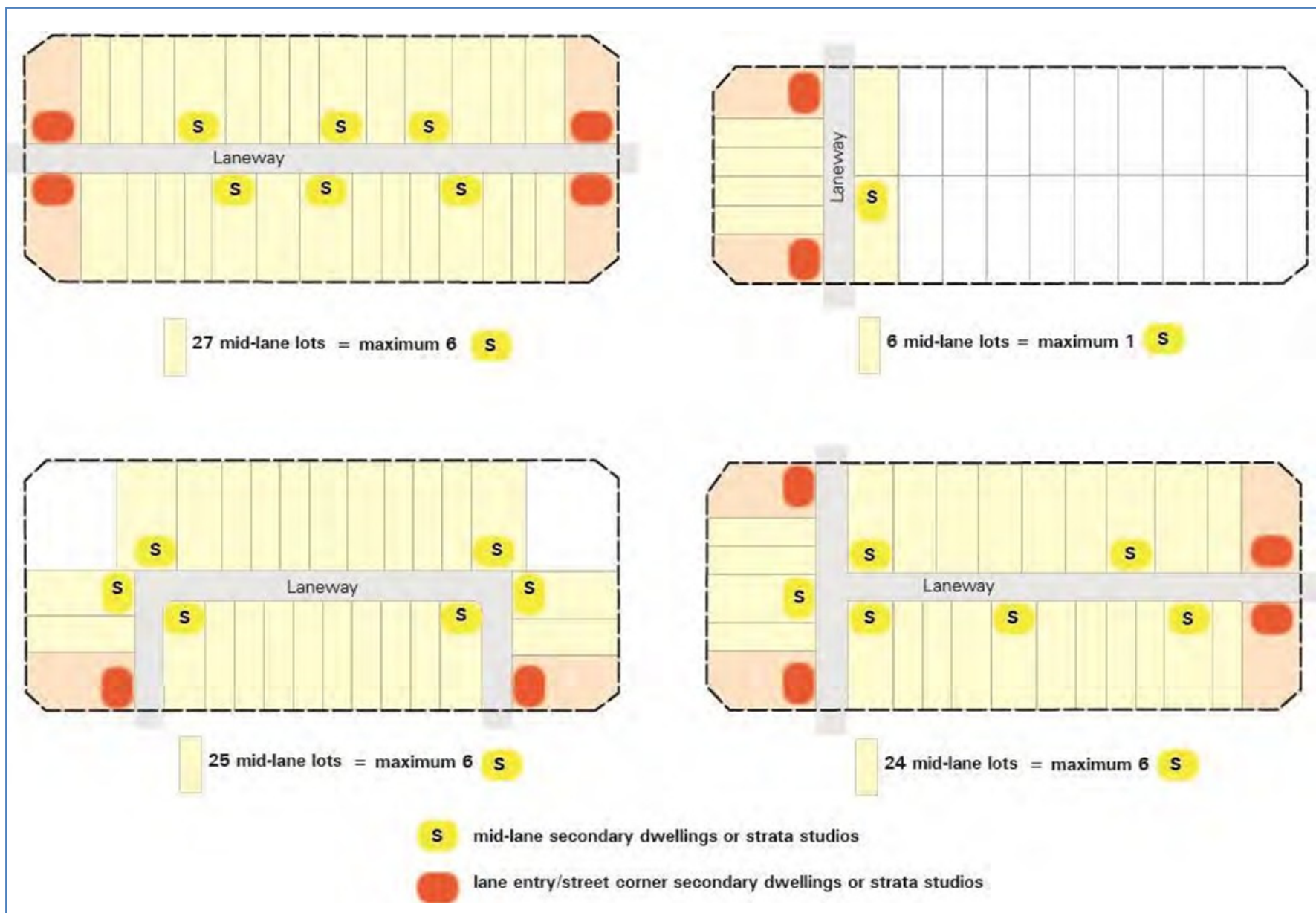


Figure 16: Sample Laneways Showing Maximum Number of Secondary Dwellings or Strata Studios

3.1.2 Shared Driveways

Shared driveways are privately owned and maintained driveways that serve two or more dwellings through a titling arrangement such as a reciprocal right of way or community title. Shared driveways are usually of minimal dimensions for vehicle access to lots with only a single access to the street network. Garbage collection is usually not a function. Shared driveways are a useful subdivision device for a small number of dwellings with otherwise difficult access or unavoidable block configurations, but are not a substitute in blocks designed with significant numbers of dwellings requiring rear access by laneways.

Objectives

- a. To minimise the impact of vehicle access points on the quality of the public domain and pedestrian safety.
- b. To provide safe and convenient access to garages, carports and parking areas.
- c. To clearly define public and private spaces, such that driveways are for the sole use of residents.
- d. To permit casual surveillance of private driveways from dwellings and from the street.

Controls

1. Shared driveways are to be constructed as one of three general types, depending on block geometry and garages to be accessed. Refer to examples in **Figure 17**.
2. Shared driveways are to have the smallest configuration possible to serve the required parking facilities and vehicle turning movements.
3. The driveway crossing the verge between the property boundary and the kerb is to have a maximum width of 5.4 metres.
4. The location of driveways is to be determined with regard to dwelling design and orientation, street gully pits and tree bays and is to maximise the available on-street parking.
5. The maximum travelling distance from a public road to a garbage collection area within a shared driveway is 70m. Where garbage collection is required to occur within the shared driveway (i.e. when an alternative collection point is not available), the layout is to be designed such that no reversing movements are required to be undertaken to enable a garage truck to enter and leave in a forward direction. A minimum pavement width of 5m and a turning circle with sweep turning paths overlaid into the design plan shall be submitted to demonstrate compliance with this requirement.
6. Access to allotments in the vicinity of roundabouts and associated splinter islands shall not be provided within 10m of the roundabout.
7. Driveways are not to be within 0.5m of any drainage facilities on the kerb and gutter.

8. Shared driveways are to have soft landscaped areas on either side, suitable for infiltration.
9. Shared driveways must be in accordance with the shareway principles and vehicle manoeuvring requirements of the *Growth Centres Practice Note: Laneways*.
10. Where fan-shaped lots are proposed, these lots are to have their own driveway access. Shared driveways are not permitted.

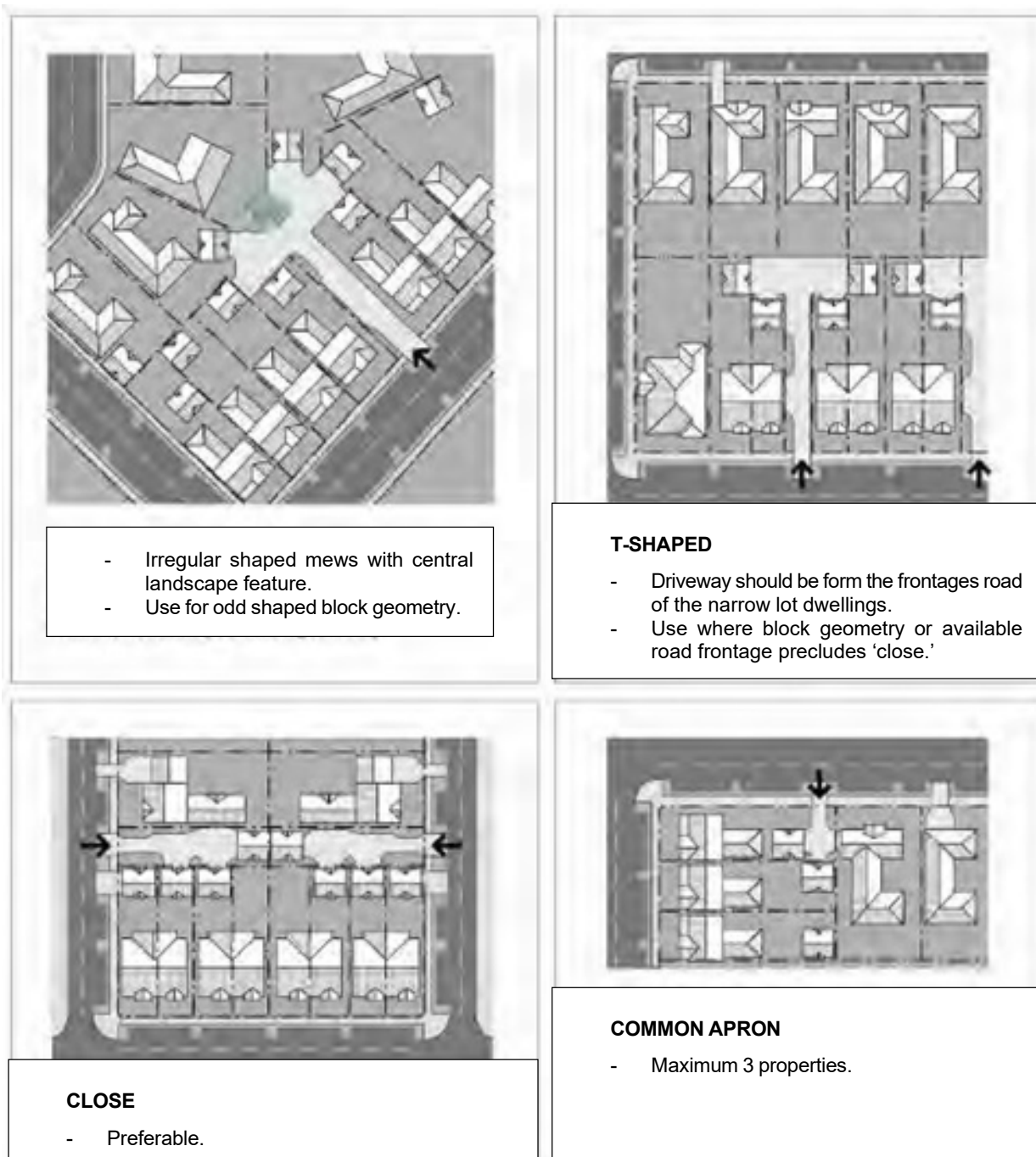


Figure 17: Indicative Examples of Shared Driveways

3.2 Pedestrian and Cycle Network

Objectives

- a. To provide a convenient, efficient and safe network of pedestrian and cycleway paths for the use of the community, within and beyond the site.
- b. To encourage residents to walk or cycle, in preference to using motor vehicles, as a way of gaining access to the schools, shops, and local community and recreation facilities.
- c. To promote the efficient use of land by allowing pedestrian pathways and cycleways to be located within parks and corridors wherever practical.

Controls

- 1. Key pedestrian and cycleway routes are to be provided generally in accordance with **Figure 18**. The design of cycleways located within the road reserve is to be in accordance with **Table 2 to Table 109**. The minimum width of off-street shared cycle and pedestrian pathways is to be 2.5m.
- 2. All pedestrian and cycleway routes and facilities are to be consistent with Transport for New South Wales publication *Walking and Cycling Guidelines 2018-19* and Council's *Pedestrian Access and Mobility Plan 2014*.
- 3. Pedestrian and cycle routes and facilities in public spaces are to be safe, well lit, clearly defined, functional and accessible to all.
- 4. Pedestrian and cycle pathways, and pedestrian refuge islands are to be designed to be fully accessible by all in terms of access points and gradients, generally in accordance with Australian Standard 1428:1-4.
- 5. Pedestrian and cycle pathways are to be constructed as part of the infrastructure works for each residential stage with detailed designs to be submitted with DAs.

3.3 Public Transport Network

Objectives

- a. To encourage the provision and use of public transport within Oran Park.
- b. To ensure clear, safe pedestrian links to public transport stops.
- c. To allow for the majority of residential lots to be within 400m walking distance from an existing or proposed bus stop.

Controls

1. Bus routes are to be provided generally in accordance with **Figure 19** and, where the bus route is known, be indicated on the subdivision DA drawings. The final location of bus stops will be determined by Council's Local Traffic Committee.
2. A minimum travel-way width of 3.5m is to be provided along all bus routes. Roundabouts on bus routes are to be designed to accommodate bus manoeuvrability.
3. Bus stops are to be provided on-street and not within indented bays. Bus shelters are to be provided at key stops and installed at the subdivision construction stage.

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